



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**



DOT HS 813 706

August 2025

Fatality Analysis Reporting System Analytical User's Manual, 1975-2023

DISCLAIMER

This publication is distributed by the U.S. Department of Transportation, National Highway Traffic Safety Administration, in the interest of information exchange. The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the Department of Transportation or the National Highway Traffic Safety Administration. The United States Government assumes no liability for its contents or use thereof. If trade or manufacturers' names or products are mentioned, it is because they are considered essential to the object of the publication and should not be construed as an endorsement. The United States Government does not endorse products or manufacturers.

Suggested APA Format Citation:

National Center for Statistics and Analysis. (2025, August). *Fatality Analysis Reporting System analytical user's manual, 1975-2023* (Report No. DOT HS 813 706). National Highway Traffic Safety Administration.

Technical Report Documentation Page

1. Report No. DOT HS 813 706	2. Government Accession No.	3. Recipient's Catalog No.
4. Title and Subtitle Fatality Analysis Reporting System Analytical User's Manual, 1975-2023		5. Report Date August 2025
		6. Performing Organization Code
7. Author National Center for Statistics and Analysis		8. Performing Organization Report No. DOT-VNTSC-NHTSA-xx- xx
9. Performing Organization Name and Address National Center for Statistics and Analysis National Highway Traffic Safety Administration 1200 New Jersey Avenue SE Washington, DC 20590		10. Work Unit No. (TRAIS)
		11. Contract or Grant No.
12. Sponsoring Agency Name and Address National Highway Traffic Safety Administration 1200 New Jersey Avenue SE Washington, DC 20590		13. Type of Report and Period Covered
		14. Sponsoring Agency Code
15. Supplementary Notes		
16. Abstract This is the updated and revised Fatality Analysis Reporting System Analytical User's Manual for the period 1975 to 2023.		
17. Key Words FARS, Fatality Analysis Reporting System; analytical user's manual; 1975-2023.		18. Distribution Statement Document is available to the public from the DOT, National Highway Traffic Safety Administration, National Center for Statistics and Analysis, https://crashstats.nhtsa.dot.gov .
19. Security Classif. (of this report) Unclassified	20. Security Classif. (of this page) Unclassified	21 No. of Pages 831
		22. Price

Form DOT F 1700.7 (8-72)

Reproduction of completed page authorized

Table of Contents

Introduction.....	1
New in 2023 FARS	2
New and Noteworthy	2
Data Elements With Changes	2
Summary of SAS Naming Changes.....	10
FARS Operations.....	11
FARS SAS Data Files.....	12
FARS Data Element List	17
Data Element List	17
Data Element Definitions and Codes.....	34
Key Data Elements	35
The ACCIDENT Data File	42
The VEHICLE Data File	115
The PERSON Data File	299
The PARKWORK Data File.....	357
The PBTYPE Data File.....	486
The CEVENT Data File.....	512
The VEVENT Data File	522
The VSOE Data File	532
The CRASHRF Data File	538
The WEATHER Data File.....	541
The VEHICLESF Data File	543
The PVEHICLESF Data File.....	546
The DRIVERRF Data File.....	548
The DAMAGE Data File	553
The DISTRACT Data File.....	555
The DRIMPAIR Data File.....	558
The FACTOR Data File.....	561
The MANEUVER Data File	564
The VIOLATN Data File.....	566
The VISION Data File	571
The PERSONRF Data File	573
The DRUGS Data File	577
The RACE Data File	586
The NMCRASH Data File.....	591
The NMDISTRACT Data File	594
The NMIMPARI Data File	597
The NMPRIOR Data File	600
The SAFETYEQ Data File	603
The VPICDECODE Data File	611
The VPICTRAILERDECODE Data File	612
Discontinued Data Files.....	613

References.....	614
Appendix A: Crash Type Diagrams.....	A-1
Crash Type Diagram	A-2
Crash Type Configuration Diagram (2023).....	A-3
Appendix B: Rules for Derived Data Elements.....	B-1
Crash Level Counts.....	B-2
Crash and Vehicle Level Derived Data Elements	B-3
Appendix C: Additional Data Element Information	C-1
Appendix D: Auxiliary Data Files	D-1
Appendix E: Imputed Alcohol Data Files.....	E-1
Appendix F: Changes in FARS Data Elements by SAS Data File and Year	F-1
Appendix G: Special Notes for Analysts.....	G-1
Appendix H: Notable Changes	H-1

Introduction

One of the primary objectives of the National Highway Traffic Safety Administration is to reduce the staggering human toll and property damage that motor vehicle traffic crashes impose on our society. Crashes each year result in thousands of lives lost, hundreds of thousands of injured victims, and billions of dollars in property damage. Accurate data are required to support the development, implementation, and assessment of highway safety programs aimed at reducing this toll. NHTSA uses data from many sources, including the Fatality Analysis Reporting System (FARS) that began operation in 1975. Providing data about fatal crashes involving all types of vehicles, the FARS is used to identify highway safety problem areas, provide a basis for regulatory and consumer information initiatives, and form the basis for cost and benefit analyses of highway safety initiatives.

FARS is a census of fatal motor vehicle crashes with a set of data files documenting all qualifying fatalities that occurred within the 50 States, the District of Columbia, and Puerto Rico since 1975. To qualify as a FARS case, the crash had to involve a motor vehicle traveling on a trafficway customarily open to the public and must have resulted in the death of a motorist or a non-motorist within 30 days of the crash.

This multi-year analytical user's manual provides documentation on the historical coding practices of FARS from 1975 to 2023. In other words, this manual presents the evolution of FARS coding from inception through present. It includes the data elements that are contained in FARS and other useful information that will enable the users to become familiar with the data system. The FARS/NASS GES and FARS/CRSS Coding and Validation Manuals provide more detailed definitions for each data element and attribute for a given year. NHTSA's National Center for Statistics and Analysis (NCSA) publishes these manuals for each year of data collection, and they are available at [NCSA Publications — Manuals and Documentation — FARS](#).

The compilation of FARS data for more than four decades has been a NHTSA priority. These data store valuable information that have been preserved over time and are available for present and future use. This analytical user's manual should help improve the usefulness and accessibility of the FARS data. With the exception of personal notes, there is no reason to keep older versions of this reference manual. All information in earlier editions has been retained in this newer version.

New in 2023 FARS

New and Noteworthy

The Analytical User's Manual is updated annually to reflect necessary revisions and ensure quality data collection and analysis. FARS data elements evolve based on any number of factors including the needs of end users. Changes are made with careful consideration and collaboration among key stakeholders. Below are the notable changes, challenges, reclassifications, or other issues the analyst should be aware of for this year.

Addition of Crash Type Configuration

In 2023, the data element "Crash Type" was condensed and made available as "Crash Type Configuration" in addition to the existing "Crash Type." For graphic descriptions of the condensed possible values see [Appendix A: Crash Type Configuration Diagram](#). For graphic descriptions of the existing "Crash Type" see [Appendix A: Crash Type Diagram](#).

Modernization of Drug Toxicology Data Collection

In 2023, a new data element, Drug Testing Method, was added to provide additional context regarding the methodology used to collect the presence of drugs. Additionally, new data elements to collect the specific quantity and the unit of measure for each specimen tested were added. These revisions intend to provide more specificity and more utility to data users. For changes introduced in 2022, see [Appendix H: Notable Changes - Modernization of Drug Toxicology Data Collection](#).

Rewrites to Crash Level Elements

Several additions and revisions were made to Crash Level elements Route Signing, Rural Urban Classification and Functional System (formerly Land Use and Functional System), and Ownership. These changes are part of a multi-year initiative by NHTSA to align information collected in FARS/CRSS and in the Federal Highway Administration's (FHWA) Highway Performance Monitoring System (HPMS).

Data Elements With Changes

Below is a list of FARS data elements that have substantial changes for 2023. Changes are denoted in ***bold/italics*** for additions and strikethrough for deletions. Additional detailed information on each data element can be found in the FARS/CRSS Coding and Validation Manual. The NCSA publishes these manuals for each year of data collection, and they can be found at [NCSA Publications — Manuals and Documentation](#).

Data Element ID	Data Element Name	SAS Table.NAME	Comments
C11	Route Signing	Accident.ROUTE	<ul style="list-style-type: none"> • Revised format: 2 numeric • Revised attribute labels: <ul style="list-style-type: none"> ○ 01 (Interstate) ○ 02 (U.S. Highway) ○ 03 (State Highway) ○ 04 (County <i>Road</i>) ○ 04 (<i>Local Street</i>—Township) ○ 06 (<i>Local Street</i>—Municipality) ○ 95 (Other) • Removed attributes: <ul style="list-style-type: none"> ○ 7 (<i>Local Street</i>—Frontage Road) ○ 9 (Unknown) • New attributes: <ul style="list-style-type: none"> ○ 00 (<i>Not Signed</i>) ○ 10 (<i>Parkway Marker or Forest Route Marker [Specify:]</i>) ○ 11 (<i>Off-Interstate Business Marker</i>) ○ 12 (<i>Secondary Route</i>) ○ 13 (<i>Bureau of Indian Affairs</i>) ○ 96 (<i>Trafficway Not in State Inventory</i>) ○ 99 (<i>Unknown/Not Reported</i>)
C12	Rural Urban Classification Land Use and Functional System	Accident.RUR_URB, Accident.FUNC_SYS	<ul style="list-style-type: none"> • Revised element name • Revised attribute labels: <ul style="list-style-type: none"> ○ 02 (<i>Principal Arterial</i>—Other Freeways and Expressways) ○ 03 (<i>Other Principal Arterial</i>—<i>Other</i>)
C13	Ownership	Accident.RD_OWNER	<ul style="list-style-type: none"> • Revised attribute labels:

Data Element ID	Data Element Name	SAS Table.NAME	Comments
			<ul style="list-style-type: none"> ○ 26 (Private (Other Than Railroad) ● New attribute: 95 (Other [Specify:])
C14	National Highway System	Accident.NHS	<ul style="list-style-type: none"> ● Revised attribute labels: <ul style="list-style-type: none"> ○ 0 (This sSection IS NOT on the NHS) ○ 1 (This sSection IS ON the NHS) ○ 9 (Unknown if tThis sSection is on the NHS)
C32	Related Factors—Crash Level	CrashRF.CRASHRF	<ul style="list-style-type: none"> ● Removed attribute: 013 (Aggressive Driving/Road Rage by Non-Contact Vehicle Driver) ● New attributes: <ul style="list-style-type: none"> ○ 102 (Aggressive Driving by Non-Contact Vehicle Driver) ○ 103 (Road Rage by Non-Contact Vehicle Driver)
D24	Related Factors—Driver Level	DriverRF.DRIVERRF	<ul style="list-style-type: none"> ● Removed attributes: <ul style="list-style-type: none"> ○ 008 (Aggressive Driving/Road Rage) ○ 037 (Police Pursuing this Driver or Police Officer in Pursuit) ● New attributes: <ul style="list-style-type: none"> ○ 100 (Using a Belt-Positioning Device or Other) ○ 102 (Aggressive Driving) ○ 103 (Road Rage) ○ 104 (Police Pursuing This Driver)

Data Element ID	Data Element Name	SAS Table.NAME	Comments
			<ul style="list-style-type: none"> ○ <i>105 (Police Officer in Pursuit)</i>
PC23A	<i>Crash Type Configuration</i>	<i>Vehicle.ACC_CONFIG</i>	<ul style="list-style-type: none"> ● Added new element ● New attributes: <ul style="list-style-type: none"> ○ <i>101 (Right Roadside Departure)</i> ○ <i>102 (Left Roadside Departure)</i> ○ <i>103 (Struck Object While Moving Forward)</i> ○ <i>201 (Rear End, Trailing Vehicle)</i> ○ <i>202 (Rear End, Lead Vehicle)</i> ○ <i>203 (Rear End, Other or Unknown)</i> ○ <i>204 (Forward Impact, Frontal Impact After Maneuver)</i> ○ <i>205 (Forward Impact, Rear End Impact After Maneuver)</i> ○ <i>206 (Forward Impact, Other or Unknown)</i> ○ <i>207 (Sideswipe, Angle, Vehicle on Left)</i> ○ <i>208 (Sideswipe, Angle, Vehicle on Right)</i> ○ <i>209 (Sideswipe, Angle, Other or Unknown)</i> ○ <i>301 (Lateral Move [Left/Right], Head-On, Sideswipe, or Angle)</i> ○ <i>302 (Lateral Move [Going Straight], Head-On, Sideswipe, or Angle)</i> ○ <i>303 (Lateral Move, Other or Unknown)</i> ○ <i>304 (Forward Impact After Maneuver, Departed Lane)</i>

Data Element ID	Data Element Name	SAS Table.NAME	Comments
			<ul style="list-style-type: none"> ○ 305 (<i>Forward Impact After Maneuver, Remained in Lane</i>) ○ 306 (<i>Forward Impact After Maneuver, Other or Unknown</i>) ○ 401 (<i>Turn Across Path, Initial Opposite Directions [Left/Right]</i>) ○ 402 (<i>Turn Across Path, Initial Opposite Directions [Going Straight]</i>) ○ 403 (<i>Turn Across Path, Initial Same Directions [Turning Right]</i>) ○ 404 (<i>Turn Across Path, Initial Same Directions [Going Straight, Other Vehicle Turning Right]</i>) ○ 405 (<i>Turn Across Path, Initial Same Directions [Turning Left]</i>) ○ 406 (<i>Turn Across Path, Initial Same Directions [Going Straight, Other Vehicle Turning Left]</i>) ○ 407 (<i>Turn Across Path, Other or Unknown</i>) ○ 408 (<i>Turn Into Path, Turn into Same Direction [Turning Left]</i>) ○ 409 (<i>Turn Into Path, Turn into Same Direction [Going Straight, Other Vehicle Turning Left]</i>) ○ 410 (<i>Turn Into Path, Turn into Same Direction [Turning Right]</i>)

Data Element ID	Data Element Name	SAS Table.NAME	Comments
			<ul style="list-style-type: none"> ○ 411 (Turn Into Path, Turn into Same Direction [Going Straight, Other Vehicle Turning Right]) ○ 412 (Turn Into Path, Turn into Opposite Directions [Turning Right]) ○ 413 (Turn Into Path, Turn into Opposite Directions [Going Straight, Other Vehicle Turning Right]) ○ 414 (Turn Into Path, Turn into Opposite Directions [Turning Left]) ○ 415 (Turn Into Path, Turn Into Opposite Directions [Going Straight, Other Vehicle Turning Left]) ○ 416 (Turn into Path, Other or Unknown) ○ 501 (Straight Paths, Striking from the Right) ○ 502 (Straight Paths, Struck on the Right) ○ 503 (Straight Paths, Striking from the Left) ○ 504 (Straight Paths, Struck on the Left) ○ 505 (Straight Paths, Other or Unknown) ○ 000 (No Impact) ○ 992 (Backing Vehicle) ○ 993 (Other Vehicle) ○ 998 (Other Crash Type) ○ 999 (Unknown Crash Type)

Data Element ID	Data Element Name	SAS Table.NAME	Comments
P19	Drug Toxicology Results	Person.DSTATUS, Drugs.DRUGSPEC, Drugs.DRUGMETHOD , Drugs.DRUGRES, Drugs.DRUGQTY , Drugs.DRUGACTQTY , Drugs.DRUGUOM	<ul style="list-style-type: none"> • New data elements: <ul style="list-style-type: none"> ○ Drug Testing Method ○ Drug Quantity ○ Actual Quantity ○ Unit of Measure • Revised attribute labels: <ul style="list-style-type: none"> ○ 9998 (Tested for Drugs, Drugs <i>Found Detected</i>, Type Unknown/Positive) ○ 0001 (<i>Tested, No Drugs Found/Negative None Detected/Below Threshold</i>) • New attributes: <ul style="list-style-type: none"> ○ 5064 (Cannabigerol [CGB]) ○ 5065 (Cannabidiol [CBD])
P24	Related Factors—Person (MV Occupant) Level	PersonRF.PERSONRF	<ul style="list-style-type: none"> • New attributes: <ul style="list-style-type: none"> ○ 104 (Using a Belt-Positioning Device or Other) ○ 105 (Paraplegic or in a Wheelchair)
NM13	Non-Motorist Action/Circumstances	NMPrior.NMACTION	<ul style="list-style-type: none"> • Revised attribute labels: <ul style="list-style-type: none"> ○ 01 (Going To or From School <i>(Pre-K-12)</i>)
NM21	Drug Toxicology Results	Person.DSTATUS, Drugs.DRUGSPEC, Drugs.DRUGMETHOD , Drugs.DRUGRES, Drugs.DRUGQTY , Drugs.DRUGACTQTY , Drugs.DRUGUOM	<ul style="list-style-type: none"> • New data elements: <ul style="list-style-type: none"> ○ Drug Testing Method ○ Drug Quantity ○ Actual Quantity ○ Unit of Measure • Revised attribute labels: <ul style="list-style-type: none"> ○ 9998 (Tested for Drugs, Drugs <i>Found Detected</i>, Type Unknown/Positive)

Data Element ID	Data Element Name	SAS Table.NAME	Comments
			<ul style="list-style-type: none"> ○ 0001 (<i>Tested, No Drugs Found/Negative None Detected/Below Threshold</i>) ● New attributes: <ul style="list-style-type: none"> ○ 5064 (<i>Cannabigerol [CGB]</i>) ○ 5065 (<i>Cannabidiol [CBD]</i>)
NM26	Related Factors—Person (Not a MV Occupant) Level	PersonRF.PERSONRF	<ul style="list-style-type: none"> ● New attributes: <ul style="list-style-type: none"> ○ 102 (<i>Motor Vehicle Occupant in Prior Crash</i>) ○ 103 (<i>Road Rage</i>)

Summary of SAS Naming Changes

Data Element ID	2022 SAS Name	New 2023 SAS Name	Data Element Name
<i>PC23A</i>	<i>N/A</i>	<i>ACC_CONFIG</i>	<i>Crash Type Configuration</i>
<i>P19/NM21</i>	<i>N/A</i>	<i>DRUGMETHOD</i>	<i>Drug Toxicology Results: Subfield 3—Drug Testing Method</i>
<i>P19/NM21</i>	<i>N/A</i>	<i>DRUGQTY</i>	<i>Drug Toxicology Results: Subfield 5a—Drug Quantity</i>
<i>P19/NM21</i>	<i>N/A</i>	<i>DRUGACTQTY</i>	<i>Drug Toxicology Results: Subfield 5b—Actual Quantity</i>
<i>P19/NM21</i>	<i>N/A</i>	<i>DRUGUOM</i>	<i>Drug Toxicology Results: Subfield 5c—Unit of Measure</i>

The data elements in ***bold/italics*** are new to 2023 FARS.

The data elements in *italics* are changed in 2023 FARS.

FARS Operations

FARS became operational in 1975 and contains data on a census of fatal traffic crashes in the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a trafficway customarily open to the public and must result in the death of an occupant of a vehicle or a non-occupant within 30 days (720 hours) of the crash.

FARS is directed by the National Center for Statistics and Analysis (NCSA), a component of NHTSA. NHTSA has a cooperative agreement with an agency in each State's government to provide information on all qualifying fatal crashes in the State. These agreements are managed by NCSA's FARS program staff. Trained State employees, called "FARS analysts," are responsible for gathering, translating, and transmitting their State's data to NCSA in a standard format. The number of analysts varies by State.

FARS data are obtained from various States' documents, such as the following.

- Police Crash Reports
- Death Certificates
- State Vehicle Registration Files
- Coroner/Medical Examiner Reports
- State Driver Licensing Files
- State Highway Department Data
- Emergency Medical Service Reports
- Vital Statistics and Other State Records

From these documents, the analysts code more than 140 FARS data elements. The specific data elements may be modified slightly each year to conform to changing user needs, vehicle characteristics, and highway safety emphasis areas. The data collected within FARS do not include any personal identifying information such as names, addresses, or social security numbers. Thus, any data kept in FARS data files and made available to the public fully conform to the Privacy Act.

Each analyst interprets and codes data directly onto an electronic data file. The data are automatically checked when entered for acceptable range values and for consistency, enabling the analyst to make corrections immediately. Several programs continually monitor and improve the completeness and accuracy of the data.

Each analyst uses a coding manual that provides a set of written instructions on how to transfer the information from a police crash report to the FARS data. To augment the coding manual, classes are held each year to train the coders, and a system-wide FARS meeting is held to reinforce uniform coding practices.

After the data file is created, quality checks are performed on the data. When these are completed, the electronic data are made available to the public. In a given crash year, FARS releases two versions of annual data files. The first set of files, known as the Annual Report File (ARF), is released following the crash year. The ARF is replaced about a year later with a final file, which contains additional cases or updates to cases that had become available after the ARF was released. The FARS data are also used to respond to requests from the international and national highway safety communities, State and local governments, the Congress, Federal agencies, research organizations, industry, the media, and the public.

FARS SAS Data Files

FARS data are made available to the public in Statistical Analysis System (SAS) data files as well as comma-separated values (CSV) files. Annual changes are made to the type of data collected and the way the data are presented in the data files. Some data files have been discontinued and new ones have been created. This manual describes the current data files as well as discontinued data files.

For the current data collection year, there are 30 data files. The current data files are: Accident, Vehicle, Person, Parkwork, Vpicdecode, Vpictrailerdecode, Pbtype, Cevent, Vevent, Vsue, Crashrf, Weather, Vehiclesf, Pvehiclesf, Driverrf, Damage, Distract, Drimpair, Factor, Maneuver, Violatn, Vision, Personrf, Drugs, Race, Nmcrash, Nmdistract, Nmimpair, Nmprior, and Safetyeq data files. Nineteen of these data files contain only one or two data elements and the analyst can code more than one response for these elements (i.e., “select all that apply”); thus, there is a record for each response. These data files are: Crashrf, Weather, Vehiclesf, Pvehiclesf, Driverrf, Damage, Distract, Drimpair, Factor, Maneuver, Violatn, Vision, Personrf, Drugs, Race, Nmcrash, Nmdistract, Nmimpair, and Nmprior. Two data files, Vpicdecode and Vpictrailerdecode, contain elements derived from the vehicle’s and trailer’s VIN, respectively. Details on these elements are found in a separate manual, the *Product Information Catalog and Vehicle Listing (vPIC) Analytical User’s Manual*, found in the [NCSA Publications — Manuals and Documentation](#) section of NHTSA’s website.

Discontinued data files are included after the current data files. The Vehnit data file was replaced by the Parkwork data file, and its data element history can be found in the Parkwork data file. The Vindecode data file was replaced by the Vpicdecode data file.

The data files are presented with their data elements in the Data Elements Definitions and Codes section. For each of the data elements a brief definition is provided along with any additional information that could assist analyses. SAS names and values are also provided for the data elements. Discontinued data elements are moved to the end of the data file.

The SAS data files and years of availability are:

- **Accident – (1975-current):** This data file contains information about crash characteristics and environmental conditions at the time of the crash. There is one record per crash.
- **Vehicle – (1975-current):** This data file contains information describing the motor vehicles in-transport and the drivers of motor vehicles in-transport who are involved in the crash. There is one record per motor vehicle in-transport. Parked and working vehicle information is in the Parkwork data file.
- **Person – (1975-current):** This data file contains information describing all people involved in the crash including motorists (i.e., drivers and passengers of motor vehicles in-transport) and non-motorists (e.g., pedestrians, pedalcyclists, and occupants of motor vehicles not in-transport). It provides information such as age, sex, vehicle occupant restraint use, and injury severity. There is one record per person.

- **Parkwork – (2010-current):** This data file contains information about parked and working vehicles that were involved in FARS crashes. A parked vehicle is a motor vehicle that is stopped off the roadway. A working vehicle is a motor vehicle involved in trafficway maintenance, construction, or utility activities. It excludes vehicles performing private maintenance, construction, or utility activities. Data users are strongly advised to consult the annual FARS/CRSS Coding and Validation Manuals for a detailed description. There is one record per parked/working vehicle.
- **Vpicdecode – (2016-current):** This data file contains vehicle features and specifications based on the vehicle’s VIN that is decoded using NHTSA’s Product Information Catalog and Vehicle Listing, known as vPIC. There is one record per vehicle. First released in 2020, NHTSA also provided this data file for the previous 4 years and plans to release more previous years in the future.
- **Vpictrailerdecode – (2016-current):** This data file contains trailer features and specifications based on the trailer’s VIN that is decoded using NHTSA’s Product Information Catalog and Vehicle Listing, known as vPIC. There is one record per trailer. First released in 2020, NHTSA also provided this data file for the previous 4 years and plans to release more previous years in the future.
- **Pbtype – (2014-current):** This data file contains information about crashes between motor vehicles and pedestrians, people on personal conveyances, and bicyclists. Data from the crash are entered into the Pedestrian and Bicycle Crash Analysis Tool (PBCAT). The output fields from PBCAT, including the pre-crash actions of the parties involved (crash type), are included in this data file. There is one record for each pedestrian, bicyclist, or person on a personal conveyance.
- **Cevent – (2010-current):** This data file contains information for all of the qualifying events (i.e., both harmful and non-harmful) that occurred in the crash. It details the chronological sequence of events resulting from an unstabilized situation that constitutes a motor vehicle traffic crash. There is one record per event. Included in each record is a description of the event or object contacted (e.g., ran off road-right, crossed center line, guardrail, parked motor vehicle), the vehicles involved, and the vehicles’ areas of impact.
- **Vevent – (2010-current):** This data file contains the sequence of events for each motor vehicle in-transport involved in the crash. This data file has the same data elements as the Cevent data file. In addition, this data file has a data element that records the sequential event number for each vehicle (VEVENTNUM). There is one record for each event for each motor vehicle in-transport.
- **Vsoe – (2010-current):** This data file contains the sequence of events for each motor vehicle in-transport involved in the crash. This data file has a subset of the data elements contained in the Vevent data file (it is a simplified Vevent data file). There is one record for each event for each motor vehicle in-transport.
- **Weather – (2020-current):** This data file contains information describing the atmospheric conditions at the time of the crash. There is one record per condition and at least one record for each crash.
- **Crashrf – (2020-current):** This data file contains factors related to the crash based on a list of unusual conditions and special circumstances. Each factor is a separate record and there is at least one record for each crash.

- ***Vehiclesf* – (2020-current)**: This data file contains factors related to the motor vehicles in-transport involved in the crash based on a list of special circumstances. There is one record per factor and at least one record for each motor vehicle in-transport.
- ***Pvehiclesf* – (2020-current)**: This data file contains factors related to parked and working vehicles involved in FARS crashes based on a list of special circumstances. There is one record per factor and at least one record for each parked and working vehicle.
- ***Driverrf* – (2020-current)**: This data file contains factors related to the drivers of motor vehicles in-transport involved in the crash based on a list of driver conditions, unusual situations, and special circumstances. There is one record per factor and at least one record for each driver.
- ***Damage* – (2012-current)**: This data file contains information about all of the areas on this vehicle that were damaged in the crash. There is one record per damaged area.
- ***Distract* – (2010-current)**: This data file contains information about driver distractions. Each distraction is a separate record. There is at least one record for each driver of a motor vehicle in-transport.
- ***Drimpair* – (2010-current)**: This data file contains information about physical impairments of drivers of motor vehicles. There is one record per impairment, and there is at least one record for each driver of a motor vehicle in-transport.
- ***Factor* – (2010-current)**: This data file contains information about vehicle circumstances that may have contributed to the crash. Each factor is a separate record. There is at least one record per motor vehicle in-transport.
- ***Maneuver* – (2010-current)**: This data file contains information about actions taken by the driver to avoid something or someone in the road. Each maneuver is a separate record. There is at least one record per motor vehicle in-transport.
- ***Violatn* – (2010-current)**: This data file contains information about violations that were charged to drivers. Each violation is a separate record. There is at least one record per motor vehicle in-transport.
- ***Vision* – (2010-current)**: This data file contains information about circumstances that may have obscured the driver's vision. Each obstruction is a separate record. There is at least one record per motor vehicle in-transport.
- ***Personrf* – (2020-current)**: This data file contains factors related to each person, occupants, and non-occupants involved in the crash based on a list of unusual situations and special circumstances. There is one record per factor and at least one record for each person.
- ***Drugs* – (2018-current)**: This data file contains the specimens tested and the drug results from toxicology reports of all people involved in the crash. There is one record per specimen tested and its corresponding drug result.
- ***Race* – (2019-current)**: This data file contains the races of all fatal people as listed on the death certificate. Each race of the fatal person is a separate record and there is at least one record for each fatality.

FARS SAS Data Files

- **Nmcrash – (2010-current)**: This data file contains information about any contributing circumstances or improper actions of people who are not occupants of motor vehicles (e.g., pedestrians and bicyclists) noted on the police report. There is one record per action, and there is at least one record for each person who is not an occupant of a motor vehicle.
- **Nmdistract – (2019-current)**: This data file contains information about non-motorist distractions. Each distraction is a separate record. There is at least one record for each person who is not an occupant of a motor vehicle.
- **Nmimpair – (2010-current)**: This data file contains information about physical impairments of people who are not occupants of motor vehicles. There is one record per impairment, and there is at least one record for each person who is not an occupant of a motor vehicle.
- **Nmprior – (2010-current)**: This data file contains information about the actions of people who are not occupants of motor vehicles (e.g., pedestrians and bicyclists) at the time of their involvement in the crash. There is one record per action, and there is at least one record for each person who is not an occupant of a motor vehicle.
- **Safetyeq – (2010-current)**: This data file contains information about safety equipment used by people who are not occupants of motor vehicles. From 2010 to 2016 the file contains a record for each type of safety equipment used by a person who is not an occupant of a motor vehicle. From 2017 onward the file contains six safety equipment data elements and only one record for each person who is not an occupant of a motor vehicle.

Discontinued Data Files

- **Vehnit – (2005-2009)**: This data file contains information about parked and working vehicles that were involved in FARS crashes. Prior to the Vehnit creation the motor vehicles not in-transport were not included in the FARS data. This data file had the same list of data elements and SAS structure as the Vehicle data file where the UNITYTYPE of the vehicle is 2, 3, or 4. The vehicle data file will have the vehicles in-transport where the UNITYTYPE of the vehicle is 1. Beginning in 2010 FARS discontinued the Vehnit data file and introduced the Parkwork data file. See the Parkwork data file that includes the element history of this data file. There is one record per parked/working vehicle.
- **Vindecode – (2013-2015)**: This data file contains vehicle descriptors based on the vehicle's VIN that is decoded using the VINtelligence program. Beginning in 2019 FARS discontinued the Vindecode data file and removed previous years since 2016 to replace them with the Vpicdecode data file, which also provides vehicle characteristics decoded from the vehicle's VIN. There is one record per vehicle.

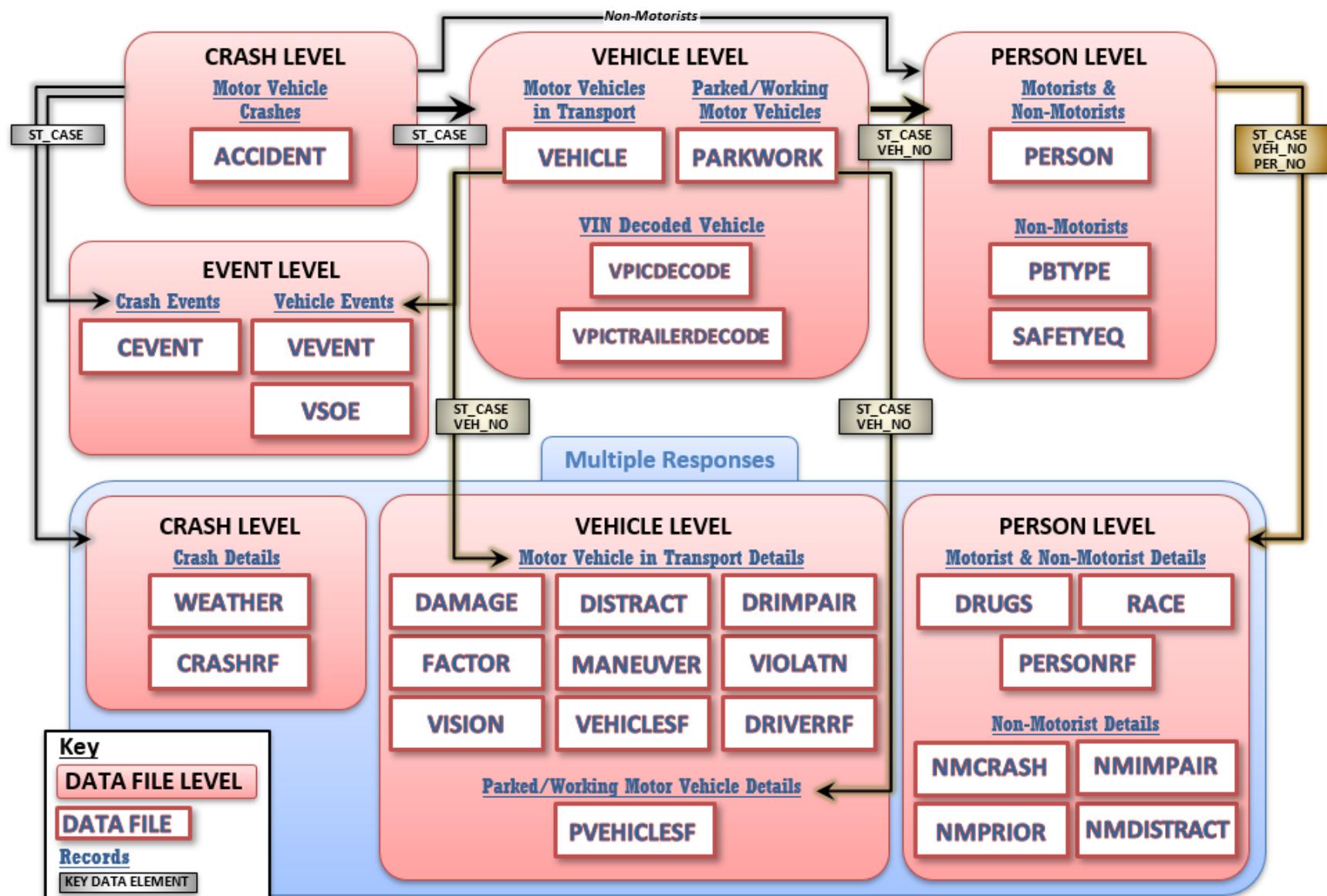


Figure 1. FARS Schema Diagram

FARS Data Element List

The following lists all SAS data elements with their SAS data file locations. Data elements that do not have a Data Element ID at the left side of the list have been discontinued.

Data Element List

Key Data Elements

Data Element ID	Data Element Name	SAS Name
C1/V1/D1/PC1/P1/ NM1	State Number	STATE
C2/V2/D2/PC2/P2/ NM2	Consecutive Number	ST_CASE
V3/D3/PC3/P3/NM4	Vehicle Number	VEH_NO
P4/NM3	Person Number	PER_NO
C18	Event Number	EVENTNUM
C18	Vehicle Event Number	VEVENTNUM

The ACCIDENT Data File

Data Element ID	Data Element Name	SAS Name
C3	Number of Forms Submitted for Persons Not in Motor Vehicles	PEDS
C3A	Number of Persons Not in Motor Vehicles In-Transport (MVIT)	PERNOTMVIT
C4	Number of Vehicle Forms Submitted—ALL	VE_TOTAL
C4A	Number of Motor Vehicles In-Transport (MVIT)	VE_FORMS
C4B	Number of Parked/Working Vehicles	PVH_INVL
C5	Number of Person Forms Submitted	PERSONS
C5A	Number of Persons in Motor Vehicles In-Transport (MVIT)	PERMVIT
C6	County	COUNTY
C7	City	CITY
C8A	Month of Crash	MONTH
C8B	Day of Crash	DAY
C8C	Day of Week	DAY_WEEK
C8D	Year of Crash	YEAR
C9A	Hour of Crash	HOUR
C9B	Minute of Crash	MINUTE
C10	Trafficway Identifier	TWAY_ID
C10	Trafficway Identifier	TWAY_ID2

FARS Data Element List

Data Element ID	Data Element Name	SAS Name
C11	Route Signing	ROUTE
C12A	Rural Urban Classification	RUR_URB
C12B	Functional System	FUNC_SYS
C13	Ownership	RD_OWNER
C14	National Highway System	NHS
C15	Special Jurisdiction	SP_JUR
C16	Milepoint	MILEPT
C17A	Latitude	LATITUDE
C17B	Longitude	LONGITUD
C19	First Harmful Event	HARM_EV
C20	Manner of Collision of the First Harmful Event	MAN_COLL
C21A	Relation to Junction—Within Interchange Area	RELJCT1
C21B	Relation to Junction—Specific Location	RELJCT2
C22	Type of Intersection	TYP_INT
C23	Relation to Trafficway	REL_ROAD
C24	Work Zone	WRK_ZONE
C25	Light Condition	LGT_COND
C26	Atmospheric Conditions	WEATHER
C27	School Bus Related	SCH_BUS
C28	Rail Grade Crossing Identifier	RAIL
C29A	Hour of Notification	NOT_HOUR
C29B	Minute of Notification	NOT_MIN
C30A	Hour of Arrival at Scene	ARR_HOUR
C30B	Minute of Arrival at Scene	ARR_MIN
C31A	Hour of EMS Arrival at Hospital	HOSP_HR
C31B	Minute of EMS Arrival at Hospital	HOSP_MN
C101	Fatalities	FATALS
	Atmospheric Conditions (discontinued)	WEATHER1
	Atmospheric Conditions (discontinued)	WEATHER2
	Federal Highway (discontinued)	FED_AID
	Hit-and-Run (discontinued)	HIT_RUN
	Land Use (discontinued)	LAND_USE
	Number of Drinking Drivers (discontinued)	DRUNK_DR
	Related Factors—Crash Level (discontinued)	CF1
	Related Factors—Crash Level (discontinued)	CF2
	Related Factors—Crash Level (discontinued)	CF3
	Roadway Alignment (discontinued)	ALIGNMNT
	Roadway Function Class (discontinued)	ROAD_FNC

FARS Data Element List

Data Element ID	Data Element Name	SAS Name
	Roadway Profile (discontinued)	PROFILE
	Roadway Surface Condition (discontinued)	SUR_COND
	Roadway Surface Type (discontinued)	PAVE_TYP
	Speed Limit (discontinued)	SP_LIMIT
	Total Lanes in Roadway (discontinued)	NO_LANES
	Traffic Control Device (discontinued)	TRA_CONT
	Traffic Control Device Functioning (discontinued)	T_CONT_F
	Trafficway Description (discontinued)	TRAF_FLO
	Vehicles in-Transport (discontinued)	VEHICLES

The VEHICLE Data File

Data Element ID	Data Element Name	SAS Name
V4	Number of Occupants	NUMOCCS
V5	Unit Type	UNITTYPE
V6	Hit-and-Run	HIT_RUN
V7	Registration State	REG_STAT
V8	Registered Vehicle Owner	OWNER
V9	Vehicle Identification Number (VIN)	VIN
V10	Vehicle Model Year	MOD_YEAR
V11	vPIC Make	VPICMAKE
V12	vPIC Model	VPICMODEL
V13	vPIC Body Class	VPICBODYCLASS
V14	NCSA Make	MAKE
V15	NCSA Model	MODEL
V16	NCSA Body Type	BODY_TYP
V17	Final Stage Body Class	ICFINALBODY
V18	Power Unit Gross Vehicle Weight Rating (GVWR)	GVWR_FROM
V18	Power Unit Gross Vehicle Weight Rating (GVWR)	GVWR_TO
V19	Vehicle Trailing	TOW_VEH
V20	Trailer Vehicle Identification Number	TRLR1VIN
V20	Trailer Vehicle Identification Number	TRLR2VIN
V20	Trailer Vehicle Identification Number	TRLR3VIN
V21	Trailer Gross Vehicle Weight Rating (GVWR)	TRLR1GVWR
V21	Trailer Gross Vehicle Weight Rating (GVWR)	TRLR2GVWR
V21	Trailer Gross Vehicle Weight Rating (GVWR)	TRLR3GVWR

FARS Data Element List

Data Element ID	Data Element Name	SAS Name
V22	Jackknife	J_KNIFE
V23	Motor Carrier Identification Number (MCID)	MCARR_ID
V23A	MCID Issuing Authority	MCARR_I1
V23B	MCID Identification Number	MCARR_I2
V24	Vehicle Configuration	V_CONFIG
V25	Cargo Body Type	CARGO_BT
V26A/HM1	Hazardous Material Involvement	HAZ_INV
V26B/HM2	Hazardous Material Placard	HAZ_PLAC
V26C/HM3	Hazardous Material Identification Number	HAZ_ID
V26D/HM4	Hazardous Material Class Number	HAZ_CNO
V26E/HM5	Release of Hazardous Material from the Cargo Compartment	HAZ_REL
V27	Bus Use	BUS_USE
V28	Special Use	SPEC_USE
V29	Emergency Motor Vehicle Use	EMER_USE
V30	Travel Speed	TRAV_SP
V31	Vehicle Underride/Override	UNDER OVERRIDE
V32	Rollover	ROLLOVER
V33	Location of Rollover	ROLINLOC
V34A	Area of Impacts—Initial Contact Point	IMPACT1
V35	Extent of Damage	DEFORMED
V36	Vehicle Towed	TOWED
V38	Most Harmful Event	M_HARM
V39	Fire Occurrence	FIRE_EXP
V40A	Automation System or Systems Present in Vehicle	ADS_PRES
V40B	Highest Automation System Level Present in Vehicle	ADS_LEV
V40C	Highest Automation System Level Engaged at Time of Crash	ADS_ENG
V100	NCSA Make Model Combined	MAK_MOD
V101	VIN Character 1	VIN_1
V102	VIN Character 2	VIN_2
V103	VIN Character 3	VIN_3
V104	VIN Character 4	VIN_4
V105	VIN Character 5	VIN_5
V106	VIN Character 6	VIN_6
V107	VIN Character 7	VIN_7
V108	VIN Character 8	VIN_8

FARS Data Element List

Data Element ID	Data Element Name	SAS Name
V109	VIN Character 9	VIN_9
V110	VIN Character 10	VIN_10
V111	VIN Character 11	VIN_11
V112	VIN Character 12	VIN_12
V150	Fatalities in Vehicle	DEATHS
V151	Driver Drinking	DR_DRINK
D4	Driver Presence	DR_PRES
D5	Driver's License State	L_STATE
D6	Driver's ZIP Code	DR_ZIP
D7A	Non-CDL License Type	L_TYPE
D7B	Non-CDL License Status	L_STATUS
D8	Commercial Motor Vehicle License Status	CDL_STAT
D9	Compliance with CDL Endorsements	L_ENDORS
D10	License Compliance with Class of Vehicle	L_COMPL
D11	Compliance with License Restrictions	L_RESTRI
D12	Driver Height	DR_HGT
D13	Driver Weight	DR_WGT
D14	Previous Recorded Crashes	PREV_ACC
D15A	Previous Underage Administrative Per Se for BAC	PREV_SUS1
D15B	Previous Administrative Per Se for BAC (Not Underage)	PREV_SUS2
D15C	Previous Recorded Other Suspensions, Revocations, or Withdrawals	PREV_SUS3
D16	Previous DWI Convictions	PREV_DWI
D17	Previous Speeding Convictions	PREV_SPD
D18	Previous Other Moving Violation Convictions	PREV_OTH
D19A	Month of Oldest Crash, Suspension or Conviction	FIRST_MO
D19B	Year of Oldest Crash, Suspension or Conviction	FIRST_YR
D20A	Month of Most Recent Crash, Suspension or Conviction	LAST_MO
D20B	Year of Most Recent Crash, Suspension or Conviction	LAST_YR
D22	Speeding Related	SPEEDREL
PC5	Trafficway Description	VTRAFWAY
PC6	Total Lanes in Roadway	VNUM_LAN
PC7	Speed Limit	VSPD_LIM
PC8	Roadway Alignment	VALIGN

FARS Data Element List

Data Element ID	Data Element Name	SAS Name
PC9	Roadway Grade	VPROFILE
PC10	Roadway Surface Type	VPAVETYP
PC11	Roadway Surface Condition	VSURCOND
PC12	Traffic Control Device	VTRAFCON
PC13	Traffic Control Device Functioning	VTCONT_F
PC17	Pre-Event Movement (Prior to Recognition of Critical Event)	P_CRASH1
PC19	Critical Event—Precrash	P_CRASH2
PC20	Attempted Avoidance Maneuver	P_CRASH3
PC21	Pre-Impact Stability	PCRASH4
PC22	Pre-Impact Location	PCRASH5
PC23	Crash Type	ACC_TYPE
PC23A	Crash Type Configuration	ACC_CONFIG
	Aisle (discontinued)	AXLES
	Carburetion (discontinued)	CARBUR
	Crash Avoidance Maneuver (discontinued)	AVOID
	Cubic Inch Displacement (discontinued)	DISPLACE
	Curb Weight (discontinued)	VIN_WGT
	Driver Training (discontinued)	DR_TRAIN
	Driver's Vision Obscured by (discontinued)	D_VISION1
	Fuel Code (discontinued)	FUELCODE
	Gross Vehicle Weight Rating (discontinued)	GVWR
	Hazardous Cargo (discontinued)	HAZ_CARG
	Most Damaged Area (discontinued)	IMPACT2
	Motorcycle Dry Weight (discontinued)	MCYCL_WT
	Motorcycle Engine Displacement (CC) (discontinued)	MCYCL_DS
	Motorcycle Type (discontinued)	MCYCL_TY
	Number of Cylinders (discontinued)	CYLINDER
	Number of Motorcycle Engine Cycles (discontinued)	MCYCL_CY
	Number of Wheels/Drive Wheels (discontinued)	WHLDRWHL
	Original Tire Size (discontinued)	TIRE_SZE
	Previous Recorded Suspensions and Revocations (discontinued)	PREV_SUS
	Related Factors—Driver Level (discontinued)	DR_SF1
	Related Factors—Driver Level (discontinued)	DR_SF2
	Related Factors—Driver Level (discontinued)	DR_SF3
	Related Factors—Driver Level (discontinued)	DR_SF4

FARS Data Element List

Data Element ID	Data Element Name	SAS Name
	Related Factors—Vehicle Level (discontinued)	VEH_SC1
	Related Factors—Vehicle Level (discontinued)	VEH_SC2
	Sequence of Events (discontinued)	SEQ1
	Sequence of Events (discontinued)	SEQ2
	Sequence of Events (discontinued)	SEQ3
	Sequence of Events (discontinued)	SEQ4
	Sequence of Events (discontinued)	SEQ5
	Sequence of Events (discontinued)	SEQ6
	Truck Shipping Weight (discontinued)	TRK_WT
	Truck Shipping Weight Variance (discontinued)	TRKWTVAR
	Truck Ton Rating (discontinued)	TON_RAT
	Truck VIN Restraint Type (discontinued)	VIN_REST
	Truck Weight Rating (discontinued)	WGTCD_TR
	Underride/Override (discontinued)	UNDERIDE
	Vehicle Maneuver (discontinued)	VEH_MAN
	Vehicle Role (discontinued)	IMPACTS
	Violations Charged (discontinued)	VIOLCHG1
	Violations Charged (discontinued)	VIOLCHG2
	Violations Charged (discontinued)	VIOLCHG3
	VIN Body Type (discontinued)	VIN_BT
	VIN Length (discontinued)	VIN_LNGT
	VIN Make (discontinued)	VINMAKE
	VIN Model (discontinued)	VINA_MOD
	VIN Model Year (discontinued)	VINMODYR
	VIN Truck Series (discontinued)	SER_TR
	VIN Vehicle Type (discontinued)	VINTYPE
	Wheelbase Short (discontinued)	WHLBS_SH
	Wheelbase Long (discontinued)	WHLBS_LG

The PERSON Data File

Data Element ID	Data Element Name	SAS Name
P5/NM5	Age	AGE
P6/NM6	Sex	SEX
P7/NM7	Person Type	PER_TYP
P8/NM8	Injury Severity	INJ_SEV
P9	Seating Position	SEAT_POS
P10A	Restraint System Use	REST_USE
P10B	Indication of Restraint System Misuse	REST_MIS

FARS Data Element List

Data Element ID	Data Element Name	SAS Name
P11A	Helmet Use	HELM_USE
P11B	Indication of Helmet Misuse	HELM_MIS
P12	Air Bag Deployed	AIR_BAG
P13	Ejection	EJECTION
P14	Ejection Path	EJ_PATH
P15	Extrication	EXTRICAT
P16/NM18	Police Reported Alcohol Involvement	DRINKING
P17A/NM19A	Alcohol Test Status	ALC_STATUS
P17B/NM19B	Alcohol Test Type	ATST_TYP
P17C/NM19C	Alcohol Test Result	ALC_RES
P18/NM20	Police Reported Drug Involvement	DRUGS
P19A/NM21A	Drug Test Status	DSTATUS
P20/NM22	Transported to First Medical Facility By	HOSPITAL
P21/NM23	Died at Scene/En Route	DOA
P22A/NM24A	Month of Death	DEATH_MO
P22B/NM24B	Day of Death	DEATH_DA
P22C/NM24C	Year of Death	DEATH_YR
P23/NM25	Death Time	DEATH_TM
P23A/NM25A	Hour of Death	DEATH_HR
P23B/NM25B	Minute of Death	DEATH_MN
P100A	Lag Hours	LAG_HRS
P100B	Lag Minutes	LAG_MINS
NM4	Number of Motor Vehicle Striking Non-Motorist	STR_VEH
NM8	Non-Motorist Device Type	DEVTYPE
NM9	Non-Motorist Device Motorization	DEVMOTOR
NM12	Non-Motorist Location at Time of Crash	LOCATION
SP2	Fatal Injury at Work	WORK_INJ
SP3B	Hispanic Origin	HISPANIC
	Automatic Restraint (discontinued)	AUT_REST
	Drug Test Type (discontinued)	DRUGTST1
	Drug Test Type (discontinued)	DRUGTST2
	Drug Test Type (discontinued)	DRUGTST3
	Drug Test Result (discontinued)	DRUGRES1
	Drug Test Result (discontinued)	DRUGRES2
	Drug Test Result (discontinued)	DRUGRES3
	Death Certificate Number (discontinued)	CERT_NO
	Manual Restraint (discontinued)	MAN_REST

FARS Data Element List

Data Element ID	Data Element Name	SAS Name
	Method of Alcohol Determination by Police (discontinued)	ALC_DET
	Method of Drug Determination by Police (discontinued)	DRUG_DET
	Race (discontinued)	RACE
	Related Factors—Person Level (discontinued)	P_SF1
	Related Factors—Person Level (discontinued)	P_SF2
	Related Factors—Person Level (discontinued)	P_SF3

The PARKWORK Data File

Data Element ID	Data Element Name	SAS Name
C4A	Number of Motor Vehicles In-Transport (MVIT)	PVE_FORMS
C8A	Month of Crash	PMONTH
C8B	Day of Crash	PDAY
C9A	Hour of Crash	PHOUR
C9B	Minute of Crash	PMINUTE
C19	First Harmful Event	PHARM_EV
C20	Manner of Collision of the First Harmful Event	PMAN_COLL
V4	Number of Occupants	PNUMOCCS
V5	Unit Type	PTYPE
V6	Hit-and-Run	PHIT_RUN
V7	Registration State	PREG_STAT
V8	Registered Vehicle Owner	POWNER
V9	Vehicle Identification Number (VIN)	PVIN
V10	Vehicle Model Year	PMODYEAR
V11	vPIC Make	PVPICMAKE
V12	vPIC Model	PVPICMODEL
V13	vPIC Body Class	PVPICBODYCLASS
V14	NCSA Make	PMAKE
V15	NCSA Model	PMODEL
V16	NCSA Body Type	PBODYTYP
V17	Final Stage Body Class	PICFINALBODY
V18	Power Unit Gross Vehicle Weight Rating (GVWR)	PGVWR_FROM
V18	Power Unit Gross Vehicle Weight Rating (GVWR)	PGVWR_TO
V19	Vehicle Trailing	PTRAILER
V20	Trailer Vehicle Identification Number	PTRLR1VIN

FARS Data Element List

Data Element ID	Data Element Name	SAS Name
V20	Trailer Vehicle Identification Number	PTRLR2VIN
V20	Trailer Vehicle Identification Number	PTRLR3VIN
V21	Trailer Gross Vehicle Weight Rating (GVWR)	PTRLR1GVWR
V21	Trailer Gross Vehicle Weight Rating (GVWR)	PTRLR2GVWR
V21	Trailer Gross Vehicle Weight Rating (GVWR)	PTRLR3GVWR
V23	Motor Carrier Identification Number	PMCARR_ID
V23A	MCID Issuing Authority	PMCARR_I1
V23B	MCID Identification Number	PMCARR_I2
V24	Vehicle Configuration	PV_CONFIG
V25	Cargo Body Type	PCARGTYP
V26A/HM1	Hazardous Material Involvement	PHAZ_INV
V26B/HM2	Hazardous Material Placard	PHAZPLAC
V26C/HM3	Hazardous Material Identification Number	PHAZ_ID
V26D/HM4	Hazardous Material Class Number	PHAZ_CNO
V26E/HM5	Release of Hazardous Material from the Cargo Compartment	PHAZ_REL
V27	Bus Use	PBUS_USE
V28	Special Use	PSP_USE
V29	Emergency Motor Vehicle Use	PEM_USE
V31	Vehicle Underride/Override	PUNDEROVERRIDE
V34A	Area of Impact – Initial Contact Point	PIMPACT1
V35	Extent of Damage	PVEH_SEV
V36	Vehicle Towed	PTOWED
V38	Most Harmful Event	PM_HARM
V39	Fire Occurrence	PFIRE
V100	NCSA Make Model Combined	PMAK_MOD
V101	VIN Character 1	PVIN_1
V102	VIN Character 2	PVIN_2
V103	VIN Character 3	PVIN_3
V104	VIN Character 4	PVIN_4
V105	VIN Character 5	PVIN_5
V106	VIN Character 6	PVIN_6
V107	VIN Character 7	PVIN_7
V108	VIN Character 8	PVIN_8
V109	VIN Character 9	PVIN_9
V110	VIN Character 10	PVIN_10
V111	VIN Character 11	PVIN_11
V112	VIN Character 12	PVIN_12

FARS Data Element List

Data Element ID	Data Element Name	SAS Name
V150	Fatalities in Vehicle	PDEATHS
	Axe (discontinued)	AXLES
	Carburetion (discontinued)	PCARBUR
	Crash Avoidance Maneuver (discontinued)	AVOID
	Commercial Motor Vehicle License Status (discontinued)	CDL_STAT
	Compliance with CDL Endorsements (discontinued)	L_ENDORS
	Compliance with License Restrictions (discontinued)	L_RESTRI
	Cubic Inch Displacement (discontinued)	PDISPLACE
	Curb Weight (discontinued)	PVIN_WGT
	Driver Drinking (discontinued)	DR_DRINK
	Driver Height (discontinued)	DR_HGT
	Driver Presence (discontinued)	DR_PRES
	Driver Weight (discontinued)	DR_WGT
	Driver's License State (discontinued)	L_STATE
	Driver's Vision Obscured by (discontinued)	D_VISION1
	Driver's Vision Obscured by (discontinued)	D_VISION2
	Driver's Vision Obscured by (discontinued)	D_VISION3
	Driver's ZIP Code (discontinued)	DR_ZIP
	Fuel Code (discontinued)	PFUECODE
	Gross Vehicle Weight Rating (discontinued)	PGVWR
	Hazardous Cargo (discontinued)	HAZ_CARG
	Jackknife (discontinued)	J_KNIFE
	License Compliance with Class of Vehicle (discontinued)	L_COMPL
	Location of Rollover (discontinued)	ROLINLOC
	Month of First Crash, Suspension or Conviction (discontinued)	FIRST_MO
	Month of Last Crash, Suspension or Conviction (discontinued)	LAST_MO
	Most Damaged Area (discontinued)	PIMPACT2
	Motorcycle Dry Weight (discontinued)	PMCYCL_WT
	Motorcycle Engine Displacement (CC) (discontinued)	PMCYCL_DS
	Non-CDL License Status (discontinued)	L_STATUS
	Non-CDL License Type (discontinued)	L_TYPE
	Number of Cylinders (discontinued)	PCYLINDER

FARS Data Element List

Data Element ID	Data Element Name	SAS Name
	Number of Motorcycle Engine Cycles (discontinued)	PMCYCL_CY
	Number of Wheels/Drive Wheels (discontinued)	PWHLDRWHL
	Original Tire Size (discontinued)	PTIRE_SZE
	Previous DWI Convictions (discontinued)	PREV_DWI
	Previous Other Harmful Moving Violation Convictions (discontinued)	PREV_OTH
	Previous Recorded Crashes (discontinued)	PREV_ACC
	Previous Recorded Suspensions and Revocations (discontinued)	PREV_SUS
	Previous Speeding Convictions (discontinued)	PREV_SPD
	Related Factors—Driver Level (discontinued)	DR_CF1
	Related Factors—Driver Level (discontinued)	DR_CF2
	Related Factors—Driver Level (discontinued)	DR_CF3
	Related Factors—Driver Level (discontinued)	DR_CF4
	Related Factors—Vehicle Level (discontinued)	PVEH_SC1
	Related Factors—Vehicle Level (discontinued)	PVEH_SC2
	Rollover (discontinued)	ROLLOVER
	Sequence of Events (discontinued)	SEQ1
	Sequence of Events (discontinued)	SEQ2
	Sequence of Events (discontinued)	SEQ3
	Sequence of Events (discontinued)	SEQ4
	Sequence of Events (discontinued)	SEQ5
	Sequence of Events (discontinued)	SEQ6
	Speeding Related (discontinued)	SPEEDREL
	Travel Speed (discontinued)	TRAV_SP
	Truck Ton Rating (discontinued)	PTON_RAT
	Truck Shipping Weight (discontinued)	PTRK_WT
	Truck Shipping Weight Variance (discontinued)	PTRKWTVAR
	Truck VIN Restraint Type (discontinued)	PVIN_REST
	Truck Weight Rating (discontinued)	PWGTCD_TR
	Underride/Override (discontinued)	PUNDERIDE
	Vehicle Maneuver (discontinued)	VEH_MAN
	Vehicle Role (discontinued)	IMPACTS
	VIN Body Type (discontinued)	PVIN_BT
	VIN Length (discontinued)	PVIN_LNGT
	VIN Make (discontinued)	PVINMAKE
	VIN Model (discontinued)	PVINA_MOD
	VIN Model Year (discontinued)	PVINMODYR

FARS Data Element List

Data Element ID	Data Element Name	SAS Name
	VIN Truck Series (discontinued)	PSER_TR
	VIN Vehicle Type (discontinued)	PVINTYPE
	Violations Charged (discontinued)	VIOLCHG1
	Violations Charged (discontinued)	VIOLCHG2
	Violations Charged (discontinued)	VIOLCHG3
	Wheelbase Long (discontinued)	PWHLBS_LG
	Wheelbase Short (discontinued)	PWHLBS_SH
	Year of First Crash, Suspension or Conviction (discontinued)	FIRST_YR
	Year of Last Crash, Suspension or Conviction (discontinued)	LAST_YR

The PBTYPE Data File

Data Element ID	Data Element Name	SAS Name
P5/NM5	Age	PBAGE
P6/NM6	Sex	PBSEX
P7/NM7	Person Type	PBPTYPE
NM11-PB27	Marked Crosswalk Present	PBCWALK
NM11-PB28	Sidewalk Present	PBSWALK
NM11-PB29	School Zone	PBSZONE
NM11-PB30	Crash Type – Pedestrian	PEDCTYPE
NM11-PB30B	Crash Type – Bicycle	BIKECTYPE
NM11-PB31	Crash Location – Pedestrian	PEDLOC
NM11-PB31B	Crash Location – Bicycle	BIKELOC
NM11-PB32	Pedestrian Position	PEDPOS
NM11-PB32B	Bicyclist Position	BIKEPOS
NM11-PB33	Pedestrian Initial Direction of Travel	PEDDIR
NM11-PB33B	Bicyclist Initial Direction of Travel	BIKEDIR
NM11-PB34	Motorist Initial Direction of Travel	MOTDIR
NM11-PB35	Motorist Maneuver	MOTMAN
NM11-PB36	Intersection Leg	PEDLEG
NM11-PB37	Pedestrian Scenario	PEDSNR
NM11-PB38	Crash Group – Pedestrian	PEDCGP
NM11-PB38B	Crash Group – Bicycle	BIKECGP

FARS Data Element List

The CEVENT Data File

Data Element ID	Data Element Name	SAS Name
C18A	Vehicle Number (This Vehicle)	VNUMBER1
C18B	Area of Impact (This Vehicle)	AOI1
V37	Sequence of Events	SOE
C18C	Vehicle Number (Other Vehicle)	VNUMBER2
C18D	Area of Impact (Other Vehicle)	AOI2

The VEVENT Data File

Data Element ID	Data Element Name	SAS Name
C18A	Vehicle Number (This Vehicle)	VNUMBER1
C18B	Area of Impact (This Vehicle)	AOI1
V37	Sequence of Events	SOE
C18C	Vehicle Number (Other Vehicle)	VNUMBER2
C18D	Area of Impact (Other Vehicle)	AOI2

The VSOE Data File

Data Element ID	Data Element Name	SAS Name
C18E	Area of Impact	AOI
V37	Sequence of Events	SOE

The CRASHRF Data File

Data Element ID	Data Element Name	SAS Name
C32	Related Factors—Crash Level	CRASHRF

The WEATHER Data File

Data Element ID	Data Element Name	SAS Name
C26	Atmospheric Conditions	WEATHER

The VEHICLESF Data File

Data Element ID	Data Element Name	SAS Name
V41	Related Factors—Vehicle Level (Motor Vehicles in-Transport)	VEHICLESF

FARS Data Element List

The PVEHICLESF Data File

Data Element ID	Data Element Name	SAS Name
V41	Related Factors—Vehicle Level (Parked/Working Vehicles)	PVEHICLESF

The DRIVERRF Data File

Data Element ID	Data Element Name	SAS Name
D24	Related Factors—Driver Level	DRIVERRF

The DAMAGE Data File

Data Element ID	Data Element Name	SAS Name
V34B	Area of Impact – Damaged Areas	DAMAGE

The DISTRACT Data File

Data Element ID	Data Element Name	SAS Name
PC16	Driver Distracted By	DRDISTRACT

The DRIMPAIR Data File

Data Element ID	Data Element Name	SAS Name
D23	Condition (Impairment) at Time of Crash—Driver	DRIMPAIR

The FACTOR Data File

Data Element ID	Data Element Name	SAS Name
PC4	Contributing Circumstances, Motor Vehicle	VEHICLECC

The MANEUVER Data File

Data Element ID	Data Element Name	SAS Name
PC15	Driver Maneuvered to Avoid	MANEUVER

The VIOLATN Data File

Data Element ID	Data Element Name	SAS Name
D21	Violations Charged	VIOLATION

FARS Data Element List

The VISION Data File

Data Element ID	Data Element Name	SAS Name
PC14	Driver's Vision Obscured by	VISION

The PERSONRF Data File

Data Element ID	Data Element Name	SAS Name
P24/NM26	Related Factors—Person Level	PERSONRF

The DRUGS Data File

Data Element ID	Data Element Name	SAS Name
P19B/NM21B	Drug Specimen	DRUGSPEC
P19C/NM21C	Drug Test Result	DRUGRES

The RACE Data File

Data Element ID	Data Element Name	SAS Name
SP3A	Race	RACE
SP3AA	Multiple Races	MULTRACE
SP3AB	Order Listed	ORDER

The NMCRASH Data File

Data Element ID	Data Element Name	SAS Name
NM14	Non-Motorist Contributing Circumstances	NMCC

The NMDISTRACT Data File

Data Element ID	Data Element Name	SAS Name
NM15	Non-Motorist Distracted By	NMDISTRACT

The NMIMPAIR Data File

Data Element ID	Data Element Name	SAS Name
NM17	Condition (Impairment) at Time of Crash—Non-Motorist	NMIMPAIR

The NMPRIOR Data File

Data Element ID	Data Element Name	SAS Name
NM13	Non-Motorist Action/Circumstances	NMACTION

The SAFETYEQ Data File

Data Element ID	Data Element Name	SAS Name
NM16A	<u>Non-Motorist Helmet Use</u>	NMHELMET
NM16B	<u>Non-Motorist Use of Protective Pads</u>	NMPROPAD
NM16C	<u>Non-Motorist Use of Other Protective Safety Equipment</u>	NMOTHPRO
NM16D	<u>Non-Motorist Use of Reflective Clothing/Carried Item</u>	NMREFCLO
NM16E	<u>Non-Motorist Use of Lighting</u>	NMLIGHT
NM16F	<u>Non-Motorist Use of Other Preventive Safety Equipment</u>	NMOTHPRE
	<u>Non-Motorist Safety Equipment Use (discontinued)</u>	MSAFEQMT

The VPICDECODE Data File

The VPICTRAILERDECODE Data File

Data Element Definitions and Codes

This section represents the majority of the manual. It provides information on each data element, including definitions, SAS names, attribute codes, and attribute labels. Over the years, changes have been made to the data collected. Some data elements have been dropped, new ones added, and attribute codes of individual data elements have changed. Element changes and the years for which individual attributes are available are shown for each data element.

For a detailed description of each data element including coding instructions and attribute definitions, see the FARS/CRSS Coding and Validation Manual. The Coding Manual is published for each year of data collection. Years 2001 to current are available at:

[NCSA Publications — Manuals and Documentation — FARS.](#)

Additionally, a SAS program (format[YY].sas) and SAS catalog (formats.sas7bcat) are provided with the data files each year for applying the labels and formats described in this section to the current year's attributes.

The data elements in this section are listed under the data file in which they are stored. Some data elements are provided in more than one data file to facilitate analyses. For example, Month of Crash (MONTH) is a crash level data element but for convenience it is also provided in the Vehicle, Parkwork, and Person files. For such elements, they are listed under the primary data file only.

All data elements are numeric except the following that are character.

- C10 Trafficway Identifier (TWAY_ID, TWAY_ID2) [*30 characters*]
- C28 Rail Grade Crossing Identifier (RAIL) [*7 characters*]
- V9 Vehicle Identification Number (VIN, PVIN) [*12 characters*]
- V20 Trailer Vehicle Identification Number (TRLR1VIN [*12 characters*], TRLR2VIN [*12 characters*], TRLR3VIN [*12 characters*])
- V23 and V23B Motor Carrier ID (MCARR_ID) [*11 characters*], (MCARR_I2) [*9 characters*]
- V101-V112 VIN Characters 1-12 (VIN_1, VIN_2, VIN_3, VIN_4, VIN_5, VIN_6, VIN_7, VIN_8, VIN_9, VIN_10, VIN_11, VIN_12, PVIN_1, PVIN_2, PVIN_3, PVIN_4, PVIN_5, PVIN_6, PVIN_7, PVIN_8, PVIN_9, PVIN_10, PVIN_11, PVIN_12) [*1 character*]
- D6 Driver's ZIP Code (DR_ZIP) [*5 characters*]
- NM9-PB37 Pedestrian Scenario (PEDSNR) [*10 characters*]

Key Data Elements

All of the data files contain the following two crash level data elements.

State Number

Definition

This data element identifies the State in which the crash occurred. The codes are from the General Services Administration's (GSA) publication of worldwide Geographic Location Codes (GLC).

Additional Information

GSA State data elements except for 43, Puerto Rico. The State in which the vehicle is registered, REG_STAT, is found in the Vehicle data file; the coding is the same.

SAS Name

STATE

Attribute Codes

1975-Later	
1	Alabama
2	Alaska
4	Arizona
5	Arkansas
6	California
8	Colorado
9	Connecticut
10	Delaware
11	District of Columbia
12	Florida
13	Georgia
15	Hawaii
16	Idaho
17	Illinois
18	Indiana
19	Iowa
20	Kansas
21	Kentucky
22	Louisiana

1975-Later	
23	Maine
24	Maryland
25	Massachusetts
26	Michigan
27	Minnesota
28	Mississippi
29	Missouri
30	Montana
31	Nebraska
32	Nevada
33	New Hampshire
34	New Jersey
35	New Mexico
36	New York
37	North Carolina
38	North Dakota
39	Ohio
40	Oklahoma
41	Oregon
42	Pennsylvania
43	Puerto Rico
44	Rhode Island
45	South Carolina
46	South Dakota
47	Tennessee
48	Texas
49	Utah
50	Vermont
51	Virginia
53	Washington
54	West Virginia
55	Wisconsin
56	Wyoming

Consecutive Number

Definition

This data element is the unique case number assigned to each crash. It appears on each data file and is used to merge information from the data files together.

Additional Information

This data element is a combination of the GSA State code and an assigned consecutive number. It is assigned by the data entry system to each crash and is the unique identifier for the crash within the year. It is used as the key when any two of these files from the same year are merged.

This data element is stored as a numeric data element of six characters; the first two characters are the State code, and the next four characters are case number with leading zeros if necessary.

SAS Name

ST_CASE

Attribute Codes

1975-Later	
xxxxxx	Two Characters for State Code followed by Four Characters for Case Number

All of the vehicle level data files contain the preceding accident level data elements as well as VEH_NO.

Vehicle Number

Definition

This data element is the consecutive number assigned to each vehicle in the case. This data element appears on each vehicle level data file and is used in conjunction with the ST_CASE data element to merge information from vehicle level data files.

Additional Information

All vehicles will have a positive integer value. The value 0 is only used for non-motorists (pedestrians, cyclists, etc.) in the Person File. There are no corresponding Vehicle records for non-motorists. ST_CASE and VEH_NO may be used to merge the complete Person File to the Accident File, but including the Vehicle File in the merge will eliminate non-motorists from the merged data.

Non-Occupants have VEH_NO = 0, in this case see STR_VEH (N_MOT_NO prior to 2011) under Non-Motorist Striking Vehicle Number in the Person data file.

SAS Name

VEH_NO

Attribute Codes

1975-2008	2009-Later	
0-99	0-999	Assigned Number of Motor Vehicle

All of the person level data files contain the preceding accident level and vehicle level data elements as well as PER_NO.

Person Number

Definition

This data element is the consecutive number assigned to each person in the case (i.e., each occupant, pedestrian, or non-motorists involved in the crash). This data element appears on each person level data file and is used in conjunction with the ST_CASE data element (and sometimes the VEH_NO data element) to merge information from person level data files.

Additional Information

Each occupant of the vehicle is numbered, and each non-occupant is numbered; in the case of a non-occupant the vehicle number is zero. The numbers for occupants are consecutive for each vehicle beginning with 1. Numbers are never skipped. Drivers do not have to be coded 1. Non-Occupants are identified by vehicle number 0 and are numbered consecutively starting with 1 for each non-motorist. To get drivers see data element PER_TYP under Person Type.

PER_NO can be used in merges, e.g., when merging the FARS person data file with the multiple cause of death file.

SAS Name

PER_NO

Attribute Codes

1975-2008	2009-Later	
1-99	1-999	Assigned Person Number

The CEVENT and VEVENT data files contain the preceding crash level data elements as well as EVENTNUM.

Event Number

Definition

This data element is the consecutive number assigned to each harmful and non-harmful event in a crash in chronological order.

Additional Information

Qualifying events are those that involve a motor vehicle in-transport or an object set in motion by a motor vehicle in-transport.

Prior to 2015 the Data Element ID was C17.

SAS Name

EVENTNUM

Attribute Codes

2010-Later	
1-999	Event Number

The VEVENT and VSOE data files contain the preceding crash level data elements and VEH_NO as well as VEVENTNUM.

Vehicle Event Number

Definition

This data element is the consecutive number assigned to each harmful and non-harmful event for this vehicle in chronological order.

Additional Information

The vehicle's event number shows the chronological sequence of the qualifying harmful and non-harmful events involving a particular vehicle. Qualifying events are those that involve a motor vehicle in-transport or an object set in motion by a motor vehicle in-transport.

Prior to 2015 the Data Element ID was C17.

SAS Name

VEVENTNUM

Attribute Codes

2010-Later	
1-999	Vehicle Event Number

The ACCIDENT Data File

The Accident data file includes crash data. It contains the data elements ST_CASE and STATE, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The Accident data file also contains the data elements on the following pages.

ST_CASE is the unique case identifier for each record.

C3. Number of Forms Submitted for Persons Not in Motor Vehicles**Definition**

This data element is the number of Person Forms (Not a Motor Vehicle Occupant) that are applicable to this case (i.e., non-occupants).

Additional Information

This represents the number of forms created for people *not* in motor vehicles. Prior to 2020 it is the number of people in the crash where “Person Type” is in (4, 5, 6, 7, 8, 10, or 19). Starting in 2020 the attributes are in (4, 5, 6, 7, 10, 11, 12, 13, or 19).

Note: People where “Person Type” = 3 (Occupant of a Motor Vehicle Not In-Transport) are *not* included in this data element but are counted in C3A below.

SAS Name**PEDS****Attribute Codes**

1991-2010	2011-Later	
1-99	0-99	Number of Persons Not in Motor Vehicles

C3A. Number of Persons Not in Motor Vehicles In-Transport (MVIT)**Definition**

This data element is a count of the number of non-motorists in the crash. A non-motorist is defined as a pedestrian, a cyclist, an occupant of a motor vehicle not in-transport, a person riding a horse, an occupant of an animal drawn conveyance, person associated with non-motorist conveyance (e.g., baby carriage, skateboard, wheelchair), or an other non-motorist (e.g., person outside a trafficway, person in a house).

Additional Information

Prior to 2020 this data element is calculated as the count of all people in the crash where “Person Type” is in (3, 4, 5, 6, 7, 8, 10, or 19). Starting in 2020 the attributes are in (3, 4, 5, 6, 7, 10, 11, 12, 13, or 19).

SAS Name**PERNOTMVIT****Attribute Codes**

2011-Later	
0-98	Number of Persons Not in Motor Vehicles In-Transport

C4. Number of Vehicle Forms Submitted—ALL**Definition**

This data element is the number of contact motor vehicles that the officer reported on the police crash report as a unit involved in the crash.

Additional Information

This number represents all of the motor vehicles in the crash. This includes the vehicles in-transport that are in the Vehicle data file and the vehicles not in-transport that are in the Parkwork data file (previously Vehnit). This data element only appears in the Accident data file. Note: The Parkwork data file replaced the Vehnit data file in 2010. The Vehnit data file does not exist prior to 2005.

SAS Name**VE_TOTAL****Attribute Codes**

2005-2008	2009-Later	
1-99	1-999	Number of Vehicles in Crash

C4A. Number of Motor Vehicles In-Transport (MVIT)

Definition

This data element is a count of the number of motor vehicles in-transport involved in the crash. Legally parked vehicles are not included.

Additional Information

This data element is derived as the count of all vehicles in the crash where “Unit Type” = 1. It is the number of records in the Vehicle data file.

It is unlikely that the number of vehicles involved in the crash is greater than the Number of Vehicle Forms plus two.

1975-1981: In the event of a hit-and-run crash, if the vehicle information was not known, then no vehicle form was filled out. Likewise, if no information was known on the person level, usually the driver of the unknown vehicle, then a Person Level form was not filled out. The result is that the number of unknowns is much smaller for this time period than 1982 and later.

Example: From 1975 to 1980 there were 30 to 40 drivers coded with unknown sex—approximately 0.05 percent of all drivers involved in fatal crashes. In 1981 the number of drivers with unknown sex rose to over 300—approximately 0.5 percent of all drivers involved in fatal crashes.

1982-Later: In the case of a hit-and-run crash, a Vehicle-Driver form and a Person Level form for the driver are filled out. When the information about the vehicle driver or person is not known—which is often the case with hit-and-runs—the values are coded as unknown.

Example: Between 1982 and 1994 the number of drivers coded with unknown sex fluctuated between 700 and 1,000—approximately 1.5 percent of all drivers involved in fatal crashes. Of the 768 people in the 1994 Annual Report file, all were drivers, and 90 percent of them were involved in hit-and-run crashes.

This data element also appears in the Vehicle and Person data files and in the Parkwork data file as PVE_FORMS.

SAS Name

VE_FORMS

Attribute Codes

1976-1981	1982-2008	2009-Later	
0-99	1-99	1-999	Number of Vehicle Forms

C4B. Number of Parked/Working Vehicles**Definition**

This data element is a count of the number of parked and working vehicles involved in the crash.

Additional Information

This data element is calculated as the count of all vehicles in the crash where “Unit Type” is in (2, 3, or 4). It is the number of records in the Parkwork data file.

SAS Name

PVH_INVL

Attribute Codes

2011-Later	
0-999	Number of Parked/Working Vehicles in the Crash

C5. Number of Person Forms Submitted

Definition

This data element is a count of the number of Person Level (Motor Vehicle Occupant) Forms that are applicable to this case (i.e., occupants).

Additional Information

This represents the number of forms created for people in motor vehicles. It is the count of all people where “Person Type” is in (1, 2, 3, or 9).

Before 2003 the policy was not to submit a Person Level form for occupants of van-based buses. Since 2003 a person level form has been submitted for all occupants of van-based vehicles, including van-based buses.

1975-1981: In the event of a hit-and-run crash, if the vehicle information was not known, then no vehicle form was filled out. Likewise, if no information was known on the person level, usually the driver of the unknown vehicle, then a Person Level form was not filled out. The result is that the number of unknowns is much smaller for this time period than 1982 and later.

Example: From 1975 to 1980 there were 30 to 40 drivers coded with unknown sex, approximately 0.05 percent of all drivers involved in fatal crashes. In 1981 the number of drivers with unknown sex rose to over 300—approximately 0.5 percent of all drivers involved in fatal crashes.

1982-Later: In the case of a hit-and-run crash, a Vehicle Driver form and a Person Level form for the driver are filled out. When the information about the vehicle-driver or person is not known—which is often the case with hit-and-runs—the values are coded as unknown.

Example: Between 1982 and 1994 the number of drivers coded with unknown sex fluctuated between 700 and 1,000—approximately 1.5 percent of all drivers involved in fatal crashes. Of the 768 people in the 1994 Annual Report file, all were drivers, and 90 percent of them were involved in hit-and-run crashes.

SAS Name

PERSONS

Attribute Codes

1975-2008	2009-Later	
0-99	0-999	Number of Person Forms

C5A. Number of Persons in Motor Vehicles In-Transport (MVIT)**Definition**

This data element is a count of the number of motorists in the crash. A motorist is a driver, passenger, or unknown occupant type of a motor vehicle in-transport.

Additional Information

This data element is derived as the count of all people in the crash where “Person Type” is in (1, 2, or 9).

Note: People where “Person Type” = 3 (Occupant of a Motor Vehicle Not In-Transport) are *not* included in this data element but are counted in C5 above.

SAS Name**PERMVIT****Attribute Codes**

2011-Later	
0-999	Number of Persons in Motor Vehicles In-Transport

C6. County

Definition

This data element records the location of the unstabilized event with regard to the County. The codes are from the General Services Administration's (GSA) publication of worldwide Geographic Location Codes (GLC).

Additional Information

GSA geographical codes are somewhat stable. Occasionally one code will be divided into two codes.

This data element also appears in the Person data file.

SAS Name

COUNTY

Attribute Codes

1975-2009	2010-Later	
0	0	Not Applicable
1-996	1-996	Use GSA Geographical Codes
997	997	Other
--	998	Not Reported
999	999	Unknown

C7. City

Definition

This data element records the location of the unstabilized event with regard to the City. The codes are from the General Services Administration's (GSA) publication of worldwide Geographic Location Codes (GLC).

Additional Information

GSA geographical codes are somewhat stable. Occasionally one code will be divided into two codes.

SAS Name

CITY

Attribute Codes

1975-2009	2010-Later	
0	0	Not Applicable
1-9996	1-9996	GSA Geographical Codes
9997	9997	Other
--	9898	Not Reported
9999	9999	Unknown

C8. Crash Date

C8A. Month of Crash

Definition

This data element records the month in which the crash occurred.

Additional Information

This data element also appears in the Vehicle and Person data files and in the Parkwork data file as PMONTH.

SAS Name

MONTH

Attribute Codes

1975-2008	2009-Later	
1	1	January
2	2	February
3	3	March
4	4	April
5	5	May
6	6	June
7	7	July
8	8	August
9	9	September
10	10	October
11	11	November
12	12	December
99	--	Unknown

C8B. Day of Crash**Definition**

This data element records the day of the month on which the crash occurred.

Additional Information

This data element also appears in the Vehicle and Person data files and in the Parkwork data file as PDAY.

SAS Name**DAY****Attribute Codes**

1975-2009	2010-Later	
1-31	1-31	Day of the Month of the Crash
99	--	Unknown

C8C. Day of Week

Definition

This data element records the day of the week on which the crash occurred.

Additional Information

This data element has been calculated based on the year, month, and day.

SAS Name

DAY_WEEK

Attribute Codes

1975-2009	2010-Later	
1	1	Sunday
2	2	Monday
3	3	Tuesday
4	4	Wednesday
5	5	Thursday
6	6	Friday
7	7	Saturday
9	--	Unknown

C8D. Year of Crash**Definition**

This data element records the year in which the crash occurred.

Additional Information**SAS Name****YEAR****Attribute Codes**

1975-1997	1998-Later	
xx	xxxx	Year of the Crash

More information on [Date of Crash](#).

C9. Crash Time

C9A. Hour of Crash

Definition

This data element records the hour at which the crash occurred.

Additional Information

All time is 24-hour military time.

The time of the crash/arrival of the emergency medical service can occur in a different day than the arrival of emergency medical service at the crash scene/hospital.

If you need to separate day and night, see the data element LGT_COND under the heading Light Condition.

This data element also appears in the Vehicle and Person data files and in the Parkwork data file as PHOUR.

SAS Name

HOUR

Attribute Codes

1975-2008	2009	2010-Later	
0-24	0-23	0-23	Hour
--	88	--	Not Applicable or Not Notified
99	99	99	Unknown

C9B. Minute of Crash**Definition**

This data element records the minutes after the hour at which the crash occurred.

Additional Information

All time is 24-hour military time.

The time of the crash/arrival of the emergency medical service can occur on a different day than the arrival of emergency medical service at the crash scene/hospital.

This data element also appears in the Vehicle and Person data files and in the Parkwork data file as PMINUTE.

SAS Name**MINUTE****Attribute Codes**

1975-2008	2009	2010-Later	
0-59	0-59	0-59	Minute
--	88	--	Not Applicable or Not Notified
99	99	99	Unknown

C10. Trafficway Identifier

Definition

This data element records the trafficway on which the crash occurred.

Additional Information

Beginning in 2004 a second trafficway identifier was added to accommodate intersection and intersection-related crashes where the officer provides the identifier for the second trafficway. Prior to 2015 the Data Element ID was C13.

SAS Name

TWAY_ID *1982-Later*

TWAY_ID2 *2004-Later*

Attribute Codes

1982-1997	
xxxxxxxxxx	Actual Posted Number, Assigned Number, or Common Name (10 characters)
9999999999	Unknown

1998-2011	
xxxxxxxxxxxxxxxxxxxxxx	Actual Posted Number, Assigned Number, or Common Name (20 characters)
99999999999999999999	Unknown

2012-Later	
xxxxxxxxxxxxxxxxxxxxxxxxxxxxxx	Actual Posted Number, Assigned Number, or Common Name (30 characters)
9999999999999999999999999999	Unknown

More information on [Trafficway Identifier](#).

C11. Route Signing

Definition

This data element identifies the route signing designation of the trafficway on which the crash occurred.

Additional Information

Prior to 2015 the Data Element ID was C12.

SAS Name

CL_TWAY 1975-1986

ROUTE 1987-Later

Attribute Codes

1975-1980	1982-1986	1987-2022	2023-Later	
--	--	--	0	Not Signed
1	1	1	1	Interstate
2	--	--	--	Other Limited Access
3	2	--	--	Other U.S. Route
--	--	2	2	U.S. Highway
4	3	--	--	Other State Route
--	--	3	3	State Highway
5	--	--	--	Other Major Artery
6	4	4	--	County Road
--	--	--	4	County
7	5	--	--	Local Street
--	--	5	--	Local Street – Township
--	--	--	5	Township
--	--	6	--	Local Street – Municipality
--	--	--	6	Municipal
--	--	7	--	Local Street – Frontage Road (Since 1994)
8	8	--	--	Other Road
9	9	9	--	Unknown
--	--	--	10	Parkway Marker or Forest Route Marker [Specify:]
--	--	--	11	Off-Interstate Business Marker
--	--	--	12	Secondary Route
--	--	--	13	Bureau of Indian Affairs
--	--	8	95	Other

1975- 1980	1982- 1986	1987- 2022	2023- Later	
--	--	--	96	Trafficway Not in State Inventory
--	--	--	99	Unknown/Not Reported

1981	
	Data were not available for this data element in 1981.

C12A. Rural Urban Classification

Definition

This data element identifies the classification of the segment of the trafficway on which the crash occurred based on FHWA-approved adjusted Census boundaries of small urban and urbanized areas.

Additional Information

From 1975 to 1986 there was a similar Land Use (LAND_USE) data element. From 1987 to 2014 urban and rural classifications can be obtained from the data element Roadway Function Class. Prior to 2023 this data element's name was "Land Use."

SAS Name

RUR_URB

Attribute Codes

2015-Later	
1	Rural
2	Urban
6	Trafficway Not in State Inventory
8	Not Reported
9	Unknown

More information on [Rural Urban Classification](#).

C12B. Functional System

Definition

This data element identifies the functional classification of the segment of the trafficway on which the crash occurred.

SAS Name

FUNC_SYS

Attribute Codes

2015-2022	2023-Later	
1	1	Interstate
2	--	Principal Arterial – Other Freeways and Expressways
--	2	Other Freeways and Expressways
3	--	Principal Arterial – Other
--	3	Other Principal Arterial
4	4	Minor Arterial
5	5	Major Collector
6	6	Minor Collector
7	7	Local
96	96	Trafficway Not in State Inventory
98	98	Not Reported
99	99	Unknown

C13. Ownership

Definition

This data element identifies the entity that has legal ownership of the segment of the trafficway on which the crash occurred. The entity that maintains the trafficway may differ from the owner in some locations.

SAS Name

RD_OWNER

Attribute Codes

2015-Later	
1	State Highway Agency
2	County Highway Agency
3	Town or Township Highway Agency
4	City or Municipal Highway Agency
11	State Park, Forest or Reservation Agency
12	Local Park, Forest or Reservation Agency
21	Other State Agency
25	Other Local Agency
26	Private (Other Than Railroad)
27	Railroad
31	State Toll Road
32	Local Toll Authority
40	Other Public Instrumentality (i.e., Airport)
50	Indian Tribe Nation
60	Other Federal Agency
62	Bureau of Indian Affairs
63	Bureau of Fish and Wildlife
64	U.S. Forest Service
66	National Park Service
67	Tennessee Valley Authority
68	Bureau of Land Management
69	Bureau of Reclamation
70	Corps of Engineers
72	Air Force
74	Navy/Marines
80	Army
95	Other [Specify:] (Since 2023)

2015-Later	
96	Trafficway Not in State Inventory
98	Not Reported
99	Unknown

C14. National Highway System

Definition

This data element identifies whether this crash occurred on a trafficway that is part of the National Highway System.

Additional Information

Prior to 2015 the Data Element ID was C10.

SAS Name

NHS

Attribute Codes

1994-Later	
0	This Section IS NOT on the NHS
1	This Section IS ON the NHS
9	Unknown if This Section Is on the NHS

C15. Special Jurisdiction

Definition

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

Additional Information

Prior to 2015 the Data Element ID was C16.

SAS Name

SP_JUR

Attribute Codes

1975-Later	
0	No Special Jurisdiction (Includes National Forests Since 2008)
1	National Park Service
2	Military
3	Indian Reservation
4	College/University Campus
5	Other Federal Properties (Since 1977)
8	Other (Since 1976)
9	Unknown

More information on [Indian Reservation](#).

C16. Milepoint

Definition

This data element records the milepoint nearest to the location where the crash occurred.

Additional Information

Five digits are always coded.

EXAMPLES:

Milepoint	Code
10	00100
39.89	00399
404	04040
73.1	00731

In 2011 this data element changed from alphanumeric (character) to numeric. Prior to 2015 the Data Element ID was C14.

SAS Name

MILEPT

Attribute Codes

1982-2009	2010-Later	
00000	00000	None
xxxxx	xxxxx	Actual to Nearest Tenth Mile (Assume decimal, e.g., 12345 = 1234.5)
--	99998	Not Reported
99999	99999	Unknown

C17. Global Position

C17A. Latitude

Definition

This element identifies the location of the crash using Global Position coordinates. This is the position of latitude.

Additional Information

Prior to 2015 the Data Element ID was C15A.

SAS Name

LATITUDE

Attribute Codes

DDMMSSSS (DD MM SS.SS – Degrees/Minutes/Seconds)

1999-2009	
17-71	DD – Actual Degrees
88	Not Available (if State Exempt)
99	Unknown
0-59	MM – Actual Minutes
88	Not Available (if State Exempt)
99	Unknown
0.0-59.99	SS.SS – Actual Seconds
88.88	Not Available (if State Exempt)
99.99	Unknown

2010-2017	2018-Later	
DD.DDDDDDDD	DD.DDDDDDDD	Actual Decimal Degrees
77.7777000	77.7777000	Not Reported
88.8888000	88.8888000	Not Available (if State Exempt)
99.9999000	--	Unknown
--	99.9999000	Reported as Unknown

C17B. Longitude

Definition

This element identifies the location of the crash using Global Position coordinates. This is the position of longitude.

Additional Information

Prior to 2015 the Data Element ID was C15B.

SAS Name

LONGITUD

Attribute Codes

DDDMMMSSSS (DDD MM SS.SS – Degrees/Minutes/Seconds)

1999-2009	
65-178	DDD – Actual Degrees
--	Not Reported
888	Not Available (if State Exempt)
999	Unknown
0-59	MM – Actual Minutes
--	Not Reported
88	Not Available (if State Exempt)
99	Unknown
0.0-59.99	SS.SS – Actual Seconds
--	Not Reported
88.88	Not Available (if State Exempt)
99.99	Unknown

2010-2017	2018-Later	
-DDD.DDDDDDDD	-DDD.DDDDDDDD	Actual Decimal Degrees
777.7777000	777.7777000	Not Reported
888.8888000	888.8888000	Not Available (if State Exempt)
999.9999000	--	Unknown
--	999.9999000	Reported as Unknown

C19. First Harmful Event

Definition

This data element describes the first injury- or-damage producing event of the crash.

Additional Information

“First Harmful Event” applies to the crash. “Most Harmful Event” (M_HARM) applies to the vehicle. Harmful events are judgment calls of the FARS analysts based on the data within the police crash report.

From 2004 to 2009 the data elements “First Harmful Event,” “Most Harmful Event,” and the “Sequence of Events” have the same attributes. The harmful event attributes were modified to be consistent with the sequence of events data elements. Starting in 2009 these data elements still have the same attributes except non-harmful event attributes were added to the Sequence of Events data element.

Starting in 2010 this data element is derived from the “Sequence of Events” data element as the first value that is not between codes 60 and 79 (non-harmful events). See [Appendix B: Rules for Derived Data Elements](#) for an explanation of this data element and how it is derived.

Prior to 2015 the Data Element ID was C18.

This data element also appears in the Vehicle and Person data files and in the Parkwork data file as PHARM_EV.

SAS Name

HARM_EV

Attribute Codes

1975-1981	
1	Overtur
2	Fire/Explosion
3	Immersion
4	Gas Inhalation
5	Fell From Vehicle
6	Injured in Vehicle
7	Other Non-Collision
8	Pedestrian
9	Pedalcycle
10	Railway Train
11	Animal
12	Motor Vehicle In-Transport
13	Motor Vehicle In-Transport in Other Roadway

1975-1981	
14	Parked Motor Vehicle
15	Other Type Non-Motorist
16	Other Object
17	Bridge or Overpass (1975-1978)
18	Building
19	Culvert
20	Curb or Wall
21	Divider
22	Embankment
23	Fence
24	Guard Rail
25	Light Support
26	Sign Post
27	Tree/Shrubbery
28	Utility Pole
29	Other Pole/Support
30	Impact Attenuator
31	Other Fixed Object
32	Bridge or Overpass [Passing Under] (1979-1981)
33	Bridge or Overpass [Passing Over] (1979-1981)
99	Unknown

1982- 2003	2004- 2009	2010- 2015	2016	2017	2018- Later	
1	1	1	1	1	1	Rollover/Overtturn
2	2	2	2	2	2	Fire/Explosion
3	3	3	--	--	--	Immersion
--	--	3	3	3	3	Immersion or Partial Immersion (Since 2012)
4	4	4	4	4	4	Gas Inhalation
5	5	5	5	5	5	Fell/Jumped From Vehicle
6	6	--	--	--	--	Injured in Vehicle
--	--	6	6	6	6	Injured in Vehicle (Non-Collision)
7	7	7	7	7	7	Other Non-Collision
8	8	8	8	8	8	Pedestrian
9	9	--	--	--	--	Pedalcycle
--	--	9	9	9	9	Pedalcyclist
10	10	--	--	--	--	Railway Train

1982- 2003	2004- 2009	2010- 2015	2016	2017	2018- Later	
--	--	10	10	10	10	Railway Vehicle
11	11	--	--	--	--	Animal
--	--	11	11	11	11	Live Animal
12	12	--	--	--	--	Motor Vehicle In-Transport on Same Roadway
--	--	12	12	12	12	Motor Vehicle In-Transport
13	13	--	--	--	--	Motor Vehicle In-Transport on Other Roadway
14	14	14	14	14	14	Parked Motor Vehicle (Not In-Transport)
15	--	--	--	--	--	Other Type Non-Motorist
--	15	15	15	15	15	Non-Motorist on Personal Conveyance
16	16	16	16	16	16	Thrown or Falling Object
17	17	17	17	17	17	Boulder
18	18	18	18	18	18	Other Object (Not Fixed)
19	19	19	19	19	19	Building
20	20	20	20	20	20	Impact Attenuator/Crash Cushion
21	21	--	--	--	--	Bridge Pier or Abutment
--	--	21	21	21	21	Bridge Pier or Support
22	22	--	--	--	--	Bridge Parapet End
23	23	--	--	--	--	Bridge Rail
--	--	23	23	23	23	Bridge Rail (Includes Parapet)
24	24	24	24	24	24	Guardrail Face
25	25	25	25	25	25	Concrete Traffic Barrier
26	26	26	26	26	26	Other Traffic Barrier
27	27	--	--	--	--	Highway/Traffic Sign Post
28	28	--	--	--	--	Overhead Sign Support/Sign
29	29	--	--	--	--	Luminary/Light Support
30	30	--	--	--	--	Utility Pole
--	--	30	30	30	30	Utility Pole/Light Support
31	31	31	--	--	--	Other Post, Other Pole, or Other Supports
--	--	--	31	31	31	Post, Pole, or Other Supports
32	32	32	32	32	32	Culvert
33	33	33	33	33	33	Curb
34	34	34	34	34	34	Ditch
35	35	--	--	--	--	Embankment – Earth
--	--	35	35	35	35	Embankment
36	36	--	--	--	--	Embankment – Rock, Stone, or Concrete
37	37	--	--	--	--	Embankment – Material Type Unknown

1982-2003	2004-2009	2010-2015	2016	2017	2018-Later	
38	38	38	38	38	38	Fence
39	39	39	39	39	39	Wall
40	40	40	40	40	40	Fire Hydrant
41	41	41	41	41	41	Shrubbery
42	42	42	42	42	42	Tree (Standing Only)
43	43	43	43	43	43	Other Fixed Object
44	--	--	--	--	--	Pavement Surface Irregularity (1993 Only)
--	44	--	--	--	--	Pavement Surface Irregularity
--	--	44	44	44	44	Pavement Surface Irregularity (Ruts, Potholes, Grates, etc.)
45	--	--	--	--	--	Transport Device Used as Equipment (1993-2003)
--	45	--	--	--	--	Working Construction, Maintenance or Utility Vehicles
--	--	45	45	45	45	Working Motor Vehicle
46	46	46	46	46	46	Traffic Signal Support
47	47	--	--	--	--	Vehicle Occupant Struck or Run Over by Own Vehicle (1997-2009)
48	48	--	--	--	--	Collision With Snow Bank (1997-2009)
--	--	48	48	48	48	Snow Bank
49	49	49	49	49	49	Ridden Animal or Animal-Drawn Conveyance (Since 1998)
50	50	50	50	50	50	Bridge Overhead Structure
--	51	--	--	--	--	Jackknife
--	--	51	51	51	51	Jackknife (Harmful to This Vehicle)
--	52	52	52	52	52	Guardrail End
--	53	53	53	53	53	Mail Box
--	54	--	--	--	--	Motor Vehicle Struck by Falling/Shifting Cargo or Anything Set in Motion by Another Motor Vehicle In-Transport
--	--	54	54	54	54	Motor Vehicle In-Transport Strikes or Is Struck by Cargo, Persons or Objects Set-in-Motion From/by Another Motor Vehicle In-Transport
--	55	--	--	--	--	Other Not In-Transport Motor Vehicle (2005-2007)
--	55	55	55	55	55	Motor Vehicle in Motion Outside the Trafficway (Since 2008)
--	57	57	57	57	57	Cable Barrier (Since 2008)

1982- 2003	2004- 2009	2010- 2015	2016	2017	2018- Later	
--	--	58	58	58	58	Ground
--	--	59	59	59	59	Traffic Sign Support
--	--	72	72	72	--	Cargo/Equipment Loss or Shift (Harmful to This Vehicle)
--	--	--	--	--	72	Cargo/Equipment Loss, Shift, or Damage (Harmful)
--	--	73	--	--	--	Object Fell From Motor Vehicle In-Transport (2013-2015)
--	--	--	73	73	73	Object That Had Fallen From Motor Vehicle In-Transport
--	--	--	74	74	74	Road Vehicle on Rails
--	--	--	--	91	91	Unknown Object Not Fixed
--	--	--	--	93	93	Unknown Fixed Object
--	--	98	--	--	--	Not Reported (2010 Only)
--	--	--	--	--	98	Harmful Event, Details Not Reported (Since 2019)
99	99	99	99	99	--	Unknown
--	--	--	--	--	99	Reported as Unknown

C20. Manner of Collision of the First Harmful Event

Definition

This data element describes the orientation of two motor vehicles in-transport when they are involved in the “First Harmful Event” of a collision crash. If the “First Harmful Event” is not a collision between two motor vehicles in-transport, it is classified as such.

Additional Information

In the original data files from 1975 to 1977, sideswipe was coded as 5 but has since been changed to 7. These years are not consistent with the documentation of the time. Prior to 2015 the Data Element ID was C19. Prior to 2019 this data element’s name was “Manner of Collision.”

This data element also appears in the Vehicle and Person data files and in the Parkwork data file as PMAN_COLL.

SAS Name

MAN_COLL

Attribute Codes

1975-1977	1978-2001	
0	0	Not Collision With Motor Vehicle In-Transport
1	1	Rear-end
2	2	Head-on
3	3	Rear-to-Rear
4	4	Angle
--	5	Sideswipe, Same Direction
--	6	Sideswipe, Opposite Direction
7	--	Sideswipe (May Either Be Same or Opposite Direction)
9	9	Unknown

2002-2009	2010-2017	2018	2019-Later	
0	0	0	--	Not Collision with Motor Vehicle In-Transport (Not Necessarily In-Transport for 2005-2009)
--	--	--	0	First Harmful Event was Not a Collision with Motor Vehicle In-Transport
1	1	1	1	Front-to-Rear
2	2	2	2	Front-to-Front
3	--	--	--	Angle – Front-to-Side, Same Direction

2002- 2009	2010- 2017	2018	2019- Later	
4	--	--	--	Angle – Front-to-Side, Opposite Direction
5	--	--	--	Angle – Front-to-Side, Right Angle (Includes Broadside)
6	--	--	--	Angle – Front-to-Side/Angle-Direction Not Specified
--	6	6	6	Angle
7	7	7	7	Sideswipe – Same Direction
8	8	8	8	Sideswipe – Opposite Direction
9	9	9	9	Rear-to-Side
10	10	10	10	Rear-to-Rear
11	11	11	11	Other (End-Swipes and Others)
--	98	98	98	Not Reported
99	99	--	--	Unknown
--	--	99	99	Reported as Unknown

More information on [Manner of Collision of the First Harmful Event](#).

C21. Relation to Junction

C21A. Relation to Junction—Within Interchange Area

Definition

This data element identifies the crash's location with respect to presence in an interchange area. The coding of this data element is done in two sub-fields (see also C20B) and is based on the location of the "First Harmful Event" of the crash.

Additional Information

Prior to 2015 the Data Element ID was C20A.

SAS Name

RELJCT1

Attribute Codes

2010-2017	2018-Later	
0	0	No
1	1	Yes
8	8	Not Reported
9	--	Unknown
--	9	Reported as Unknown

C21B. Relation to Junction—Specific Location

Definition

This data element identifies the crash's location with respect to presence in or proximity to components typically in junction or interchange areas. The coding of this data element is done in two sub-fields (see also C20A) and is based on the location of the "First Harmful Event" of the crash.

Additional Information

Prior to 2015 the Data Element ID was C20B.

SAS Name

REL_JUNC 1975-2009

RELJCT2 2010-Later

Attribute Codes

1975-1990	
1	Non-Junction
2	Intersection
3	Intersection-Related
4	Intersection Area
5	Driveway, Alley, Access, etc.
6	Entrance/Exit Ramp (Since 1978)
7	Rail Grade Crossing (Since 1979)
8	In Crossover (Since 1980)
9	Unknown

1991-2009	
0	None

Non-Interchange Area

1991-2009	
1	Non-Junction
2	Intersection
3	Intersection-Related
4	Driveway, Alley Access, etc.
5	Entrance/Exit Ramp-Related
6	Railway Grade Crossing

1991-2009	
7	In Crossover
8	Driveway Access Related (Since 2003)
9	Unknown, Non-Interchange

Interchange Area

1991-2009	
10	Intersection
11	Intersection-Related
12	Driveway Access
13	Entrance/Exit Ramp-Related
14	In Crossover
15	Other Location in Interchange
19	Unknown, Interchange Area
99	Unknown

2010-2012	2013	2014-2017	2018-Later	
1	1	1	1	Non-Junction
2	2	2	2	Intersection
3	3	3	3	Intersection Related
4	4	4	4	Driveway Access
5	5	5	5	Entrance/Exit Ramp Related
6	6	6	6	Railway Grade Crossing
7	7	7	7	Crossover Related
8	8	8	8	Driveway Access Related
16	16	--	--	Shared-Use Path or Trail
--	--	16	16	Shared-Use Path Crossing
17	17	17	17	Acceleration/Deceleration Lane
18	18	18	18	Through Roadway
19	19	19	19	Other Location Within Interchange Area
--	20	20	20	Entrance/Exit Ramp
98	98	98	98	Not Reported
99	99	99	--	Unknown
--	--	--	99	Reported as Unknown

See [Analysis of Pedestrian and Bicycle Crashes Around Intersections](#) for guidance on analyzing Pedestrian/Bicyclist crash locations.

C22. Type of Intersection

Definition

This data element identifies and allows separation of various intersection types.

Additional Information

Prior to 2015 the Data Element ID was C21.

SAS Name

TYP_INT

Attribute Codes

2010	2013-2017	2018-2019	2020-Later	
1	1	1	1	Not an Intersection
2	2	2	2	Four-Way Intersection
3	3	3	3	T-Intersection
4	4	4	4	Y-Intersection
5	5	5	5	Traffic Circle
6	6	6	6	Roundabout
7	7	7	7	Five-Point, or More
--	10	10	10	L-Intersection
--	--	--	11	Other Intersection Type
8	98	98	98	Not Reported
9	99	--	--	Unknown
--	--	99	99	Reported as Unknown

C23. Relation to Trafficway

Definition

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

Additional Information

Prior to 2015 the Data Element ID was C22.

SAS Name

REL ROAD

Attribute Codes

1975-1997	
1	On Roadway
2	Shoulder
3	Median
4	Roadside
5	Outside Right-of-way
6	Off Roadway – Location Unknown
7	In Parking Lane (Since 1980)
8	Gore (Since 1982)
9	Unknown

1998-2009	2010-2017	2018-Later	
1	1	1	On Roadway
2	2	2	On Shoulder
3	3	3	On Median
4	4	4	On Roadside
5	--	--	Outside Trafficway/Outside Right-Of-Way
--	5	5	Outside Trafficway
6	6	6	Off Roadway – Location Unknown
7	--	--	In Parking Lane (1998-2006)
7	7	7	In Parking Lane/Zone (Since 2007)
8	8	8	Gore
10	10	10	Separator
11	--	--	Two-way Continuous Left-Turn Lane (Since 2001)
--	11	11	Continuous Left-Turn Lane

1998-2009	2010-2017	2018-Later	
--	--	12	Pedestrian Refuge Island or Traffic Island
--	98	98	Not Reported
99	99	--	Unknown
--	--	99	Reported as Unknown

More information on [Relation to Trafficway](#).

C24. Work Zone

Definition

This data element identifies a motor vehicle traffic crash in which the first harmful event occurs within the boundaries of a work zone or on an approach to or exit from a work zone, resulting from an activity, behavior, or control related to the movement of the traffic units through the work zone.

Additional Information

This data element identifies a “Work Zone Accident” as defined in ANSI D16.1, 7th Edition. If the crash qualifies as a “Work Zone Accident” then the type of work activity is identified. Use of the codes does not imply that the crash was caused by the construction, maintenance, or work activity.

The data element name was “Construction/Maintenance Zone” from 1975 to 2008. The data element name has been changed to “Work Zone” since 2009. Prior to 2015 the Data Element ID was C23.

SAS Name

C_M_ZONE 1975-2008

WRK_ZONE 2009-Later

Attribute Codes

1975-1979		
		The data element exists in the data files but has not been initialized. The data was not collected.

1980-1981	1982-2009	2010-2011	2012-Later	
0	0	0	0	None
1	1	1	1	Construction
2	2	2	2	Maintenance
3	--	--	--	Construction or Maintenance
--	3	3	3	Utility
--	4	4	4	Work Zone, Type Unknown
--	--	8	--	Not Reported

C25. Light Condition

Definition

This data element records the type/level of light that existed at the time of the crash as indicated in the case material.

Additional Information

Prior to 2015 the Data Element ID was C24.

SAS Name

LGT_COND

Attribute Codes

1975-1979	1980-2008	2009	2010-2017	2018-Later	
1	1	1	1	1	Daylight
2	2	--	--	--	Dark
--	--	2	2	2	Dark – Not Lighted
3	3	3	--	--	Dark but Lighted
--	--	--	3	3	Dark – Lighted
--	4	4	4	4	Dawn
--	5	5	5	5	Dusk
6	--	--	--	--	Dawn or Dusk
--	--	6	6	6	Dark – Unknown Lighting
--	--	7	7	7	Other
--	--	--	8	8	Not Reported
9	9	9	9	--	Unknown
--	--	--	--	9	Reported as Unknown

C26. Atmospheric Conditions

Definition

This derived data element records the prevailing atmospheric conditions that existed at the time of the crash as indicated in the case material.

Additional Information

Prior to 2007 one value was coded for atmospheric condition. From 2007-2019 this data element was derived from up to two conditions that could be selected, WEATHER1 and WEATHER2, based on a hierarchy. The two coded data elements were discontinued after 2019 and moved to the Discontinued Accident Data Elements at the end of the Accident Data File section.

Beginning in 2020 all applicable atmospheric conditions are selected and stored in the Weather data file, and this data element is derived from those multiple responses using the same hierarchy.

See [Appendix B: Rules for Derived Data Elements](#) for an explanation of how this data element is derived.

Prior to 2015 the Data Element ID was C25.

SAS Name

WEATHER

Attribute Codes

1975-1979	1980-1981	1982-2006	2007-2009	2010-2012	2013-Later	
1	--	--	--	1	1	Clear
--	1	--	--	--	--	Normal
--	--	1	0	--	--	No Adverse Atmospheric Conditions
--	--	--	1	--	--	Clear/Cloud (No Adverse Conditions)
2	2	--	--	2	2	Rain
--	--	2	2	--	--	Rain (Mist)
3	3	--	--	--	--	Sleet
--	--	3	3	--	--	Sleet (Hail)
--	--	--	--	3	--	Sleet, Hail (Freezing Rain or Drizzle)
--	--	--	--	--	3	Sleet, Hail
4	4	4	--	4	4	Snow
--	--	--	4	--	--	Snow or Blowing Snow
--	5	5	--	--	--	Fog
--	--	--	5	5	5	Fog, Smog, Smoke
--	--	6	--	--	--	Rain and Fog

1975-1979	1980-1981	1982-2006	2007-2009	2010-2012	2013-Later	
--	--	--	6	6	6	Severe Crosswinds
--	--	7	--	--	--	Sleet and Fog
--	--	--	7	7	7	Blowing Sand, Soil, Dirt
--	8	8	--	--	--	Other: Smog, Smoke, Blowing Sand or Dust
--	--	--	8	8	8	Other
7	--	--	--	10	10	Cloudy
--	--	--	--	11	11	Blowing Snow
--	--	--	--	--	12	Freezing Rain or Drizzle
--	--	--	--	98	98	Not Reported
9	9	9	9	99	99	Unknown/ Reported as Unknown (Since 2018)

C27. School Bus Related**Definition**

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

Additional Information

A school bus crash is (1) a motor vehicle crash in which a school bus, with or without a pupil on board, is involved directly as a contact vehicle, or (2) a motor vehicle crash or an other-road-vehicle crash in which a school bus, with or without a pupil or board, is involved indirectly as a non-contact vehicle.

Prior to 2015 the Data Element ID was C26.

This data element also appears on the Person data file.

SAS Name**SCH_BUS****Attribute Codes**

1977-2009	2010-2012	2013-Later	
0	0	0	No
1	1	1	Yes
--	8	--	Not Reported

C28. Rail Grade Crossing Identifier**Definition**

This data element identifies if the crash occurred in or near a rail grade crossing.

Additional Information

Prior to 2015 the Data Element ID was C27.

SAS Name**RAIL****Attribute Codes**

1979-Later	
0000000	Not Applicable
xxxxxxA	Six Digits Followed by One Alphabetic Valid F.R.A. Code
9999999	Unknown

C29. Notification Time EMS**C29A. Hour of Notification****Definition**

This data element records the hour that emergency medical service was notified.

Additional Information

All time is 24-hour military time.

Prior to 2015 the Data Element ID was C28A.

SAS Name**NOT_HOUR****Attribute Codes**

1975-1998	1999-2008	2009-Later	
0-24	0-24	0-23	Hour
0	0	--	Not Applicable or Not Notified (when NOT_MIN = 00)
--	--	88	Not Applicable or Not Notified
99	99	99	Unknown Hour
--	99	99	Unknown if Notified (when NOT_MIN = 98)

C29B. Minute of Notification**Definition**

This data element records the minutes after the hour that emergency medical service was notified.

Additional Information

Prior to 2015 the Data Element ID was C28B.

SAS Name

NOT_MIN

Attribute Codes

1975-1998	1999-2008	2009-Later	
0-59	0-59	0-59	Minute
0	0	--	Not Applicable or Not Notified (when NOT_HOUR = 00)
--	--	88	Not Applicable or Not Notified
--	98	98	Unknown if Notified
99	99	99	Unknown Minutes

C30. Arrival Time EMS

C30A. Hour of Arrival at Scene

Definition

This data element records the hour that emergency medical service arrived on the crash scene.

Additional Information

All time is 24-hour military time.

The time of the crash/arrival of the emergency medical service can occur in a different day than the arrival of emergency medical service at the crash scene/hospital.

Prior to 2015 the Data Element ID was C29A.

SAS Name

ARR_HOUR

Attribute Codes

1975-1998	1999-2008	2009-Later	
0-24	0-24	0-23	Hour
0	--	--	Not Notified or Officially Cancelled (when ARR_MIN = 00)
--	0	--	Not Notified (when ARR_MIN = 00)
--	--	88	Not Applicable or Not Notified
99	99	99	Unknown Hour
--	99	99	Officially Cancelled (when ARR_MIN = 97)
--	99	99	Unknown if Arrived (when ARR_MIN = 98)

C30B. Minute of Arrival at Scene

Definition

This data element records the minutes after the hour that emergency medical service arrived on the crash scene.

Additional Information

The time of the crash/arrival of the emergency medical service can occur in a different day than the arrival of emergency medical service at the crash scene/hospital.

Prior to 2015 the Data Element ID was C29B.

SAS Name

ARR_MIN

Attribute Codes

1975-1998	1999-2008	2009-Later	
0-59	0-59	0-59	Minute
0	--		Not Notified or Officially Cancelled (when ARR_HOUR = 00)
--	0	--	Not Notified (when ARR_HOUR = 00)
--	--	88	Not Applicable or Not Notified
--	97	97	Officially Cancelled
--	98	98	Unknown if Arrived
99	99	99	Unknown Minutes

C31. EMS Time at Hospital

C31A. Hour of EMS Arrival at Hospital

Definition

This data element records the hour that emergency medical service arrived at the treatment facility to which it was transporting victims of the crash.

Additional Information

All time is 24-hour military time.

The time of the crash/arrival of the emergency medical service can occur in a different day than the arrival of emergency medical service at the crash scene/hospital.

Prior to 2015 the Data Element ID was C30A.

SAS Name

HOSP_HR

Attribute Codes

1987-1998	1999-2008	2009-Later	
0-24	0-24	0-23	Hour
0	--	--	Not Notified, Officially Cancelled or Not Transported(when HOSP_MN = 00)
--	0	--	Not Notified or Not Transported (when HOSP_MN = 00)
--	--	88	Not Applicable or Not Notified
99	99	99	Unknown Hour
--	99	99	Officially Cancelled (when HOSP_MN = 97)
--	99	99	Unknown if Transported (when HOSP_MN = 98)

C31B. Minute of EMS Arrival at Hospital

Definition

This data element records the minutes after the hour that emergency medical service arrived at the treatment facility to which it was transporting victims of the crash.

Additional Information

The time of the crash/arrival of the emergency medical service can occur in a different day than the arrival of emergency medical service at the crash scene/hospital.

Prior to 2015 the Data Element ID was C30B.

SAS Name

HOSP_MN

Attribute Codes

1987-1998	1999-2008	2009-Later	
0-59	0-59	0-59	Minute
0	--	--	Not Notified, Officially Cancelled or Not Transported (when HOSP_HR = 00)
--	0	--	Not Notified or Not Transported (when HOSP_HR = 00)
--	--	88	Not Applicable or Not Notified
--	96	96	Terminated Transport
--	97	97	Officially Cancelled
--	98	98	Unknown if Transported
99	99	99	Unknown Minutes

C101. Fatalities**Definition**

This data element records the number of fatally injured people in the crash.

Additional Information

The data element is derived by counting all people with “Injury Severity” of 4 in the crash. The data element “Fatalities in Vehicle” in the Vehicle data file provides the number of deaths in a vehicle.

SAS Name**FATALS****Attribute Codes**

1975-Later	
1-99	Number of Fatalities That Occurred in the Crash

Discontinued ACCIDENT Data Elements

Atmospheric Conditions (discontinued)

Definition

This data element records the prevailing atmospheric conditions that existed at the time of the crash as indicated in the case material.

Additional Information

Prior to 2007 one value was coded for atmospheric conditions. From 2007-2019 up to two values could be selected. If more than two atmospheric conditions were reported, the two conditions that most affect visibility were selected. Accident.WEATHER1 and Accident.WEATHER2 were the coded data elements, and Accident.WEATHER was derived from these two.

The two coded data elements were discontinued after 2019. Beginning in 2020 all applicable atmospheric conditions are selected and stored in the Weather data file. Only the derived data element WEATHER is still stored in the Accident data file. It is now derived from the multiple responses in the Weather data file using the same hierarchy.

Prior to 2015 the Data Element ID was C25.

SAS Name

WEATHER 1975-2006

WEATHER1, WEATHER2 2007-2019

Attribute Codes

1975-1979	1980-1981	1982-2006	2007-2009	2010-2012	2013-2019	
1	--	--	--	1	1	Clear
--	1	--	--	--	--	Normal
--	--	1	0	--	--	No Adverse Atmospheric Conditions
--	--	--	--	0	0	No Additional Atmospheric Conditions
--	--	--	1	--	--	Clear/Cloud (No Adverse Conditions)
2	2	--	--	2	2	Rain
--	--	2	2	--	--	Rain (Mist)
3	3	--	--	--	--	Sleet
--	--	3	3	--	--	Sleet (Hail)
--	--	--	--	3	--	Sleet, Hail (Freezing Rain or Drizzle)
--	--	--	--	--	3	Sleet, Hail
4	4	4	--	4	4	Snow
--	--	--	4	--	--	Snow or Blowing Snow

1975-1979	1980-1981	1982-2006	2007-2009	2010-2012	2013-2019	
--	5	5	--	--	--	Fog
--	--	--	5	5	5	Fog, Smog, Smoke
--	--	6	--	--	--	Rain and Fog
--	--	--	6	6	6	Severe Crosswinds
--	--	7	--	--	--	Sleet and Fog
--	--	--	7	7	7	Blowing Sand, Soil, Dirt
--	8	8	--	--	--	Other: Smog, Smoke, Blowing Sand or Dust
--	--	--	8	8	8	Other
7	--	--	--	10	10	Cloudy
--	--	--	--	11	11	Blowing Snow
--	--	--	--	--	12	Freezing Rain or Drizzle
--	--	--	--	98	98	Not Reported
9	9	9	9	99	99	Unknown/ Reported as Unknown (Since 2018)

Federal Highway (discontinued)

Definition

Additional Information

The data element is in the data file but was not initialized prior to 1978 so no data exists for this data element. This may be due to the extensive revisions by the Federal Highway Administration (FHWA) in 1977 which caused extensive modifications to this field for all data before 1978.

This data element was discontinued after 1993.

SAS Name

TA_1_CL 1975-1981

FED_AID 1982-1993

Attribute Codes

1975-1977	1978-1981	1982-1986	1987-1993	
--	1	1	1	Interstate
--	2	2	--	Other Federal Aid Primary
--	--	--	2	Federal Aid Primary (Other Than Interstate)
--	3	3	--	Federal Aid Secondary
--	--	--	3	Federal Aid Urban

1975-1977	1978-1981	1982-1986	1987-1993	
--	4	4	--	Federal Aid Urban Arterials
--	--	--	4	Federal Aid Secondary (Rural Only)
--	5	5	--	Federal Aid Urban Collectors
--	--	--	5	Non-Federal Aid
--	6	6	--	Non-Federal Aid Arterials
--	7	7	--	Non-Federal Aid Collectors
--	8	8	--	Non-Federal Aid Local
--	9	9	9	Unknown

Hit-and-Run (discontinued)

Definition

This data element identifies whether this vehicle was a contact vehicle in the crash that did not stop to render aid (this can include drivers who flee the scene on foot). Hit-and-run is coded when a motor vehicle in-transport or its driver departs from the scene; vehicles not in-transport are excluded. It does not matter whether the hit-and-run vehicle was striking or struck.

Additional Information

From 1975 to 1981 if no information was known about the Hit-and-Run vehicle and/or driver, the vehicle form and/or driver form were not filled out and were not counted as unknown. Starting in 1982 both a vehicle and a driver form were filled out and the data were identified as unknown. This is why, for example, there were approximately only 20 to 40 drivers with unknown sex listed in the FARS data file from 1975 to 1981 and 700 to 1,000 drivers with unknown sex from 1982 on.

In 2009 this data element was no longer collected at the Accident level and is now collected at the Vehicle level.

SAS Name

HIT_RUN

Attribute Codes

1975-1976	1977-1981	1982-2008	
0	--	--	Not Applicable
--	0	0	No Hit-and-Run
1	1	--	With Motor Vehicle
--	--	1	Hit Motor Vehicle In-Transport
2	--	--	With Non-Occupant
--	2	--	Hit Non-Motorist

1975-1976	1977-1981	1982-2008	
--	--	2	Hit Pedestrian or Non-Motorist
--	3	--	Left Scene
--	--	3	Hit Parked Vehicle (Working Vehicle, Since 2004) or Object
--	--	4	Occupant Is Struck by or Fell From Own Hit-and-Run Vehicle (2002 Only)
--	--	4	Driver Leaves Scene after Non-Collision Event (Since 2004)
--	--	5	Driver/Occupant Leaves Scene after a Non-Collision Event (2003 Only)
--	--	5	Other Involved Person, not a driver, left Scene (2005-2006)
--	--	5	Hit-and-Run, Other Involved Person Left Scene (Since 2007)

Land Use (discontinued)

Definition

The data element LAND_USE is defined by the Federal Highway Administration and does not necessarily coincide with the U.S. Census Bureau's definition or any other definition of urban or rural.

Additional Information

It has been determined there are errors in the 1975 and 1976 data for this data element; consequently, care should be taken when comparing data over several years.

This data element was discontinued after 1986. From 1987 to 2014 urban and rural classifications can be obtained from the data element Roadway Function Class. Beginning in 2015 the data element Land Use (RUR_URB) was reintroduced.

SAS Name

LAND_USE

Attribute Codes

1975-1986	
1	Urban
2	Rural
9	Unknown

Number of Drinking Drivers (discontinued)

Definition

This data element records the number of drinking drivers involved in the crash.

Additional Information

This data element is derived from data elements in the Person data files. If the blood alcohol concentration (BAC) is positive, or if the police reported alcohol involvement, then the driver is counted as a drinking driver.

A driver who is charged with an alcohol violation by itself does not have the driver counted as a drinking driver.

In the early years of FARS, especially 1975 and 1976, the alcohol data must be used with care. In these 2 years no drinking drivers were identified for North Dakota. In 1975 and 1976 Alabama, Mississippi, New Mexico, North Carolina, Texas, and West Virginia have a reported drinking driver rate for fatal crashes of less than 5 percent. In 1979 the data from these States reports a drinking driver rate for fatal crashes between 18.5 percent and 43 percent.

From 1999 through 2007 this data element was incorrectly derived for all Person types rather than based on Drivers only. Beginning with the 2008 Final FARS data file, this element has been derived for Drivers only. For consistency, the number of drinking drivers should be derived manually when trying to obtain this data from 1999 to 2007 – refer to the DRUNK_DR Logic Derivation for “1975-1998 and 2008-2014” in [Appendix B: Rules for Derived Data Elements](#).

Prior to 2015 this data element’s name was “Drunk Drivers.” The former data element name implied that the individuals were drunk; however, this data element actually captures those individuals whom the police reported alcohol involvement OR who tested positive for alcohol (i.e., their blood alcohol concentrations were .01 g/dL or greater prior to 2015 or .001 g/dL or greater for 2015 and later).

NOTES:

- Alcohol data is often missing. For that reason, this data element may undercount the actual number of drinking drivers.
- The change to a three-digit BAC in 2015 means that a BAC of .001 or greater qualifies as a drinking driver, whereas prior to 2015 a BAC of .01 or greater qualified as a drinking driver. This may have ramifications for trend analyses.

This data element, formerly C100, was discontinued after 2015.

SAS Name

DRUNK_DR

Attribute Codes

1975-2015	
0-99	Number of Drinking Drivers Involved in the Fatal Crash

Related Factors—Crash Level (discontinued)

Definition

This data element records factors related to the crash expressed in the case material.

Additional Information

There are also vehicle level related factors in the Vehicle data file (VEH_SC1 and VEH_SC2), driver level related factors, also in the Vehicle data file (DR_SF1, DR_SF2, DR_SF3, and DR_SF4), and person level related factors in the Person data file (P_SF1, P_SF2, and P_SF3).

The FARS analyst may have used any of the three data elements to code a related factor. One must test all three data elements to ensure that the selected related factor is included.

Note: Starting in 1982 many of the “Related Factors-Crash Level” attributes, values 01-29, are coded as “Related Factors-Driver Level” attributes, values 61-87, in the Vehicle data file.

Prior to 2015 the Data Element ID was C31. Beginning in 2020 this data element was no longer collected at the Accident level. It is now collected in the Crashrf data file as CRASHRF.

SAS Name

CF1, CF2, CF3

Attribute Codes

1975-1981	
0	None

Vision Obscured By:

1975-1981	
1	Rain, Snow, Fog, Smoke, Sand, Dust (i.e., Weather Conditions)
2	Reflected Glare, Bright Sunlight, Headlights
3	Curve, Hill or Other Design Features (Including Traffic Signs, Embankments)
4	Building, Billboard, etc.
5	Trees, Crops, Vegetation
6	Moving Vehicle (Including Load)
7	Parked Vehicle
8	Other Object Not Classified Above

Swerving Due To:

1975-1981	
20	Severe Crosswind

1975-1981	
21	Wind From Passing Truck
22	Slippery Surface
23	Avoiding Debris or Objects in Road
24	Ruts, Holes, Bumps, in Road
25	Avoiding Animals in Road
26	Avoiding Vehicle in Road
27	Avoiding Phantom Vehicle
28	Avoiding Pedestrian, Pedalcyclist, Other Non-Motorist in Road
29	Avoiding Water, Snow, Oil Slick on Road

Roadway Features:

1975-1981	
40	Traffic Controls Not Functioning Properly
41	Inadequate Warning of Exits, Lanes Narrowing, Traffic Controls, etc.
42	Uncontrolled Intersection or Railroad Crossing
43	Shoulder Too Low or High
44	Shoulders Too Narrow or No Shoulders for Emergency Use
47	Other Construction
48	No or Obscured Pavement Markings
49	Surface Underwater (Since 1979)
50	Inadequate Construction or Poor Design of Roadway, Bridge, etc. (Since 1979)
51	Surface Washed out (Caved in, Road Slippage, Since 1979)
99	Unknown

1982-2012	2013-2017	2018	2019	
0	0	0	0	None
1	1	1	1	Inadequate Warning of Exits, Lanes Narrowing, Traffic Controls, etc.
2	2	2	2	Shoulder Related (Design or Condition, Since 2002)
3	3	3	3	Other Maintenance or Construction-Created Condition
4	4	4	4	No or Obscured Pavement Marking
5	5	5	5	Surface Under Water
6	6	6	6	Inadequate Construction or Poor Design of Roadway, Bridge, etc.
7	7	7	7	Surface Washed out (Caved in, Road Slippage)
--	--	12	12	Distracted Driver of a Non-Contact Vehicle

1982-2012	2013-2017	2018	2019	
13	13	13	13	Aggressive Driving/Road Rage by Non-Contact Vehicle Driver (Since 2006)
14	14	14	14	Motor Vehicle (In-Transport 1983-2004) Struck by Falling Cargo or Something That Came Loose From or Something That Was Set in Motion by a Vehicle (Since 1983)
15	15	15	15	Non-Occupant Struck by Falling Cargo, or Something Came Loose From or Something That Was Set in Motion by a Vehicle (Since 1983)
16	16	16	16	Non-Occupant Struck Vehicle (Since 1983)
17	17	17	17	Vehicle Set in Motion by Non-Driver (Since 1983)
18	18	18	18	Date of Crash and Date of EMS Notification Were Not Same Day (Since 1988)
19	19	19	19	Recent Previous Crash Scene Nearby (Since 1989)
20	20	20	20	Police-Pursuit-Involved (Since 1994)
21	21	21	21	Within Designated School Zone (Since 1995)
22	22	22	22	Speed Limit Is a Statutory Limit as Recorded or Was Determined as This State's "Basic Rule" (Since 1999)
23	23	23	23	Indication of a Stalled/Disabled Vehicle (Since 2008)
24	24	24	24	Unstabilized Situation Began and All Harmful Events Occurred off of the Roadway (Since 2012)
25	--	--	--	Toll Plaza Related (2012 Only)
--	25	25	25	Toll Booth/Plaza Related
--	26	26	--	Backup Due to Prior Non-Recurring Incident
--	--	--	26	Prior Non-Recurring Incident
--	27	27	27	Backup Due to Prior Crash
--	28	28	--	Backup Due to Regular Congestion
--	--	--	28	Regular Congestion
--	--	--	30	Obstructed Crosswalks
--	--	--	31	Related to a Bus Stop
99	99	--	--	Unknown
--	--	99	99	Reported as Unknown

Roadway Alignment (discontinued)**Definition**

This data element identifies the attribute that best represents the roadway alignment prior to this vehicle's critical precrash event based on the case material.

Additional Information

In 2010 this data element was no longer collected at the Accident level. It is now collected at the Vehicle level and appears on the Vehicle data file as VALIGN.

SAS Name**ALIGNMNT****Attribute Codes**

1975-2009	
1	Straight
2	Curved
9	Unknown

Roadway Function Class (discontinued)**Definition**

This data element identifies the functional classification of the trafficway on which the crash occurred.

Additional Information

This data element also appears in the Person data file. This data element was discontinued in 2015.

SAS Name**ROAD_FNC****Attribute Codes**

1975-1980	
	This data element is included in the format but is not initialized. Do not use it.

1981-1986	
1	Principal Arterial – Interstate
2	Principal Arterial – Other Urban Freeways and Expressways
3	Principal Arterial – Other
4	Minor Arterial
5	Urban Collector
6	Major Rural Collector
7	Minor Rural Collector
8	Local Road or Street
9	Unknown

1987-Later	
<i>Rural</i>	
1	Principal Arterial – Interstate
2	Principal Arterial – Other
3	Minor Arterial
4	Major Collector
5	Minor Collector
6	Local Road or Street
9	Unknown
<i>Urban</i>	
11	Principal Arterial – Interstate
12	Principal Arterial – Other Freeways or Expressways
13	Other Principal Arterial
14	Minor Arterial
15	Collector
16	Local Road or Street
19	Unknown
99	Unknown

More information on [Roadway Function Class and Land Use](#).

Roadway Profile (discontinued)**Definition**

This data element identifies the attribute that best represents the roadway grade prior to this vehicle's critical precrash event, based on the case material.

Additional Information

In 2010 this data element was no longer collected at the Accident level. It is now collected at the Vehicle level and appears on the Vehicle data file as VPROFILE.

SAS Name**PROFILE****Attribute Codes**

1975-1981	
1	Level
2	Grade
9	Unknown

1982-2009	
1	Level
2	Grade
3	Hillcrest
4	Sag
9	Unknown

Roadway Surface Condition (discontinued)**Definition**

This data element identifies the attribute that best represents the roadway surface condition prior to this vehicle's critical precrash event based on the case material.

Additional Information

In 2010 this data element was no longer collected at the Accident level. It is now collected at the Vehicle level and appears on the Vehicle data file as VSURCOND.

SAS Name**SUR_COND**

Attribute Codes

1975-2006	2007-2009	
1	1	Dry
2	2	Wet
3	3	Snow or Slush
4	--	Ice
--	4	Ice/Frost
5	--	Sand, Dirt, Oil
--	5	Sand, Dirt, Mud, Gravel
--	6	Water (Standing or Moving)
--	7	Oil
8	8	Other
9	9	Unknown

Roadway Surface Type (discontinued)**Definition**

This data element identifies the attribute that best represents the roadway surface type prior to this vehicle's critical precrash event, based on the case material.

Additional Information

In 2010 this data element was no longer collected at the Accident level. It is now collected at the Vehicle level and appears on the Vehicle data file as VPAVETYP.

SAS Name

PAVE_TYP

Attribute Codes

1975-2009	
1	Concrete
2	Blacktop, Bituminous, or Asphalt
3	Brick or Block
4	Slag, Gravel or Stone
5	Dirt
8	Other
9	Unknown

Speed Limit (discontinued)

Definition

This data element identifies the attribute that best represents the posted speed limit just prior to this vehicle's critical precrash event, based on the case material.

Additional Information

In 2010 this data element was no longer collected at the Accident level. It is now collected at the Vehicle level and appears on the Vehicle data file as VSPD_LIM.

SAS Name

SP_LIMIT

Attribute Codes

1975-1976	1977-1978	1979	1980-2009	
1-94	1-94	1-98	1-98	Speed Limit (mph)
95	95	--	--	Speed Limit Is 95 mph or Greater
96	96	--	0	No Statutory Limit
98	--	--	--	Not Reportable
99	99	99	99	Unknown

Total Lanes in Roadway (discontinued)

Definition

This data element identifies the attribute that best describes the number of travel lanes just prior to this vehicle's critical precrash event based on the case material.

Additional Information

The number of lanes refers to the number of lanes of a continuous cross-section of roadway. For example, a local roadway with one lane going north and one lane going south would be coded as two lanes. However, if a trafficway is a divided highway with two lanes going north, a median, and two lanes going south, then the number of lanes is coded as two. If a trafficway has two lanes going north immediately adjacent to two lanes going south, one continuous cross-section of roadway, then the number of lanes is coded as four. This data element can be used with the trafficway flow data element TRAF_FLO to determine the trafficway geometry. For example: If (NO_LANES EQ 2) AND (TRAF_FLO EQ 1), then one has a two-lane roadway that is not physically divided, that is what most people think of as a two-lane road, one lane going in each direction.

In 2010 this data element was no longer collected at the Accident level. It is now collected at the Vehicle level and appears on the Vehicle data file as VNUM_LAN.

SAS Name

NO_LANES

Attribute Codes

1975-1979	1980-2009	
1	1	One Lane
2	2	Two Lanes
3	3	Three Lanes
4	4	Four Lanes
5	5	Five Lanes
6	6	Six or More Lanes
--	7	Seven or More Lanes
9	9	Unknown

Traffic Control Device (discontinued)

Definition

This data element identifies the attribute that best describes the traffic controls in the vehicle's environment just prior to this vehicle's critical precrash event based on the case material.

Additional Information

In 2010 this data element was no longer collected at the Accident level. It is now collected at the Vehicle level and appears on the Vehicle data file as VTRAFCON.

SAS Name

TRA_CONT

Attribute Codes

1975-1981	
0	No Controls
1	Flashing Traffic Signals
2	On Colors Traffic Signal
3	Stop Sign
4	Yield Sign
5	Physically Controlled Railroad Crossing
6	Stop Sign for Railroad Crossing

1975-1981	
7	Other Railroad Crossing
8	School Zone Sign
9	Traffic Controls Not Functioning
10	Pedestrian Signal (Since 1978)
98	Other
99	Unknown

1982-2009	
0	No Controls

Not at Railroad Grade Crossings

Highway Traffic Signals

1982-2009	
1	Traffic Control Signal (on Colors) Without Pedestrian Signal
2	Traffic Control (on Colors) With Pedestrian Signal
3	Traffic Control Signal (on Colors) Not Known if Pedestrian Signal
4	Flashing Traffic Control Signal
5	Flashing Beacon
6	Flashing Highway Traffic Signal, Type Unknown, or Other
7	Lane Use Control Signal
8	Other Highway Traffic Signal
9	Unknown Highway Traffic Signal

Regulatory Signs

1982-2009	
20	Stop Sign
21	Yield Sign
28	Other Regulatory Sign
29	Unknown Type Regulatory Sign

School Zone Signs

1982-2009	
30	School Speed Limit Sign
31	School Advance or Crossing Sign
38	Other School-Related Sign

1982-2009	
39	Unknown Type School Zone Sign

Warning Sign

1982-2009	
40	Warning Sign
41	Electronic Warning Sign (Since 2002)

Miscellaneous not at Railroad Crossing

1982-2009	
50	Officer, Crossing Guard, Flagman, etc.

At Railroad Grade Crossings*Active Devices*

1982-2009	
60	Gates
61	Flashing Lights
62	Traffic Control Signal
63	Wigwags
64	Bells
68	Other Train-Activated Device
69	Active Device, Type Unknown

Passive Devices

1982-2009	
70	Cross Bucks
71	Stop Sign
72	Other Railroad Crossing Sign
73	Special Warning Device Watchman, Flagged by Crew
78	Other Passive Device
79	Passive Device, Type Unknown

Miscellaneous Devices at Railroad Crossing

1982-2009	
80	Grade Crossing Controlled, Type Unknown

Whether or Not at Railroad Grade Crossing

1982-2009	
98	Other
99	Unknown

Traffic Control Device Functioning (discontinued)**Definition**

This data element identifies the functionality of the traffic control device recorded for this vehicle in the data element Traffic Control Device.

Additional Information

Data not collected prior to 1982.

In 2010 this data element was no longer collected at the Accident level. It is now collected at the Vehicle level and appears on the Vehicle data file as VTCONT_F.

SAS Name

T_CONT_F

Attribute Codes

1982-2009	
0	No Controls
1	Device Not Functioning
2	Device Functioning – Functioning Improperly
3	Device Functioning Properly
9	Unknown

Trafficway Description (discontinued)**Definition**

This data element identifies the attribute that best describes the trafficway flow just prior to this vehicle's critical precrash event based on the case material.

Additional Information

In 1975 and 1976 all divided highway traffic is coded as Level Data element 3, i.e., divided highway, other barrier or barrier type unknown. There is no distinction made among median strips, guardrails, and other barriers for these 2 years.

Prior to 2010 this data element's name was "Trafficway Flow." In 2010 this data element was no longer collected at the Accident level. It is now collected at the Vehicle level and appears on the Vehicle data file as VTRAFWAY.

SAS Name

ROAD_FLO 1975-1981

TWAY_FLO 1982-1986

TRAF_FLO 1987-2009

Attribute Codes

1975-1981	
1	Divided Highway, Median Strip (Since 1977)
2	Divided Highway, Guardrail (Since 1977)
3	Divided Highway, Other Barrier or Barrier Type Unknown
4	Not Physically Divided
5	One Way Traffic
9	Unknown

1982-1986	1987-2002	2003-2009	
1	1	1	Not Physically Divided (Two-Way Trafficway)
2	2	2	Divided Highway, Median Strip (Without Traffic Barrier)
3	3	3	Divided Highway, Median Strip (With Traffic Barrier)
4	4	4	One-Way Trafficway
--	5	--	Divided Highway, Median Strip (With Two-Way Continuous Left-Turn Lane, Since 2001)
--	--	5	Not Physically Divided (With Two-Way Continuous Left-Turn Lane)
--	--	6	Entrance/Exit Ramp
9	9	9	Unknown

Vehicles In-Transport (discontinued)**Definition**

This data element counts the number of vehicles in-transport involved in the crash. Legally parked vehicles are not included.

Additional Information

This data element was discontinued after 1981.

SAS Name**VEHICLES****Attribute Codes**

1976-1981	
01-99	

The VEHICLE Data File

The Vehicle data file includes motor vehicle in-transport data as well as driver and precrash data. It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The Vehicle data file also contains the data elements on the following pages.

ST_CASE and VEH_NO are the unique identifiers for each record. ST_CASE should be used to merge the Vehicle data file with the Accident data file. ST_CASE and VEH_NO should be used to merge the Vehicle data file with other vehicle level data files and the Person data file.

V4. Number of Occupants

Definition

This data element is a count of the number of occupants in this vehicle.

Additional Information

All, some, or none of the individuals may have died in the crash.

This data element also appears in the Parkwork data file as PNUMOCCS.

SAS Name

OCUPANTS 1975-2008

NUMOCCS 2009-Later

Attribute Codes

1975-2008	2009-2015	2016-Later	
0	0	0	None
1-95	1-95	1-98	Actual Number of Occupants in the Vehicle
96	96	--	96 or More Occupants in the Vehicle
97	--	--	Unknown – Only Injured Reported
--	98	--	Not Reported (2010 Only)
99	99	99	Unknown

V5. Unit Type

Definition

This data element identifies the type of unit that applies to this motor vehicle at the time it became an involved vehicle in the crash and was reported as a unit on the police crash report.

Additional Information

This data element also appears in the Parkwork data file as PTYPE. The valid attributes for PTYPE are:

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

SAS Name

UNITTYPE

Attribute Codes

2005-2007	2008-Later	
1	--	Motor Vehicle In-Transport
--	1	Motor Vehicle In-Transport (Inside or Outside the Trafficway)

V6. Hit-and-Run

Definition

This data element identifies whether this vehicle was a contact vehicle in the crash that did not stop to render aid (this can include drivers who flee the scene on foot). Hit-and-run is coded when a motor vehicle in-transport, or its driver, departs from the scene; motor vehicles not in-transport are excluded. It does not matter whether the hit-and-run vehicle was striking or struck.

Additional Information

From 1975 to 1981 if no information was known about the Hit-and-Run vehicle and/or driver, the vehicle form and/or driver form were not filled out and were not counted as unknown. Starting in 1982 both a vehicle and a driver form were filled out and the data were identified as unknown. This is why, for example, there were approximately only 20 to 40 drivers with unknown sex listed in the FARS data file from 1975 to 1981 and more than 700 drivers with unknown sex from 1982 on.

This data element was removed from Accident data file in 2009.

This data element also appears in the Parkwork data file as PHIT_RUN.

SAS Name

HIT_RUN

Attribute Codes

1975-1976	1977-1981	1982-2008	
0	--	--	Not Applicable
--	0	0	No Hit-and-Run
1	1	--	With Motor Vehicle
--	--	1	Hit Motor Vehicle In-Transport
2	--	--	With Non-Occupant
--	2	--	Hit Non-Motorist
--	--	2	Hit Pedestrian or Non-Motorist
--	3	--	Left Scene
--	--	3	Hit Parked Vehicle (Working Vehicle, Since 2004) or Object
--	--	4	Occupant Is Struck by or Fell From Own Hit-and-Run Vehicle (2002 Only)
--	--	4	Driver Leaves Scene after Non-Collision Event (Since 2004)
--	--	5	Driver/Occupant Leaves Scene after a Non-Collision Event (2003 Only)

1975-1976	1977-1981	1982-2008	
--	--	5	Other Involved Person, not a driver, left Scene (2005-2006)
--	--	5	Hit-and-Run, Other Involved Person Left Scene (Since 2007)

2009	2010- 2011	2012- 2017	2018- 2019	2020- Later	
0	0	0	0	0	No
1	1	1	1	1	Yes
--	8	--	--	--	Not Reported
9	9	9	--	--	Unknown
--	--	--	9	--	Reported as Unknown

V7. Registration State

Definition

This element identifies the State in which this vehicle was registered.

Additional Information

For vehicles with multiple State registrations prior to 1997 the value is 94. In 1997 values 93 and 94 were combined into 93. After 1997 the value for multiple State registrations is 93.

This variable also appears in the Parkwork Data File as PREG_STAT.

SAS Name

REG_STAT

Attribute Codes

1975-Later	
1	Alabama
2	Alaska
3	American Samoa
4	Arizona
5	Arkansas
6	California
8	Colorado
9	Connecticut
10	Delaware
11	District of Columbia
12	Florida
13	Georgia
14	Guam
15	Hawaii
16	Idaho
17	Illinois
18	Indiana
19	Iowa
20	Kansas

1975-Later	
21	Kentucky
22	Louisiana
23	Maine
24	Maryland
25	Massachusetts
26	Michigan
27	Minnesota
28	Mississippi
29	Missouri
30	Montana
31	Nebraska
32	Nevada
33	New Hampshire
34	New Jersey
35	New Mexico
36	New York
37	North Carolina
38	North Dakota
39	Ohio
40	Oklahoma
41	Oregon
42	Pennsylvania
43	Puerto Rico
44	Rhode Island
45	South Carolina
46	South Dakota
47	Tennessee
48	Texas
49	Utah
50	Vermont
51	Virginia

1975-Later	
52	Virgin Islands (Since 2004)
53	Washington
54	West Virginia
55	Wisconsin
56	Wyoming

1975-2007	2008-2009	2010-2016	2017-Later	
--	--	0	0	Not Applicable
--	--	91	91	Not Reported
92	92	92	92	No Registration
93	93	93	93	Multiple State Registrations
94	--	--	--	Multiple State Registrations -Out-of-State (1975-1996)
--	94	94	94	U.S. Government Tags (Includes Military)
95	--	--	--	U.S. Government Tags
--	95	95	95	Canada
96	--	--	--	Military Vehicle
--	96	96	96	Mexico
97	--	--	--	Foreign Country
--	97	97	97	Other Foreign Country
98	--	--	98	Other Registration
--	98	98	--	Other Registration (Includes Native American Indian Nations)
99	99	99	99	Unknown/ Reported as Unknown (Since 2018)

V8. Registered Vehicle Owner

Definition

This data element identifies the type of registered owner of the vehicle.

Additional Information

This data element also appears in the Parkwork data file as POWNER.

SAS Name

OWNER

Attribute Codes

1991-2007	2008-2019	2020-Later	
0	0	0	Not Applicable, Vehicle Not Registered
1	1	1	Driver (in This Crash) Was Registered Owner
2	2	2	Driver (in This Crash) Not Registered Owner (Other Private Owner)
3	3	--	Vehicle Registered as Business/Company/Government Vehicle
--	--	3	Vehicle Registered as Commercial/Business/Company/Government Vehicle
4	4	4	Vehicle Registered as Rental Vehicle
5	5	5	Vehicle Was Stolen (Reported by Police)
6	--	--	Driverless Vehicle
--	6	6	Driverless/Motor Vehicle Parked/Stopped off Roadway
9	9	9	Unknown

V9. Vehicle Identification Number (VIN)

Definition

This data element records the vehicle identification number (VIN) of this vehicle assigned by the vehicle manufacturer. The VIN contains information on the vehicle such as: manufacturer, model year, model, body type, restraint type, etc.

Additional Information

The vehicle manufacturers use the VIN to describe certain characteristics of a vehicle and to assign a serial number to the vehicle.

Starting in 1981 the Vehicle Identification Numbers were required to conform to an international standard. For vehicles built prior to 1981 one may consult the National Automobile Theft Bureau's publication Passenger Vehicle Identification Manual for the year in question.

Prior to 2018, if a character of the VIN is missing or undecipherable, the VIN length will be less than 12 characters. Starting in 2018 an asterisk (*) is used for missing or undecipherable VIN characters. Prior to 2020 the Data Element ID was V13.

This data element also appears in the Parkwork data file as PVIN.

SAS Name

VIN

Attribute Codes

1975-1993	1994-2008	2009	2010-2017	
XXXXXXXXXXXX	--	--	--	First 10 Characters
--	XXXXXXXXXXXXXX	XXXXXXXXXXXXXX	XXXXXXXXXXXXXX	First 12 Characters
--	--	000000000000	000000000000	No VIN Required
--	--	--	888888888888	Not Reported
--	--	--	999999999999	Unknown

2018-2020	2021-Later	
000000000000	--	No VIN Required
--	000000000000	No VIN Required, Not a Vehicle for Road Use
XXXXXXXXXXXXXX	XXXXXXXXXXXXXX	First 12 Characters
888888888888	888888888888	Not Reported
999999999999	999999999999	Reported as Unknown
*	*	VIN Character Missing or Not Decipherable

V10. Vehicle Model Year

Definition

This data element identifies the manufacturer's model year of this vehicle.

Additional Information

Prior to 2020 the Data Element ID was V12.

This data element also appears in the Person data file and in the Parkwork data file as PMODYEAR.

SAS Name

MOD_YEAR

Attribute Codes

1975-1997	1998-2009	2010-Later	
0-98	xxxx	xxxx	Actual Model Year
--	--	9998	Not Reported
99	9999	9999	Unknown

V11. vPIC Make

Definition

This element identifies the Make (manufacturer brand name) of this vehicle as per NHTSA vPIC submissions.

Additional Information

Refer to [Addition of VIN-Decoded Data](#) for more details. For more information on NHTSA's Product Information Catalog and Vehicle Listing (vPIC), go to <https://vpic.nhtsa.dot.gov/>.

A complete listing of vPIC Makes can be downloaded using the following URL:
<https://vpic.nhtsa.dot.gov/api/vehicles/getallmakes?format=csv>.

The vPIC Make Name (make_name) and vPIC Make ID (make_id) in the listing can be used to download the vPIC Models for a particular vPIC Make. (See [vPIC Model](#) for more details.)

This data element also appears in the Person data file and in the Parkwork data file as PVPICMAKE.

SAS Name

VPICMAKE

Attribute Codes

2020-Later	
xxxxx	Actual Make (up to five digits)
99997	Other
99998	Not Reported
99999	Unknown

V12. vPIC Model

Definition

This element identifies the Model of this vehicle using NHTSA's VIN decoder application, vPIC.

Additional Information

Refer to [Addition of VIN-Decoded Data](#) for more details. For more information on NHTSA's Product Information Catalog and Vehicle Listing (vPIC), go to <https://vpic.nhtsa.dot.gov/>.

A complete listing of vPIC Models for a particular vPIC Make can be downloaded using the following URLs as a guide. The first uses vPIC Make ID (make_id) as a search parameter and the second uses vPIC Make Name (make_name). (See [vPIC Make](#) for obtaining vPIC Make Names and IDs.)

- Replace * in the URL with vPIC Make ID:
https://vpic.nhtsa.dot.gov/api/vehicles/GetModelsForMakeId/*?format=csv
- Replace * in the URL with vPIC Make Name:
https://vpic.nhtsa.dot.gov/api/vehicles/getmodelsformake/*?format=csv

Example 1: Use the following URLs to download all the Models for *Buick*.

Use *Buick* Make ID 468 as parameter:

<https://vpic.nhtsa.dot.gov/api/vehicles/GetModelsForMakeId/468?format=csv>

Use the Make Name “*Buick*” as parameter:

<https://vpic.nhtsa.dot.gov/api/vehicles/getmodelsformake/Buick?format=csv>

Example 2: Use the following URLs to download all the Models for *Toyota*.

Use *Toyota* Make ID 448 as parameter:

<https://vpic.nhtsa.dot.gov/api/vehicles/GetModelsForMakeId/448?format=csv>

Use the Make Name “*Toyota*” as parameter:

<https://vpic.nhtsa.dot.gov/api/vehicles/getmodelsformake/Toyota?format=csv>

This data element also appears in the Person data file and in the Parkwork data file as PVPICMODEL.

SAS Name

VPICMODEL

Attribute Codes

2020-Later	
xxxxx	Actual Model (up to five digits)
99997	Other

2020-Later	
99998	Not Reported
99999	Unknown

V13. vPIC Body Class

Definition

This element identifies a classification of this vehicle based on its general body configuration, size, shape, doors, etc., as defined by the manufacturer.

Additional Information

Refer to [Addition of VIN-Decoded Data](#) for more details. For more information on NHTSA's Product Information Catalog and Vehicle Listing (vPIC), go to <https://vpic.nhtsa.dot.gov/>.

Attributes with an asterisk (*) must have a finished body class for an incomplete vehicle captured under Final Stage Body Class. Other attributes may have a Final Stage Body Class if VIN decoding indicates that the vehicle is manufactured as an incomplete vehicle.

This data element also appears in the Person data file and in the Parkwork data file as PVPICBODYCLASS.

SAS Name

VPICBODYCLASS

Attribute Codes

2020	2021-Later	
1	1	Convertible/Cabriolet
2	2	Minivan
3	3	Coupe
4	4	Low Speed Vehicle (LSV)/Neighborhood Electric Vehicle (NEV)
5	5	Hatchback/Liftback/Notchback
6	6	Motorcycle -Standard
7	7	Sport Utility Vehicle (SUV)/Multi-Purpose Vehicle (MPV)
8	8	Crossover Utility Vehicle (CUV)
9	9	Van
10	10	Roadster
11	11	Truck
12	12	Motorcycle -Scooter
13	13	Sedan/Saloon
15	15	Wagon
16	16	Bus
60	60	Pickup
62	62	Incomplete -Cutaway*
63	63	Incomplete -Chassis Cab (Single Cab)*
64	64	Incomplete -Glider*

2020	2021-Later	
65	65	Incomplete*
66	66	Truck-Tractor
67	67	Incomplete -Stripped Chassis*
68	68	Streetcar/Trolley
69	69	Off-Road Vehicle -All Terrain Vehicle (ATV) (Motorcycle-Style)
70	70	Incomplete -Chassis Cab (Double Cab)*
71	71	Incomplete -School Bus Chassis*
72	72	Incomplete -Commercial Bus Chassis*
73	73	Bus -School Bus
74	74	Incomplete -Chassis Cab (Number of Cab Unknown)*
75	75	Incomplete -Transit Bus Chassis*
76	76	Incomplete -Motor Coach Chassis*
77	77	Incomplete -Shuttle Bus Chassis*
78	78	Incomplete -Motor Home Chassis*
80	80	Motorcycle -Sport
81	81	Motorcycle -Touring/Sport Touring
82	82	Motorcycle -Cruiser
83	83	Motorcycle -Trike
84	84	Off-Road Vehicle -Dirt Bike/Off-Road
85	85	Motorcycle -Dual Sport/Adventure/Supermoto/On/Off-Road
86	86	Off-Road Vehicle -Enduro (off-road long-distance racing)
87	87	Motorcycle -Small/Minibike
88	88	Off-Road Vehicle -Go Kart
90	90	Motorcycle -Side Car
94	94	Motorcycle -Custom
95	95	Cargo Van
97	97	Off-Road Vehicle -Snowmobile
98	98	Motorcycle -Street
100	100	Motorcycle -Enclosed Three Wheeled/Enclosed Autocycle
103	103	Motorcycle -Unenclosed Three Wheeled/Open Autocycle
104	104	Motorcycle -Moped
105	105	Off-Road Vehicle -Recreational Off-Road Vehicle (ROV)
107	107	Incomplete -Bus Chassis*
108	108	Motorhome
109	109	Motorcycle -Cross Country
110	110	Motorcycle -Underbone
111	111	Step Van/Walk-in Van
112	112	Incomplete -Commercial Chassis*

2020	2021-Later	
113	113	Off-Road Vehicle -Motocross (Off-Road Short-Distance, Closed-Track Racing)
114	114	Motorcycle -Competition
117	117	Limousine
119	119	Sport Utility Truck (SUT)
124	124	Off-Road Vehicle -Golf Cart
125	125	Motorcycle -Unknown Body Type
126	126	Off-Road Vehicle -Farm Equipment
127	127	Off-Road Vehicle -Construction Equipment
--	128	Ambulance
--	129	Street Sweeper
--	130	Fire Apparatus
996	996	Motorized Bicycle (discontinued in 2022)
997	997	Other
998	998	Not Reported
999	999	Unknown

More information on [Vehicle Classification by vPIC Data Elements](#).

V14. NCSA Make

Definition

This data element identifies the make (manufacturer) of this vehicle by NCSA historically.

Additional Information

Prior to 2020 this data element's name was "Vehicle Make" and the Data Element ID was V9.

This data element also appears in the Person data file and in the Parkwork data file as PMAKE.

SAS Name

MAKE

Attribute Codes

1975-1990	
1	American Motors
2	Jeep
3	AM General
6	Chrysler
7	Dodge
8	Imperial
9	Plymouth
10	Eagle (Since 1988)
12	Ford
13	Lincoln
14	Mercury
18	Buick
19	Cadillac
20	Chevrolet
21	Oldsmobile
22	Pontiac
23	GMC
29	Other Domestic
30	Volkswagen
31	Alfa Romeo
32	Audi
33	Austin-Healey
35	Datsun
36	Fiat

1975-1990	
37	Honda
38	Isuzu
39	Jaguar
40	Lancia
41	Mazda
42	Mercedes-Benz
43	MG
44	Peugeot
45	Porsche
46	Renault
47	Saab
48	Subaru
49	Toyota
50	Triumph
51	Volvo
52	Mitsubishi (Since 1982)
53	Suzuki (Since 1987)
57	Lexus (Since 1988)
58	Infiniti (Since 1988)
59	Other Imports
60	BSA
61	Ducati
62	Harley-Davidson
63	Kawasaki
64	Moto Guzzi
65	Norton
67	Yamaha
69	Other Motor Cycle
70	Moped
80	Brockway
81	Diamond Reo
82	Freightliner
83	FWD
84	International Harvester
85	Kenworth
86	Mack
87	Peterbilt
88	White

1975-1990	
95	Other Truck/Bus
98	Other Make
99	Unknown Make

1991-Later	
1	American Motors
2	Jeep/Kaiser-Jeep/Willys Jeep
3	AM General
6	Chrysler
7	Dodge
8	Imperial
9	Plymouth
10	Eagle
12	Ford
13	Lincoln
14	Mercury
18	Buick/Opel
19	Cadillac
20	Chevrolet
21	Oldsmobile
22	Pontiac
23	GMC
24	Saturn
25	Grumman
26	Coda (Since 2013)
29	Other Domestic Manufacturers
	Avanti
	Checker
	DeSoto
	Excalibur
	Hudson
	Packard
	Panoz
	Saleen
	Studebaker
	Stutz
	Tesla (Since 2014)
30	Volkswagen

1991-Later	
31	Alfa Romeo
32	Audi
33	Austin/Austin-Healey
34	BMW
35	Datsun/Nissan
36	Fiat
37	Honda
38	Isuzu
39	Jaguar
40	Lancia
41	Mazda
42	Mercedes-Benz
43	MG
44	Peugeot
45	Porsche
46	Renault
47	Saab
48	Subaru
49	Toyota
50	Triumph
51	Volvo
52	Mitsubishi
53	Suzuki
54	Acura
55	Hyundai
56	Merkur
57	Yugo
58	Infiniti
59	Lexus
60	Daihatsu
61	Sterling
62	Land Rover
63	Kia
64	Daewoo
65	Smart (Since 2010)
66	Mahindra (2011-2013)
67	Scion (Since 2012)
69	Other Imports

1991-Later	Aston Martin
	Bentley
	Bertone
	Bricklin
	Bugatti
	Caterham
	Citroën
	DeLorean
	Desta
	Ferrari
	Fisker
	Gazelle
	Hillman
	Jensen
	Koenigsegg
	Lada
	Lamborghini
	Lotus
	Mahindra (Since 2013)
	Maserati
	Maybach
	McLaren
	Mini Cooper
	Morgan
	Morris
	Reliant (British)
	Rolls-Royce
	Simca
	Singer
	Spyker
	Sunbeam
	TVR
70	BSA
71	Ducati
72	Harley-Davidson
73	Kawasaki
74	Moto Guzzi
75	Norton

1991-Later	
76	Yamaha
77	Victory
78	Other Make Moped (Since 2010)
79	Other Make Motored Cycle (Since 2010)
80	Brockway
81	Diamond Reo/Reo
82	Freightliner
83	FWD
84	International Harvester/Navistar
85	Kenworth
86	Mack
87	Peterbilt
88	Iveco/Magirus
89	White/Autocar, White/GMC
90	Bluebird
91	Eagle Coach
92	Gillig
93	MCI
94	Thomas Built
97	Not Reported (Since 2010)
98	Other Make
	Auto-Union-DKW
	Carpenter
	Collins Bus
	DINA
	Divco
	Hino
	Mid Bus
	Neoplan
	Orion
	Oshkosh
	Scania
	Sterling
	UD
	Van Hool
	Western Star
99	Unknown Make

V15. NCSA Model

Definition

This data element identifies the NCSA model of this vehicle within a given NCSA make.

Additional Information

Prior to 2020 this data element's name was "Vehicle Model" and the Data Element ID was V10.

This data element also appears in the Person data file and in the Parkwork data file as PMODEL.

SAS Name

MODEL

Attribute Codes

1975-Later	
	See the current FARS/CRSS Coding and Validation Manual for vehicle model codes.

V16. NCSA Body Type

Definition

This data element identifies a classification of this vehicle based on its general body configuration, size, shape, doors, etc. as defined by NCSA.

Additional Information

This data element also appears in the Person data file and in the Parkwork data file as PBODYTYP.

1975-1981: Within the yearly NHTSA report *Fatal Accident Reporting System*, the term "Light Trucks" includes Vans.

The body type data do not track with the original documentation. For example, documentation states that BODY_TYP EQ 7 is for utility vehicles. However, when the data files are examined, one sees that BODY_TYP EQ 43 is the value that will provide the desired result. The data files have been modified to make the early years for this data element compatible with 1981.

Utility vehicles are also part of the light truck category.

BODY_TYP 40, large limousines, are not included as part of Passenger Cars or Passenger Vehicles.

1982-1990: Within the yearly NHTSA report *Fatal Accident Report System*, the term "Light Truck" includes Vans. Utility vehicles are also part of the light-truck category.

BODY_TYP 13, large limousines and BODY_TYP 14, three-wheel automobiles or automobile derivatives, are not included as part of Passenger Cars or Passenger Vehicles.

A single-unit truck that tows another vehicle, or a bobtail by itself, is considered a combination truck.

1991-Later: Within the yearly NHTSA publication *Traffic Safety Facts*, the term "Light Trucks" includes Vans.

BODY_TYP 12, large limousines and BODY_TYP 13, three-wheel automobiles or automobile derivatives, are not included as part of Passenger Cars or Passenger Vehicles.

When defining School Buses 1993 and later be sure to include the new body type 24 (van-based school bus). However, body type 24 is not part of Buses.

When defining Transit Buses 1993 and later be sure to include the new body type 25 (van-based transit bus). However, body type 25 is not part of Buses.

A single-unit truck that tows another vehicle, or a bobtail, is considered a combination truck.

Prior to 2020 this data element's name was "Body Type" and the Data Element ID was V11.

SAS Name

BODY_TYP

Attribute Codes

1975-1981	
1	Convertible
2	2-Door Sedan HT/Coupe
3	4-Door Sedan HT
4	Hatchback
5	Car-Pickup Body
6	Station Wagon
7	On/Off Road Vehicle – Jeep CJ-S, Bronco, Blazer, Scout, etc. (1975-1979)
8	Other Auto
9	Unknown Auto Type
15	Motorcycle
16	Moped
17	Other Cycle
18	Unknown Cycle
25	School Bus
26	Cross-County
27	Transit Bus
28	Other Bus
29	Unknown Bus
35	Snowmobile
36	Farm Equipment
37	Dune/Swamp Buggy
38	Construction Equipment
39	Ambulance/Hearse Type
40	Large Limousine
41	Camper/Motorhome
42	Fire Truck
43	On/Off-Road Vehicle – Jeep CJ-S, Bronco, Blazer, Scout, etc. (1980-1981)
44	Other Special Vehicle
45	Ambulance EMS
50	Pickup
51	Van
52	Truck-Based Station Wagon
53	Straight Truck, Low GVW
54	Straight Truck, Medium GVW
55	Straight Truck, High GVW
56	Straight Truck, Unknown GVW
57	Two-Unit Truck

1975-1981	
58	Multi-Unit Truck
59	Truck-Tractor
60	Unknown Type Truck
99	Unknown

1982-1990	
1	Convertible
2	2-Door Sedan/Ht/Coupe
3	3-Door/2-Door Hatchback
4	4-Door Sedan/Ht
5	5-Door/4-Door Hatchback
6	Station Wagon
7	Hatchback/Number of Doors Unknown
8	Other Auto
9	Unknown Auto Type
10	Auto Pickup
11	Auto Panel
12	Short Utility/Not Truck-Based
13	Large Limousine
14	3-Wheel Vehicle Unknown Body Type
20	Motorcycle
21	Moped
27	3-Wheel Motorcycle or Moped
28	Other Cycle
29	Unknown Cycle
30	School Bus
31	Cross-Country/Intercity
32	Transit Bus
38	Other Bus
39	Unknown Bus
40	Van
41	Van Commercial Cutaway
42	Van Motorhome
48	Other Van Type
49	Unknown Van Type
50	Pickup
51	Pickup W/Slide-in Camper
52	Pickup-Based Motorhome

1982-1990	
53	Cab Chassis Based
54	Truck-Based Panel
55	Truck-Based Station Wagon
56	Truck-Based Utility
58	Other Light Conventional Truck
59	Unknown Light Convent Truck
67	Utility, Base Body Unknown
69	Unknown Light Truck
70	Straight Truck, Low GVW
71	Straight Truck, Medium GVW
72	Straight Truck, High GVW
73	Medium/Heavy Truck Motorhome
74	Truck/Tractor
75	Unknown Medium Truck
76	Unknown Heavy Truck
77	Camper/Motorhome
78	Single Unit Straight Truck GVW Unknown
79	Unknown Truck Type
80	Snowmobile
81	Farm Equipment/Not Trucks
82	ATV, Dune/Swamp Buggy
83	Construction Equipment/Not Trucks
88	Other
89	Unknown Other Vehicle
90	3-Wheel Vehicle Unknown Body Type
99	Unknown Body Type

1991-2009	2010-2016	2017	2018-2019	2020-Later	
1	1	1	1	1	Convertible (Excludes Sunroof, T-Bar)
2	2	2	2	2	2-Door Sedan/Hardtop/Coupe
3	3	3	3	3	3-Door/2-Door Hatchback
4	4	4	4	4	4-Door Sedan/Hardtop
5	5	5	5	5	5-Door/4-Door Hatchback
6	6	6	6	6	Station Wagon (Excluding Van-and Truck-Based)
7	7	7	7	7	Hatchback, Number of Doors Unknown
8	--	--	--	--	Other Auto (1991-1993)

1991-2009	2010-2016	2017	2018-2019	2020-Later	
8	8	8	8	8	Sedan/Hardtop, Number of Doors Unknown (Since 1994)
9	--	--	--	--	Unknown Auto Type (1991-1993)
9	9	9	9	9	Other or Unknown Automobile Type (Since 1994)
10	10	10	10	10	Auto-Based Pickup
11	11	11	11	11	Auto-Based Panel (Cargo Station Wagon, Auto-Based Ambulance or Hearse)
12	12	12	12	12	Large Limousine (More Than Four Side Doors or Stretch Chassis)
13	13	13	13	13	Three-Wheel Automobile or Automobile Derivative
14	14	14	14	14	Compact Utility (ANSI D-16 Utility Vehicle Categories "Small" and "Midsize")
15	15	15	15	15	Large Utility (ANSI D-16 Utility Vehicle Categories "Full Size" and "Large")
16	16	16	16	16	Utility Station Wagon
--	17	17	17	17	3-Door Coupe
19	19	19	19	19	Utility Unknown Body
20	20	20	20	20	Minivan
21	21	21	21	21	Large Van – Includes Van-Based Buses
22	22	22	22	22	Step Van or Walk-in Van (GVWR ≤ 10,000 lbs)
23	--	--	--	--	Van Motorhome (1991-2002)
24	--	--	--	--	Van-Based School Bus (1993-2002)
25	--	--	--	--	Van-Based Transit Bus (1993-2002)
28	28	28	28	28	Other Van Type (Hi-Cube Van)
29	29	29	29	29	Unknown Van Type
30	30	--	--	--	Compact Pickup (GVWR, < 4,500 lbs)
31	31	--	--	--	Standard Pickup (4,500 lbs ≤ GVWR < 10,000 lbs)
32	32	32	--	--	Pickup With Slide-in Camper
33	33	33	33	33	Convertible Pickup
--	--	34	34	34	Light Pickup
39	39	39	39	39	Unknown (Pickup Style) Light Conventional Truck Type
40	40	40	40	40	Cab Chassis-Based (Includes Light Stake, Light Dump, Light Tow, Rescue Vehicles)
41	41	41	41	41	Truck-Based Panel

1991-2009	2010-2016	2017	2018-2019	2020-Later	
42	42	42	42	--	Light Truck-Based Motorhome (Chassis Mounted)
--	--	--	--	42	Light Vehicle-Based Motorhome (Chassis Mounted)
45	45	45	45	45	Other Light Conventional Truck Type (Includes Stretched Suburban Limousine)
48	48	--	--	--	Unknown Light-Truck Type (Not a Pickup, 1991-2012)
--	48	48	48	48	Unknown Light Truck Type (Since 2013)
49	49	49	49	49	Unknown Light-Vehicle Type (Automobile, Utility Vehicle, Van or Light Truck)
50	50	50	50	50	School Bus
51	51	51	51	51	Cross-Country/Intercity Bus (i.e., Greyhound)
52	52	52	52	52	Transit Bus (City Bus)
--	55	55	55	55	Van-Based Bus (GVWR > 10,000 lbs) (Since 2011)
58	58	58	58	58	Other Bus Type
59	59	59	59	59	Unknown Bus Type
60	60	60	60	60	Step Van (GVWR > 10,000 lbs)
61	61	--	--	--	Single-Unit Straight Truck (10,000 lbs < GVWR <= 19,500 lbs) (1991-2010)
--	61	61	61	61	Single-Unit Straight Truck or Cab-Chassis (GVWR range 10,001 to 19,500 lbs) (Since 2011)
62	62	--	--	--	Single-Unit Straight Truck (19,500 lbs < GVWR <= 26,000 lbs) (1991-2010)
--	62	62	62	62	Single-Unit Straight Truck or Cab-Chassis (GVWR range 19,501 to 26,000 lbs) (Since 2011)
63	63	--	--	--	Single-Unit Straight Truck (GVWR > 26,000 lbs) (1991-2010)
--	63	63	63	63	Single-Unit Straight Truck or Cab-Chassis (GVWR > 26,000 lbs) (Since 2011)
64	--	--	--	--	Single-Unit Straight Truck
--	64	64	64	64	Single Unit Straight Truck or Cab-Chassis (GVWR Unknown) (Since 2011)
65	65	65	65	--	Medium/Heavy Truck-Based Motorhome
--	--	--	--	65	Medium/Heavy Vehicle-Based Motorhome
66	66	66	66	66	Truck/Tractor (Cab Only, or With Any Number of Trailing Units: Any Weight)

1991-2009	2010-2016	2017	2018-2019	2020-Later	
67	67	67	67	67	Medium/Heavy Pickup (GVWR > 10,000 lbs) (Since 2001)
--	68	--	--	--	Single-Unit Straight Truck (GVWR Unknown) (2010 Only)
71	71	71	71	71	Unknown if Single-Unit or Combination-Unit Medium Truck (GVWR range 10,001 to 26,000 lbs)
72	72	72	72	72	Unknown if Single-Unit or Combination-Unit Heavy Truck (GVWR > 26,000 lbs)
73	73	73	73	--	Camper or Motorhome, Unknown Truck Type
--	--	--	--	73	Camper or Motorhome, Unknown GVWR
78	78	78	78	78	Unknown Medium/Heavy Truck Type
79	79	79	79	79	Unknown Truck Type
80	80	--	--	--	Motorcycle
--	--	80	80	80	Two Wheel Motorcycle (excluding motor scooters)
81	81	--	--	--	Moped (Motorized Bicycle)
--	--	81	81	81	Moped (Since 2022)
82	82	--	--	--	Three-Wheel Motorcycle/Moped-Not All-Terrain Vehicle
--	--	82	82	82	Three-Wheel Motorcycle (2 Rear Wheels)
83	83	--	--	--	Off-Road Motorcycle (2-Wheel) (Since 1993)
--	--	83	83	83	Off-Road Motorcycle
--	--	84	84	84	Motor Scooter
--	--	85	85	85	Unenclosed Three-Wheel Motorcycle/Unenclosed Autocycle (1 Rear Wheel)
--	--	86	86	86	Enclosed Three-Wheel Motorcycle/Enclosed Autocycle (1 Rear Wheel)
--	--	87	87	87	Unknown Three-Wheel Motorcycle Type
88	--	--	--	--	Other Motored Cycle Type (Mini-Bikes, Motor Scooters) (1991-2007)
88	88	--	--	--	Other Motored Cycle Type (Mini-Bikes, Motor Scooters, Pocket Motorcycles, "Pocket Bikes") (Since 2008)
--	--	88	88	88	Other Motored Cycle Type (Mini-Bikes, Pocket Motorcycles, "Pocket Bikes")
89	89	89	89	89	Unknown Motored Cycle Type
90	90	90	90	90	ATV (All-Terrain Vehicle; Includes 3 or 4 Wheels)

1991-2009	2010-2016	2017	2018-2019	2020-Later	
91	91	91	91	91	Snowmobile
92	92	92	92	92	Farm Equipment Other Than Trucks
93	93	93	93	93	Construction Equipment Other Than Trucks (Includes Graders)
94	--	--	--	--	Motorized Wheel Chair (1997 Only)
--	94	94	94	94	Low-Speed Vehicle (LSV)/Neighborhood Electric Vehicle (NEV) (Since 2011)
--	95	95	95	95	Golf Cart (Since 2012)
--	--	96	96	96	Recreational Off-Highway Vehicle
97	97	97	97	97	Other Vehicle Type (Includes Go-Cart, Fork-Lift, City Street Sweeper, Dune/Swamp Buggy)
--	98	98	98	98	Not Reported
99	99	99	99	99	Unknown Body Type

More information on [Vehicle Classification by NCSA Data Elements](#).

V17. Final Stage Body Class

Definition

This element captures the completed/finished body class for an incomplete vehicle. An incomplete vehicle is completed by a final stage manufacturer. The intent of this data element is to capture the body class for incomplete vehicles when they are finished for road use.

Additional Information

This data element is only applicable to incomplete vehicles, and the attributes are a subset of the vPIC Body Class attributes. Information captured in this data element is based on the police crash report.

This data element also appears in the Person data file and in the Parkwork data file as PICFINALBODY.

SAS Name

ICFINALBODY

Attribute Codes

2020	2021-Later	
0	0	Not Applicable
2	2	Minivan
4	4	Low-Speed Vehicle (LSV)
7	7	Sport Utility Vehicle (SUV)/Multi-Purpose Vehicle (MPV)
8	8	Crossover Utility Vehicle (CUV)
9	9	Van
11	11	Truck
15	15	Wagon
16	16	Bus
60	60	Pickup
66	66	Truck-Tractor
68	68	Streetcar/Trolley
73	73	Bus-School Bus
95	95	Cargo Van
108	108	Motorhome
111	111	Step Van/Walk-in Van
117	117	Limousine
119	119	Sport Utility Truck
--	128	Ambulance
--	129	Street Sweeper

2020	2021-Later	
--	130	Fire Apparatus
997	997	Other
998	998	Not Reported
999	999	Unknown

V18. Power Unit Gross Vehicle Weight Rating (GVWR)

Definition

This element identifies the range of gross vehicle weight rating of the power unit as identified by the manufacturer through the vehicle's VIN submission. GVWR_FROM defines the lowest value and GVWR_TO defines the highest value for the range of the GVWR specified by the manufacturer as the recommended loaded weight for a vehicle.

Additional Information

Refer to [Addition of VIN-Decoded Data](#) for more details. These data elements also appear in the Person data file and in Parkwork data file as PGVWR_FROM and PGVWR_TO.

SAS Name

GVWR_FROM, GVWR_TO

Attribute Codes

2020-Later	
11	Class 1: 6,000 lbs or less (2,722 kg or less)
12	Class 2: 6,001 -10,000 lbs (2,722 -4,536 kg)
13	Class 3: 10,001 -14,000 lbs (4,536 -6,350 kg)
14	Class 4: 14,001 -16,000 lbs (6,350 -7,258 kg)
15	Class 5: 16,001 -19,500 lbs (7,258 -8,845 kg)
16	Class 6: 19,501 -26,000 lbs (8,845 -11,794 kg)
17	Class 7: 26,001 -33,000 lbs (11,794 -14,969 kg)
18	Class 8: 33,001 lbs and above (14,969 kg and above)
98	Not Reported
99	Reported as Unknown

V19. Vehicle Trailing

Definition

This data element identifies whether this vehicle had any attached trailing units or was towing another motor vehicle.

Additional Information

Trailing unit applies to any device connected to a motor vehicle by a hitch, including tractor-trailer combinations, a single-unit truck pulling a trailer (truck trailer), a boat trailer hitched onto a motor vehicle, etc.

Note that the number of unknowns is 0 until 1982. From 1982 to 1984 the number of unknowns is approximately 2,500 per year. Starting in 1985 the number of unknowns falls to about 300 per year. Prior to 2020 the Data Element ID was V14.

This data element also appears in the Person data file and in the Parkwork data file as PTRAILER.

SAS Name

TOW_VEH

Attribute Codes

1975-1981	1982	1983-2003	2004-2008	2009-2021	2022-Later	
0	0	0	0	0	--	No Trailing Units
--	--	--	--	--	0	No Trailers
1	--	--	--	--	--	Yes
--	1	1	1	1	--	Yes, One Trailing Unit
--	--	--	--	--	1	One Trailer
--	--	2	2	2	--	Yes, Two Trailing Units
--	--	--	--	--	2	Two Trailers
--	--	3	3	3	--	Yes, Three or More Trailing Units
--	--	--	--	--	3	Three or More Trailers
--	4	4	4	4	--	Yes, Number of Trailing Units Unknown
--	--	--	--	--	4	Yes, Number of Trailers Unknown
--	5	--	--	--	--	Yes, Two or More Trailing Units
--	--	--	5	--	--	Vehicle Towing Another Motor Vehicle
--	--	--	--	5	5	Vehicle Towing Another Motor Vehicle – Fixed Linkage
--	--	--	--	6	6	Vehicle Towing Another Motor Vehicle – Non-Fixed Linkage

1975-1981	1982	1983-2003	2004-2008	2009-2021	2022-Later	
--	--	--	--	--	7	Trailing Unit Other than a Trailer or Another Motor Vehicle
--	--	9	9	9	9	Unknown

V20. Trailer Vehicle Identification Number

Definition

This data element records the vehicle identification number (VIN) of any trailing units of a combination vehicle.

Additional Information

Prior to 2018, if a character of the VIN is missing or undecipherable, the VIN length will be less than 12 characters. Starting in 2018 an asterisk (*) is used for missing or undecipherable VIN characters. Prior to 2020 the Data Element ID was V15.

These data elements also appear in the Parkwork data file as PTRLR1VIN, PTRLR2VIN, and PTRLR3VIN.

SAS Name

TRLR1VIN, TRLR2VIN, TRLR3VIN

Attribute Codes

2016-2017	2018-2020	2021-Later	
000000000000	000000000000	--	No VIN Required
--	--	000000000000	No VIN Required, Not a Vehicle for Road Use
XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	First 12 Characters of the VIN
777777777777	777777777777	777777777777	No Trailing Units
888888888888	888888888888	888888888888	Not Reported
999999999999	--	--	Unknown
--	999999999999	999999999999	Reported as Unknown
--	*	*	VIN Character Missing or Not Decipherable

V21. Trailer Gross Vehicle Weight Rating (GVWR)

Definition

This element identifies the gross vehicle weight rating of any trailing units as identified by the manufacturer in the vehicle's VIN.

Additional Information

Refer to [Addition of VIN-Decoded Data](#) for more details. These data elements also appear in the Parkwork data file as PTRLR1GVWR, PTRLR2GVWR, and PTRLR3GVWR.

SAS Name

TRLR1GVWR, TRLR2GVWR, TRLR3GVWR

Attribute Codes

2020-Later	
0	No Trailer GVWR Required
11	Class 1: 6,000 lbs or less (2,722 kg or less)
12	Class 2: 6,001 -10,000 lbs (2,722 -4,536 kg)
13	Class 3: 10,001 -14,000 lbs (4,536 -6,350 kg)
14	Class 4: 14,001 -16,000 lbs (6,350 -7,258 kg)
15	Class 5: 16,001 -19,500 lbs (7,258 -8,845 kg)
16	Class 6: 19,501 -26,000 lbs (8,845 -11,794 kg)
17	Class 7: 26,001 -33,000 lbs (11,794 -14,969 kg)
18	Class 8: 33,001 lbs and above (14,969 kg and above)
77	No Trailing Units
98	Not Reported
99	Reported as Unknown

V22. Jackknife

Definition

This data element identifies whether this vehicle experienced a jackknife anytime during the unstabilized situation.

Additional Information

Jackknife applies to a condition that occurs to a combination vehicle while in motion. A Jackknife occurs when there is an uncontrolled articulation between the power unit and the trailer or trailers in which the trailer does not follow directly behind the power unit (tracking), and the driver did not initiate the non-tracking situation. The condition reflects a loss of control of the vehicle by the driver in which the trailer's normal straight-line path behind the power unit is not maintained. If the final resting configuration of the vehicle is in a jackknife position, it does not necessarily mean that the vehicle has jackknifed.

From 1975 to 1979 the data element exists in the data files but has not been initialized. These data were not collected. Prior to 2016 the Data Element ID was V15. From 2016 to 2019 the Data Element ID was V16.

SAS Name

J_KNIFE

Attribute Codes

1980-1981	1982-Later	
0	0	Not an Articulated Vehicle
1	1	No
2	--	Yes
--	2	Yes, First Event
--	3	Yes, Subsequent Event

V23. Motor Carrier Identification Number (MCID)

Definition

This data element records the issuing authority and motor carrier identification number (if applicable) to this vehicle.

Additional Information

This 11-character data element is the combination of two data elements, the two-digit “Motor Carrier Issuing Authority” code (MCARR_I1) followed by the nine-character “Identification Number” (MCARR_I2).

The Carrier Identification Number is found only on vehicles of interstate for-hire or private carriers in the transportation business. It is the unique number assigned to the Carrier by the United States Department of Commerce Commission or the State. The number can be either a U.S. DOT number (on interstate private carriers) or an ICC MC number (interstate for-hire carriers). Collected only for buses and trucks over 4,500 kg GVWR, this data element is applicable to the following vehicles:

- Medium/Heavy Trucks: vehicles with two axles/six tires and/or gross weight greater than 10,000 pounds.
- Buses with 16 or more seats (including the driver)
- Trucks and Vans of any size carrying hazardous cargo.
- Light commercial trucks pulling a trailer with gross combination weight rating (GCWR) greater than 10,000 pounds.

Prior to 2016 the Data Element ID was V16. From 2016 to 2019 the Data Element ID was V17.

This data element also appears in the Parkwork data file as PMCARR_ID.

SAS Name

MCARR_ID

Attribute Codes

1998-2009	2010-Later	
000000000000	000000000000	Not Applicable
xxxxxxxxxxxx	xxxxxxxxxxxx	11-Character (Combination of MCARR_I1 followed by MCARR_I2)
--	7777777777	Not Reported
8888888888	8888888888	None
99999999999	99999999999	Unknown (Reported as Unknown, 2018-2019)

V23A. MCID Issuing Authority

Definition

This data element records the issuing authority if applicable to this vehicle.

Additional Information

This data element is only applicable for the following vehicles:

- Medium/Heavy Trucks: vehicles with two axles/six tires and/or gross weight greater than 10,000 pounds.
- Buses with 16 or more seats (including the driver).
- Trucks and Vans of any size carrying hazardous cargo.
- Light commercial trucks pulling a trailer with gross combination weight rating (GCWR) greater than 10,000 pounds.

Prior to 2016 the Data Element ID was V16A. From 2016 to 2019 the Data Element ID was V17A.

This data element also appears in the Parkwork data file as PMCARR_I1.

SAS Name

MCARR_I1

Attribute Codes

2007-2009	2010-Later	
0	0	Not Applicable
1-56	1-56	FARS State Code
57	57	U.S. DOT
58	58	MC/MX (ICC)
--	77	Not Reported
88	88	None
95	95	Canada
96	96	Mexico
99	99	Unknown (Reported as Unknown, 2018-2019)

V23B. MCID Identification Number

Definition

This data element records the motor carrier identification number if applicable to this vehicle.

Additional Information

The Carrier Identification Number is found only on vehicles of interstate for-hire or private carriers in the transportation business. It is the unique number assigned to the Carrier by the United States Department of Commerce Commission, or the State. The number can be either a U.S. DOT number (on interstate private carriers) or an ICC MC number (interstate for-hire carriers). Collected only for buses and trucks over 4,500 kg GVWR, this data element is applicable to the following vehicles:

- Medium/Heavy Trucks: vehicles with two axles/six tires and/or gross weight greater than 10,000 pounds.
- Buses with 16 or more seats (including the driver).
- Trucks and Vans of any size carrying hazardous cargo.
- Light commercial trucks pulling a trailer with gross combination weight rating (GCWR) greater than 10,000 pounds.

Prior to 2016 the Data Element ID was V16B. From 2016 to 2019 the Data Element ID was V17B.

This data element also appears in the Parkwork data file as PMCARR_I2.

SAS Name

MCARR_I2

Attribute Codes

2007-Later	
000000000	Not Applicable
xxxxxxxxxx	Actual 9-Digit Number
777777777	Not Reported
888888888	None
999999999	Unknown (Reported as Unknown, 2018-2019)

V24. Vehicle Configuration

Definition

This data element describes the general configuration of this vehicle if applicable.

Additional Information

Prior to 2016 the Data Element ID was V18. From 2016 to 2019 the Data Element ID was V19.

This data element also appears in the Parkwork data file as PV_CONFIG.

SAS Name

V_CONFIG

Attribute Codes

1991-1994	1995-2000	2001-2009	2010-2020	2021-Later	
0	0	--	--	--	Not Applicable, Not a Medium/Heavy Truck or Bus
--	--	0	--	--	Not Applicable, Not a Medium/Heavy Truck or Bus or Vehicle Displaying a Hazardous Materials Placard
--	--	--	0	0	Not Applicable
1	1	1	--	--	Single-Unit Truck (2 Axles, 6 Tires)
--	--	--	1	1	Single-Unit Truck (2 Axles and GVWR More Than 10,000 lbs)
2	2	2	2	2	Single-Unit Truck (3 or More Axles)
--	3	3	--	--	Single-Unit Truck (Unknown Number of Axles, Tires)
3	4	4	--	--	Truck/Trailer(s)
--	--	--	4	4	Truck Pulling Trailer(s)
4	5	5	5	5	Truck Tractor (Bobtail)
5	6	--	--	--	Truck Tractor/Semi-Trailer
--	--	6	--	--	Truck Tractor/Semi-Trailer (One Trailer)
--	--	--	6	6	Truck Tractor/Semi-Trailer
--	--	7	--	--	Truck Tractor/Doubles (Two Trailers)
--	--	--	7	7	Truck Tractor/Double
--	--	8	--	--	Tractor/Triples (Three Trailers)
--	--	--	8	8	Truck Tractor/Triple
--	--	--	10	10	Vehicle 10,000 lbs. or Less Placarded for Hazardous Materials

1991-1994	1995-2000	2001-2009	2010-2020	2021-Later	
6	7	19	--	--	Medium/Heavy Trucks, Cannot Classify
--	--	--	19	--	Truck More Than 10,000 lbs., Cannot Classify
--	--	--	--	19	Vehicle More Than 10,000 lbs., Other
7	8	--	--	--	Bus
--	--	20	--	--	Bus (Seats for 9-15 Occupants, Including Driver)
--	--	--	20	20	Bus/Large Van (Seats for 9-15 Occupants, Including Driver)
--	--	21	--	--	Bus (Seats for More Than 15 People, Including Driver, 2001-2006)
--	--	21	--	--	Bus (Seats for 16 or More People, Including Driver, 2007-2009)
--	--	--	21	21	Bus (Seats for More Than 15 Occupants, Including Driver, 2010-Later)
--	--	70	--	--	Light Truck (Van, Mini-Van, Panel, Pickup, Sport Utility Vehicle Displaying a Hazardous Materials Placard)
--	--	80	--	--	Passenger Car (Only When Displaying a Hazardous Materials Placard)
--	--	--	--	88	Qualifying Vehicle, Unknown Configuration
--	--	--	98	98	Not Reported (2010-2012)
9	--	--	99	99	Unknown (Reported as Unknown, 2018-2019)
--	9	99	--	--	Unknown if Light or Medium/Heavy Truck/Bus

V25. Cargo Body Type

Definition

This data element describes the primary cargo carrying capability of this vehicle if applicable.

Additional Information

Prior to 2016 the Data Element ID was V19. From 2016 to 2019 the Data Element ID was V20.

This data element also appears in the Parkwork data file as PCARGTYP.

SAS Name

CARGO_BT

Attribute Codes

1991-1994	1995-2000	2001-2008	2009-Later	
0	0	--	--	Not Applicable Not a Truck or Bus
--	--	0	--	Not Applicable, Not a Medium/Heavy Truck or Bus
--	--	--	0	Not Applicable
1	1	1	1	Van/Enclosed Box
2	2	2	2	Cargo Tank
3	3	3	3	Flatbed
4	4	4	4	Dump
5	5	5	5	Concrete Mixer
6	6	6	6	Auto Transporter
7	7	7	7	Garbage/Refuse
8	--	--	--	Medium/Heavy Truck, Other Body Type
9	8	--	--	Bus
--	--	8	8	Grain/Chips/Gravel
--	--	9	--	Pole
--	--	--	9	Pole-Trailer
--	--	10	10	Log (Since 2007)
--	--	11	--	Intermodal Chassis (2007-2008)
--	--	--	11	Intermodal Container Chassis
--	--	12	12	Vehicle Towing Another Motor Vehicle (Since 2007)
--	--	20	--	Bus (Seats 9-15 People, Including Driver)
--	--	21	--	Bus (Seats More Than 15 People, Including Driver, 2001-2006)
--	--	21	--	Bus (Seats for 16 or More People, Including Driver, 2007-2008)

1991-1994	1995-2000	2001-2008	2009-Later	
--	--	--	22	Bus
--	--	--	28	Not Reported (2010-2012)
--	--	96	96	No Cargo Body Type
--	97	--	--	Medium/Heavy Truck, Other Cargo Body Type
--	--	97	--	Medium/Heavy Truck, or Bus, Other Cargo Body Type (Not Data elements 01-12, 20-21)
--	--	--	97	Other
--	98	--	--	Medium/Heavy Truck, Unknown Cargo Body Type
--	--	98	--	Medium/Heavy Truck, or Bus, Unknown Cargo Body Type
--	--	--	98	Unknown Cargo Body Type
99	--	--	--	Unknown Vehicle Type
--	99	99	--	Unknown if Light or Medium/Heavy Truck/Bus
--	--	--	99	Unknown (Reported as Unknown, 2018-2019)

V26A/HM1. Hazardous Material Involvement**Definition**

This data element identifies whether this vehicle was carrying hazardous materials.

Additional Information

Prior to 2016 the Data Element ID was V20A/HM1. From 2016 to 2019 the Data Element ID was V21A/HM1.

This data element also appears in the Parkwork data file as PHAZ_INV.

SAS Name**HAZ_INV****Attribute Codes**

2007-Later	
1	No
2	Yes

V26B/HM2. Hazardous Material Placard**Definition**

This data element identifies the presence of hazardous materials for this vehicle and whether this vehicle displayed a hazardous materials placard.

Additional Information

Prior to 2016 the Data Element ID was V20B/HM2. From 2016 to 2019 the Data Element ID was V21B/HM2.

This data element also appears in the Parkwork data file as PHAZPLAC.

SAS Name**HAZ_PLAC****Attribute Codes**

2007-Later	
0	Not Applicable
1	No
2	Yes
8	Not Reported

V26C/HM3. Hazardous Material Identification Number**Definition**

This data element identifies the four-digit hazardous materials identification number for this vehicle.

Additional Information

Prior to 2016 the Data Element ID was V20C/HM3. From 2016 to 2019 the Data Element ID was V21C/HM3.

This data element also appears in the Parkwork data file as PHAZ_ID.

SAS Name**HAZ_ID****Attribute Codes**

2007-Later	
0	Not Applicable
xxxx	Actual 4-Digit Number
8888	Not Reported

V26D/HM4. Hazardous Material Class Number

Definition

This data element identifies the single-digit hazardous materials class number for this vehicle.

Additional Information

Prior to 2016 the Data Element ID was V20D/HM4. From 2016 to 2019 the Data Element ID was V21D/HM4.

This data element also appears in the Parkwork data file as PHAZ_CNO.

SAS Name

HAZ_CNO

Attribute Codes

2007	
0	Not Applicable
1-7 or 9	Actual Number
8	Not Reported

2008-Later	
0	Not Applicable
1	Explosives
2	Gases
3	Flammable/Combustible Liquid
4	Flammable Solid, Spontaneously Combustible, and Dangerous When Wet
5	Oxidizer and Organic Peroxide
6	Poison and Poison Inhalation Hazard
7	Radioactive
8	Corrosive
9	Miscellaneous
88	Not Reported

V26E/HM5. Release of Hazardous Material From the Cargo Compartment**Definition**

This data element identifies whether any hazardous cargo was released from the cargo tank or compartment of this vehicle.

Additional Information

Prior to 2016 the Data Element ID was V20E/HM5. From 2016 to 2019 the Data Element ID was V21E/HM5.

This data element also appears in the Parkwork data file as PHAZ_REL.

SAS Name**HAZ_REL****Attribute Codes**

2007-Later	
0	Not Applicable
1	No
2	Yes
8	Not Reported

V27. Bus Use

Definition

This data element describes the common type of bus service this vehicle was being used as at the time of the crash or the primary use for the bus if not in service at the time of the crash.

Additional Information

Prior to 2016 the Data Element ID was V21. From 2016 to 2019 the Data Element ID was V22.

This data element also appears in the Parkwork data file as PBUS_USE.

SAS Name

BUS_USE

Attribute Codes

2000-2009	
0	Not Used as a Bus
1	Used as a Public School Bus
2	Used as a Private School Bus
3	Used as a School Bus, Public or Private Unknown
4	Used as a Scheduled Service Bus
5	Used as a Tour Bus
6	Used as a Commuter Bus
7	Used as a Shuttle Bus
8	Modified for Personal/Private Use
9	Unknown Bus Use

2010-2017	2018-2021	2022-Later	
0	0	0	Not a Bus
1	1	1	School
4	4	4	Intercity
5	5	5	Charter/Tour
6	6	6	Transit/Commuter
7	7	7	Shuttle
8	8	8	Modified for Personal/Private Use
--	--	97	Bus, Unknown Use
98	98	98	Not Reported
99	--	--	Unknown
--	99	99	Reported as Unknown

V28. Special Use

Definition

This data element identifies any special use associated with this vehicle at the time of the crash.

Additional Information

Prior to 2016 the Data Element ID was V22. From 2016 to 2019 the Data Element ID was V23.

This data element also appears in the Person data file set and in the Parkwork data file as PSP_USE.

SAS Name

SPEC_USE

Attribute Codes

1975-2009	2010-2011	2012	2013-2018	2019	2020	2021-Later	
0	0	0	0	0	0	--	No Special Use
--	--	--	--	--	--	0	No Special Use Noted
1	1	1	1	1	1	1	Taxi
2	2	--	--	--	--	--	Vehicle Used for School Bus
--	--	2	2	2	2	2	Vehicle Used as School Transport
3	3	3	3	3	3	3	Vehicle Used as Other Bus
4	4	4	4	4	4	4	Military
5	5	5	5	5	5	5	Police
6	6	6	6	6	6	6	Ambulance (Since 1980)
7	7	7	7	7	7	7	Fire Truck (Since 1982)
8	8	8	--	--	--	--	Emergency Services Vehicle (2009-2012)
--	--	--	8	8	8	8	Non-Transport Emergency Services Vehicle
--	--	--	--	10	10	10	Safety Service Patrols – Incident Response
--	--	--	--	11	11	11	Other Incident Response
--	--	--	--	12	12	12	Towing – Incident Response
--	--	--	13	--	--	--	Incident Response
--	--	--	--	--	19	19	Motor Vehicle Used for Vehicle Sharing Mobility

1975-2009	2010-2011	2012	2013-2018	2019	2020	2021-Later	
--	--	--	--	20	--	--	Vehicle Used for Electronic Ride-Hailing (Transportation Network Company)
--	--	--	--	--	20	20	Motor Vehicle Used for Electronic Ride-Hailing
--	--	--	--	21	21	21	Mail Carrier
--	--	--	--	22	22	22	Public Utility
--	--	--	--	23	23	23	Rental Truck Over 10,000 lbs
--	--	--	--	24	24	24	Truck Operating With Crash Attenuator Equipment
--	98	98	98	98	98	--	Not Reported
9	99	99	99	--	--	--	Unknown
--	--	--	99	99	99	99	Reported as Unknown (since 2018)

V29. Emergency Motor Vehicle Use

Definition

This data element identifies whether this vehicle was engaged in emergency use. 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.

Additional Information

This data element is applicable only if the vehicle was being used as an emergency vehicle at the time of the crash.

Prior to 2013 this data element's name was "Emergency Use." Prior to 2016 the Data Element ID was V23. From 2016 to 2019 the Data Element ID was V24.

This data element also appears in the Person data file and in the Parkwork data file as PEM_USE.

SAS Name

EMER_USE

Attribute Codes

1977-2009	2010-2012	2013	2014-2017	2018-Later	
0	0	--	--	--	No
--	--	0	0	0	Not Applicable
1	1	--	--	--	Yes
--	--	2	2	2	Non-Emergency, Non-Transport
--	--	3	3	3	Non-Emergency Transport
--	--	4	4	4	Emergency Operation, Emergency Warning Equipment Not in Use
--	--	5	5	5	Emergency Operation, Emergency Warning Equipment in Use
--	--	--	6	6	Emergency Operation, Emergency Warning Equipment in Use Unknown
--	8	8	8	8	Not Reported
--	9	9	9	--	Unknown
--	--	--	--	9	Reported as Unknown

V30. Travel Speed

Definition

This data element records the speed the vehicle was traveling prior to the occurrence of the crash as reported by the investigating officer.

Additional Information

This data is collected after the crash, and is an estimate of the travel speed, which is often a judgment, rather than a measurement. Computing the mean without removing the unknowns will increase the mean travel speed.

For the years 1980 and 1981 travel speed was not collected. However, the data element is currently in the database for these 2 years with all data as missing. With this data element there has always been a high number of unknown cases. Since the data were considered somewhat "uncollectible," a decision was made not to collect the data for these 2 years. However, although the data were often unavailable, it was considered too important not to try to collect it.

Since 2005 data have been collected for parked motor vehicles and motor vehicles not in-transport. The value 0 only applies to motor vehicles in-transport—for example, a vehicle that is in-transport but stopped at a stop light.

Prior to 2016 the Data Element ID was V24. From 2016 to 2019 the Data Element ID was V25.

SAS Name

TRAV_SP

Attribute Codes

1975-2008	2009-2017	2018-Later	
0	0	0	Stopped Motor Vehicle In-Transport
1-96	1-151	1-151	Reported Speed Up to 151 mph
97	--	--	Speed Greater Than 96 mph
--	997	997	Speed Greater Than 151 mph
98	998	998	Not Reported
99	999	--	Unknown
--	--	999	Reported as Unknown

V31. Vehicle Underride/Override**Definition**

This element indicates whether this vehicle experienced an underride or override with another vehicle during the crash.

Additional Information

This data element also appears in the Parkwork data file as PUNDEROVERRIDE.

SAS Name**UNDEROVERRIDE****Attribute Codes**

2021-Later	
0	No Underride or Override
1	Underride
2	Override
7	Not Applicable
8	Not Reported
9	Reported as Unknown

V32. Rollover

Definition

This data element identifies this vehicle's involvement in a rollover or overturn during the crash. Rollover is defined as any vehicle rotation of 90° or more about any true longitudinal or lateral axis. Rollover can occur at any time during the crash.

Additional Information

Data are not available from 1975 to 1977. Prior to 2016 the Data Element ID was V26. From 2016 to 2019 the Data Element ID was V27.

Starting in 2022 this data element is derived from the “Sequence of Events” data element for each vehicle with an event equal to 01. See [Appendix B: Rules for Derived Data Elements](#) for an explanation of this data element and how it is derived.

This data element also appears in the Person data file.

SAS Name

ROLLOVER

Attribute Codes

1978-2008	2009-2021	2022-Later	
0	0	0	No Rollover
1	--	--	First Event
--	1	--	Rollover, Tripped by Object/Vehicle
2	--	--	Subsequent Event
--	2	--	Rollover, Untripped
--	--	3	Rollover
--	--	8	Not Applicable
--	9	--	Rollover, Unknown Type

V33. Location of Rollover

Definition

This data element identifies the location of the trip point or start of this vehicle's roll.

Additional Information

Prior to 2016 the Data Element ID was V27. From 2016 to 2019 the Data Element ID was V28.

SAS Name

ROLINLOC

Attribute Codes

2009-2010	2011-2021	2022-Later	
0	0	0	No Rollover
1	1	1	On Roadway
2	2	2	On Shoulder
3	3	3	On Median/Separator
4	4	4	In Gore
5	5	5	On Roadside
6	6	6	Outside of Trafficway
--	7	7	In Parking Lane/Zone
--	--	8	Not Applicable
9	9	9	Unknown

V34A. Areas of Impact—Initial Contact Point

Definition

This data element identifies the area on this vehicle that produced the first instance of injury to non-motorists or occupants of this vehicle, or that resulted in the first instance of damage to other property or to this vehicle.

Additional Information

Prior to 2010 this data element's name was "Initial Point of Impact." In 2010 and 2011 its name was "Initial Damaged Area." Since 2012 its name is "Initial Contact Point." Prior to 2016 the Data Element ID was V28A. From 2016 to 2019 the Data Element ID was V29A.

Starting in 2010 this data element is derived from the crash events for the vehicle. It is the first recorded "Areas of Impact (This Vehicle)" value for this vehicle. See [Appendix B: Rules for Derived Data Elements](#) for an explanation of this data element and how it is derived.

The attributes Underride and Override were discontinued in 1993 and "Underride/Override" became its own data element in 1994 and then changed again in 2021. Prior to 1994 the striking vehicle, not the vehicle struck, determined the underride/override condition. After the crash, in the case of an override or underride one vehicle is over the other. If the striking vehicle is over the other, then the crash is an override. If the striking vehicle is under the other, the crash is an underride. See the information under "Underride/Override" about using this data element. To understand how the coding of underride and override changed in 2021, see new Vehicle Underride/Override Data Element.

This data element also appears in the Person data file and in the Parkwork data file as PIMPACT1.

SAS Name

IMPACT1

Attribute Codes

1975-1993	1994-2009	2010-2011	2012	2013-2016	2017-Later	
0	0	0	0	0	0	Non-Collision
1-12	1-12	1-12	1-12	1-12	1-12	Clock Points
13	13	13	13	13	13	Top
14	14	14	14	14	14	Undercarriage
15	--	--	--	--	--	Underride (1980-1993)
16	--	--	--	--	--	Override (1982-1993)
--	18	--	--	--	--	This Vehicle Set Something in Motion Causing Injury or Damage (Not a Clock Point, 2004-2009)
--	--	18	--	--	--	Set-in-Motion (Not a Clock Point)

1975-1993	1994-2009	2010-2011	2012	2013-2016	2017-Later	
--	--	--	18	--	--	Set-in-Motion (Not a Clock Value)
--	--	--	--	18	18	Cargo/Vehicle Parts Set-in-Motion
--	--	--	--	19	19	Other Objects Set-in-Motion
--	--	--	--	--	19	Other Objects or Person Set-in-Motion (Since 2019)
--	--	--	--	--	20	Object Set in Motion, Unknown if Cargo/Vehicle Parts or Other
--	--	61	61	61	61	Left
--	--	62	--	--	--	Left-Front Half
--	--	--	62	62	62	Left-Front Side
--	--	63	--	--	--	Left-Back Half
--	--	--	63	63	63	Left-Back Side
--	--	81	81	81	81	Right
--	--	82	--	--	--	Right-Front Half
--	--	--	82	82	82	Right-Front Side
--	--	83	--	--	--	Right-Back Half
--	--	--	83	83	83	Right-Back Side
--	--	98	98	98	98	Not Reported
99	99	99	99	99	99	Unknown/Reported as Unknown (Since 2018)

V35. Extent of Damage

Definition

This data element records the amount of damage sustained by this vehicle as indicated in the case material based on an operational damage scale.

Additional Information

The data on 8 (Not Reportable) collected in 1976 are no longer contained in the data file. The data for that year are not consistent with the documentation of the time.

The data element name was “Extent of Deformation” from 1975 to 2008. The data element’s name was changed to “Extent of Damage” in 2009. Prior to 2016 the Data Element ID was V29. From 2016 to 2019 the Data Element ID was V30.

This data element also appears in the Parkwork Data File as PVEH_SEV.

SAS Name

DEFORMED

Attribute Codes

1975-2008	
0	None
2	Other (Minor)
4	Functional (Moderate)
6	Disabling (Severe)
9	Unknown

2009	2010- 2017	2010- 2021	2022- Later	
0	0	0	0	No Damage
2	2	2	2	Minor Damage
4	4	4	4	Functional Damage
6	6	6	6	Disabling Damage
--	--	--	7	Damage Reported, Extent Unknown
--	8	8	8	Not Reported
9	9	--	--	Unknown
--	--	9	9	Reported as Unknown

V36. Vehicle Towed

Definition

This data element identifies whether the vehicle was towed from the scene of the crash.

Additional Information

The early years are not consistent with the documentation of the time.

The data element name was “Manner of Leaving Scene” from 1975 to 2008. From 2009-2021 this data element’s name was “Vehicle Removal.” Prior to 2016 the Data Element ID was V30. From 2016 to 2019 the Data Element ID was V31.

See this data element in the Parkwork data file section for more information.

SAS Name

TOWAWAY 1975-2008

TOWED 2009-Later

Attribute Codes

1975	1976-2008	2009	2010-2012	2013-2017	2018-2019	2020-2021	2022-Later	
--	1	1	1	--	--	--	--	Driven Away
2	2	--	--	--	--	--	--	Towed Away
--	--	2	2	2	2	2	--	Towed Due to Disabling - Damage
--	3	--	--	--	--	--	--	Abandoned/Left Scene
--	--	3	3	3	3	--	--	Towed Not Due to Disabling Damage
--	--	--	--	--	--	3	--	Towed but Not Due to Disabling Damage
4	--	--	--	--	--	--	--	Not Towed Away
--	--	4	4	--	--	--	--	Abandoned/Left at Scene
--	--	--	--	5	5	5	5	Not Towed
--	--	--	--	--	--	--	6	Towed
--	--	--	--	--	7	7	--	Towed, Unknown Reason
--	--	--	8	8	8	8	8	Not Reported
9	9	9	9	9	--	--	--	Unknown
--	--	--	--	--	9	9	9	Reported as Unknown

V38. Most Harmful Event

Definition

This data element describes the event that resulted in the most severe injury or, if no injury, the greatest property damage involving this vehicle.

Additional Information

“First Harmful Event” (HARM_EV) applies to the crash. “Most Harmful Event” (M_HARM) applies to the vehicle. Harmful events are judgment calls of the FARS analysts based on the data within the police crash report.

From 2004 to 2009 the data elements “First Harmful Event,” “Most Harmful Event,” and the “Sequence of Events” have the same attributes. The harmful event attributes were modified to be consistent with the sequence of events data elements. Starting in 2009 these data elements still have the same attributes except non-harmful event attributes were added to the “Sequence of Events” data element. Prior to 2016 the Data Element ID was V32. From 2016 to 2019 the Data Element ID was V33.

This data element also appears in the Parkwork data file as PM_HARM.

SAS Name

M_HARM

Attribute Codes

1979-1981	
1	Overturn
2	Fire/Explosion
3	Immersion
4	Gas Inhalation
5	Fell From Vehicle
6	Injured in Vehicle
7	Other Non-Collision
8	Pedestrian
9	Pedalcycle
10	Railway Train
11	Animal
12	Motor Vehicle In-Transport
13	Motor Vehicle In-Transport in Other Roadway
14	Parked Motor Vehicle
15	Other Type Non-Motorist
16	Other Object

1979-1981	
18	Building
19	Culvert
20	Curb or Wall
21	Divider
22	Embankment
23	Fence
24	Guard Rail
25	Light Support
26	Sign Post
27	Tree/Shrubbery
28	Utility Pole
29	Other Pole/Support
30	Impact Attenuator
31	Other Fixed Object
32	Bridge or Overpass (Passing Under)
33	Bridge or Overpass (Passing Over)
99	Unknown

1982-2003	2004-2009	2010-2012	2013-2015	2016	2017-Later	
1	1	1	1	1	1	Rollover/Overturn
2	2	2	2	2	2	Fire/Explosion
3	3	3	3	3	3	Immersion (or Partial Immersion, Since 2012)
4	4	4	4	4	4	Gas Inhalation
5	5	5	5	5	5	Fell/Jumped From Vehicle
6	6	--	--	--	--	Injured in Vehicle
--	--	6	6	6	6	Injured in Vehicle (Non-Collision)
7	7	7	7	7	7	Other Non-Collision
8	8	8	8	8	8	Pedestrian
9	9	--	--	--	--	Pedalcycle
--	--	9	9	9	9	Pedalcyclist
10	10	--	--	--	--	Railway Train
--	--	10	10	10	10	Railway Vehicle
11	11	--	--	--	--	Animal
--	--	11	11	11	11	Live Animal
12	12	--	--	--	--	Motor Vehicle In-Transport on Same Roadway

1982- 2003	2004- 2009	2010- 2012	2013- 2015	2016	2017- Later	
--	--	12	12	12	12	Motor Vehicle In-Transport
13	13	--	--	--	--	Motor Vehicle In-Transport on Other Roadway
14	14	14	14	14	14	Parked Motor Vehicle
15	--	--	--	--	--	Other Type Non-Motorist
--	15	15	15	15	15	Non-Motorist on Personal Conveyance
16	16	16	16	16	16	Thrown or Falling Object
17	17	17	17	17	17	Boulder
18	18	18	18	18	18	Other Object (Not Fixed)
19	19	19	19	19	19	Building
20	20	20	20	20	20	Impact Attenuator/Crash Cushion
21	21	--	--	--	--	Bridge Pier or Abutment
--	--	21	21	21	21	Bridge Pier or Support
22	22	--	--	--	--	Bridge Parapet End
23	23	--	--	--	--	Bridge Rail
--	--	23	23	23	23	Bridge Rail (Includes Parapet)
24	24	24	24	24	24	Guardrail Face
25	25	25	25	25	25	Concrete Traffic Barrier
26	26	26	26	26	26	Other Traffic Barrier
27	27	--	--	--	--	Highway/Traffic Sign Post
28	28	--	--	--	--	Overhead Sign Support/Sign
29	29	--	--	--	--	Luminary/Light Support
30	30	--	--	--	--	Utility Pole
--	--	30	30	30	30	Utility Pole/Light Support
31	31	31	31	--	--	Other Post, Other Pole, or Other Support
--	--	--	--	31	31	Post, Pole or Other Support
32	32	32	32	32	32	Culvert
33	33	33	33	33	33	Curb
34	34	34	34	34	34	Ditch
35	35	--	--	--	--	Embankment – Earth
--	--	35	35	35	35	Embankment
36	36	--	--	--	--	Embankment – Rock, Stone, or Concrete
37	37	--	--	--	--	Embankment – Material Type Unknown
38	38	38	38	38	38	Fence
39	39	39	39	39	39	Wall
40	40	40	40	40	40	Fire Hydrant
41	41	41	41	41	41	Shrubbery
42	42	42	42	42	42	Tree (Standing Only)

1982-2003	2004-2009	2010-2012	2013-2015	2016	2017-Later	
43	43	43	43	43	43	Other Fixed Object
44	--	--	--	--	--	Pavement Surface Irregularity (1993 Only)
--	44	--	--	--	--	Pavement Surface Irregularity
--	--	44	44	44	44	Pavement Surface Irregularity (Ruts, Potholes, Grates, etc.)
45	--	--	--	--	--	Transport Device Used as Equipment (1993-2003)
--	45	--	--	--	--	Working Construction, Maintenance or Utility Vehicles
--	--	45	45	45	45	Working Motor Vehicle
46	46	46	46	46	46	Traffic Signal Support
47	47	--	--	--	--	Vehicle Occupant Struck or Run Over by Own Vehicle (Since 1997)
48	48	--	--	--	--	Collision With Snow Bank (Since 1997)
--	--	48	48	48	48	Snow Bank
49	49	49	49	49	49	Ridden Animal or Animal-Drawn Conveyance (Since 1998)
50	50	50	50	50	50	Bridge Overhead Structure
--	51	--	--	--	--	Jackknife
--	--	51	51	51	51	Jackknife (Harmful to This Vehicle)
--	52	52	52	52	52	Guardrail End
--	53	53	53	53	53	Mail Box
--	54	--	--	--	--	Motor Vehicle Struck by Falling/Shifting Cargo or Anything Set in Motion by Another Motor Vehicle In-Transport
--	--	54	54	54	54	Motor Vehicle In-Transport Strikes or Is Struck by Cargo, Persons or Objects Set-in-Motion From/by Another Motor Vehicle In-Transport
--	55	--	--	--	--	Other Not In-Transport Motor Vehicle (2005-2007)
--	55	55	55	55	55	Motor Vehicle in Motion Outside the Trafficway (Since 2008)
--	57	57	57	57	57	Cable Barrier (Since 2008)
--	--	58	58	58	58	Ground
--	--	59	59	59	59	Traffic Sign Support
--	--	72	72	72	72	Cargo/Equipment Loss or Shift (Harmful to This Vehicle)
--	--	--	--	--	72	Cargo/Equipment Loss, Shift, or Damage (Harmful) (Since 2018)

1982- 2003	2004- 2009	2010- 2012	2013- 2015	2016	2017- Later	
--	--	--	73	--	--	Object Fell From Motor Vehicle In-Transport
--	--	--	--	73	73	Object That Had Fallen From Motor Vehicle In-Transport
--	--	--	--	74	74	Road Vehicle on Rails
--	--	--	--	--	91	Unknown Object Not Fixed
--	--	--	--	--	93	Unknown Fixed Object
--	--	98	--	--	--	Not Reported (2010 Only)
--	--	--	--	--	98	Harmful Event, Details Not Reported (Since 2019)
99	99	99	99	99	99	Unknown/Reported as Unknown (Since 2018)

V39. Fire Occurrence

Definition

This data element identifies whether a fire in any way related to the crash occurred in this vehicle.

Additional Information

From 1975 to 1979, if an explosion occurred in the vehicle with or without a fire, this data element would also be set to 1. From 2017 to 2018 the Data Element ID was V35. From 2016 to 2019 the Data Element ID was V34.

This data element also appears in the Person data file and in the Parkwork data file as PFIRE.

SAS Name

FIRE_EXP

Attribute Codes

1975-2007	2008	2009-Later	
0	0	--	No Fire
--	--	0	No or Not Reported
1	1	--	Fire Occurred in This Vehicle during Crash
--	--	1	Yes
--	2	--	Fire Occurred in This Vehicle and Initiated Fire/Explosion in Another Vehicle

V40. Motor Vehicle Automated Driving Systems

V40A. Automation System or Systems Present in Vehicle

Definition

This data element indicates the presence of an Automation System or Systems in this vehicle.

Additional Information

An automation system is the hardware and software that are collectively capable of performing part of or all the dynamic driving task on a sustained basis. Automated Driving System (ADS) is used generically to describe any system capable of SAE level 1-5 driving automation. For details regarding the collection of this element see [Appendix G: Special Notes for Analysts -Removal of Automated Driving Systems \(ADS\) Data Elements in FARS](#).

Prior to 2020 the Data Element ID was V35A.

SAS Name

ADS_PRES

Attribute Codes

2019-Later	
0	No
1	Yes
98	Not Reported
99	Reported as Unknown

V40B. Highest Automation System Level Present in Vehicle**Definition**

This data element indicates the highest level of automation present in this vehicle.

Additional Information

These systems do not have to be engaged in this vehicle at the time of the crash. For details regarding the collection of this element see [Appendix G: Special Notes for Analysts -Removal of Automated Driving Systems \(ADS\) Data Elements in FARS](#).

Prior to 2020 the Data Element ID was V35B.

SAS Name**ADS_LEV****Attribute Codes**

2019-Later	
0	Level 0 – No Automation
1	Level 1 – Driver Assistance Present
2	Level 2 – Partial Automation Present
3	Level 3 – Conditional Automation Present
4	Level 4 – High Automation Present
5	Level 5 – Full Automation Present
9	Automation Present, Level Unknown
98	Not Reported
99	Reported as Unknown

V40C. Highest Automation System Level Engaged at Time of Crash**Definition**

This data element indicates the highest level of automation that was known to have been engaged in this vehicle at the time of the crash. For details regarding the collection of this element see [Appendix G: Special Notes for Analysts -Removal of Automated Driving Systems \(ADS\) Data Elements in FARS.](#)

Additional Information

Prior to 2020 the Data Element ID was V35C.

SAS Name**ADS_ENG****Attribute Codes**

2019-Later	
0	Level 0 – No Automation
1	Level 1 – Driver Assistance Engaged
2	Level 2 – Partial Automation Engaged
3	Level 3 – Conditional Automation Engaged
4	Level 4 – High Automation Engaged
5	Level 5 – Full Automation Engaged
6	Automation Systems Engaged, Level Unknown
9	Automation Systems Present, Unknown if Any Engaged
90	Automation Systems Present, Not Engaged
98	Not Reported
99	Reported as Unknown

V100. NCSA Make Model Combined**Definition**

This derived data element represents the five-digit combination of two data elements, the two-digit “NCSA Make” code (MAKE) followed by the three-digit “NCSA Model” code (MODEL).

Additional Information

Prior to 2020 this data element’s name was "Make Model Combined."

This data element also appears in the Person data file and in the Parkwork data file as PMAK_MOD.

SAS Name**MAK_MOD****Attribute Codes**

1975-Later	
	See the current FARS/CRSS Coding and Validation Manual for vehicle make and model codes.

V101. VIN Character 1**Definition**

This data element represents the first character in the VIN string for this vehicle.

Additional Information

This data element also appears in the Parkwork Data File as PVIN_1.

SAS Name**VIN_1****Attribute Codes**

1975-Later	
x	First Character in the VIN String

V102. VIN Character 2

Definition

This data element represents the second character in the VIN string for this vehicle.

Additional Information

This data element also appears in the Parkwork Data File as PVIN_2.

SAS Name

VIN_2

Attribute Codes

1975-Later	
x	Second Character in the VIN String

V103. VIN Character 3

Definition

This data element represents the third character in the VIN string for this vehicle.

Additional Information

This data element also appears in the Parkwork Data File as PVIN_3.

SAS Name

VIN_3

Attribute Codes

1975-Later	
x	Third Character in the VIN String

V104. VIN Character 4

Definition

This data element represents the fourth character in the VIN string for this vehicle.

Additional Information

This data element also appears in the Parkwork Data File as PVIN_4.

SAS Name

VIN_4

Attribute Codes

1975-Later	
X	Fourth Character in the VIN String

V105. VIN Character 5

Definition

This data element represents the fifth character in the VIN string for this vehicle.

Additional Information

This data element also appears in the Parkwork Data File as PVIN_5.

SAS Name

VIN_5

Attribute Codes

1975-Later	
x	Fifth Character in the VIN String

V106. VIN Character 6

Definition

This data element represents the sixth character in the VIN string for this vehicle.

Additional Information

This data element also appears in the Parkwork Data File as PVIN_6.

SAS Name

VIN_6

Attribute Codes

1975-Later	
X	Sixth Character in the VIN String

V107. VIN Character 7

Definition

This data element represents the seventh character in the VIN string for this vehicle.

Additional Information

This data element also appears in the Parkwork Data File as PVIN_7.

SAS Name

VIN_7

Attribute Codes

1975-Later	
x	Seventh Character in the VIN String

V108. VIN Character 8

Definition

This data element represents the eighth character in the VIN string for this vehicle.

Additional Information

This data element also appears in the Parkwork Data File as PVIN_8.

SAS Name

VIN_8

Attribute Codes

1975-Later	
x	Eighth Character in the VIN String

V109. VIN Character 9

Definition

This data element represents the ninth character in the VIN string for this vehicle.

Additional Information

This data element also appears in the Parkwork Data File as PVIN_9.

SAS Name

VIN_9

Attribute Codes

1975-Later	
X	Ninth Character in the VIN String

V110. VIN Character 10

Definition

This data element represents the tenth character in the VIN string for this vehicle.

Additional Information

This data element also appears in the Parkwork Data File as PVIN_10.

SAS Name

VIN_10

Attribute Codes

1975-Later	
X	Tenth Character in the VIN String

V111. VIN Character 11

Definition

This data element represents the eleventh character in the VIN string for this vehicle.

Additional Information

This data element also appears in the Parkwork Data File as PVIN_11.

SAS Name

VIN_11

Attribute Codes

1994-Later	
x	Eleventh Character in the VIN String

V112. VIN Character 12

Definition

This data element represents the twelfth character in the VIN string for this vehicle.

Additional Information

This data element also appears in the Parkwork Data File as PVIN_12.

SAS Name

VIN_12

Attribute Codes

1994-Later	
x	Twelfth Character in the VIN String

V150. Fatalities in Vehicle**Definition**

This data element records the number of fatalities that occurred in this vehicle.

Additional Information

The data element is derived by counting all people with “Injury Severity” of 4 in the vehicle. The data element “Fatalities” in the Accident data file provides the number of deaths for the entire crash.

This is a derived data element and is not coded on the form directly. In 1976 this value was always set to 0.

This data element also appears in the Parkwork data file as PDEATHS.

SAS Name**DEATHS****Attribute Codes**

1975-Later	
01-99	Number of Fatalities That Occurred in the Vehicle.

V151. Driver Drinking

Definition

This data element records whether the driver was drinking.

Additional Information

This data element is derived from data elements in the Vehicle and Person data files. Data are analyzed and if there is "sufficient information" to conclude that a driver was drinking, i.e., positive BAC data or police-reported alcohol involvement, then a driver is classified as drinking.

A driver is classified as drinking (alcohol-involved) if the driver has (1) police-reported alcohol involvement, or (2) a positive alcohol test result.

A driver who is charged with an alcohol violation does not by itself make the driver a "drinking driver" by this definition.

Note that alcohol data is often missing. For that reason, this data element may under-count the actual number of drinking drivers.

SAS Name

DR_DRINK

Attribute Codes

1975-1981	1982-Later	
0	0	No Drinking
1	1	Drinking
9	--	Unknown

D4. Driver Presence

Definition

This data element identifies whether a driver was present in this vehicle at the onset of the unstabilized situation.

Additional Information

SAS Name

DR_PRES

Attribute Codes

1975-1977	1978-2008	2009-Later	
--	--	0	No Driver Present/Not Applicable
1	1	--	Driver Operated Vehicle
--	--	1	Yes
2	--	--	No Driver
--	2	--	Driverless (No Driver)
--	3	--	Driver Left Scene
--	4	--	Motor Vehicle Not In-Transport (Parked/Stopped off Roadway/Working Motor Vehicle/In Motion Outside Trafficway, 2008 Only)
--	4	--	Motor Vehicle Not In-Transport (Parked/Stopped off Roadway/Working/In Motion Outside Trafficway, 2005-2007)
9	9	9	Unknown

D5. Driver's License State

Definition

This element identifies the State of issue for the license held by this driver.

Additional Information

SAS Name

L_STATE

Attribute Codes

1975-Later	
1	Alabama
2	Alaska
3	American Samoa
4	Arizona
5	Arkansas
6	California
8	Colorado
9	Connecticut
10	Delaware
11	District of Columbia
12	Florida
13	Georgia
14	Guam
15	Hawaii
16	Idaho
17	Illinois
18	Indiana
19	Iowa
20	Kansas
21	Kentucky
22	Louisiana
23	Maine
24	Maryland
25	Massachusetts
26	Michigan
27	Minnesota
28	Mississippi
29	Missouri

30	Montana
31	Nebraska
32	Nevada
33	New Hampshire
34	New Jersey
35	New Mexico
36	New York
37	North Carolina
38	North Dakota
39	Ohio
40	Oklahoma
41	Oregon
42	Pennsylvania
43	Puerto Rico
44	Rhode Island
45	South Carolina
46	South Dakota
47	Tennessee
48	Texas
49	Utah
50	Vermont
51	Virginia
52	Virgin Islands (Since 2004)
53	Washington
54	West Virginia
55	Wisconsin
56	Wyoming

1975-Later	
0	No Driver Present (Since 2010)
57	Other U.S. Driver's License (Since 2018)
93	Indian Nation (Since 2009)
94	Military (1975-2006)
94	U.S. Government (Since 2007)
95	Canada
96	Mexico
97	Other Foreign Country
98	Not Reported (Since 2010)
99	Unknown/Reported as Unknown (Since 2018)

D6. Driver's ZIP Code**Definition**

This data element records the ZIP Code of the driver's address as listed in the case material.

Additional Information

Prior to 2011, if no driver was present or the driver presence was unknown, then this data element was left blank. In SAS these blank values are represented by a single dot or period (.).

SAS Name

DR_ZIP

Attribute Codes

1987-2010	2011-2019	2020-Later	
00000	00000	00000	Not a Resident of U.S. or Territories
xxxxx	xxxxx	xxxxx	Actual ZIP Code, Five Numeric
--	99997	99997	No Driver Present/Unknown if Driver Present
--	--	99998	Not Reported
99999	99999	--	Unknown
--	--	99999	Reported as Unknown

D7. Non-CDL License Type/Status**D7A. Non-CDL License Type****Definition**

This data element identifies the type of license held by this driver at the time of the crash.

Additional Information

Prior to 2011, if no driver was present or the driver presence was unknown, then this data element was left blank. In SAS these blank values are represented by a single dot or period (.).

SAS Name**L_TYPE****Attribute Codes**

2004-2010	2011-Later	
0	0	Not Licensed
1	1	Full Driver License
2	2	Intermediate Driver License
--	6	No Driver Present/Unknown if Driver Present
7	7	Learner's Permit
8	8	Temporary License
9	9	Unknown License Type

D7B. Non-CDL License Status

Definition

This data element identifies the status of the driver's license at the time of the crash.

Additional Information

For 1975-1981, values 3 and 7 make up the valid license category. For 1982-1986, values 2, 7, and 8 are all valid license categories. For 1987-1992, values 5, 6, 7, and 8 make up the valid license category.

Prior to 2011, if no driver was present or the driver presence was unknown, then this data element was left blank. In SAS these blank values are represented by a single dot or period (.).

SAS Name

L_STATUS

Attribute Codes

1975-1981							
0		None Required					
1		No License, License Required					
2		Licensed, but Not for This Type Vehicle					
3		Valid License for This Type Vehicle					
4		Suspended License					
5		Revoked License					
6		Expired License					
7		Learner's Permit					
9		Unknown					

1982-1986	1987-1992	1993-2003	2004-2009	2010	2011-Later	
0	--	--	--	--	--	None Required
--	0	0	0	0	0	Not Licensed
1	--	--	--	--	--	None
2	--	6	6	6	6	Valid
3	1	1	1	1	1	Suspended
4	2	2	2	2	2	Revoked
5	3	3	3	3	3	Expired
6	4	4	4	4	4	Cancelled or Denied
--	5	--	--	--	--	Single-Class License

1982-1986	1987-1992	1993-2003	2004-2009	2010	2011-Later	
--	6	--	--	--	--	Multiple-Class License
7	7	--	--	--	--	Learner's Permit
--	--	7	--	--	--	Learner's Permit/Restricted
--	--	--	--	--	7	No Driver Present/Unknown if Driver Present
8	8	8	--	--	--	Temporary
9	9	9	--	--	--	Unknown
--	--	--	9	9	9	Unknown License Status

More information on [Driver License Status/Type](#).

D8. Commercial Motor Vehicle License Status

Definition

This data element indicates the status of the driver's commercial driver's license (CDL) if applicable.

Additional Information

Prior to 2011, if no driver was present or the driver presence was unknown, then this data element was left blank. In SAS these blank values are represented by a single dot or period (.).

SAS Name

CDL_STAT

Attribute Codes

1991-1992	
0	No Commercial Driver's License (CDL Not Required)
1	No CDL (CDL Required)
2	No CDL (Unknown if CDL Required)
3	CDL (CDL Not Required)
4	CDL (CDL REQUIRED)
5	CDL (Unknown if CDL Required)
6	Unknown CDL (CDL Not Required)
7	Unknown CDL (CDL Required)
9	Unknown CDL (Unknown if CDL Required)

1993-2009	2010	2011	2012-Later	
0	0	0	0	No Commercial Driver's License (CDL)
1	1	1	1	Suspended
2	2	2	2	Revoked
3	3	3	3	Expired
4	4	4	4	Cancelled or Denied
5	5	5	5	Disqualified
6	6	6	6	Valid
7	7	7	7	Commercial Learner's Permit (CLP)
8	8	8	8	Other – Not Valid
9	--	--	--	Unknown CDL
--	--	97	97	No Driver Present/Unknown if Driver Present
--	98	98	--	Not Reported
--	99	99	99	Unknown License Status

D9. Compliance With CDL Endorsements

Definition

This data element identifies whether the vehicle driven at the time of the crash required endorsements on a commercial driver's license (CDL) and whether this driver was complying with the CDL endorsements.

Additional Information

Data was not collected prior to 1991.

Prior to 2011, if no driver was present or the driver presence was unknown, then this data element was left blank. In SAS these blank values are represented by a single dot or period (.).

SAS Name

L_ENDORS

Attribute Codes

1991-2009	2010	2011	2012-Later	
0	0	0	0	No Endorsements Required for This Vehicle
1	1	1	1	Endorsements Required, Complied With
2	2	2	2	Endorsements Required, Not Complied With
3	3	3	3	Endorsements Required, Compliance Unknown
--	--	7	7	No Driver Present/Unknown if Driver Present
--	8	8	--	Not Reported
9	9	9	9	Unknown, if Required

D10. License Compliance With Class of Vehicle

Definition

This data element identifies the type of license possessed or not possessed by this driver for the class of vehicle being driven at the time of the crash.

Additional Information

Data not available before 1982.

Since 2004 this data element addresses license compliance with class of vehicle.

Prior to 2011, if no driver was present or the driver presence was unknown, then this data element was left blank. In SAS these blank values are represented by a single dot or period (.).

SAS Name

L_CL_VEH 1982-1986

L_COMPL 1987-Later

1982-1986	
0	No License Required
1	No License, License Required
2	Valid License for This Class Vehicle Only
3	One Valid License, but Not for This Class Vehicle
4	Multiple Class Licenses, Valid License for This Class Vehicle
5	Multiple Class Licenses, Not Valid License for This Class Vehicle
9	Unknown

1987-1992	1993-2009	2010	2011	2012-Later	
0	0	0	0	0	Not Licensed
1	1	1	1	1	No License Required for This Class Vehicle
2	2	2	2	2	No Valid License for This Class Vehicle
3	3	3	3	3	Valid License for This Class Vehicle
--	--	--	6	6	No Driver Present/Unknown if Driver Present
--	--	7	7	--	Not Reported
--	8	8	8	8	Unknown if CDL and/or CDL Endorsement Required for This Vehicle
9	9	9	9	9	Unknown

More information on [Driver License Type Compliance](#).

D11. Compliance With License Restrictions

Definition

This data element indicates whether this driver was compliant with restrictions on their license.

Additional Information

Prior to 2011, if no driver was present or the driver presence was unknown, then this data element was left blank. In SAS these blank values are represented by a single dot or period (.).

SAS Name

L_RESTRI

Attribute Codes

1975-2009	2010	2011	2012-Later	
0	0	0	0	No Restrictions or Not Applicable
1	1	1	1	Restrictions Complied With
2	2	2	2	Restrictions Not Complied With
3	3	3	3	Restrictions, Compliance Unknown
--	--	7	7	No Driver Present/Unknown if Driver Present
--	8	8	--	Not Reported
9	9	9	9	Unknown

D12. Driver Height

Definition

This data element identifies this driver's height (in inches).

Additional Information

This information was coded in two subfields that are in feet or in inches. If both the Driver Height in feet and Driver Height in inches are known, then we do the conversion using (Feet)*12 + inches; if feet are unknown or if inches are 98 (Other) or 99 (Unknown) then DR_HGT=999 (Unknown). Minimum height 2 feet = 24 inches, maximum height 8 feet 11 inches = 107 inches.

In 2009, if feet and/or inches are unknown (9,99) or blank, then the Driver Height is left blank. However, in 2010 if feet and/or inches are unknown (9,99) then the Driver Height is computed as 999 (Unknown). The Driver Presence data element is not taken into account. In 2011, if feet and/or inches are unknown (9,99) and Driver Presence is 1, then the Driver Height is computed as 999 (Unknown) otherwise Driver Height is computed as 998 (No Driver Present/Unknown if Driver Present).

SAS Name

DR_HGT

Attribute Codes

1998-2010	2011-Later	
24-107	24-107	Actual Height in Inches
--	998	No Driver Present/Unknown if Driver Present
999	999	Unknown

D13. Driver Weight

Definition

This data element identifies this driver's weight (in pounds).

Additional Information

Prior to 2011, if no driver was present or the driver presence was unknown, then this data element was left blank. In SAS these blank values are represented by a single dot or period (.).

SAS Name

DR_WGT

Attribute Codes

1998-2010	2011-Later	
40-700	40-700	Actual Weight in Pounds
--	997	No Driver Present/Unknown if Driver Present
998	998	Other
999	999	Unknown

D14. Previous Recorded Crashes

Definition

This data element records any previous crashes for this driver that occurred within 5 years of the crash date.

Additional Information

Prior to 2011 if no driver was present or the driver presence was unknown, then this data element was left blank. In SAS these blank values are represented by a single dot or period (.).

Prior to 2015 the time frame for this data element was any occurrence within 3 years of the crash date.

SAS Name

PREV_ACC

Attribute Codes

1975-1993	1994-2010	2011-Later	
0	0	0	None
1-97	1-97	1-97	Actual Value
98	--	--	CDL Disqualified
--	98	98	Crashes Not Reported on Driving Record
99	99	99	Unknown
--	--	998	No Driver Present/Unknown if Driver Present

D15. Previous Recorded Suspensions, Revocations, and Withdrawals

Prior to 2018 this data element's name was "Previous Recorded Suspensions and Revocations" and was not divided into three elements. Starting in 2018 this data element was reformatted as three compound elements to break out the administrative license withdrawals for Per Se BAC, Underage, and Adult. When summed the three elements are compatible with the previous single data element.

D15A. Previous Underage Administrative Per Se for BAC**Definition**

This data element records any underage pre-conviction administrative license suspension, revocation, or withdrawal in the 5 years prior to the crash date including those for zero-tolerance alcohol violations while driving or refusing to submit to chemical testing. This element is only for administrative actions associated with alcohol. These are NOT BAC convictions.

Additional Information

Prior to 2015 the time frame for this data element was any occurrence within 3 years of the crash date.

SAS Name**PREV_SUS1****Attribute Codes**

2018-Later	
0	None
1-97	Actual Value
99	Unknown
998	No Driver Present/Unknown if Driver Present

D15B. Previous Administrative Per Se for BAC (Not Underage)**Definition**

This data element records the count of previous pre-conviction administratively imposed suspensions, revocations, or withdrawals within the 5 years prior to the crash date for driving with a BAC above a specified limit or refusing to submit to chemical testing. This element is only for administrative actions associated with alcohol. These are NOT BAC convictions.

Additional Information

Prior to 2015 the time frame for this data element was any occurrence within 3 years of the crash date.

SAS Name**PREV_SUS2****Attribute Codes**

2018-Later	
0	None
1-97	Actual Value
99	Unknown
998	No Driver Present/Unknown if Driver Present

D15C. Previous Recorded Other Suspensions, Revocations, or Withdrawals**Definition**

This data element records any previous license suspensions, revocations, or withdrawals for this driver other than Administrative action for BAC violations within 5 years from the crash date. This element would include administrative actions associated with drugged driving.

Additional Information

Actions resulting from non-traffic related issues or offenses (e.g., failure to pay child support, failure to appear in court for a non-driving offense, a suspension imposed for a drug-related offense not involving the operation of a motor vehicle) are excluded from this count.

Also note that “cancellation” of a CDL license is not counted here. A driver who has been disqualified for a CDL is recorded here.

Prior to 2015 the time frame for this data element was any occurrence within 3 years of the crash date.

SAS Name**PREV_SUS3****Attribute Codes**

2018-Later	
0	None
1-97	Actual Value
99	Unknown
998	No Driver Present/Unknown if Driver Present

D16. Previous DWI Convictions

Definition

This data element records any previous DWI convictions for this driver that occurred within 5 years of the crash date.

Additional Information

Prior to 2011, if no driver was present or the driver presence was unknown, then this data element was left blank. In SAS these blank values are represented by a single dot or period (.).

Prior to 2015 the time frame for this data element was any occurrence within 3 years of the crash date.

SAS Name

PREV_DWI

Attribute Codes

1975-1993	1994-2010	2011-Later	
0	0	0	None
1-97	1-97	1-97	Actual Value
98	--	--	CDL Disqualified
99	99	99	Unknown
--	--	998	No Driver Present/Unknown if Driver Present

D17. Previous Speeding Convictions

Definition

This data element records any previous speeding convictions for this driver that occurred within 5 years of the crash date.

Additional Information

Speeding violations count going too slow as well as going too fast.

Prior to 2011, if no driver was present or the driver presence was unknown, then this data element was left blank. In SAS these blank values are represented by a single dot or period (.).

Prior to 2015 the time frame for this data element was any occurrence within 3 years of the crash date.

SAS Name

PREV_SPD

Attribute Codes

1975-1993	1994-2010	2011-Later	
0	0	0	None
1-97	1-97	1-97	Actual Value
98	--	--	CDL Disqualified
99	99	99	Unknown
--	--	998	No Driver Present/Unknown if Driver Present

D18. Previous Other Moving Violation Convictions**Definition**

This data element records any other previous moving violations or convictions for this driver that occurred within 5 years of the crash date.

Additional Information

Prior to 2011, if no driver was present or the driver presence was unknown, then this data element was left blank. In SAS these blank values are represented by a single dot or period (.).

Prior to 2015 the time frame for this data element was any occurrence within 3 years of the crash date.

SAS Name**PREV_OTH****Attribute Codes**

1975-1993	1994-2010	2011-Later	
0	0	0	None
1-97	1-97	1-97	Actual Value
98	--	--	CDL Disqualified
99	99	99	Unknown
--	--	998	No Driver Present/Unknown if Driver Present

D19. Date of Oldest Crash, Suspension or Conviction**D19A Month of Oldest Crash, Suspension or Conviction****Definition**

This data element records the month of the first crash, suspension, or conviction for this driver that occurred within 5 years of the crash date.

Additional Information

Prior to 2011, if no driver was present or the driver presence was unknown, then this data element was left blank. In SAS these blank values are represented by a single dot or period (.). Prior to 2015 the time frame for this data element was any occurrence within 3 years of the crash date. Prior to 2020 this data element's name was "Month of First Crash, Suspension, or Conviction."

SAS Name

FIRST_MO

Attribute Codes

1975-2010	2011-Later	
0	0	No Record
1	1	January
2	2	February
3	3	March
4	4	April
5	5	May
6	6	June
7	7	July
8	8	August
9	9	September
10	10	October
11	11	November
12	12	December
--	98	No Driver Present/Unknown if Driver Present
99	99	Unknown

D19B. Year of Oldest Crash, Suspension or Conviction**Definition**

This data element records the year of the first crash, suspension, or conviction for this driver that occurred within 5 years of the crash date.

Additional Information

Prior to 2011, if no driver was present or the driver presence was unknown, then this data element was left blank. In SAS these blank values are represented by a single dot or period (.). Prior to 2015 the time frame for this data element was any occurrence within 3 years of the crash date. Prior to 2020 this data element's name was "Year of First Crash, Suspension, or Conviction."

SAS Name**FIRST_YR****Attribute Codes**

1975-1997	1998-2010	2011-Later	
0	0	0	No Record
xx	xxxx	xxxx	Actual Year
--	--	9998	No Driver Present/Unknown if Driver Present
99	9999	9999	Unknown

D20. Date of Most Recent Crash, Suspension or Conviction**D20A. Month of Most Recent Crash, Suspension or Conviction****Definition**

This data element records the month of the last crash, suspension, or conviction for this driver that occurred within 5 years of the crash date.

Additional Information

Prior to 2011, if no driver was present or the driver presence was unknown, then this data element was left blank. In SAS these blank values are represented by a single dot or period (.). Prior to 2015 the time frame for this data element was any occurrence within 3 years of the crash date. Prior to 2020 this data element's name was "Month of Last Crash, Suspension, or Conviction."

SAS Name

LAST_MO

Attribute Codes

1975-2010	2011-Later	
0	0	No Record
1	1	January
2	2	February
3	3	March
4	4	April
5	5	May
6	6	June
7	7	July
8	8	August
9	9	September
10	10	October
11	11	November
12	12	December
--	98	No Driver Present/Unknown if Driver Present
99	99	Unknown

D20B. Year of Most Recent Crash, Suspension or Conviction**Definition**

This data element records the year of the last crash, suspension, or conviction for this driver that occurred within 5 years of the crash date.

Additional Information

Prior to 2011, if no driver was present or the driver presence was unknown, then this data element was left blank. In SAS these blank values are represented by a single dot or period (.). Prior to 2015 the time frame for this data element was any occurrence within 3 years of the crash date. Prior to 2020 this data element's name was "Year of Last Crash, Suspension, or Conviction."

SAS Name**LAST_YR****Attribute Codes**

1975-1997	1998-2010	2011-Later	
0	0	0	No Record
xx	xxxx	xxxx	Actual Year
--	--	9998	No Driver Present/Unknown if Driver Present
99	9999	9999	Unknown

D22. Speeding Related

Definition

This data element identifies if the driver was speeding, and it was related to the crash as identified by law enforcement.

Additional Information

Prior to 2011, if no driver was present or the driver presence was unknown, then this data element was left blank. In SAS these blank values are represented by a single dot or period (.). Prior to 2013 this data element's name was "Speed-Related."

SAS Name

SPEEDREL

Attribute Codes

2009- 2010	2011- 2012	2013- 2017	2018- Later	
0	0	0	0	No
1	1	--	--	Yes
--	--	2	2	Yes, Racing
--	--	3	3	Yes, Exceeded Speed Limit
--	--	4	4	Yes, Too Fast for Conditions
--	--	5	5	Yes, Specifics Unknown
--	8	8	8	No Driver Present/Unknown if Driver Present
9	9	9	--	Unknown
--	--	--	9	Reported as Unknown

More information on [Speeding](#).

PC5. Trafficway Description

Definition

This data element identifies the attribute that best describes the trafficway flow just prior to this vehicle's critical precrash event.

Additional Information

In 2010 this data element was no longer collected at the Accident level. It is now collected at the Vehicle level.

SAS Name

VTRAFWAY

Attribute Codes

2010-2012	2013-2016	2017	2018-2021	2022-Later	
0	--	--	--	--	Non-Trafficway Area
--	0	0	0	0	Non-Trafficway or Driveway Access
1	1	1	1	1	Two-Way, Not Divided
2	2	--	--	--	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median
--	--	2	2	2	Two-Way, Divided, Unprotected Median
3	3	3	3	3	Two-Way, Divided, Positive Median Barrier
4	4	4	4	4	One-Way Trafficway
5	5	5	5	5	Two-Way, Not Divided With a Continuous Left-Turn Lane
6	6	6	6	6	Entrance/Exit Ramp
--	--	--	--	7	Two-Way Divided, Unknown if Unprotected Median or Positive Median Barrier
8	8	8	8	8	Not Reported
9	9	9	--	--	Unknown
--	--	--	9	9	Reported as Unknown

PC6. Total Lanes in Roadway

Definition

This data element identifies the attribute that best describes the number of travel lanes just prior to this vehicle's critical precrash event.

Additional Information

The number of lanes refers to the number of lanes of a continuous cross-section of roadway. For example, a local roadway with one lane going north and one lane going south would be coded as two lanes. However, if a trafficway is a divided highway with two lanes going north, a median, and two lanes going south, then the number of lanes is coded as two. If a trafficway has two lanes going north immediately adjacent to two lanes going south, one continuous cross-section of roadway, then the number of lanes is coded as four. This data element can be used with the Trafficway Description data element VTRAFWAY to determine the trafficway geometry. For example: If (VNUM_LAN= 2) AND (VTRAFWAY=1), then one has a two-lane roadway that is not physically divided, which is what most people think of as a two-lane road (i.e., one lane going in each direction).

If the roadway is a divided trafficway, the number of travel lanes counts only lanes in the direction of travel of the first harmful event. If the roadway is an undivided trafficway, the number of travel lanes are all the lanes regardless of their direction of travel.

In 2010 this data element was no longer collected at the Accident level. It is now collected at the Vehicle level.

SAS Name

VNUM_LAN

Attribute Codes

2010-2012	2013-2017	2018-Later	
0	--	--	Non-Trafficway Area
--	0	0	Non-Trafficway or Driveway Access
1	1	1	One Lane
2	2	2	Two Lanes
3	3	3	Three Lanes
4	4	4	Four Lanes
5	5	5	Five Lanes
6	6	6	Six Lanes
7	7	7	Seven or More Lanes
8	8	8	Not Reported
9	9	--	Unknown
--	--	9	Reported as Unknown

PC7. Speed Limit

Definition

This data element identifies the attribute that best represents the speed limit just prior to this vehicle's critical precrash event.

Additional Information

In 2010 this data element was no longer collected at the Accident level. It is now collected at the Vehicle level.

SAS Name

VSPD_LIM

Attribute Codes

2010	2011- 2012	2013- 2015	2016- 2017	2018- Later	
0	0	--	--	--	No Statutory Limit/Non-Trafficway Area
--	--	0	0	0	No Statutory Limit/Non-Trafficway or Driveway Access
1-97	--	--	--	--	Speed Limit (mph)
--	5-80	5-80	5-95	5-95	Speed Limit (5 mph Increments)
98	98	98	98	98	Not Reported
99	99	99	99	--	Unknown
--	--	--	--	99	Reported as Unknown

PC8. Roadway Alignment

Definition

This data element identifies the attribute that best represents the roadway alignment prior to this vehicle's critical precrash event.

Additional Information

In 2010 this data element was no longer collected at the Accident level. It is now collected at the Vehicle level.

SAS Name

VALIGN

Attribute Codes

2010-2012	2013-2017	2018-Later	
0	--	--	Non-Trafficway Area
--	0	0	Non-Trafficway or Driveway Access
1	1	1	Straight
2	2	2	Curve Right
3	3	3	Curve Left
4	4	4	Curve – Unknown Direction
8	8	8	Not Reported
9	9	--	Unknown
--	--	9	Reported as Unknown

PC9. Roadway Grade

Definition

This data element identifies the attribute that best represents the roadway grade prior to this vehicle's critical precrash event.

Additional Information

In 2010 this data element was no longer collected at the Accident level. It is now collected at the Vehicle level.

Prior to 2010 this data element's name was Roadway Profile.

SAS Name

VPROFILE

Attribute Codes

2010-2012	2013-2017	2018-Later	
0	--	--	Non-Trafficway Area
--	0	0	Non-Trafficway or Driveway Access
1	1	1	Level
2	2	2	Grade, Unknown Slope
3	3	3	Hillcrest
4	4	4	Sag (Bottom)
5	5	5	Uphill
6	6	6	Downhill
8	8	8	Not Reported
9	9	--	Unknown
--	--	9	Reported as Unknown

PC10. Roadway Surface Type**Definition**

This data element identifies the attribute that best represents the roadway surface type prior to this vehicle's critical precrash event.

Additional Information

In 2010 this data element was no longer collected at the Accident level. It is now collected at the Vehicle level.

SAS Name**VPAVETYP****Attribute Codes**

2010-2012	2013-2017	2018-Later	
0	--	--	Non-Trafficway Area
--	0	0	Non-Trafficway or Driveway Access
1	1	1	Concrete
2	2	2	Blacktop, Bituminous, or Asphalt
3	3	3	Brick or Block
4	4	4	Slag, Gravel, or Stone
5	5	5	Dirt
7	7	7	Other
8	8	8	Not Reported
9	9	--	Unknown
--	--	9	Reported as Unknown

PC11. Roadway Surface Conditions

Definition

This data element identifies the attribute that best represents the roadway surface condition prior to this vehicle's critical precrash event.

Additional Information

In 2010 this data element was no longer collected at the Accident level. It is now collected at the Vehicle level.

SAS Name

VSURCOND

Attribute Codes

2010-2012	2013-2017	2018-Later	
0	--	--	Non-Trafficway Area
--	0	0	Non-Trafficway Area or Driveway Access
1	1	1	Dry
2	2	2	Wet
3	3	3	Snow
4	4	4	Ice/Frost
5	5	5	Sand
6	6	6	Water (Standing or Moving)
7	7	7	Oil
8	8	8	Other
10	10	10	Slush
11	11	11	Mud, Dirt, Gravel
98	98	98	Not Reported
99	99	--	Unknown
--	--	99	Reported as Unknown

PC12. Traffic Control Device

Definition

This data element identifies the attribute that best describes the traffic controls in the vehicle's environment just prior to this vehicle's critical precrash event.

Additional Information

In 2010 this data element was no longer collected at the Accident level. It is now collected at the Vehicle level.

SAS Name

VTRAFCON

Attribute Codes

2010	2011-2017	2018-Later	
0	0	0	No Controls

Traffic Signals

2010	2011-2017	2018-Later	
1	1	1	Traffic Control Signal (on Colors) Without Pedestrian Signal
2	2	2	Traffic Control Signal (on Colors) With Pedestrian Signal
3	3	3	Traffic Control Signal (on Colors) Not Known if Pedestrian Signal
4	4	4	Flashing Traffic Control Signal
7	7	7	Lane Use Control Signal
8	8	8	Other Highway Traffic Signal
9	9	9	Unknown Highway Traffic Signal

Regulatory Signs

2010	2011-2017	2018-Later	
20	20	20	Stop Sign
21	21	21	Yield Sign
28	28	28	Other Regulatory Sign
29	29	29	Unknown Regulatory Sign
32	23	23	School Zone Sign/Device

Other Signs and Signals

2010	2011-2017	2018-Later	
40	40	40	Warning Sign
50	50	50	Person
65	65	65	Railway Crossing Device
98	98	98	Other

Not Reported and Unknown

2010	2011-2017	2018-Later	
97	97	97	Not Reported
99	99	--	Unknown
--	--	99	Reported as Unknown

PC13. Traffic Control Device Functioning

Definition

This data element identifies the functionality of the traffic control device recorded for this vehicle in the data element “Traffic Control Device.”

Additional Information

Data not collected prior to 1982.

In 2010 this data element was no longer collected at the Accident level. It is now collected at the Vehicle level.

SAS Name

VTCONT_F

Attribute Codes

2010-2017	2018	2019-Later	
0	0	0	No Controls
1	1	1	Device Not Functioning
2	2	2	Device Functioning – Functioning Improperly
3	3	3	Device Functioning Properly
--	--	4	Device Not Functioning or Device Functioning Improperly, Specifics Unknown
8	8	8	Not Reported
9	--	--	Unknown
--	9	9	Reported as Unknown

PC17. Pre-Event Movement (Prior to Recognition of Critical Event)

Definition

This data element identifies the attribute that best describes this vehicle's activity prior to the driver's realization of an impending critical event or just prior to impact if the driver took no action or had no time to attempt any evasive maneuvers.

Additional Information

SAS Name

P_CRASH1

Attribute Codes

2010	2011-2012	2013-Later	
0	0	--	No Driver Present
--	--	0	No Driver Present/Unknown if Driver Present
1	1	1	Going Straight
2	--	--	Decelerating in Traffic Lane
--	2	2	Decelerating in Road
3	--	--	Accelerating in Traffic Lane
--	3	3	Accelerating in Road
4	--	--	Starting in Traffic Lane
--	4	4	Starting in Road
5	--	--	Stopped in Traffic Lane
--	5	5	Stopped in Roadway
6	6	6	Passing or Overtaking Another Vehicle
7	7	7	Disabled or "Parked" in Travel Lane
8	8	8	Leaving a Parking Position
9	9	9	Entering a Parking Position
10	10	10	Turning Right
11	11	11	Turning Left
12	12	12	Making a U-Turn
13	13	13	Backing up (Other Than for Parking Position)
14	14	14	Negotiating a Curve
15	15	15	Changing Lanes
16	16	16	Merging
17	17	17	Successful Avoidance Maneuver to a Previous Critical Event
98	98	98	Other
99	99	99	Unknown

PC19. Critical Event—Precrash

Definition

This data element identifies the attribute that best describes the critical event that made this crash imminent (i.e., something occurred that made the collision possible).

Additional Information

SAS Name

P_CRASH2

Attribute Codes

This Vehicle Loss of Control Due To:

2010	2011-2015	2016-2018	2019-Later	
1	1	1	1	Blow Out/Flat Tire
2	2	2	2	Stalled Engine
3	3	3	3	Disabling Vehicle Failure (e.g., Wheel Fell off)
4	4	4	4	Non-Disabling Vehicle Problem (e.g., Hood Flew up)
5	5	5	--	Poor Road Conditions (Puddle, Pothole, Ice, etc.)
--	--	--	5	Suddenly Encountered Poor Road Conditions (Puddle, Pothole, Ice, etc.)
6	6	6	--	Traveling Too Fast for Conditions
--	--	--	6	Traveling Too Fast for Conditions or Road Configuration
8	8	8	8	Other Cause of Control Loss
9	9	9	9	Unknown Cause of Control Loss

This Vehicle Traveling

2010	2011-2015	2016-2018	2019-Later	
10	10	10	10	Over the Lane Line on Left Side of Travel Lane
11	11	11	11	Over the Lane Line on Right Side of Travel Lane
12	12	12	12	Off the Edge of the Road on the Left Side
13	13	13	13	Off the Edge of the Road on the Right Side
14	14	14	14	End Departure
15	--	--	--	Turning Left at Intersection
--	15	--	--	Turning Left at Junction
--	--	15	15	Turning Left

2010	2011- 2015	2016- 2018	2019- Later	
16	--	--	--	Turning Right at Intersection
--	16	--	--	Turning Right at Junction
--	--	16	16	Turning Right
17	17	17	17	Crossing Over (Passing Through) Intersection
18	18	18	18	This Vehicle Decelerating
19	19	19	19	Unknown Travel Direction
--	--	20	20	Backing
--	--	21	21	Making a U-Turn

Other Motor Vehicle In Lane

2010	2011- 2015	2016- 2018	2019- Later	
50	50	50	50	Other Vehicle Stopped
51	51	51	51	Traveling in Same Direction With Lower Steady Speed
52	52	52	52	Traveling in Same Direction While Decelerating
53	53	53	53	Traveling in Same Direction With Higher Speed
54	54	54	54	Traveling in Opposite Direction
55	55	55	55	In Crossover
56	56	56	56	Backing
59	59	59	--	Unknown Travel Direction of the Other Motor Vehicle in Lane
--	--	--	59	Unknown Travel Direction/Speed of Other Motor Vehicle in Lane

Other Motor Vehicle Encroaching Into Lane

2010	2011- 2015	2016- 2018	2019- Later	
60	60	60	60	From Adjacent Lane (Same Direction) Over Left Lane Line
61	61	61	61	From Adjacent Lane (Same Direction) Over Right Lane Line
62	62	62	62	From Opposite Direction Over Left Lane Line
63	63	63	63	From Opposite Direction Over Right Lane Line
64	64	--	--	From Parking Lane, Median, Shoulder, Roadside
--	--	64	64	From Parking Lane/Shoulder, Median/Crossover, Roadside
65	65	65	65	From Crossing Street, Turning Into Same Direction

2010	2011-2015	2016-2018	2019-Later	
66	66	66	66	From Crossing Street, Across Path
67	67	67	67	From Crossing Street, Turning Into Opposite Direction
68	68	68	68	From Crossing Street, Intended Path Not Known
70	70	70	70	From Driveway, Turning Into Same Direction
71	71	71	71	From Driveway, Across Path
72	72	72	72	From Driveway, Turning Into Opposite Direction
73	73	73	73	From Driveway, Intended Path Not Known
74	74	74	74	From Entrance to Limited Access Highway
78	78	78	78	Encroachment by Other Vehicle – Details Unknown

Pedestrian or Pedalcyclist or Other Non-Motorist

2010	2011-2015	2016-2018	2019-Later	
80	--	--	--	Pedestrian in Roadway
--	80	80	80	Pedestrian in Road
81	--	--	--	Pedestrian Approaching Roadway
--	81	81	81	Pedestrian Approaching Road
82	82	82	82	Pedestrian Unknown Location
83	--	--	--	Pedalcyclist/Other Non-Motorist in Roadway
--	83	83	83	Pedalcyclist/Other Non-Motorist in Road
84	--	--	--	Pedalcyclist/Other Non-Motorist Approaching Roadway
--	84	84	84	Pedalcyclist/Other Non-Motorist Approaching Road
85	85	85	85	Pedalcyclist/Other Non-Motorist Unknown Location

Object or Animal

2010	2011-2015	2016-2018	2019-Later	
87	--	--	--	Animal in Roadway
--	87	87	87	Animal in Road
88	--	--	--	Animal Approaching Roadway
--	88	88	88	Animal Approaching Road
89	89	89	89	Animal – Unknown Location
90	--	--	--	Object in Roadway
--	90	90	90	Object in Road
91	--	--	--	Object Approaching Roadway
--	91	91	91	Object Approaching Road

2010	2011- 2015	2016- 2018	2019- Later	
92	92	92	92	Object Unknown Location

Other

2010	2011- 2015	2016- 2018	2019- Later	
98	98	98	98	Other Critical Precrash Event
99	99	99	99	Unknown

PC20. Attempted Avoidance Maneuver

Definition

This data element identifies the attribute that best describes the movements/actions taken by this driver, within a critical crash envelope, in response to the “Critical Precrash Event.”

Additional Information

This data element identifies the actions taken by the driver in response to the impending danger. Because this data element focuses upon the driver’s action just prior to the first harmful event it is coded independently of any maneuvers associated with this vehicle’s “Crash Type.”

SAS Name

P_CRASH3

Attribute Codes

2010-2012	2013-2015	2016-Later	
0	--	--	No Driver Present
--	0	0	No Driver Present/Unknown if Driver Present
1	1	1	No Avoidance Maneuver
2	2	--	Braking (No Lockup)
3	3	--	Braking (Lockup)
4	4	--	Braking (Lockup Unknown)
5	5	5	Releasing Brakes
6	6	6	Steering Left
7	7	7	Steering Right
8	8	8	Braking and Steering Left
9	9	9	Braking and Steering Right
10	10	10	Accelerating
11	11	11	Accelerating and Steering Left
12	12	12	Accelerating and Steering Right
--	--	15	Braking and Unknown Steering Direction
--	--	16	Braking
98	98	98	Other Actions
99	99	--	Unknown
--	--	99	Unknown/Not Reported

PC21. Pre-Impact Stability

Definition

This data element identifies the attribute that best describes the stability of this vehicle after the “Critical Precrash Event,” but before the impact.

Additional Information

SAS Name

PCRASH4

Attribute Codes

2010-2012	2013-Later	
0	--	No Driver Present
--	0	No Driver Present/Unknown if Driver Present
1	1	Tracking
2	2	Skidding Longitudinally – Rotation Less Than 30 Degrees
3	3	Skidding Laterally – Clockwise Rotation
4	4	Skidding Laterally – Counterclockwise Rotation
--	5	Skidding Laterally – Rotation Direction Unknown
7	7	Other Vehicle Loss-of-Control
9	9	Precrash Stability Unknown

PC22. Pre-Impact Location**Definition**

This data element identifies the attribute that best describes the location of this vehicle after the “Critical Precrash Event,” but before the impact.

Additional Information**SAS Name****PCRASH5****Attribute Codes**

2010-2012	2013-Later	
0	--	No Driver Present
--	0	No Driver Present/Unknown if Driver Present
1	1	Stayed in Original Travel Lane
2	2	Stayed on Roadway, but Left Original Travel Lane
3	3	Stayed on Roadway, Not Known if Left Original Travel Lane
4	4	Departed Roadway
5	5	Remained off Roadway
6	6	Returned to Roadway
7	7	Entered Roadway
9	9	Unknown

PC23. Crash Type

Definition

This data element identifies the attribute that best describes the type of crash this vehicle was involved in based on the “First Harmful Event” and the precrash circumstances. For graphic descriptions of possible values see [Appendix A: Crash Type Diagram](#).

Additional Information

In 2023, the data element “Crash Type” was condensed and made available as “Crash Type Configuration” in addition to the existing “Crash Type.” For graphic descriptions of the condensed possible values see [Appendix A: Crash Type Configuration Diagram](#).

SAS Name

ACC_TYPE

Attribute Codes

2010-Later

2010-Later	
0	No Impact

Category I: Single Driver

Configuration A: Right Roadside Departure

1	Drive off Road
2	Control/Traction Loss
3	Avoid Collision With Vehicle, Pedestrian, Animal
4	Specifics Other
5	Specifics Unknown

Configuration B: Left Roadside Departure

6	Drive off Road
7	Control/Traction Loss
8	Avoid Collision With Vehicle, Pedestrian, Animal
9	Specifics Other
10	Specifics Unknown

Configuration C: Forward Impact

11	Parked Vehicle
12	Stationary Object
13	Pedestrian/Animal
14	End Departure
15	Specifics Other
16	Specifics Unknown

Category II: Same Trafficway, Same Direction

Configuration D: Rear End

20	Stopped
21	Stopped, Straight
22	Stopped, Left
23	Stopped, Right
24	Slower
25	Slower, Going Straight
26	Slower, Going Left
27	Slower, Going Right
28	Decelerating (Slowing)
29	Decelerating (Slowing), Going Straight
30	Decelerating (Slowing), Going Left
31	Decelerating (Slowing), Going Right
32	Specifics Other
33	Specifics Unknown

Configuration E: Forward Impact

34	Control/Traction Loss, Avoiding Non-Contact Vehicle- Vehicle's Frontal Area Impacts Another Vehicle
35	Control/Traction Loss, Avoiding Non-Contact Vehicle- Vehicle Is Impacted by Frontal Area of Another Vehicle
36	Control/Traction Loss, Avoiding Non-Fixed Object- Vehicle's Frontal Area Impacts Another Vehicle
37	Control/Traction Loss, Avoiding Non-Fixed Object- Vehicle Is Impacted by Frontal Area of Another Vehicle
38	Avoiding Non-Contact Vehicle- Vehicle's Frontal Area Impacts Another Vehicle
39	Avoiding Non-Contact Vehicle- Vehicle Is Impacted by Frontal Area of Another Vehicle

34	Control/Traction Loss, Avoiding Non-Contact Vehicle- Vehicle's Frontal Area Impacts Another Vehicle
40	Avoiding Non-Fixed Object- Vehicle's Frontal Area Impacts Another Vehicle
41	Avoiding Non-Fixed Object- Vehicle Is Impacted by Frontal Area of Another Vehicle
42	Specifics Other
43	Specifics Unknown

Configuration F: Sideswipe/Angle

44	Straight Ahead on Left
45	Straight Ahead on Left/Right
46	Changing Lanes to the Right
47	Changing Lanes to the Left
48	Specifics Other
49	Specifics Unknown

Category III: Same Trafficway, Opposite Direction*Configuration G: Head-On*

50	Lateral Move (Left/Right)
51	Lateral Move (Going Straight)
52	Specifics Other
53	Specifics Unknown

Configuration H: Forward Impact

54	Control/Traction Loss, Avoiding Non-Contact Vehicle- Vehicle's Frontal Area Impacts Another Vehicle
55	Control/Traction Loss, Avoiding Non-Contact Vehicle- Vehicle Is Impacted by Frontal Area of Another Vehicle
56	Control/Traction Loss, Avoiding Non-Fixed Object- Vehicle's Frontal Area Impacts Another Vehicle
57	Control/Traction Loss, Avoiding Non-Fixed Object- Vehicle Is Impacted by Frontal Area of Another Vehicle
58	Avoiding Non-Contact Vehicle- Vehicle's Frontal Area Impacts Another Vehicle
59	Avoiding Non-Contact Vehicle- Vehicle Is Impacted by Frontal Area of Another Vehicle
60	Avoiding Non-Fixed Object- Vehicle's Frontal Area Impacts Another Vehicle

54	Control/Traction Loss, Avoiding Non-Contact Vehicle- Vehicle's Frontal Area Impacts Another Vehicle
61	Avoiding Non-Fixed Object- Vehicle Is Impacted by Frontal Area of Another Vehicle
62	Specifics Other
63	Specifics Unknown

Configuration I: Sideswipe/Angle

64	Lateral Move (Left/Right)
65	Lateral Move (Going Straight)
66	Specifics Other
67	Specifics Unknown

Category IV: Changing Trafficway, Vehicle Turning*Configuration J: Turn Across Path*

68	Initial Opposite Directions (Left/Right)
69	Initial Opposite Directions (Going Straight)
70	Initial Same Directions (Turning Right)
71	Initial Same Directions (Going Straight)
72	Initial Same Directions (Turning Left)
73	Initial Same Directions (Going Straight)
74	Specifics Other
75	Specifics Unknown

Configuration K: Turn Into Path

76	Turn Into Same Direction (Turning Left)
77	Turn Into Same Direction (Going Straight)
78	Turn Into Same Direction (Turning Right)
79	Turn Into Same Direction (Going Straight)
80	Turn Into Opposite Directions (Turning Right)
81	Turn Into Opposite Directions (Going Straight)
82	Turn Into Opposite Directions (Turning Left)
83	Turn Into Opposite Directions (Going Straight)
84	Specifics Other
85	Specifics Unknown

Category V: Intersecting Paths (Vehicle Damage)*Configuration L: Straight Paths*

86	Striking From the Right
87	Struck on the Right
88	Striking From the Left
89	Struck on the Left
90	Specifics Other
91	Specifics Unknown

Category VI: Miscellaneous*Configuration M: Backing, Etc.*

92	Backing Vehicle
93	Other Vehicle or Object (2010-2012)
93	Other Vehicle (2013-Later)
98	Other Crash Type
99	Unknown Crash Type

PC23A. Crash Type Configuration

Definition

This data element identifies the attribute that best describes the type of crash this vehicle was involved in based on the “First Harmful Event” and the precrash circumstances. For graphic descriptions of possible values see [Appendix A: PC23A Crash Type Configuration Diagram](#).

Additional Information

This is a derived element of "Crash Type." In 2023, the data element "Crash Type" was condensed and made available as "Crash Type Configuration" in addition to "Crash Type."

SAS Name

ACC_CONFIG 2023

Attribute Codes

2023	
0	No Impact

Category I: Single Driver

2023	
101	Right Roadside Departure
102	Left Roadside Departure
103	Struck Object While Moving Forward

Category II: Same Trafficway, Same Direction

2023	
201	Rear End, Trailing Vehicle
202	Rear End, Lead Vehicle
203	Rear End, Other or Unknown
204	Forward Impact, Frontal Impact After Maneuver
205	Forward Impact, Rear End Impact After Maneuver
206	Forward Impact, Other or Unknown
207	Sideswipe Angle, Vehicle on Left
208	Sideswipe Angle, Vehicle on Right
209	Sideswipe Angle, Other or Unknown

Category III: Same Trafficway, Opposite Direction

2023	
301	Lateral Move [Left/Right], Head-On, Sideswipe, or Angle
302	Lateral Move [Going Straight], Head-On, Sideswipe, or Angle
303	Lateral Move, Other or Unknown)
304	Frontal Impact After Maneuver, Departed Lane
305	Frontal Impact After Maneuver, Remained in Lane
306	Frontal Impact After Maneuver, Other or Unknown

Category IV: Changing Trafficway, Vehicle Turning

2023	
401	Turn Across Path, Initial Opposite Directions [Left/Right]
402	Turn Across Path, Initial Opposite Directions [Going Straight]
403	Turn Across Path, Initial Same Directions [Turning Right]
404	Turn Across Path, Initial Same Directions [Going Straight, Other Vehicle Turning Right]
405	Turn Across Path, Initial Same Directions [Turning Left]
406	Turn Across Path, Initial Same Directions [Going Straight, Other Vehicle Turning Left]
407	Turn Across Path, Other or Unknown
408	Turn Into Path, Turn into Same Direction [Turning Left]
409	Turn Into Path, Turn into Same Direction [Going Straight, Other Vehicle Turning Left]
410	Turn Into Path, Turn into Same Direction [Turning Right]
411	Turn Into Path, Turn into Same Direction [Going Straight, Other Vehicle Turning Right]
412	Turn Into Path, Turn into Opposite Directions [Turning Right]
413	Turn Into Path, Turn into Opposite Directions [Going Straight, Other Vehicle Turning Right]
414	Turn Into Path, Turn into Opposite Directions [Turning Left]
415	Turn Into Path, Turn into Opposite Directions [Going Straight, Other Vehicle Turning Left]
416	Turn Into Path, Other or Unknown

Category V: Intersecting Paths (Vehicle Damage)

2023	
501	Straight Paths, Striking from the Right
502	Straight Paths, Struck on the Right

2023	
503	Straight Paths, Striking from the Left
504	Straight Paths, Struck on the Left
505	Straight Paths, Other or Unknown

Category VI: Miscellaneous

2023	
000	No Impact
992	Backing Vehicle
993	Other Vehicle
998	Other Crash Type
999	Unknown Crash Type

Discontinued VEHICLE Data Elements

Axle (discontinued)

Definition

This data element counts the total number of axles on the vehicle (and converter dolly), including the trailing units (includes raised axles).

Additional Information

The major change in this data element from 1994 to 1995 is the count of axles on the vehicle rather than the deployed axles on the ground. From 1991 to 1994 this data element counts the total number of deployed axles on the *ground* for the vehicle including trailing units. From 1995 to 2007 this data element counts the total number of axles on the *vehicle* for the vehicle including trailing units.

This data element was discontinued after 2007.

SAS Name

AXLES

Attribute Codes

1991-1994	1995-2007	
0	0	Not Applicable, Not a Medium/Heavy Truck or Bus
2-97	2-97	Number of Axles
98	98	Medium/Heavy Truck or Bus, Number of Axles Unknown
99	--	Unknown Vehicle Type
--	99	Unknown if Light or Medium/Heavy Truck or Bus

Carburetion (discontinued)

Definition

This data element identifies the number of barrels for the engine of this vehicle or a code indicating that the engine is high-performance, fuel-injected, turbocharged, or electronically controlled.

Additional Information

This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

This data element, formerly V129, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PCARBUR.

SAS Name**CARBUR****Attribute Codes**

2011-2012	
0-8	Actual Number of Barrels
A	1 Barrel, Lower HP
B	1 Barrel, Higher HP
C	1 Barrel, Turbo
D	1 Barrel, Turbo Low HP
E	1 Barrel, Turbo High HP
F	Number of Barrels Not Specified, Fuel injection
G	1 Barrel, Electronically Controlled
H	Number of Barrels Not Specified, High performance
J	2 Barrels, Lower HP
K	2 Barrels, Higher HP
L	2 Barrels, Turbo
M	2 Barrels, Turbo Low HP
N	2 Barrels, Turbo High HP
P	2 Barrels, Electronically Controlled
Q	Number of Barrels Not Specified, Electronically Controlled
R	4 Barrels, Electronically Controlled
S	4 Barrels, Lower HP
T	1, 2 or 4 Barrels, Turbo Fuel Injected
U	4 Barrels, Higher HP
V	4 Barrels, Turbo
W	4 Barrels, Turbo Low HP
X	4 Barrels, Turbo High HP
Y	Number of Barrels Not Specified, Turbo
Z	Number of Barrels Not Specified, Super Charged

Crash Avoidance Maneuver (discontinued)

Definition

This data element is collected to indicate if an avoidance maneuver was taken by the driver to avoid the crash.

Additional Information

AVOID is the maneuver that the driver executed to attempt to avoid the crash. See VEH_MAN, Vehicle Maneuver for the maneuver the driver was executing just prior to entering a crash situation.

This data element was discontinued after 2009.

SAS Name

AVOID

Attribute Codes

1991-2009	
0	No Avoidance Maneuver Reported
1	Braking (Skid Marks Evident)
2	Braking (No Skid Marks; Driver Stated)
3	Braking (Other Reported Evidence)
4	Steering (Evidence or Stated)
5	Steering and Braking (Evidence or Stated)
6	Other Avoidance Maneuver
8	Not Reported (Inconclusive Since 1999, by Police)

Cubic Inch Displacement (discontinued)

Definition

This data element identifies the manufacturer's cubic inch displacement of the engine pistons for this vehicle.

Additional Information

This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

This data element, formerly V127, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PDISPLACE.

SAS Name**DISPLACE****Attribute Codes**

2011-2012	
XXX	Actual Cubic Inch Displacement (cid)

Curb Weight (discontinued)**Definition**

This data element identifies the base weight of the series for this vehicle. This is available for Passenger Type Vehicles only (VINTYPE=“P”).

Additional Information

This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

This data element, formerly V118, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PVIN_WGT.

SAS Name**VIN_WGT****Attribute Codes**

1975-2012	
0	Not Available
1-9998	Actual Weight of Automobile (lbs)
9999	Unavailable

Driver Training (discontinued)**Definition**

This data element was discontinued after 1986.

Additional Information**SAS Name****DR_TRAIN**

Attribute Codes

1975-1986	
0	None
1	High School
2	Commercial
3	School Bus
4	Traffic School
5	Two or More Types
6	Training, Type Unknown (Since 1977)
9	Unknown

Driver's Vision Obscured by (discontinued)**Definition**

This data element records impediments to a driver's visual field that were noted in the case material.

Additional Information

Most of these data elements can be found in "Related Factor – Driver Level" from 1982 to 2008. This data element was added here in 2009. In 2010 the data element was changed to identify all that apply in the crash and was therefore moved to its own data file, Vision.

SAS Name**D_VISION1****Attribute Codes**

2009	
0	No Obstruction Noted
1	Rain, Snow, Fog, Smoke, Sand, Dust
2	Reflected Glare, Bright Sunlight, Headlights
3	Curve, Hill, or Other Roadway Design Features
4	Building, Billboard, or Other Structure
5	Trees, Crops, Vegetation
6	In-Transport Motor Vehicle (Including Load)
7	Not In-Transport Motor Vehicle (Parked, Working)
8	Splash or Spray of Passing Vehicle
9	Inadequate Defrost or Defog System
10	Inadequate Vehicle Lighting System
11	Obstructing Interior to the Vehicle

2009	
12	External Mirrors
13	Broken or Improperly Cleaned Windshield
14	Obstructing Angles on Vehicle
97	Vision Obscured – No Details
98	Other Visual Obstruction
99	Unknown

Fuel Code (discontinued)

Definition

This data element identifies the fuel type for this vehicle determined by the manufacturer specification and recommendation.

Additional Information

This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

Prior to 2010 this data element was derived for trucks only. Since 2010 this data element is coded for all vehicles.

This data element, formerly V121, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PFUECODE.

SAS Name

FLDCD_TR 1975-2009

FUELCODE 2010-2012

Attribute Codes

1975-2009	2010-2012	
--	B	Electric and Gasoline Hybrid Engine
C	C	Gasoline Engine That Can Be Easily Converted to Gaseous-Powered Engine (Powered by Natural Gas, Propane, etc.)
D	D	Diesel
E	E	Electric
F	F	Flexible Fuel
G	G	Gas
H	H	Ethanol Fuel Only
M	M	Methanol Gas Only

1975-2009	2010-2012	
N	N	Compressed Natural Gas
P	P	Propane
9	9	Unknown

Gross Vehicle Weight Rating (*discontinued*)

Definition

This data element identifies the gross vehicle weight rating of this vehicle if applicable.

Additional Information

The gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) is a value specified by the manufacturer for a single-unit truck, truck tractor, or trailer. In the absence of a gross vehicle weight rating, an estimate of the gross weight of a fully loaded unit can be substituted.

In 2000 the GVWR was the sum of the weight of the power unit and its trailers. Since 2001 this data element is the gross vehicle weight of the power unit only. The weight of trailers is not added.

Prior to 2016 the Data Element ID was V17. Beginning in 2020 this data element is replaced by two data elements, Power Unit GVWR and Trailer GVWR, which are derived from their VINs.

This data element also appears in the Parkwork data file as PGVWR.

SAS Name

GVWR

Attribute Codes

2000-2009	2010-2017	2018-2019	
0	0	0	Not Applicable
1	1	1	10,000 lbs or Less
2	2	2	10,001 lbs -26,000 lbs
3	3	3	26,001 lbs or More
--	8	8	Not Reported
9	9	--	Unknown
--	--	9	Reported as Unknown

Hazardous Cargo (discontinued)

Definition

This data element identifies the presence of hazardous cargo for this vehicle and records information about the hazardous cargo when present.

Additional Information

The data element HAZ_CARG is no longer in FARS. It has been replaced with the following five data elements HAZ_INV, HAZ_PLAC, HAZ_ID, HAZ_CNO, and HAZ_REL.

SAS Name

HAZ_CARG

Attribute Codes

1982-1990	1991-2006	
0	0	No
1	--	Yes
--	1	Yes, Placarded
--	2	Yes, Not Placarded
--	3	Yes, Unknown if Placarded
9	9	Unknown

Most Damaged Area (discontinued)

Definition

This data element identifies the area on this vehicle that was most damaged during an event in the crash.

Additional Information

Prior to 2010 this data element's name was "Principal Point of Impact." In 2010 and 2011 it was called "Most Damaged Area." This data element was replaced with "Damaged Areas" (MDAREAS) in 2012 and records all damaged areas to this vehicle in the Damage data file.

The attributes Underride and Override were discontinued in 1993 and "Underride/Override" became its own data element in 1994. Prior to 1994 the striking vehicle, not the vehicle struck, determined the underride/override condition. After the crash, in the case of an override or underride one vehicle is over the other. If the striking vehicle is over the other, then the crash is an override. If the striking vehicle is under the other, the crash is an underride. See the information under "Underride/Override" about using and interpreting the data element UNDERIDE.

This data element also appears in the Person data file and in the Parkwork data file as PIMPACT2.

SAS Name

IMPACT2

Attribute Codes

1975-1993	1994-2009	2010-2011	
0	0	0	Non-Collision
1-12	1-12	1-12	Clock Points
13	13	13	Top
14	14	14	Undercarriage
15	--	--	Underride (1980-1993)
16	--	--	Override (1982-1993)
--	18	--	This Vehicle Set Something in Motion Causing Injury or
			Damage (Not a Clock Point, Since 2004)
--	--	18	Set-in-Motion (Not a Clock Point)
--	--	61	Left
--	--	62	Left-Front Half
--	--	63	Left-Back Half
--	--	81	Right
--	--	82	Right-Front Half
--	--	83	Right-Back Half
--	--	98	Not Reported
99	99	99	Unknown

More information on [Impact](#).

Motorcycle Dry Weight (discontinued)

Definition

This data element identifies the dry weight of this motorcycle model.

Additional Information

This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

This data element, formerly V135, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PMCYCL_WT.

SAS Name**MCYCL_WT****Attribute Codes**

2011-2012	
xxxx	Weight (lbs)

Motorcycle Engine Displacement (CC) (discontinued)**Definition**

This data element identifies the piston bore measured in cubic centimeters for this motorcycle.

Additional Information

This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

This data element, formerly V124, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PMCYCL_DS.

SAS Name**MCYCL_DS****Attribute Codes**

1975-2012	
xxxx	Actual Displacement (cc)

Motorcycle Type (discontinued)**Definition**

This is the VINA Body Type (example, Dirt Bike).

Additional Information

This data element was discontinued after 1981.

SAS Name**MCYCL_TY****Attribute Codes**

1975-1981	
xx	Two-character representation of the motorcycle type

Number of Cylinders (discontinued)**Definition**

This data element identifies the number of cylinders for the engine of this vehicle.

Additional Information

This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

This data element, formerly V128, was discontinued in 2013. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PCYLINDER.

SAS Name**CYLINDER****Attribute Codes**

2011-2012	
0-18	Number of Cylinders
R	Rotary Engine

Number of Motorcycle Engine Cycles (discontinued)**Definition**

This data element identifies the number of engine cycles for this motorcycle model.

Additional Information

This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

This data element, formerly V136, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PMCYCL_CY.

SAS Name**MCYCL_CY****Attribute Codes**

2011-2012	
2	Two-Stroke Engine
4	Four-Stroke Engine
R	Rotary Engine

Number of Wheels/Drive Wheels (discontinued)**Definition**

This data element identifies the number of wheels/driving wheels for this truck (trucks only, VINTYPE=“T”). The length of this data element is two digits; the first position represents the number of axles on the vehicle times two and the second position represents the number of drive axles times two.

Additional Information

This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

This data element, formerly V130, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PWHLDRWHL.

SAS Name**WHLDRWHL****Attribute Codes**

2011-2012	
xx	Number of Wheels (1st Digit) Followed by the Number of Drive Wheels (2nd Digit)

Original Tire Size (discontinued)**Definition**

This data element identifies the manufacturer’s original equipment specified tire size for the series of this vehicle. The length of this data element is six characters; the first two positions represent rim size and the remaining four positions represent tire size.

Additional Information

This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

This data element, formerly V126, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PTIRE_SZE.

SAS Name

TIRE_SIZE

Attribute Codes

2011-2012	
xxxxxx	6-Character Tire Size

Previous Recorded Suspensions and Revocations (discontinued)

Definition

This data element records any previous license suspensions or revocations for this driver that occurred within 5* years of the crash date.

Additional Information

If a driver has been disqualified for a CDL, this event is recorded in Previous Recorded Suspensions and Revocations.

Prior to 2011, if no driver was present or the driver presence was unknown, then this data element was left blank. In SAS these blank values are represented by a single dot or period (.).

* Prior to 2015 the time frame for this data element was any occurrence within 3 years of the crash date.

SAS Name

PREV_SUS

Attribute Codes

1975-1993	1994-2010	2011-2017	
0	0	0	None
1-97	1-97	1-97	Actual Value
98	--	--	CDL Disqualified
99	99	99	Unknown
--	--	998	No Driver Present/Unknown if Driver Present

Related Factors—Driver Level (discontinued)

Definition

This data element records factors related to this driver expressed in the case material.

Additional Information

There are also crash level related factors in the Accident data file (CF1, CF2, and CF3), vehicle level related factors in the Vehicle data file (VEH_SC1 and VEH_SC2), and person level related factors in the Person data file (P_SF1, P_SF2, and P_SF3).

The person-related factors P_SF1, P_SF2, and P_SF3 are all set to 0 for drivers.

The FARS analyst may have used any of the three data elements (1975-1996) or four data elements (1997-later) to code a driver related factor. One must test all of these data elements to ensure that the selected related factor is included.

Early data files are not consistent with the documentation of the time. The following interpretation is suggested for current/future analysis.

A police pursuit is an event that is initiated when a law enforcement officer, operating an authorized emergency vehicle, gives notice to stop (either through the use of visual or audible emergency signals or a combination of emergency devices) to a motorist who the officer is attempting to apprehend and that motorist fails to comply with the signal by either maintaining speed, increasing speed, or taking other evasive action to elude the officer's continued attempts to stop the motorist. This is recorded if any "Related Factor – Driver Level" is coded as 37.

From 1975 to 1981, see "Related Factors—Crash Level" for attributes under *Swerving Due to* and *Vision Obscured By*.

Some information that had been collected under "Related Factors—Driver Level" is now captured in "Condition (Impairment) at Time of Crash—Driver or in two Non-Motor Vehicle Occupant data elements, "Non-Motorist Action/Circumstances Prior to Crash" and "Non-Motorist Action/Circumstances at Time of Crash."

Beginning in 2020 this data element was no longer collected at the Vehicle level. It is now collected in the Driverrf data file as DRIVERRF.

SAS Name

DR_CF1, DR_CF2, DR_CF3 1975-1996

DR_CF1, DR_CF2, DR_CF3, DR_CF4 1997-2009

DR_SF1, DR_SF2, DR_SF3, DR_SF4 2010-2019

Attribute Codes

1975-1981	
0	None

Physical/Mental Condition

1975-1981	
1	Drowsy, Sleepy, Asleep, Fatigued
2	Ill, Blackout
3	Depression
4	Reaction to Drugs/Medication
5	Other Drugs (Marijuana, Cocaine, etc.)
6	Inattentive (Talking, Eating, etc.)
7	Physical Impairments
8	Died Prior to Crash

Miscellaneous Causes

1975-1981	
20	Leaving Vehicle Unattended With Engine Running/Leaving Vehicle Unattended in Roadway
21	Overloading or Improper Loading of Vehicle With Passengers or Cargo
22	Towing or Pushing Vehicle Improperly
23	Failing to Dim Lights or to Have Lights on When Required
24	Operating Without Required Equipment
25	Creating Unlawful Noise or Using Equipment Prohibited by Law
26	Following Improperly
27	Improper or Erratic Lane Changing
28	Failure to Keep in Proper Lane or Running off Road
29	Illegal Driving on Road Shoulder, in Ditch or Sidewalk or on Median
30	Making Improper Entry to or Exit From Trafficway
31	Starting or Backing Improperly
32	Opening Vehicle Closure Into Moving Traffic or Vehicle Is in Motion
33	Passing Where Prohibited by Posted Signs, Pavement Markings, Hill or Curve, or School Bus Displaying Warning Not to Pass
34	Passing on Wrong Side
35	Passing With Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle
36	Operating the Vehicle in an Erratic, Reckless, Careless, or Negligent Manner
37	High-Speed Chase With Police in Pursuit (Since 1978)
38	Failure to Yield Right-of-Way
39	Failure to Obey Traffic Signs, Traffic Control Devices, or Traffic Officers, Failure to Observe Safety Zone
40	Passing Through or Around Barrier
41	Failure to Observe Warnings or Instructions on Vehicle Displaying Them

1975-1981	
42	Failure to Signal Intentions
43	Giving Wrong Signal
44	Driving Too Fast for Conditions or in Excess of Posted Speed Limit
45	Driving Less Than Posted Minimum
46	Operating at Erratic or Suddenly Changing Speeds
47	Making Right Turn From Left Turn-Lane; Making Left-Turn From Right-Turn Lane
48	Making Improper Turn
49	Failure to Comply With Physical Restrictions of License
50	Driving Wrong Way on One-Way Trafficway
51	Driving on Wrong Side of Road
52	Operator Inexperience
53	Unfamiliar With Roadway
54	Stopping in Roadway (Since 1979)
99	Unknown

1982-2009	2010-2014	2015-2016	2017	2018	2019	
0	0	0	0	0	0	None
1	--	--	--	--	--	Drowsy, Sleepy, Asleep, Fatigued
2	--	--	--	--	--	Ill, Passed out/Blackout
3	--	--	--	--	--	Emotional (e.g., Depression, Angry, Disturbed)
4	4	4	4	4	4	Reaction to or Failure to Take Drugs/Medication
5	--	--	--	--	--	Other Drugs (Marijuana, Cocaine, etc., 1982-1994)
5	--	--	--	--	--	Under the Influence of Alcohol, Drugs, or Medication (2003-2009)
6	--	--	--	--	--	Inattentive/Careless (Talking, Eating, Car Phones, etc.)
--	6	6	6	6	6	Careless Driving (Since 2012)
7	--	--	--	--	--	Restricted to Wheelchair
8	--	--	--	--	--	Paraplegic (1982-1994)
8	8	8	8	8	8	Road Rage/Aggressive Driving (Since 2004)
9	--	--	--	--	--	Impaired Due to Previous Injury
--	--	--	--	9	--	Emergency Services Personnel
10	--	--	--	--	--	Deaf (1982-1994)
--	--	--	--	10	10	Looked but Did Not See

1982-2009	2010-2014	2015-2016	2017	2018	2019	
11	--	--	--	--	--	Other Physical Impairment (Includes Paraplegic, 1995-2009)
12	12	12	12	12	12	Mother of Dead Fetus/Mother of Infant Born Post Crash
13	13	13	13	13	13	Mentally Challenged (Since 1995)
14	--	--	--	--	--	Failure to Take Drugs/Medication (1995-2004)
15	15	15	15	15	15	Seat Back Not in Normal Position, Seat Back Reclined (Since 2002)
16	16	16	16	16	16	Police or Law Enforcement Officer (Since 2002)
17	--	--	--	--	--	Running off Road (2000-2003)
18	18	18	18	18	18	Traveling on Prohibited Trafficways (Since 1995)
19	19	19	19	19	19	Legally Driving on Suspended or Revoked License
20	20	20	20	20	20	Leaving Vehicle Unattended With Engine Running; Leaving Vehicle Unattended in Roadway
21	21	21	21	21	21	Overloading or Improper Loading of Vehicle With Passenger or Cargo
22	22	22	22	22	22	Towing or Pushing Vehicle Improperly
23	23	23	23	23	23	Failing to Dim Lights or to Have Lights on When Required
24	24	24	24	24	24	Operating Without Required Equipment
25	--	--	--	--	--	Creating Unlawful Noise or Using Equipment Prohibited by Law
26	26	26	26	26	26	Following Improperly
27	27	27	27	27	27	Improper or Erratic Lane Changing
28	--	--	--	--	--	Failure to Keep in Proper Lane or Running off Road (1982-1999)
28	28	--	--	--	--	Failure to Keep in Proper Lane (Since 2000)
--	--	28	28	28	28	Improper Lane Usage
29	29	--	--	--	--	Illegal Driving on Road Shoulder, in Ditch, or Sidewalk, or on Median
--	29	29	29	29	--	Intentional Illegal Driving on Road Shoulder, in Ditch, or Sidewalk, or on Median (Since 2014)
--	--	--	--	--	29	Intentional Illegal Driving off the Roadway

1982-2009	2010-2014	2015-2016	2017	2018	2019	
30	30	30	30	30	30	Making Improper Entry to or Exit From Trafficway
31	31	31	31	31	31	Starting or Backing Improperly
32	32	32	32	32	32	Opening Vehicle Closure Into Moving Traffic or Vehicle Is in Motion
33	33	--	--	--	--	Passing Where Prohibited by Posted Signs, Pavement Markings, Hill or Curve, or School Bus Displaying Warning Not to Pass
--	--	33	33	33	33	Passing Where Prohibited by Posted Signs, Pavement Markings, or School Bus Displaying Warning Not to Pass
34	34	--	--	--	--	Passing on Wrong Side
--	--	34	34	34	34	Passing on Right Side
35	35	35	35	35	35	Passing With Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle
36	36	--	--	--	--	Operating the Vehicle in an Erratic, Reckless, Careless, or Negligent Manner or Operating at Erratic or Suddenly Changing Speeds
--	--	36	36	36	36	Operating the Vehicle in an Erratic, Reckless, Careless or Negligent Manner
37	--	--	--	--	--	High-Speed Chase With Police in Pursuit (See Police Pursuits in Appendix C: Additional Data Element Information)
37	37	37	37	37	37	Police Pursuing This Driver or Police Officer in Pursuit (Since 1994) (See Police Pursuits in Appendix C: Additional Data Element Information)
38	38	38	38	38	38	Failure to Yield Right-of-Way
39	39	39	39	39	39	Failure to Obey Actual Traffic Signs, Traffic Control Devices or Traffic Officers, Failure to Observe Safety Zone Traffic Laws
40	40	40	40	40	40	Passing Through or Around Barrier
41	41	41	41	41	41	Failure to Observe Warnings or Instructions on Vehicle Displaying Them
42	42	42	42	42	42	Failure to Signal Intentions
43	--	--	--	--	--	Driving too Fast for Conditions (2008 Only)
44	--	--	--	--	--	Driving too Fast for Conditions or in Excess of Posted Speed Limit (1982-2007)

1982-2009	2010-2014	2015-2016	2017	2018	2019	
44	--	--	--	--	--	Driving in Excess of Posted Speed Limit (2008 Only)
45	45	45	45	45	45	Driving Less Than Posted Maximum
46	--	--	--	--	--	Operating at Erratic or Suddenly Changing Speeds (1982-1994)
46	--	--	--	--	--	Not Used (1995-1997)
46	--	--	--	--	--	Racing (1998-2008)
47	47	47	47	47	47	Making Right Turn From Left-Turn Lane or Making Left Turn From Right-Turn Lane
48	48	48	48	48	48	Making Improper Turn
49	--	--	--	--	--	Failure to Comply With Physical Restrictions of License (1982-2004)
50	50	50	50	50	50	Driving Wrong Way on One-Way Trafficway
51	51	--	--	--	--	Driving on Wrong Side of Road (Intentionally or Unintentionally)
--	51	51	51	51	51	Driving on Wrong Side of Two-way Trafficway (Intentionally or Unintentionally)(Since 2014)
52	52	52	52	52	52	Operator Inexperience
53	53	53	53	53	53	Unfamiliar With Roadway
54	54	54	54	54	54	Stopping in Roadway (Vehicle Not Abandoned)
55	--	--	--	--	--	Underriding a Parked Truck (1982-2008)
--	--	--	55	55	55	Improper Management of Vehicle Controls
56	--	--	--	--	--	Improper Tire Pressure (1982-2005)
--	--	--	56	56	56	Object Interference With Vehicle Controls
57	57	--	--	--	--	Locked Wheel
--	--	--	57	57	57	Driving With Tire-Related Problems
58	58	58	58	58	58	Over Correcting
59	--	--	--	--	--	Getting off/out of or on/Into Moving Vehicle (1982-2004)
59	59	--	--	--	--	Getting off/out of or on/Into a Vehicle (2004-2014)
--	--	59	59	59	59	Getting off/out of a Vehicle
60	--	--	--	--	--	Getting off/out of or on/Into Non-Moving Vehicle (1982-2004)
--	--	--	60	60	60	Alcohol and/or Drug Test Refused

1982-2009	2010-2014	2015-2016	2017	2018	2019	
61	--	--	--	--	--	Rain, Snow, Fog, Smoke, Sand, Dust (1982-2008)
62	--	--	--	--	--	Reflected Glare, Bright Sunlight, Headlights (1982-2008)
63	--	--	--	--	--	Curve, Hill, or Other Design Features (Including Traffic Signs, Embankment 1982-2008)
64	--	--	--	--	--	Building, Billboard, etc. (1982-2008)
65	--	--	--	--	--	Trees, Crops, Vegetation (1982-2008)
66	--	--	--	--	--	Motor Vehicle (Including Load 1982-2008)
67	--	--	--	--	--	Parked Vehicle (1982-2008)
68	--	--	--	--	--	Splash or Spray of Passing Vehicle (1982-2008)
69	--	--	--	--	--	Inadequate Defrost or Defog System (1982-2008)
70	--	--	--	--	--	Inadequate Vehicle Lighting System (1982-2008)
71	--	--	--	--	--	Obstructing Angles on Vehicle (1982-2008)
72	--	--	--	--	--	Mirrors-Rear View (1982-2008)
73	--	--	--	--	--	Mirrors-Other (1982-2001)
73	73	73	73	73	73	Driver Has Not Complied With Learners Permit or Intermediate Driver License Restrictions (GDL Restrictions, Since 2004)
74	--	--	--	--	--	Head Restraints (1982-2001)
74	74	74	74	74	74	Driver Has Not Complied With Physical or Other Imposed Restrictions (Since 2004)
75	--	--	--	--	--	Broken or Improperly Cleaned Windshield (1982-2008)
76	--	--	--	--	--	Other Obstruction (1982-2008)
77	77	77	77	77	77	Severe Crosswind
78	78	78	78	78	78	Wind From Passing Truck
79	79	79	79	79	79	Slippery or Loose Surface
80	80	80	80	80	80	Tire Blow-Out or Flat
81	81	81	81	81	81	Debris or Objects in Road
82	82	82	82	82	82	Ruts, Holes, Bumps in Road
83	83	83	83	83	83	Live Animals in Road
84	84	84	84	84	84	Vehicle in Road
85	85	85	85	85	85	Phantom Vehicle

1982-2009	2010-2014	2015-2016	2017	2018	2019	
86	86	86	86	86	86	Pedestrian, Pedalcyclist, or Other Non-Motorist in Road
87	87	87	87	87	87	Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road
88	88	88	88	88	88	Trailer Fishtailing or Swaying (Since 2001)
89	--	--	--	--	--	Carrying Hazardous Cargo Improperly (1994-2009)
--	89	89	89	89	89	Driver has a Driving Record or Driver's License From More Than One State
90	--	--	--	--	--	Hit-and-Run Vehicle Driver
91	91	91	91	91	91	Non-Traffic Violation Charged (Manslaughter, Homicide, or Other Assault Offense Committed Without Malice, Since 1986)
92	92	--	--	--	--	Other Non-Moving Traffic Violation (1986-2011)
93	--	--	--	--	--	Cellular Telephone (1991-2009)
94	--	--	--	--	--	Fax Machine (1991-2001)
94	--	--	--	--	--	Cellular Telephone in Use in Vehicle (2002-2009)
--	--	--	--	--	94	Emergency Medical Service Personnel
95	--	--	--	--	--	Computer (1991-2001)
95	--	--	--	--	--	Computer Fax Machines/Printers (2002-2009)
--	--	--	--	--	95	Fire Personnel
96	--	--	--	--	--	On-Board Navigation System (1991-2009)
--	--	--	--	--	96	Tow Operator
97	--	--	--	--	--	Two-Way Radio (1991-2009)
--	--	--	--	--	97	Transportation (i.e., Maintenance Workers, Safety Service Patrol Operators, etc.)
98	--	--	--	--	--	Head-Up Display (1991-2009)
99	99	99	99	--	--	Unknown
--	--	--	--	99	99	Reported as Unknown

Related Factors—Vehicle Level (discontinued)

Definition

This data element records factors related to this vehicle expressed in the case material.

Additional Information

There are also crash level related factors in the Accident data file (CF1, CF2, and CF3), driver level related factors in the Vehicle data file (DR_SF1, DR_SF2, DR_SF3, and DR_SF4) and person level related factors in the Person data file (P_SF1, P_SF2, and P_SF3).

The FARS analyst may have used either of the two data elements to code a related factor. One must test both data elements to ensure that the selected related factor is included.

The set of *Pre-Existing Vehicle Defects* that had been collected under “Related Factors—Vehicle Level” is now captured in the precrash level data element “Contributing Circumstances, Motor Vehicle” (Factor.MFACTOR).

These data elements also appear in the Parkwork data file as PVEH_CF1 and PVEH_CF2 in 2009 and prior and as PVEH_SC1 and PVEH_SC2 in 2010 and later.

Prior to 2016 the Data Element ID was V33. From 2017 to 2018 the Data Element ID was V34. Beginning in 2020 this data element was no longer collected at the Vehicle level. It is now collected in the Vehiclesf data file as VEHICLESF.

SAS Name

VEH_CF1, VEH_CF2 1975-2009

VEH_SC1, VEH_SC2 2010-2019

Attribute Codes

1975-1981	1982-2009	2010-2013	2014-2017	2018	2019	
0	0	0	0	0	0	None
1	--	--	--	--	--	Tires and Wheels
--	1	--	--	--	--	Tires (Does Not Include Wheels, See Value 16)
2	2	--	--	--	--	Brake System
3	3	--	--	--	--	Steering System-Tie Rod, Kingpin, Ball Joint, etc.
4	4	--	--	--	--	Suspension-Springs, Shock Absorbers, MacPherson Struts, Axle Bearing, Control Arms, etc.

1975-1981	1982-2009	2010-2013	2014-2017	2018	2019	
5	5	--	--	--	--	Power Train (Power Train/Engine, 2001-2009)-Universal Joint, Drive Shaft, Transmission, etc.
6	6	--	--	--	--	Exhaust System
7	7	--	--	--	--	Headlights
8	8	--	--	--	--	Signal Lights
9	9	--	--	--	--	Other Lights
10	10	--	--	--	--	Horn
11	11	--	--	--	--	Mirrors
12	12	--	--	--	--	Wipers
13	13	--	--	--	--	Driver Seating and Control
14	14	--	--	--	--	Body, Doors, Hood, Other
15	15	--	--	--	--	Trailer Hitch
--	16	--	--	--	--	Wheels
--	17	--	--	--	--	Air Bags (1995-2009)
--	18	--	--	--	--	Other Vehicle Defects
--	19	--	--	--	--	Safety Belts (2002-2009)
--	--	--	--	29		Default Code Used for Vehicle Numbering
--	--	30	--	--	--	3-Wheeled Motorcycle Conversion (Since 2012)
--	--	--	30	30	30	Multi-Wheeled Motorcycle Conversion (Since 2012)
--	31	--	--	--	--	Hit-and-Run Vehicle (1982-2008)
--	32	32	32	32	32	Vehicle Registration for Handicapped
--	33	33	33	33	33	Vehicle Being Pushed by Non-Motorist
--	34	--	--	--	--	Vehicle Impact Point-the Result of Something Set in Motion (1998-2003)
--	35	--	--	--	--	Reconstructed Vehicle (1998-2007)
--	35	35	35	35	35	Reconstructed/Altered Vehicle (Since 2008)
--	36	36	--	--	--	Electric/Alternative Fuel Vehicle (Since 1999)
--	37	37	37	37	37	Transporting Children to/From Head Start/Day Care (Since 2000)
--	38	--	--	--	--	Vehicle Went Airborne During Crash (2001-2003)
--	39	39	39	39	39	Highway Construction, Maintenance, or Utility Vehicle, In-Transport (Inside or Outside Work Zone) (Since 2002)

1975-1981	1982-2009	2010-2013	2014-2017	2018	2019	
--	40	40	40	40	--	Highway Incident Response Vehicle (Since 2002)
--	41	41	41	41	41	Police, Fire, or EMS Vehicle Working at the Scene of an Emergency or Performing Other Traffic Control Activities (Since 2004)
--	42	42	42	42	42	Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle, Since 2004)
--	43	--	--	--	--	Hazardous Materials/Cargo Released From This Vehicle (2005-2006)
--	44	44	44	44	44	Adaptive Equipment (Since 2007)
--	--	--	--	45	45	Slide-in Camper
99	99	99	99	--	--	Unknown
--	--	--	--	99	99	Reported as Unknown

Sequence of Events (discontinued)

Definition

The events in sequence related to this motor vehicle, regardless of injury and/or property damage. Events for the vehicle are recorded in the order in which they occur, time-wise, from the police crash report narrative and diagram.

Additional Information

Starting in 2004 HARM_EV, M_HARM, and the sequence of events data elements have the same values. The harmful event values were modified to be consistent with the sequence of event data elements.

SAS Name

SEQ1, SEQ2, SEQ3, SEQ4, SEQ5, SEQ6

Attribute Codes

2004-2009	
1	Rollover/Overtturn
2	Fire/Explosion
3	Immersion
4	Gas Inhalation
5	Fell/Jumped From Vehicle
6	Injured in Vehicle

2004-2009	
7	Other Non-Collision
8	Pedestrian
9	Pedalcycle
10	Railway Train
11	Animal
12	Motor Vehicle In-Transport on Same Roadway
13	Motor Vehicle In-Transport on Other Roadway
14	Parked Motor Vehicle
15	Non-Motorist on Personal Conveyance
16	Thrown or Falling Object
17	Boulder
18	Other Object (Not Fixed)
19	Building
20	Impact Attenuator/Crash Cushion
21	Bridge Pier or Abutment
22	Bridge Parapet End
23	Bridge Rail
24	Guardrail Face
25	Concrete Traffic Barrier
26	Other Traffic Barrier
27	Highway/Traffic Sign Post
28	Overhead Sign Support/Sign
29	Luminary/Light Support
30	Utility Pole
31	Other Post, Other Pole, or Other Support
32	Culvert
33	Curb
34	Ditch
35	Embankment – Earth
36	Embankment – Rock, Stone, or Concrete
37	Embankment – Material Type Unknown
38	Fence
39	Wall
40	Fire Hydrant
41	Shrubbery
42	Tree (Standing Only)
43	Other Fixed Object
44	Pavement Surface Irregularity

2004-2009	
45	Working Construction, Maintenance or Utility Vehicles
46	Traffic Signal Support
47	Vehicle Occupant Struck or Run Over by Own Vehicle
48	Collision With Snow Bank
49	Ridden Animal or Animal-Drawn Conveyance
50	Bridge Overhead Structure
51	Jackknife
52	Guardrail End
53	Mail Box
54	Motor Vehicle Struck by Falling/Shifting Cargo or Anything Set in Motion by Another Motor Vehicle In-Transport
55	Other Not In-Transport Motor Vehicle (2005-2007)
55	Motor Vehicle in Motion Outside the Trafficway (Since 2008)
57	Cable Barrier (Since 2008)
60	Cargo/Equipment Loss or Shift
61	Equipment Failure (Blown Tire, Brake Failure, etc.)
62	Separation of Units
63	Ran off Road – Right
64	Ran off Road – Left
65	Cross Median/Centerline
66	Downhill Runaway
67	Vehicle Went Airborne
99	Unknown

Truck Shipping Weight (discontinued)

Definition

This data element identifies the shipping weight for the shortest wheel base of this truck model.

Additional Information

This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

This data element, formerly V132, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PTRK_WT.

SAS Name

TRK_WT

Attribute Codes

2011-2012	
xxxxx	Actual Shipping Weight (lbs)

Truck Shipping Weight Variance (discontinued)

Definition

This data element identifies the difference (coded in 100-pound increments) between the shipping weights of the shortest wheel base and the longest wheel base for this truck model. (e.g., a 200 lb difference appears as “02.”) Incremental weights for optional equipment are not included.

Additional Information

This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

This data element, formerly V133, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PTRKWTVAR.

SAS Name

TRKWTVAR

Attribute Codes

2011-2012	
xx	Shipping Weight Variance (100 lbs)

Truck Ton Rating (discontinued)

Definition

This data element identifies the payload capacity of this vehicle based on manufacturer’s specifications. The length of this data element is two characters. A single code indicates a single capacity rating. Two codes indicate a range of capacity rating. For example, a Ford F150 pickup truck with a payload capacity from $\frac{1}{2}$ to $\frac{3}{4}$ tons would have a rating of “BC.”

Additional Information

This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

This data element, formerly V131, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PTON_RAT.

SAS Name

TON_RAT

Attribute Codes

2011-2012	
A	1/4
B	1/2
C	3/4
D	1
E	1 1/2
F	1 3/4
G	2
H	2 1/2
I	3
J	3 1/2
K	4
L	4 1/2
M	5
N	6
O	7
P	8
Q	9
R	10 and Over

Truck VIN Restraint Type (discontinued)

Definition

This data element identifies restraint type information for this truck. This includes information about vehicle seat belts and air bags.

Additional Information

This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

This data element, formerly V134, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PVIN_REST.

SAS Name**VIN_REST****Attribute Codes**

2011-2012	
A	Active (Manual) Belts
B	Driver Front Air Bag/Passenger Side Belt Unknown
C	Dual Front Air Bags/Belt System Unknown
D	Dual Front Air Bag/Passenger Side Passive Belts
E	Dual Front Air Bags/Active Belts
F	Dual Front Air Bags/Passive Belts
G	Dual Air Bags Front and Side/Belts Unknown
H	Dual Air Bags Front, Head and Sides/Belts Unknown
I	Dual Air Bags Front, Head and Sides/Passive Belts
J	Dual Air Bags Front and Sides/Passive Belts
K	Dual Air Bags Front and Sides/Active Belts
L	Dual Air Bags Front, Head and Sides/Active Belt
M	Driver Front Air Bag/Passenger Side Active Belt
N	If Unable to Determine
P	Passive (Automatic) Belts
R	Dual Air Bags Front and Side/Active Belts With Automatic Passenger Sensor
S	Dual Air Bags Front, Head, and Side/Active Belts With Automatic Passenger Sensor
T	Dual Air Bags Front/Active Belts/Rear Passenger Side Air Bag
U	Dual Front Air Bags/Active Belts With Passenger Side Deactivation Cutoff Switch
V	Dual Air Bags Front, Head and Side/Active Belts/Rear Dual Side Air Bags
W	Dual Air Bags Front, Head and Side/Active Belts With Automatic Passenger Sensor/Rear Dual Side Air Bags
X	Dual Air Bags Front/Side Air Bag, Driver-Side Only/Active Belts
Y	Dual Front and Side Air Bags With Passenger Deactivation Switch
3	Dual Front and Head Air Bags With Passenger Sensor; Active Belts
4	Dual Front Air Bags With Passenger Sensor; Active Belts
7	Dual Front, Side and Head Air Bags, Rear Head Air Bags; Active Belts
9	Unknown

Truck Weight Rating (discontinued)

Definition

This data element identifies weight ranges for this truck of model year 1966 and later based on manufacturer specifications.

Additional Information

This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

Often coded as 9 for buses.

This data element, formerly V123, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PWGTCD_TR.

SAS Name

WGTC_CD_TR

Attribute Codes

1975-2012	
1	6,000 lbs or Less
2	6,001 -10,000 lbs
3	10,001 -14,000 lbs
4	14,001 -16,000 lbs
5	16,001 -19,500 lbs
6	19,501 -26,000 lbs
7	26,001 -33,000 lbs
8	33,001 and Up
9	Unknown

Underride/Override (discontinued)

Definition

This data element identifies this vehicle's involvement in an underride or override during the crash.

Additional Information

Note the striking vehicle, not the vehicle struck, determines the underride/override condition. From 1975 to 1993 both the initial and principal impacts were counted. In the event and only in the event, that the initial or principal impact point was an underride/override were the data

element IMPACT1 or IMPACT2 flagged/counted as such. However, all other underrides/overrides were not counted, nor should they have been counted. Impacts were counted, not underrides. Therefore, the data element UNDERIDE was added to the FARS in 1994.

The data element UNDERIDE is dependent on the data contained in the police crash report. The NASS CDS is based on the efforts of professional crash investigators performing detailed analysis of crashes. An analysis of the 1994-1996 FARS and NASS CDS data systems and the 1997 Trucks in Fatal Accident file revealed that underrides and overrides are generally not identified on the crash reports.

Prior to 2016 the Data Element ID was V25. From 2016 to 2019 the Data Element ID was V26. This data element, formerly V31, was discontinued after 2020 and replaced with Vehicle Underride/Override in 2021. The new data element is like the previous one, but the approach to coding the data elements is different and they are not comparable across years. For more details see [New Vehicle Underride/Override Data Element](#).

This data element also appears in the Parkwork data file as PUNDERIDE.

SAS Name

UNDERIDE

Attribute Codes

1994-2020	
0	No Underride or Override (1994-2011)
0	No Underride or Override Noted (2012-Later)

With Motor Vehicle In-Transport

1994-2020	
1	Underride (Compartment Intrusion)
2	Underride (No Compartment Intrusion)
3	Underride (Compartment Intrusion Unknown)

With Motor Vehicle Not In-Transport

1994-2020	
4	Underride (Compartment Intrusion)
5	Underride (No Compartment Intrusion)
6	Underride (Compartment Intrusion Unknown)
7	Override, Motor Vehicle In-Transport
8	Override, Motor Vehicle Not In-Transport
9	Unknown if Underride or Override

Vehicle Maneuver (discontinued)

Definition

This data element captures the driver's action, or intended action, prior to the commencement of the unstabilized event as indicated on the crash report.

Additional Information

This data element was discontinued after 2009.

VEH_MAN is the maneuver that the driver was executing just prior to entering a crash situation. For the maneuver that the driver executed to attempt to avoid the crash, see the data element AVOID under Crash Avoidance Maneuver.

SAS Name

VEH_MAN

Attribute Codes

1982-2009	
1	Going Straight
2	Slowing or Stopping in Traffic Lane
3	Starting in Traffic Lane
4	Stopped in Traffic Lane
5	Passing or Overtaking Another Vehicle
6	Leaving a Parked Position
7	Parked
8	Entering a Parked Position
9	Maneuvering to Avoid
10	Turning Right: Right Turn on Red Permitted
11	Turning Right: Right Turn on Red Not Permitted
12	Turning Right: Right Turn on Red Not Applicable or Not Known if Permitted
13	Turning Left
14	Making a U-Turn
15	Backing up (Not Parking)
16	Changing Lanes or Merging
17	Negotiating a Curve
98	Other
99	Unknown

Vehicle Role (discontinued)

Definition

This data element Indicates the vehicle's role in single or multi-vehicle crashes.

Additional Information

This data element was discontinued after 2009.

Note when a vehicle is both striking and struck, i.e., Value = 3, the event cannot simultaneously be at the same point of the vehicle. A vehicle must have at least one striking impact point and a struck impact point. A classic example is a chain reaction rear-end crash, where a vehicle that is both striking and struck is located within the chain.

SAS Name

IMPACTS

Attribute Codes

1975-2009	
0	Non-Collision
1	Striking
2	Struck
3	Both
9	Unknown

Violations Charged (discontinued)

Definition

This data element identifies violations charged to this driver in this crash.

Additional Information

This data element was changed in 2010 to identify all violations charged in the crash and was therefore moved to its own data file, Violatn.

SAS Name

VIOL_CHG 1975-1996

VIOLCHG1, VIOLCHG2, VIOLCHG3 1997-2009

Attribute Codes

1975-1981	1982-1996	
0	0	None
1	--	Yes
--	1	Alcohol or Drugs
2	--	Pending
--	2	Speeding
--	3	Alcohol or Drugs and Speeding
--	4	Reckless Driving
--	5	Driving With Suspended or Revoked License
--	6	Other Moving Violation
--	7	Non-Moving Violation
--	8	Violation, Type Unknown or Other Violation
9	9	Unknown

1997-2009	
0	None

Reckless/Careless/Hit-and-Run Offenses

1997-2009	
1	Manslaughter or Homicide
2	Willful Reckless Driving; Driving to Endanger; Negligent Driving
3	Unsafe Reckless (Not Willful, Wanton Reckless) Driving
4	Inattentive, Careless, Improper Driving
5	Fleeing or Eluding Police
6	Fail to Obey Police, Fireman, Authorized Person Directing Traffic
7	Hit-and-Run, Fail to Stop After Crash
8	Fail to Give Aid, Information, Wait for Police After Crash
9	Serious Violation Resulting in Death

Impairment Offenses

1997-2009	
11	Driving While Intoxicated (Alcohol or Drugs) or BAC Above Limit (Any Detectable BAC for CDLs)
12	Driving While Impaired; Driving Under Influence of Substance Not Intended to Intoxicate
13	Driving Under Influence of Substance Not Intended to Intoxicate
14	Drinking While Operating

1997-2009	
15	Illegal Possession of Alcohol or Drugs
16	Driving With Detectable Alcohol
18	Refusal to Submit to Chemical Test
19	Alcohol, Drug, or Impairment Violations Generally

Speed-Related Offenses

1997-2009	
21	Racing
22	Speeding (Above the Speed Limit)
23	Speed Greater Than Reasonable and Prudent (Not Necessarily Over the Limit)
24	Exceeding Special Speed Limit (for Trucks, Buses, Cycles, or on Bridge, in School Zone, etc.)
25	Energy Speed (Exceeding 55 mph, Non-Pointable)
26	Driving Too Slowly
29	Speed-Related Violations Generally

Rules of the Road – Traffic Sign and Signals

1997-2009	
31	Fail to Stop for Red Signal
32	Fail to Stop for Flashing Red
33	Violation of Turn on Red (Fail to Stop and Yield, Yield to Pedestrians Before Turning)
34	Fail to Obey Flashing Signal (Yellow or Red)
35	Fail to Obey Signal Generally
36	Violate RR Grade Crossing Device/Regulations
37	Fail to Obey Stop Sign
38	Fail to Obey Yield Sign
39	Fail to Obey Traffic Control Device Generally

Rules of the Road – Turning, Yielding, Signaling

1997-2009	
41	Turn in Violation of Traffic Control (Disobey Signs, Turn Arrow, or Pavement Markings; This Is Not a Right-on-Red Violation)
42	Improper Method and Position of Turn (Too Wide, Wrong Lane)
43	Fail to Signal for Turn or Stop
45	Fail to Yield to Emergency Vehicle
46	Fail to Yield Generally
48	Enter Intersection When Space Insufficient

1997-2009	
49	Turn, Yield, Signaling Violations Generally

Rules of the Road – Wrong Side, Passing and Following

1997-2009	
51	Driving Wrong Way on One-Way Road
52	Driving on Left, Wrong Side of Road Generally
53	Improper, Unsafe Passing
54	Pass on Right (Drive off Pavement to Pass)
55	Pass Stopped School Bus
56	Fail to Give Way When Overtaken
58	Following Too Closely
59	Wrong Side, Passing, Following Violations Generally

Rules of The Road – Lane Usage

1997-2009	
61	Unsafe or Prohibited Lane Change
62	Improper Use of Lane (Enter of 3-Lane Road, HOV Designated Lane)
63	Certain Traffic to Use Right Lane (Trucks, Slow Moving, etc.)
66	Motorcycle Lane Violations (More Than two per Lane, Riding Between Lanes, etc.)
67	Motorcyclist Attached to another Vehicle
69	Lane Violations Generally

Non-Moving – License and Registration Violations

1997-2009	
71	Driving While License Withdrawn
72	Other Driver License Violations
73	Commercial Driver Violations
74	Vehicle Registration Violations
75	Fail to Carry Insurance Card
76	Driving Uninsured Vehicle
79	Non-Moving Violations Generally

Equipment

1997-2009	
81	Lamp Violations
82	Brake Violations
83	Failure to Require Restraint Use (by Self or Passenger)
84	Motorcycle Equipment Violations (Helmet, Special Equipment)
85	Violation of Hazardous Cargo Regulations
86	Size, Weight, Load Violations
89	Equipment Violations Generally

Other Violations

1997-2009	
91	Parking
92	Theft, Unauthorized Use of Motor Vehicle
93	Driving Where Prohibited (Sidewalk, Limited Access, off Truck Route)
98	Other Moving Violation
99	Unknown Violation

VIN Body Type (discontinued)**Definition**

This data element identifies the two-character representation of this vehicle's body style.

Additional Information

This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers. The VINA program decodes these data and partitions vehicles into three classes, passenger vehicles, trucks, and motorcycles.

This data element, formerly V116, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PVIN_BT.

SAS Name

VIN_BT

Attribute Codes

1982-2009	2010-2012	
2D	2D	Passenger Vehicle Sedan 2-Door
2F	2F	Passenger Vehicle Formal Hardtop 2-Door

1982-2009	2010-2012	
2H	2H	Passenger Vehicle Hatchback 2-Door
2L	2L	Passenger Vehicle Liftback 3-Door
2P	2P	Passenger Vehicle Pillard Hardtop 2-Door
2T	2T	Passenger Vehicle Hardtop 2-Door
2W	2W	Truck 2-Door Wagon/Sport Utility
2W	2W	Passenger Vehicle Wagon 2-Door
--	3B	Truck 3-Door Extended Cab/Chassis
--	3C	Truck 3-Door Extended Cab Pickup
3D	3D	Passenger Vehicle Runabout 3-Door
--	3P	Passenger Vehicle Coupe 3-Door
--	4B	Truck 4-Door Extended Cab/Chassis
--	4C	Truck 4-Door Extended Cab Pickup
4D	4D	Passenger Vehicle Sedan 4-Door
4H	4H	Passenger Vehicle Hatchback 4-Door
4L	4L	Passenger Vehicle Liftback 5-Door
4P	4P	Passenger Vehicle Pillard Hardtop 4-Door
4T	4T	Passenger Vehicle Hardtop 4-Door
4W	4W	Truck 4-Door Wagon/Sport Utility
4W	4W	Passenger Vehicle Wagon 4-Door
5D	5D	Passenger Vehicle Sedan 5-Door
8V	8V	Truck 8-Passenger Sport Van
AC	AC	Truck Auto Carrier
AM	AM	Passenger Vehicle Ambulance
AR	AR	Truck Armored Truck
AT	AT	Motorcycle All-Terrain
BU	BU	Bus
--	C4	Passenger Vehicle Coupe 4-Door
CB	CB	Truck Chassis and Cab
CB	CB	Passenger Vehicle Cab and Chassis (Luv)
CC	CC	Truck Conventional Cab
CG	CG	Truck Cargo Van
CH	CH	Truck Crew Chassis
CL	CL	Truck Club Chassis
CM	CM	Truck Concrete or Transit Mixer
CP	CP	Truck Crew Pickup
CP	CP	Passenger Vehicle Coupe
CR	CR	Truck Crane
CS	CS	Truck Super Cab/Chassis Pickup

1982-2009	2010-2012	
CU	CU	Truck Custom Pickup
CV	CV	Truck Convertible (Jeep Commando, Suzuki Samurai, Dodge Dakota)
CV	CV	Passenger Vehicle Convertible
CY	CY	Truck Cargo Cutaway
DP	DP	Truck Dump
DS	DS	Truck Tractor Truck (Diesel)
EC	EC	Truck Extended Cargo Van
EN	EN	Motorcycle Enduro
ES	ES	Truck Extended Sport Van
EV	EV	Truck Extended Van
EW	EW	Truck Extended Window Van
FB	FB	Truck Flat-bed or Platform
FC	FC	Truck Forward Control
FT	FT	Truck Fire Truck
GG	GG	Truck Garbage or Refuse
GL	GL	Truck Gliders
GN	GN	Truck Grain
HB	HB	Passenger Vehicle Hatchback Number Doors Unknown
HO	HO	Truck Hopper
HR	HR	Passenger Vehicle Hearse
HT	HT	Passenger Vehicle Hardtop Number Doors Unknown
IC	IC	Truck Incomplete Chassis
IE	IE	Truck Incomplete Ext Van
--	IN	Passenger Vehicle Incomplete Passenger
LB	LB	Passenger Vehicle Liftback
LG	LG	Truck Logger
LL	LL	Truck Suburban and Carry-All
LM	LM	Passenger Vehicle Limousine
--	LM	Truck Limousine
MH	MH	Truck Motorized Home
MK	MK	Motorcycle Mini-Bike
MN	MM	Motorcycle Mini-Motocross
MM	MP	Motorcycle Moped
MP	MP	Truck Multipurpose
MR	MR	Motorcycle Mini Road/Trail
MS	MS	Motorcycle Motor Scooter
MV	MV	Truck Maxi-Van

1982-2009	2010-2012	
--	MW	Truck Maxi-Wagon
MX	MX	Motorcycle Motocross
MY	MY	Truck Motorized Cutaway
MY	MY	Motorcycle Mini-Cycle
NB	NB	Passenger Vehicle Notchback
--	P2	Passenger Vehicle 2-Passenger Low-Speed
--	P2	Passenger Vehicle 4-Passenger Low-Speed
PC	PC	Truck Club Cab Pickup
PD	PD	Truck Parcel Delivery
PK	PK	Truck Pickup
PK	PK	Passenger Vehicle Pickup, Truck Commonly Registered Passengers
PM	PM	Truck Pickup With Camper Mounted on Bed
PN	PN	Truck Panel
PS	PS	Truck Super Cab Pickup
RC	RC	Motorcycle Racer
PN	PN	Passenger Vehicle Panel, Truck Commonly Registered as Passengers
RD	RD	Truck Roadster (Jeep, Jeep Commando)
RD	RD	Passenger Vehicle Roadster
RS	RS	Motorcycle Road/Street
RT	RT	Motorcycle Road/Trail
S1	S1	Truck One-Seat
S2	S2	Truck Two-Seat
SB	SB	Passenger Vehicle Sport Hatchback
SC	SC	Passenger Vehicle Sport Coupe
SD	SD	Passenger Vehicle Sedan, number doors unknown
SN	SN	Truck Step Van
SP	SP	Truck Sport Pickup
ST	ST	Truck Stake or Rack
SV	SV	Truck Sports Van
SV	SV	Passenger Vehicle Sport Van
SW	SW	Passenger Vehicle Station Wagon
SW	SW	Truck Station Wagon (Jeep Wagoneer, etc.)
T	T	Motorcycle Dirt
TB	TB	Truck Tilt Cab
TL	TL	Truck Tilt Tandem
TL	TL	Motorcycle Trail/Dirt
TM	TM	Truck Tandem

1982-2009	2010-2012	
TN	TN	Truck Tank
TR	TR	Motorcycle Trails
TR	TR	Truck Tractor (Gasoline)
UT	UT	Passenger Vehicle Utility, truck commonly registered as passenger
UT	UT	Truck Utility (Blazer, Jimmy, Scout, etc.)
VC	VC	Truck Van Camper
VD	VD	Truck Display Van
VN	VN	Truck Van
VT	VT	Truck Vanette (Includes Metro and Handy Van)
VW	VW	Truck Window Van
WK	WK	Truck Tow Truck Wrecker
WW	WW	Truck Wide Wheel Wagon
WW	WW	Passenger Vehicle Wide-Wheel Wagon
XT	XT	Truck Travel-all
YY	YY	Truck Cutaway
99	99	Unknown

VIN Length (discontinued)

Definition

This data element identifies the actual length of the VIN for this vehicle.

Additional Information

This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

This data element, formerly V125, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Parkwork data file as PVIN_LNGT.

SAS Name

VIN_LNGT

Attribute Codes

1981-2012	
1-17	Actual Value
99	Unknown VIN Length

VIN Make (*discontinued*)**Definition**

This data element identifies the National Crime Information Center (NCIC) Standard Make Abbreviation for this vehicle.

Additional Information

This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers. For a listing of these codes, please refer to the R. L. Polk & Company VINtelligence Manual.

This data element, formerly V114, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PVINMAKE.

SAS Name**VINMAKE****Attribute Codes**

2010-2012	
xxxx	4-Character Make Abbreviation

VIN Model (*discontinued*)**Definition**

This data element identifies the VIN model for this vehicle obtained from the VINA program.

Additional Information

This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers. For a listing of these codes, please refer to the Polk VINtelligence Manual.

If one needs to select cars based on make and model the data element of choice is VINA_MOD rather than MAK_MOD.

The VINA_MOD is only unique within the vehicle make. That is, different makes of vehicles can have the same VINA_MOD. To ensure that the correct vehicle is selected the data element MAKE or VIN_MAKE (available 2010 and later) must be used in conjunction with VINA_MOD. The data elements VINA_MOD, MAKE and VINMAKE are in the Vehicle data file and the Person data file.

This data element, formerly V115, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PVINA_MOD.

SAS Name**VINA_MOD****Attribute Codes**

1975-2012	
xxx	3-Character Model (Series) Abbreviation

VIN Model Year (discontinued)**Definition**

This data element identifies the model year of this vehicle.

Additional Information

This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

This data element, formerly V117, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PVINMODYR.

SAS Name**VINMODYR****Attribute Codes**

2010-2012	
xx	2-Digit Model Year

VIN Truck Series (discontinued)**Definition**

This data element identifies the model (series) of this truck.

Additional Information

This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers. For a listing of these codes, please refer to the Polk VINtelligence Manual.

This data element, formerly V122, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PSER_TR.

SAS Name

SER_TR

Attribute Codes

1975-2012	
xxx	3-Character Model (Series) Abbreviation

VIN Vehicle Type (discontinued)

Definition

This data element identifies the basic vehicle type of his vehicle from the VINA program.

Additional Information

This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

This data element, formerly V113, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PVINTYPE.

SAS Name

VINTYPE

Attribute Codes

2010-2012	
P	Passenger Vehicle
T	Truck
M	Motorcycle
U	Unknown

Wheelbase Short (discontinued)

Definition

This data element identifies the shortest wheelbase respectively for the manufactured model of this vehicle.

Additional Information

This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

This data element, formerly V119, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PWHLBS_SH.

SAS Name

WHLBS_SH

Attribute Codes

1975-2012	
0	Value Not Available From the VINA Program
1-9998	Actual Value (in)
9999	Value Not Coded

Wheelbase Long (discontinued)

Definition

This data element identifies the longest wheelbase respectively for the manufactured model of this vehicle.

Additional Information

This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

This data element, formerly V120, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PWHLBS_LG.

SAS Name

WHLBS_LG

Attribute Codes

1975-2012	
0	Value Not Available From the VINA Program
1-9998	Actual Value (in)
9999	Value Not Coded

The PERSON Data File

The Person data file includes motorist and non-motorist data. It contains the data elements ST_CASE, STATE, VEH_NO, and PER_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The Person data file also contains the data elements on the following pages.

ST_CASE, VEH_NO, and PER_NO are the unique identifiers for each record. ST_CASE should be used to merge the Person data file with the Accident data file for a set of all motorists and non-motorists. ST_CASE and VEH_NO should be used to merge the Person data file with the Vehicle and Parkwork data files for a set of all motor vehicle occupants. ST_CASE and PER_NO should be used to merge the Person data file with non-motorist person level data files.

In the Person data file, motor vehicle occupants are PER_TYPE = 1, 2, 3, 9. Motor vehicle occupants have assigned vehicle numbers starting with 1. When PER_TYPE = 3, the occupied vehicle will be found in the PARKWORK data file. Non-motor vehicle occupants are PER_TYPE = 4, 5, 6, 7, 8, 10, 11, 12, 13, or 19. VEH_NO = 0 for non-motor vehicle occupants.

P5/NM5. Age**Definition**

This data element identifies the person's age in years on the date of the crash.

Additional Information**SAS Name****AGE****Attribute Codes**

1975-2008	
0	Up to One Year
1-96	Age in Years
97	97 Years Old or Older
99	Unknown

2009	2010-2017	2018-Later	
0	0	0	Less Than One Year
1-120	1-120	1-120	Age in Years
--	998	998	Not Reported
999	999	--	Unknown
--	--	999	Reported as Unknown

P6/NM6. Sex**Definition**

This data element identifies the sex of this person involved in the crash.

Additional Information

From 1975 to 1981, if no information was known about the hit-and-run vehicle and/or driver, then neither the vehicle form nor the driver form was filled out and were not counted in the FARS census. Starting in 1982 both a vehicle and a driver form were filled out and the data were identified as unknown. This is why there were approximately only 20 to 40 drivers with unknown sex listed in the FARS data file from 1975 to 1981 and 700 to 1000 drivers with unknown sex from 1982 on.

On March 22, 1995, a quick review of the 1994 Annual Report File revealed that of the 768 people in the 1994 data file with unknown sex; over 90 percent were involved in hit-and-run crashes.

SAS Name**SEX****Attribute Codes**

1975-2009	2010-2017	2018-Later	
1	1	1	Male
2	2	2	Female
--	8	8	Not Reported
9	9	--	Unknown
--	--	9	Reported as Unknown

P7/NM7. Person Type

Definition

This data element describes the role of this person or non-motorist at the time they became involved in the crash.

Additional Information

SAS Name

PER_TYP

Attribute Codes

1975-1981	
1	Driver
2	Passenger
3	Non-Motorist: Pedestrian
4	Non-Motorist: Pedalcyclist
5	Non-Motorist: Occupant of Non-Traffic-Unit Vehicle
8	Non-Motorist: Other or Unknown
9	Occupant: Unknown Type

1982-1993	
1	Driver of a Motor Vehicle In-Transport
2	Passenger of a Motor Vehicle In-Transport
3	Occupant of a Motor Vehicle Not In-Transport
4	Occupant of a Non-Motor Vehicle Transport Device (e.g., Horse and Buggy)
5	Non-Occupant Pedestrian
6	Non-Occupant Bicyclist
7	Non-Occupant Other Cyclist
8	Non-Occupant Other or Unknown
9	Unknown Occupant Type in a Motor Vehicle In-Transport

1994-2009	2010	2011-2019	2020-2021	2022-Later	
1	1	1	1	1	Driver of a Motor Vehicle In-Transport
2	2	2	2	2	Passenger of a Motor Vehicle In-Transport
3	3	3	3	3	Occupant of a Motor Vehicle Not In-Transport

1994- 2009	2010	2011- 2019	2020- 2021	2022- Later	
4	4	4	4	4	Occupant of a Non-Motor Vehicle Transport Device
5	5	5	5	5	Pedestrian
6	6	6	6	6	Bicyclist
7	7	7	7	--	Other Cyclist
--	--	--	--	7	Other Pedalcyclist
8	--	--	--	--	Other Pedestrian (Includes Persons on Personal Conveyances, 1994-2006)
8	8	8	--	--	Person on Personal Conveyances (Since 2007)
--	--	--	--	8	Person on Personal Conveyance
9	9	9	9	9	Unknown Occupant Type in a Motor Vehicle In-Transport
10	10	10	10	--	Persons in/on Buildings (Since 2007)
--	--	--	--	10	Person In/On a Building
--	--	--	11	--	Person on Motorized Personal Conveyance
--	--	--	12	--	Person on Non-Motorized Personal Conveyance
--	--	--	13	--	Person on Personal Conveyance, Unknown if Motorized or Non-Motorized
19	19	19	19	19	Unknown Type of Non-Motorist
--	88	--	--	--	Not Reported
99	--	--	--	--	Unknown

More information on [Person Type](#).

P8/NM10. Injury Severity

Definition

This data element describes the severity of the injury to this person in the crash using the KABCO scale.

Additional Information

It is important to realize that some States do not always collect data on people who were in a crash but were not injured. If the analysis being performed depends on non-injured occupants—for example some paired comparisons—check the data at the State level.

Prior to 2022 the Data Element ID was P8/NM8.

SAS Name

INJ_SEV

Attribute Codes

1975-2012	2013-2015	2016-Later	
0	--	--	No Injury (O)
--	0	0	No Apparent Injury (O)
1	1	1	Possible Injury (C)
2	--	--	Non-Incapacitating Evident Injury (B)
--	2	2	Suspected Minor Injury (B)
3	--	--	Incapacitating Injury (A)
--	3	3	Suspected Serious Injury (A)
4	4	4	Fatal Injury (K)
5	5	5	Injured, Severity Unknown (U) (Since 1978)
6	6	6	Died Prior to Crash
8	--	--	Not Reported (2010 Only)
9	9	--	Unknown
--	--	9	Unknown/Not Reported

P9. Seating Position

Definition

This data element identifies the location of this person in or on the vehicle.

Additional Information

SAS Name

SEAT_POS

Attribute Codes

1975-1981	
0	Non-Motorist
1	Front Seat, Left Side (Driver's Side)
2	Front Seat, Middle
3	Front Seat, Right Side
4	Second Seat, Left Side (Driver's Side)
5	Second Seat, Middle
6	Second Seat, Right Side
7	Third Seat, Left Side (Driver's Side)
8	Third Seat, Middle
9	Third Seat, Right Side
10	Front Seat, Other
11	Second Seat, Other
12	Third Seat, Other
13	Other Passenger
14	Cab Sleeper
15	Vehicle Exterior
99	Unknown

1982-2009	2010-2018	2019-Later	
0	--	--	Non-Motorist (1982-2004)
0	0	0	Not a Motor Vehicle Occupant (2005-Later)
11	11	11	Front Seat, Left Side (Driver's Side)
12	12	12	Front Seat, Middle
13	13	13	Front Seat, Right Side
18	18	18	Front Seat, Other
19	19	19	Front Seat, Unknown
21	21	21	Second Seat, Left Side

1982-2009	2010-2018	2019-Later	
22	22	22	Second Seat, Middle
23	23	23	Second Seat, Right Side
28	28	28	Second Seat, Other
29	29	29	Second Seat, Unknown
31	31	31	Third Seat, Left Side
32	32	32	Third Seat, Middle
33	33	33	Third Seat, Right Side
38	38	38	Third Seat, Other
39	39	39	Third Seat, Unknown
41	41	41	Fourth Seat, Left Side
42	42	42	Fourth Seat, Middle
43	43	43	Fourth Seat, Right Side
48	48	48	Fourth Seat, Other
49	49	49	Fourth Seat, Unknown
50	50	50	Sleeper Section of Cab (Truck)
51	--	--	Other Passenger in Enclosed Passenger or Cargo Area [Includes Passengers in 5th Row of 15-Seat, 5-Row Vans] [Includes Injured Full-Size-Bus Occupants] (2002-2008)
51	51	51	Other Passenger in Enclosed Passenger or Cargo Area (Since 2009)
52	52	52	Other Passenger in Unenclosed Passenger or Cargo Area
53	53	53	Other Passenger in Passenger or Cargo Area, Unknown Whether or Not Enclosed
54	54	54	Trailing Unit
55	55	55	Riding on Vehicle Exterior
--	--	56	Appended to a Motor Vehicle for Motion
--	98	98	Not Reported
99	99	99	Unknown/Reported as Unknown (Since 2018)

More information on [Seat Position](#).

P10A. Restraint System Use

Definition

This data element records the restraint equipment in use by this occupant at the time of the crash.

Additional Information

Prior to 2019 this data element's name was "Restraint System/Helmet Use" that included helmet use, and the Data Element ID was P10. Starting in 2019 helmet use is captured as part of the data element "Helmet Use."

SAS Name

REST_USE

Attribute Codes

1991-1993	
0	None Used – Vehicle Occupant/Not Applicable-Non-Motorist
1	Shoulder Belt
2	Lap Belt
3	Lap and Shoulder Belt
4	Child Safety Seat
5	Motorcycle Helmet
8	Restraint Used – Type Unknown or Other Including Other Helmet
9	Unknown

1994-2009	2010-2012	2013-2016	2017-2018	2019-Later	
0	--	--	--	--	None Used-Vehicle Occupant; Not Applicable (1994-2004)
0	--	--	--	--	None Used/Not Applicable – Not a Motor Vehicle Occupant (2005-2009)
--	0	0	--	--	Not Applicable
1	1	1	1	1	Shoulder Belt Only Used
2	2	2	2	2	Lap Belt Only Used
3	3	3	3	3	Shoulder and Lap Belt Used
4	--	--	--	--	Child Safety Seat (1994-2007)
4	--	--	--	--	Child Safety Seat/Booster Seat – Type Unknown/Not Reported (2008-2009)
--	4	4	4	4	Child Restraint – Type Unknown
5	--	--	--	--	Motorcycle Helmet

1994-2009	2010-2012	2013-2016	2017-2018	2019-Later	
--	5	5	5	--	DOT-Compliant Motorcycle Helmet
6	--	--	--	--	Bicycle Helmet
--	--	--	--	6	Racing-Style Harness Used
--	7	--	--	--	None Used – Motor Vehicle Occupant
--	--	7	--	--	None Used
8	8	8	8	8	Restraint Used – Type Unknown
10	10	10	10	10	Child Restraint System – Forward Facing
(Since 2008)					
11	11	11	11	11	Child Restraint System – Rear Facing (Since 2008)
12	--	--	--	--	Booster Seat With Lap/Shoulder Belt Used Properly (2008-2009)
--	12	12	12	12	Booster Seat
13	--	--	--	--	Safety Belt Used Improperly
14	--	--	--	--	Child Safety Seat Used Improperly (1994-2007)
14	--	--	--	--	Child Safety Seat/Booster Seat Used Improperly (2008-2009)
15	--	--	--	--	Helmets Used Improperly
--	16	--	--	--	Other Helmet
--	--	16	16	--	Helmet, Other than DOT-Compliant Motorcycle Helmet
--	17	17	17	--	No Helmet
--	--	19	19	--	Helmet, Unknown if DOT-Compliant
--	--	--	20	20	None Used/Not Applicable
--	--	29	29	--	Unknown if Helmet Worn
--	96	96	96	96	Not a Motor Vehicle Occupant
--	97	97	97	97	Other
--	98	98	98	98	Not Reported
99	99	99	99	99	Unknown/Reported as Unknown (Since 2018)

More information on [Restraint Use](#).

P10B. Indication of Restraint System Misuse**Definition**

This data element identifies any misuse of the available restraint system used by this person.

Additional Information

Prior to 2019 this data element's name was "Indication of Misuse of Restraint System/Helmet" that included helmet misuse, and the Data Element ID was P11. Starting in 2019 helmet misuse is captured as part of the data element "Indication of Helmet Misuse."

SAS Name

REST_MIS

Attribute Codes

2010-2018	2019-Later	
0	--	No
--	0	No Indication of Misuse
1	--	Yes
--	1	Yes, Indication of Misuse
--	7	None Used/Not Applicable
8	8	Not a Motor Vehicle Occupant

P11A. Helmet Use

Definition

This data element records the helmet use by this occupant at the time of the crash.

Additional Information

This data element is applicable to occupants of body types 80-91, 96, and 97. (See Body Type.)

Prior to 2019 this data was collected as part of the data element “Restraint System/Helmet Use,” and the Data Element ID was P10.

Bicycle helmets are sometimes worn while riding a variety of personal conveyances.

SAS Name

HELM_USE

Attribute Codes

2019-Later	
5	DOT-Compliant Motorcycle Helmet
16	Helmet, Other than DOT-Compliant Motorcycle Helmet
17	No Helmet
19	Helmet, Unknown if DOT-Compliant
20	Not Applicable
96	Not a Motor Vehicle Occupant
98	Not Reported
99	Unknown/Reported as Unknown if Helmet Worn

More information on [Helmet Use](#).

P11B. Indication of Helmet Misuse**Definition**

This data element identifies any misuse of the helmet used by this person.

Additional Information

This data element is applicable to occupants of body types 80-91, 96, and 97.

Prior to 2019 this data was collected as part of the data element “Indication of Misuse of Restraint System/Helmet,” and the Data Element ID was P11.

SAS Name

HELM_MIS

Attribute Codes

2019-Later	
0	No Indication of Misuse
1	Yes, Indication of Misuse
7	None Used/Not Applicable
8	Not a Motor Vehicle Occupant

P12. Air Bag Deployed

Definition

This data element records air bag availability and deployment for this person as reported in the case material.

Additional Information

This data element is designed to collect both air bag availability and deployment for each occupied seat position. Variation in the presentation of the source data on the State crash report forms and the selections coded on the police crash report may produce unlikely combinations or missing data. For example:

1. If the seat position does not have an air bag at the time of manufacture, but the information on the police crash report indicates an air bag was available or deployed, the information on the police crash report may have taken precedence.
2. If the seat position has an air bag installed at the time of manufacture and the police crash report indicates there is no air bag available, then the police crash report information may have taken precedence.

SAS Name

AIR_BAG

Attribute Codes

1991-1997	
0	Non-Motorist
3	Deployed Air Bag
4	Non-Deployed Air Bag
9	Unknown or Not Applicable

1998-2008	
0	Non-Motorist (Not a Motor Vehicle Occupant, Since 2005)

Deployed (for This Seat)

1998-2008	
1	Deployed Air Bag From Front (1998-2006)
1	From Front (Steering Wheel, Dashboard, Since 2007)
2	Deployed Air Bag From Side (1998-2006)
2	From Side (Door, Seat, Canopy, Since 2007)
7	Deployed Air Bag Other Direction (1998-2006)

1998-2008	
7	From Other Direction (Knee, Airbelt, etc., Since 2007)
8	Deployed Air Bag Multiple Directions
9	Deployed Air Bag Direction Unknown

Not Deployed (for This Seat)

1998-2008	
20	Air Bag Available but Not Deployed for This Seat
28	Air Bag Available and Switched off

Unknown If Deployed

1998-2008	
29	Air Bag Available, Deployment Not Known for This Seat

Not Available

1998-2008	
30	Air Bag Not Available for This Seat
31	Air Bag Previously Deployed and Not Replaced
32	Air Bag Disabled or Removed
99	Unknown (if Air Bag Available)

2009	2010- 2016	2017	2018- Later	
0	--	--	--	Not a Motor Vehicle Occupant/Not Applicable
--	0	--	--	Not Applicable
1	1	1	1	Deployed – Front
2	2	2	2	Deployed – Side (Door, Seat Back)
3	3	3	3	Deployed – Curtain (Roof)
7	7	7	7	Deployed – Other (Knee, Air Belt, etc.)
8	8	8	8	Deployed – Combination
9	9	9	9	Deployment – Unknown Location
20	20	20	20	Not Deployed
28	28	--	--	Switched off
--	97	97	97	Not a Motor Vehicle Occupant
--	98	98	98	Not Reported
99	99	99	--	Deployment Unknown
--	--	--	99	Reported as Deployment Unknown

P13. Ejection

Definition

This data element describes the ejection status and degree of ejection for this person, excluding motorcycle occupants.

Additional Information

In the mid 1970's there were a large number of people coded as ejection unknown and a corresponding small number of people coded as not ejected. However, the totally ejected and partially ejected counts are the same magnitude as in later years.

Starting in 2011 "Not Applicable" includes people not in motor vehicles (pedestrians, bicyclists, etc.)

SAS Name

EJECTION

Attribute Codes

1975-2006	
0	Not Ejected or Not Applicable
1	Totally Ejected
2	Partially Ejected
9	Unknown

2007-2009	2010-2017	2018-Later	
0	0	0	Not Ejected
1	1	1	Totally Ejected
2	2	2	Partially Ejected
3	3	3	Ejected – Unknown Degree (Since 2008)
--	7	7	Not Reported
8	8	8	Not Applicable
9	--	--	Unknown (2007-2008)
9	9	--	Unknown if Ejected (2009-2017)
--	--	9	Reported as Unknown if Ejected

More information on [Ejection](#).

P14. Ejection Path

Definition

This data element identifies the path by which this person was ejected from the vehicle.

Additional Information

SAS Name

EJ_PATH

Attribute Codes

1991-2014	2015-Later	
0	--	Not Ejected/Not Applicable
--	0	Ejection Path Not Applicable
1	1	Through Side Door Opening
2	2	Through Side Window
3	3	Through Windshield
4	4	Through Back Window
5	5	Through Back Door/Tailgate Opening
6	6	Through Roof Opening (Sun Roof, Convertible Top Down)
7	7	Through Roof (Convertible Top Up)
8	8	Other Path (e.g., Back of Pickup Truck)
9	--	Unknown/Unknown Path
--	9	Ejection Path Unknown

P15. Extrication

Definition

This data element identifies if equipment was used to remove this person from the vehicle.

Additional Information

In Massachusetts, if an occupant is not injured, data for Protection system use and ejection are not coded on the police crash report.

From 1975 to 1976 the EXTRICAT and EJECTION data elements were combined in a single field. The data files were changed in 1977 to the current format. In 1975 and 1976 there are fewer people identified as not extricated than in later years. Both the count of extricated people and unknowns seem high for these years. From 1977 to 1981 there was not an edit check to prevent one coding an occupant as being both ejected and extricated. There are 69, 48, 83, 98, and 88 people coded as both totally ejected and extricated in the 1977, 1978, 1979, 1980, and 1981 respectively.

SAS Name

EXTRICAT

Attribute Codes

1975-Later	
0	Not Extricated/Not Applicable
1	Extricated
9	Unknown

P16/NM18. Police Reported Alcohol Involvement**Definition**

This data element records whether alcohol was involved for this person and reflects the judgment of law enforcement.

Additional Information

This data element does not indicate that alcohol was a cause of the crash. If a police crash report indicates that opened or unopened alcohol bottles were found in the vehicle, then this information does not by itself constitute involvement.

Prior to 2019 the Data Element ID was P16/NM15. From 2019-2021 the Element Data ID was P16/NM16.

SAS Name**DRINKING****Attribute Codes**

1975-2017	2018-Later	
0	0	No (Alcohol Not Involved)
1	1	Yes (Alcohol Involved)
8	8	Not Reported
9	--	Unknown (Police Reported)
--	9	Reported as Unknown

More information on [Alcohol](#).

P17/NM19. Alcohol Test**P17A/NM19A. Alcohol Test Status****Definition**

This data element identifies whether an alcohol test was given to this person.

Additional Information

Prior to 2019 the Data Element ID was P18A/NM17A. From 2019-2021 the Data Element ID was P18A/NM18A.

SAS Name

ALC_STATUS

Attribute Codes

2009	2010-2016	2017	2018-Later	
0	0	0	0	Test Not Given
1	1	--	--	Test Refused
2	2	2	2	Test Given
--	8	8	8	Not Reported
9	--	--	--	Unknown if Tested/Not Reported
--	9	9	--	Unknown if Tested
--	--	--	9	Reported as Unknown if Tested

P17B/NM19B. Alcohol Test Type

Definition

This data element identifies the type of alcohol test that was given to this person.

Additional Information

Prior to 2019 the Data Element ID was P18B/NM17B. From 2019-2021 the Data Element ID was P18B/NM18B.

SAS Name

ATST_TYP

Attribute Codes

1998-2003	
0	Not Tested for Alcohol
1	Whole Blood
2	Breath "BAC"
3	Urine
4	Vitreous
5	Blood Plasma/Serum
6	Blood Clot
7	Liver
8	Other Test Type
9	Unknown/Not Reported (Since 2001)

2004-2009	2010-2014	2015-2017	2018-Later	
0	0	0	0	Not Tested for Alcohol
1	1	1	1	Blood Test
2	2	--	--	Breathalyzer "BAC"
--	--	2	2	Breath Test (AC)
3	3	3	3	Urine
4	4	4	4	Vitreous
5	5	5	5	Blood Plasma/Serum
6	6	6	6	Blood Clot
7	7	7	7	Liver
8	8	8	8	Other Test Type
9	--	--	--	Unknown/Not Reported
10	10	10	10	Preliminary Breath Test (PBT)

2004-2009	2010-2014	2015-2017	2018-Later	
--	--	--	11	Breath Test, Unknown Type
--	95	95	95	Not Reported
98	--	--	--	Positive Reading With No Actual Value (2006-2008)
98	98	98	98	Unknown Test Type (Since 2009)
99	--	--	--	Unknown if Tested/Not Reported (2009 Only)
--	99	99	--	Unknown if Tested
--	--	--	99	Reported as Unknown if Tested

P17C/NM19C. Alcohol Test Result

Definition

This data element identifies the alcohol test result for this person.

Additional Information

In 2015 this data element changed from a two-digit field to a three-digit field. Prior to 2015 the third digit was truncated—not rounded. A BAC of .10 is coded as 10 prior to 2015 and as 100 in 2015 and later. The decimal is implied. The BAC is expressed in grams per deciliter (g/dL) or a clinical evaluation of the same.

Prior to 2019 the Data Element ID was P18C/NM17C. From 2019-2021 the Data Element ID was P18C/NM18C.

SAS Name

TEST_RES 1975-1990

ALC_RES 1991-Later

Attribute Codes

1975-1990	
0-94	Actual Value of BAC Test
95	Test Refused
96	None Given
97	AC Test Performed, Results Unknown
99	Unknown

1991-2009	2010-2014	2015-2017	2018-Later	
0-93	0-93	0-939	0-939	Actual Value of BAC Test
94	94	940	940	0.94 or Greater (the Value Should Be Interpreted as 0.94 or Greater, Since 1995)
95	--	--	--	Test Refused (1991-2008)
--	95	995	995	Not Reported
96	96	996	996	None Given
97	97	997	997	AC Test Performed, Results Unknown
98	--	--	--	PBT Positive Reading With No Actual Value (2004-2005)
--	98	998	998	Positive Reading With No Actual Value (Since 2006)
99	--	--	--	Unknown if Tested/Not Reported
--	99	999	--	Unknown if Tested

1991- 2009	2010- 2014	2015- 2017	2018- Later	
--	--	--	999	Reported as Unknown if Tested

More information on [Alcohol Test Result](#).

P18/NM20. Police Reported Drug Involvement**Definition**

This data element records whether drugs were involved for this person and reflects the judgment of law enforcement.

Additional Information

Prior to 2019 the Data Element ID was P19/NM18. From 2019-2021 the Data Element ID was P19/NM19.

SAS Name**DRUGS****Attribute Codes**

1991-2017	2018-Later	
0	0	No (Drugs Not Involved)
1	1	Yes (Drugs Involved)
8	8	Not Reported
9	--	Unknown (Police Reported)
--	9	Reported as Unknown

P19/NM21. Drug Toxicology Results**P19A/NM21A. Drug Test Status****Definition**

This data element identifies whether a drug test was given to this person.

Additional Information

Prior to 2019 the Data Element ID was P21A/NM20A. From 2019-2021 the Data Element ID was P21A/NM21A.

SAS Name**DSTATUS****Attribute Codes**

2009	2010-2016	2017	2018-Later	
0	0	0	0	Test Not Given
1	1	--	--	Test Refused
2	2	2	2	Test Given
--	8	8	8	Not Reported
9	--	--	--	Unknown if Tested/Not Reported
--	9	9	--	Unknown if Tested
--	--	--	9	Reported as Unknown if Tested

For the Drug Specimen and Drug Test Result data elements, see the [DRUGS Data File](#).

P20/NM22. Transported to First Medical Facility By

Definition

This data element identifies the mode of transportation to a hospital or medical facility provided for this person.

Additional Information

Prior to 2008 this data element's name was "Taken to Hospital or Treatment Facility." From 2008 to 2009 this data element was called "Transported for Treatment By." From 2010 to 2012 this data element's name was "Transported to Medical Facility By." Prior to 2019 the Data Element ID was P22/NM21. From 2019-2021 the Data Element ID was P22/NM22.

This field exists in the 1975 and 1976 data file, but is not initialized, i.e., it has no values.

SAS Name

HOSPITAL

Attribute Codes

1977- 2000	2001- 2006	2007- 2009	2010- 2017	2018- 2019	2020- Later	
0	0	--	--	--	--	No
--	--	0	0	0	--	Not Transported
--	--	--	--	--	0	Not Transported for Treatment
1	1	--	--	--	--	Yes
--	--	1	--	--	--	Yes, EMS
--	--	--	1	1	1	EMS Air
--	--	2	--	--	--	Yes, Law Enforcement
--	--	--	2	2	2	Law Enforcement
--	--	3	--	--	--	Yes, Other
--	--	--	3	3	3	EMS Unknown Mode
--	--	4	--	--	--	Yes, Transported by Unknown Source
--	--	--	4	4	4	Transported Unknown Source
--	--	--	5	5	5	EMS Ground
--	--	--	6	6	6	Other
7	--	--	--	--	--	Died at the Scene (1999-2000)
8	--	--	--	--	--	Died En Route (1999-2000)
--	--	--	8	8	8	Not Reported
9	9	9	9	--	--	Unknown
--	--	--	--	9	9	Reported as Unknown

P21/NM23. Died at Scene/En Route**Definition**

This data element identifies if this person died at the scene of the crash or en route to a hospital/medical facility.

Additional Information

Prior to 2019 the Data Element ID was P23/NM22. From 2019-2021 the Data Element ID was P23/NM23.

SAS Name**DOA****Attribute Codes**

2001-Later	
0	Not Applicable
7	Died at Scene
8	Died En Route
9	Unknown

P22/NM24. Death Date**P22A/NM24A. Month of Death****Definition**

This data element records the month of this person's death.

Additional Information

Prior to 2019 the Data Element ID was P24A/NM23A.

In 2019 Iowa entered this data using sources other than the official death certificate. In 2020 Iowa FARS analysts regained access to and entered official death certificate data. However, in compliance with Iowa's State Confidentiality Policy, death certificate data cannot be disclosed or re-released to the public. Therefore, starting in 2020, all data fields with death certificate-related data for Iowa will be redacted. For more information go to [Redacted Death Certificate-Related Data in Iowa](#). Prior to 2022 the Data Element ID was P24A/NM24A.

SAS Name**DEATH_MO****Attribute Codes**

1975-2007	2008-Later	
0	88	Not Applicable (Non-Fatal)
1	1	January
2	2	February
3	3	March
4	4	April
5	5	May
6	6	June
7	7	July
8	8	August
9	9	September
10	10	October
11	11	November
12	12	December
--	99	Unknown (Except 2009)

P22B/NM24B. Day of Death**Definition**

This data element records the day of the month of this person's death.

Additional Information

Prior to 2019 the Data Element ID was P24B/NM23B.

In 2019 Iowa entered this data using sources other than the official death certificate. In 2020 Iowa FARS analysts regained access to and entered official death certificate data. However, in compliance with Iowa's State Confidentiality Policy, death certificate data cannot be disclosed or re-released to the public. Therefore, starting in 2020, all data fields with death certificate-related data for Iowa will be redacted. For more information go to [Redacted Death Certificate-Related Data in Iowa](#). Prior to 2022 the Data Element ID was P24B/NM24B.

SAS Name

DEATH_DA

Attribute Codes

1975-2008	2009-Later	
0	88	Not Applicable (Non-Fatal)
1-31	1-31	Day of the Month of the Death
99	99	Unknown (Since 2008)

P22C/NM24C. Year of Death**Definition**

This data element records the year of this person's death.

Additional Information

A person can die the year after the crash year.

Prior to 2019 the Data Element ID was P24C/NM23C.

In 2019 Iowa entered this data using sources other than the official death certificate. In 2020 Iowa FARS analysts regained access to and entered official death certificate data. However, in compliance with Iowa's State Confidentiality Policy, death certificate data cannot be disclosed or re-released to the public. Therefore, starting in 2020, all data fields with death certificate-related data for Iowa will be redacted. For more information go to [Redacted Death Certificate-Related Data in Iowa](#). Prior to 2022 the Data Element ID was P24C/NM24C.

SAS Name**DEATH_YR****Attribute Codes**

1975-1997	1998-2008	2009-Later	
--	0	8888	Not Applicable (Non-Fatal)
xx	xxxx	xxxx	Year of the Death
99	9999	9999	Unknown

P23/NM25. Death Time**Definition**

This data element records the hour and minute of this person's death utilizing the 24-hour clock format.

Additional Information

Four digits; DEATH_HR followed by DEATH_MN, e.g., Valid Military Times 0643 for 6:43 a.m.

Prior to 2019 the Data Element ID was P25/NM24. From 2019-2021 the Data Element ID was P25/NM25.

In 2019 Iowa entered this data using sources other than the official death certificate. In 2020 Iowa FARS analysts regained access to and entered official death certificate data. However, in compliance with Iowa's State Confidentiality Policy, death certificate data cannot be disclosed or re-released to the public. Therefore, starting in 2020, all data fields with death certificate-related data for Iowa will be redacted. For more information go to [Redacted Death Certificate-Related Data in Iowa](#).

SAS Name**DEATH_TM****Attribute Codes**

1975-2008	2009-Later	
2400	0	Midnight
1-2359	1-2359	Time of Death in HHMM format
--	8888	Not Applicable (Non-Fatal)
9999	9999	Unknown

P23A/NM25A. Hour of Death**Definition**

This data element records the hour of this person's death utilizing the 24-hour clock format.

Additional Information

Prior to 2019 the Data Element ID was P25A/NM24A. From 2019-2021 the Data Element ID was P25A/NM25A.

In 2019 Iowa entered this data using sources other than the official death certificate. In 2020 Iowa FARS analysts regained access to and entered official death certificate data. However, in compliance with Iowa's State Confidentiality Policy, death certificate data cannot be disclosed or re-released to the public. Therefore, starting in 2020, all data fields with death certificate-related data for Iowa will be redacted. For more information go to [Redacted Death Certificate-Related Data in Iowa](#).

SAS Name**DEATH_HR****Attribute Codes**

1975-2008	2009-Later	
0-24	0-23	Valid Military Times
--	88	Not Applicable
99	99	Unknown

P23B/NM25B. Minute of Death**Definition**

This data element records the minutes after the hour of this person's death.

Additional Information

Prior to 2019 the Data Element ID was P25B/NM24B. From 2019-2021 the Data Element ID was P25B/NM25B.

In 2019 Iowa entered this data using sources other than the official death certificate. In 2020 Iowa FARS analysts regained access to and entered official death certificate data. However, in compliance with Iowa's State Confidentiality Policy, death certificate data cannot be disclosed or re-released to the public. Therefore, starting in 2020, all data fields with death certificate-related data for Iowa will be redacted. For more information go to [Redacted Death Certificate-Related Data in Iowa](#).

SAS Name**DEATH_MN****Attribute Codes**

1975-2008	2009-Later	
0-59	0-59	Valid Military Times
--	88	Not Applicable
99	99	Unknown

P100. Lag Time**P100A. Lag Hours****Definition**

This data element records the hours between the time of the crash and this person's time of death.

Additional Information

This is a computed data element.

SAS Name**LAG_HRS****Attribute Codes**

1975-2008	2009-Later	
0-24	0-719	Hours
99	999	Unknown

P100B. Lag Minutes**Definition**

This data element records the minutes, in addition to hours (“Lag Hours”), between the time of the crash and this person’s time of death.

Additional Information

This is a computed data element.

SAS Name**LAG_MIN****Attribute Codes**

1975-Later	
0-59	Minutes
99	Unknown

NM4. Number of Motor Vehicle Striking Non-Motorist**Definition**

This data element identifies the “Vehicle Number” (VEH_NO) of the motor vehicle in-transport that made contact with this non-motorist.

Additional Information

This data element applies only to non-motorists/non-occupants and reflects the vehicle that made contact with the non-motorist/non-occupant identified by the Person Number (PER_NO).

The number must match the vehicle number of the striking vehicle. This number is similar to VEH_NO, except that the non-motorist/non-occupant was struck by the vehicle, rather than being within the vehicle.

If a non-motorist is hit as a result of a vehicle-to-vehicle collision and it could not be determined which vehicle struck the non-motorist, the lowest vehicle number of the vehicle involved is used. In the element Related Factors – Person Level, the attribute 31 (Default Code Used for Vehicle Numbering) will be coded.

SAS Name

N_MOT_NO 1982-2010

STR_VEH 2011-Later

Attribute Codes

1982-2008	2009-2017	2018-Later	
0	0	0	Occupant of a Motor Vehicle
1-98	1-998	1-998	Vehicle Number of Striking Vehicle
99	999	--	Unknown

NM8. Non-Motorist Device Type**Definition**

This element describes the type of transport device operated by the non-motorist.

Additional Information**SAS Name****DEVTYPE****Attribute Codes**

2022-Later	
0	Not Applicable
1	Ridden Animal, Animal Drawn Conveyance, or Trailer
2	Railway Vehicle or Road Vehicle on Rails
3	Bicycle
4	Other Pedalcycle
5	Mobility Aid Device
6	Skates
7	Non-Self-Balancing Board (Skateboard)
8	Self-Balancing Board
9	Standing or Seated Scooter
97	Personal Conveyance, Other
98	Personal Conveyance, Unknown Type
99	Unknown Type of Non-Motorist

NM9. Non-Motorist Device Motorization**Definition**

This element describes the motorization of the device operated by the non-motorist.

Additional Information**SAS Name****DEVMOTOR****Attribute Codes**

2022-Later	
0	Not Applicable
1	Not Motorized
2	Motorized
3	Unknown/Not Reported if Motorized
9	Unknown Type of Non-Motorist

NM12. Non-Motorist Location at Time of Crash

Definition

This data element identifies the attribute that best describes the location of this non-motorist with respect to the roadway at the time of the crash.

Additional Information

Prior to 2022 the Element Data ID was NM10.

SAS Name

LOCATION

Attribute Codes

1975-1981	
0	Not Applicable-Vehicle Occupant
1	Intersection-in Crosswalk
2	Intersection-Sidewalk, Median, Island, Shoulder, Other
3	Intersection-On Roadway
4	Intersection-Unknown
5	Non-Intersection-in Crosswalk
6	Non-Intersection-Sidewalk, Median, Island, Shoulder, Other
7	Non-Intersection-Bike Path
8	Non-Intersection-On Road Shoulder
9	Non-Intersection-Outside Trafficway
10	Non-Intersection-On Roadway
11	Non-Intersection-in Parking Lane (Since 1980)
12	Non-Intersection-Unknown
99	Unknown

1982-2009	2010-2013	2014-2017	2018-Later	
0	0	0	0	Occupant of a Motor Vehicle (Includes Railway Train Occupants Since 2006)
1	--	--	--	Intersection-In Crosswalk
--	1	--	--	Intersection-In Marked Crosswalk
--	--	1	1	At Intersection-In Marked Crosswalk
2	--	--	--	Intersection-On Roadway, Not in Crosswalk
--	2	--	--	Intersection-Unmarked Crosswalk

1982- 2009	2010- 2013	2014- 2017	2018- Later	
--	--	2	2	At Intersection-Unmarked/Unknown if Marked Crosswalk
3	--	--	--	Intersection-On Roadway, Crosswalk Not Available
--	3	--	--	Intersection-Not in Crosswalk
--	--	3	3	At Intersection-Not in Crosswalk
4	--	--	--	Intersection-On Roadway, Crosswalk Availability Unknown
5	--	--	--	Intersection-Not on Roadway
9	9	--	--	Intersection-Unknown Location
--	--	9	9	At Intersection-Unknown Location
10	--	--	--	Non-Intersection-In Crosswalk
--	10	--	--	Non-Intersection-In Marked Crosswalk
--	--	10	10	Not at Intersection-In Marked Crosswalk
11	--	--	--	Non-Intersection-On Roadway, Not in Crosswalk
--	11	--	--	Non-Intersection-On Roadway, Not in Marked Crosswalk
--	--	11	11	Non at Intersection-On Roadway, Not in Marked Crosswalk
12	--	--	--	Non-Intersection-On Roadway, Crosswalk Not Available
13	13	--	--	Non-Intersection-On Roadway, Crosswalk Availability Unknown
--	--	13	13	Not at Intersection-On Roadway, Crosswalk Availability Unknown
14	--	--	--	Non-Intersection-In Parking Lane
--	14	14	14	Parking Lane/Zone
15	--	--	--	Non-Intersection-On Road Shoulder
16	--	--	--	Non-Intersection-Bike Path
--	16	16	16	Bicycle Lane
17	--	--	--	Non-Intersection-Outside Trafficway
18	--	--	--	Non-Intersection-Other, Not a Roadway
19	--	--	--	Non-Intersection-Unknown
--	20	20	20	Shoulder/Roadside
--	21	21	21	Sidewalk
--	22	22	22	Median/Crossing Island
--	23	23	23	Driveway Access
--	24	--	--	Shared-Use Path/Trail
--	--	24	24	Shared-Use Path

1982-2009	2010-2013	2014-2017	2018-Later	
--	25	25	25	Non-Trafficway Area
--	28	28	28	Other
--	98	98	98	Not Reported
99	99	99	--	Unknown Location
--	--	--	99	Reported as Unknown Location

See [Analysis of Pedestrian and Bicycle Crashes Around Intersections](#) for guidance on analyzing Pedestrian/Bicyclist crash locations.

SP2. Fatal Injury at Work

Definition

This data element records whether the death certificate indicated this person was "at work" at the time of the crash.

Additional Information

In 2019 Iowa entered this data using sources other than the official death certificate. In 2020 Iowa FARS analysts regained access to and entered official death certificate data. However, in compliance with Iowa's State Confidentiality Policy, death certificate data cannot be disclosed or re-released to the public. Therefore, starting in 2020, all data fields with death certificate-related data for Iowa will be redacted. For more information go to [Redacted Death Certificate-Related Data in Iowa](#).

SAS Name

WORK_INJ

Attribute Codes

1987-Later	
0	No
1	Yes
8	Not Applicable
9	Unknown

SP3B. Hispanic Origin

Definition

This data element records the Hispanic origin of this person from the death certificate.

Additional Information

This data element is only coded for fatalities.

In 2019 Iowa entered this data using sources other than the official death certificate. In 2020 Iowa FARS analysts regained access to and entered official death certificate data. However, in compliance with Iowa's State Confidentiality Policy, death certificate data cannot be disclosed or re-released to the public. Therefore, starting in 2020, all data fields with death certificate-related data for Iowa will be redacted. For more information go to [Redacted Death Certificate-Related Data in Iowa](#).

SAS Name

HISPANIC

Attribute Codes

1999-2000	2001-Later	
0	0	Not a Fatality (Not Applicable)
1	1	Mexican
2	2	Puerto Rican
3	3	Cuban
4	4	Central or South American
5	--	Other or Unknown Hispanic (1999 Only)
5	5	European Spanish (Since 2000)
6	--	Hispanic, Origin Not Specified (1999 Only)
6	--	Other Hispanic Origin (Since 2000)
--	6	Hispanic, Origin Not Specified or Other Origin
7	7	Non-Hispanic
99	99	Unknown

Discontinued PERSON Data Elements

Automatic Restraint (discontinued)

Definition

This data element was discontinued after 1990.

Additional Information

SAS Name

AUT_REST

Attribute Codes

1975-1989	
0	Non-Motorist or Not Applicable
1	Automatic Belt in Use
2	Automatic Belt Not in Use
3	Deployed Air Bag (No Data 1983-1985)
4	Non-Deployed Air Bag (No Data 1983-1987)
5	Passive Belt (i.e., Passive Belt in Use, 1977-1979)
9	Unknown

1990	
0	Non-Motorist
3	Deployed Air Bag
4	Non-Deployed Air Bag
9	Unknown

Drug Test Type (discontinued)

Definition

This data element identifies the type of drug test that was given to this person.

Additional Information

Starting in 2018 DRUGTST1, DRUGTST2, and DRUGTST3 were discontinued, and Drug Specimen (DRUGSPEC) is available in the Drugs data file.

SAS Name**DRUGTEST 1991-1992****DRUGTST1, DRUGTST2, DRUGTST3 1993-2017****Attribute Codes**

1991-1992	1993-2009	2010-2017	
0	0	0	Test Not Given
1	1	1	Blood Test
2	2	2	Urine Test
--	3	3	Both Blood and Urine Tests
--	--	6	Not Reported
7	7	7	Unknown Test Type
8	8	8	Other Test Type
--	9	--	Unknown if Tested/Not Reported
9	--	9	Unknown if Tested

Drug Test Result (discontinued)**Definition**

This data element identifies the drug test result for this person.

Additional Information

The FARS analyst may have used any of the three data elements to code a result of a drug test. One must test all three data elements to ensure that the selected result is included. *See Specific Drug Listing in the [FARS/NASS GES/CRSS Coding and Validation Manual](#).

Starting in 2018 DRUGRES1, DRUGRES2, and DRUGRES3 were discontinued, and Drug Test Result (DRUGRES) is available in the Drugs data file.

SAS Name**DRUG_RES 1991-1992****DRUGRES1, DRUGRES2, DRUGRES3 1993-2017****Attribute Codes**

1991-1992	
0	Not Tested for Drugs
1	No Drugs Reported
2	Narcotic

1991-1992	
3	Depressant
4	Stimulant
5	Hallucinogen
6	Cannabinol
7	Phencyclidine (PCP)
8	Inhalant
9	Multiple Drugs (From Data Elements 02 to 08)
10	Other Drugs (All Other Drugs Excluding Nicotine, Aspirin, Alcohol)
97	Tested for Drugs, Results Unknown
98	Tested for Drugs, Drugs Found, Type Unknown
99	Unknown if Tested for Drugs

1993-2009	2010-2017	
0	0	Not Tested for Drugs
1	1	No Drugs Reported/Negative
--	95	Not Reported
100-295	100-295	Narcotic*
300-395	300-395	Depressant*
400-495	400-495	Stimulant*
500-595	500-595	Hallucinogen*
600-695	600-695	Cannabinoid*
700-795	700-795	Phencyclidine (PCP) *
800-895	800-895	Anabolic Steroid*
900-995	900-995	Inhalant*
996	996	Other Drugs
997	997	Tested for Drugs, Results Unknown
998	998	Tested for Drugs, Drugs Found, Type Unknown/Positive
999	--	Unknown if Tested/Not Reported
--	999	Unknown if Tested

Death Certificate Number (discontinued)

Definition

This data element records the sequence number from the death certificate for this person as assigned by the State Vital Statistics or Vital Records Department. This 12-digit data element is a combination of the four-digit GSA code for the city where the death occurred, the two-digit State number, and the six-digit death certificate number.

Additional Information

SAS Name

CERT_NO

Attribute Codes

1991-2014	
000000000000	Not Applicable (Not a Fatality) 12 0s
xxxxxxxxxxxxxx	Any 12 digits
9997xxxxxxxx	No GSA Element for the City
9999xxxxxxxx	City Where Death Occurred Cannot Be Found on Death Certificate
999999999999	Unknown

Manual Restraint (discontinued)

Definition

This data element was discontinued after 1990.

Additional Information

SAS Name

MAN_REST

Attribute Codes

1975-1990	
0	None Used – Vehicle Occupant; Not Applicable – Non-Motorist
1	Shoulder Belt
2	Lap Belt
3	Lap and Shoulder Belt
4	Child Safety Seat
5	Motorcycle Helmet
8	Restraint Used – Type Unknown or Other Including Other Helmet
9	Unknown

Method of Alcohol Determination by Police (discontinued)

Definition

This data element describes the method by which the police made the determination as to whether alcohol was involved for this person.

Additional Information

1975 to 1979 data on the type of blood alcohol test were collected, but this data has since been removed from the analysis data files.

Prior to 2019 the Data Element ID was P17/NM16.

SAS Name

ALC_DET

Attribute Codes

1987-2018	2019-2020	2021	
1	1	1	Evidential Test (Breath, Blood, Urine)
2	2	2	Preliminary Breath Test (PBT)
3	--	--	Behavioral
--	3	3	Standard Field Sobriety Test (SFST)
4	4	4	Passive Alcohol Sensor (PAS)
5	5	5	Observed
--	--	6	Breath Test, Unknown Type
8	8	8	Other (e.g., Saliva Test)
9	9	9	Not Reported

Method of Drug Determination by Police (discontinued)

Definition

This data element identifies the method by which the police made the determination as to whether drugs were involved for this person.

Additional Information

Prior to 2019 the Data Element ID was P20/NM19.

SAS Name

TOXCLGY 1987-1990

DRUG_DET 1991-2021

Attribute Codes

1987-1990	
0	No Blood Test Given

Blood Test Given, Results Known

1987-1990	
1	No Drugs Reported
2	Drugs Reported (Excluding Nicotine, Aspirin)
3	Not Tested for Drugs

Blood Test Given, Results Unknown

1987-1990	
7	Test for Drugs, Results, Unknown
8	Unknown if Tested for Drugs
9	Unknown if Drug Test Given

1991-2015	2016-2018	2019-2021	
1	1	1	Evidential Test (Blood, Urine)
2	--	--	Drug Recognition Technician (DRT) Determination
--	2	2	Drug Recognition Expert/Evaluator (DRE) Determination
3	3	--	Behavioral
--	--	3	Observed Behavior or Standard Field Sobriety Test (SFST)
7	7	7	Other
8	8	8	Not Reported

Race (discontinued)**Definition**

This data element records the race of this person from the death certificate.

Additional Information

This data element is only coded for fatalities.

Prior to 2019 if more than one race was listed on the death certificate or report, the race listed first was recorded; the exception is attribute 6 (Hawaiian [includes part-Hawaiian]). Attribute 6 (Hawaiian [includes part-Hawaiian]) was coded for any person listed as Hawaiian, even if another race is listed as well.

SAS Name

RACE

Attribute Codes

1999-2000	2001-2018	
0	0	Not a Fatality (Not Applicable)
1	1	White
2	2	Black
3	3	American Indian (Includes Alaska Native)
4	4	Chinese
5	5	Japanese
6	6	Hawaiian (Includes Part-Hawaiian)
7	7	Filipino
18	18	Asian Indian
19	19	Other Indian (Includes South and Central America, Since 2000)
28	28	Korean
38	38	Samoan
48	48	Vietnamese
58	58	Guamanian
68	68	Other Asian or Pacific Islander
78	--	Combined Other Asian or Pacific Islander, Includes Data Elements 18-68 for Areas That Do Not Report Them Separately
--	78	Asian or Pacific Islander, No Specific (Individual) Race
97	97	Multiple Races (Individual Races Not Specified; ex., "Mixed," Since 2000)
--	98	All Other Races
99	99	Unknown

Related Factors—Person Level (discontinued)**Definition**

This data element records factors related to motor vehicle occupants other than drivers and people not in motor vehicles as expressed in the case material.

Additional Information

There are also crash level related factors in the Accident data file (CF1, CF2, and CF3), vehicle level related factors in the Vehicle data file (VEH_SC1 and VEH_SC2), and driver level related factors, also in the Vehicle data file (DR_SF1, DR_SF2, DR_SF3, and DR_SF4).

Any of the three data elements may have been used to code a related factor. One must test all three data elements to ensure that the selected related factor is included.

Person-related factors for all drivers are coded 00. Person-related factors for non-drivers can have non-zero values as listed below.

For 1975 to 1981 values 02 to 06 correspond to 01 to 05 for the 1982 to 2009 data. Values of 20 and higher correspond directly the same values for 1982 to 2009.

Prior to 2019 the Data Element ID was P26/NM25. Beginning in 2020 this data element was no longer collected at the Person level. It is now collected in the Personrf data file as PERSONRF.

SAS Name

P_CF1, P_CF2, P_CF3 1975-2009

P_SF1, P_SF2, P_SF3 2010-2019

Attribute Codes

1975-1981	
0	Not Applicable – Driver/None – All Other Persons
1	Physical Impairments
2	Not Visible
3	Darting or Running Into Road
4	Improper Crossing of Roadway or Intersection
5	Walking/Riding With or Against Traffic, Playing, Working, Sitting, Lying, Standing, etc., in Roadway
6	Interfering With Driver (Since 1976)

Non-Motor-Vehicle-Operator-Related Factors:

1975-1981	
20	Leaving Vehicle Unattended in Roadway
21	Overloading or Improper Loading of Vehicle With Passengers or Cargo
22	Towing or Pushing Vehicle Improperly
23	Failing to Have Lights on When Required
24	Operating Without Required Equipment
25	Creating Unlawful Noise or Using Equipment Prohibited by Law
26	Following Improperly
27	Improper or Erratic Lane-Changing
28	Failure to Keep in Proper Lane or Running off Road
29	Illegal Driving on Road Shoulder, in Ditch, on Sidewalk, on Median
30	Making Improper Entry to or Exit From Trafficway
33	Passing Where Prohibited by Posted Signs, Pavement Markings, Hill, or Curve, or School Bus Displaying Warning Not to Pass
34	Passing on Wrong Side
35	Passing With Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle

1975-1981	
36	Operating the Vehicle in Other Erratic, Reckless, Careless or Negligent Manner
38	Failure to Yield Right-of-Way
39	Failure to Obey Traffic Signs, Traffic Control Devices or Traffic Officers, Failure to Observe Safety Zone
40	Passing Through or Around Barrier Positioned to Prohibit or Channel Traffic
41	Failure to Observe Warnings or Instructions on Vehicles Displaying Them
42	Failure to Signal Intentions
43	Giving Wrong Signal
44	Driving Too Fast for Conditions or in Excess of Posted Speed Limit
45	Driving Less Than Posted Maximum
46	Operating at Erratic or Suddenly Changing Speeds
47	Making Right Turn From Left Turn Lane or Making Left Turn From Right Turn Lane
48	Making Improper Turn
49	Driving Wrong Way on One-Way Roadway
50	Driving on Wrong Side of Road
51	Operator Inexperience
52	Unfamiliar With Roadway
99	Unknown

1982-2009	2010-2014	2015	2016-2017	2018	2019	
0	0	0	0	0	0	None/Not Applicable-Driver
1	--	--	--	--	--	Not Visible
2	--	--	--	--	--	Darting, Running, or Stumbling Into Roadway (1995-2009)
3	--	--	--	--	--	Improper Crossing or Roadway or Intersection
4	--	--	--	--	--	Walking/Riding With or Against Traffic, Playing, Working, Sitting, Lying, Standing, etc., in Roadway
5	5	5	5	5	5	Interfering With Driver*
6	--	--	--	--	--	Ill, Passed out/Blackout (1995-2009)
7	--	--	--	--	--	Emotional (e.g., Depression, Angry, Disputed)
8	8	8	8	8	8	Mentally Challenged (Since 1995)
9	9	9	9	9	9	Construction/Maintenance/Utility Worker (Since 1995) Highway Department, Contractor, Utility Company Personnel, etc.

1982-2009	2010-2014	2015	2016-2017	2018	2019	
10	--	--	--	--	--	Inattentive
--	--	--	10	10	10	Alcohol and/or Drug Test Refused (Since 2017)
11	--	--	--	--	--	Walking With Cane or Crutches
12	--	--	--	--	--	Restricted to Wheelchair
13	--	--	--	--	--	Paraplegic (1982-1994)
13	13	13	13	13	13	Motorized Wheelchair Rider**
14	--	--	--	--	--	Impaired Due to Previous Injury
15	--	--	--	--	--	Deaf (1982-1994)
15	--	--	--	--	--	Under the Influence of Alcohol, Drugs, or Medication (2008-2009)
16	--	--	--	--	--	Blind
17	--	--	--	--	--	Other Physical Impairment
18	18	--	--	--	--	Mother of Dead Fetus (1982-2010)
--	18	18	18	18	18	Mother of Dead Fetus/Mother of Infant Born Post Crash (Since 2011)
19	--	--	--	--	--	Pedestrian
20	--	--	--	--	--	Leaving Vehicle Unattended in Roadway (1982-1994)
20	--	--	--	--	--	Running off Road (2000-2001)
21	21	21	21	21	21	Overloading or Improper Loading of Vehicle With Passengers or Cargo
22	--	--	--	--	--	Towing or Pushing Vehicle Improperly (1982-2003)
23	--	--	--	--	--	Failing to [Dim Lights or, Since 1995] Have Lights on When Required
24	--	--	--	--	--	Operating Without Required Equipment
25	--	--	--	--	--	Creating Unlawful Noise or Using Equipment Prohibited by Law (1982-2002)
26	26	26	26	26	26	Following Improperly
27	--	--	--	--	--	Improper or Erratic Lane Changing
28	--	--	--	--	--	Failure to Keep in Proper Lane or Running off Road (1982-1999)*
28	28	--	--	--	--	Failure to Keep in Proper Lane (2000-2014)*
--	--	28	28	28	28	Improper Lane Usage*
29	29	--	--	--	--	Illegal Driving on Road Shoulder, in Ditch, on Sidewalk, on Median*
--	--	29	29	29	29	Intentional Illegal Driving on Road Shoulder, in Ditch, on Sidewalk, on Median*

1982-2009	2010-2014	2015	2016-2017	2018	2019	
30	--	--	--	--	--	Making Improper Entry to or Exit From Trafficway
--	--	--	--	31	31	Default Code Used for Vehicle Numbering**
32	32	32	32	32	32	Opening Vehicle Closure Into Moving Traffic or While Vehicle is in Motion (Since 2001)*
33	33	--	--	--	--	Passing Where Prohibited by Posted Signs, Pavement Markings, Hill or Curve, or School Bus Displaying Warning Not to Pass Line*
--	--	33	33	33	33	Passing Where Prohibited by Posted Signs, Pavement Markings, or School Bus Displaying Warning not to Pass*
34	--	--	--	--	--	Passing on Wrong Side
35	--	--	--	--	--	Passing With Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle
36	--	--	--	--	--	Operating the Vehicle in Other Erratic, Reckless, Careless, or Negligent Manner (or Operating at Erratic or Suddenly Changing Speeds, 1995-2009)
37	37	37	37	37	37	Traveling on Prohibited Trafficway (Since 1995)
38	--	--	--	--	--	Failure to Yield Right-of-Way
39	--	--	--	--	--	Failure to Obey Actual Traffic Signs, Traffic Control Devices or Traffic Officers; Failure to Obey Safety Zone Traffic Laws
40	40	40	40	40	40	Passing Through or Around Barrier Positioned to Prohibit or Channel Traffic
41	41	41	41	41	41	Failure to Observe Warnings or Instructions on Vehicles Displaying Them
42	42	42	42	42	42	Failure to Signal Intentions
43	--	--	--	--	--	Giving Wrong Signal (1982-1996)
44	44	44	44	44	44	Driving Too Fast for Conditions or in Excess of Posted Maximum*
45	45	45	45	45	45	Driving Less Than Posted Maximum*
46	--	--	--	--	--	Operating at Erratic or Suddenly Changing Speeds (1982-1996)
47	47	47	47	47	47	Making Right Turn From Left-Turn Lane, Left Turn From Right-Turn Lane*
48	--	--	--	--	--	Making Other Improper Turn

1982-2009	2010-2014	2015	2016-2017	2018	2019	
49	--	--	--	--	--	Driving Wrong Way on One-Way Trafficway
50	--	--	--	--	--	Driving on Wrong Side of Road (Intentional or Unintentional, 1995-2009)
51	51	51	51	51	51	Operator Inexperience
52	52	52	52	52	52	Unfamiliar With Roadway
53	--	--	--	--	--	Stopping in Roadway (Vehicle Not Abandoned)
--	--	--	--	--	53	Non-Motorist Previously Used a Motor Vehicle for Motion**
54	--	--	--	--	--	Underriding a Parked Truck (1982-1996)
--	--	--	--	--	54	Non-Motorist Attempting to Use a Motor Vehicle for Motion**
55	--	--	--	--	--	Getting off/out of or on/into Moving Transport Vehicle
--	--	--	--	--	55	Non-Motorist Attempting to Use or Previously Used a Motor Vehicle for Motion, Details Not Reported**
56	--	--	--	--	--	Getting off/out of or on/into Non-Moving Transport Vehicle (1982-2001)
56	56	56	56	56	56	Non-Driver Flees Scene (Since 2005)
57	57	57	57	57	57	Improper Tire Pressure (Since 1995)
58	58	--	--	--	--	Locked Wheel (1995-2014)
59	59	59	59	59	59	Overcorrecting (Since 1995)*

Vision Obscured By

1982-2009	2010-2014	2015	2016-2017	2018	2019	
60	60	60	60	60	60	Rain, Snow, Fog, Smoke, Sand, Dust
61	61	61	61	61	61	Reflected Glare, Bright Sunlight, Headlights
62	62	62	62	62	62	Curve, Hill, or Other Design Features (Including Traffic Signs, Embankment)
63	63	63	63	63	63	Building, Billboard, Other Structures (Since 1995)
64	64	64	64	64	64	Trees, Crops, Vegetation
65	65	65	65	65	65	Motor Vehicle (Including Load)
66	66	66	66	66	66	Parked Vehicle
67	67	67	67	67	67	Splash or Spray or Passing Vehicle
68	68	68	68	68	68	Inadequate Lighting System

1982-2009	2010-2014	2015	2016-2017	2018	2019	
69	69	69	69	69	69	Obstructing Angles on Vehicle
70	70	70	70	70	70	Mirrors
71	--	--	--	--	--	Mirrors-Other (1982-2002)
72	72	72	72	72	72	Other Visual Obstruction

Skidding, Swerving, or Sliding Due To

1982-2009	2010-2014	2015	2016-2017	2018	2019	
73	73	73	73	73	73	Severe Crosswind
74	74	74	74	74	74	Wind From Passing Truck
75	75	75	75	75	75	Slippery or Loose Surface
76	76	76	76	76	76	Tire Blow-Out or Flat
77	77	77	77	77	77	Debris or Objects in Road
78	78	78	78	78	78	Ruts, Holes, Bumps in Road
79	--	--	--	--	--	Live Animals in Road
80	80	80	80	80	80	Vehicle in Road
81	81	81	81	81	81	Phantom Vehicle
82	--	82	82	82	82	Pedestrian, Pedalcyclist, or Other Non-Motorist
--	82	--	--	--	--	Pedestrian, Pedalcyclist, or Person on Personal Conveyance
83	83	83	83	83	83	Ice, Snow, Slush, Water, Sand, Dirt, Oil, Wet Leaves on Road (Since 1995)

Other Factors

1982-2009	2010-2014	2015	2016-2017	2018	2019	
84	--	--	--	--	--	Jaywalk (1982-1994)
85	--	--	--	--	--	Jog (1982-1994)
86	86	86	86	86	--	Emergency Services Personnel (Since 2007)
87	87	87	87	87	87	Police or Law Enforcement Officer (Since 2002)
88	88	88	88	88	88	Seat Back Not in Normal Upright Position, Seat Back Reclined (Since 2002)*
--	89	89	89	89	89	Parked Motor Vehicle With Equipment Extending Into the Travel Lane (Since 2013)*

1982- 2009	2010- 2014	2015	2016- 2017	2018	2019	
90	90	90	90	90	90	Non-Motorist Pushing a Vehicle**
91	91	91	91	91	91	Portable Electronic Devices (Since 2008)
--	92	92	92	92	92	Person in Ambulance Treatment Compartment (Since 2013)*
--	--	--	93	93	93	Non-Motorist Wearing Motorcycle Helmet**
--	--	--	--	--	94	Emergency Medical Services Personnel
--	--	--	--	--	95	Fire Personnel
--	--	--	--	--	96	Tow Operator
--	--	--	--	--	97	Transportation (Maintenance Workers, Safety Service Patrol Operators, etc.)
99	99	99	99	--	--	Unknown
--	--	--	--	99	99	Reported as Unknown

*Attribute is only applicable to occupants (other than drivers) of motor vehicles.

**Attribute is only applicable to people not in motor vehicles.

The PARKWORK Data File

The Parkwork data file includes Vehicle data elements applicable to Parked and Working Vehicles. It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The Parkwork data file also contains the data elements on the following pages.

ST_CASE and VEH_NO are the unique identifiers for each record. ST_CASE should be used to merge the Parkwork data file with the Accident data file. ST_CASE and VEH_NO should be used to merge the Parkwork data file with the Vindecode and Person data files.

The Parkwork data file replaced the Vehnit data file in 2010. The Vehnit data file ran from 2005 to 2009 and its element and attribute history is also provided below.

C4A. Number of Motor Vehicles In-Transport (MVIT)**Definition**

This data element is a count of the number of vehicles in-transport involved in the crash. Legally parked vehicles are not included.

Additional Information

See this data element in the Accident data file section for more information.

SAS Name

VE_FORMS 2005-2009

PVE_FORMS 2010-Later

Attribute Codes

2005-2008	2009-Later	
1-99	1-999	Number of Vehicle Forms

C8. Crash Date

C8A. Month of Crash

Definition

This data element records the month in which the crash occurred.

Additional Information

See this data element in the Accident data file section for more information.

SAS Name

MONTH 2005-2009

PMONTH 2010-Later

Attribute Codes

2005-Later	
1	January
2	February
3	March
4	April
5	May
6	June
7	July
8	August
9	September
10	October
11	November
12	December

C8B. Day of Crash

Definition

This data element records the day of the month on which the crash occurred.

Additional Information

See this data element in the Accident data file section for more information.

SAS Name

DAY 2009

PDAY 2010-Later

Attribute Codes

2005-Later	
1-31	Day of the Month of the Crash

C9. Crash Time

C9A. Hour of Crash

Definition

This data element records the hour at which the crash occurred.

Additional Information

See this data element in the Accident data file section for more information.

SAS Name

HOUR 2009

PHOUR 2010-Later

Attribute Codes

2005-Later	
0-23	Hour
99	Unknown

C9B. Minute of Crash**Definition**

This data element records the minutes after the hour at which the crash occurred.

Additional Information

See this data element in the Accident data file section for more information.

SAS Name

MINUTE 2009

PMINUTE 2010-Later

Attribute Codes

2005-Later	
0-59	Minute
99	Unknown

C19. First Harmful Event

Definition

This data element describes the first injury or damage producing event of the crash.

Additional Information

See this data element in the Accident data file section for more information.

SAS Name

HARM_EV 2005-2009

PHARM_EV 2010-Later

Attribute Codes

2005-2009	2010-2015	2016	2017	2018-Later	
1	1	1	1	1	Rollover/Overtur
2	2	2	2	2	Fire/Explosion
3	3	3	3	3	Immersion (or Partial Immersion, Since 2012)
4	4	4	4	4	Gas Inhalation
5	5	5	5	5	Fell/Jumped From Vehicle
6	--	--	--	--	Injured in Vehicle
--	6	6	6	6	Injured in Vehicle (Non-Collision)
7	7	7	7	7	Other Non-Collision
8	8	8	8	8	Pedestrian
9	--	--	--	--	Pedalcycle
--	9	9	9	9	Pedalcyclist
10	--	--	--	--	Railway Train
--	10	10	10	10	Railway Vehicle
11	--	--	--	--	Animal
--	11	11	11	11	Live Animal
12	--	--	--	--	Motor Vehicle In-Transport on Same Roadway
--	12	12	12	12	Motor Vehicle In-Transport
13	--	--	--	--	Motor Vehicle In-Transport on Other Roadway
14	14	14	14	14	Parked Motor Vehicle (Not In-Transport)
15	15	15	15	15	Non-Motorist on Personal Conveyance
16	16	16	16	16	Thrown or Falling Object
17	17	17	17	17	Boulder

2005-2009	2010-2015	2016	2017	2018-Later	
18	18	18	18	18	Other Object (Not Fixed)
19	19	19	19	19	Building
20	20	20	20	20	Impact Attenuator/Crash Cushion
21	--	--	--	--	Bridge Pier or Abutment
--	21	21	21	21	Bridge Pier or Support
22	--	--	--	--	Bridge Parapet End
23	--	--	--	--	Bridge Rail
--	23	23	23	23	Bridge Rail (Includes Parapet)
24	24	24	24	24	Guardrail Face
25	25	25	25	25	Concrete Traffic Barrier
26	26	26	26	26	Other Traffic Barrier
27	--	--	--	--	Highway/Traffic Sign Post
28	--	--	--	--	Overhead Sign Support/Sign
29	--	--	--	--	Luminary/Light Support
30	--	--	--	--	Utility Pole
--	30	30	30	30	Utility Pole/Light Support
31	31	--	--	--	Other Post, Other Pole, or Other Support
--	--	31	31	31	Post, Pole or Other Support
32	32	32	32	32	Culvert
33	33	33	33	33	Curb
34	34	34	34	34	Ditch
35	--	--	--	--	Embankment – Earth
--	35	35	35	35	Embankment
36	--	--	--	--	Embankment – Rock, Stone, or Concrete
37	--	--	--	--	Embankment – Material Type Unknown
38	38	38	38	38	Fence
39	39	39	39	39	Wall
40	40	40	40	40	Fire Hydrant
41	41	41	41	41	Shrubbery
42	42	42	42	42	Tree (Standing Only)
43	43	43	43	43	Other Fixed Object
44	--	--	--	--	Pavement Surface Irregularity
--	44	44	44	44	Pavement Surface Irregularity (Ruts, Potholes, Grates, etc.)
45	--	--	--	--	Working Construction, Maintenance or Utility Vehicles
--	45	45	45	45	Working Motor Vehicle
46	46	46	46	46	Traffic Signal Support

2005-2009	2010-2015	2016	2017	2018-Later	
47	--	--	--	--	Vehicle Occupant Struck or Run Over by Own Vehicle (2005-2009)
48	--	--	--	--	Collision With Snow Bank (2005-2009)
--	48	48	48	48	Snow Bank
49	49	49	49	49	Ridden Animal or Animal-Drawn Conveyance
50	50	50	50	50	Bridge Overhead Structure
51	--	--	--	--	Jackknife
--	51	51	51	51	Jackknife (Harmful to This Vehicle)
52	52	52	52	52	Guardrail End
53	53	53	53	53	Mail Box
54	--	--	--	--	Motor Vehicle Struck by Falling/Shifting Cargo or Anything Set in Motion by Another Motor Vehicle In-Transport
--	54	54	54	54	Motor Vehicle In-Transport Strikes or Is Struck by Cargo, Persons or Objects Set-in-Motion From/By Another Motor Vehicle In-Transport
55	--	--	--	--	Other Not In-Transport Motor Vehicle (2005-2007)
55	55	55	55	55	Motor Vehicle in Motion Outside the Trafficway (Since 2008)
57	57	57	57	57	Cable Barrier (Since 2008)
--	58	58	58	58	Ground
--	59	59	59	59	Traffic Sign Support
--	72	72	72	--	Cargo/Equipment Loss or Shift (Harmful to This Vehicle)
--	--	--	--	72	Cargo/Equipment Loss, Shift, or Damage (Harmful)
--	73	--	--	--	Object Fell From Motor Vehicle In-Transport (2013-2015)
--	--	73	73	73	Object That Had Fallen From Motor Vehicle In-Transport
--	--	74	74	74	Road Vehicle on Rails
--	--	--	91	91	Unknown Object Not Fixed
--	--	--	93	93	Unknown Fixed Object
--	98	--	--	--	Not Reported (2010 Only)
--	--	--	--	98	Harmful Event, Details Not Reported (Since 2019)

2005- 2009	2010- 2015	2016	2017	2018- Later	
99	99	99	99	--	Unknown
--	--	--	--	99	Reported as Unknown

C20. Manner of Collision of the First Harmful Event

Definition

This data element describes the orientation of two motor vehicles in-transport when they are involved in the “First Harmful Event” of a collision crash. If the “First Harmful Event” is not a collision between two motor vehicles in-transport, it is classified as such.

Additional Information

See this data element in the Accident data file section for more information.

SAS Name

MAN_COLL 2005-2009

PMAN_COLL 2010-Later

Attribute Codes

2005-2009	2010-2017	2018	2019-Later	
0	0	0	--	Not Collision With Motor Vehicle In-Transport (Not Necessarily In-Transport for 2005-2009)
--	--	--	0	First Harmful Event Was Not a Collision With Motor Vehicle In-Transport
1	1	1	1	Front-to-Rear
2	2	2	2	Front-to-Front
3	--	--	--	Angle – Front-to-Side, Same Direction
4	--	--	--	Angle – Front-to-Side, Opposite Direction
5	--	--	--	Angle – Front-to-Side, Right Angle (Includes Broadside)
6	--	--	--	Angle – Front-to-Side/Angle-Direction Not Specified
--	6	6	6	Angle
7	7	7	7	Sideswipe – Same Direction
8	8	8	8	Sideswipe – Opposite Direction
9	9	9	9	Rear-to-Side
10	10	10	10	Rear-to-Rear
11	11	11	11	Other
--	98	98	98	Not Reported
99	99	--	--	Unknown
--	--	99	99	Reported as Unknown

V4. Number of Occupants

Definition

This data element is a count of the number of occupants in this vehicle.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

OCUPANTS 2005-2008

NUMOCCS 2009

PNUMOCCS 2010-Later

Attribute Codes

2005-2015	2016-Later	
0	0	None
1-95	1-98	The Actual Number of Occupants in the Vehicle
96	--	96 or More Occupants in the Vehicle
98	--	Not Reported (2010 Only)
99	99	Unknown

V5. Unit Type

Definition

This data element identifies the type of unit that applies to this motor vehicle at the time it became an involved vehicle in the crash and was reported as a unit on the police crash report.

Additional Information

This data element also appears in the Vehicle data file as UNITTYPE. The only valid attribute for UNITTYPE is 1 (Motor Vehicle In-Transport [*Inside or Outside the Trafficway*]).

SAS Name

UNITTYPE 2005-2009

PTYPE 2010-Later

Attribute Codes

2005-Later	
2	Motor Vehicle Not In-Transport Within the Trafficway
3	Motor Vehicle Not In-Transport Outside the Trafficway
4	Working Motor Vehicle (Highway Construction, Maintenance, Utility Only)

V6. Hit-and-Run

Definition

This data element identifies whether this vehicle was a contact vehicle in the crash that did not stop to render aid (this can include drivers who flee the scene on foot). Hit-and-run is coded when a motor vehicle in-transport, or its driver, departs from the scene; motor vehicles not in-transport are excluded. It does not matter whether the hit-and-run vehicle was striking or struck.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

HIT_RUN 2005-2009

PHIT_RUN 2010-Later

Attribute Codes

2005-2008	2009	2010-2011	2012-2017	2018-2019	2020 Later	
0	0	0	0	0	0	No
1	--	--	--	--	--	Hit Motor Vehicle In-Transport
--	1	1	1	1	1	Yes
2	--	--	--	--	--	Hit Pedestrian or Non-Motorist
3	--	--	--	--	--	Hit Parked Vehicle (Working Vehicle, Since 2004) or Object
5	--	--	--	--	--	Other Involved Person, Not a Driver, Left Scene (2005-2006)
5	--	--	--	--	--	Hit-and-Run, Other Involved Person Left Scene (2007-2008)
--	--	8	--	--	--	Not Reported
--	9	9	9	--	--	Unknown
--	--	--	--	9	--	Reported as Unknown

V7. Registration State

Definition

This element identifies the State in which this vehicle was registered.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

REG_STAT 2005-2009

PREG_STAT 2010-Later

Attribute Codes

2005-Later	
1	Alabama
2	Alaska
3	American Samoa
4	Arizona
5	Arkansas
6	California
8	Colorado
9	Connecticut
10	Delaware
11	District of Columbia
12	Florida
13	Georgia
14	Guam
15	Hawaii
16	Idaho
17	Illinois
18	Indiana
19	Iowa
20	Kansas
21	Kentucky
22	Louisiana
23	Maine
24	Maryland
25	Massachusetts

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

2010-2016	2017-Later	
0	0	Not Applicable
91	91	Not Reported
92	92	No Registration
93	93	Multiple State Registrations
94	94	U.S. Government Tags (Includes Military)

2010-2016	2017-Later	
95	95	Canada
96	96	Mexico
97	97	Other Foreign Country
98	--	Other Registration (Includes Native American/Indian Nations)
--	98	Other Registration
99	99	Unknown/Reported as Unknown (Since 2018)

V8. Registered Vehicle Owner

Definition

This data element identifies the type of registered owner of the vehicle.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

OWNER 2005-2009

POWNER 2010-Later

Attribute Codes

2005-2007	2008-2019	2020-Later	
0	0	0	Not Applicable, Vehicle Not Registered
1	1	1	Driver (of This Vehicle) Was Registered Owner
2	2	2	Driver (of This Vehicle) Not Registered Owner (Other Private Owner)
3	3	--	Vehicle Registered as Business/Company/Government Vehicle
--	--	3	Vehicle Registered as Commercial/Business/Company/Government Vehicle
4	4	4	Vehicle Registered as Rental Vehicle
5	5	5	Vehicle Was Stolen (Reported by Police)
6	--	--	Driverless Vehicle
--	6	6	Driverless/Motor Vehicle Parked/Stopped off Roadway
9	9	9	Unknown

V9. Vehicle Identification Number (VIN)

Definition

This data element records the Vehicle Identification Number (VIN) of this vehicle assigned by the vehicle manufacturer. The VIN contains information on the vehicle such as: manufacturer, model year, model, body type, restraint type, etc.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

VIN 2005-2009

PVIN 2010-Later

Attribute Codes

2005-2008	2009	2010-2017	
--	000000000000	000000000000	No VIN Required
XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	First 12 Characters
--	--	888888888888	Not Reported
--	--	999999999999	Unknown

2018-2020	2021-Later	
000000000000	--	No VIN Required
--	000000000000	No VIN Required, Not a Vehicle for Road Use
XXXXXXXXXXXX	XXXXXXXXXXXX	First 12 Characters
888888888888	888888888888	Not Reported
999999999999	999999999999	Reported as Unknown
*	*	VIN Character Missing or Not Decipherable

V10. Vehicle Model Year

Definition

This data element identifies the manufacturer's model year of this vehicle.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

MOD_YEAR *2005-2009*

PMODYEAR *2010-Later*

Attribute Codes

2005-Later	
0-9997	Actual Model Year
9998	Not Reported
9999	Unknown

V11. vPIC Make

Definition

This element identifies the make (manufacturer brand name) of this vehicle as per NHTSA vPIC submissions.

Additional Information

Refer to [Addition of VIN-Decoded Data](#) for more details. See this data element in the Vehicle data file section for more information.

SAS Name

PVPICMAKE

Attribute Codes

2020-Later	
xxxxx	Actual Make (up to five digits)
99997	Other
99998	Not Reported
99999	Unknown

V12. vPIC Model

Definition

This element identifies the model of this vehicle using NHTSA's VIN decoder application, vPIC.

Additional Information

Refer to [Addition of VIN-Decoded Data](#) for more details. See this data element in the Vehicle data file section for more information.

SAS Name

PVPICMODEL

Attribute Codes

2020-Later	
xxxxx	Actual Model (up to five digits)
99997	Other
99998	Not Reported
99999	Unknown

V13. vPIC Body Class

Definition

This element identifies a classification of this vehicle based on its general body configuration, size, shape, doors, etc., as defined by the manufacturer.

Additional Information

Refer to [Addition of VIN-Decoded Data](#) for more details. See this data element in the Vehicle data file section for more information.

SAS Name

PVPICBODYCLASS

Attribute Codes

2020	2021-Later	
1	1	Convertible/Cabriolet
2	2	Minivan
3	3	Coupe
4	4	Low Speed Vehicle (LSV)/Neighborhood Electric Vehicle (NEV)
5	5	Hatchback/Liftback/Notchback
6	6	Motorcycle -Standard
7	7	Sport Utility Vehicle (SUV)/Multi-Purpose Vehicle (MPV)
8	8	Crossover Utility Vehicle (CUV)
9	9	Van
10	10	Roadster
11	11	Truck
12	12	Motorcycle -Scooter
13	13	Sedan/Saloon
15	15	Wagon
16	16	Bus
60	60	Pickup
62	62	Incomplete -Cutaway*
63	63	Incomplete -Chassis Cab (Single Cab)*
64	64	Incomplete -Glider*
65	65	Incomplete*
66	66	Truck-Tractor
67	67	Incomplete -Stripped Chassis*
68	68	Streetcar/Trolley
69	69	Off-Road Vehicle -All Terrain Vehicle (ATV) (Motorcycle-Style)

2020	2021-Later	
70	70	Incomplete -Chassis Cab (Double Cab)*
71	71	Incomplete -School Bus Chassis*
72	72	Incomplete -Commercial Bus Chassis*
73	73	Bus -School Bus
74	74	Incomplete -Chassis Cab (Number of Cab Unknown)*
75	75	Incomplete -Transit Bus Chassis*
76	76	Incomplete -Motor Coach Chassis*
77	77	Incomplete -Shuttle Bus Chassis*
78	78	Incomplete -Motor Home Chassis*
80	80	Motorcycle -Sport
81	81	Motorcycle -Touring/Sport Touring
82	82	Motorcycle -Cruiser
83	83	Motorcycle -Trike
84	84	Off-Road Vehicle -Dirt Bike/Off-Road
85	85	Motorcycle -Dual Sport/Adventure/Supermoto/On/Off-Road
86	86	Off-Road Vehicle -Enduro (off-road long-distance racing)
87	87	Motorcycle -Small/Minibike
88	88	Off-Road Vehicle -Go Kart
90	90	Motorcycle -Side Car
94	94	Motorcycle -Custom
95	95	Cargo Van
97	97	Off-Road Vehicle -Snowmobile
98	98	Motorcycle -Street
100	100	Motorcycle -Enclosed Three Wheeled/Enclosed Autocycle
103	103	Motorcycle -Unenclosed Three Wheeled/Open Autocycle
104	104	Motorcycle -Moped
105	105	Off-Road Vehicle -Recreational Off-Road Vehicle (ROV)
107	107	Incomplete -Bus Chassis*
108	108	Motorhome
109	109	Motorcycle -Cross Country
110	110	Motorcycle -Underbone
111	111	Step Van/Walk-in Van
112	112	Incomplete -Commercial Chassis*
113	113	Off-Road Vehicle -Motocross (Off-Road Short-Distance, Closed-Track Racing)
114	114	Motorcycle -Competition
117	117	Limousine
119	119	Sport Utility Truck (SUT)

2020	2021-Later	
124	124	Off-Road Vehicle -Golf Cart
125	125	Motorcycle -Unknown Body Type
126	126	Off-Road Vehicle -Farm Equipment
127	127	Off-Road Vehicle -Construction Equipment
--	128	Ambulance
--	129	Street Sweeper
--	130	Fire Apparatus
996	996	Motorized Bicycle (discontinued in 2022)
997	997	Other
998	998	Not Reported
999	999	Unknown

V14. NCSA Make

Definition

This data element identifies the make (manufacturer) of this vehicle by NCSA historically.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

MAKE 2005-2009

PMAKE 2010-Later

Attribute Codes

2005-Later	
1	American Motors
2	Jeep/Kaiser-Jeep/Willys Jeep
3	AM General
6	Chrysler
7	Dodge
8	Imperial
9	Plymouth
10	Eagle
12	Ford
13	Lincoln
14	Mercury
18	Buick/Opel
19	Cadillac
20	Chevrolet
21	Oldsmobile
22	Pontiac
23	GMC
24	Saturn
25	Grumman
26	Coda (Since 2013)
29	Other Domestic Manufacturers
	Avanti
	Checker
	DeSoto

2005-Later	
	Excalibur
	Hudson
	Packard
	Panoz
	Saleen
	Studebaker
	Stutz
	Tesla (Since 2014)
30	Volkswagen
31	Alfa Romeo
32	Audi
33	Austin/Austin-Healey
34	BMW
35	Datsun/Nissan
36	Fiat
37	Honda
38	Isuzu
39	Jaguar
40	Lancia
41	Mazda
42	Mercedes-Benz
43	MG
44	Peugeot
45	Porsche
46	Renault
47	Saab
48	Subaru
49	Toyota
50	Triumph
51	Volvo
52	Mitsubishi
53	Suzuki
54	Acura
55	Hyundai
56	Merkur
57	Yugo
58	Infiniti
59	Lexus

2005-Later	
60	Daihatsu
61	Sterling
62	Land Rover
63	Kia
64	Daewoo
65	Smart (Since 2010)
66	Mahindra (2011-2013)
67	Scion (Since 2012)
69	Other Import
	Aston Martin
	Bentley
	Bertone
	Bricklin
	Bugatti
	Caterham
	Citroen
	DeLorean
	Desta
	Ferrari
	Fisker
	Gazelle
	Hillman
	Jensen
	Koenigsegg
	Lada
	Lamborghini
	Lotus
	Mahindra (Since 2013)
	Maserati
	Maybach
	McLaren
	Mini Cooper
	Morgan
	Morris
	Reliant (British)
	Rolls-Royce
	Simca
	Singer

2005-Later		
		Spyker
		Sunbeam
		TVR
70	BSA	
71	Ducati	
72	Harley-Davidson	
73	Kawasaki	
74	Moto Guzzi	
75	Norton	
76	Yamaha	
77	Victory	
78	Other Make Moped (Since 2010)	
79	Other Make Motored Cycle (Since 2010)	
80	Brockway	
81	Diamond Reo/Reo	
82	Freightliner	
83	FWD	
84	International Harvester/Navistar	
85	Kenworth	
86	Mack	
87	Peterbilt	
88	Iveco/Magirus	
89	White/Autocar, White/GMC	
90	Bluebird	
91	Eagle Coach	
92	Gillig	
93	MCI	
94	Thomas Built	
97	Not Reported (Since 2010)	
98	Other Make	
		Auto-Union-DKW
		Carpenter
		Collins Bus
		DINA
		Divco
		Hino
		Meyers Motors
		Mid Bus

2005-Later	
	Neoplan
	Orion
	Oshkosh
	Scania
	Sterling
	Think
	UD
	Van Hool
	Western Star
99	Unknown Make

V15. NCSA Model

Definition

This data element identifies the NCSA model of this vehicle within a given NCSA make.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

MODEL 2005-2009

PMODEL 2010-Later

Attribute Codes

2005-Later	
	See the current FARS/CRSS Coding and Validation Manual for vehicle model codes.

V16. NCSA Body Type

Definition

This data element identifies a classification of this vehicle based on its general body configuration, size, shape, doors, etc., as defined by NCSA.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

BODY_TYP 2005-2009

PBODYTYP 2010-Later

Attribute Codes

2005-2009	2010-2016	2017	2018-2019	2020-Later	
1	1	1	1	1	Convertible (Excludes Sunroof, T-Bar)
2	2	2	2	2	2-Door Sedan/Hardtop/Coupe
3	3	3	3	3	3-Door/2-Door Hatchback
4	4	4	4	4	4-Door Sedan/Hardtop
5	5	5	5	5	5-Door/4-Door Hatchback
6	6	6	6	6	Station Wagon (Excluding Van and Truck-Based)
7	7	7	7	7	Hatchback, Number of Doors Unknown
8	--	--	--	--	Other Auto (1991-1993)
8	8	8	8	8	Sedan/Hardtop, Number of Doors Unknown (Since 1994)
9	--	--	--	--	Unknown Auto Type (1991-1993)
9	9	9	9	9	Other or Unknown Automobile Type (Since 1994)
10	10	10	10	10	Auto-Based Pickup
11	11	11	11	11	Auto-Based Panel (Cargo Station Wagon, Auto-Based Ambulance or Hearse)
12	12	12	12	12	Large Limousine – More Than 4 Side Doors or Stretch Chassis
13	13	13	13	13	Three-Wheel Automobile or Automobile Derivative
14	14	14	14	14	Compact Utility (ANSI D-16 Utility Vehicle Categories “Small” and “Midsize”)

2005-2009	2010-2016	2017	2018-2019	2020-Later	
15	15	15	15	15	Large Utility (ANSI D-16 Utility Vehicle Categories “Full Size” and “Large”)
16	16	16	16	16	Utility Station Wagon
--	17	17	17	17	3-Door Coupe
19	19	19	19	19	Utility Unknown Body
20	20	20	20	20	Minivan
21	21	21	21	21	Large Van – Includes Van-Based Buses
22	22	22	22	22	Step Van or Walk-in Van (GVWR ≤ 10,000 lbs)
28	28	28	28	28	Other Van Type (Hi-Cube Van)
29	29	29	29	29	Unknown Van Type
30	30	--	--	--	Compact Pickup (GVWR, < 4,500 lbs)
31	31	--	--	--	Standard Pickup (4,500 lbs ≤ GVWR < 10,000 lbs)
32	32	32	--	--	Pickup With Slide-in Camper
33	33	33	33	33	Convertible Pickup
--	--	34	34	34	Light Pickup
39	39	39	39	39	Unknown (Pickup Style) Light Conventional Truck Type
40	40	40	40	40	Cab Chassis-Based (Includes Light Stake, Light Dump, Light Tow, Rescue Vehicles)
41	41	41	41	41	Truck-Based Panel
42	42	42	42	--	Light Truck-Based Motorhome (Chassis Mounted)
--	--	--	--	42	Light Vehicle-Based Motorhome (Chassis Mounted)
45	45	45	45	45	Other Light Conventional Truck Type (Includes Stretched Suburban Limousine)
48	48	--	--	--	Unknown Light-Truck Type (Not a Pickup, 1991-2012)
--	48	48	48	48	Unknown Light Truck Type (Since 2013)
49	49	49	49	49	Unknown Light-Vehicle Type (Automobile, Utility Vehicle, Van or Light Truck)
50	50	50	50	50	School Bus
51	51	51	51	51	Cross-Country/Intercity Bus (i.e., Greyhound)
52	52	52	52	52	Transit Bus (City Bus)
--	55	55	55	55	Van-Based Bus (GVWR > 10,000 lbs) (Since 2011)
58	58	58	58	58	Other Bus Type

2005-2009	2010-2016	2017	2018-2019	2020-Later	
59	59	59	59	59	Unknown Bus Type
60	60	60	60	60	Step Van (GVWR > 10,000 lbs)
61	61	--	--	--	Single-Unit Straight Truck (10,000 lbs < GVWR <= 19,500 lbs) (1991-2010)
--	61	61	61	61	Single-Unit Straight Truck or Cab-Chassis (GVWR range 10,001 to 19,500 lbs) (Since 2011)
62	62	--	--	--	Single-Unit Straight Truck (19,500 lbs < GVWR <= 26,000 lbs) (1991-2010)
--	62	62	62	62	Single-Unit Straight Truck or Cab-Chassis (GVWR range 19,501 to 26,000 lbs) (Since 2011)
63	63	--	--	--	Single-Unit Straight Truck (GVWR > 26,000 lbs) (1991-2010)
--	63	63	63	63	Single-Unit Straight Truck or Cab-Chassis (GVWR > 26,000 lbs) (Since 2011)
64	--	--	--	--	Single-Unit Straight Truck
--	64	64	64	64	Single Unit Straight Truck or Cab-Chassis (GVWR Unknown) (Since 2011)
65	65	65	65	--	Medium/Heavy Truck-Based Motorhome
--	--	--	--	65	Medium/Heavy Vehicle-Based Motorhome
66	66	66	66	66	Truck/Tractor (Cab Only, or With Any Number of Trailing Units: Any Weight)
67	67	67	67	67	Medium/Heavy Pickup (GVWR > 10,000 lbs) (Since 2001)
--	68	--	--	--	Single-Unit Straight Truck (GVWR Unknown) (2010 Only)
71	71	71	71	71	Unknown if Single-Unit or Combination-Unit Medium Truck (GVWR range 10,001 to 26,000 lbs)
72	72	72	72	72	Unknown if Single-Unit or Combination-Unit Heavy Truck (GVWR > 26,000 lbs)
73	73	73	73	--	Camper or Motorhome, Unknown Truck Type
--	--	--	--	73	Camper or Motorhome, Unknown GVWR
78	78	78	78	78	Unknown Medium/Heavy Truck Type
79	79	79	79	79	Unknown Truck Type
80	80	--	--	--	Motorcycle
--	--	80	80	80	Two Wheel Motorcycle (excluding motor scooters)
81	81	--	--	--	Moped (Motorized Bicycle)

2005-2009	2010-2016	2017	2018-2019	2020-Later	
--	--	81	81	81	Moped (Since 2022)
82	82	--	--	--	Three-Wheel Motorcycle/Moped-Not All-Terrain Vehicle
--	--	82	82	82	Three-Wheel Motorcycle (2 Rear Wheels)
83	83	--	--	--	Off-Road Motorcycle (2 Wheels) (Since 1993)
--	--	83	83	83	Off-Road Motorcycle
--	--	84	84	84	Motor Scooter
--	--	85	85	85	Unenclosed Three-Wheel Motorcycle/Unenclosed Autocycle (1 Rear Wheel)
--	--	86	86	86	Enclosed Three-Wheel Motorcycle/Enclosed Autocycle (1 Rear Wheel)
--	--	87	87	87	Unknown Three-Wheel Motorcycle Type
88	--	--	--	--	Other Motored Cycle Type (Mini-Bikes, Motor Scooters) (1991-2007)
88	88	--	--	--	Other Motored Cycle Type (Mini-Bikes, Motor Scooters, Pocket Motorcycles, "Pocket Bikes") (Since 2008)
--	--	88	88	88	Other Motored Cycle Type (Mini-Bikes, Pocket Motorcycles, "Pocket Bikes")
89	89	89	89	89	Unknown Motored Cycle Type
90	90	90	90	90	ATV (All-Terrain Vehicle)
91	91	91	91	91	Snowmobile
92	92	92	92	92	Farm Equipment Other Than Trucks
93	93	93	93	93	Construction Equipment Other Than Trucks (Includes Graders)
94	--	--	--	--	Motorized Wheel Chair (1997 Only)
--	94	94	94	94	Low-Speed Vehicle (LSV)/Neighborhood Electric Vehicle (NEV) (Since 2011)
--	95	95	95	95	Golf Cart (Since 2012)
--	--	96	96	96	Recreational Off-Highway Vehicle
97	97	97	97	97	Other Vehicle Type (Includes Go-Cart, Fork-Lift, City Street Sweeper, Dune/Swamp Buggy)
--	98	98	98	98	Not Reported
99	99	99	99	99	Unknown Body Type

V17. Final Stage Body Class

Definition

This element captures the completed/finished body class for an incomplete vehicle. An incomplete vehicle is completed by a final stage manufacturer. The intent of this data element is to capture the body class for incomplete vehicles when they are finished for road-use.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

PICFINALBODY

Attribute Codes

2020	2021-Later	
0	0	Not Applicable
2	2	Minivan
4	4	Low-Speed Vehicle (LSV)
7	7	Sport Utility Vehicle (SUV)/Multi-Purpose Vehicle (MPV)
8	8	Crossover Utility Vehicle (CUV)
9	9	Van
11	11	Truck
15	15	Wagon
16	16	Bus
60	60	Pickup
66	66	Truck-Tractor
68	68	Streetcar/Trolley
73	73	Bus-School Bus
95	95	Cargo Van
108	108	Motorhome
111	111	Step Van/Walk-in Van
117	117	Limousine
119	119	Sport Utility Truck
--	128	Ambulance
--	129	Street Sweeper
--	130	Fire Apparatus
997	997	Other
998	998	Not Reported
999	999	Unknown

V18. Power Unit Gross Vehicle Weight Rating (GVWR)

Definition

This element identifies the range of gross vehicle weight rating of the power unit as identified by the manufacturer through the vehicle's VIN submission. GVWR_FROM defines the lowest value and GVWR_TO defines the highest value for the range of the GVWR specified by the manufacturer as the recommended loaded weight for a vehicle.

Additional Information

Refer to [Addition of VIN-Decoded Data](#) for more details. See this data element in the Vehicle data file section for more information.

SAS Name

PGVWR_FROM, PGVWR_TO

Attribute Codes

2020-Later	
11	Class 1: 6,000 lbs or less (2,722 kg or less)
12	Class 2: 6,001 -10,000 lbs (2,722 -4,536 kg)
13	Class 3: 10,001 -14,000 lbs (4,536 -6,350 kg)
14	Class 4: 14,001 -16,000 lbs (6,350 -7,258 kg)
15	Class 5: 16,001 -19,500 lbs (7,258 -8,845 kg)
16	Class 6: 19,501 -26,000 lbs (8,845 -11,794 kg)
17	Class 7: 26,001 -33,000 lbs (11,794 -14,969 kg)
18	Class 8: 33,001 lbs and above (14,969 kg and above)
98	Not Reported
99	Reported as Unknown

V19. Vehicle Trailing

Definition

This data element identifies whether this vehicle had any attached trailing units or was towing another motor vehicle.

Additional Information

Trailing unit applies to any device connected to a motor vehicle by a hitch, including tractor-trailer combinations, a single-unit truck pulling a trailer (truck trailer), a boat trailer hitched onto a motor vehicle, etc.

See this data element in the Vehicle data file section for more information.

SAS Name

TOW_VEH 2005-2009

PTRAILER 2010-Later

Attribute Codes

2005-2008	2009-2021	2022-Later	
0	0	--	No Trailing Units
--	--	0	No Trailers
1	1	--	Yes, One Trailing Unit
--	--	1	One Trailer
2	2	--	Yes, Two Trailing Units
--	--	2	Two Trailers
3	3	--	Yes, Three or More Trailing Units
--	--	3	Three or More Trailers
4	4	--	Yes, Number of Trailing Units Unknown
--	--	4	Yes, Number of Trailers Unknown
5	--	--	Vehicle Towing another Motor Vehicle
--	5	5	Vehicle Towing another Motor Vehicle – Fixed Linkage
--	6	6	Vehicle Towing another Motor Vehicle – Non-Fixed Linkage
--	--	7	Trailing Unit Other than a Trailer or Another Motor Vehicle
9	9	9	Unknown

V20. Trailer Vehicle Identification Number

Definition

This data element records the vehicle identification number (VIN) of any trailing units of a combination vehicle.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

PTRLR1VIN, PTRLR2VIN, PTRLR3VIN

Attribute Codes

2016-2017	2018-2020	2021-Later	
000000000000	000000000000	--	No VIN Required
--	--	000000000000	No VIN Required, Not a Vehicle for Road Use
XXXXXXXXXXXXXX	XXXXXXXXXXXXXX	XXXXXXXXXXXXXX	First 12 Characters of the VIN
777777777777	777777777777	777777777777	No Trailing Units
888888888888	888888888888	888888888888	Not Reported
999999999999	--	--	Unknown
--	999999999999	999999999999	Reported as Unknown
--	*	*	VIN Character Missing or Not Decipherable

V21. Trailer Gross Vehicle Weight Rating (GVWR)

Definition

This element identifies the gross vehicle weight rating of any trailing units as identified by the manufacturer in the vehicle's VIN.

Additional Information

Refer to [Addition of VIN-Decoded Data](#) for more details. See this data element in the Vehicle data file section for more information.

SAS Name

PTRLR1GVWR, PTRLR2GVWR, PTRLR3GVWR

Attribute Codes

2020-Later	
0	No Trailer GVWR Required
11	Class 1: 6,000 lbs or less (2,722 kg or less)
12	Class 2: 6,001 -10,000 lbs (2,722 -4,536 kg)
13	Class 3: 10,001 -14,000 lbs (4,536 -6,350 kg)
14	Class 4: 14,001 -16,000 lbs (6,350 -7,258 kg)
15	Class 5: 16,001 -19,500 lbs (7,258 -8,845 kg)
16	Class 6: 19,501 -26,000 lbs (8,845 -11,794 kg)
17	Class 7: 26,001 -33,000 lbs (11,794 -14,969 kg)
18	Class 8: 33,001 lbs and above (14,969 kg and above)
77	No Trailing Units
98	Not Reported
99	Reported as Unknown

V23. Motor Carrier Identification Number**Definition**

This data element records the issuing authority and motor carrier identification number if applicable to this vehicle. This data element is the combination of two data elements, MCARR_I1 and MCARR_I2.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

MCARR_ID 2005-2009

PMCARR_ID 2010-Later

Attribute Codes

2005-2009	2010-Later	
00000000000	00000000000	Not Applicable
xxxxxxxxxxxx	xxxxxxxxxxxx	11-Character Combination of MCARR_I1 followed by MCARR_I2
--	77777777777	Not Reported
88888888888	88888888888	None
99999999999	99999999999	Unknown (Reported as Unknown, 2018-2019)

V23A. MCID Issuing Authority**Definition**

This data element records the issuing authority if applicable to this vehicle.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

MCARR_I1 2007-2009

PMCARR_I1 2010-Later

Attribute Codes

2007-2009	2010-Later	
0	0	Not Applicable
1-56	1-56	FARS State Code
57	57	U.S. DOT
58	58	MC/MX (ICC)
--	77	Not Reported
88	88	None
95	95	Canada
96	96	Mexico
99	99	Unknown (Reported as Unknown, 2018-2019)

V23B. MCID Identification Number**Definition**

This data element records the motor carrier identification number if applicable to this vehicle.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

MCARR_I2 2007-2009

PMCARR_I2 2010-Later

Attribute Codes

2007-2009	2010-Later	
0000000000	0000000000	Not Applicable
xxxxxxxxxx	xxxxxxxxxx	9 Characters
--	777777777	Not Reported
8888888888	8888888888	None
9999999999	9999999999	Unknown (Reported as Unknown, 2018-2019)

V24. Vehicle Configuration

Definition

This data element identifies the general configuration of this vehicle if applicable.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

V_CONFIG 2005-2009

PV_CONFIG 2010-Later

Attribute Codes

2005-2009	2010-2020	2021-Later	
0	--	--	Not Applicable, Not a Medium/Heavy Truck or Bus or Vehicle Displaying a Hazardous Materials Placard
--	0	0	Not Applicable
1	--	--	Single-Unit Truck (2 Axles, 6 Tires)
--	1	1	Single-Unit Truck (2 Axles and GVWR More Than 10,000 lbs.)
2	2	2	Single-Unit Truck (3 or More Axles)
3	--	--	Single-Unit Truck (Unknown Number of Axles, Tires)
4	--	--	Truck/Trailer(s)
--	4	4	Truck Pulling Trailer(s)
5	5	5	Truck Tractor (Bobtail)
6	--	--	Truck Tractor/Semi-Trailer (One Trailer)
--	6	6	Truck Tractor/Semi-Trailer
7	--	--	Truck Tractor/Doubles (Two Trailers)
--	7	7	Truck Tractor/Double
8	--	--	Tractor/Triples (Three Trailers)
--	8	8	Truck Tractor/Triple
--	10	10	Vehicle 10,000 lbs. or Less Placarded for Hazardous Materials
19	--	--	Medium/Heavy Trucks, Cannot Classify
--	19	--	Truck More Than 10,000 lbs., Cannot Classify
--	--	19	Vehicle More Than 10,000 lbs., Other
20	--	--	Bus (Seats for 9-15 Occupants, Including Driver)

2005-2009	2010-2020	2021-Later	
--	20	20	Bus/Large Van (Seats for 9-15 Occupants, Including Driver)
21	--	--	Bus (Seats for More Than 15 People, Including Driver, 2005-2006)
21	--	--	Bus (Seats for 16 or More People, Including Driver, 2007-2009)
--	21	21	Bus (Seats for More Than 15 Occupants, Including Driver, 2010-Later)
70	--	--	Light Truck (Van, Mini-Van, Panel, Pickup, Sport Utility Vehicle Displaying a Hazardous Materials Placard)
80	--	--	Passenger Car (Only When Displaying a Hazardous Materials Placard)
--	--	88	Qualifying Vehicle, Unknown Configuration
--	98	98	Not Reported (2010-2012)
99	--	--	Unknown if Light or Medium/Heavy Truck/Bus
--	99	99	Unknown (Reported as Unknown, 2018-2019)

V25. Cargo Body Type

Definition

This data element identifies the primary cargo carrying capability of this vehicle if applicable.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

CARGO_BT 2005-2009

PCARGTYP 2010-Later

Attribute Codes

2005-2008	2009-Later	
0	--	Not Applicable, Not a Medium/Heavy Truck or Bus
--	0	Not Applicable
1	1	Van/Enclosed Box
2	2	Cargo Tank
3	3	Flatbed
4	4	Dump
5	5	Concrete Mixer
6	6	Auto Transporter
7	7	Garbage/Refuse
8	8	Grain, Chips, Gravel
9	--	Pole
--	9	Pole-Trailer
10	10	Log (Since 2007)
11	--	Intermodal Chassis (2007-2008)
--	11	Intermodal Container Chassis
12	12	Vehicle Towing Another Motor Vehicle (Since 2007)
20	--	Bus (Seats 9-15 People, Including Driver)
21	--	Bus (Seats More Than 15 People, Including Driver, 2005-2006)
21	--	Bus (Seats for 16 or More People, Including Driver, 2007-2008)
--	22	Bus
--	28	Not Reported (2010-2012)
96	96	No Cargo Body Type
97	--	Medium/Heavy Truck, or Bus, Other Cargo Body Type
--	97	Other

2005-2008	2009-Later	
98	--	Medium/Heavy Truck, or Bus, Unknown Cargo Body Type
--	98	Unknown Cargo Body Type
--	--	Unknown Vehicle Type
99	--	Unknown if Light or Medium/Heavy Truck/Bus
--	99	Unknown (Reported as Unknown, 2018-2019)

V26A/HM1. Hazardous Material Involvement**Definition**

This data element identifies whether this vehicle was carrying hazardous materials.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

HAZ_INV 2007-2009

PHAZ_INV 2010-Later

Attribute Codes

2007-Later	
1	No
2	Yes

V26B/HM2. Hazardous Material Placard**Definition**

This data element identifies the presence of hazardous materials for this vehicle and whether this vehicle displayed a hazardous materials placard.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name**HAZ_PLAC 2007-2009****PHAZPLAC 2010-Later****Attribute Codes**

2007-Later	
0	Not Applicable
1	No
2	Yes
8	Not Reported

V26C/HM3. Hazardous Material Identification Number**Definition**

This data element identifies the four-digit hazardous materials identification number for this vehicle.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

HAZ_ID 2007-2009

PHAZ_ID 2010-Later

Attribute Codes

2007-Later	
0	Not Applicable
xxxx	Actual 4-Digit Number
8888	Not Reported

V26D/HM4. Hazardous Material Class Number**Definition**

This data element identifies the single-digit hazardous materials class number for this vehicle.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

HAZ_CNO 2007-2009

PHAZ_CNO 2010-Later

Attribute Codes

2007	
0	Not Applicable
1-7 or 9	Actual Number
8	Not Reported

2008-Later	
0	Not Applicable
1-9	Actual Number
88	Not Reported

V26E/HM5. Release of Hazardous Material From the Cargo Compartment**Definition**

This data element identifies whether any hazardous cargo was released from the cargo tank or compartment of this vehicle.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

HAZ_REL 2007-2009

PHAZ_REL 2010-Later

Attribute Codes

2007-Later	
0	Not Applicable
1	No
2	Yes
8	Not Reported

V27. Bus Use

Definition

This data element describes the common type of bus service this vehicle was being used as at the time of the crash or the primary use for the bus if not in service at the time of the crash.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

BUS_USE 2005-2009

PBUS_USE 2010-Later

Attribute Codes

2005-2009	
0	Not Used as a Bus
1	Used as a Public School Bus
2	Used as a Private School Bus
3	Used as a School Bus, Public or Private Unknown
4	Used as a Scheduled Service Bus
5	Used as a Tour Bus
6	Used as a Commuter Bus
7	Used as a Shuttle Bus
8	Modified for Personal/Private Use
9	Unknown Bus Use

2010-2017	2018-2021	2022-Later	
0	0	0	Not a Bus
1	1	1	School
4	4	4	Intercity
5	5	5	Charter/Tour
6	6	6	Transit/Commuter
7	7	7	Shuttle
8	8	8	Modified for Personal/Private Use
--	--	97	Bus, Unknown Use
98	98	98	Not Reported
99	--	--	Unknown
--	99	99	Reported as Unknown

V28. Special Use

Definition

This data element identifies any special use associated with this vehicle at the time of the crash.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

SPEC_USE 2005-2009

PSP_USE 2010-Later

Attribute Codes

2005-2009	2010-2011	2012	2013-2018	2019	2020	2021-Later	
0	0	0	0	0	0	--	No Special Use
--	--	--	--	--	--	0	No Special Use Noted
1	1	1	1	1	1	1	Taxi
2	2	--	--	--	--	--	Vehicle Used for School Bus
--	--	2	2	2	2	2	Vehicle Used as School Transport
3	3	3	3	3	3	3	Vehicle Used as Other Bus
4	4	4	4	4	4	4	Military
5	5	5	5	5	5	5	Police
6	6	6	6	6	6	6	Ambulance (Since 1980)
7	7	7	7	7	7	7	Fire Truck (Since 1982)
8	8	8	--	--	--	--	Emergency Services Vehicle (2009-2012)
--	--	--	8	8	8	8	Non-Transport Emergency Services Vehicle
--	--	--	--	10	10	10	Safety Service Patrols – Incident Response
--	--	--	--	11	11	11	Other Incident Response
--	--	--	--	12	12	12	Towing – Incident Response
--	--	--	13	--	--	--	Incident Response
--	--	--	--	--	19	19	Motor Vehicle Used for Vehicle Sharing Mobility
--	--	--	--	20	--	--	Vehicle Used for Electronic Ride-Hailing (Transportation Network Company)

2005- 2009	2010- 2011	2012	2013- 2018	2019	2020	2021- Later	
--	--	--	--	--	20	20	Motor Vehicle Used for Electronic Ride-Hailing
--	--	--	--	21	21	21	Mail Carrier
--	--	--	--	22	22	22	Public Utility
--	--	--	--	23	23	23	Rental Truck Over 10,000 lbs
--	--	--	--	24	24	24	Truck Operating With Crash Attenuator Equipment
--	98	98	98	98	98	--	Not Reported
9	99	99	99	--	--	--	Unknown
--	--	--	99	99	99	99	Reported as Unknown (since 2018)

V29. Emergency Motor Vehicle Use

Definition

This data element identifies whether this vehicle was engaged in emergency use. Emergency Use indicates operation of any motor vehicle that is legally authorized by a government authority to respond to emergencies with or without the use of emergency warning equipment, such as a police vehicle, fire truck or ambulance while actually engaged in such response.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

EMER_USE 2005-2009

PEM_USE 2010-Later

Attribute Codes

2005-2009	2010-2012	2013	2014-2017	2018-Later	
0	0	--	--	--	No
--	--	0	0	0	Not Applicable
1	1	--	--	--	Yes
--	--	2	2	2	Non-Emergency, Non-Transport
--	--	3	3	3	Non-Emergency Transport
--	--	4	4	4	Emergency Operation, Emergency Warning Equipment Not in Use
--	--	5	5	5	Emergency Operation, Emergency Warning Equipment in Use
--	--	--	6	6	Emergency Operation, Emergency Warning Equipment in Use Unknown
--	8	8	8	8	Not Reported
--	9	9	9	--	Unknown
--	--	--	--	9	Reported as Unknown

V31. Vehicle Underride/Override**Definition**

This element indicates whether this vehicle experienced an underride or override with another vehicle during the crash.

Additional Information**SAS Name****PUNDEROVERRIDE****Attribute Codes**

2021-Later	
0	No Underride or Override
1	Underride
2	Override
7	Not Applicable
8	Not Reported
9	Reported as Unknown

V34A. Area of Impact – Initial Contact Point

Definition

This data element identifies the area on this vehicle that produced the first instance of injury to non-motorists or occupants of this vehicle, or that resulted in the first instance of damage to other property or to this vehicle.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

IMPACT1 2005-2009

PIMPACT1 2010-Later

Attribute Codes

2005-2009	2010-2011	2012	2013-2016	2017-Later	
0	0	0	0	0	Non-Collision
1-12	1-12	1-12	1-12	1-12	Clock Points
13	13	13	13	13	Top
14	14	14	14	14	Undercarriage
18	--	--	--	--	This Vehicle Set Something in Motion Causing Injury or Damage (Not a Clock Point)
--	18	--	--	--	Set-in-Motion (Not a Clock Point)
--	--	18	--	--	Set-in-Motion (Not a Clock Value)
--	--	--	18	18	Cargo/Vehicle Parts Set-in-Motion
--	--	--	19	19	Other Objects Set-in-Motion
--	--	--	--	19	Other Objects or Person Set-in-Motion (Since 2019)
--	--	--	--	20	Object Set in Motion, Unknown if Cargo/Vehicle Parts or Other
--	61	61	61	61	Left
--	62	--	--	--	Left-Front Half
--	--	62	62	62	Left-Front Side
--	63	--	--	--	Left-Back Half
--	--	63	63	63	Left-Back Side
--	81	81	81	81	Right
--	82	--	--	--	Right-Front Half

2005- 2009	2010- 2011	2012	2013- 2016	2017- Later	
--	--	82	82	82	Right-Front Side
--	83	--	--	--	Right-Back Half
--	--	83	83	83	Right-Back Side
--	98	98	98	98	Not Reported
99	99	99	99	99	Unknown/Reported as Unknown (Since 2018)

V35. Extent of Damage

Definition

This data element records the amount of damage sustained by this vehicle as indicated in the case material based on an operational damage scale.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

DEFORMED 2005-2009

PVEH_SEV 2010-Later

Attribute Codes

2005-2008	
0	None
2	Other (Minor)
4	Functional (Moderate)
6	Disabling (Severe)
9	Unknown

2009	2010-2017	2018-2021	2022-Later	
0	0	0	0	No Damage
2	2	2	2	Minor Damage
4	4	4	4	Functional Damage
6	6	6	6	Disabling Damage
--	--	--	7	Damage Reported, Extent Unknown
--	8	8	8	Not Reported
9	9	--	--	Unknown
--	--	9	9	Reported as Unknown

V36. Vehicle Towed

Definition

This data element identifies whether the vehicle was towed from the scene of the crash.

Additional Information

The early years are not consistent with the documentation of the time.

The data element name was “Manner of Leaving Scene” from 1975 to 2008. The data element name was changed to “Vehicle Removal” in 2009. From 2009-2021 this data element’s name was “Vehicle Removal.” Prior to 2016 the Data Element ID was V30. From 2016 to 2019 the Data Element ID was V31.

See this data element in the Vehicle data file section for more information.

SAS Name

TOWAWAY 2005-2008

TOWED 2009

PTOWED 2010-Later

Attribute Codes

1975	1976-2008	2009	2010-2012	2013-2017	2018-2019	2020-2021	2022-Later	
--	1	1	1	--	--	--	--	Driven Away
2	2	--	--	--	--	--	--	Towed Away
--	--	2	2	2	2	2	--	Towed Due to Disabling - Damage
--	3	--	--	--	--	--	--	Abandoned/Left Scene
--	--	3	3	3	3	--	--	Towed Not Due to Disabling Damage
--	--	--	--	--	--	3	--	Towed but Not Due to Disabling Damage
4	--	--	--	--	--	--	--	Not Towed Away
--	--	4	4	--	--	--	--	Abandoned/Left at Scene
--	--	--	--	5	5	5	5	Not Towed
--	--	--	--	--	--	--	6	Towed
--	--	--	--	--	7	7	--	Towed, Unknown Reason
--	--	--	8	8	8	8	8	Not Reported
9	9	9	9	9	--	--	--	Unknown
--	--	--	--	--	9	9	9	Reported as Unknown

V38. Most Harmful Event

Definition

This data element describes the event that resulted in the most severe injury or, if no injury, the greatest property damage involving this vehicle.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

M_HARM 2005-2009

PM_HARM 2010-Later

Attribute Codes

2005-2009	2010-2012	2013-2015	2016	2017-Later	
1	1	1	1	1	Rollover/Overtur
2	2	2	2	2	Fire/Explosion
3	3	3	3	3	Immersion (or Partial Immersion, Since 2012)
4	4	4	4	4	Gas Inhalation
5	5	5	5	5	Fell/Jumped From Vehicle
6	--	--	--	--	Injured in Vehicle
--	6	6	6	6	Injured in Vehicle (Non-Collision)
7	7	7	7	7	Other Non-Collision
8	8	8	8	8	Pedestrian
9	--	--	--	--	Pedalcycle
--	9	9	9	9	Pedalcyclist
10	--	--	--	--	Railway Train
--	10	10	10	10	Railway Vehicle
11	--	--	--	--	Animal
--	11	11	11	11	Live Animal
12	--	--	--	--	Motor Vehicle In-Transport on Same Roadway
--	12	12	12	12	Motor Vehicle In-Transport
13	--	--	--	--	Motor Vehicle In-Transport on Other Roadway
14	14	14	14	14	Parked Motor Vehicle
15	15	15	15	15	Non-Motorist on Personal Conveyance
16	16	16	16	16	Thrown or Falling Object

2005-2009	2010-2012	2013-2015	2016	2017-Later	
17	17	17	17	17	Boulder
18	18	18	18	18	Other Object (Not Fixed)
19	19	19	19	19	Building
20	20	20	20	20	Impact Attenuator/Crash Cushion
21	--	--	--	--	Bridge Pier or Abutment
--	21	21	21	21	Bridge Pier or Support
22	--	--	--	--	Bridge Parapet End
23	--	--	--	--	Bridge Rail
--	23	23	23	23	Bridge Rail (Includes Parapet)
24	24	24	24	24	Guardrail Face
25	25	25	25	25	Concrete Traffic Barrier
26	26	26	26	26	Other Traffic Barrier
27	--	--	--	--	Highway/Traffic Sign Post
28	--	--	--	--	Overhead Sign Support/Sign
29	--	--	--	--	Luminary/Light Support
30	--	--	--	--	Utility Pole
--	30	30	30	30	Utility Pole/Light Support
31	31	31	--	--	Other Post, Other Pole, or Other Support
--	--	--	31	31	Post, Pole or Other Support
32	32	32	32	32	Culvert
33	33	33	33	33	Curb
34	34	34	34	34	Ditch
35	--	--	--	--	Embankment – Earth
--	35	35	35	35	Embankment
36	--	--	--	--	Embankment – Rock, Stone, or Concrete
37	--	--	--	--	Embankment – Material Type Unknown
38	38	38	38	38	Fence
39	39	39	39	39	Wall
40	40	40	40	40	Fire Hydrant
41	41	41	41	41	Shrubbery
42	42	42	42	42	Tree (Standing Only)
43	43	43	43	43	Other Fixed Object
44	--	--	--	--	Pavement Surface Irregularity
--	44	44	44	44	Pavement Surface Irregularity (Ruts, Potholes, Grates, etc.)
45	--	--	--	--	Working Construction, Maintenance or Utility Vehicles
--	45	45	45	45	Working Motor Vehicle

2005-2009	2010-2012	2013-2015	2016	2017-Later	
46	46	46	46	46	Traffic Signal Support
47	--	--	--	--	Vehicle Occupant Struck or Run Over by Own Vehicle
48	--	--	--	--	Collision With Snow Bank
--	48	48	48	48	Snow Bank
49	49	49	49	49	Ridden Animal or Animal-Drawn Conveyance
50	50	50	50	50	Bridge Overhead Structure
51	--	--	--	--	Jackknife
--	51	51	51	51	Jackknife (Harmful to This Vehicle)
52	52	52	52	52	Guardrail End
53	53	53	53	53	Mail Box
54	--	--	--	--	Motor Vehicle Struck by Falling/Shifting Cargo or Anything Set in Motion by Another Motor Vehicle In-Transport
--	54	54	54	54	Motor Vehicle In-Transport Strikes or Is Struck by Cargo, Persons or Objects Set-in-Motion From/by Another Motor Vehicle In-Transport
55	--	--	--	--	Other Not In-Transport Motor Vehicle (2005-2007)
55	55	55	88	88	Motor Vehicle in Motion Outside the Trafficway (Since 2008)
57	57	57	57	57	Cable Barrier (Since 2008)
--	58	58	58	58	Ground
--	59	59	59	59	Traffic Sign Support
--	72	72	72	72	Cargo/Equipment Loss or Shift (Harmful to This Vehicle)
--	--	--	--	72	Cargo/Equipment Loss, Shift, or Damage (Harmful) (Since 2018)
--	--	73	--	--	Object Fell From Motor Vehicle In-Transport
--	--	--	73	73	Object That Had Fallen From Motor Vehicle In-Transport
--	--	--	74	74	Road Vehicle on Rails
--	--	--	--	91	Unknown Object Not Fixed
--	--	--	--	93	Unknown Fixed Object
--	98	--	--	--	Not Reported (2010 Only)
--	--	--	--	98	Harmful Event, Details Not Reported (Since 2019)
99	99	99	99	99	Unknown/Reported as Unknown (Since 2018)

V39. Fire Occurrence**Definition**

This data element identifies whether a fire in any way related to the crash occurred in this vehicle.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

FIRE_EXP 2005-2009

PFIRE 2010-Later

Attribute Codes

2005-2007	2008	2009-Later	
0	0	--	No Fire
--	--	0	No or Not Reported
1	1	--	Fire Occurred in This Vehicle during Crash
--	--	1	Yes
--	2	--	Fire Occurred in This Vehicle and Initiated Fire/Explosion in Another Vehicle

V100. NCSA Make Model Combined**Definition**

This derived data element represents the five-digit combination of two data elements, the two-digit “NCSA Make” code (MAKE) followed by the three-digit “NCSA Model” code (MODEL).

Additional Information

Prior to 2020 this data element’s name was "Make Model Combined."

See this data element in the Vehicle data file section for more information.

SAS Name

MAK_MOD 2005-2009

PMAK_MOD 2010-Later

Attribute Codes

2005-Later	
	See the current FARS/CRSS Coding and Validation Manual for vehicle make and model codes.

V101. VIN Character 1

Definition

This data element represents the first character in the VIN string for this vehicle.

Additional Information

SAS Name

VIN_1 2005-2009

PVIN_1 2010-Later

Attribute Codes

2005-Later	
X	First Character in the VIN String

V102. VIN Character 2**Definition**

This data element represents the second character in the VIN string for this vehicle.

Additional Information**SAS Name**

VIN_2 2005-2009

PVIN_2 2010-Later

Attribute Codes

2005-Later	
X	Second Character in the VIN String

V103. VIN Character 3

Definition

This data element represents the third character in the VIN string for this vehicle.

Additional Information

SAS Name

VIN_3 2005-2009

PVIN_3 2010-Later

Attribute Codes

2005-Later	
X	Third Character in the VIN String

V104. VIN Character 4**Definition**

This data element represents the fourth character in the VIN string for this vehicle.

Additional Information**SAS Name**

VIN_4 2005-2009

PVIN_4 2010-Later

Attribute Codes

2005-Later	
X	Fourth Character in the VIN String

V105. VIN Character 5

Definition

This data element represents the fifth character in the VIN string for this vehicle.

Additional Information

SAS Name

VIN_5 2005-2009

PVIN_5 2010-Later

Attribute Codes

2005-Later	
X	Fifth Character in the VIN String

V106. VIN Character 6

Definition

This data element represents the sixth character in the VIN string for this vehicle.

Additional Information

SAS Name

VIN_6 2005-2009

PVIN_6 2010-Later

Attribute Codes

2005-Later	
X	Sixth Character in the VIN String

V107. VIN Character 7

Definition

This data element represents the seventh character in the VIN string for this vehicle.

Additional Information

SAS Name

VIN_7 2005-2009

PVIN_7 2010-Later

Attribute Codes

2005-Later	
x	Seventh Character in the VIN String

V108. VIN Character 8

Definition

This data element represents the eighth character in the VIN string for this vehicle.

Additional Information

SAS Name

VIN_8 2005-2009

PVIN_8 2010-Later

Attribute Codes

2005-Later	
X	Eighth Character in the VIN String

V109. VIN Character 9**Definition**

This data element represents the ninth character in the VIN string for this vehicle.

Additional Information**SAS Name**

VIN_9 2005-2009

PVIN_9 2010-Later

Attribute Codes

2005-Later	
X	Ninth Character in the VIN String

V110. VIN Character 10

Definition

This data element represents the tenth character in the VIN string for this vehicle.

Additional Information

SAS Name

VIN_10 2005-2009

PVIN_10 2010-Later

Attribute Codes

2005-Later	
X	Tenth Character in the VIN String

V111. VIN Character 11

Definition

This data element represents the eleventh character in the VIN string for this vehicle.

Additional Information

SAS Name

VIN_11 2005-2009

PVIN_11 2010-Later

Attribute Codes

2005-Later	
X	Eleventh Character in the VIN String

V112. VIN Character 12

Definition

This data element represents the twelfth character in the VIN string for this vehicle.

Additional Information

SAS Name

VIN_12 2005-2009

PVIN_12 2010-Later

Attribute Codes

2005-Later	
X	Twelfth Character in the VIN String

V150. Fatalities in Vehicle**Definition**

This derived data element records the number of fatalities that occurred in this vehicle and is derived by counting all people with “Injury Severity” of 4 in the vehicle.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

DEATHS 2005-2009

PDEATHS 2010-Later

Attribute Codes

2005-Later	
0-99	Number of Fatalities That Occurred in the Vehicle.

Discontinued PARKWORK Data Elements

Axle (*discontinued*)

Definition

This data element counts the total number of axles on the vehicle (and converter dolly), including the trailing units (includes raised axles).

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

AXLES

Attribute Codes

2005-2007	
0	Not Applicable, Not a Medium/Heavy Truck or Bus
2-97	Number of Axles
98	Medium/Heavy Truck or Bus, Number of Axles Unknown
99	Unknown if Light or Medium/Heavy Truck or Bus

Carburetion (*discontinued*)

Definition

This data element identifies the number of barrels for the engine of this vehicle or a code indicating that the engine is high-performance, fuel-injected, turbocharged, or electronically controlled.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

PCARBUR

Attribute Codes

2011-2012	
0-8	Actual Number of Barrels
A	1 Barrel, Lower HP
B	1 Barrel, Higher HP

2011-2012	
C	1 Barrel, Turbo
D	1 Barrel, Turbo Low HP
E	1 Barrel, Turbo High HP
F	Number of Barrels Not Specified, Fuel injection
G	1 Barrel, Electronically Controlled
H	Number of Barrels Not Specified, High performance
J	2 Barrels, Lower HP
K	2 Barrels, Higher HP
L	2 Barrels, Turbo
M	2 Barrels, Turbo Low HP
N	2 Barrels, Turbo High HP
P	2 Barrels, Electronically Controlled
Q	Number of Barrels Not Specified, Electronically Controlled
R	4 Barrels, Electronically Controlled
S	4 Barrels, Lower HP
T	1, 2, or 4 Barrels, Turbo Fuel Injected
U	4 Barrels, Higher HP
V	4 Barrels, Turbo
W	4 Barrels, Turbo Low HP
X	4 Barrels, Turbo High HP
Y	Number of Barrels Not Specified, Turbo
Z	Number of Barrels Not Specified, Super Charged

Crash Avoidance Maneuver (discontinued)

Definition

This data element is collected to indicate if an avoidance maneuver was taken by the driver to avoid the crash.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

AVOID

Attribute Codes

2005-2009	
0	No Avoidance Maneuver Reported

2005-2009	
1	Braking (Skid Marks Evident)
2	Braking (No Skid Marks; Driver Stated)
3	Braking (Other Reported Evidence)
4	Steering (Evidence or Stated)
5	Steering and Braking (Evidence or Stated)
6	Other Avoidance Maneuver
8	Not Reported (Inconclusive Since 1999, by Police)

Commercial Motor Vehicle License Status (discontinued)

Definition

This data element indicates the status of the driver's commercial driver's license (CDL) if applicable.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

CDL_STAT

Attribute Codes

2005-2009	
0	No Commercial Driver's License (CDL)
1	Suspended
2	Revoked
3	Expired
4	Cancelled or Denied
5	Disqualified
6	Valid
7	Learner's Permit
8	Other – Not Valid
9	Unknown CDL

Compliance With CDL Endorsements (discontinued)

Definition

This data element identifies whether the vehicle driven at the time of the crash required endorsements on a commercial driver's license (CDL) and whether this driver was complying with the CDL endorsements.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

L_ENDORS

Attribute Codes

2005-2009	
0	No Endorsements Required for This Vehicle
1	Endorsements Required, Complied With
2	Endorsements Required, Not Complied With
3	Endorsements Required, Compliance Unknown
--	No Driver Present/Unknown if Driver Present
--	Not Reported
9	Unknown, if Required

Compliance With License Restrictions (discontinued)

Definition

This data element indicates whether this driver was compliant with restrictions on their license.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

L_RESTRI

Attribute Codes

1975-2009	
0	No Restrictions or Not Applicable
1	Restrictions Complied With

1975-2009	
2	Restrictions Not Complied With
3	Restrictions, Compliance Unknown
9	Unknown

Cubic Inch Displacement (discontinued)

Definition

This data element identifies the manufacturer's cubic inch displacement of the engine pistons for this vehicle.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

PDISPLACE

Attribute Codes

2011-2012	
xxx	Actual Cubic Inch Displacement (cid)

Curb Weight (discontinued)

Definition

This data element identifies the base weight of the series for this vehicle. This is available for Passenger Type Vehicles only (VINTYPE="P").

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

VIN_WGT 2005-2009

PVIN_WGT 2010-2012

Attribute Codes

2005-2012	
0	Not Available
1-9998	Actual Weight of Automobile (lbs)

2005-2012	
9999	Value Not Coded

Driver Drinking (discontinued)

Definition

This data element records whether the driver was drinking and is derived from data elements in the Vehicle and Person data files.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

DR_DRINK

Attribute Codes

2005-2009	
0	No Drinking
1	Drinking

Driver Height (discontinued)

Definition

This data element identifies this driver's height (in inches).

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

DR_HGT

Attribute Codes

2005-2009	
24-107	Actual Height in Inches
999	Unknown

Driver Presence (discontinued)

Definition

This data element identifies whether a driver was present in this vehicle at the onset of the unstabilized situation.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

DR_PRES

Attribute Codes

2005-2008	2009	
--	0	No Driver Present/Not Applicable
1	--	Driver Operated Vehicle
--	1	Yes
2	--	Driverless (No Driver)
3	--	Driver Left Scene
4	--	Motor Vehicle Not In-Transport (Parked/Stopped off Roadway/Working Motor Vehicle/In Motion Outside Trafficway, 2008 Only)
4	--	Motor Vehicle Not In-Transport (Parked/Stopped off Roadway/Working/In Motion Outside Trafficway, 2005-2007)
9	9	Unknown

Driver Weight (discontinued)

Definition

This data element identifies this driver's weight (in pounds).

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

DR_WGT

Attribute Codes

2005-2009	
40-700	Actual Weight in Pounds
998	Other
999	Unknown

Driver's License State (discontinued)**Definition**

This element identifies the State of issue for the license held by this driver.

Additional Information**SAS Name**

L_STATE

Attribute Codes

2005-2009	
1	Alabama
2	Alaska
3	American Samoa
4	Arizona
5	Arkansas
6	California
8	Colorado
9	Connecticut
10	Delaware
11	District of Columbia
12	Florida
13	Georgia
14	Guam
15	Hawaii
16	Idaho
17	Illinois
18	Indiana
19	Iowa
20	Kansas
21	Kentucky
22	Louisiana

23	Maine
24	Maryland
25	Massachusetts
26	Michigan
27	Minnesota
28	Mississippi
29	Missouri
30	Montana
31	Nebraska
32	Nevada
33	New Hampshire
34	New Jersey
35	New Mexico
36	New York
37	North Carolina
38	North Dakota
39	Ohio
40	Oklahoma
41	Oregon
42	Pennsylvania
43	Puerto Rico
44	Rhode Island
45	South Carolina
46	South Dakota
47	Tennessee
48	Texas
49	Utah
50	Vermont
51	Virginia
52	Virgin Islands (Since 2004)
53	Washington
54	West Virginia
55	Wisconsin
56	Wyoming

2005-2009	
94	Military (2005-2006)
94	U.S. Government (Since 2007)
95	Canada

2005-2009	
96	Mexico
97	Other Foreign Country
99	Unknown

Driver's Vision Obscured by (discontinued)

Definition

This data element records impediments to a driver's visual field that were noted in the case material.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

D_VISION1, D_VISION2, D_VISION3

Attribute Codes

2009	
0	No Obstruction Noted
1	Rain, Snow, Fog, Smoke, Sand, Dust
2	Reflected Glare, Bright Sunlight, Headlights
3	Curve, Hill, or Other Roadway Design Features
4	Building, Billboard, or Other Structure
5	Trees, Crops, Vegetation
6	In-Transport Motor Vehicle (Including Load)
7	Not In-Transport Motor Vehicle (Parked, Working)
8	Splash or Spray of Passing Vehicle
9	Inadequate Defrost or Defog System
10	Inadequate Vehicle Lighting System
11	Obstructing Interior to the Vehicle
12	External Mirrors
13	Broken or Improperly Cleaned Windshield
14	Obstructing Angles on Vehicle
97	Vision Obscured – No Details
98	Other Visual Obstruction
99	Unknown

Driver's ZIP Code (discontinued)

Definition

This data element records the ZIP Code of the driver's address as listed in the case material.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

DR_ZIP

Attribute Codes

2005-2009	
00000	Not a Resident of U.S. or Territories
xxxxx	Actual ZIP Code, Five Numeric
99999	Unknown

Fuel Code (discontinued)

Definition

This data element identifies the fuel type for this vehicle determined by the manufacturer specification and recommendation.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

FLDCD_TR 2005-2009

PFUECODE 2010-2012

Attribute Codes

2005-2009	2010-2012	
--	B	Electric and Gasoline Hybrid Engine
C	C	Gasoline Engine That Can Be Easily Converted to Gaseous-Powered Engine (Powered by Natural Gas, Propane, etc.)
D	D	Diesel
E	E	Electric
F	F	Flexible Fuel

2005-2009	2010-2012	
G	G	Gas
H	H	Ethanol Fuel Only
M	M	Methanol Gas Only
N	N	Compressed Natural Gas
P	P	Propane
9	9	Unknown

Gross Vehicle Weight Rating (discontinued)

Definition

This data element identifies the gross vehicle weight rating of this vehicle if applicable.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

GVWR 2005-2009

GVWR 2010-2019

Attribute Codes

2005-2009	2010-2017	2018-2019	
0	0	0	Not Applicable
1	1	1	10,000 lbs or Less
2	2	2	10,001 lbs -26,000 lbs
3	3	3	26,001 lbs or More
--	8	8	Not Reported
9	9	--	Unknown
--	--	9	Reported as Unknown

Hazardous Cargo (discontinued)

Definition

This data element identifies the presence of hazardous cargo for this vehicle and records information about the hazardous cargo when present.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name**HAZ_CARG****Attribute Codes**

2005-2006	
0	No
--	Yes
1	Yes, Placarded
2	Yes, Not Placarded
3	Yes, Unknown if Placarded
9	Unknown

Jackknife (discontinued)**Definition**

This data element identifies whether this vehicle experienced a jackknife anytime during the unstabilized situation.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name**J_KNIFE****Attribute Codes**

2005-2009	
0	Not an Articulated Vehicle
1	No
2	Yes, First Event
3	Yes, Subsequent Event

License Compliance With Class of Vehicle (discontinued)**Definition**

This data element identifies the type of license possessed or not possessed by this driver for the class of vehicle being driven at the time of the crash.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

L_COMPL

2005-2009	
0	Not Licensed
1	No License Required for This Class Vehicle
2	No Valid License for This Class Vehicle
3	Valid License for This Class Vehicle
8	Unknown if CDL and/or CDL Endorsement Required for This Vehicle
9	Unknown

Location of Rollover (discontinued)

Definition

This data element identifies the location of the trip point or start of this vehicle's roll.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

ROLINLOC

Attribute Codes

2009	
0	No Rollover
1	On Roadway
2	On Shoulder
3	On Median/Separator
4	In Gore
5	On Roadside
6	Outside of Trafficway
9	Unknown

Month of First Crash, Suspension or Conviction (discontinued)**Definition**

This data element records the month of the first crash, suspension, or conviction for this driver that occurred within 3 years of the crash date.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name**FIRST_MO****Attribute Codes**

2005-2009	
0	No Record
1	January
2	February
3	March
4	April
5	May
6	June
7	July
8	August
9	September
10	October
11	November
12	December
99	Unknown

Month of Last Crash, Suspension or Conviction (discontinued)**Definition**

This data element records the month of the last crash, suspension, or conviction for this driver that occurred within 3 years of the crash date.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name**LAST_MO****Attribute Codes**

2005-2009	
0	No Record
1	January
2	February
3	March
4	April
5	May
6	June
7	July
8	August
9	September
10	October
11	November
12	December
99	Unknown

Most Damaged Area (discontinued)**Definition**

This data element identifies the area on this vehicle that was most damaged during an event in the crash.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name**PIMPACT2****Attribute Codes**

2005-2009	2010-2011	
0	0	Non-Collision
1-12	1-12	Clock Points
13	13	Top
14	14	Undercarriage

2005-2009	2010-2011	
18	--	This Vehicle Set Something in Motion Causing Injury or Damage (Not a Clock Point)
--	18	Set-in-Motion (Not a Clock Point)
--	61	Left
--	62	Left-Front Half
--	63	Left-Back Half
--	81	Right
--	82	Right-Front Half
--	83	Right-Back Half
--	98	Not Reported
99	99	Unknown

Motorcycle Dry Weight (discontinued)

Definition

This data element identifies the dry weight of this motorcycle model.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

PMCYCL_WT

Attribute Codes

2011-2012	
xxxx	Weight (lbs)

Motorcycle Engine Displacement (CC) (discontinued)

Definition

This data element identifies the piston bore measured in cubic centimeters for this motorcycle.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name**MCYCL_DS 2005-2009****PMCYCL_DS 2010-2012****Attribute Codes**

2005-2012	
xxxx	Actual Displacement (cc)

Non-CDL License Status (discontinued)**Definition**

This data element identifies the status of the driver's license at the time of the crash.

Additional Information**SAS Name****L_STATUS****Attribute Codes**

2005-2009	
0	Not Licensed
1	Suspended
2	Revoked
3	Expired
4	Cancelled or Denied
6	Valid License
9	Unknown License Status

Non-CDL License Type (discontinued)**Definition**

This data element identifies the type of license held by this driver at the time of the crash.

Additional Information**SAS Name****L_TYPE**

Attribute Codes

2005-2009	
0	Not Licensed
1	Full Driver License
2	Intermediate Driver License
--	No Driver Present/Unknown if Driver Present
7	Learner's Permit
8	Temporary License
9	Unknown License Type

Number of Cylinders (discontinued)**Definition**

This data element identifies the number of cylinders for the engine of this vehicle.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name**PCYLINDER****Attribute Codes**

2011-2012	
0-18	Number of Cylinders
R	Rotary Engine

Number of Motorcycle Engine Cycles (discontinued)**Definition**

This data element identifies the number of engine cycles for this motorcycle model.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name**PMCYCL_CY**

Attribute Codes

2011-2012	
2	Two-Stroke Engine
4	Four-Stroke Engine
R	Rotary Engine

Number of Wheels/Drive Wheels (discontinued)**Definition**

This data element identifies the number of wheels/driving wheels for this truck (trucks only, VINTYPE=“T”). The length of this data element is two digits; the first position represents the number of axles on the vehicle times two and the second position represents the number of drive axles times two.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name**PWHLDRWHL****Attribute Codes**

2011-2012	
xx	Number of Wheels (1st Digit) Followed by the Number of Drive Wheels (2nd Digit)

Original Tire Size (discontinued)**Definition**

This data element identifies the manufacturer’s original equipment specified tire size for the series of this vehicle. The length of this data element is six characters; the first two positions represent rim size and the remaining four positions represent tire size.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name**PTIRE_SZE**

Attribute Codes

2011-2012	
xxxxxx	6-Character Tire Size

Previous DWI Convictions (discontinued)**Definition**

This data element records any previous DWI convictions for this driver that occurred within 3 years of the crash date.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name**PREV_DWI****Attribute Codes**

2005-2009	
0	None
1-97	Actual Value
99	Unknown

Previous Other Harmful Moving Violation Convictions (discontinued)**Definition**

This data element records any other previous moving violations or convictions for this driver that occurred within 3 years of the crash date.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name**PREV_OTH****Attribute Codes**

2005-2009	
0	None
1-97	Actual Value

2005-2009	
99	Unknown

Previous Recorded Crashes (discontinued)

Definition

This data element records any previous crashes for this driver that occurred within 3 years of the crash date.

Additional Information See this data element in the Vehicle data file section for more information.

SAS Name

PREV_ACC

Attribute Codes

2005-2009	
0	None
1-97	Actual Value
98	Not Reported on Driving Record
99	Unknown

Previous Recorded Suspensions and Revocations (discontinued)

Definition

This data element records any previous license suspensions or revocations for this driver that occurred within 3 years of the crash date.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

PREV_SUS

Attribute Codes

2005-2009	
0	None
1-97	Actual Value
99	Unknown

Previous Speeding Convictions (discontinued)

Definition

This data element records any previous speeding convictions for this driver that occurred within 3 years of the crash date.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

PREV_SPD

Attribute Codes

2005-2009	
0	None
1-97	Actual Value
99	Unknown

Related Factors—Driver Level (discontinued)

Definition

This data element records factors related to this driver expressed by the investigating officer.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

DR_CF1, DR_CF2, DR_CF3, DR_CF4

Attribute Codes

2005-2009	
0	None

Physical/Mental Condition

2005-2009	
1	Drowsy, Sleepy, Asleep, Fatigued
2	Ill, Passed out/Blackout

2005-2009	
3	Emotional (e.g., Depression, Angry, Disturbed)
4	Reaction to or Failure to Take Drugs/Medication
5	Under the Influence of Alcohol, Drugs, or Medication
6	Inattentive/Careless (Talking, Eating, Car Phones, etc.)
7	Restricted to Wheelchair
8	Road Rage/Aggressive Driving
9	Impaired Due to Previous Injury
11	Other Physical Impairment (Includes Paraplegic)
12	Mother of Dead Fetus/Mother of Infant Born Post Crash
13	Mentally Challenged
15	Seat Back Not in Normal Position, Seat Back Reclined

Miscellaneous Factors

2005-2009	
16	Police or Law Enforcement Officer
18	Traveling on Prohibited Trafficways
19	Legally Driving on Suspended or Revoked License
20	Leaving Vehicle Unattended With Engine Running; Leaving Vehicle Unattended in Roadway
21	Overloading or Improper Loading of Vehicle With Passenger or Cargo
22	Towing or Pushing Vehicle Improperly
23	Failing to Dim Lights or to Have Lights on When Required
24	Operating Without Required Equipment
25	Creating Unlawful Noise or Using Equipment Prohibited by Law
26	Following Improperly
27	Improper or Erratic Lane Changing
28	Failure to Keep in Proper Lane
29	Illegal Driving on Road Shoulder, in Ditch, or Sidewalk, or on Median
30	Making Improper Entry to or Exit From Trafficway
31	Starting or Backing Improperly
32	Opening Vehicle Closure Into Moving Traffic or Vehicle Is in Motion
33	Passing Where Prohibited by Posted Signs, Pavement Markings, Hill or Curve, or School Bus Displaying Warning Not to Pass
34	Passing on Wrong Side
35	Passing With Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle
36	Operating the Vehicle in an Erratic, Reckless, Careless or Negligent Manner or Operating at Erratic or Suddenly Changing Speeds

2005-2009	
37	High-Speed Chase With Police in Pursuit (See Police Pursuit Note)
--	Police Pursuing This Driver or Police Officer in Pursuit
38	Failure to Yield Right-of-Way
39	Failure to Obey Actual Traffic Signs, Traffic Control Devices or Traffic Officers, Failure to Observe Safety Zone Traffic Laws
40	Passing Through or Around Barrier
41	Failure to Observe Warnings or Instructions on Vehicle Displaying Them
42	Failure to Signal Intentions
43	Driving too Fast for Conditions (2008 Only)
44	Driving too Fast for Conditions or in Excess of Posted Speed Limit (2005-2007)
44	Driving in Excess of Posted Speed Limit (2008 Only)
45	Driving Less Than Posted Maximum
46	Racing (2005-2008)
47	Making Right Turn From Left-Turn Lane or Making Left Turn From Right-Turn Lane
48	Making Improper Turn
50	Driving Wrong Way on One-Way Trafficway
51	Driving on Wrong Side of Road (Intentionally or Unintentionally)
52	Operator Inexperience
53	Unfamiliar With Roadway
54	Stopping in Roadway (Vehicle Not Abandoned)
55	Underriding a Parked Truck (2005-2008)
56	Improper Tire Pressure (2005 Only)
57	Locked Wheel
58	Over Correcting
59	Getting off/out of or on/Into Moving Vehicle

Vision Obscured By

2005-2009	
61	Rain, Snow, Fog, Smoke, Sand, Dust (2005-2008)
62	Reflected Glare, Bright Sunlight, Headlights (2005-2008)
63	Curve, Hill, or Other Design Features (Including Traffic Signs, Embankment 2005-2008)

Special Circumstances

73	Driver Has Not Complied With Learners Permit or Intermediate Driver License Restrictions (GDL Restrictions)
74	Driver Has Not Complied With Physical or Other Imposed Restrictions
75	Broken or Improperly Cleaned Windshield (2005-2008)
76	Other Obstruction (2005-2008)

Skidding, Swerving, Or Sliding Due To

2005-2009	
77	Severe Crosswind
78	Wind From Passing Truck
79	Slippery or Loose Surface
80	Tire Blow-Out or Flat
81	Debris or Objects in Road
82	Ruts, Holes, Bumps in Road
83	Live Animals in Road
84	Vehicle in Road
85	Phantom Vehicle
86	Pedestrian, Pedalcyclist, or Other Non-Motorist in Road
87	Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road
88	Trailer Fishtailing or Swaying

Other Miscellaneous Factors

2005-2009	
89	Carrying Hazardous Cargo Improperly (2005-2009)
--	Driver has a Driving Record or Driver's License From More Than One State
90	Hit-and-Run Vehicle Driver
91	Non-Traffic Violation Charged (Manslaughter, Homicide or Other Assault Offense Committed Without Malice)
92	Other Non-Moving Traffic Violation

Possible Distractions Inside Vehicle

2005-2009	
93	Cellular Telephone
94	Cellular Telephone in Use in Vehicle
95	Computer Fax Machines/Printers
96	On-Board Navigation System

2005-2009	
97	Two-Way Radio
98	Head-Up Display
99	Unknown

Related Factors—Vehicle Level (discontinued)

Definition

This data element records factors related to this vehicle expressed in the case material.

Additional Information

Beginning in 2020 this data element was no longer collected at the Vehicle level. It is now collected in the Pvehiclesf data file as PVEHICLESF.

SAS Name

VEH_CF1, VEH_CF2 2005-2009

PVEH_SC1, PVEH_SC2 2010-2019

Attribute Codes

2005-2009	2010-2013	2014-2017	2018	2019	
0	0	0	0	0	None
1	--	--	--	--	Tires (Does Not Include Wheels, See Value 16)
2	--	--	--	--	Brake System
3	--	--	--	--	Steering System-Tie Rod, Kingpin, Ball Joint, etc.
4	--	--	--	--	Suspension-Springs, Shock Absorbers, MacPherson Struts, Axle Bearing, Control Arms, etc.
5	--	--	--	--	Power Train (Power Train/Engine)-Universal Joint, Drive Shaft, Transmission, etc.
6	--	--	--	--	Exhaust System
7	--	--	--	--	Headlights
8	--	--	--	--	Signal Lights
9	--	--	--	--	Other Lights
10	--	--	--	--	Horn
11	--	--	--	--	Mirrors
12	--	--	--	--	Wipers
13	--	--	--	--	Driver Seating and Control
14	--	--	--	--	Body, Doors, Hood, Other
15	--	--	--	--	Trailer Hitch

2005-2009	2010-2013	2014-2017	2018	2019	
16	--	--	--	--	Wheels
17	--	--	--	--	Air Bags
18	--	--	--	--	Other Vehicle Defects
19	--	--	--	--	Safety Belts
--	--	--	--	29	Default Code Used for Vehicle Numbering
--	30	--	--	--	3-Wheeled Motorcycle Conversion (2012-2013)
--	--	30	30	30	Multi-Wheeled Motorcycle Conversion
31	--	--	--	--	Hit-and-Run Vehicle (2005-2008)
32	32	32	32	32	Vehicle Registration for Handicapped
33	33	33	33	33	Vehicle Being Pushed by Non-Motorist
35	--	--	--	--	Reconstructed Vehicle (2005-2007)
35	35	35	35	35	Reconstructed/Altered Vehicle (Since 2008)
36	36	--	--	--	Electric/Alternative Fuel Vehicle
37	37	37	37	37	Transporting Children to/From Head Start/Day Care
39	39	39	39	39	Highway Construction, Maintenance or Utility Vehicle, In-Transport (Inside or Outside Work Zone)
40	40	40	40	--	Highway Incident Response Vehicle
41	41	41	41	41	Police Fire or EMS Vehicle Working at the Scene of an Emergency or Performing Other Traffic Control Activities
42	42	42	42	42	Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle)
43	--	--	--	--	Hazardous Materials/Cargo Released From This Vehicle (2005-2006)
44	44	44	44	44	Adaptive Equipment (Since 2007)
--	--	--	45	45	Slide-in Camper
99	99	99	--	--	Unknown
--	--	--	99	99	Reported as Unknown

Rollover (discontinued)

Definition

This data element identifies this vehicle's involvement in a rollover or overturn during the crash. Rollover is defined as any vehicle rotation of 90° or more about any true longitudinal or lateral axis. Rollover can occur at any time during the crash.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

ROLLOVER

Attribute Codes

2005-2008	2009	
0	0	No Rollover
1	--	First Event
--	1	Rollover, Tripped by Object/Vehicle
2	--	Subsequent Event
--	2	Rollover, Untripped
--	9	Rollover, Unknown Type

Sequence of Events (discontinued)

Definition

The events in sequence related to this motor vehicle, regardless of injury and/or property damage. Events for the vehicle are recorded in the order in which they occur, time-wise, from the police crash report narrative and diagram.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

SEQ1, SEQ2, SEQ3, SEQ4, SEQ5, SEQ6

Attribute Codes

2005-2009	
1	Rollover/Overtturn
2	Fire/Explosion

2005-2009	
3	Immersion
4	Gas Inhalation
5	Fell/Jumped From Vehicle
6	Injured in Vehicle
7	Other Non-Collision
8	Pedestrian
9	Pedalcycle
10	Railway Train
11	Animal
12	Motor Vehicle In-Transport on Same Roadway
13	Motor Vehicle In-Transport on Other Roadway
14	Parked Motor Vehicle
15	Non-Motorist on Personal Conveyance
16	Thrown or Falling Object
17	Boulder
18	Other Object (Not Fixed)
19	Building
20	Impact Attenuator/Crash Cushion
21	Bridge Pier or Abutment
22	Bridge Parapet End
23	Bridge Rail
24	Guardrail Face
25	Concrete Traffic Barrier
26	Other Traffic Barrier
27	Highway/Traffic Sign Post
28	Overhead Sign Support/Sign
29	Luminary/Light Support
30	Utility Pole
31	Other Post, Other Pole, or Other Support
32	Culvert

Speeding Related (discontinued)

Definition

This data element records whether the driver's speed was related to the crash as indicated by law enforcement.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

SPEEDREL

Attribute Codes

2009	
0	No
1	Yes
9	Unknown

Travel Speed (discontinued)

Definition

This data element records the speed the vehicle was traveling prior to the occurrence of the crash as reported by the investigating officer.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

TRAV_SP

Attribute Codes

2005-2008	2009	
0	0	Stopped Motor Vehicle In-Transport
1-96	1-151	Reported Speed Up to 151 mph
97	--	Speed Greater Than 96 mph
--	997	Speed Greater Than 151 mph
98	998	Not Reported
99	999	Unknown

Truck Ton Rating (discontinued)**Definition**

This data element identifies the payload capacity of this vehicle based on manufacturer's specifications. The length of this data element is two characters. A single code indicates a single capacity rating. Two codes indicate a range of capacity rating. For example, a Ford F150 pickup truck with a payload capacity from $\frac{1}{2}$ to $\frac{3}{4}$ tons would have a rating of "BC."

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name**PTON_RAT****Attribute Codes**

2011-2012	
A	$\frac{1}{4}$
B	$\frac{1}{2}$
C	$\frac{3}{4}$
D	1
E	$1\frac{1}{2}$
F	$1\frac{3}{4}$
G	2
H	$2\frac{1}{2}$
I	3
J	$3\frac{1}{2}$
K	4
L	$4\frac{1}{2}$
M	5
N	6
O	7
P	8
Q	9
R	10 and Over

Truck Shipping Weight (discontinued)**Definition**

This data element identifies the shipping weight for the shortest wheel base of this truck model.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name**PTRK_WT****Attribute Codes**

2011-2012	
xxxxx	Actual Shipping Weight (lbs)

Truck Shipping Weight Variance (discontinued)**Definition**

This data element identifies the difference (coded in 100-lb increments) between the shipping weights of the shortest wheel base and the longest wheel base for this truck model (e.g., a 200 lb. difference appears as “02”). Incremental weights for optional equipment are not included.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name**PTRKWTVAR****Attribute Codes**

2011-2012	
xx	Shipping Weight Variance (100 lbs)

Truck VIN Restraint Type (discontinued)**Definition**

This data element identifies restraint type information for this truck. This includes information about vehicle seat belts and air bags.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

PVIN_REST

Attribute Codes

2011-2012	
A	Active (Manual) belts
B	Driver front air bag/passenger side belt unknown
C	Dual front air bags/belt system unknown
D	Dual front air bag/passenger side passive belts
E	Dual front air bags/active belts
F	Dual front air bags/passive belts
G	Dual air bags front and side/belts unknown
H	Dual air bags front, head and sides/belts unknown
I	Dual air bags front, head and sides/passive belts
J	Dual air bags front and sides/passive belts
K	Dual air bags front and sides/active belts
L	Dual air bags front, head and sides/active belt
M	Driver front air bag/passenger side active belt
N	If unable to determine
P	Passive (Automatic) belts
R	Dual air bags front and side/active belts with automatic passenger sensor
S	Dual air bags front, head, and side/active belts with automatic passenger sensor
T	Dual air bags front/active belts/rear passenger side air bag
U	Dual front air bags/active belts with passenger side deactivation cutoff switch
V	Dual air bags front, head and side/active belts/rear dual side air bags
W	Dual air bags front, head and side/active belts with automatic passenger sensor/rear dual side airbags
X	Dual air bags front/side air bag, driver-side only/active belts
Y	Dual front and side air bags with passenger deactivation switch
3	Dual front & head airbags with passenger sensor; active belts
4	Dual front airbags with passenger sensor; active belts
7	Dual front, side & head airbags, Rear head airbags; active belts
9	Unknown

Truck Weight Rating (discontinued)**Definition**

This data element identifies weight ranges for this truck of model year 1966 and later based on manufacturer specifications.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name**WGTCDF_TR 2005-2009****PWGTCDF_TR 2010-2012****Attribute Codes**

2005-2012	
1	6,000 lbs or Less
2	6,001 -10,000 lbs
3	10,001 -14,000 lbs
4	14,001 -16,000 lbs
5	16,001 -19,500 lbs
6	19,501 -26,000 lbs
7	26,001 -33,000 lbs
8	33,001 and up
9	Unknown

Underride/Override (discontinued)**Definition**

This data element identifies this vehicle's involvement in an underride or override during the crash.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name**UNDERIDE 2005-2009****PUNDERIDE 2010-2020**

Attribute Codes

2005-2020	
0	No Underride or Override (2005-2011)
0	No Underride or Override Noted (2012-Later)

With Motor Vehicle In-transport

2005-2020	
1	Underride (Compartment Intrusion)
2	Underride (No Compartment Intrusion)
3	Underride (Compartment Intrusion Unknown)

With Motor Vehicle Not In-transport

2005-2020	
4	Underride (Compartment Intrusion)
5	Underride (No Compartment Intrusion)
6	Underride (Compartment Intrusion Unknown)
7	Override, Motor Vehicle In-Transport
8	Override, Motor Vehicle Not In-Transport
9	Unknown if Underride or Override

Vehicle Maneuver (discontinued)**Definition**

This data element captures the driver's action, or intended action, prior to the commencement of the unstabilized event as indicated on the crash report.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

VEH_MAN

Attribute Codes

2005-2009	
1	Going Straight
2	Slowing or Stopping in Traffic Lane
3	Starting in Traffic Lane

2005-2009	
4	Stopped in Traffic Lane
5	Passing or Overtaking another Vehicle
6	Leaving a Parked Position
7	Parked
8	Entering a Parked Position
9	Maneuvering to Avoid
10	Turning Right: Right Turn on Red Permitted
11	Turning Right: Right Turn on Red Not Permitted
12	Turning Right: Right Turn on Red Not Applicable or Not Known if Permitted
13	Turning Left
14	Making a U-Turn
15	Backing up (Not Parking)
16	Changing Lanes or Merging
17	Negotiating a Curve
98	Other
99	Unknown

Vehicle Role (discontinued)

Definition

This data element Indicates the vehicle's role in single or multi-vehicle crashes.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

IMPACTS

Attribute Codes

2005-2009	
0	Non-Collision
1	Striking
2	Struck
3	Both
9	Unknown

VIN Body Type (*discontinued*)

Definition

This data element identifies the two-character representation of this vehicle's body style.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

VIN_BT 2005-2009

PVIN_BT 2010-2012

Attribute Codes

2005-2009	2010-2012	
2D	2D	Passenger Vehicle Sedan 2-Door
2F	2F	Passenger Vehicle Formal Hardtop 2-Door
2H	2H	Passenger Vehicle Hatchback 2-Door
2L	2L	Passenger Vehicle Liftback 3-Door
2P	2P	Passenger Vehicle Pillard Hardtop 2-Door
2T	2T	Passenger Vehicle Hardtop 2-Door
2W	2W	Truck 2-Door Wagon/Sport Utility
2W	2W	Passenger Vehicle Wagon 2-Door
--	3B	Truck 3-Door Extended Cab/Chassis
--	3C	Truck 3-Door Extended Cab Pickup
3D	3D	Passenger Vehicle Runabout 3-Door
--	3P	Passenger Vehicle Coupe 3-Door
--	4B	Truck 4-Door Extended Cab/Chassis
--	4C	Truck 4-Door Extended Cab Pickup
4D	4D	Passenger Vehicle Sedan 4-Door
4H	4H	Passenger Vehicle Hatchback 4-Door
4L	4L	Passenger Vehicle Liftback 5-Door
4P	4P	Passenger Vehicle Pillard Hardtop 4-Door
4T	4T	Passenger Vehicle Hardtop 4-Door
4W	4W	Truck 4-Door Wagon/Sport Utility
4W	4W	Passenger Vehicle Wagon 4-Door
5D	5D	Passenger Vehicle Sedan 5-Door
8V	8V	Truck 8-Passenger Sport Van
AC	AC	Truck Auto Carrier

2005-2009	2010-2012	
AM	AM	Passenger Vehicle Ambulance
AR	AR	Truck Armored Truck
AT	AT	Motorcycle All-Terrain
BU	BU	Bus
--	C4	Passenger Vehicle Coupe 4-Door
CB	CB	Truck Chassis and Cab
CB	CB	Passenger Vehicle Cab and Chassis (Luv)
CC	CC	Truck Conventional Cab
CG	CG	Truck Cargo Van
CH	CH	Truck Crew Chassis
CL	CL	Truck Club Chassis
CM	CM	Truck Concrete or Transit Mixer
CP	CP	Truck Crew Pickup
CP	CP	Passenger Vehicle Coupe
CR	CR	Truck Crane
CS	CS	Truck Super Cab/Chassis Pickup
CU	CU	Truck Custom Pickup
CV	CV	Truck Convertible (Jeep Commando, Suzuki Samurai, Dodge Dakota)
CV	CV	Passenger Vehicle Convertible
CY	CY	Truck Cargo Cutaway
DP	DP	Truck Dump
DS	DS	Truck Tractor Truck (Diesel)
EC	EC	Truck Extended Cargo Van
EN	EN	Motorcycle Enduro
ES	ES	Truck Extended Sport Van
EV	EV	Truck Extended Van
EW	EW	Truck Extended Window Van
FB	FB	Truck Flat-bed or Platform
FC	FC	Truck Forward Control
FT	FT	Truck Fire Truck
GG	GG	Truck Garbage or Refuse
GL	GL	Truck Gliders
GN	GN	Truck Grain
HB	HB	Passenger Vehicle Hatchback Number Doors Unknown
HO	HO	Truck Hopper
HR	HR	Passenger Vehicle Hearse
HT	HT	Passenger Vehicle Hardtop Number Doors Unknown

2005-2009	2010-2012	
IC	IC	Truck Incomplete Chassis
IE	IE	Truck Incomplete Ext Van
--	IN	Passenger Vehicle Incomplete Passenger
LB	LB	Passenger Vehicle Liftback
LG	LG	Truck Logger
LL	LL	Truck Suburban and Carry-All
LM	LM	Passenger Vehicle Limousine
--	LM	Truck Limousine
MH	MH	Truck Motorized Home
MK	MK	Motorcycle Mini-Bike
MN	MM	Motorcycle Mini-Motocross
MM	MP	Motorcycle Moped
MP	MP	Truck Multipurpose
MR	MR	Motorcycle Mini Road/Trail
MS	MS	Motorcycle Motor Scooter
MV	MV	Truck Maxi-Van
--	MW	Truck Maxi-Wagon
MX	MX	Motorcycle Motocross
MY	MY	Truck Motorized Cutaway
MY	MY	Motorcycle Mini-Cycle
NB	NB	Passenger Vehicle Notchback
--	P2	Passenger Vehicle 2-Passenger Low-Speed
--	P2	Passenger Vehicle 4-Passenger Low-Speed
PC	PC	Truck Club Cab Pickup
PD	PD	Truck Parcel Delivery
PK	PK	Truck Pickup
PK	PK	Passenger Vehicle Pickup, Truck Commonly Registered Passengers
PM	PM	Truck Pickup With Camper Mounted on Bed
PN	PN	Truck Panel
PS	PS	Truck Super Cab Pickup
RC	RC	Motorcycle Racer
PN	PN	Passenger Vehicle Panel, Truck Commonly Registered as Passengers
RD	RD	Truck Roadster (Jeep, Jeep Commando)
RD	RD	Passenger Vehicle Roadster
RS	RS	Motorcycle Road/Street
RT	RT	Motorcycle Road/Trail
S1	S1	Truck One-Seat

2005-2009	2010-2012	
S2	S2	Truck Two-Seat
SB	SB	Passenger Vehicle Sport Hatchback
SC	SC	Passenger Vehicle Sport Coupe
SD	SD	Passenger Vehicle Sedan, number doors unknown
SN	SN	Truck Step Van
SP	SP	Truck Sport Pickup
ST	ST	Truck Stake or Rack
SV	SV	Truck Sports Van
SV	SV	Passenger Vehicle Sport Van
SW	SW	Passenger Vehicle Station Wagon
SW	SW	Truck Station Wagon (Jeep Wagoneer, etc.)
T	T	Motorcycle Dirt
TB	TB	Truck Tilt Cab
TL	TL	Truck Tilt Tandem
TL	TL	Motorcycle Trail/Dirt
TM	TM	Truck Tandem
TN	TN	Truck Tank
TR	TR	Motorcycle Trails
TR	TR	Truck Tractor (Gasoline)
UT	UT	Passenger Vehicle Utility, truck commonly registered as passenger
UT	UT	Truck Utility (Blazer, Jimmy, Scout, etc.)
VC	VC	Truck Van Camper
VD	VD	Truck Display Van
VN	VN	Truck Van
VT	VT	Truck Vanette (Includes Metro and Handy Van)
VW	VW	Truck Window Van
WK	WK	Truck Tow Truck Wrecker
WW	WW	Truck Wide Wheel Wagon
WW	WW	Passenger Vehicle Wide-Wheel Wagon
XT	XT	Truck Travel-all
YY	YY	Truck Cutaway
99	99	Unknown

VIN Length (discontinued)**Definition**

This data element identifies the actual length of the VIN for this vehicle.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

VIN_LNGT 2005-2009

PVIN_LNGT 2010-2012

Attribute Codes

2005-2012	
1-17	Actual Value
99	Unknown VIN Length

VIN Make (discontinued)**Definition**

This data element identifies the National Crime Information Center (NCIC) Standard Make Abbreviation for this vehicle.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

PVINMAKE

Attribute Codes

2010-2012	
xxxx	4-Character Make Abbreviation

VIN Model (*discontinued*)**Definition**

This data element identifies the VIN model for this vehicle obtained from the VINA program.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name**VINA_MOD 2005-2009****PVINA_MOD 2010-2012****Attribute Codes**

2005-2012	
xxx	3-Character Model (Series) Abbreviation

VIN Model Year (*discontinued*)**Definition**

This data element identifies the model year of this vehicle.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name**PVINMODYR****Attribute Codes**

2010-2012	
xx	2-Digit Model Year

VIN Truck Series (*discontinued*)**Definition**

This data element identifies the model (series) of this truck.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

SER_TR 2005-2009

PSER_TR 2010-2012

Attribute Codes

2005-2012	
xxx	3-Character Model (Series) Abbreviation

VIN Vehicle Type (*discontinued*)**Definition**

This data element identifies the basic vehicle type of his vehicle from the VINA program.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

PVINTYPE

Attribute Codes

2010-2012	
P	Passenger Vehicle
T	Truck
M	Motorcycle
U	Unknown

Violations Charged (discontinued)

Definition

This data element identifies violations charged to this driver in this crash.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

VIOLCHG1, VIOLCHG2, VIOLCHG3

Attribute Codes

2005-2009	
0	None

Reckless/Careless/Hit-and-Run Offenses

2005-2009	
1	Manslaughter or Homicide
2	Willful Reckless Driving; Driving to Endanger; Negligent Driving
3	Unsafe Reckless (Not Willful, Wanton Reckless) Driving
4	Inattentive, Careless, Improper Driving
5	Fleeing or Eluding Police
6	Fail to Obey Police, Fireman, Authorized Person Directing Traffic
7	Hit-and-Run, Fail to Stop After Crash
8	Fail to Give Aid, Information, Wait for Police After Crash
9	Serious Violation Resulting in Death

Impairment Offenses

2005-2009	
11	Driving While Intoxicated (Alcohol or Drugs) or BAC above Limit (Any Detectable BAC for CDLs)
12	Driving While Impaired; Driving Under Influence of Substance Not Intended to Intoxicate
13	Driving Under Influence of Substance Not Intended to Intoxicate
14	Drinking While Operating
15	Illegal Possession of Alcohol or Drugs
16	Driving With Detectable Alcohol

2005-2009	
18	Refusal to Submit to Chemical Test
19	Alcohol, Drug, or Impairment Violations Generally

Speed-Related Offenses

2005-2009	
21	Racing
22	Speeding (Above the Speed Limit)
23	Speed Greater Than Reasonable and Prudent (Not Necessarily Over the Limit)
24	Exceeding Special Speed Limit (for Trucks, Buses, Cycles, or on Bridge, in School Zone, etc.)
25	Energy Speed (Exceeding 55 mph, Non-Pointable)
26	Driving Too Slowly
29	Speed-Related Violations Generally

Rules of the Road – Traffic Sign and Signals

2005-2009	
31	Fail to Stop for Red Signal
32	Fail to Stop for Flashing Red
33	Violation of Turn on Red (Fail to Stop and Yield, Yield to Pedestrians Before Turning)
34	Fail to Obey Flashing Signal (Yellow or Red)
35	Fail to Obey Signal Generally
36	Violate RR Grade Crossing Device/Regulations
37	Fail to Obey Stop Sign
38	Fail to Obey Yield Sign
39	Fail to Obey Traffic Control Device Generally

Rules of the Road – Turning, Yielding, Signaling

2005-2009	
41	Turn in Violation of Traffic Control (Disobey Signs, Turn Arrow or Pavement Markings; This Is Not a Right-on-Red Violation)
42	Improper Method and Position of Turn (Too Wide, Wrong Lane)
43	Fail to Signal for Turn or Stop
45	Fail to Yield to Emergency Vehicle
46	Fail to Yield Generally
48	Enter Intersection When Space Insufficient
49	Turn, Yield, Signaling Violations Generally

Rules of The Road – Wrong Side, Passing and Following

2005-2009	
51	Driving Wrong Way on One-Way Road
52	Driving on Left, Wrong Side of Road Generally
53	Improper, Unsafe Passing
54	Pass on Right (Drive off Pavement to Pass)
55	Pass Stopped School Bus
56	Fail to Give Way When Overtaken
58	Following Too Closely
59	Wrong Side, Passing, Following Violations Generally

Rules of The Road – Lane Usage

2005-2009	
61	Unsafe or Prohibited Lane Change
62	Improper Use of Lane (Enter of 3-Lane Road, HOV Designated Lane)
63	Certain Traffic to Use Right Lane (Trucks, Slow Moving, etc.)
66	Motorcycle Lane Violations (More Than Two per Lane, Riding Between Lanes, etc.)
67	Motorcyclist Attached to Another Vehicle
69	Lane Violations Generally

Non-Moving – License and Registration Violations

2005-2009	
71	Driving While License Withdrawn
72	Other Driver License Violations
73	Commercial Driver Violations
74	Vehicle Registration Violations
75	Fail to Carry Insurance Card
76	Driving Uninsured Vehicle
79	Non-Moving Violations Generally

Equipment

2005-2009	
81	Lamp Violations
82	Brake Violations
83	Failure to Require Restraint Use (by Self or Passenger)

2005-2009	
84	Motorcycle Equipment Violations (Helmet, Special Equipment)
85	Violation of Hazardous Cargo Regulations
86	Size, Weight, Load Violations
89	Equipment Violations Generally

Other Violations

2005-2009	
91	Parking
92	Theft, Unauthorized Use of Motor Vehicle
93	Driving Where Prohibited (Sidewalk, Limited Access, off Truck Route)
98	Other Moving Violation
99	Unknown Violation

Wheelbase Long (discontinued)**Definition**

This data element identifies the longest wheelbase respectively for the manufactured model of this vehicle.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

WHLBS_LG 2005-2009

PWHLBS_LG 2010-2012

Attribute Codes

2005-2012	
0	Value Not Available From the VINA Program
1-9998	Actual Value (in)
9999	Value Not Coded

Wheelbase Short (discontinued)

Definition

This data element identifies the shortest wheelbase respectively for the manufactured model of this vehicle.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

WHLBS_SH **2005-2009**

PWHLBS_SH **2010-2012**

Attribute Codes

2005-2012	
0	Value Not Available From the VINA Program
1-9998	Actual Value (in)
9999	Value Not Coded

Year of First Crash, Suspension or Conviction (discontinued)

Definition

This data element records the year of the first crash, suspension, or conviction for this driver that occurred within 3 years of the crash date.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name

FIRST_YR

Attribute Codes

2005-2009	
0	No Record
xxxx	Actual Year
9999	Unknown

Year of Last Crash, Suspension or Conviction (discontinued)**Definition**

This data element records the year of the last crash, suspension, or conviction for this driver that occurred within 3 years of the crash date.

Additional Information

See this data element in the Vehicle data file section for more information.

SAS Name**LAST_YR****Attribute Codes**

2005-2009	
0	No Record
xxxx	Actual Year
9999	Unknown

The PBTYPE Data File

The Pbtype data file includes data on pedestrians, bicyclists, and people on personal conveyances. It contains the data elements ST_CASE, STATE, VEH_NO, and PER_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The Pbtype data file also contains the data elements on the following pages.

ST_CASE, VEH_NO, and PER_NO are the unique identifiers. ST_CASE should be used to merge the Pbtype data file with the Accident data file.

P5/NM5. Age**Definition**

This data element identifies the person's age in years with respect to the person's last birthday.

Additional Information**SAS Name****PBAGE****Attribute Codes**

2014-Later	
0	Less Than 1 Year
1-120	Age in Years
998	Not Reported
999	Unknown

P6/NM6. Sex**Definition**

This data element identifies the sex of the person involved in the crash.

Additional Information**SAS Name****PBSEX****Attribute Codes**

1975-2009	2010-2017	2018-Later	
1	1	1	Male
2	2	2	Female
--	8	8	Not Reported
9	9	--	Unknown
--	--	9	Reported as Unknown

P7/NM7. Person Type**Definition**

This data element describes the role of this person involved in the crash.

Additional Information**SAS Name****PBPTYPE****Attribute Codes**

2016-2019	2020-2021	2022-Later	
5	5	5	Pedestrian
6	6	6	Bicyclist
7	7	7	Other Pedalcyclist
8	--	8	Person on a Personal Conveyance
--	11	--	Person on Motorized Personal Conveyance
--	12	--	Person on Non-Motorized Personal Conveyance
--	13	--	Person on Personal Conveyance, Unknown if Motorized or Non-Motorized

NM11-PB27. Marked Crosswalk Present**Definition**

This data element indicates if a marked crosswalk was present at the crash site.

Additional Information

This data element is applicable to both pedestrians and bicyclists. Prior to 2022 the Element Data ID was NM9-PB27.

SAS Name

PBCWALK

Attribute Codes

2014-Later	
0	None Noted
1	Yes
9	Unknown

NM11-PB28. Sidewalk Present**Definition**

This data element indicates if a sidewalk was present at the crash site.

Additional Information

This data element is applicable to both pedestrians and bicyclists. Prior to 2022 the Element Data ID was NM9-PB28.

SAS Name

PBSWALK

Attribute Codes

2014-Later	
0	None Noted
1	Yes
9	Unknown

NM11-PB29. School Zone**Definition**

This data element indicates if the crash occurred in a school zone.

Additional Information

This data element is applicable to both pedestrians and bicyclists. Prior to 2022 the Element Data ID was NM9-PB29.

SAS Name

PBSZONE

Attribute Codes

2014-Later	
0	None Noted
1	Yes
9	Unknown

NM11-PB30. Crash Type – Pedestrian

Definition

This data element summarizes the circumstances of the crash for this pedestrian.

Additional Information

This data element is applicable to pedestrians only. Prior to 2022 the Element Data ID was NM9-PB30.

SAS Name

PEDCTYPE

Attribute Codes

2014-2016	2017-2019	2020-Later	
0	0	0	Not a Pedestrian
120	120	120	Dispute-Related
130	130	130	Pedestrian on Vehicle
140	140	140	Vehicle Into Vehicle or Vehicle Into Object
150	150	150	Motor Vehicle Loss of Control
160	160	160	Pedestrian Loss of Control
190	190	190	Other Unusual Circumstances
211	211	211	Backing Vehicle – Non-Trafficway – Driveway
212	212	212	Backing Vehicle – Driveway Access
213	213	213	Backing Vehicle – Trafficway
214	214	214	Backing Vehicle – Non-Trafficway – Parking Lot
219	219	219	Backing Vehicle – Other/Unknown
220	220	220	Driverless Vehicle
230	230	230	Disabled Vehicle-Related
240	240	240	Emergency Vehicle-Related
250	250	250	Play Vehicle-Related
311	311	311	Working in Roadway
312	312	312	Playing in Roadway
313	313	313	Lying in Roadway
320	320	320	Entering/Exiting Parked or Stopped Vehicle
330	330	330	Mailbox-Related
341	--	--	Transit Bus-Related
--	341	341	Transit Bus Stop-Related
342	342	342	School Bus Stop-Related
360	360	360	Ice Cream/Vendor Truck-Related

2014-2016	2017-2019	2020-Later	
410	410	410	Walking/Running Along Roadway With Traffic – From Behind
420	420	420	Walking/Running Along Roadway With Traffic – From Front
430	430	430	Walking/Running Along Roadway Against Traffic – From Behind
440	440	440	Walking/Running Along Roadway Against Traffic – From Front
459	459	459	Walking/Running Along Roadway – Direction/Position Unknown
461	461	461	Motorist Entering Driveway
465	465	465	Motorist Exiting Driveway
469	469	469	Driveway Access – Other/Unknown
510	510	510	Waiting to Cross – Vehicle Turning
520	520	520	Waiting to Cross – Vehicle Not Turning
590	590	590	Waiting to Cross – Vehicle Action Unknown
610	610	610	Standing in Roadway
620	620	620	Walking in Roadway
680	680	680	Not at Intersection – Other/Unknown
690	690	690	At Intersection – Other/Unknown
710	710	710	Multiple Threat
730	730	730	Trapped
741	741	--	Dash
--	--	741	Dash – Run, No Visual Obstruction Noted
742	742	--	Dart-out
--	--	742	Dart-out – Visual Obstruction Noted
760	760	760	Pedestrian Failed to Yield
770	770	770	Motorist Failed to Yield
781	781	781	Motorist Left Turn – Parallel Paths
782	782	782	Motorist Left Turn – Perpendicular Paths
791	791	791	Motorist Right Turn – Parallel Paths
792	792	792	Motorist Right Turn on Red – Parallel Paths
794	794	794	Motorist Right Turn on Red – Perpendicular Paths
795	795	795	Motorist Right Turn – Perpendicular Paths
799	799	799	Motorist Turn/Merge – Other/Unknown
830	830	830	Non-Trafficway – Parking Lot
890	890	890	Non-Trafficway – Other/Unknown
900	900	900	Other – Unknown Location
910	910	910	Crossing an Expressway

NM11-PB30B. Crash Type – Bicycle

Definition

This data element summarizes the circumstances of the crash for this bicyclist.

Additional Information

This data element is applicable to bicyclists only. Prior to 2022 the Element Data ID was NM9-PB30B.

SAS Name

BIKECTYPE

Attribute Codes

2014-Later	
0	Not a Cyclist
111	Motorist Turning Error – Left Turn
112	Motorist Turning Error – Right Turn
113	Motorist Turning Error – Other
114	Bicyclist Turning Error – Left Turn
115	Bicyclist Turning Error – Right Turn
116	Bicyclist Turning Error – Other
121	Bicyclist Lost Control – Mechanical Problems
122	Bicyclist Lost Control – Oversteering, Improper Braking, Speed
123	Bicyclist Lost Control – Alcohol/Drug Impairment
124	Bicyclist Lost Control – Surface Conditions
129	Bicyclist Lost Control – Other/Unknown
131	Motorist Lost Control – Mechanical Problems
132	Motorist Lost Control – Oversteering, Improper Braking, Speed
133	Motorist Lost Control – Alcohol/Drug Impairment
134	Motorist Lost Control – Surface Conditions
139	Motorist Lost Control – Other/Unknown
141	Motorist Drive-out – Sign-Controlled Intersection
142	Bicyclist Ride-out – Sign-Controlled Intersection
143	Motorist Drive-Through – Sign-Controlled Intersection
144	Bicyclist Ride-Through – Sign-Controlled Intersection
147	Multiple Threat – Sign-Controlled Intersection
148	Sign-Controlled Intersection – Other/Unknown
151	Motorist Drive-out – Right Turn on Red
152	Motorist Drive-out – Signalized Intersection

2014-Later	
153	Bicyclist – Ride-out – Signalized Intersection
154	Motorist Drive-Through – Signalized Intersection
155	Bicyclist Ride-Through – Signalized Intersection
156	Bicyclist Failed to Clear – Trapped
157	Bicyclist Failed to Clear – Multiple Threat
158	Signalized Intersection – Other/Unknown
159	Bicyclist Failed to Clear – Unknown
160	Crossing Paths – Uncontrolled Intersection
180	Crossing Paths – Intersection – Other/Unknown
211	Motorist Left Turn – Same Direction
212	Motorist Left Turn – Opposite Direction
213	Motorist Right Turn – Same Direction
214	Motorist Right Turn – Opposite Direction
215	Motorist Drive-in/out – Parking
216	Bus/Delivery Vehicle Pullover
217	Motorist Right Turn on Red – Same Direction
218	Motorist Right Turn on Red – Opposite Direction
219	Motorist Turn/Merge – Other/Unknown
221	Bicyclist Left Turn – Same Direction
222	Bicyclist Left Turn – Opposite Direction
223	Bicyclist Right Turn – Same Direction
224	Bicyclist Right Turn – Opposite Direction
225	Bicyclist Ride-out – Parallel Path
231	Motorist Overtaking – Undetected Bicyclist
232	Motorist Overtaking – Misjudged Space
235	Motorist Overtaking – Bicyclist Swerved
239	Motorist Overtaking – Other/Unknown
241	Bicyclist Overtaking – Passing on Right
242	Bicyclist Overtaking – Passing on Left
243	Bicyclist Overtaking – Parked Vehicle
244	Bicyclist Overtaking – Extended Door
249	Bicyclist Overtaking – Other/Unknown
250	Wrong-Way/Wrong-Side – Bicyclist
255	Wrong-Way/Wrong-Side – Motorist
259	Wrong-Way/Wrong-Side – Unknown
280	Parallel Paths – Other/Unknown
311	Bicyclist Ride-out – Residential Driveway
312	Bicyclist Ride-out – Commercial Driveway

2014-Later	
313	Bicyclist Ride-out – Driveway, Unknown Type
318	Bicyclist Ride-out – Other Midblock
319	Bicyclist Ride-out – Unknown
321	Motorist Drive-out – Residential Driveway
322	Motorist Drive-out – Commercial Driveway
323	Motorist Drive-out – Driveway, Unknown Type
328	Motorist Drive-out – Other Midblock
329	Motorist Drive-out – Midblock – Unknown
357	Multiple Threat – Midblock
380	Crossing Paths – Midblock – Other/Unknown
610	Backing Vehicle
700	Play Vehicle-Related
800	Unusual Circumstances
910	Non-Trafficway
970	Unknown Approach Paths
980	Unknown Location

NM11-PB31. Crash Location – Pedestrian**Definition**

This data element identifies where the pedestrian crash occurred with respect to an intersection.

Additional Information

This data element is applicable to pedestrians only. Prior to 2022 the Element Data ID was NM9-PB31.

SAS Name**PEDLOC****Attribute Codes**

2014-Later	
1	At Intersection
2	Intersection-Related
3	Not at Intersection
4	Non-Trafficway Location
7	Not a Pedestrian
9	Unknown/Insufficient Information

See [Analysis of Pedestrian and Bicycle Crashes Around Intersections](#) for guidance on analyzing Pedestrian/Bicyclist crash locations.

NM11-PB31B. Crash Location – Bicycle**Definition**

This data element identifies where the bicyclist crash occurred with respect to an intersection.

Additional Information

This data element is applicable to bicyclists only. Prior to 2022 the Element Data ID was NM9-PB31B.

SAS Name**BIKELOC****Attribute Codes**

2014-Later	
1	At Intersection
2	Intersection-Related
3	Not at Intersection
4	Non-Trafficway Location
7	Not a Cyclist
9	Unknown/Insufficient Information

See [Analysis of Pedestrian and Bicycle Crashes Around Intersections](#) for guidance on analyzing Pedestrian/Bicyclist crash locations.

NM11-PB32. Pedestrian Position**Definition**

This data element identifies the position/location of the pedestrian with respect to the trafficway when contacted.

Additional Information

This data element is applicable to pedestrians only. Prior to 2022 the Element Data ID was NM9-PB32.

SAS Name**PEDPOS****Attribute Codes**

2014-Later	
1	Intersection Area
2	Crosswalk Area
3	Travel Lane
4	Paved Shoulder/Bicycle Lane/Parking Lane
5	Sidewalk/Shared-Use Path/Driveway Access
6	Unpaved Right-of-Way
7	Non-Trafficway – Driveway
8	Non-Trafficway – Parking Lot/Other
9	Other/Unknown
77	Not a Pedestrian

See [Analysis of Pedestrian and Bicycle Crashes Around Intersections](#) for guidance on analyzing Pedestrian/Bicyclist crash locations.

NM11-PB32B. Bicyclist Position**Definition**

This data element identifies the position/location of the bicyclist with respect to the trafficway when contacted.

Additional Information

This data element is applicable to bicyclists only. Prior to 2022 the Element Data ID was NM9-PB32B.

SAS Name**BIKEPOS****Attribute Codes**

2014-Later	
1	Travel Lane
2	Bicycle Lane/Paved Shoulder/Parking Lane
3	Sidewalk/Crosswalk/Driveway Access
4	Shared-Use Path
5	Non-Trafficway – Driveway
6	Non-Trafficway – Parking Lot/Other
7	Not a Cyclist
8	Other
9	Unknown

See [Analysis of Pedestrian and Bicycle Crashes Around Intersections](#) for guidance on analyzing Pedestrian/Bicyclist crash locations.

NM11-PB33. Pedestrian Initial Direction of Travel**Definition**

This data element identifies the initial direction of travel of the pedestrian prior to being contacted in the crash.

Additional Information

This data element is applicable to pedestrians only. Prior to 2022 the Element Data ID was NM9-PB33.

SAS Name**PEDDIR****Attribute Codes**

2014-2016	2017 Later	
1	1	Northbound
2	2	Eastbound
3	3	Southbound
4	4	Westbound
7	7	Not a Pedestrian
8	8	Not Applicable
9	--	Unknown Initial Direction of Travel
--	9	Not Derived/Unknown Initial Direction of Travel

NM11-PB33B. Bicyclist Initial Direction of Travel**Definition**

This data element identifies the initial travel direction of the bicyclist with respect to the flow of traffic prior to being contacted in the crash.

Additional Information

This data element is applicable to bicyclists only. Prior to 2022 the Element Data ID was NM9-PB33B.

SAS Name**BIKEDIR****Attribute Codes**

2014-Later	
1	With Traffic
2	Facing Traffic
3	Not Applicable
7	Not a Cyclist
9	Unknown

NM11-PB34. Motorist Initial Direction of Travel**Definition**

This data element identifies the initial direction of travel of the motorist prior to being involved in a pedestrian crash.

Additional Information

This data element is applicable to pedestrians only. Prior to 2022 the Element Data ID was NM9-PB34.

SAS Name**MOTDIR****Attribute Codes**

2014-Later	
1	Northbound
2	Eastbound
3	Southbound
4	Westbound
7	Not a Pedestrian
8	Not Applicable
9	Unknown Initial Direction of Travel

NM11-PB35. Motorist Maneuver**Definition**

This data element identifies if the motorist was engaged in a turning maneuver at an intersection prior to being involved in a pedestrian crash. The data element indicates the maneuver being made by the motorist at the time of a pedestrian collision.

Additional Information

This data element is applicable to pedestrians only. Prior to 2022 the Element Data ID was NM9-PB35.

SAS Name**MOTMAN****Attribute Codes**

2014-Later	
1	Left Turn
2	Right Turn
3	Straight Through
7	Not a Pedestrian
8	Not Applicable
9	Unknown Motorist Maneuver

NM11-PB36. Intersection Leg**Definition**

The data element identifies the leg of the intersection where the pedestrian crash occurred.

Additional Information

This data element is applicable to pedestrians only. Prior to 2022 the Element Data ID was NM9-PB36.

SAS Name**PEDLEG****Attribute Codes**

2014-2015	2016-Later	
1	1	Nearside
2	2	Farside
7	7	Not a Pedestrian
8	8	Not Applicable
9	--	Unknown
--	9	Unknown/None of the Above

NM11-PB37. Pedestrian Scenario

Definition

This data element identifies the location and travel directions of the motorist and pedestrian for those crashes that occur at intersections. This data element summarizes the movements of the pedestrian and motorist in an intersection area.

Additional Information

This data element is applicable to pedestrians only. Prior to 2022 the Element Data ID was NM9-PB37.

SAS Name

PEDSNR

Attribute Codes

Motorist Traveling Straight Through – Crash Occurred on Near (Approach) Side of Intersection

2014-Later	
1a	Pedestrian Within Crosswalk Area, Traveled From Motorist's Left.
1b	Pedestrian Within Crosswalk Area, Traveled From Motorist's Right.
1c	Pedestrian Within Crosswalk Area, Approach Direction Unknown.
1d	Pedestrian Within Crosswalk Area, Other (Since 2017)
2a	Pedestrian Outside Crosswalk Area, Traveled From Motorist's Left.
2b	Pedestrian Outside Crosswalk Area, Traveled From Motorist's Right.
2c	Pedestrian Outside Crosswalk Area, Approach Direction Unknown.
2d	Pedestrian Outside Crosswalk Area, Other (Since 2017)

Motorist Traveling Straight Through – Crash Occurred on Far Side of Intersection

2014-Later	
3a	Pedestrian Within Crosswalk Area, Traveled From Motorist's Left.
3b	Pedestrian Within Crosswalk Area, Traveled From Motorist's Right.
3c	Pedestrian Within Crosswalk Area, Approach Direction Unknown.
3d	Pedestrian Within Crosswalk Area, Other (Since 2017)
4a	Pedestrian Outside Crosswalk Area, Traveled From Motorist's Left.
4b	Pedestrian Outside Crosswalk Area, Traveled From Motorist's Right.
4c	Pedestrian Outside Crosswalk Area, Approach Direction Unknown.
4d	Pedestrian Outside Crosswalk Area, Other (Since 2017)

Motorist Turning Right – Crash Occurred on Near (Approach) Side of Intersection

2014-Later	
5a	Pedestrian Within Crosswalk Area, Traveled From Motorist's Left.
5b	Pedestrian Within Crosswalk Area, Traveled From Motorist's Right.
5c	Pedestrian Within Crosswalk Area, Approach Direction Unknown.
5d	Pedestrian Within Crosswalk Area, Other (Since 2017)
6a	Pedestrian Outside Crosswalk Area, Traveled From Motorist's Left.
6b	Pedestrian Outside Crosswalk Area, Traveled From Motorist's Right.
6c	Pedestrian Outside Crosswalk Area, Approach Direction Unknown.
6d	Pedestrian Outside Crosswalk Area, Other (Since 2017)

Motorist turning right – Crash Occurred on Far Side of Intersection

2014-Later	
7a	Pedestrian Within Crosswalk Area, Approach Direction Same as Motorist's.
7b	Pedestrian Within Crosswalk Area, Approach Direction Opposite Motorist's.
7c	Pedestrian Within Crosswalk Area, Approach Direction Unknown.
7d	Pedestrian Within Crosswalk Area, Other (Since 2017)
8a	Pedestrian Outside Crosswalk Area, Approach Direction Same as Motorist's.
8b	Pedestrian Outside Crosswalk Area, Approach Direction Opposite Motorist's.
8c	Pedestrian Outside Crosswalk Area, Approach Direction Unknown.
8d	Pedestrian Outside Crosswalk Area, Other (Since 2017)

Motorist Turning Left – Crash Occurred on Near (Approach) Side of Intersection

2014-Later	
9a	Pedestrian Within Crosswalk Area, Traveled From Motorist's Left.
9b	Pedestrian Within Crosswalk Area, Traveled From Motorist's Right.
9c	Pedestrian Within Crosswalk Area, Approach Direction Unknown.
9d	Pedestrian Within Crosswalk Area, Other (Since 2017)
10a	Pedestrian Outside Crosswalk Area, Traveled From Motorist's Left.
10b	Pedestrian Outside Crosswalk Area, Traveled From Motorist's Right.
10c	Pedestrian Outside Crosswalk Area, Approach Direction Unknown.
10d	Pedestrian Outside Crosswalk Area, Other (Since 2017)

Motorist Turning Left – Crash Occurred on Far Side of Intersection

2014-Later	
11a	Pedestrian Within Crosswalk Area, Approach Direction Same as Motorist's.
11b	Pedestrian Within Crosswalk Area, Approach Direction Opposite Motorist's.

2014-Later	
11c	Pedestrian Within Crosswalk Area, Approach Direction Unknown.
11d	Pedestrian Within Crosswalk Area, Other (Since 2017)
12a	Pedestrian Outside Crosswalk Area, Approach Direction Same as Motorist's.
12b	Pedestrian Outside Crosswalk Area, Approach Direction Opposite Motorist's.
12c	Pedestrian Outside Crosswalk Area, Approach Direction Unknown.
12d	Pedestrian Outside Crosswalk Area, Other (Since 2017)
7	Not a Pedestrian
8	Not Applicable
99	Unknown/Insufficient Information (Since 2017)

NM11-PB38. Crash Group – Pedestrian

Definition

This data element provides general groupings of the more specific individual Pedestrian Crash Types.

Additional Information

This data element is applicable to pedestrians only. Prior to 2022 the Element Data ID was NM9-PB38.

SAS Name

PEDCGPError! Bookmark not defined.

Attribute Codes

2014-2016	2017-2019	2020-Later	
0	0	0	Not a Pedestrian
100	100	100	Unusual Circumstances
200	200	200	Backing Vehicle
310	310	310	Working or Playing in Roadway
340	--	--	Bus-Related
--	340	340	Bus Stop-Related
350	350	350	Unique Midblock
400	400	400	Walking/Running Along Roadway
460	460	460	Driveway Access/Driveway Access-Related
500	500	500	Waiting to Cross
600	600	600	Pedestrian in Roadway – Circumstances Unknown
720	720	720	Multiple Threat/Trapped
740	740	--	Dash/Dart-out
--	--	740	Dash – Run, No Visual Obstruction Noted/Dart-out – Visual Obstruction Noted
750	750	750	Crossing Roadway – Vehicle Not Turning
790	790	790	Crossing Roadway – Vehicle Turning
800	800	800	Non-Trafficway
910	910	910	Crossing Expressway
990	990	990	Other/Unknown – Insufficient Details

NM11-PB38B. Crash Group – Bicycle

Definition

This data element provides general groupings of the more specific individual Bicyclist Crash Types.

Additional Information

This data element is applicable to bicyclists only. Prior to 2022 the Element Data ID was NM9-PB38B.

SAS Name

BIKECGP

Attribute Codes

2014-Later	
0	Not a Cyclist
110	Loss of Control/Turning Error
140	Motorist Failed to Yield – Sign-Controlled Intersection
145	Bicyclist Failed to Yield – Sign-Controlled Intersection
150	Motorist Failed to Yield – Signalized Intersection
158	Bicyclist Failed to Yield – Signalized Intersection
190	Crossing Paths – Other Circumstances
210	Motorist Left Turn/Merge
215	Motorist Right Turn/Merge
219	Parking/Bus-Related
220	Bicyclist Left Turn/Merge
225	Bicyclist Right Turn/Merge
230	Motorist Overtaking Bicyclist
240	Bicyclist Overtaking Motorist
258	Wrong-Way/Wrong-Side
290	Parallel Paths – Other Circumstances
310	Bicyclist Failed to Yield – Midblock
320	Motorist Failed to Yield – Midblock
600	Backing Vehicle
850	Other/Unusual Circumstances
910	Non-Trafficway
990	Other/Unknown – Insufficient Details

The CEVENT Data File

The Cevent data file includes harmful and non-harmful events in the crash. It contains the data elements ST_CASE, STATE, and EVENTNUM, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The Cevent data file also contains the data elements on the following pages.

ST_CASE and EVENTNUM are the unique identifiers for each record. ST_CASE should be used to merge the Cevent data file with the Accident data file.

C18A. Vehicle Number (This Vehicle)**Definition**

This data element identifies the “Vehicle Number” (VEH_NO) of this motor vehicle in-transport described in this event.

Additional Information

This is the vehicle described in “Sequence of Events” for this event.

Prior to 2015 the Data Element ID was C17.

SAS Name**VNUMBER1****Attribute Codes**

2010-Later	
1-999	Vehicle Number

C18B. Area of Impact (This Vehicle)

Definition

This data element identifies the impact point, if any, on this motor vehicle in-transport that produced property damage or personal injury in this event.

Additional Information

This is the impact area of the vehicle recorded in “Vehicle Number (This Vehicle)” and described in “Sequence of Events.”

Prior to 2015 the Data Element ID was C17.

SAS Name

AOI1

Attribute Codes

2010-2011	2012	2013-2016	2017	2018	2019-Later	
0	0	0	0	0	0	Non-Collision
1-12	1-12	1-12	1-12	1-12	1-12	Clock Points
13	13	13	13	13	13	Top
14	14	14	14	14	14	Undercarriage
18	--	--	--	--	--	Set-in-Motion (Not a Clock Point)
--	18	--	--	--	--	Set-in-Motion (Not a Clock Value)
--	--	18	18	18	18	Cargo/Vehicle Parts Set-in-Motion
--	--	19	19	19	--	Other Objects Set-in-Motion
--	--	--	--	--	19	Other Objects or Person Set-in-Motion
--	--	--	20	20	20	Object Set in Motion, Unknown if Cargo/Vehicle Parts or Other
55	55	55	55	55	55	Non-Harmful Event
61	61	61	61	61	61	Left
62	--	--	--	--	--	Left-Front Half
--	62	62	62	62	62	Left-Front Side
63	--	--	--	--	--	Left-Back Half
--	63	63	63	63	63	Left-Back Side
81	81	81	81	81	81	Right
82	--	--	--	--	--	Right-Front Half
--	82	82	82	82	82	Right-Front Side
83	--	--	--	--	--	Right-Back Half
--	83	83	83	83	83	Right-Back Side
98	98	98	98	98	98	Not Reported

2010- 2011	2012	2013- 2016	2017	2018	2019- Later	
99	99	99	99	--	--	Unknown
--	--	--	--	99	99	Reported as Unknown

V37. Sequence of Events

Definition

This data element describes this event. A motor vehicle traffic crash is a series of events resulting from an unstabilized situation. This series of harmful and non-harmful events is recorded in chronological order based on the police crash report narrative and diagram.

Additional Information

“First Harmful Event,” “Most Harmful Event,” and the “Sequence of Events” data elements have the same harmful event attributes. The harmful event attributes were modified to be consistent. “Sequence of Events” also has non-harmful event attributes.

From 2004 to 2009 Sequence of Events was collected at the vehicle level and up to six events (SEQ1-SEQ6) were stored in the Vehicle data file. Prior to 2016 the Data Element ID was V31. From 2016 to 2019 the Data Element ID was V32.

SAS Name

SOE

Attribute Codes

2010-2011	2012	2013	2014-2015	2016	2017-Later	
1	1	1	1	1	1	Rollover/Overtur
2	2	2	2	2	2	Fire/Explosion
3	--	--	--	--	--	Immersion
--	3	3	3	3	3	Immersion or Partial Immersion
4	4	4	4	4	4	Gas Inhalation
5	5	5	5	5	5	Fell/Jumped From Vehicle
6	6	6	6	6	6	Injured in Vehicle (Non-Collision)
7	7	7	7	7	7	Other Non-Collision
8	8	8	8	8	8	Pedestrian
9	9	9	9	9	9	Pedalcyclist
10	10	10	10	10	10	Railway Vehicle
11	11	11	11	11	11	Live Animal
12	12	12	12	12	12	Motor Vehicle In-Transport
14	14	14	14	14	14	Parked Motor Vehicle
15	15	15	15	15	15	Non-Motorist on Personal Conveyance
16	16	16	16	16	16	Thrown or Falling Object
17	17	17	17	17	17	Boulder
18	18	18	18	18	18	Other Object (Not Fixed)

2010-2011	2012	2013	2014-2015	2016	2017-Later	
19	19	19	19	19	19	Building
20	20	20	20	20	20	Impact Attenuator/Crash Cushion
21	21	21	21	21	21	Bridge Pier or Support
23	23	23	23	23	23	Bridge Rail (Includes Parapet)
24	24	24	24	24	24	Guardrail Face
25	25	25	25	25	25	Concrete Traffic Barrier
26	26	26	26	26	26	Other Traffic Barrier
30	30	30	30	30	30	Utility Pole/Light Support
31	31	31	31	--	--	Other Post, Other Pole, or Other Support
--	--	--	--	31	31	Post, Pole or Other Support
32	32	32	32	32	32	Culvert
33	33	33	33	33	33	Curb
34	34	34	34	34	34	Ditch
35	35	35	35	35	35	Embankment
38	38	38	38	38	38	Fence
39	39	39	39	39	39	Wall
40	40	40	40	40	40	Fire Hydrant
41	41	41	41	41	41	Shrubbery
42	42	42	42	42	42	Tree (Standing Only)
43	43	43	43	43	43	Other Fixed Object
44	44	44	44	44	44	Pavement Surface Irregularity (Ruts, Potholes, Grates, etc.)
45	45	45	45	45	45	Working Motor Vehicle
46	46	46	46	46	46	Traffic Signal Support
48	48	48	48	48	48	Snow Bank
49	49	49	49	49	49	Ridden Animal or Animal-Drawn Conveyance
50	50	50	50	50	50	Bridge Overhead Structure
51	51	51	51	51	51	Jackknife (Harmful to This Vehicle)
52	52	52	52	52	52	Guardrail End
53	53	53	53	53	53	Mail Box
54	54	54	54	54	54	Motor Vehicle In-Transport Strikes or Is Struck by Cargo, Persons or Objects Set-in-Motion From/by Another Motor Vehicle In-Transport
55	55	55	55	55	55	Motor Vehicle in Motion Outside the Trafficway
57	57	57	57	57	57	Cable Barrier

2010-2011	2012	2013	2014-2015	2016	2017-Later	
58	58	58	58	58	58	Ground
59	59	59	59	59	59	Traffic Sign Support
60	60	60	60	60	60	Cargo/Equipment Loss or Shift (Non-Harmful)
61	61	61	61	61	61	Equipment Failure (Blown Tire, Brake Failure, etc.)
62	62	62	62	62	62	Separation of Units
63	63	63	63	63	63	Ran off Road – Right
64	64	64	64	64	64	Ran off Road – Left
65	65	65	65	65	65	Cross Median
66	66	66	66	66	66	Downhill Runaway
67	67	67	67	67	67	Vehicle Went Airborne
68	68	68	68	68	68	Cross Centerline
69	69	69	69	69	69	Re-Entering Highway
70	70	70	70	70	70	Jackknife (Non-Harmful)
--	71	71	71	71	71	End Departure
72	72	72	72	72	72	Cargo/Equipment Loss or Shift (Harmful to This Vehicle)
--	--	--	--	--	72	Cargo/Equipment Loss, Shift, or Damage (Harmful) (Since 2018)
--	--	73	73	--	--	Object Fell From Motor Vehicle In-Transport
--	--	--	--	73	73	Object That Had Fallen From Motor Vehicle In-Transport
--	--	--	--	74	74	Road Vehicle on Rails
--	--	--	79	79	79	Ran off Roadway – Direction Unknown
--	--	--	--	--	91	Unknown Object Not Fixed
--	--	--	--	--	93	Unknown Fixed Object
98	--	--	--	--	--	Not Reported (2010 Only)
--	--	--	--	--	98	Harmful Event, Details Not Reported (Since 2019)
99	99	99	99	99	99	Unknown/Reported as Unknown (Since 2018)

C18C. Vehicle Number (Other Vehicle)**Definition**

This data element identifies the “Vehicle Number” (VEH_NO) of the other motor vehicle, if any, in this event.

Additional Information

This is the vehicle contacted by the motor vehicle in-transport recorded in “Vehicle Number (This Vehicle).” Another vehicle must have been involved in this event for this data element to be a valid vehicle number (i.e., “Sequence of Events” for this event must be 12, 14, 45, 54, or 55).

Prior to 2015 the Data Element ID was C17.

SAS Name**VNUMBER2****Attribute Codes**

2010-Later	
1-999	Vehicle Number
5555	Non-Harmful Event
9999	Not a Motor Vehicle

C18D. Area of Impact (Other Vehicle)

Definition

This data element identifies the impact point on the other motor vehicle, if any, in this event.

Additional Information

This is the impact area of the vehicle recorded in “Vehicle Number (Other Vehicle).” Another vehicle must have been involved in this event for this data element to be a valid impact location (i.e., “Sequence of Events” for this event must be 12, 14, 45, 54, or 55).

Prior to 2015 the Data Element ID was C17.

SAS Name

AOI2Error! Bookmark not defined.

Attribute Codes

2010-2011	2012	2016	2013-2017	2018	2019-Later	
0	0	0	0	0	0	Non-Collision
1-12	1-12	1-12	1-12	1-12	1-12	Clock Points
13	13	13	13	13	13	Top
14	14	14	14	14	14	Undercarriage
18	--	--	--	--	--	Set-in-Motion (Not a Clock Point)
--	18	--	--	--	--	Set-in-Motion (Not a Clock Value)
--	--	18	18	18	18	Cargo/Vehicle Parts Set-in-Motion
--	--	19	19	19	--	Other Objects Set-in-Motion
--	--	--	--	--	19	Other Objects or Person Set-in-Motion
--	--	--	20	20	20	Object Set in Motion, Unknown if Cargo/Vehicle Parts or Other
55	55	55	55	55	55	Non-Harmful Event
61	61	61	61	61	61	Left
62	--	--	--	--	--	Left-Front Half
--	62	62	62	62	62	Left-Front Side
63	--	--	--	--	--	Left-Back Half
--	63	63	63	63	63	Left-Back Side
77	77	77	77	77	77	Not a Motor Vehicle (Since 2011)
81	81	81	81	81	81	Right
82	--	--	--	--	--	Right-Front Half
--	82	82	82	82	82	Right-Front Side
83	--	--	--	--	--	Right-Back Half

2010- 2011	2012	2016	2013- 2017	2018	2019- Later	
--	83	83	83	83	83	Right-Back Side
98	98	98	98	98	98	Not Reported
99	99	99	99	--	--	Unknown
--	--	--	--	99	99	Reported as Unknown

The VEVENT Data File

The Vevent data file includes harmful and non-harmful events for each motor vehicle in-transport. It contains the data elements ST_CASE, STATE, VEH_NO, EVENTNUM, and VEVENTNUM, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The Vevent data file also contains the data elements on the following pages.

ST_CASE, VEH_NO, and VEVENTNUM are the unique identifiers for each record. ST_CASE and VEH_NO should be used to merge the Vevent data file with the Vehicle data file.

C18A. Vehicle Number (This Vehicle)

Definition

This data element identifies the “Vehicle Number” (VEH_NO) of this motor vehicle in-transport described in this event.

Additional Information

This is the vehicle described in “Sequence of Events” for this event.

If Vehicle #1 (V1) impacts Vehicle #2 (V2) then we have at least 2 Vevent records.

Example:

VEH_NO	EVENTNUM	VNUMBER1	SOE	VNUMBER2
1	1	1	12	2
2	1	1	12	2

The explanation of these 2 records is as follows:

V1 was involved in event 1 where V1 impacts V2.

V2 was involved in event 1 where V1 impacts V2.

Prior to 2015 the Data Element ID was C17.

SAS Name

VNUMBER1

Attribute Codes

2010-Later	
1-999	Vehicle Number

C18B. Area of Impact (This Vehicle)

Definition

This data element identifies the impact point, if any, on this motor vehicle in-transport that produced property damage or personal injury in this event.

Additional Information

This is the impact area of the vehicle recorded in “Vehicle Number (This Vehicle)” and described in “Sequence of Events.”

Prior to 2015 the Data Element ID was C17.

SAS Name

AOI1

Attribute Codes

2010-2011	2012	2013-2016	2017	2018	2019-Later	
0	0	0	0	0	0	Non-Collision
1-12	1-12	1-12	1-12	1-12	1-12	Clock Points
13	13	13	13	13	13	Top
14	14	14	14	14	14	Undercarriage
18	--	--	--	--	--	Set-in-Motion (Not a Clock Point)
--	18	--	--	--	--	Set-in-Motion (Not a Clock Value)
--	--	18	18	18	18	Cargo/Vehicle Parts Set-in-Motion
--	--	19	19	19	--	Other Objects Set-in-Motion
--	--	--	--	--	19	Other Objects or Person Set-in-Motion
--	--	--	20	20	20	Object Set in Motion, Unknown if Cargo/Vehicle Parts or Other
55	55	55	55	55	55	Non-Harmful Event
61	61	61	61	61	61	Left
62	--	--	--	--	--	Left-Front Half
--	62	62	62	62	62	Left-Front Side
63	--	--	--	--	--	Left-Back Half
--	63	63	63	63	63	Left-Back Side
81	81	81	81	81	81	Right
82	--	--	--	--	--	Right-Front Half
--	82	82	82	82	82	Right-Front Side
83	--	--	--	--	--	Right-Back Half
--	83	83	83	83	83	Right-Back Side
98	98	98	98	98	98	Not Reported

2010- 2011	2012	2013- 2016	2017	2018	2019- Later	
99	99	99	99	--	--	Unknown
--	--	--	--	99	99	Reported as Unknown

V37. Sequence of Events

Definition

This data element describes this event. A motor vehicle traffic crash is a series of events resulting from an unstabilized situation. This series of harmful and non-harmful events is recorded in chronological order based on the police crash report narrative and diagram.

Additional Information

“First Harmful Event,” “Most Harmful Event,” and the “Sequence of Events” data elements have the same harmful event attributes. The harmful event attributes were modified to be consistent. “Sequence of Events” also has non-harmful event attributes.

From 2004 to 2009 Sequence of Events was collected at the vehicle level and up to six events (SEQ1-SEQ6) were stored in the Vehicle data file. Prior to 2016 the Data Element ID was V31. From 2016 to 2019 the Data Element ID was V32.

SAS Name

SOE

Attribute Codes

2010-2011	2012	2013	2014-2015	2016	2017-Later	
1	1	1	1	1	1	Rollover/Overtur
2	2	2	2	2	2	Fire/Explosion
3	--	--	--	--	--	Immersion
--	3	3	3	3	3	Immersion or Partial Immersion
4	4	4	4	4	4	Gas Inhalation
5	5	5	5	5	5	Fell/Jumped From Vehicle
6	6	6	6	6	6	Injured in Vehicle (Non-Collision)
7	7	7	7	7	7	Other Non-Collision
8	8	8	8	8	8	Pedestrian
9	9	9	9	9	9	Pedalcyclist
10	10	10	10	10	10	Railway Vehicle
11	11	11	11	11	11	Live Animal
12	12	12	12	12	12	Motor Vehicle In-Transport
14	14	14	14	14	14	Parked Motor Vehicle
15	15	15	15	15	15	Non-Motorist on Personal Conveyance
16	16	16	16	16	16	Thrown or Falling Object
17	17	17	17	17	17	Boulder
18	18	18	18	18	18	Other Object (Not Fixed)

2010-2011	2012	2013	2014-2015	2016	2017-Later	
19	19	19	19	19	19	Building
20	20	20	20	20	20	Impact Attenuator/Crash Cushion
21	21	21	21	21	21	Bridge Pier or Support
23	23	23	23	23	23	Bridge Rail (Includes Parapet)
24	24	24	24	24	24	Guardrail Face
25	25	25	25	25	25	Concrete Traffic Barrier
26	26	26	26	26	26	Other Traffic Barrier
30	30	30	30	30	30	Utility Pole/Light Support
31	31	31	31	--	--	Other Post, Other Pole, or Other Support
--	--	--	--	31	31	Post, Pole or Other Support
32	32	32	32	32	32	Culvert
33	33	33	33	33	33	Curb
34	34	34	34	34	34	Ditch
35	35	35	35	35	35	Embankment
38	38	38	38	38	38	Fence
39	39	39	39	39	39	Wall
40	40	40	40	40	40	Fire Hydrant
41	41	41	41	41	41	Shrubbery
42	42	42	42	42	42	Tree (Standing Only)
43	43	43	43	43	43	Other Fixed Object
44	44	44	44	44	44	Pavement Surface Irregularity (Ruts, Potholes, Grates, etc.)
45	45	45	45	45	45	Working Motor Vehicle
46	46	46	46	46	46	Traffic Signal Support
48	48	48	48	48	48	Snow Bank
49	49	49	49	49	49	Ridden Animal or Animal-Drawn Conveyance
50	50	50	50	50	50	Bridge Overhead Structure
51	51	51	51	51	51	Jackknife (Harmful to This Vehicle)
52	52	52	52	52	52	Guardrail End
53	53	53	53	53	53	Mail Box
54	54	54	54	54	54	Motor Vehicle In-Transport Strikes or Is Struck by Cargo, Persons or Objects Set-in-Motion From/by Another Motor Vehicle In-Transport
55	55	55	55	55	55	Motor Vehicle in Motion Outside the Trafficway
57	57	57	57	57	57	Cable Barrier

2010-2011	2012	2013	2014-2015	2016	2017-Later	
58	58	58	58	58	58	Ground
59	59	59	59	59	59	Traffic Sign Support
60	60	60	60	60	60	Cargo/Equipment Loss or Shift (Non-Harmful)
61	61	61	61	61	61	Equipment Failure (Blown Tire, Brake Failure, etc.)
62	62	62	62	62	62	Separation of Units
63	63	63	63	63	63	Ran off Road – Right
64	64	64	64	64	64	Ran off Road – Left
65	65	65	65	65	65	Cross Median
66	66	66	66	66	66	Downhill Runaway
67	67	67	67	67	67	Vehicle Went Airborne
68	68	68	68	68	68	Cross Centerline
69	69	69	69	69	69	Re-Entering Highway
70	70	70	70	70	70	Jackknife (Non-Harmful)
--	71	71	71	71	71	End Departure
72	72	72	72	72	72	Cargo/Equipment Loss or Shift (Harmful to This Vehicle)
--	--	--	--	--	72	Cargo/Equipment Loss, Shift, or Damage (Harmful) (Since 2018)
--	--	73	73	--	--	Object Fell From Motor Vehicle In-Transport
--	--	--	--	73	73	Object That Had Fallen From Motor Vehicle In-Transport
--	--	--	--	74	74	Road Vehicle on Rails
--	--	--	79	79	79	Ran off Roadway – Direction Unknown
--	--	--	--	--	91	Unknown Object Not Fixed
--	--	--	--	--	93	Unknown Fixed Object
98	--	--	--	--	--	Not Reported (2010 Only)
--	--	--	--	--	98	Harmful Event, Details Not Reported (Since 2019)
99	99	99	99	99	99	Unknown/Reported as Unknown (Since 2018)

C18C. Vehicle Number (Other Vehicle)**Definition**

This data element identifies the “Vehicle Number” (VEH_NO) of the other motor vehicle, if any, in this event.

Additional Information

This is the vehicle contacted by the motor vehicle in-transport recorded in “Vehicle Number (This Vehicle).” Another vehicle must have been involved in this event for this data element to be a valid vehicle number (i.e., “Sequence of Events” for this event must be 12, 14, 45, 54, or 55).

Prior to 2015 the Data Element ID was C17.

SAS Name**VNUMBER2****Attribute Codes**

2010-Later	
1-999	Vehicle Number
5555	Non-Harmful Event
9999	Not a Motor Vehicle

C18D. Area of Impact (Other Vehicle)

Definition

This data element identifies the impact point on the other motor vehicle, if any, in this event.

Additional Information

This is the impact area of the vehicle recorded in “Vehicle Number (Other Vehicle).” Another vehicle must have been involved in this event for this data element to be a valid impact location (i.e., “Sequence of Events” for this event must be 12, 14, 45, 54, or 55).

Prior to 2015 the Data Element ID was C17.

SAS Name

AOI2

Attribute Codes

2010-2011	2012	2016	2013-2017	2018	2019-Later	
0	0	0	0	0	0	Non-Collision
1-12	1-12	1-12	1-12	1-12	1-12	Clock Points
13	13	13	13	13	13	Top
14	14	14	14	14	14	Undercarriage
18	--	--	--	--	--	Set-in-Motion (Not a Clock Point)
--	18	--	--	--	--	Set-in-Motion (Not a Clock Value)
--	--	18	18	18	18	Cargo/Vehicle Parts Set-in-Motion
--	--	19	19	19	--	Other Objects Set-in-Motion
--	--	--	--	--	19	Other Objects or Person Set-in-Motion
--	--	--	20	20	20	Object Set in Motion, Unknown if Cargo/Vehicle Parts or Other
55	55	55	55	55	55	Non-Harmful Event
61	61	61	61	61	61	Left
62	--	--	--	--	--	Left-Front Half
--	62	62	62	62	62	Left-Front Side
63	--	--	--	--	--	Left-Back Half
--	63	63	63	63	63	Left-Back Side
77	77	77	77	77	77	Not a Motor Vehicle (Since 2011)
81	81	81	81	81	81	Right
82	--	--	--	--	--	Right-Front Half
--	82	82	82	82	82	Right-Front Side
83	--	--	--	--	--	Right-Back Half

2010- 2011	2012	2016	2013- 2017	2018	2019- Later	
--	83	83	83	83	83	Right-Back Side
98	98	98	98	98	98	Not Reported
99	99	99	99	--	--	Unknown
--	--	--	--	99	99	Reported as Unknown

The VSOE Data File

The Vsoe data file includes harmful and non-harmful events for each motor vehicle in-transport. It contains the data elements ST_CASE, STATE, VEVENTNUM, and VEH_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The Vsoe data file also contains the data elements on the following pages.

ST_CASE, VEH_NO, and VEVENTNUM are the unique identifiers for each record. ST_CASE and VEH_NO should be used to merge the Vsoe data file with the Vehicle data file.

C18E. Area of Impact

Definition

This data element identifies the impact point, if any, on this motor vehicle in-transport that produced property damage or personal injury in this event.

Additional Information

This is the impact area of the vehicle recorded as “Vehicle Number (This Vehicle)” or “Vehicle Number (Other Vehicle)” in the crash events.

Prior to 2015 the Data Element ID was C17.

SAS Name

AOI

Attribute Codes

2010-2011	2012	2013-2016	2017	2018	2019-Later	
0	0	0	0	0	0	Non-Collision
1-12	1-12	1-12	1-12	1-12	1-12	Clock Points
13	13	13	13	13	13	Top
14	14	14	14	14	14	Undercarriage
18	--	--	--	--	--	Set-in-Motion (Not a Clock Point)
--	18	--	--	--	--	Set-in-Motion (Not a Clock Value)
--	--	18	18	18	18	Cargo/Vehicle Parts Set-in-Motion
--	--	19	19	19	--	Other Objects Set-in-Motion
--	--	--	--	--	19	Other Objects or Person Set-in-Motion
--	--	--	20	20	20	Object Set in Motion, Unknown if Cargo/Vehicle Parts or Other
55	55	55	55	55	55	Non-Harmful Event
61	61	61	61	61	61	Left
62	--	--	--	--	--	Left-Front Half
--	62	62	62	62	62	Left-Front Side
63	--	--	--	--	--	Left-Back Half
--	63	63	63	63	63	Left-Back Side
81	81	81	81	81	81	Right
82	--	--	--	--	--	Right-Front Half
--	82	82	82	82	82	Right-Front Side
83	--	--	--	--	--	Right-Back Half
--	83	83	83	83	83	Right-Back Side
98	98	98	98	98	98	Not Reported

2010- 2011	2012	2013- 2016	2017	2018	2019- Later	
99	99	99	99	--	--	Unknown
--	--	--	--	99	99	Reported as Unknown

V37. Sequence of Events

Definition

This data element describes this event. A motor vehicle traffic crash is a series of events resulting from an unstabilized situation. This series of harmful and non-harmful events is recorded in chronological order based on the police crash report narrative and diagram.

Additional Information

“First Harmful Event,” “Most Harmful Event,” and the “Sequence of Events” data elements have the same harmful event attributes. The harmful event attributes were modified to be consistent.

“Sequence of Events” also has non-harmful event attributes.

From 2004 to 2009 Sequence of Events was collected at the vehicle level and up to six events (SEQ1-SEQ6) were stored in the Vehicle data file. Prior to 2016 the Data Element ID was V31. From 2016 to 2019 the Data Element ID was V32.

SAS Name

SOE

Attribute Codes

2010-2011	2012	2013	2014-2015	2016	2017-Later	
1	1	1	1	1	1	Rollover/Overtur
2	2	2	2	2	2	Fire/Explosion
3	--	--	--	--	--	Immersion
--	3	3	3	3	3	Immersion or Partial Immersion
4	4	4	4	4	4	Gas Inhalation
5	5	5	5	5	5	Fell/Jumped From Vehicle
6	6	6	6	6	6	Injured in Vehicle (Non-Collision)
7	7	7	7	7	7	Other Non-Collision
8	8	8	8	8	8	Pedestrian
9	9	9	9	9	9	Pedalcyclist
10	10	10	10	10	10	Railway Vehicle
11	11	11	11	11	11	Live Animal
12	12	12	12	12	12	Motor Vehicle In-Transport
14	14	14	14	14	14	Parked Motor Vehicle
15	15	15	15	15	15	Non-Motorist on Personal Conveyance
16	16	16	16	16	16	Thrown or Falling Object
17	17	17	17	17	17	Boulder
18	18	18	18	18	18	Other Object (Not Fixed)
19	19	19	19	19	19	Building

2010-2011	2012	2013	2014-2015	2016	2017-Later	
20	20	20	20	20	20	Impact Attenuator/Crash Cushion
21	21	21	21	21	21	Bridge Pier or Support
23	23	23	23	23	23	Bridge Rail (Includes Parapet)
24	24	24	24	24	24	Guardrail Face
25	25	25	25	25	25	Concrete Traffic Barrier
26	26	26	26	26	26	Other Traffic Barrier
30	30	30	30	30	30	Utility Pole/Light Support
31	31	31	31	--	--	Other Post, Other Pole, or Other Support
--	--	--	--	31	31	Post, Pole or Other Support
32	32	32	32	32	32	Culvert
33	33	33	33	33	33	Curb
34	34	34	34	34	34	Ditch
35	35	35	35	35	35	Embankment
38	38	38	38	38	38	Fence
39	39	39	39	39	39	Wall
40	40	40	40	40	40	Fire Hydrant
41	41	41	41	41	41	Shrubbery
42	42	42	42	42	42	Tree (Standing Only)
43	43	43	43	43	43	Other Fixed Object
44	44	44	44	44	44	Pavement Surface Irregularity (Ruts, Potholes, Grates, etc.)
45	45	45	45	45	45	Working Motor Vehicle
46	46	46	46	46	46	Traffic Signal Support
48	48	48	48	48	48	Snow Bank
49	49	49	49	49	49	Ridden Animal or Animal-Drawn Conveyance
50	50	50	50	50	50	Bridge Overhead Structure
51	51	51	51	51	51	Jackknife (Harmful to This Vehicle)
52	52	52	52	52	52	Guardrail End
53	53	53	53	53	53	Mail Box
54	54	54	54	54	54	Motor Vehicle In-Transport Strikes or Is Struck by Cargo, Persons or Objects Set-in-Motion From/by Another Motor Vehicle In-Transport
55	55	55	55	55	55	Motor Vehicle in Motion Outside the Trafficway
57	57	57	57	57	57	Cable Barrier
58	58	58	58	58	58	Ground

2010-2011	2012	2013	2014-2015	2016	2017-Later	
59	59	59	59	59	59	Traffic Sign Support
60	60	60	60	60	60	Cargo/Equipment Loss or Shift (Non-Harmful)
61	61	61	61	61	61	Equipment Failure (Blown Tire, Brake Failure, etc.)
62	62	62	62	62	62	Separation of Units
63	63	63	63	63	63	Ran off Road – Right
64	64	64	64	64	64	Ran off Road – Left
65	65	65	65	65	65	Cross Median
66	66	66	66	66	66	Downhill Runaway
67	67	67	67	67	67	Vehicle Went Airborne
68	68	68	68	68	68	Cross Centerline
69	69	69	69	69	69	Re-Entering Highway
70	70	70	70	70	70	Jackknife (Non-Harmful)
--	71	71	71	71	71	End Departure
72	72	72	72	72	72	Cargo/Equipment Loss or Shift (Harmful to This Vehicle)
--	--	--	--	--	72	Cargo/Equipment Loss, Shift, or Damage (Harmful) (Since 2018)
--	--	73	73	--	--	Object Fell From Motor Vehicle In-Transport
--	--	--	--	73	73	Object That Had Fallen From Motor Vehicle In-Transport
--	--	--	--	74	74	Road Vehicle on Rails
--	--	--	79	79	79	Ran off Roadway – Direction Unknown
--	--	--	--	--	91	Unknown Object Not Fixed
--	--	--	--	--	93	Unknown Fixed Object
98	--	--	--	--	--	Not Reported (2010 Only)
--	--	--	--	--	98	Harmful Event, Details Not Reported (Since 2019)
99	99	99	99	99	99	Unknown/Reported as Unknown (Since 2018)

The CRASHRF Data File

The Crashrf data file identifies each crash related factor as a separate record. That is, there can be more than one record for each crash. It contains the data elements ST_CASE and STATE, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains CRASHRF that is described below.

ST_CASE and CRASHRF are the unique identifiers for each record. ST_CASE should be used to merge the Crashrf data file with the Accident data file.

C32. Related Factors—Crash Level

Definition

This data element records factors related to the crash expressed in the case material.

Additional Information

There are also vehicle related factors in the Vehiclesf and Pvehiclesf data files, driver related factors in the Driverrf data file, and person related factors in the Personrf data file.

Prior to 2020 this data element was collected at the Crash level and up to three factors could be selected. These three elements were discontinued and moved to the Discontinued Accident Data Elements at the end of the Accident Data File section. Refer to the discontinued element for a history of this data element's attributes.

SAS Name

CRASHRF

Attribute Codes

2020	2021	2022	2023-Later	
0	0	--	--	None
--	--	0	0	None Noted
1	1	1	1	Inadequate Warning of Exits, Lanes Narrowing, Traffic Controls, etc.
2	2	2	2	Shoulder Design or Condition
3	3	3	3	Other Maintenance or Construction-Created Condition
4	4	4	4	No or Obscured Pavement Marking
5	5	5	5	Surface Under Water
6	6	6	6	Inadequate Construction or Poor Design of Roadway, Bridge, etc.
7	7	7	7	Surface Washed out (Caved in, Road Slippage)
--	10	10	10	Emergency Vehicle Related
12	12	12	12	Distracted Driver of a Non-Contact Vehicle
13	13	13	--	Aggressive Driving/Road Rage by Non-Contact Vehicle Driver
14	14	14	14	Motor Vehicle Struck by Falling Cargo or Something That Came Loose From or Something That Was Set in Motion by a Vehicle
15	15	15	15	Non-Occupant Struck by Falling Cargo, or Something Came Loose From or Something That Was Set in Motion by a Vehicle

2020	2021	2022	2023-Later	
16	16	16	16	Non-Occupant Struck Vehicle
17	17	--	--	Vehicle Set in Motion by Non-Driver
--	--	17	17	Stopped Vehicle Set in Motion by Non-Driver
18	18	18	18	Date of Crash and Date of EMS Notification Were Not Same Day
19	19	19	19	Recent Previous Crash Scene Nearby
20	20	20	20	Police-Pursuit-Involved
21	21	21	21	Within Designated School Zone
22	22	22	22	Speed Limit Is a Statutory Limit as Recorded or Was Determined as This State's "Basic Rule"
23	23	23	23	Indication of a Stalled/Disabled Vehicle
24	24	24	24	Unstabilized Situation Began and All Harmful Events Occurred off of the Roadway
25	25	25	25	Toll Booth/Plaza Related
26	26	26	26	Prior Non-Recurring Incident
27	27	27	27	Backup Due to Prior Crash
28	28	28	28	Regular Congestion
30	30	30	30	Obstructed Crosswalks
31	31	31	31	Related to a Bus Stop
--	--	--	102	Aggressive Driving by Non-Contact Vehicle Driver
--	--	--	103	Road Rage by Non-Contact Vehicle Driver
999	999	--	--	Reported as Unknown

The WEATHER Data File

The Weather data file identifies each atmospheric condition as a separate record. That is, there can be more than one record for each crash. It contains the data elements ST_CASE and STATE, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains WEATHER that is described below.

ST_CASE and WEATHER are the unique identifiers for each record. ST_CASE should be used to merge the Weather data file with the Accident data file.

C26. Atmospheric Conditions

Definition

This data element records the prevailing atmospheric conditions that existed at the time of the crash as indicated in the case material.

Additional Information

Prior to 2020 this data element identified up to two values. If more than two atmospheric conditions were reported, the two conditions that most affect visibility were selected. Accident.WEATHER1 and Accident.WEATHER2 were the coded data elements, and Accident.WEATHER was derived from these two. The two coded data elements were discontinued after 2019 and moved to the Discontinued Accident Data Elements at the end of the Accident Data File section.

Beginning in 2020 all applicable atmospheric conditions are selected and stored in this data file. Only the derived data element WEATHER is still stored in the Accident data file and is now derived from the responses in this data file using the same hierarchy.

SAS Name

WEATHER

Attribute Codes

2020-Later	
1	Clear
2	Rain
3	Sleet or Hail
4	Snow
5	Fog, Smog, Smoke
6	Severe Crosswinds
7	Blowing Sand, Soil, Dirt
8	Other
10	Cloudy
11	Blowing Snow
12	Freezing Rain or Drizzle
98	Not Reported
99	Reported as Unknown

The VEHICLESF Data File

The Vehiclesf data file identifies each vehicle related factor for a motor vehicle in-transport as a separate record. That is, there can be more than one record for each vehicle. It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains VEHICLESF that is described below.

ST_CASE, VEH_NO, and VEHICLESF are the unique identifiers for each record. ST_CASE and VEH_NO should be used to merge the Vehiclesf data file with vehicles from the Vehicle data file.

V41. Related Factors—Vehicle Level (Motor Vehicles In-Transport)

Definition

This data element records factors related to this motor vehicle in-transport expressed in the case material.

Additional Information

There are also crash related factors in the Crashrf data file, vehicle related factors in the Pvehiclesf data file (for parked/working vehicles), driver related factors in the Driverrf data file, and person related factors in the Personrf data file.

Pre-existing vehicle defects are captured in the data element “Contributing Circumstances, Motor Vehicle” (Factor.MFACTOR).

Prior to 2020 this data element’s ID was V36 and it was collected at the Vehicle level with up to two factors being selected. These two elements were discontinued and moved to the Discontinued Vehicle Data Elements at the end of the Vehicle Data File section. Refer to the discontinued element for a history of this data element’s attributes.

SAS Name

VEHICLESF

Attribute Codes

2020	2021	2022-Later	
0	0	--	None
--	--	0	None Noted
29	29	29	Default Code Used for Vehicle Numbering
30	30	30	Multi-Wheeled Motorcycle Conversion
32	--	--	Vehicle Registration for Handicapped
--	32	32	Vehicle Registration for a Person with a Disability
33	33	33	Vehicle Being Pushed by Non-Motorist
35	35	35	Reconstructed/Altered Vehicle
37	37	37	Transporting Children to/From Head Start/Day Care
39	39	39	Highway Construction, Maintenance or Utility Vehicle, In-Transport (Inside or Outside Work Zone)
41	41	41	Police Fire or EMS Vehicle Working at the Scene of an Emergency or Performing Other Traffic Control Activities
42	42	42	Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle)
44	44	44	Adaptive Equipment

2020	2021	2022-Later	
45	45	45	Slide-in Camper
999	999	--	Reported as Unknown

The PVEHICLESF Data File

The Pvehiclesf data file identifies each vehicle related factor for a parked/working motor vehicle as a separate record. That is, there can be more than one record for each vehicle. It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains PVEHICLESF that is described below.

ST_CASE, VEH_NO, and PVEHICLESF are the unique identifiers for each record. ST_CASE and VEH_NO should be used to merge the Pvehiclesf data file with vehicles from the Vehicle data file.

V41. Related Factors—Vehicle Level (Parked/Working Vehicles)

Definition

This data element records factors related to this parked/working motor vehicle expressed in the case material.

Additional Information

There are also crash related factors in the Crashrf data file, vehicle related factors in the Vehiclesf data file (for motor vehicles in-transport), driver related factors in the Driverrf data file, and person related factors in the Personrf data file.

Prior to 2020 this data element's ID was V36 and it was collected at the Vehicle level with up to two factors being selected. These two elements were discontinued and moved to the Discontinued Parkwork Data Elements at the end of the Parkwork Data File section. Refer to the discontinued element for a history of this data element's attributes.

SAS Name

PVEHICLESF

Attribute Codes

2020	2021	2022-Later	
0	0	--	None
--	--	0	None Noted
29	29	29	Default Code Used for Vehicle Numbering
30	30	30	Multi-Wheeled Motorcycle Conversion
32	--	--	Vehicle Registration for Handicapped
--	32	32	Vehicle Registration for a Person with a Disability
33	33	33	Vehicle Being Pushed by Non-Motorist
35	35	35	Reconstructed/Altered Vehicle
37	37	37	Transporting Children to/From Head Start/Day Care
39	39	39	Highway Construction, Maintenance or Utility Vehicle, In-Transport (Inside or Outside Work Zone)
41	41	41	Police Fire or EMS Vehicle Working at the Scene of an Emergency or Performing Other Traffic Control Activities
42	42	42	Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle)
44	44	44	Adaptive Equipment
45	45	45	Slide-in Camper
999	999	--	Reported as Unknown

The DRIVERRF Data File

The Driverrf data file identifies each driver related factor as a separate record. That is, there can be more than one record for each driver. It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains DRIVERRF that is described below.

ST_CASE, VEH_NO, and DRIVERRF are the unique identifiers for each record. ST_CASE and VEH_NO should be used to merge the Driverrf data file with drivers from the Vehicle data file.

D24. Related Factors—Driver Level

Definition

This data element records factors related to this driver expressed in the case material.

Additional Information

There are also crash related factors in the Crashrf data file, vehicle related factors in the Vehiclesf and Pvehiclesf data files, and person related factors in the Personrf data file.

Person related factors are all set to 0 for drivers.

Prior to 2020 this data element was collected at the Vehicle level and up to four factors could be selected. These four elements were discontinued and moved to the Discontinued Vehicle Data Elements at the end of the Vehicle Data File section. Refer to the discontinued element for a history of this data element's attributes.

SAS Name

DRIVERRF

Attribute Codes

2020	2021	2022	2023-Later	
0	0	--	--	None
--	--	0	0	None Noted
4	4	4	4	Reaction to or Failure to Take Drugs/Medication
6	6	6	6	Careless Driving, Inattentive Operation, Improper Driving, Driving Without Due Care
8	8	8	--	Road Rage/Aggressive Driving
10	10	10	10	Looked but Did Not See
12	12	12	12	Mother of Dead Fetus/Mother of Infant Born Post Crash
13	--	--	--	Mentally Challenged
--	13	13	13	Person with an Intellectual, Cognitive, or Developmental Disability
15	15	15	15	Seat Back Not in Normal Position, Seat Back Reclined
16	16	16	16	Police or Law Enforcement Officer
18	18	18	18	Traveling on Prohibited Trafficways
19	19	19	19	Legally Driving on Suspended or Revoked License
20	20	20	20	Leaving Vehicle Unattended With Engine Running; Leaving Vehicle Unattended in Roadway
21	21	21	21	Overloading or Improper Loading of Vehicle With Passenger or Cargo

2020	2021	2022	2023-Later	
22	22	22	22	Towing or Pushing Vehicle Improperly
23	23	23	23	Failing to Dim Lights or to Have Lights on When Required
24	24	24	24	Operating Without Required Equipment
26	26	26	26	Following Improperly
27	27	27	27	Improper or Erratic Lane Changing
28	28	28	28	Improper Lane Usage
29	29	29	29	Intentional Illegal Driving off the Roadway
30	30	30	30	Making Improper Entry to or Exit From Trafficway
31	31	31	31	Starting or Backing Improperly
32	32	32	32	Opening Vehicle Closure Into Moving Traffic or Vehicle Is in Motion
33	33	33	33	Passing Where Prohibited by Posted Signs, Pavement Markings, or School Bus Displaying Warning Not to Pass
34	34	34	34	Improper Passing Location
35	35	35	35	Passing With Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle
36	36	36	36	Operating the Vehicle in an Erratic, Reckless, Careless or Negligent Manner
37	37	37	--	Police Pursuing This Driver or Police Officer in Pursuit (See Police Pursuits in Appendix C: Additional Data Element Information)
38	38	38	38	Failure to Yield Right-of-Way
39	39	39	39	Failure to Obey Actual Traffic Signs, Traffic Control Devices or Traffic Officers, Failure to Observe Safety Zone Traffic Laws
40	40	40	40	Passing Through or Around Barrier
41	41	41	41	Failure to Observe Warnings or Instructions on Vehicle Displaying Them
42	42	42	42	Failure to Signal Intentions
45	45	45	45	Driving Less Than Posted Maximum
47	47	47	47	Making Right Turn From Left-Turn Lane or Making Left Turn From Right-Turn Lane
48	48	48	48	Making Improper Turn
50	50	50	50	Driving Wrong Way on One-Way Trafficway
51	51	51	51	Driving on Wrong Side of Two-way Trafficway (Intentionally or Unintentionally)
52	52	52	52	Operator Inexperience

2020	2021	2022	2023-Later	
53	53	53	53	Unfamiliar With Roadway
54	54	54	54	Stopping in Roadway (Vehicle Not Abandoned)
55	55	55	55	Improper Management of Vehicle Controls
56	56	56	56	Object Interference With Vehicle Controls
57	57	57	57	Driving With Tire-Related Problems
58	58	58	58	Over Correcting
59	59	59	59	Getting off/out of a Vehicle
60	60	60	60	Alcohol and/or Drug Test Refused
73	73	73	73	Driver Has Not Complied With Learners Permit or Intermediate Driver License Restrictions (GDL Restrictions)
74	74	74	74	Driver Has Not Complied With Physical or Other Imposed Restrictions
77	77	77	77	Severe Crosswind
78	78	78	78	Wind From Passing Truck
79	79	79	79	Slippery or Loose Surface
80	80	80	80	Tire Blow-Out or Flat
81	81	81	81	Debris or Objects in Road
82	82	82	82	Ruts, Holes, Bumps in Road
83	83	83	83	Live Animals in Road
84	84	84	84	Vehicle in Road
85	85	85	85	Phantom Vehicle
86	86	86	86	Pedestrian, Pedalcyclist, or Other Non-Motorist in Road
87	87	87	87	Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road
88	88	88	88	Trailer Fishtailing or Swaying
89	89	89	89	Driver has a Driving Record or Driver's License From More Than One State
91	--	--	--	Non-Traffic Violation Charged (Manslaughter, Homicide or Other Assault Offense Committed Without Malice)
94	94	94	94	Emergency Medical Service Personnel
95	95	95	95	Fire Personnel
96	96	96	96	Tow Operator
97	97	97	97	Transportation (i.e., Maintenance Workers, Safety Service Patrol Operators, etc.)
--	--	--	100	Using a Belt-Positioning Device or Other
--	--	--	102	Aggressive Driving
--	--	--	103	Road Rage

2020	2021	2022	2023-Later	
--	--	--	104	Police Pursuing This Driver
--	--	--	105	Police Officer in Pursuit
999	999	--	--	Reported as Unknown

The DAMAGE Data File

The Damage data file identifies each area of damage as a separate record. That is, there can be more than one record for each vehicle. It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains DAMAGE that is described below.

ST_CASE, VEH_NO, and DAMAGE are the unique identifiers for each record. ST_CASE and VEH_NO should be used to merge the Damage data file with vehicles from the Vehicle data file.

V34B. Area of Impact – Damaged Areas**Definition**

This data element identifies all the areas on this vehicle that were damaged in the crash as reflected in the case material.

Additional Information

Prior to 2016 the Data Element ID was V28B. From 2016 to 2019 the Data Element ID was V29B.

SAS Name**MDAREAS 2012-2019****DAMAGE 2020-Later****Attribute Codes**

2012-Later	
1-12	Clock Points
13	Top
14	Undercarriage
15	No Damage
99	Damage Areas Unknown

More information on [Impact/Damaged Areas](#).

The DISTRACT Data File

The Distract data file identifies each driver distraction as a separate record. That is, there can be more than one record for each vehicle. It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains DRDISTRACT that is described below.

ST_CASE, VEH_NO, and DRDISTRACT are the unique identifiers for each record. ST_CASE and VEH_NO should be used to merge the Distract data file with drivers from the Vehicle data file.

PC16. Driver Distracted By

Definition

This data element identifies the attributes that best describe this driver's attention to driving prior to the driver's realization of an impending critical event or just prior to impact if realization of an impending critical event does not occur. This element reports on the presence of any distractions that may or may not have contributed to the crash.

Additional Information

Distraction from the primary task of driving occurs when drivers divert their attention from the driving task to some other activity. Also, driving while daydreaming or lost in thought is identified as distracted driving by NHTSA. Physical conditions/impairments (fatigue, alcohol, medical condition, etc.) or psychological states (anger, emotional, depressed, etc.) are not identified as distractions by NHTSA.

Although the attribute 1 (Looked but Did Not See) was included in this element, this attribute is not considered a distraction and therefore should not be included in any distraction analysis.

SAS Name

MDRDSTRD 2010-2019

DRDISTRACT 2020-Later

Attribute Codes

2010-2011	2012-2017	2018-Later	
0	0	0	Not Distracted
1	1	--	Looked but Did Not See
3	3	3	By Other Occupant(s)
4	4	4	By a Moving Object in Vehicle
5	5	5	While Talking or Listening to Mobile Phone
6	6	6	While Manipulating Mobile Phone
7	7	7	While Adjusting Audio or Climate Controls
9	9	9	While Using Other Component/Controls Integral to Vehicle
10	10	10	While Using or Reaching for Device/Object Brought Into Vehicle
12	12	12	Distracted by Outside Person, Object or Event
13	13	13	Eating or Drinking
14	14	14	Smoking Related
15	15	15	Other Mobile Phone Related
16	16	16	No Driver Present/Unknown if Driver Present

2010-2011	2012-2017	2018-Later	
--	17	17	Distraction/Inattention
--	18	18	Distraction/Careless
--	19	19	Careless/Inattentive
92	--	--	Distraction/Inattention, Details Unknown
--	92	92	Distraction (Distracted), Details Unknown
--	93	93	Inattention (Inattentive), Details Unknown
96	96	96	Not Reported
97	--	--	Inattentive or Lost in Thought
--	97	97	Lost in Thought/Daydreaming
98	98	98	Other Distraction
99	99	--	Unknown if Distracted
--	--	99	Reported as Unknown if Distracted

The DRIMPAIR Data File

The Drimpair data file identifies each driver impairment as a separate record. That is, there can be more than one record for each vehicle. It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains DRIMPAIR that is described below.

ST_CASE, VEH_NO, and DRIMPAIR are the unique identifiers for each record. ST_CASE and VEH_NO should be used to merge the Drimpair data file with drivers from the Vehicle data file.

D23. Condition (Impairment) at Time of Crash—Driver

Definition

This data element identifies physical impairments to this driver that may have contributed to the crash as identified by law enforcement.

Additional Information

This data element attempts to identify physical impairments to this driver that may have contributed to the cause of the crash. These impairments can appear anywhere in the case material--in the narrative section, in the violations section, in a column entitled “Contributing Factors” or “Driver Action,” etc.

Some information that had been collected under “Related Factors—Driver Level” is now captured under this new data element.

SAS Name

DRIMPAIR

Attribute Codes

2010	2011-2013	2014-2016	2017	2018-2020	2021-Later	
0	0	0	0	0	0	None/Apparently Normal
1	1	1	1	1	1	Ill, Blackout
2	2	2	2	2	2	Asleep or Fatigued
3	3	--	--	--	--	Walking With a Cane or Crutches
--	--	3	3	3	3	Walking With a Cane or Crutches, etc.
4	4	4	--	--	--	Paraplegic or Restricted to Wheelchair
--	--	--	4	4	4	Paraplegic or in a Wheelchair
5	5	5	5	5	5	Impaired Due to Previous Injury
6	6	6	6	6	--	Deaf
6	6	6	6	--	6	Deaf/Hard of Hearing
7	7	7	7	7	--	Blind
7	7	7	7	--	7	Blind/Low Vision
8	8	8	8	8	8	Emotional (Depressed, Angry, Disturbed, etc.)
9	9	9	9	9	9	Under the Influence of Alcohol, Drugs, or Medication
10	10	10	10	10	10	Physical Impairment – No Details
--	95	95	95	95	95	No Driver Present/Unknown if Driver Present
96	96	96	96	96	96	Other Physical Impairment

2010	2011- 2013	2014- 2016	2017	2018- 2020	2021- Later	
98	98	98	98	98	98	Not Reported
99	99	99	99	--	--	Unknown if Impaired
--	--	--	--	99	99	Reported as Unknown if Impaired

The FACTOR Data File

The Factor data file identifies each vehicle factor as a separate record. That is, there can be more than one record for each vehicle. It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains VEHICLECC that is described below.

ST_CASE, VEH_NO, and VEHICLECC are the unique identifiers for each record. ST_CASE and VEH_NO should be used to merge the Factor data file with the Vehicle data file.

PC4. Contributing Circumstances, Motor Vehicle

Definition

This data element describes this vehicle's possible pre-existing defects or maintenance conditions that may have contributed to the crash.

Additional Information

Most of these data elements can be found in Related Factor—Vehicle Level (SAS names VEH_CF1 and VEH_CF2 in the Vehicle data file in 2009 and prior, and VEH_SC1-VEH_SC2 in 2010).

SAS Name

MFACTOR 2010-2019

VEHICLECC 2020-Later

Attribute Codes

2010-2017	2018-2019	2020-Later	
0	0	--	None
--	--	0	None Noted
1	1	1	Tires
2	2	2	Brake System
3	3	3	Steering
4	4	4	Suspension
5	5	5	Power Train
6	6	6	Exhaust System
7	7	7	Head Lights
8	8	8	Signal Lights
9	9	9	Other Lights
10	10	10	Wipers
11	11	11	Wheels
12	12	12	Mirrors
13	13	13	Windows/Windshield
14	14	14	Body, Doors
15	15	15	Truck Coupling/Trailer Hitch/Safety Chains
16	16	16	Safety Systems
17	17	17	Vehicle Contributing Factors – No Details
97	97	97	Other
98	98	--	Not Reported
99	--	--	Unknown

2010-2017	2018-2019	2020-Later	
--	99	99	Reported as Unknown

The MANEUVER Data File

The Maneuver data file identifies each avoidance attempt as a separate record. That is, there can be more than one record for each vehicle. It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains MANEUVER that is described below.

ST_CASE, VEH_NO, and MANEUVER are the unique identifiers for each record. ST_CASE and VEH_NO should be used to merge the Maneuver data file with the Vehicle data file.

PC15. Driver Maneuvered to Avoid

Definition

This data element identifies the things this driver attempted to avoid while the vehicle was on the road portion of the trafficway, just prior to the first harmful event for this vehicle.

Additional Information

SAS Name

MDRMANAV 2010-2019

MANEUVER 2020-Later

Attribute Codes

2010-2017	2018-2019	2020-Later	
0	0	0	Driver Did Not Maneuver to Avoid
1	1	1	Object
2	2	2	Poor Road Conditions (Puddle, Ice, Pothole, etc.)
3	3	3	Live Animal
4	4	--	Motor Vehicle
--	--	4	Contact Motor Vehicle (in This Crash)
5	5	5	Pedestrian, Pedalcyclist or Other Non-Motorist
92	92	92	Phantom/Non-Contact Motor Vehicle
95	95	95	No Driver Present/Unknown if Driver Present
98	98	98	Not Reported
99	--	--	Unknown
--	99	99	Reported as Unknown

The VIOLATN Data File

The Violatn data file identifies each violation as a separate record. That is, there can be more than one record for each vehicle. It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains VIOLATION that is described below.

ST_CASE, VEH_NO, and VIOLATION are the unique identifiers for each record. ST_CASE and VEH_NO should be used to merge the Violatn data file with the Vehicle data file.

D21. Violations Charged

Definition

This data element documents the violations, citations, or infractions of the Vehicle Code issued on the police crash report for this driver in this crash, regardless of whether the driver survived the crash.

Additional Information

Prior to 2010 this data element was in the Vehicle data file. In 2010 this data element changed to identify all violations charged in the crash and was therefore moved here to its own data file.

SAS Name

MVIOLATN 2010-2019

VIOLATION 2020-Later

Attribute Codes

2010-2019	2020-Later	
0	0	None

Reckless/Careless/Hit-and-Run Offenses

2010-2019	2020-Later	
1	1	Manslaughter or Homicide
2	2	Willful Reckless Driving; Driving to Endanger; Negligent Driving
3	3	Unsafe Reckless (Not Willful, Wanton Reckless) Driving
4	--	Inattentive, Careless, Improper Driving
--	4	Inattentive, Careless, Improper Driving, Driving Without Due Care
5	5	Fleeing or Eluding Police
6	6	Fail to Obey Police, Fireman, Authorized Person Directing Traffic
7	7	Hit-And-Run, Fail to Stop After Crash
8	8	Fail to Give Aid, Information, Wait for Police After Crash
9	9	Serious Violation Resulting in Death
10	10	Use of Telecommunications Device (Since 2015)

Impairment Offenses

2010-2019	2020-Later	
11	11	Driving While Intoxicated (Alcohol or Drugs) or BAC Above Limit (Any Detectable BAC for CDLs)
12	12	Driving While Impaired
13	13	Driving Under Influence of Substance Not Intended to Intoxicate
14	14	Drinking While Operating
15	15	Illegal Possession of Alcohol or Drugs
16	16	Driving With Detectable Alcohol
18	18	Refusal to Submit to Chemical Test
19	19	Alcohol, Drug or Impairment Violations Generally

Speed-Related Offenses

2010-2019	2020-Later	
21	21	Racing
22	22	Speeding (Above the Speed Limit)
23	23	Speed Greater Than Reasonable and Prudent (Not Necessarily Over the Limit)
24	24	Exceeding Special Speed Limit (for Trucks, Buses, Cycles, or on Bridge, in School Zone, etc.)
25	25	Energy Speed (Exceeding 55 mph, Non-Pointable)
26	26	Driving Too Slowly
29	29	Speed-Related Violations Generally

Rules of the Road – Traffic Sign and Signals

2010-2019	2020-Later	
31	31	Fail to Stop for Red Signal
32	32	Fail to Stop for Flashing Red
33	33	Violation of Turn on Red (Fail to Stop and Yield, Yield to Pedestrians Before Turning)
34	34	Fail to Obey Flashing Signal (Yellow or Red)
35	35	Fail to Obey Signal Generally
36	36	Violate RR Grade Crossing Device/Regulations
37	37	Fail to Obey Stop Sign
38	38	Fail to Obey Yield Sign
39	39	Fail to Obey Traffic Control Device Generally

Rules of the Road – Turning, Yielding, Signaling

2010-2019	2020-Later	
41	41	Turn in Violation of Traffic Control (Disobey Signs, Turn Arrow or Pavement Markings; This Is Not a Right-on-Red violation)
42	42	Improper Method and Position of Turn (Too Wide, Wrong Lane)
43	43	Fail to Signal for Turn or Stop
45	45	Fail to Yield to Emergency Vehicle
46	46	Fail to Yield Generally
48	48	Enter Intersection When Space Insufficient
49	49	Turn, Yield, Signaling Violations Generally

Rules of the Road – Wrong Side, Passing and Following

2010-2019	2020-Later	
51	51	Driving Wrong Way on One-Way Road
52	52	Driving on Left, Wrong Side of Road Generally
53	53	Improper, Unsafe Passing
54	54	Pass on Right (Drive off Pavement to Pass)
55	55	Pass Stopped School Bus
56	56	Fail to Give Way When Overtaken
58	58	Following Too Closely
59	59	Wrong Side, Passing, Following Violations Generally

Rules of the Road – Lane Usage

2010-2019	2020-Later	
61	61	Unsafe or Prohibited Lane Change
62	62	Improper Use of Lane (Enter of 3-Lane Road, HOV Designated Lane)
63	63	Certain Traffic to Use Right Lane (Trucks, Slow Moving, etc.)
66	66	Motorcycle Lane Violations (More Than Two per Lane, Riding Between Lanes, etc.)
67	67	Motorcyclist Attached to Another Vehicle
69	69	Lane Violations Generally

Non-Moving – License and Registration Violations

2010-2019	2020-Later	
71	--	Driving While License Withdrawn (Including Violation of Provisions of Work Permit) (2010-2013)
71	71	Driving While License Withdrawn (Since 2014)
72	72	Other Driver License Violations
73	73	Commercial Driver Violations (Log Book, Hours, Permits Carried)
74	74	Vehicle Registration Violations
75	75	Fail to Carry Insurance Card
76	76	Driving Uninsured Vehicle
79	79	Non-Moving Violations Generally

Equipment

2010-2019	2020-Later	
81	81	Lamp Violations
82	82	Brake Violations
83	83	Failure to Require Restraint Use (by Self or Passenger)
84	84	Motorcycle Equipment Violations (Helmet, Special Equipment)
85	85	Violation of Hazardous Cargo Regulations
86	86	Size, Weight, Load Violations
89	89	Equipment Violations Generally

License, Registration and Other Violations

2010-2019	2020-Later	
91	91	Parking
92	92	Theft, Unauthorized Use of Motor Vehicle
93	93	Driving Where Prohibited (Sidewalk, Limited Access, off Truck Route)
95	95	No Driver Present/Unknown if Driver Present
97	97	Not Reported
98	98	Other Moving Violation
99	99	Unknown Violations

The VISION Data File

The Vision data file identifies each visual obstruction as a separate record. That is, there can be more than one record for each vehicle. It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains VISION that is described below.

ST_CASE, VEH_NO, and VISION are the unique identifiers for each record. ST_CASE and VEH_NO should be used to merge the Vision data file with the Vehicle data file.

PC14. Driver's Vision Obscured By

Definition

This data element records impediments to this driver's visual field that were noted in the case materials.

Additional Information

Most of these data elements can be found in "Related Factor – Driver Level" from 1982 to 2008. This data element was added to the Vehicle data file in 2009. In 2010 the data element was changed to identify all that apply in the crash and was therefore moved here to its own data file.

SAS Name

MVISOBSC 2010-2019

VISION 2020-Later

Attribute Codes

2010-2017	2018-Later	
0	0	No Obstruction Noted
1	1	Rain, Snow, Fog, Smoke, Sand, Dust
2	2	Reflected Glare, Bright Sunlight, Headlights
3	3	Curve, Hill, or Other Roadway Design Features
4	4	Building, Billboard, or Other Structure
5	5	Trees, Crops, Vegetation
6	6	In-Transport Motor Vehicle (Including Load)
7	7	Not In-Transport Motor Vehicle (Parked, Working)
8	8	Splash or Spray of Passing Vehicle
9	9	Inadequate Defrost or Defog System
10	10	Inadequate Vehicle Lighting System
11	11	Obstructing Interior to the Vehicle
12	12	External Mirrors
13	13	Broken or Improperly Cleaned Windshield
14	14	Obstructing Angles on Vehicle
95	95	No Driver Present/Unknown if Driver Present
97	97	Vision Obscured – No Details
98	98	Other Visual Obstruction
99	--	Unknown
--	99	Reported as Unknown

The PERSONRF Data File

The Personrf data file identifies each person related factor for motorists and non-motorists as a separate record. That is, there can be more than one record for each person. It contains the data elements ST_CASE, STATE, VEH_NO, and PER_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains PERSONRF that is described below.

ST_CASE, VEH_NO, PER_NO, and PERSONRF are the unique identifiers for each record. ST_CASE, VEH_NO, and PER_NO should be used to merge the Personrf data file with motorists and non-motorists from the Person data file. VEH_NO equals 0 for non-motorists in this data file.

P24/NM26. Related Factors—Person Level

Definition

This data element records factors related to motor vehicle occupants (other than drivers) and people not in motor vehicles as expressed in the case material.

Additional Information

There are also crash related factors in the Crashrf data file, vehicle related factors in the Vehiclesf and Pvehiclesf data files, and driver related factors in the Driverrf data file.

Person Related Factors are all set to 0 for drivers.

Attribute with a single asterisk (*) are only applicable to occupants (other than drivers) of motor vehicles. Attribute with a double asterisk (**) are only applicable to people not in motor vehicles.

Prior to 2020 this data element was collected at the Person level and up to three factors could be selected. These three elements were discontinued and moved to the Discontinued Person Data Elements at the end of the Person Data File section. Refer to the discontinued element for a history of this data element's attributes.

Prior to 2022 the Data Element ID was P26/NM26.

SAS Name

PERSONRF

Attribute Codes

2020	2021	2022	2023-Later	
0	0	--	--	None/Not Applicable-Driver
--	--	0	0	None Noted
5	5	5	5	Interfering With Driver*
8	--	--	--	Mentally Challenged
--	8	8	8	Person with an Intellectual, Cognitive, or Developmental Disability
9	9	9	9	Construction/Maintenance/Utility Worker
10	10	10	10	Alcohol and/or Drug Test Refused
13	13	13	13	Motorized Wheelchair Rider**
18	18	18	18	Mother of Dead Fetus/Mother of Infant Born Post-Crash
21	21	21	21	Overloading or Improper Loading of Vehicle With Passengers or Cargo
26	26	26	26	Following Improperly
28	28	28	28	Improper Lane Usage*

2020	2021	2022	2023-Later	
29	29	29	29	Intentional Illegal Driving on Road Shoulder, in Ditch, on Sidewalk, on Median*
31	31	31	31	Default Code Used for Vehicle Numbering**
32	32	32	32	Opening Vehicle Closure Into Moving Traffic or While Vehicle Is in Motion*
33	33	33	33	Passing Where Prohibited by Posted Signs, Pavement Markings, or School Bus Displaying Warning Not to Pass*
37	37	37	37	Traveling on Prohibited Trafficway
40	40	40	40	Passing Through or Around Barrier Positioned to Prohibit or Channel Traffic
41	41	41	41	Failure to Observe Warnings or Instructions on Vehicles Displaying Them
42	42	42	42	Failure to Signal Intentions
44	44	44	44	Driving Too Fast for Conditions or in Excess of Posted Maximum*
45	45	45	45	Driving Less Than Posted Maximum*
47	47	47	47	Making Right Turn From Left-Turn Lane, Left Turn From Right-Turn Lane*
51	51	51	51	Operator Inexperience
52	52	52	52	Unfamiliar With Roadway
53	53	53	53	Non-Motorist Previously Used a Motor Vehicle for Motion**
54	54	54	54	Non-Motorist Attempting to Use a Motor Vehicle for Motion**
55	55	55	55	Non-Motorist Attempting to Use or Previously Used a Motor Vehicle for Motion, Details Not Reported**
56	--	--	--	Non-Driver Flees Scene
--	56	56	56	Non-Operator Flees Scene
57	57	57	57	Improper Tire Pressure
59	59	59	59	Overcorrecting*
60	60	60	60	Rain, Snow, Fog, Smoke, Sand, Dust
61	61	61	61	Reflected Glare, Bright Sunlight, Headlights
62	62	62	62	Curve, Hill, or Other Design Features (Including Traffic Signs, Embankment)
63	63	63	63	Building, Billboard, Other Structures
64	64	64	64	Trees, Crops, Vegetation
65	65	65	65	Motor Vehicle (Including Load)
66	66	66	66	Parked Vehicle

2020	2021	2022	2023-Later	
67	67	67	67	Splash or Spray or Passing Vehicle
68	68	68	68	Inadequate Lighting System
69	69	69	69	Obstructing Angles on Vehicle
70	70	70	70	Mirrors
72	72	72	72	Other Visual Obstruction
73	73	73	73	Severe Crosswind
74	74	74	74	Wind From Passing Truck
75	75	75	75	Slippery or Loose Surface
76	76	76	76	Tire Blow-Out or Flat
77	77	77	77	Debris or Objects in Road
78	78	78	78	Ruts, Holes, Bumps in Road
80	80	80	80	Vehicle in Road
81	81	81	81	Phantom Vehicle
82	82	82	82	Pedestrian, Pedalcyclist, or Other Non-Motorist
83	83	83	83	Ice, Snow, Slush, Water, Sand, Dirt, Oil, Wet Leaves on Road
87	87	87	87	Police or Law Enforcement Officer
88	88	88	88	Seat Back Not in Normal Upright Position, Seat Back Reclined*
89	89	89	89	Parked Motor Vehicle With Equipment Extending Into the Travel Lane
90	90	90	90	Non-Motorist Pushing a Vehicle**
91	91	91	91	Portable Electronic Devices
92	92	92	92	Person in Ambulance Treatment Compartment*
93	93	93	93	Non-Motorist Wearing Motorcycle Helmet**
94	94	94	94	Emergency Medical Services Personnel
95	95	95	95	Fire Personnel
96	96	96	96	Tow Operator
97	97	97	97	Transportation (Maintenance Workers, Safety Service Patrol Operators, etc.)
100	100	100	100	Using a Shared Micromobility Device**
101	101	101	101	Obstructed Sidewalk (for this Person)**
--	--	--	102	Motor Vehicle Occupant in Prior Crash**
--	--	--	103	Road Rage**
--	--	--	104	Using a Belt-Positioning Device*
--	--	--	105	Paraplegic or in a Wheelchair*
999	999	--	--	Reported as Unknown

The DRUGS Data File

The Drugs data file identifies each specimen tested and its corresponding drug result (as a separate record). It contains the data elements ST_CASE, STATE, VEH_NO, and PER_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains DRUGSPEC and DRUGRES that are described below.

ST_CASE, VEH_NO, PER_NO, DRUGSPEC and DRUGRES are the unique identifiers for each record. ST_CASE, VEH_NO, and PER_NO should be used to merge the Drugs data file with the Person data file.

P19/NM21. Drug Toxicology Results**P19B/NM21B. Drug Specimen****Definition**

This element identifies the bodily tissue or fluid used to perform a chemical test for the presence of drugs in this person.

Additional Information

Prior to 2018 this data element's name was "Drug Test Type" and identified the type of drug test that was given to this person. The data element was in the Person data file and up to three drug test types could be recorded. See "Drug Test Type" under the discontinued data elements of the Person Data file for details.

Prior to 2019 the Data Element ID was P21B/NM20B. From 2019-2021 the Data Element ID was P21B/NM21B.

SAS Name**DRUGSPEC****Attribute Codes**

2018-Later	
0	Test Not Given
1	Whole Blood
2	Urine
11	Blood Plasma/Serum
12	Blood Clot
13	Oral Fluids
14	Vitreous
15	Liver
96	Not Reported
97	Unknown Specimen
98	Other Specimen
99	Reported as Unknown if Tested

P19C/NM21C. Drug Testing Method

Definition

This data element records the testing methodology used to detect the likely presence of drugs and to confirm specific drugs and quantities in the drug specimen.

Additional Information

There are two primary categories of drug testing methods employed for drug detection: screening and confirmatory. Some drug testing methods can be used as both a screening and confirmatory testing method.

SAS Name

DRUGMETHOD

Attribute Codes

2023-Later	
00	Test Not Given
96	Not Reported
97	Unknown Testing Method
99	Reported as Unknown if Tested

Screening Tests:

2023-Later	
01	Enzyme-Linked Immunosorbent Assay [ELISA]
02	Enzyme-Multiplied Immunoassay Technique [EMIT]
03	Liquid Chromatography/Tandem Mass Spectrometry [LC/MS-MS]
04	Headspace Gas Chromatography [HS/GC]
05	Liquid Chromatography/Time of Flight—Mass Spectrometry [LC/TOF-MS]
06	Enzyme Immunoassay [EIA]
08	Other Screening Test Method [Specify:]
09	Unknown Screening Test Method

Confirmatory Tests:

2023-Later	
11	High-Performance Liquid Chromatography [HPLC]
12	Liquid Chromatography/Mass Spectrometry [LC/MS]
13	Liquid Chromatography/Time of Flight—Mass Spectrometry [LC/TOF – MS]
14	Gas Chromatography and Mass Spectrometry [GC/MS]

2023-Later	
15	Gas Chromatography [GC]
16	Liquid Chromatography/Tandem Mass Spectrometry [LC/MS-MS]
17	Liquid Chromatography/Time of Flight—Tandem Mass Spectrometry [LC/TOF-MS/MS]
20	Quadrupole Time of Flight [QTOF]
21	Liquid Chromatography/Quadrupole Time of Flight [LC/QTOF]
22	Quadrupole Time of Flight Mass Spectrometry [QTOF MS]
23	Gas Chromatography and Tandem Mass Spectrometry [GC/MS-MS]
24	Headspace Gas Chromatography [HS-GC]
25	Gas Chromatography With Flame Ionization Detection [GC FID]
26	Headspace Gas Chromatography With Flame Ionization Detection [HS-GC FID]
18	Other Confirmatory Test Method [Specify:]
19	Unknown Confirmatory Test Method

P19D/NM21D. Drug Test Result

Definition

This data element identifies the drug test result for this person.

Additional Information

Prior to 2018 this data element was in the Person data file and up to three drug results could be recorded. See "Drug Test Result" under the discontinued data elements of the Person Data file for details.

See Specific Drug Listing in the [FARS/CRSS Coding and Validation Manual](#).

Caution should be used when interpreting Drug Test Result data. For details, please refer to the research note [Understanding the Limitations of Drug Test Information, Reporting, and Testing Practices in Fatal Crashes](#).

Prior to 2019 the Data Element ID was P21C/NM20C. From 2019-2021 the Data Element ID was P21B/NM21B. In 2022 the Element ID was P19C/NM21C.

In 2022, the list of drug names was refined and expanded to more accurately reflect the dynamic advancements in pharmacology. These data are not comparable to prior years' data. See [Appendix H: Notable Changes -Modernization of Drug Toxicology Data Collection](#)

SAS Name

DRUGRES

2018-2021	2022-Later	
0	0	Test Not Given
1	1	None Detected/Below Threshold (Since 2023)
95	9995	Not Reported
100-295	--	Narcotics
--	1001-2000	Narcotic Analgesics
300-399	2001-3000	Depressants
400-495	3001-4000	Stimulants
500-595	4001-5000	Hallucinogens
600-695	5001-6000	Cannabinoids
700-795	--	Phencyclidine (PCP)
--	6001-7000	Dissociative Anesthetics
800-895	8001-9000	Anabolic Steroids
900-995	7001-8000	Inhalants
--	9001-9994	Non-Psychoactive/Other Drugs
996	9996	Other Drug (Specify:)
997	9997	Tested for Drugs, Results Unknown

2018-2021	2022-Later	
998	9998	Tested for Drugs, Drugs Detected, Type Unknown/Positive (Since 2023)
999	9999	Reported as Unknown if Tested for Drugs

P19E/NM21E. Drug Quantity**Definition**

This data element records the quantitative results for the drugs reported in the Drug Test Result data element.

Additional Information**SAS Name****DRUGQTY****Attribute Codes**

2023-Later	
0	Test Not Given
1	None Detected/Below Threshold
2	Actual Drug Quantity
3	Presumptive Positive
4	Drugs Detected, Unknown Testing Method
96	Not Reported
97	Tested for Drugs, Results Unknown
98	Tested for Drugs, Drugs Detected, Unknown Quantity
99	Reported as Unknown if Tested for Drugs

P19F/NM21F. Actual Quantity**Definition**

This subfield records the quantitative result of a chemical test for the drug identified in the Drug Test Result data element.

Additional Information**SAS Name****DRUGACTQTY****Attribute Codes**

2023-Later	
x	Actual Quantity

P19G/NM21G. Unit of Measure**Definition**

This data element records the unit of measure for the quantity of the drug coded in the Drug Quantity data element from a confirmatory toxicology test.

Additional Information**SAS Name****DRUGUOM****Attribute Codes**

2023-Later	
1	mg/dL
2	mg/L
3	mcg/L
4	gm%
5	ng/mL
6	mcg/L
7	%
8	Other [Specify:]

The RACE Data File

The Race data file records each race listed on the death certificate (as a separate record). It contains the data elements ST_CASE, STATE, VEH_NO, and PER_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains RACE, MULTTRACE, and ORDER that are described below.

ST_CASE, VEH_NO, PER_NO, and ORDER are the unique identifiers for each record. ST_CASE, VEH_NO, and PER_NO should be used to merge the Race data file with the Person data file.

SP3A. Race

Definition

This data element records the race of this person from the death certificate.

Additional Information

This data element is only coded for fatalities.

Prior to 2019 only one attribute was coded for race and this element was stored in the Person data file.

In 2019 Iowa entered this data using sources other than the official death certificate. In 2020 Iowa FARS analysts regained access to and entered official death certificate data. However, in compliance with Iowa's State Confidentiality Policy, death certificate data cannot be disclosed or re-released to the public. Therefore, starting in 2020, all data fields with death certificate-related data for Iowa will be redacted. For more information go to [Redacted Death Certificate-Related Data in Iowa](#).

SAS Name

RACE

Attribute Codes

2019-Later	
0	Not a Fatality (Not Applicable)
1	White
2	Black or African American
3	North American Indian or Alaska Native
4	Chinese
5	Japanese
6	Native Hawaiian
7	Filipino
18	Asian Indian
19	Other Indian (Includes South and Central America, any others, except North American or Asian Indians)
28	Korean
38	Samoan
48	Vietnamese
58	Guamanian or Chamorro
68	Other Asian or Pacific Islander
78	Asian or Pacific Islander, No Specific (Individual) Race
97	Multiple Races, Unspecified

2019-Later	
98	Other Race
99	Unknown

SP3AA. Multiple Races**Definition**

This data element identifies if multiple races were listed on the death certificate.

Additional Information

This data element is only coded for fatalities.

In 2019 Iowa entered this data using sources other than the official death certificate. In 2020 Iowa FARS analysts regained access to and entered official death certificate data. However, in compliance with Iowa's State Confidentiality Policy, death certificate data cannot be disclosed or re-released to the public. Therefore, starting in 2020, all data fields with death certificate-related data for Iowa will be redacted. For more information go to [Redacted Death Certificate-Related Data in Iowa](#).

SAS Name

MULTRACE

Attribute Codes

2019-Later	
0	No
1	Yes

SP3AB. Order Listed**Definition**

This data element identifies the order in which the multiple races were listed on the death certificate.

Additional Information

This data element is only coded for fatalities.

In 2019 Iowa entered this data using sources other than the official death certificate. In 2020 Iowa FARS analysts regained access to and entered official death certificate data. However, in compliance with Iowa's State Confidentiality Policy, death certificate data cannot be disclosed or re-released to the public. Therefore, starting in 2020, all data fields with death certificate-related data for Iowa will be redacted. For more information go to [Redacted Death Certificate-Related Data in Iowa](#).

SAS Name**ORDER****Attribute Codes**

2019-Later	
1-99	Order Number

The NMCRASH Data File

The Nmcrash data file identifies each non-motorist action or circumstance that may have contributed to the crash as a separate record. That is, there can be more than one record for each non-motorist. It contains the data elements ST_CASE, STATE, VEH_NO, and PER_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains NMCC that is described below.

ST_CASE, PER_NO, and NMCC are the unique identifiers for each record. ST_CASE, VEH_NO, and PER_NO should be used to merge the Nmcrash data file with non-motorists from the Person data file. VEH_NO equals 0 for all records in this data file.

NM14. Non-Motorist Contributing Circumstances

Definition

This data element describes the actions and/or circumstances of this non-motorist that law enforcement indicated may have contributed to the crash.

Additional Information

Some information that had been collected under "Related Factors—Person Level" are now captured under this new data element. Please note the "non-motorist" may include people in motor vehicles not in-transport, however this data element is only collected for people who are not occupants of motor vehicles. Prior to 2014 this data element's name was "Non-Motorist Action/Circumstances at Time of Crash."

Prior to 2022 the Element Data ID was NM12.

SAS Name

MTM_CRSH 2010-2019

NMCC 2020-Later

Attribute Codes

2010-2013	2014-2017	2018	2019-2020	2021-Later	
0	--	--	--	--	No Improper Action
--	0	0	0	0	None Noted
1	--	--	--	--	Dart/Dash
--	1	1	--	--	Dart-out
--	--	--	1	1	Dart-out – Visual Obstruction Noted
2	2	2	2	2	Failure to Yield Right-Of-Way
3	3	3	3	3	Failure to Obey Traffic Signs, Signals or Officer
4	4	4	4	4	In Roadway Improperly (Standing, Lying, Working, Playing)
5	--	--	--	--	Entering/Exiting Vehicle
--	5	5	5	5	Entering/Exiting Parked or Stopped Vehicle
6	6	6	6	6	Inattentive (Talking, Eating, etc.)
7	7	7	7	7	Improper Turn/Merge
8	8	8	8	8	Improper Passing
9	9	9	9	9	Wrong-Way Riding or Walking
10	--	--	--	--	Driving on Wrong Side of Road
--	10	10	10	10	Riding on Wrong Side of Road

2010-2013	2014-2017	2018	2019-2020	2021-Later	
--	11	11	--	--	Dash
--	--	--	11	11	Dash – Run, No Visual Obstruction Noted
12	12	12	12	12	Improper Crossing of Roadway or Intersection (Jaywalking)
13	13	13	13	13	Failing to Have Lights on When Required
14	14	14	14	14	Operating Without Required Equipment
15	15	15	15	15	Improper or Erratic Lane Changing
16	16	16	16	16	Failure to Keep in Proper Lane or Running off Road
17	17	17	17	17	Making Improper Entry to or Exit From Trafficway
18	--	--	--	--	Operating the Vehicle in Other Erratic, Reckless, Careless or Negligent Manner
--	18	18	18	18	Operating in Other Erratic, Reckless, Careless or Negligent Manner
19	19	19	19	19	Not Visible (Dark Clothing, No Lighting, etc.)
20	20	20	20	20	Passing With Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle
21	21	21	21	21	Other
--	--	--	--	92	Contributing Circumstance -No Details
98	--	--	--	--	Not Reported
99	99	--	--	--	Unknown
--	--	99	99	99	Reported as Unknown

The NMDISTRACK Data File

The Nmdistrack data file identifies each non-motorist distraction as a separate record. That is, there can be more than one record for each non-motorist. It contains the data elements ST_CASE, STATE, VEH_NO, and PER_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains NMDISTRACK that is described below.

ST_CASE, PER_NO, and NMDISTRACK are the unique identifiers for each record. ST_CASE, VEH_NO, and PER_NO should be used to merge the Nmdistract data file with non-motorists from the Person data file. VEH_NO equals 0 for all records in this data file.

NM15. Non-Motorist Distracted By

Definition

This data element identifies the attributes that best describe this non-motorist's attention prior to the non-motorist's involvement in this crash. This element reports on the presence of any distractions that may or may not have contributed to the crash.

Additional Information

Distraction, for a non-motorist, occurs when a non-motorist's attention is diverted from the task of navigating in public to some other activity. Also, daydreaming or lost in thought are identified as distractions by NHTSA. Physical conditions/impairments (fatigue, alcohol, medical condition, etc.) or psychological states (anger, emotional, depressed, etc.) are not identified as distractions by NHTSA.

Prior to 2022 the Element Data ID was NM13.

SAS Name

MNMDSTRD 2019

NMDISTRACK 2020-Later

Attribute Codes

2019-Later	
0	Not Distracted
2	By Other Non-Motorist(s)
3	By a Driver or Occupant of a Motor Vehicle
5	While Talking or Listening to Mobile Phone
6	While Manipulating Mobile Phone
7	Adjusting or Listening to Portable Audio Device (Other Than on a Mobile Phone)
8	Adjusting, Talking to, or Manipulating Other Portable Electronic Device
12	Distracted by Animal, Other Object, Event, or Activity
13	Eating or Drinking
14	Smoking Related
15	Other Mobile Phone Related
17	Distraction/Inattention
18	Distraction/Careless
19	Careless/Inattentive
92	Distraction (Distracted), Details Unknown
93	Inattention (Inattentive), Details Unknown
96	Not Reported

2019-Later	
97	Lost in Thought/Daydreaming
98	Other Distraction
99	Reported as Unknown if Distracted

The NMIMPAIR Data File

The Nmimpair data file identifies each non-motorist impairment as a separate record. That is, there can be more than one record for each non-motorist. It contains the data elements ST_CASE, STATE, VEH_NO, and PER_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains NMIMPAIR that is described below.

ST_CASE, PER_NO, and NMIMPAIR are the unique identifiers for each record. ST_CASE, VEH_NO, and PER_NO should be used to merge the Nmimpair data file with non-motorists from the Person data file. VEH_NO equals 0 for all records in this data file.

NM17. Condition (Impairment) at Time of Crash—Non-Motorist

Definition

This data element identifies physical impairments to this non-motorist that may have contributed to the crash as identified by law enforcement.

Additional Information

This data element attempts to identify physical impairments to this non-motorist that may have contributed to the cause of the crash. These impairments can appear anywhere in the case material—in the narrative section, in the violations section, in a column entitled “Contributing Factors” or “Driver Action,” etc.

Some information that had been collected under “Related Factors—Person Level” is now captured under this new data element.

Prior to 2019 the Data Element ID was NM14. From 2019-2021 the Element Data ID was NM15.

SAS Name

NMIMPAIR

Attribute Codes

2010-2013	2014-2016	2017	2018-2020	2021-Later	
0	0	0	0	0	None/Apparently Normal
1	1	1	1	1	Ill, Blackout
2	2	2	2	2	Asleep or Fatigued
--	3	3	3	3	Walking With a Cane or Crutches
3	--	--	--	--	Walking With a Cane or Crutches, etc.
4	4	--	--	--	Paraplegic or Restricted to Wheelchair
--	--	4	4	4	Paraplegic or in a Wheelchair
5	5	5	5	5	Impaired Due to Previous Injury
6	6	6	6	--	Deaf
--	--	--	--	6	Deaf/Hard of Hearing
7	7	7	7	--	Blind
--	--	--	--	7	Blind/Low Vision
8	8	8	8	8	Emotional (Depressed, Angry, Disturbed, etc.)
9	9	9	9	9	Under the Influence of Alcohol, Drugs, or Medication
10	10	10	10	10	Physical Impairment – No Details
96	96	96	96	96	Other Physical Impairment

2010- 2013	2014- 2016	2017	2018- 2020	2021- Later	
98	98	98	98	98	Not Reported
99	99	99	--	--	Unknown if Impaired
--	--	--	99	99	Reported as Unknown if Impaired

The NMPRIOR Data File

The Nmprior data file identifies each non-motorist action at the time of their involvement in the crash as a separate record. That is, there can be more than one record for each non-motorist. It contains the data elements ST_CASE, STATE, VEH_NO, and PER_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains NMACTION that is described below.

ST_CASE, PER_NO, and NMACTION are the unique identifiers for each record. ST_CASE, VEH_NO, and PER_NO should be used to merge the Nmprior data file with non-motorists from the Person data file. VEH_NO equals 0 for all records in this data file.

NM13. Non-Motorist Action/Circumstances

Definition

This data element describes the actions of the non-motorist immediately prior to their involvement in the crash.

Additional Information

Some information that had been collected under "Related Factors—Person Level" are now captured under this new data element. Please note the "non-motorist" may include people in motor vehicles not in-transport, however this data element is only collected for people who are not occupants of motor vehicles.

Prior to 2014 this data element's name was "Non-Motorist Action/Circumstances Prior to Crash." Prior to 2022 the Element Data ID was NM11.

SAS Name

MPR_ACT 2010-2019

NMACTION 2020-Later

Attribute Codes

2010-2013	2014-2017	2018-Later	
1	1	1	Going to or From School [Pre-K-12] (Since 2023)
2	2	2	Waiting to Cross Roadway
3	3	3	Crossing Roadway
4	4	4	Jogging/Running
5	5	5	Movement Along Roadway With Traffic (in or Adjacent to Travel Lane)
6	6	6	Movement Along Roadway Against Traffic (in or Adjacent to Travel Lane)
7	--	--	Movement on Sidewalk
8	8	8	In Roadway-Other [Working, Playing, etc.]
9	9	--	Adjacent to Roadway (e.g., Shoulder, Median)
--	--	9	Stationary and Adjacent to Roadway (e.g., Shoulder, Median, Sidewalk)
10	10	10	Working in Trafficway [Incident Response]
11	--	--	Entering/Exiting a Vehicle
--	11	11	Entering/Exiting a Parked or Stopped Vehicle
12	12	12	Disabled Vehicle Related (Working on, Pushing, Leaving/Approaching)
14	14	14	Other

2010-2013	2014-2017	2018-Later	
15	--	--	None
16	16	16	Movement Along Roadway – Direction Unknown (Since 2012)
98	98	98	Not Reported
99	99	--	Unknown
--	--	99	Reported as Unknown

The SAFETYEQ Data File

The Safetyeq data file includes non-motorist safety equipment. It contains the data elements ST_CASE, STATE, VEH_NO, and PER_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains the data elements on the following pages.

ST_CASE and PER_NO are the unique identifiers for each record. ST_CASE, VEH_NO, and PER_NO should be used to merge the Safetyeq data file with non-motorists from the Person data file. VEH_NO equals 0 for all records in this data file.

Prior to 2017 the Safetyeq data file identified each item of safety equipment as a separate record. That is, there could be more than one safety equipment record for each non-motorist. The data element that captured each item of safety equipment is MSAFEQMT. This element has been moved to the Discontinued Safetyeq Data Elements.

NM16. Non-Motorist Safety Equipment Use**NM16A. Non-Motorist Helmet Use****Definition**

This data element indicates if the non-motorist was wearing a safety helmet.

Additional Information

This includes all helmets (e.g., bicycle helmets, motorcycle helmets, racing helmets).

Prior to 2019 the Data Element ID was NM13A. From 2019-2021 the Element Data ID was NM14A.

SAS Name**NMHELMET****Attribute Codes**

2018-2017	Later	
1	1	No
2	2	Yes
8	8	Not Reported
9	--	Unknown
--	9	Reported as Unknown

NM16B. Non-Motorist Use of Protective Pads**Definition**

This data element indicates if the non-motorist was wearing padded, shaped attachments to protect specific areas of the body (e.g., elbows, knees, shins) from injury.

Additional Information

Prior to 2019 the Data Element ID was NM13B. From 2019-2021 the Element Data ID was NM14B.

SAS Name**NMPROPAD****Attribute Codes**

2017	2018-Later	
1	1	No
2	2	Yes
8	8	Not Reported
9	--	Unknown
--	9	Reported as Unknown

NM16C. Non-Motorist Use of Other Protective Safety Equipment**Definition**

This data element indicates if the non-motorist was using protective safety equipment other than a helmet or pads (e.g., eye wear/face shields, gloves, wrist guards).

Additional Information

Prior to 2019 the Data Element ID was NM13C. From 2019-2021 the Element Data ID was NM14C.

SAS Name**NMOTHPRO****Attribute Codes**

2017	2018-Later	
1	1	No
2	2	Yes
8	8	Not Reported
9	--	Unknown
--	9	Reported as Unknown

NM16D. Non-Motorist Use of Reflective Clothing/Carried Item**Definition**

This data element indicates if the non-motorist was wearing or carrying some type of reflective item (e.g., jacket, backpack, vest).

Additional Information

Prior to 2019 the Data Element ID was NM13D. From 2019-2021 the Element Data ID was NM14D.

SAS Name**NMREFCLO****Attribute Codes**

2017	2018-Later	
1	1	No
2	2	Yes
8	8	Not Reported
9	--	Unknown
--	9	Reported as Unknown

NM16E. Non-Motorist Use of Lighting**Definition**

This data element indicates if the non-motorist was using a light on his/her person or on a pedalcycle or personal conveyance for safety purposes, to include flashlights.

Additional Information

Prior to 2019 the Data Element ID was NM13E. From 2019-2021 the Element Data ID was NM14E.

SAS Name**NMLIGHT****Attribute Codes**

2017	2018-Later	
1	1	No
2	2	Yes
8	8	Not Reported
9	--	Unknown
--	9	Reported as Unknown

NM16F. Non-Motorist Use of Other Preventive Safety Equipment**Definition**

This data element indicates if the non-motorist was using preventive safety equipment other than a reflective clothing/carried item or light (e.g., bicycle reflectors and flags, reflectors and triangles on a buggy, hi-glo orange clothing, rollerblade stoppers).

Additional Information

Prior to 2019 the Data Element ID was NM13F. From 2019-2021 the Element Data ID was NM14F.

SAS Name**NMOTHPRE****Attribute Codes**

2017	2018-Later	
1	1	No
2	2	Yes
8	8	Not Reported
9	--	Unknown
--	9	Reported as Unknown

Discontinued SAFETYEQ Data Elements

Non-Motorist Safety Equipment Use (discontinued)

Definition

This data element indicates the safety equipment that was used by this non-motorist involved in the crash.

Additional Information

There can be one or more safety equipment responses for each non-motorist.

SAS Name

MSAFEQMT

Attribute Codes

2010-2014	2015-2016	
1	1	None Used
2	2	Helmet
3	--	Reflective Equipment/Clothing (Jacket, Backpack, etc.)
--	3	Reflective Clothing (Jacket, Backpack, etc.)
4	4	Protective Pads (Elbows, Knees, Shins, etc.)
5	5	Lighting
7	7	Other Safety Equipment
8	8	Not Reported
9	9	Unknown if Used

The VPICDECODE Data File

The Vpicdecode data file provides specification data for all vehicles derived from the VIN. It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. ST_CASE and VEH_NO are the unique identifiers for each record. ST_CASE and VEH_NO should be used to merge the Vpicdecode data file with the Vehicle or Parkwork data file.

The Vpicdecode data file contains approximately 200 data elements derived from the VIN using NHTSA's Product Information Catalog and Vehicle Listing, known as vPIC. There is one record for each VIN that can be cleanly decoded. If a VIN has issues and cannot be decoded cleanly, there will not be a record. For the definition of clean decoding, and descriptions of the data elements, see the *Product Information Catalog and Vehicle Listing (vPIC) Analytical User's Manual* found in the [NCSA Publications -Manuals and Documentation](#) section of NHTSA's website.

The VPICTRAILERDECODE Data File

The Vpictrailerdecode data file provides specification data for all trailers derived from the VIN. It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. ST_CASE, VEH_NO, and TRAILER_NO are the unique identifiers for each record. ST_CASE and VEH_NO should be used to merge the Vpictrailerdecode data file with the Vehicle or Parkwork data file.

The Vpictrailerdecode data file contains approximately forty data elements derived from the VIN using NHTSA's Product Information Catalog and Vehicle Listing, known as vPIC. There is one record for each trailer VIN that can be cleanly decoded. If a VIN has issues and cannot be decoded cleanly, there will not be a record. For the definition of clean decoding, and descriptions of the data elements, see the *Product Information Catalog and Vehicle Listing (vPIC) Analytical User's Manual* found in the [NCSA Publications -Manuals and Documentation](#) section of NHTSA's website.

Discontinued Data Files

The following data file has been discontinued. It has been replaced by the Vpicdecode and Vpictrailerdecode data files.

The VINDECODE Data File (discontinued)

The Vindecode data file provides vehicle specification data for all vehicle types, mainly passenger vehicles, trucks and motorcycles. It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. ST_CASE and VEH_NO are the unique identifiers for each record. ST_CASE and VEH_NO should be used to merge the Vindecode data file with the Vehicle or Parkwork data file.

The Vindecode data file contains 100 data elements derived from the VIN using the R. L. Polk & Company VIN verification and decoding program, VINtelligence. Descriptions of the data elements and their contents can be found in the Polk VINtelligence Deluxe Package and Field Descriptions documentation in [Vindecode Data File—2013-2015](#).

References

- Association of Transportation Safety Information Professionals. (2017, December 18). *Manual on classification of motor vehicle traffic crashes*, 8th edition (ANSI D16.1-2017). www.transportation.gov/sites/dot.gov/files/docs/resources/government/traffic-records/304331/ansid16-2017.pdf
- Berning, A., & Smither, D. D. (2014). *Understanding the limitations of drug test information, reporting, and testing practices in fatal crashes* (Traffic Safety Facts Research Note. DOT HS 812 072). National Highway Traffic Safety Administration. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812072>
- Federal Highway Administration. (2009). *Manual on uniform traffic control devices for streets and highways*. <https://mutcd.fhwa.dot.gov/index.htm>
- MMUCC Expert Panel. (2017). *MMUCC guideline: Model minimum uniform crash criteria*, 5th edition. <https://crashstats.nhtsa.dot.gov/Api/Public/Publication/812433>
- National Center for Statistics and Analysis. (2024, April). *Product information catalog and vehicle listing (vPIC) analytical user's manual 2022* (Report No. DOT HS 813 547). National Highway Traffic Safety Administration. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813547>
- National Highway Traffic Safety Administration. (2025, February, Revised). *2022 FARS/CRSS coding and validation manual* (Report No. DOT HS 813 545). <https://crashstats.nhtsa.dot.gov/Api/Public/Publication/813545>
- National Safety Council. (2007). *Manual on classification of motor vehicle traffic accidents*, 7th edition (ANSI D16.1-2007). <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/07D16>
- Robinson, B. W., Rodegerdts, L., Scarborough, W., Kittelson, W., Troutbeck, R., Brilon, W., Bondzio, L., Courage, K., Kyle, M., Mason, J., Flannery, A., Myers, E., Bunker, J., & Jacquemart, G. (2000, June). *Roundabouts: An informational guide* (Report No. FHWA-RD-00-067). Federal Highway Administration. www.fhwa.dot.gov/publications/research/safety/00067/00067.pdf
- Rubin, D. B., Schafer, J. L., & Subramanian, R. (1998, October). *Multiple imputation of missing blood alcohol concentration (BAC) values in FARS* (Report No. DOT HS 808 816). National Highway Traffic Safety Administration. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/808816>
- SAE International. (2021). *SAE J3016 Levels of driving automation*. https://www.sae.org/binaries/content/assets/cm/content/blog/sae-j3016-visual-chart_5.3.21.pdf.
- Stewart, T., & Longthorne, A. (2018, February). *Methodology on identifying fatal motor vehicle traffic crashes that occurred on Native American reservations in the United States* (Research Note. Report No. DOT HS 812 475). National Highway Traffic Safety Administration. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812475>

Subramanian, R. (2002, October). *Transitioning to multiple imputation—A new method to estimate missing blood alcohol concentration (BAC) values in FARS* (Report No. DOT HS 809 403). National Highway Traffic Safety Administration.
<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/809403>

Vehicle Identification Number (VIN) Requirements, Fed. Reg 73, No. 84 / Wednesday, April 30, 2008, Rules and Regulations, 23379. <https://www.govinfo.gov/content/pkg/FR-2008-04-30/pdf/08-1197.pdf>

Appendix A: Crash Type Diagrams

Appendix A: PC23 Crash Type Diagrams

Crash Type Diagram

Category	Configuration	CRASH TYPES (includes intent)										
I Single Driver	A Right Roadside Departure				04	05	SPECIFICS OTHER SPECIFICS UNKNOWN					
	B Left Roadside Departure				09	10	SPECIFICS OTHER SPECIFICS UNKNOWN					
	C Forward Impact					15 16	SPECIFICS OTHER SPECIFICS UNKNOWN					
II Same Trafficway Same Direction	D Rear End	 STOPPED 21, 22, 23	 21	 24	 25	 26	 28	 29	 30	(EACH - 32)	(EACH - 33)	SPECIFICS OTHER SPECIFICS UNKNOWN
	E Forward Impact	 CONTROL/TRACTION LOSS	 35	 CONTROL/TRACTION LOSS	 37	 AVOID COLLISION WITH VEH.	 39	 AVOID COLLISION WITH OBJECT	 41	(EACH - 42)	(EACH - 43)	SPECIFICS OTHER SPECIFICS UNKNOWN
	F Angle, Sideswipe	 44	 45	 46	 47	(EACH - 48)		(EACH - 49)		SPECIFICS OTHER SPECIFICS UNKNOWN	SPECIFICS OTHER SPECIFICS UNKNOWN	
III Same Trafficway Opposite Direction	G Head-On	 50	 51	(EACH - 52)		(EACH - 53)		SPECIFICS OTHER SPECIFICS UNKNOWN		SPECIFICS OTHER SPECIFICS UNKNOWN	SPECIFICS OTHER SPECIFICS UNKNOWN	
	H Forward Impact	 CONTROL/TRACTION LOSS	 55	 CONTROL/TRACTION LOSS	 57	 AVOID COLLISION WITH VEH.	 59	 AVOID COLLISION WITH OBJECT	 61	(EACH - 62)	(EACH - 63)	SPECIFICS OTHER SPECIFICS UNKNOWN
	I Angle, Sideswipe	 64	 65	(EACH - 66)		(EACH - 67)		SPECIFICS OTHER SPECIFICS UNKNOWN		SPECIFICS OTHER SPECIFICS UNKNOWN	SPECIFICS OTHER SPECIFICS UNKNOWN	
IV Change Trafficway Vehicle Turning	J Turn Across Path	 Initial Opposite Directions	 69	 70	 71	 72	 73	(EACH - 74)		(EACH - 75)	SPECIFICS OTHER SPECIFICS UNKNOWN	
	K Turn Into Path	 Turn Into Same Direction	 77	 78	 79	 Turn Into Opposite Direction	 81	 82	(EACH - 84)		(EACH - 85)	SPECIFICS OTHER SPECIFICS UNKNOWN
V Intersect Paths	L Straight Paths	 Striking from the Right	 87 Struck on the Right	 Striking from the Left	 89 Struck on the left	(EACH - 90)		(EACH - 91)		SPECIFICS OTHER SPECIFICS UNKNOWN	SPECIFICS OTHER SPECIFICS UNKNOWN	
VI Misc.	M Backing, Etc.	 Backing Veh.	 Other Veh. or Object	98 Other Accident Type 99 Unknown Accident Type 00 No Impact				98 Other Accident Type 99 Unknown Accident Type 00 No Impact				

Crash Type Configuration Diagram (2023)

Category	Configuration	CRASH TYPES (includes intent)					
I Single Driver	Right Roadside Departure		DRIVE OFF ROAD	CONTROL/TRACTION LOSS	AVOID COLLISION WITH VEH., PED., ANIM.	101	
	Left Roadside Departure		DRIVE OFF ROAD	CONTROL/TRACTION LOSS	AVOID COLLISION WITH VEH., PED., ANIM.	102	
	Forward Impact		PARKED VEH.	STA OBJECT	PEDESTRIAN/ANIMAL	END DEPARTURE	103
II Same Trafficway Same Direction	Rear End		201	202	201	202 (Rear End, Trailing) 202 (Rear End, Lead)	
	Forward Impact		204 CONTROL/TRACTION LOSS	204 CONTROL/TRACTION LOSS	204 AVOID COLLISION WITH VEH.	204 (Frontal Impact) 205 (Rear End Impact)	
	Angle, Sideswipe		207	207 or 208	208	207 (Vehicle on Left) 208 (Vehicle on Right)	
III Same Trafficway Opposite Direction	Head-On		301	302	301 (Lateral Move Left/Right), 302 (Lateral Move Going Straight)		
	Forward Impact		304 CONTROL/TRACTION LOSS	304 CONTROL/TRACTION LOSS	305 AVOID COLLISION WITH VEH. 305 AVOID COLLISION WITH OBJECT	304 (Departed Lane) 305 (Remained in Lane)	
	Angle, Sideswipe		301 Lateral Moves	302	301 (Lateral Move Left/Right), 302 (Lateral Move Going Straight)		
IV Change Trafficway Vehicle Turning	Turn Across Path		401 Initial Opposite Directions	402 403 404 Initial Same Directions	405 406 401 (Left/Right) / 402 (Going Straight) 403 (Right) / 404 (Going Straight) 405 (Left) / 406 (Going Straight)		
	Turn Into Path		408 Turn Into Same Direction	409 411 410	412 413 414 415 408 (Left)/409 (Going Straight) 410 (Right)/411 (Going Straight) 412 (Right)/413 (Going Straight) 414 (Left)/415 (Going Straight)		
V Intersect Paths	Straight Paths		501 Striking from the Right	502 Struck on the Right	503 Striking from the Left	504 Struck on the left	
VI Misc.	Backing, Etc.		992 Backing Veh.	993 Other Veh. or Object	998 OTHER CRASH TYPE 999 UNKNOWN CRASH TYPE 000 NO IMPACT		

Appendix B: Rules for Derived Data Elements

Appendix B: Rules for Derived Data Elements

Several derived data elements are included in the data files. A derived data element is any element that is not coded (i.e., data directly entered into the system) but translated from existing data. Derived data elements include:

- translations from coded data elements (e.g., “Number of Drinking Drivers”),
- records counted from vehicle and person levels as crash level counters (e.g., “Number of Parked/Working Vehicles”),
- data extracted across several records (e.g., “First Harmful Event”), and
- element combinations (e.g., “Motor Carrier Issuing Authority and ID Number”).

The derived data elements are provided to facilitate analyses and as a common platform for presenting findings. These elements and the translations used to derive them are described in this Appendix.

Crash Level Counts

Number of Motor Vehicles In-Transport (MVIT)

Accident. VE_FORMS

(also provided as Vehicle.VE_FORMS, Parkwork.PVE_FORMS, Person.VE_FORMS)

Logic of Derivation

All Vehicle records linked to the crash are used. This data element is derived as the count of all vehicles in the crash where “Unit Type” = 1. It is the number of records in the Vehicle data file.

Number of Parked/Working Vehicles

Accident. PVH_INVL

Logic of Derivation

All Vehicle records linked to the crash are used. This data element is derived as the count of all vehicles in the crash where “Unit Type” is in (2, 3, or 4). It is the number of records in the Parkwork data file.

Number of Persons in Motor Vehicles In-Transport (MVIT)

Accident. PERMVIT

Logic of Derivation

All Person records linked to the crash are used. This data element is derived as the count of all people in the crash where “Person Type” is in (1, 2, or 9).

Appendix B: Rules for Derived Data Elements

Number of Persons Not in Motor Vehicles In-Transport (MVIT)

Accident.PERNOTMVIT

Logic of Derivation

All Person records linked to the crash are used. Prior to 2020 this data element is derived as the count of all people in the crash where “Person Type” is in (3, 4, 5, 6, 7, 8, 10, or 19). Starting in 2020 the attributes are in (3, 4, 5, 6, 7, 10, 11, 12, 13, or 19).

Crash and Vehicle Level Derived Data Elements

Fatalities

Accident.FATALS

Logic of Derivation

All Person records linked to the crash are used. This data element records the number of fatally injured people in the crash and is derived by counting all people with “Injury Severity” of 4 in the crash.

Fatalities in Vehicle

Vehicle.DEATHS

Logic of Derivation

All Person records linked to the vehicle are used. This data element records the number of fatally injured people in the vehicle and is derived by counting all people with “Injury Severity” of 4 in the vehicle.

Number of Drinking Drivers

Accident.DRUNK_DR

Attribute Labels	1975-1988, 2008-2015
No Drinking Drivers Involved in the Crash	0
Number of Drinking Drivers Involved in the Crash	x

Logic of Derivation

1975-1998 and 2008-2014: All Person records linked to the crash are used. The data element is derived as the sum of drivers in a crash that have (1) police-reported alcohol involvement, or (2)

Appendix B: Rules for Derived Data Elements

a positive alcohol test result. That is, it is the sum of records where “Person Type” equals 1 (Driver of a Motor Vehicle In-Transport), and “Police Reported Alcohol Involvement” equals 1 (Yes, Alcohol Involved) or “Alcohol Test Result” greater than 0 and less than **95**.

2015 and Later: All Person records linked to the crash are used. The data element is derived as the sum of drivers in a crash that have (1) police-reported alcohol involvement, or (2) a positive alcohol test result. That is, it is the sum of records where “Person Type” equals 1 (Driver of a Motor Vehicle In-Transport), and “Police Reported Alcohol Involvement” equals 1 (Yes, Alcohol Involved) or “Alcohol Test Result” greater than 0 and less than **941**.

The DRUNK_DR element is unreliable for 1977, 1981, and 1999-2007, as it was incorrectly derived for those years.

Driver Drinking

Vehicle.DR_DRINK

Attribute Labels	1975-1981	1982-Later
No Drinking	0	0
Drinking	1	1
Unknown	9	--

Logic of Derivation

All Person records linked to the vehicle are used. Driver Drinking is derived as drivers that have (1) police-reported alcohol involvement, or (2) a positive alcohol test result. That is, if it is a vehicle where “Person Type” equals 1 (Driver of a Motor Vehicle In-Transport), and “Police Reported Alcohol Involvement” equals 1 (Yes, Alcohol Involved) or “Alcohol Test Result” is greater than 0 and less than 95 (prior to 2015)/995 (2015 and later), then 1 (Drinking), otherwise 0 (No Drinking).

Appendix B: Rules for Derived Data Elements

Atmospheric Conditions

Accident.WEATHER

Attribute Labels	1988-2009	2010-2012	2013-2019	2020-Later
No Additional Atmospheric Conditions	1	0	0	
Clear		1	1	1
Rain	2	2	2	2
Sleet, Hail (Freezing Rain or Drizzle)	3	3		
Sleet or Hail			3	3
Snow	4	4	4	4
Blowing Snow	5	11	11	11
Fog, Smog, Smoke		5	5	5
Rain and Fog	6			
Severe Crosswinds		6	6	6
Sleet and Fog	7			
Blowing Sand, Soil, Dirt		7	7	7
Other	8	8	8	8
Cloudy		10	10	10
Freezing Rain or Drizzle			12	12
Not Reported		98	98	98
Unknown	9	99	99	99

Logic of Derivation

Prior to 2020 this data element is derived from the coded data elements, Accident.WEATHER1 and Accident.WEATHER2. Beginning in 2020 this data element is derived from Weather.WEATHER that allows the coding of all applicable attributes.

The following priority ranking of the attributes is used to derive Accident.WEATHER:

- Snow
- Blowing Snow
- Sleet or Hail
- Freezing Rain or Drizzle
- Rain
- Fog, Smog, Smoke
- Severe Crosswinds
- Blowing Sand, Soil, Dirt
- Other
- Cloudy
- Clear
- Not Reported
- Unknown
- No Additional Atmospheric Conditions

First Harmful Event

Accident.HARM_EV

(also provided as Vehicle.HARM_EV, Parkwork.PHARM_EV, Person.HARM_EV)

Logic of Derivation

Since 2010 this data element is derived from the set of all crash events. Each event in a crash is recorded in chronological order. The data element that records the event is “Sequence of Events” and includes both harmful and non-harmful events. First Harmful Event, therefore, is the first “Sequence of Events” value that is not between codes 60 and 79 (non-harmful events).

Rollover

Vehicle.ROLLOVER

(also provided as Person.ROLLOVER)

Logic of Derivation

Since 2022 this data element is derived from the set of all crash events for a vehicle. Each event in a crash is recorded in chronological order. The data element that records the event is “Sequence of Events” and includes both harmful and non-harmful events. “Rollover” is the “Sequence of Events” value 01 that is associated with “This Vehicle” in the crash event.

Initial Contact Point

Vehicle.IMPACT1, Parkwork.PIMPACT1

(also provided as Person.IMPACT1)

Logic of Derivation

Since 2010 this data element is derived from the set of all crash events for a vehicle. Each event in a crash is recorded in chronological order. The data element that records each impact for a vehicle is “Area of Impact (This Vehicle)” or “Area of Impact (Other Vehicle).” The area of impact is only coded for harmful events, that is “Sequence of Events” values that are not between codes 60 and 79. “Initial Contact Point,” therefore, is the vehicle’s first recorded Area of Impact value for a harmful event. Note that the vehicle may be “This Vehicle” or the “Other Vehicle” in the crash event.

Appendix B: Rules for Derived Data Elements

NCSA Make Model Combined

Vehicle. MAK_MOD, Parkwork. PMAK_MOD

(also provided as Person. MAK_MOD)

Logic of Derivation

This five-digit data element is the combination of two data elements, the two-digit “Vehicle Make” code followed by the three-digit “Vehicle Model” code.

Motor Carrier Identification Number

Vehicle. MCARR_ID, Parkwork. PMCARR_ID

Logic of Derivation

This 11-character data element is the combination of two data elements, the two-digit “Motor Carrier Issuing Authority” code followed by the nine-character “Identification Number.”

Appendix C: Additional Data Element Information

Appendix C: Additional Data Element Information

Analytical data classifications make up the majority of information provided in this appendix. The data classifications are primarily, but not solely, based on standards established for production of NCSA's Traffic Safety Facts publications and other data products produced by NCSA. It is important to note that these classifications are only meant as references and may be deviated from as a project or request dictates. However, to maintain consistency in data reporting, NCSA tends to adhere to these classifications.

Appendix C: Additional Data Element Information

Time of Day/Day of Week

Classification	Data Year and Code
	1975-Later
Time of Day	HOUR (Military)
Daytime (6:00 am – 5:59 p.m.)	6-17
Nighttime (6:00 p.m. – 5:59 am)	0-5, 18-24*
Unknown	99
Day of Week	DAY_WEEK with HOUR
Weekday 6 am Monday thru 5:59 p.m. Friday	(DAY_WEEK=2 and 6<=HOUR<=23) or (DAY_WEEK in (3,4,5)) or (DAY_WEEK=6 and (0<= HOUR <=17 or HOUR=24*))
Weekend 6 p.m. Friday thru 5:59 am Monday	(DAY_WEEK=6 and 18<= HOUR <=23) or (DAY_WEEK in (1,7)) or (DAY_WEEK=2 and (0<= HOUR <=5 or HOUR=24*))
Unknown	(DAY_WEEK =9) or (DAY_WEEK in (2,6) and HOUR =99)

*Hour 24 is the beginning of the day. In 2009 attribute 24 was dropped since 0 means the same thing.

Holidays

The length of a "FARS holiday" depends on the day on which the legal holiday falls. NHTSA uses the following times for holiday analysis:

DAY OF HOLIDAY	TIME PERIOD USED FOR ANALYSIS
Sunday or Monday	6 p.m. Friday to 5:59 a.m. Tuesday
Tuesday	6 p.m. Friday to 5:59 a.m. Wednesday
Wednesday	6 p.m. Tuesday to 5:59 a.m. Thursday
Thursday	6 p.m. Wednesday to 5:59 a.m. Monday
Friday or Saturday	6 p.m. Thursday to 5:59 a.m. Monday

Appendix C: Additional Data Element Information

Holiday Descriptions

The following table gives a detailed description of the time periods included within the following major holidays: New Year's, Memorial Day, Fourth of July, Labor Day, Thanksgiving, and Christmas. The number of whole days in the holiday period is shown in parentheses. Since the holiday period data retrieval is associated with the alcohol related data, the holiday periods are given from 1982 onwards to match with the BAC data.

Note: When using the Alcohol data files, the New Year's Day holiday period for 1982 will be incomplete since no Alcohol data files exist prior to 1982.

Appendix C: Additional Data Element Information

Holiday Time Periods

Year	New Year's Day	Memorial Day	Fourth of July	Labor Day	Thanksgiving Day	Christmas Day
1982	6:00 p.m. Thu. 12/31/1981 to 5:59 am Mon. 01/04/1982 (3)	6:00 p.m. Fri. 05/28/1982 to 5:59 am Tue. 06/01/1982 (3)	6:00 p.m. Fri. 07/02/1982 to 5:59 am Tue. 07/06/1982 (3)	6:00 p.m. Fri. 09/03/1982 to 5:59 am Tue. 09/07/1982 (3)	6:00 p.m. Wed. 11/24/1982 to 5:59 am Mon. 11/29/1982 (4)	6:00 p.m. Thu. 12/23/1982 to 5:59 am Mon. 12/27/1982 (3)
1983	6:00 p.m. Thu. 12/30/1982 to 5:59 am Mon. 01/03/1983 (3)	6:00 p.m. Fri. 05/27/1983 to 5:59 am Tue. 05/31/1983 (3)	6:00 p.m. Fri. 07/01/1983 to 5:59 am Tue. 07/05/1983 (3)	6:00 p.m. Fri. 09/02/1983 to 5:59 am Tue. 09/06/1983 (3)	6:00 p.m. Wed. 11/23/1983 to 5:59 am Mon. 11/28/1983 (4)	6:00 p.m. Fri. 12/23/1983 to 5:59 am Tue. 12/27/1983 (3)
1984	6:00 p.m. Fri. 12/30/1983 to 5:59 am Tue. 01/03/1984 (3)	6:00 p.m. Fri. 05/25/1984 to 5:59 am Tue. 05/29/1984 (3)	6:00 p.m. Tue. 07/03/1984 to 5:59 am Thu. 07/05/1984 (1)	6:00 p.m. Fri. 08/31/1984 to 5:59 am Tue. 09/04/1984 (3)	6:00 p.m. Wed. 11/21/1984 to 5:59 am Mon. 11/26/1984 (4)	6:00 p.m. Fri. 12/21/1984 to 5:59 am Wed. 12/26/1984 (4)
1985	6:00 p.m. Fri. 12/28/1984 to 5:59 am Wed. 01/02/1985 (4)	6:00 p.m. Fri. 05/24/1985 to 5:59 am Tue. 05/28/1985 (3)	6:00 p.m. Wed. 07/03/1985 to 5:59 am Mon. 07/08/1985 (4)	6:00 p.m. Fri. 08/30/1985 to 5:59 am Tue. 09/03/1985 (3)	6:00 p.m. Wed. 11/27/1985 to 5:59 am Mon. 12/02/1985 (4)	6:00 p.m. Tue. 12/24/1985 to 5:59 am Thu. 12/26/1985 (1)
1986	6:00 p.m. Tue. 12/31/1985 to 5:59 am Thu. 01/02/1986 (1)	6:00 p.m. Fri. 05/23/1986 to 5:59 am Tue. 05/27/1986 (3)	6:00 p.m. Thu. 07/03/1986 to 5:59 am Mon. 07/07/1986 (3)	6:00 p.m. Fri. 08/29/1986 to 5:59 am Tue. 09/02/1986 (3)	6:00 p.m. Wed. 11/26/1986 to 5:59 am Mon. 12/01/1986 (4)	6:00 p.m. Wed. 12/24/1986 to 5:59 am Mon. 12/29/1986 (4)
1987	6:00 p.m. Wed. 12/31/1986 to 5:59 am Mon. 01/05/1987 (4)	6:00 p.m. Fri. 05/22/1987 to 5:59 am Tue. 05/26/1987 (3)	6:00 p.m. Thu. 07/02/1987 to 5:59 am Mon. 07/06/1987 (3)	6:00 p.m. Fri. 09/04/1987 to 5:59 am Tue. 09/08/1987 (3)	6:00 p.m. Wed. 11/25/1987 to 5:59 am Mon. 11/30/1987 (4)	6:00 p.m. Thu. 12/24/1987 to 5:59 am Mon. 12/28/1987 (3)
1988	6:00 p.m. Thu. 12/31/1987 to 5:59 am Mon. 01/04/1988 (3)	6:00 p.m. Fri. 05/27/1988 to 5:59 am Tue. 05/31/1988 (3)	6:00 p.m. Fri. 07/01/1988 to 5:59 am Tue. 07/05/1988 (3)	6:00 p.m. Fri. 09/02/1988 to 5:59 am Tue. 09/06/1988 (3)	6:00 p.m. Wed. 11/23/1988 to 5:59 am Mon. 11/28/1988 (4)	6:00 p.m. Fri. 12/23/1988 to 5:59 am Tue. 12/27/1988 (3)
1989	6:00 p.m. Fri. 12/30/1988 to 5:59 am Tue. 01/03/1989 (3)	6:00 p.m. Fri. 05/26/1989 to 5:59 am Tue. 05/30/1989 (3)	6:00 p.m. Fri. 06/30/1989 to 5:59 am Wed. 07/05/1989 (4)	6:00 p.m. Fri. 09/01/1989 to 5:59 am Tue. 09/05/1989 (3)	6:00 p.m. Wed. 11/22/1989 to 5:59 am Mon. 11/27/1989 (4)	6:00 p.m. Fri. 12/22/1989 to 5:59 am Tue. 12/26/1989 (3)
1990	6:00 p.m. Fri. 12/29/1989 to 5:59 am Tue. 01/02/1990 (3)	6:00 p.m. Fri. 05/25/1990 to 5:59 am Tue. 05/29/1990 (3)	6:00 p.m. Tue. 07/03/1990 to 5:59 am Thu. 07/05/1990 (1)	6:00 p.m. Fri. 08/31/1990 to 5:59 am Tue. 09/04/1990 (3)	6:00 p.m. Wed. 11/21/1990 to 5:59 am Mon. 11/26/1990 (4)	6:00 p.m. Fri. 12/21/1990 to 5:59 am Wed. 12/26/1990 (4)
1991	6:00 p.m. Fri. 12/28/1990 to 5:59 am Wed. 01/02/1991 (4)	6:00 p.m. Fri. 05/24/1991 to 5:59 am Tue. 05/28/1991 (3)	6:00 p.m. Wed. 07/03/1991 to 5:59 am Mon. 07/08/1991 (4)	6:00 p.m. Fri. 08/30/1991 to 5:59 am Tue. 09/03/1991 (3)	6:00 p.m. Wed. 11/27/1991 to 5:59 am Mon. 12/02/1991 (4)	6:00 p.m. Tue. 12/24/1991 to 5:59 am Thu. 12/26/1991 (1)
1992	6:00 p.m. Tue. 12/31/1991 to 5:59 am Thu. 01/02/1992 (1)	6:00 p.m. Fri. 05/22/1992 to 5:59 am Tue. 05/26/1992 (3)	6:00 p.m. Thu. 07/02/1992 to 5:59 am Mon. 07/06/1992 (3)	6:00 p.m. Fri. 09/04/1992 to 5:59 am Tue. 09/08/1992 (3)	6:00 p.m. Wed. 11/25/1992 to 5:59 am Mon. 11/30/1992 (4)	6:00 p.m. Thu. 12/24/1992 to 5:59 am Mon. 12/28/1992 (3)
1993	6:00 p.m. Thu. 12/31/1992 to 5:59 am Mon. 01/04/1993 (3)	6:00 p.m. Fri. 05/28/1993 to 5:59 am Tue. 06/01/1993 (3)	6:00 p.m. Fri. 07/02/1993 to 5:59 am Tue. 07/06/1993 (3)	6:00 p.m. Fri. 09/03/1993 to 5:59 am Tue. 09/07/1993 (3)	6:00 p.m. Wed. 11/24/1993 to 5:59 am Mon. 11/29/1993 (4)	6:00 p.m. Thu. 12/23/1993 to 5:59 am Mon. 12/27/1993 (3)

Appendix C: Additional Data Element Information

Year	New Year's Day	Memorial Day	Fourth of July	Labor Day	Thanksgiving Day	Christmas Day
1994	6:00 p.m. Thu. 12/30/1993 to 5:59 am Mon. 01/03/1994 (3)	6:00 p.m. Fri. 05/27/1994 to 5:59 am Tue. 05/31/1994 (3)	6:00 p.m. Fri. 07/01/1994 to 5:59 am Tue. 07/05/1994 (3)	6:00 p.m. Fri. 09/02/1994 to 5:59 am Tue. 09/06/1994 (3)	6:00 p.m. Wed. 11/23/1994 to 5:59 am Mon. 11/28/1994 (4)	6:00 p.m. Fri. 12/23/1994 to 5:59 am Tue. 12/27/1994 (3)
1995	6:00 p.m. Fri. 12/30/1994 to 5:59 am Tue. 01/03/1995 (3)	6:00 p.m. Fri. 05/26/1995 to 5:59 am Tue. 05/30/1995 (3)	6:00 p.m. Fri. 06/30/1995 to 5:59 am Wed. 07/05/1995 (4)	6:00 p.m. Fri. 09/01/1995 to 5:59 am Tue. 09/05/1995 (3)	6:00 p.m. Wed. 11/22/1995 to 5:59 am Mon. 11/27/1995 (4)	6:00 p.m. Fri. 12/22/1995 to 5:59 am Tue. 12/26/1995 (3)
1996	6:00 p.m. Fri. 12/29/1995 to 5:59 am Tue. 01/02/1996 (3)	6:00 p.m. Fri. 05/24/1996 to 5:59 am Tue. 05/28/1996 (3)	6:00 p.m. Wed. 07/03/1996 to 5:59 am Mon. 07/08/1996 (4)	6:00 p.m. Fri. 08/30/1996 to 5:59 am Tue. 09/03/1996 (3)	6:00 p.m. Wed. 11/27/1996 to 5:59 am Mon. 12/02/1996 (4)	6:00 p.m. Tue. 12/24/1996 to 5:59 am Thu. 12/26/1996 (1)
1997	6:00 p.m. Tue. 12/31/1996 to 5:59 am Thu. 01/02/1997 (1)	6:00 p.m. Fri. 05/23/1997 to 5:59 am Tue. 05/27/1997 (3)	6:00 p.m. Thu. 07/03/1997 to 5:59 am Mon. 07/07/1997 (3)	6:00 p.m. Fri. 08/29/1997 to 5:59 am Tue. 09/02/1997 (3)	6:00 p.m. Wed. 11/26/1997 to 5:59 am Mon. 12/01/1997 (4)	6:00 p.m. Wed. 12/24/1997 to 5:59 am Mon. 12/29/1997 (4)
1998	6:00 p.m. Wed. 12/31/1997 to 5:59 am Mon. 01/05/1998 (4)	6:00 p.m. Fri. 05/22/1998 to 5:59 am Tue. 05/26/1998 (3)	6:00 p.m. Thu. 07/02/1998 to 5:59 am Mon. 07/06/1998 (3)	6:00 p.m. Fri. 09/04/1998 to 5:59 am Tue. 09/08/1998 (3)	6:00 p.m. Wed. 11/25/1998 to 5:59 am Mon. 11/30/1998 (4)	6:00 p.m. Thu. 12/24/1998 to 5:59 am Mon. 12/28/1998 (3)
1999	6:00 p.m. Thu. 12/31/1998 to 5:59 am Mon. 01/04/1999 (3)	6:00 p.m. Fri. 05/28/1999 to 5:59 am Tue. 06/01/1999 (3)	6:00 p.m. Fri. 07/02/1999 to 5:59 am Tue. 07/06/1999 (3)	6:00 p.m. Fri. 09/03/1999 to 5:59 am Tue. 09/07/1999 (3)	6:00 p.m. Wed. 11/24/1999 to 5:59 am Mon. 11/29/1999 (4)	6:00 p.m. Thu. 12/23/1999 to 5:59 am Mon. 12/27/1999 (3)
2000	6:00 p.m. Thu. 12/30/1999 to 5:59 am Mon. 01/03/2000 (3)	6:00 p.m. Fri. 05/26/2000 to 5:59 am Tue. 05/30/2000 (3)	6:00 p.m. Fri. 06/30/2000 to 5:59 am Wed. 07/05/2000 (4)	6:00 p.m. Fri. 09/01/2000 to 5:59 am Tue. 09/05/2000 (3)	6:00 p.m. Wed. 11/22/2000 to 5:59 am Mon. 11/27/2000 (4)	6:00 p.m. Fri. 12/22/2000 to 5:59 am Tue. 12/26/2000 (3)
2001	6:00 p.m. Fri. 12/29/2000 to 5:59 am Tue. 01/02/2001 (3)	6:00 p.m. Fri. 05/25/2001 to 5:59 am Tue. 05/29/2001 (3)	6:00 p.m. Tue. 07/03/2001 to 5:59 am Thu. 07/05/2001 (1)	6:00 p.m. Fri. 08/31/2001 to 5:59 am Tue. 09/04/2001 (3)	6:00 p.m. Wed. 11/21/2001 to 5:59 am Mon. 11/26/2001 (4)	6:00 p.m. Fri. 12/21/2001 to 5:59 am Wed. 12/26/2001 (4)
2002	6:00 p.m. Fri. 12/28/2001 to 5:59 am Wed. 01/02/2002 (4)	6:00 p.m. Fri. 05/24/2002 to 5:59 am Tue. 05/28/2002 (3)	6:00 p.m. Wed. 07/03/2002 to 5:59 am Mon. 07/08/2002 (4)	6:00 p.m. Fri. 08/30/2002 to 5:59 am Tue. 09/03/2002 (3)	6:00 p.m. Wed. 11/27/2002 to 5:59 am Mon. 12/02/2002 (4)	6:00 p.m. Tue. 12/24/2002 to 5:59 am Thu. 12/26/2002 (1)
2003	6:00 p.m. Tue. 12/31/2002 to 5:59 am Thu. 01/02/2003 (1)	6:00 p.m. Fri. 05/23/2003 to 5:59 am Tue. 05/27/2003 (3)	6:00 p.m. Thu. 07/03/2003 to 5:59 am Mon. 07/07/2003 (3)	6:00 p.m. Fri. 08/29/2003 to 5:59 am Tue. 09/02/2003 (3)	6:00 p.m. Wed. 11/26/2003 to 5:59 am Mon. 12/01/2003 (4)	6:00 p.m. Wed. 12/24/2003 to 5:59 am Mon. 12/29/2003 (4)
2004	6:00 p.m. Wed. 12/31/2003 to 5:59 am Mon. 01/05/2004 (4)	6:00 p.m. Fri. 05/28/2004 to 5:59 am Tue. 06/01/2004 (3)	6:00 p.m. Fri. 07/02/2004 to 5:59 am Tue. 07/06/2004 (3)	6:00 p.m. Fri. 09/03/2004 to 5:59 am Tue. 09/07/2004 (3)	6:00 p.m. Wed. 11/24/2004 to 5:59 am Mon. 11/29/2004 (4)	6:00 p.m. Thu. 12/23/2004 to 5:59 am Mon. 12/27/2004 (3)
2005	6:00 p.m. Thu. 12/30/2004 to 5:59 am Mon. 01/03/2005 (3)	6:00 p.m. Fri. 05/27/2005 to 5:59 am Tue. 05/31/2005 (3)	6:00 p.m. Fri. 07/01/2005 to 5:59 am Tue. 07/05/2005 (3)	6:00 p.m. Fri. 09/02/2005 to 5:59 am Tue. 09/06/2005 (3)	6:00 p.m. Wed. 11/23/2005 to 5:59 am Mon. 11/28/2005 (4)	6:00 p.m. Fri. 12/23/2005 to 5:59 am Tue. 12/27/2005 (3)

Appendix C: Additional Data Element Information

Year	New Year's Day	Memorial Day	Fourth of July	Labor Day	Thanksgiving Day	Christmas Day
2006	6:00 p.m. Fri. 12/30/2005 to 5:59 am Tue. 01/03/2006 (3)	6:00 p.m. Fri. 05/26/2006 to 5:59 am Tue. 05/30/2006 (3)	6:00 p.m. Fri. 06/30/2006 to 5:59 am Wed. 07/05/2006 (4)	6:00 p.m. Fri. 09/01/2006 to 5:59 am Tue. 09/05/2006 (3)	6:00 p.m. Wed. 11/22/2006 to 5:59 am Mon. 11/27/2006 (4)	6:00 p.m. Fri. 12/22/2006 to 5:59 am Tue. 12/26/2006 (3)
2007	6:00 p.m. Fri. 12/29/2006 to 5:59 am Tue. 01/02/2007 (3)	6:00 p.m. Fri. 05/25/2007 to 5:59 am Tue. 05/29/2007 (3)	6:00 p.m. Tue. 07/03/2007 to 5:59 am Thu. 07/05/2007 (1)	6:00 p.m. Fri. 08/31/2007 to 5:59 am Tue. 09/04/2007 (3)	6:00 p.m. Wed. 11/21/2007 to 5:59 am Mon. 11/26/2007 (4)	6:00 p.m. Fri. 12/21/2007 to 5:59 am Wed. 12/26/2007 (4)
2008	6:00 p.m. Fri. 12/28/2007 to 5:59 am Wed. 01/02/2008 (4)	6:00 p.m. Fri. 05/23/2008 to 5:59 am Tue. 05/27/2008 (3)	6:00 p.m. Thu. 07/03/2008 to 5:59 am Mon. 07/07/2008 (3)	6:00 p.m. Fri. 08/29/2008 to 5:59 am Tue. 09/02/2008 (3)	6:00 p.m. Wed. 11/26/2008 to 5:59 am Mon. 12/01/2008 (4)	6:00 p.m. Wed. 12/24/2008 to 5:59 am Mon. 12/29/2008 (4)
2009	6:00 p.m. Wed. 12/31/2008 to 5:59 am Mon. 01/05/2009 (4)	6:00 p.m. Fri. 05/22/2009 to 5:59 am Tue. 05/26/2009 (3)	6:00 p.m. Thu. 07/02/2009 to 5:59 am Mon. 07/06/2009 (3)	6:00 p.m. Fri. 09/04/2009 to 5:59 am Tue. 09/08/2009 (3)	6:00 p.m. Wed. 11/25/2009 to 5:59 am Mon. 11/30/2009 (4)	6:00 p.m. Thu. 12/24/2009 to 5:59 am Mon. 12/28/2009 (3)
2010	6:00 p.m. Thu. 12/31/2009 to 5:59 am Mon. 01/04/2010 (3)	6:00 p.m. Fri. 05/28/2010 to 5:59 am Tue. 06/01/2010 (3)	6:00 p.m. Fri. 07/02/2010 to 5:59 am Tue. 07/06/2010 (3)	6:00 p.m. Fri. 09/03/2010 to 5:59 am Tue. 09/07/2010 (3)	6:00 p.m. Wed. 11/24/2010 to 5:59 am Mon. 11/29/2010 (4)	6:00 p.m. Thu. 12/23/2010 to 5:59 am Mon. 12/27/2010 (3)
2011	6:00 p.m. Thu. 12/30/2010 to 5:59 am Mon. 01/03/2011 (3)	6:00 p.m. Fri. 05/27/2011 to 5:59 am Tue. 05/31/2011 (3)	6:00 p.m. Fri. 07/01/2011 to 5:59 am Tue. 07/05/2011 (3)	6:00 p.m. Fri. 09/02/2011 to 5:59 am Tue. 09/06/2011 (3)	6:00 p.m. Wed. 11/23/2011 to 5:59 am Mon. 11/28/2011 (4)	6:00 p.m. Fri. 12/23/2011 to 5:59 am Tue. 12/27/2011 (3)
2012	6:00 p.m. Fri. 12/30/2011 to 5:59 am Tue. 01/03/2012 (3)	6:00 p.m. Fri. 05/25/2012 to 5:59 am Tue. 05/29/2012 (3)	6:00 p.m. Tue. 07/03/2012 to 5:59 am Thu. 07/05/2012 (1)	6:00 p.m. Fri. 08/31/2012 to 5:59 am Tue. 09/04/2012 (3)	6:00 p.m. Wed. 11/21/2012 to 5:59 am Mon. 11/26/2012 (4)	6:00 p.m. Fri. 12/21/2012 to 5:59 am Wed. 12/26/2012 (4)
2013	6:00 p.m. Fri. 12/28/2012 to 5:59 am Wed. 01/02/2013 (4)	6:00 p.m. Fri. 05/24/2013 to 5:59 am Tue. 05/28/2013 (3)	6:00 p.m. Wed. 07/03/2013 to 5:59 am Mon. 07/08/2013 (4)	6:00 p.m. Fri. 08/30/2013 to 5:59 am Tue. 09/03/2013 (3)	6:00 p.m. Wed. 11/27/2013 to 5:59 am Mon. 12/02/2013 (4)	6:00 p.m. Tue. 12/24/2013 to 5:59 am Thu. 12/26/2013 (1)
2014	6:00 p.m. Tue. 12/31/2013 to 5:59 am Thu. 01/02/2014 (1)	6:00 p.m. Fri. 05/23/2014 to 5:59 am Tue. 05/27/2014 (3)	6:00 p.m. Thu. 07/03/2014 to 5:59 am Mon. 07/07/2014 (3)	6:00 p.m. Fri. 08/29/2014 to 5:59 am Tue. 09/02/2014 (3)	6:00 p.m. Wed. 11/26/2014 to 5:59 am Mon. 12/01/2014 (4)	6:00 p.m. Wed. 12/24/2014 to 5:59 am Mon. 12/29/2014 (4)
2015	6:00 PM Wed. 12/31/2014 to 5:59 am Mon. 01/05/2015 (4)	6:00 PM Fri. 05/22/2015 to 5:59 am Tue. 05/26/2015 (3)	6:00 PM Thu. 07/02/2015 to 5:59 am Mon. 07/06/2015 (3)	6:00 PM Fri. 09/04/2015 to 5:59 am Tue. 09/08/2015 (3)	6:00 PM Wed. 11/25/2015 to 5:59 am Mon. 11/30/2015 (4)	6:00 PM Thu. 12/24/2015 to 5:59 am Mon. 12/28/2015 (3)
2016	6:00 PM Thu. 12/31/2015 to 5:59 am Mon. 01/04/2016 (3)	6:00 PM Fri. 05/27/2016 to 5:59 am Tue. 05/31/2016 (3)	6:00 PM Fri. 07/01/2016 to 5:59 am Tue. 07/05/2016 (3)	6:00 PM Fri. 09/02/2016 to 5:59 am Tue. 09/06/2016 (3)	6:00 PM Wed. 11/23/2016 to 5:59 am Mon. 11/28/2016 (4)	6:00 PM Fri. 12/23/2016 to 5:59 am Tue. 12/27/2016 (3)
2017	6:00 PM Fri. 12/30/2016 to 5:59 am Tue. 01/03/2017 (3)	6:00 PM Fri. 05/26/2017 to 5:59 am Tue. 05/30/2017 (3)	6:00 PM Fri. 06/30/2017 to 5:59 am Wed. 07/05/2017 (4)	6:00 PM Fri. 09/01/2017 to 5:59 am Tue. 09/05/2017 (3)	6:00 PM Wed. 11/22/2017 to 5:59 am Mon. 11/27/2017 (4)	6:00 PM Fri. 12/22/2017 to 5:59 am Tue. 12/26/2017 (3)

Appendix C: Additional Data Element Information

Year	New Year's Day	Memorial Day	Fourth of July	Labor Day	Thanksgiving Day	Christmas Day
2018	6:00 PM Fri. 12/29/2017 to 5:59 am Tue. 01/02/2018 (3)	6:00 PM Fri. 05/25/2018 to 5:59 am Tue. 05/29/2018 (3)	6:00 PM Tue. 07/03/2018 to 5:59 am Thu. 07/05/2018 (1)	6:00 PM Fri. 08/31/2018 to 5:59 am Tue. 09/04/2018 (3)	6:00 PM Wed. 11/21/2018 to 5:59 am Mon. 11/26/2018 (4)	6:00 PM Fri. 12/21/2018 to 5:59 am Wed. 12/26/2018 (4)
2019	6:00 PM Fri. 12/28/2018 to 5:59 am Wed. 01/02/2019 (4)	6:00 PM Fri. 05/24/2019 to 5:59 am Tue. 05/28/2019 (3)	6:00 PM Wed. 07/03/2019 to 5:59 am Mon. 07/08/2019 (4)	6:00 PM Fri. 08/30/2019 to 5:59 am Tue. 09/03/2019 (3)	6:00 PM Wed. 11/27/2019 to 5:59 am Mon. 12/02/2019 (4)	6:00 PM Tue. 12/24/2019 to 5:59 am Thu. 12/26/2019 (1)
2020	6:00 PM Tue. 12/31/2019 to 5:59 am Thu. 01/02/2020 (1)	6:00 PM Fri. 05/22/2020 to 5:59 am Tue. 05/26/2020 (3)	6:00 PM Thu. 07/02/2020 to 5:59 am Mon. 07/06/2020 (3)	6:00 PM Fri. 09/04/2020 to 5:59 am Tue. 09/08/2020 (3)	6:00 PM Wed. 11/25/2020 to 5:59 am Mon. 11/30/2020 (4)	6:00 PM Thu. 12/24/2020 to 5:59 am Mon. 12/28/2020 (3)
2021	6 p.m. Thu. 12/31/2020 to 5:59 a.m. Mon. 01/04/2021 (3)	6 p.m. Fri. 05/28/2021 to 5:59 a.m. Tue. 06/01/2021 (3)	6 p.m. Fri. 07/02/2021 to 5:59 a.m. Tue. 07/06/2021 (3)	6 p.m. Fri. 09/03/2021 to 5:59 a.m. Tue. 09/07/2021 (3)	6 p.m. Wed. 11/24/2021 to 5:59 a.m. Mon. 11/29/2021 (4)	6 p.m. Thu. 12/23/2021 to 5:59 a.m. Mon. 12/27/2021 (3)
2022	6 p.m. Thu. 12/30/2021 to 5:59 a.m. Mon. 01/03/2022 (3)	6 p.m. Fri. 05/27/2022 to 5:59 a.m. Tue. 05/31/2022 (3)	6 p.m. Fri. 07/01/2022 to 5:59 a.m. Tue. 07/05/2022 (3)	6 p.m. Fri. 09/02/2022 to 5:59 a.m. Tue. 09/06/2022 (3)	6 p.m. Wed. 11/23/2022 to 5:59 a.m. Mon. 11/28/2022 (4)	6 p.m. Fri. 12/23/2022 to 5:59 a.m. Tue. 12/27/2022 (3)
2023	6 p.m. Fri. 12/30/2022 to 5:59 a.m. Tue. 01/03/2023 (3)	6 p.m. Fri. 05/26/2023 to 5:59 a.m. Tue. 05/30/2023 (3)	6 p.m. Fri. 06/30/2023 to 5:59 a.m. Wed. 07/05/2023 (4)	6 p.m. Fri. 09/01/2023 to 5:59 a.m. Tue. 09/05/2023 (3)	6 p.m. Wed. 11/22/2023 to 5:59 a.m. Mon. 11/27/2023 (4)	6 p.m. Fri. 12/22/2023 to 5:59 a.m. Tue. 12/26/2023 (3)
2024	6 p.m. Fri. 12/29/2023 to 5:59 a.m. Tue. 01/02/2024 (3)	6 p.m. Fri. 05/24/2024 to 5:59 a.m. Tue. 05/28/2024 (3)	6 p.m. Wed. 07/03/2024 to 5:59 a.m. Mon. 07/08/2024 (4)	6 p.m. Fri. 08/30/2024 to 5:59 a.m. Tue. 09/03/2024 (3)	6 p.m. Wed. 11/27/2024 to 5:59 a.m. Mon. 12/02/2024 (4)	6 p.m. Tue. 12/24/2024 to 5:59 a.m. Thu. 12/26/2024 (1)
2025	6 p.m. Tue. 12/31/2024 to 5:59 a.m. Thu. 01/02/2025 (1)	6 p.m. Fri. 05/23/2025 to 5:59 a.m. Tue. 05/27/2025 (3)	6 p.m. Thu. 07/03/2025 to 5:59 a.m. Mon. 07/07/2025 (3)	6 p.m. Fri. 08/29/2025 to 5:59 a.m. Tue. 09/02/2025 (3)	6 p.m. Wed. 11/26/2025 to 5:59 a.m. Mon. 12/01/2025 (4)	6 p.m. Wed. 12/24/2025 to 5:59 a.m. Mon. 12/29/2025 (4)
2026	6 p.m. Wed. 12/31/2025 to 5:59 a.m. Mon. 01/05/2026 (4)	6 p.m. Fri. 05/22/2026 to 5:59 a.m. Tue. 05/26/2026 (3)	6 p.m. Thu. 07/02/2026 to 5:59 a.m. Mon. 07/06/2026 (3)	6 p.m. Fri. 09/04/2026 to 5:59 a.m. Tue. 09/08/2026 (3)	6 p.m. Wed. 11/25/2026 to 5:59 a.m. Mon. 11/30/2026 (4)	6 p.m. Thu. 12/24/2026 to 5:59 a.m. Mon. 12/28/2026 (3)
2027	6 p.m. Thu. 12/31/2026 to 5:59 a.m. Mon. 01/04/2027 (3)	6 p.m. Fri. 05/28/2027 to 5:59 a.m. Tue. 06/01/2027 (3)	6 p.m. Fri. 07/02/2027 to 5:59 a.m. Tue. 07/06/2027 (3)	6 p.m. Fri. 09/03/2027 to 5:59 a.m. Tue. 09/07/2027 (3)	6 p.m. Wed. 11/24/2027 to 5:59 a.m. Mon. 11/29/2027 (4)	6 p.m. Thu. 12/23/2027 to 5:59 a.m. Mon. 12/27/2027 (3)
2028	6 p.m. Thu. 12/30/2027 to 5:59 a.m. Mon. 01/03/2028 (3)	6 p.m. Fri. 05/26/2028 to 5:59 a.m. Tue. 05/30/2028 (3)	6 p.m. Fri. 06/30/2028 to 5:59 a.m. Wed. 07/05/2028 (4)	6 p.m. Fri. 09/01/2028 to 5:59 a.m. Tue. 09/05/2028 (3)	6 p.m. Wed. 11/22/2028 to 5:59 a.m. Mon. 11/27/2028 (4)	6 p.m. Fri. 12/22/2028 to 5:59 a.m. Tue. 12/26/2028 (3)
2029	6 p.m. Fri. 12/29/2028 to 5:59 a.m. Tue. 01/02/2029 (3)	6 p.m. Fri. 05/25/2029 to 5:59 a.m. Tue. 05/29/2029 (3)	6 p.m. Tue. 07/03/2029 to 5:59 a.m. Thu. 07/05/2029 (1)	6 p.m. Fri. 08/31/2029 to 5:59 a.m. Tue. 09/04/2029 (3)	6 p.m. Wed. 11/21/2029 to 5:59 a.m. Mon. 11/26/2029 (4)	6 p.m. Fri. 12/21/2029 to 5:59 a.m. Wed. 12/26/2029 (4)

Appendix C: Additional Data Element Information

Year	New Year's Day	Memorial Day	Fourth of July	Labor Day	Thanksgiving Day	Christmas Day
2030	6 p.m. Fri. 12/28/2029 to 5:59 a.m. Wed. 01/02/2030 (4)	6 p.m. Fri. 05/24/2030 to 5:59 a.m. Tue. 05/28/2030 (3)	6 p.m. Wed. 07/03/2030 to 5:59 a.m. Mon. 07/08/2030 (4)	6 p.m. Fri. 08/30/2030 to 5:59 a.m. Tue. 09/03/2030 (3)	6 p.m. Wed. 11/27/2030 to 5:59 a.m. Mon. 12/02/2030 (4)	6 p.m. Tue. 12/24/2030 to 5:59 a.m. Thu. 12/26/2030 (1)

Note: The number of whole days in the holiday period is shown in parentheses.

[Return](#)

Manner of Collision of the First Harmful Event

Note: From 1975 to 2001 the manner of collision is totally dependent on the directions of travel of the vehicles involved. The direction of travel of the vehicles is often misunderstood. The direction of a vehicle is determined by the precrash condition direction of travel, just before the vehicle goes out of control. Example 1: Assume two vehicles are heading toward each other on the same roadway, one going north and the other going south. If the southbound vehicle skids on a patch of ice and turns 180° and immediately is struck in the rear by the vehicle going north, then the manner of collision is “Head-on,” not “Rear-end.” Example 2: Had the vehicle going north sideswiped the southbound vehicle, which after the ice skid was pointed north, the manner of collision would be “Sideswipe Opposite Direction,” even though both vehicles are pointed north at the time of the sideswipe. The precrash condition directions of travel, for both vehicles, determine the outcome. These examples involve a rotation of a vehicle just before the crash and can account for 20 to 30 percent of the coded cases. See *Impact* also in this Appendix.

Starting in 2002 the manner of collision is dependent on the geometry of the points of impact. That is, example 1 above is now coded 01 (Front-to-Rear) and example 2, is now coded 07 (Sideswipe, Same Direction). This is a major change in the MAN_COLL data element. Care must be taken when using this data element over a time period that spans 2001 to 2002.

NHTSA Manner of Collision Convention				
Classification (MAN_COLL)	Data Year and Code			
	1975-1977	1978-2001	2002-2009	2010-Later
Not Collision With Motor Vehicle In-Transport	0	0	0	0
Rear-end	1	1	1	1
Head-on	2	2	2	2
Angle	4	4	3-6	6
Sideswipe	7	5, 6	7-8	7-8
Other	3	3	9-11	9-11
Unknown	9	9	99	98, 99

Note: Refers only to crashes in which the “First Harmful Event” is a collision between two motor vehicles in-transport.

[Return](#)

Relation to Trafficway

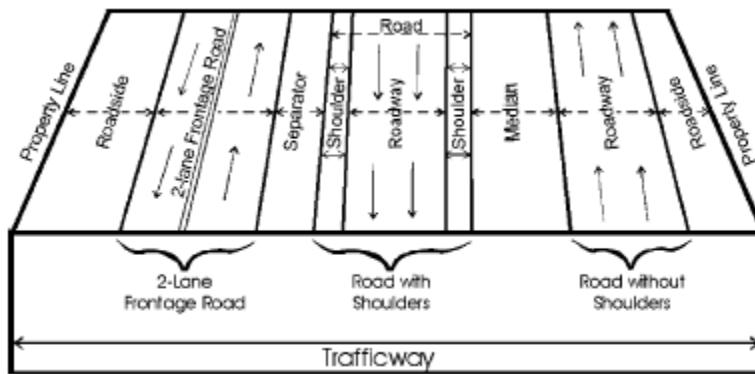
FARS Description (REL_ROAD)	Data Year and Code		Classification
	1975-1997	1998-Later	
On Roadway	1	1	On roadway
Two-Way Continuous Left-Turn Lane*	-	11 (since 2001)	
Shoulder	2	2	Off roadway/shoulder
Median	3	3	Off roadway/median
Roadside	4	4	Off roadway/roadside
Outside Right-Of-Way	5	5	Off roadway/other
Off Roadway -Location Unknown	6	6	Off roadway/other
In Parking Lane/Zone	7 (since 1980)	7	On roadway
Gore	8 (since 1982)	8	Off roadway/other
Separator	-	10	Off roadway/other
Pedestrian Refuge Island or Traffic Island	-	12 (Since 2018)	Off roadway/other
Not Reported	-	98 (since 2010)	Unknown
Unknown/ Reported as Unknown	9	99	

IMPORTANT: Two-way continuous left-turn lane has been reclassified as On Roadway. Previously, two-way continuous left-turn lane was classified as off roadway/median.

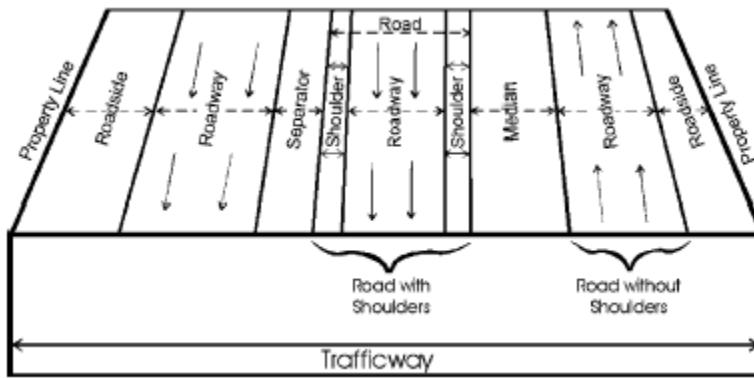
*The attribute two-way continuous left-turn lane was introduced in 2001 and was described as a type of median, thus they were classified as off roadway/median. However, in 2003 the attribute description was revised, and the two-way continuous left-turn lane was considered on the roadway, thus not a median. For analytical purposes, consider two-way continuous left-turn lanes as on the roadway with the understanding that these instances may have been recorded under the Median attribute prior to 2001.

Appendix C: Additional Data Element Information

Trafficway with frontage road



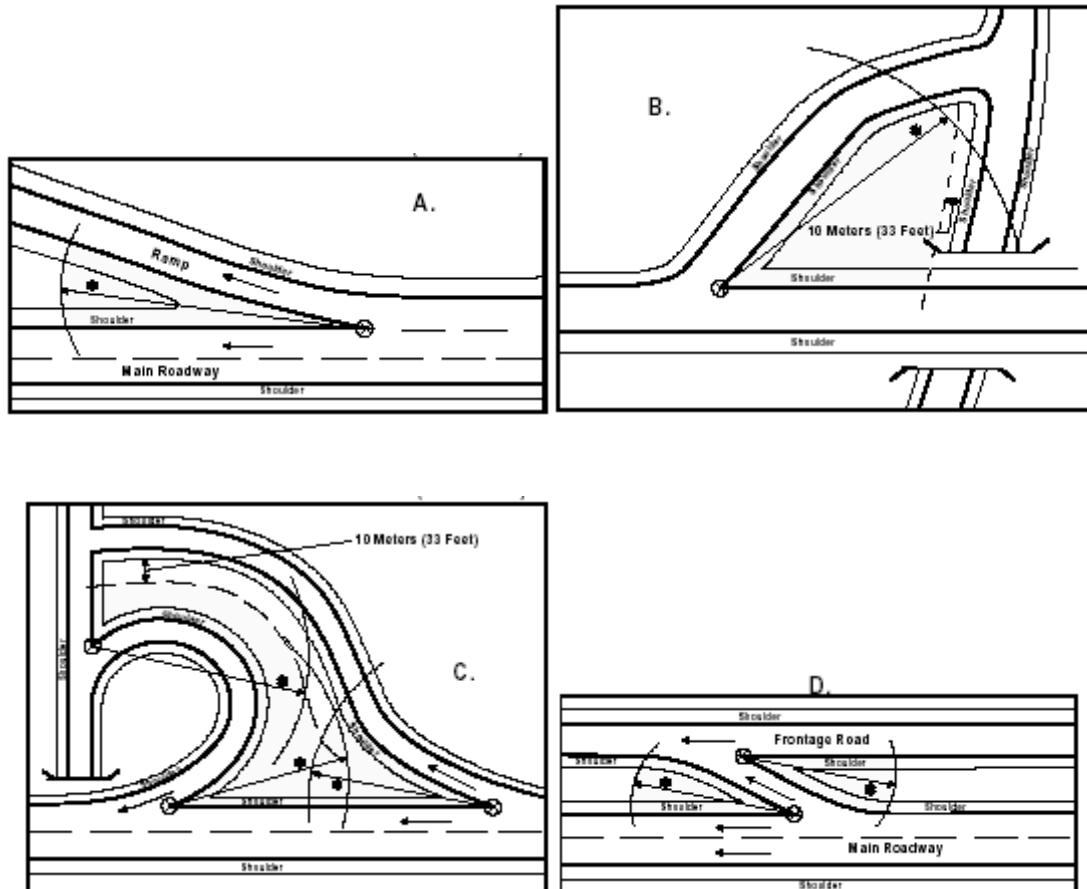
Trafficway with multiple roadways in the same direction



Appendix C: Additional Data Element Information

Gore

Radius of 60 Meters
(About 200 Feet)



[Return](#)

Appendix C: Additional Data Element Information

Roadway Function Class and Rural Urban Classification

NHTSA Roadway Function Class Convention			
Classification	Data Year and Code		
	1981-1986 (ROAD_FNC)	1987-2014 (ROAD_FNC)	2015-Later (FUNC_SYS)
Interstate, principal arterial	1	1, 11	1
Freeway and expressway, principal arterial	2	12	2
Principal arterial, other	3	2, 13	3
Minor arterial	4	3, 14	4
Collector	5, 6, 7	4, 5, 15	5, 6
Local	8	6, 16	7
Unknown	9	9, 19, 99	96, 98, 99

NHTSA Land Use (Rural/Urban) Convention			
Classification	Data Year and Code		
	1975-1986 (LAND_USE)	1987-2014 (ROAD_FNC)	2015-Later (RUR_URB)
Rural	2	1-6, 9	1
Urban	1	11-16, 19	2
Unknown	9	99	6, 8, 9

NHTSA Interstate and Non-Interstate Convention				
Classification	Data Year and Code			
	1975-1980 (CL_TWAY)	1981-1986 (ROAD_FNC)	1987-2014 (ROAD_FNC)	2015-Later (FUNC_SYS)
Interstate	1	1	1, 11	1
Non-Interstate	2-8	2-8	2-6, 12-16	2-7
Unknown	9	9	9, 19, 99	96, 98, 99

[Return](#)

Appendix C: Additional Data Element Information

Indian Reservation

The FARS Special Jurisdiction data and the geographic location (global position) of the crash are used to identify Indian Reservations. These data can be used in conjunction to provide a more accurate representation of fatal crashes occurring on Tribal lands.

Special Jurisdiction

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

Element Values

- 0 No Special Jurisdiction (Includes National Forests Since 2008)
- 1 National Park Service
- 2 Military
- 3 Indian Reservation**
- 4 College/University Campus
- 5 Other Federal Properties (Since 1977)
- 8 Other (Since 1976)
- 9 Unknown

In order to code the crash as Indian Reservation (SP_JUR=3) the relevant information would need to be present on the Police Crash Report or the FARS analyst would need to have the local knowledge that the particular location of the crash was within the Bureau of Indian Affairs (BIA) land.

Derived Data Element Using Geospatial Software

Bureau of Indian Affairs (BIA) dataset: This dataset is an extraction from PAD-US 1.1 (CBI Edition) of lands owned by the Bureau of Indian Affairs, Native American Tribes and Native Alaskan Corporations. The PAD-US 1.1 (CBI Edition) data set portrays the Nation's protected areas with a standardized spatial geometry and numerous valuable attributes on land ownership, management designations, and conservation status (using national GAP and international IUCN coding systems). The PAD-US 1.1 (CBI Edition) defines protected areas to include all lands dedicated to the preservation of biological diversity and to other natural, recreation and cultural uses, and managed for these purposes through legal or other effective means (adapted from IUCN definition). PAD-US 1.1 (CBI Edition) attempts to include all available spatial data on these places. This dataset was uploaded to Data Basin and is available with additional information at: [Data Basin—Native American Lands](#).

The FARS database contains Latitude and Longitude elements. These data elements are coded by the FARS analysts based on the location information available on the Police Crash Report (either directly from a listed latitude/longitude or indirectly via the address of the crash [road name, mile

Appendix C: Additional Data Element Information

marker, etc.]). Not all FARS crashes have a valid latitude/longitude, and these crashes are coded as having an unknown geospatial location.

FARS crash locations were imported into Geospatial software and overlaid on a BIA land layer. FARS crashes were then coded as being within the boundaries of BIA land or not (BIA=1 or 0). When analyzing the FARS data with Geospatial software there are inconsistencies between the FARS coding and Geospatial coding.

Derived Indian Reservation Data Elements (2001 and later)

Derived Indian Reservation data elements can be found on the Accident level auxiliary file—ACC_AUX.*. The first year of data available is 2001. The following Indian Reservation related data elements can be found in ACC_AUX.*:

- BIA – 1 indicates that the crash occurred on Tribal lands. The geographic location data collected in FARS was used in conjunction with spatial data on the Bureau of Indian Affairs (BIA) land boundaries to identify Tribal lands.
- SPJ_INDIAN – derived from FARS special jurisdiction (SP_JUR=3) element. 1 indicates that the crash occurred on an Indian Reservation.
- *INDIAN_RES – 1 indicates either BIA=1 or SPJ_INDIAN=1. This provides a more accurate representation of fatal crashes occurring on Tribal lands.

*Use the INDIAN_RES data element to obtain the most complete data.

ACC_AUX.* datasets can be merged with other FARS datasets by ST_CASE to obtain additional information on the crash.

Additional Information

For further details on identifying Indian Reservations, please refer to [Methodology on Identifying Fatal Motor Vehicle Traffic Crashes That Occurred on Native American Reservations in the United States](#).

[Return](#)

Appendix C: Additional Data Element Information

Summary of Fatal Crashes and Fatalities on Indian Reservations, 2001-2023

Fatal Motor Vehicle Traffic Crashes on Indian Reservations and
 Fatalities in Crashes on Indian Reservations
 Fatality Analysis Reporting System (FARS) 2001-2023 Final Files

Year	Fatal Crashes			Fatalities		
	Special Jurisdiction (FARS) Indian Reservation	GIS Bureau of Indian Affairs (BIA)	*BIA or Special Jurisdiction (FARS) Indian Reservation	Special Jurisdiction (FARS) Indian Reservation	GIS Bureau of Indian Affairs (BIA)	*BIA or Special Jurisdiction (FARS) Indian Reservation
2001	226	167	309	257	185	346
2002	288	254	412	342	304	490
2003	272	237	385	325	277	459
2004	264	289	376	322	351	456
2005	277	307	388	320	366	455
2006	318	328	422	368	376	484
2007	304	338	410	366	399	488
2008	213	285	330	251	333	384
2009	242	276	345	282	317	399
2010	233	246	314	274	290	364
2011	245	275	341	279	314	388
2012	217	232	305	262	287	367
2013	202	217	279	234	247	316
2014	220	257	315	259	293	359
2015	244	261	319	285	298	369
2016	247	264	314	301	324	383
2017	261	261	333	316	312	394
2018	219	260	316	266	310	377
2019	157	237	270	182	275	313
2020	143	220	260	165	255	295
2021	180	266	312	207	320	370
2022	156	255	298	181	296	345
2023	142	229	254	168	267	293

*Note: The FARS special jurisdiction data and the geographic location (global position) of the crash were used to identify Indian Reservations. Both of these data pieces were used to provide a more accurate representation of fatal crashes occurring on Tribal lands. The geographic location data collected in FARS was used in conjunction with spatial data on the Bureau of Indian Affairs (BIA) land boundaries to identify Tribal lands. Indian Reservations identified by the FARS special jurisdiction element and those identified by the GIS/Bureau of Indian Affairs are not mutually exclusive.

[Return](#)

Trafficway Identifier

If “Route Signing” is 1 (Interstate), then “I-” is in the first two spaces of “Trafficway Identifier.”

If “Route Signing” is 2 (U.S. Highway), then “US-” is in the first three spaces of “Trafficway Identifier.”

If “Route Signing” is 3 (State Highway), then “SR-” is in the first three spaces of “Trafficway Identifier.”

If “Route Signing” is 4 (County Road), then “CR-” is in the first three spaces of Trafficway Identifier followed by the route number OR name if there is no number.

If “Route Signing” is 5 (Township), then “TS-” is in the first three spaces of Trafficway Identifier.

If “Route Signing” is 6 (Municipal), then “MU-” is in the first three spaces of Trafficway Identifier.

If “Route Signing” is 10 (Parkway Marker or Forest Route Marker [Specify:]), then “PFR-” is in the first four spaces of Trafficway Identifier.

If “Route Signing” is 11 (Off-Interstate Business Marker), then “BUS-” is in the first four spaces of Trafficway Identifier.

If “Route Signing” is 12 (Secondary Route), then “SSR-” is in the first four spaces of Trafficway Identifier.

If “Route Signing” is 13 (Bureau of Indian Affairs), then “BIA-” is in the first four spaces of Trafficway Identifier.

If “Route Signing” is 0, 95, 96, or 99, the route name or identifier is left-justified.

Immediately after the route designation (I-, US-or SR-), the corresponding highway number appears. For example, Interstate 70 should be coded as “I-70” and U.S. 66 should be coded as “US-66.” A dash is used in the highway designation between the capital letters and the number.

If one trafficway is both a State Highway and an Interstate Highway, “Route Signing” must always be coded “1-Interstate.”

(a) If the “Trafficway Identifier” and “Milepoint” are available for only the State Highway then the “Route Signing” is coded as “1-Interstate.” “I-” is in the first two spaces of “Trafficway Identifier” followed by the full State Highway Identifier as normal (including any letters.) If California business loop (CA215) is also Interstate 15, then “Trafficway Identifier” is code as “I-SR215” or “I-CA215.”

(b) If the “Trafficway Identifier” and “Milepoint” are available for both the State Highway and the Interstate Highway, then “I-” appears in the first two spaces of “Trafficway Identifier” followed by the Interstate number. The Interstate “Milepoint” is coded. For example, “I-15” (SR215) or “I-15” (CA215).

Similarly, if a State Highway is also a U.S. Highway, then the “Route Signing” is coded as “2-US Highway.”

Appendix C: Additional Data Element Information

- (a) If the “Trafficway Identifier” and “Milepoint” are available only for the State Highway, then the “Route Signing” is coded as “2-US Highway.” “US-” appears in the first three spaces of “Trafficway Identifier” followed by the full State Highway Identifier as normal (including any letters). The State Highway “Milepoint” is coded. For example, if Florida Route 25 is also U.S. Route 27, then code “US-SR25” or “US-FL25.”
- (b) If the “Trafficway Identifier” and “Milepoint” are available for both the U.S. Highway and the State Highway, then “US-” is in the first three spaces of “Trafficway Identifier” followed by the U.S. route number. The State Highway Identifier appears anywhere after the U.S. route number. The U.S. Route “Milepoint” is coded. For example, “US-27” (SR25) or “US-27” (FL25).

[Return](#)

Vehicle Classification by vPIC Data Elements

Classification	Description	2020	2021-Later
Passenger Cars	<p>Vehicles with VPIC Body Class in the following list:</p> <ul style="list-style-type: none"> • 1 (Convertible/Cabriolet) • 3 (Coupe) • 5 (Hatchback/Liftback/Notchback) • 10 (Roadster) • 13 (Sedan/Saloon) • 15 (Wagon) <p>Use vPIC Body Class only when the Final Stage Body Class⁽¹⁾ is 0 (Not Applicable), 998 (Not Reported) or 999 (Unknown).</p>	<p>[VPICBODYCLASS] IN (1, 3, 5, 10, 13, 15)</p> <p>AND</p> <p>[ICFINALBODY] IN (0, 998, 999)</p>	<p>[VPICBODYCLASS] IN (1, 3, 5, 10, 13, 15)</p> <p>AND</p> <p>[ICFINALBODY] IN (0, 998, 999)</p>
Light Trucks, Vans, and Multi-Purpose Vehicles	<p>Vehicles with VPIC Body Class or Final Stage Body Class in the following list with a GVWR range in Class 1 or 2 (GVWR of 10K lbs or less):</p> <ul style="list-style-type: none"> • 2 (Minivan) • 7 (Sport Utility Vehicle/Multi-Purpose Vehicle) • 8 (Crossover Utility Vehicle) • 9 (Van) • 11 (Truck) • 60 (Pickup) • 95 (Cargo Van) • 111 (Step Van/Walk-in Van) • 119 (Sport Utility Truck) • 128 (Ambulance) [since 2021] <p>Use vPIC Body Class only when the Final Stage Body Class is 0 (Not Applicable), 998 (Not</p>	<p>(</p> <p>[VPICBODYCLASS] IN (2, 7, 8, 9, 11, 60, 95, 111, 119)</p> <p>AND [ICFINALBODY] IN (0, 998, 999)</p> <p>)</p> <p>OR</p> <p>[ICFINALBODY] IN (2, 7, 8, 9, 11, 60, 95, 111, 119)</p> <p>)</p> <p>AND</p> <p>(</p> <p>[GVWR_FROM] IN (11, 12)</p> <p>AND</p> <p>[GVWR_TO] IN (11, 12)</p> <p>)</p>	<p>(</p> <p>[VPICBODYCLASS] IN (2, 7, 8, 9, 11, 60, 95, 111, 119, 128)</p> <p>AND [ICFINALBODY] IN (0, 998, 999)</p> <p>)</p> <p>OR</p> <p>[ICFINALBODY] IN (2, 7, 8, 9, 11, 60, 95, 111, 119, 128)</p> <p>)</p> <p>AND</p> <p>(</p> <p>[GVWR_FROM] IN (11, 12)</p> <p>AND</p> <p>[GVWR_TO] IN (11, 12)</p> <p>)</p>

Appendix C: Additional Data Element Information

Classification	Description	2020	2021-Later
	Reported) or 999 (Unknown).		
Light Utility Vehicles	<p>Vehicles with VPIC Body Class or Final Stage Body Class in the following list with a GVWR range in Class 1 or 2 (GVWR of 10K lbs or less):</p> <ul style="list-style-type: none"> • 7 (Sport Utility Vehicle/Multi-Purpose Vehicle) • 8 (Crossover Utility Vehicle) <p>Use vPIC Body Class only when the Final Stage Body Class is 0 (Not Applicable), 998 (Not Reported) or 999 (Unknown).</p>	(([VPICBODYCLASS] IN (7, 8) AND [ICFINALBODY] IN (0, 998, 999)) OR [ICFINALBODY] IN (7, 8)) AND ([GVWR_FROM] IN (11, 12) AND [GVWR_TO] IN (11, 12))	([VPICBODYCLASS] IN (7, 8) AND [ICFINALBODY] IN (0, 998, 999)) OR [ICFINALBODY] IN (7, 8)) AND ([GVWR_FROM] IN (11, 12) AND [GVWR_TO] IN (11, 12)
Light Pickups	<p>Vehicles with VPIC Body Class or Final Stage Body Class in the following list with a GVWR range in Class 1 or 2 (GVWR of 10K lbs or less):</p> <ul style="list-style-type: none"> • 60 (Pickup) • 119 (Sport Utility Truck) <p>Use vPIC Body Class only when the Final Stage Body Class is 0 (Not Applicable), 998 (Not Reported) or 999 (Unknown).</p>	(([VPICBODYCLASS] IN (60, 119) AND [ICFINALBODY] IN (0, 998, 999)) OR [ICFINALBODY] IN (60, 119)) AND ([GVWR_FROM] IN (11, 12) AND [GVWR_TO] IN (11, 12))	([VPICBODYCLASS] IN (60, 119) AND [ICFINALBODY] IN (0, 998, 999)) OR [ICFINALBODY] IN (60, 119)) AND ([GVWR_FROM] IN (11, 12) AND [GVWR_TO] IN (11, 12)

Appendix C: Additional Data Element Information

Classification	Description	2020	2021-Later
Light Vans	<p>Vehicles with VPIC Body Class or Final Stage Body Class in the following list with a GVWR range in Class 1 or 2 (GVWR of 10K lbs or less):</p> <ul style="list-style-type: none"> • 2 (Minivan) • 9 (Van) • 95 (Cargo Van) • 111 (Step Van/Walk-in Van) <p>Use vPIC Body Class only when the Final Stage Body Class is 0 (Not Applicable), 998 (Not Reported) or 999 (Unknown).</p>	(([VPICBODYCLASS] IN (2, 9, 95, 111) AND [ICFINALBODY] IN (0, 998, 999)) OR [ICFINALBODY] IN (2, 9, 95, 111))) AND ([GVWR_FROM] IN (11, 12) AND [GVWR_TO] IN (11, 12)))	(([VPICBODYCLASS] IN (2, 9, 95, 111) AND [ICFINALBODY] IN (0, 998, 999)) OR [ICFINALBODY] IN (2, 9, 95, 111))) AND ([GVWR_FROM] IN (11, 12) AND [GVWR_TO] IN (11, 12)))
Other Light Trucks	<p>Vehicles with VPIC Body Class or Final Stage Body Class in the following list with a GVWR range in Class 1 or 2 (GVWR of 10K lbs. or less):</p> <ul style="list-style-type: none"> • 11 (Truck) • 128 (Ambulance) [since 2021] <p>Use vPIC Body Class only when the Final Stage Body Class is 0 (Not Applicable), 998 (Not Reported) or 999 (Unknown).</p>	(([VPICBODYCLASS] IN (11) AND [ICFINALBODY] IN (0, 998, 999)) OR [ICFINALBODY] IN (11))) AND ([GVWR_FROM] IN (11, 12) AND [GVWR_TO] IN (11, 12)))	(([VPICBODYCLASS] IN (11, 128) AND [ICFINALBODY] IN (0, 998, 999)) OR [ICFINALBODY] IN (11, 128))) AND ([GVWR_FROM] IN (11, 12) AND [GVWR_TO] IN (11, 12)))

Appendix C: Additional Data Element Information

Classification	Description	2020	2021-Later
Large Trucks	<p>Vehicles with VPIC Body Class or Final Stage Body Class in the following list with a GVWR range of Class 3 or higher (GVWR greater than 10K lbs):</p> <ul style="list-style-type: none"> • 7 (Sport Utility Vehicle/Multi-Purpose Vehicle) • 8 (Crossover Utility Vehicle) • 9 (Van) • 11 (Truck) • 60 (Pickup) • 66 (Truck-Tractor) • 95 (Cargo Van) • 111 (Step Van/Walk-in Van) • 119 (Sport Utility Truck) • 128 (Ambulance) [since 2021] • 130 (Fire Apparatus) [since 2021] <p>Use vPIC Body Class only when the Final Stage Body Class is 0 (Not Applicable), 998 (Not Reported) or 999 (Unknown).</p>	(([VPICBODYCLASS] IN (7, 8, 9, 11, 60, 66, 95, 111, 119) AND [ICFINALBODY] IN (0, 998, 999)) OR [ICFINALBODY] IN (7, 8, 9, 11, 60, 66, 95, 111, 119, 128, 130)) AND ([GVWR_FROM] IN (13, 14, 15, 16, 17, 18) AND [GVWR_TO] IN (13, 14, 15, 16, 17, 18, 98, 99))	(([VPICBODYCLASS] IN (7, 8, 9, 11, 60, 66, 95, 111, 119, 128, 130) AND [ICFINALBODY] IN (0, 998, 999)) OR [ICFINALBODY] IN (7, 8, 9, 11, 60, 66, 95, 111, 119, 128, 130)) AND ([GVWR_FROM] IN (13, 14, 15, 16, 17, 18) AND [GVWR_TO] IN (13, 14, 15, 16, 17, 18, 98, 99))
Medium-Duty Trucks ⁽²⁾	<p>Vehicles with VPIC Body Class or Final Stage Body Class in the following list with a GVWR range in Classes 3 to 6 (GVWR between 10K and 26K lbs):</p> <ul style="list-style-type: none"> • 7 (Sport Utility Vehicle/Multi-Purpose Vehicle) • 8 (Crossover Utility Vehicle) • 9 (Van) • 11 (Truck) • 60 (Pickup) • 66 (Truck-Tractor) 	(([VPICBODYCLASS] IN (7, 8, 9, 11, 60, 66, 95, 111, 119) AND [ICFINALBODY] IN (0, 998, 999)) OR [ICFINALBODY] IN (7, 8, 9, 11, 60, 66, 95, 111, 119, 128, 130)) AND ([ICFINALBODY] IN (0, 998, 999))	(([VPICBODYCLASS] IN (7, 8, 9, 11, 60, 66, 95, 111, 119, 128, 130) AND [ICFINALBODY] IN (0, 998, 999)) OR [ICFINALBODY] IN (7, 8, 9, 11, 60, 66, 95, 111, 119, 128, 130)) AND ([ICFINALBODY] IN (0, 998, 999))

Appendix C: Additional Data Element Information

Classification	Description	2020	2021-Later
	<ul style="list-style-type: none"> • 95 (Cargo Van) • 111 (Step Van/Walk-in Van) • 119 (Sport Utility Truck) • 128 (Ambulance) [since 2021] • 130 (Fire Apparatus) [since 2021] <p>Use vPIC Body Class only when the Final Stage Body Class is 0 (Not Applicable), 998 (Not Reported) or 999 (Unknown).</p>	([GVWR_FROM] IN (13, 14, 15, 16) AND [GVWR_TO] IN (13, 14, 15, 16))	([GVWR_FROM] IN (13, 14, 15, 16) AND [GVWR_TO] IN (13, 14, 15, 16))
Heavy-Duty Trucks ⁽²⁾	Vehicles with VPIC Body Class or Final Stage Body Class in the following list with a GVWR range in Class 7 or 8 (GVWR greater than 26K lbs): <ul style="list-style-type: none"> • 7 (Sport Utility Vehicle/Multi-Purpose Vehicle) • 8 (Crossover Utility Vehicle) • 9 (Van) • 11 (Truck) • 60 (Pickup) • 66 (Truck-Tractor) • 95 (Cargo Van) • 111 (Step Van/Walk-in Van) • 119 (Sport Utility Truck) • 128 (Ambulance) [since 2021] • 130 (Fire Apparatus) [since 2021] <p>Use vPIC Body Class only when the Final Stage Body Class is 0 (Not Applicable), 998 (Not Reported) or 999 (Unknown).</p>	(([VPICBODYCLASS] IN (7, 8, 9, 11, 60, 66, 95, 111, 119) AND [ICFINALBODY] IN (0, 998, 999)) OR [ICFINALBODY] IN (7, 8, 9, 11, 60, 66, 95, 111, 119, 128, 130)) AND ([GVWR_FROM] IN (17, 18) AND [GVWR_TO] IN (17, 18))	(([VPICBODYCLASS] IN (7, 8, 9, 11, 60, 66, 95, 111, 119, 128, 130) AND [ICFINALBODY] IN (0, 998, 999)) OR [ICFINALBODY] IN (7, 8, 9, 11, 60, 66, 95, 111, 119, 128, 130)) AND ([GVWR_FROM] IN (17, 18) AND [GVWR_TO] IN (17, 18))

Appendix C: Additional Data Element Information

Classification	Description	2020	2021-Later
Buses	<p>Vehicles with VPIC Body Class or Final Stage Body Class in the following list:</p> <ul style="list-style-type: none"> • 16 (Bus) • 68 (Streetcar/Trolley) • 73 (Bus -School Bus) <p>Use vPIC Body Class only when the Final Stage Body Class is 0 (Not Applicable), 998 (Not Reported) or 999 (Unknown).</p>	$ \begin{aligned} & (\\ & [VPICBODYCLASS] \\ & IN (16, 68, 73) \\ & AND [ICFINALBODY] \\ & IN (0, 998, 999) \\ &) \\ & OR \\ & [ICFINALBODY] IN \\ & (16, 68, 73) \end{aligned} $	$ \begin{aligned} & (\\ & [VPICBODYCLASS] \\ & IN (16, 68, 73) \\ & AND [ICFINALBODY] \\ & IN (0, 998, 999) \\ &) \\ & OR \\ & [ICFINALBODY] IN \\ & (16, 68, 73) \end{aligned} $
Motorcycles ⁽³⁾	<p>Vehicles with VPIC Body Class in the following list:</p> <ul style="list-style-type: none"> • 6 (Motorcycle – Standard) • 12 (Motorcycle – Scooter) • 80 (Motorcycle – Sport) • 81 (Motorcycle – Touring/Sport Touring) • 82 (Motorcycle – Cruiser) • 83 (Motorcycle – Trike) • 84 (Off-road Vehicle - Dirt Bike / Off-Road) • 85 (Motorcycle – Dual Sport/ Adventure/Supermoto/ On/Off-Road) • 86 (Off-road Vehicle - Enduro (Off-road long distance racing)) • 87 (Motorcycle – Small/ Minibike) • 90 (Motorcycle – Side Car) • 94 (Motorcycle – Custom) • 98 (Motorcycle – Street) 	$ [VPICBODYCLASS] \\ IN (6, 12, 80, 81, 82, 83, \\ 84, 85, 86, 87, 90, 94, \\ 98, 100, 103, 104, 109, \\ 110, 113, 114, 125, 996) $	$ [VPICBODYCLASS] \\ IN (6, 12, 80, 81, 82, 83, \\ 84, 85, 86, 87, 90, 94, \\ 98, 100, 103, 104, 109, \\ 110, 113, 114, 125, 996) $

Appendix C: Additional Data Element Information

Classification	Description	2020	2021-Later
	<ul style="list-style-type: none"> • 100 (Motorcycle – Enclosed Three Wheeled/Enclosed Autocycle) • 103 (Motorcycle – Unenclosed Three Wheeled/Open Autocycle) • 104 (Motorcycle – Moped) • 109 (Motorcycle – Cross County) • 110 (Motorcycle – Underbone) • 113 (Off-road Vehicle -Motocross (Off-road short distance, closed track racing)) • 114 (Motorcycle – Competition) • 125 (Motorcycle – Unknown Body Class) • 996 (Motorized Bicycle) [deleted for 2022 and later]) 		
Off-Road Vehicles	<p>Vehicles with VPIC Body Class in the following list:</p> <ul style="list-style-type: none"> • 69 (Off-Road Vehicle – All Terrain Vehicle (ATV) [Motorcycle-style]) • 88 (Off-Road Vehicle – Go Kart) • 97 (Off-Road Vehicle – Snowmobile) • 105 (Off-Road Vehicle – Recreational Off-Road Vehicle [ROV]) • 124 (Off-Road Vehicle – Golf Cart) • 126 (Off-Road Vehicle – Farm Equipment) • 127 (Off-Road Vehicle – Construction Equipment) 	[VPICBODYCLASS] IN (69, 88, 97, 105, 124, 126, 127)	[VPICBODYCLASS] IN (69, 88, 97, 105, 124, 126, 127)

Appendix C: Additional Data Element Information

Classification	Description	2020	2021-Later
Low-Speed Vehicles	<p>Vehicles with VPIC Body Class or Final Stage Body Class as 4 (Low-Speed Vehicle)</p> <p>Use vPIC Body Class only when the Final Stage Body Class is 0 (Not Applicable), 998 (Not Reported) or 999 (Unknown).</p>	$ \begin{aligned} & (\\ & [VPICBODYCLASS]=4 \\ & \text{AND } [ICFINALBODY] \\ & \text{IN } (0, 998, 999) \\ &) \\ & \text{OR} \\ & [ICFINALBODY]=4 \end{aligned} $	$ \begin{aligned} & (\\ & [VPICBODYCLASS]=4 \\ & \text{AND } [ICFINALBODY] \\ & \text{IN } (0, 998, 999) \\ &) \\ & \text{OR} \\ & [ICFINALBODY]=4 \end{aligned} $
Other/Unknown	<p>Vehicles not meeting the criteria specified above.</p> <p>Also includes vehicles with VPIC Body Class or Final Stage Body Class in the following list:</p> <ul style="list-style-type: none"> • 108 (Motorhome) • 117 (Limousine) • 129 (Street Sweeper) [since 2021] • 997 (Other, Specify) [Final Stage Body Class Only] • 999 (Unknown) 		

⁽¹⁾ Final Stage Body Class is only applicable to incomplete vehicles.

⁽²⁾ The "Medium-Duty Trucks" and "Heavy-Duty Trucks" groups will not include vehicles with a GVWR range overlapping the medium-duty (GVWR classes 3-6) and heavy-duty (GVWR classes 7-8) categories.

⁽³⁾ In 2022 996 (Motorized Bicycle) was removed from the motorcycle range. Motorized bicycles were no longer considered motor vehicles and crashes involving only motorized bicycles were no longer collected.

2020-2022 Changes

- The groups now confirm that Final Stage Body Class would not result in a different classification for the vehicle.
- Off-road motorcycles (84, 86, 113) are now grouped within the "Motorcycles" group for ease of comparison to crash data in 2019 and earlier.
- Ambulance (128) and Trucks (11) with a GVWR of 10K lbs. or less are now grouped within a new group of "Other Light Trucks".
- The "Other" and "Unknown" groups are combined into one group.
- Street Sweeper (129) is now grouped within the "Other/Unknown" group.

[Return](#)

Vehicle Classification by NCSA Data Elements

Classification	1975-1981	1982-1990	1991-Later
	(BODY_TYP)		
Passenger Cars	1-9	1-11, 67	1-11, 17 (since 2010)
Light Trucks & Vans ⁽⁴⁾	43, 50-52, or (60 and TOW_VEH=0)	12, 40, 41, 48-51, 53-56, 58, 59, 68, 69, or (79 and TOW_VEH in (0,9))	14-16, 19-22, 24 ^(1,6) , 25 ^(2,6) , 28-41 ⁽¹⁰⁾ , 45-49, or (79 and TOW_VEH in (0,9))
Large Trucks	53-59, or (60 and TOW_VEH=1)	70-72, 74-76, 78, or (79 and TOW_VEH in (1-5)) ⁽⁸⁾	60-64, 66, 67 ⁽⁵⁾ , 71, 72, 78, or (79 and TOW_VEH ⁽⁷⁾ in 1-4)
Motorcycles	15-18	20-29	80-89 ⁽⁹⁾
Buses	25-29	30-39	50-59 (55 van-based >10k lbs since 2011)
Other/Unknown Vehicles	35-42, 44, 45, 99	13, 14, 42, 52, 73, 77, 80, 81, 82, 83, 88, 89, 90, 99	12, 13, 23 ⁽⁶⁾ , 42, 65, 73, 90, 91, 92, 93, 94 ⁽³⁾ , 95 (since 2012), 96 (since 2017), 97, 99 Also, since 2004 (79 and TOW_VEH ⁽⁷⁾ =5 or 6) or 98 (since 2010)
Passenger Vehicles	1-9, 43, 50-52, or (60 and TOW_VEH=0)	1-12, 40, 41, 48-51, 53-56, 58, 59, 67-69, or (79 and TOW_VEH in (0,9))	1-11, 14-22, 24 ⁽¹⁾ , 25 ⁽²⁾ , 28-41 ⁽¹⁰⁾ , 45-49, or (79 and TOW_VEH in (0,9)), or 17 (since 2010)
Utility Vehicles (a.k.a. On/Off Road)	43	12, 56, 68	14-16, 19
Pickups	50	50, 51	30-39 ⁽¹⁰⁾
Vans	51	40, 41, 48, 49	20-22, 24 ^(1,6) , 25 ^(2,6) , 28, 29
Medium Trucks	53, 54, 56	70, 71, 75, 78	60-62, 64, 67 ⁽⁵⁾ , 71
Heavy Trucks	55, 57-59, or (60 and TOW_VEH=1)	72, 74, 76, or (79 and TOW_VEH in 1-5) ⁽⁸⁾	63, 66, 72, 78, or (79 and TOW_VEH ⁽⁷⁾ in 1-4)
Combination Trucks	(53-56, 60 and TOW_VEH=1) or 57-59	(70-72, 75, 76, 78, 79 and TOW_VEH in 1-5) ⁽⁸⁾ or 74	(60-64, 71, 72, 78, 79 and TOW_VEH ⁽⁷⁾ in 1-4) or 66

Appendix C: Additional Data Element Information

Classification	1975-1981	1982-1990	1991-Later
	(BODY_TYP)		
Single Unit Trucks	53-56, 60 and TOW_VEH =0	70-72, 75, 76, 78, 79 and TOW_VEH in (0, 9)	60-64, 67, 71, 72, 78, 79 and TOW_VEH in (0, 5, 6 ⁽⁷⁾ , 9)

- (1) Body type code 24 (van-based school bus) was added in 1993. When solely defining School Buses be sure to include body type code 24.
- (2) Body type code 25 (van-based transit bus) was added in 1993. When solely defining Transit Buses be sure to include body type code 25.
- (3) Body type coded 94 (motorized wheelchair) was added in 1997 and deleted in 1998.
- (4) The term “Light Trucks and Vans” is frequently referred to as just “Light Trucks.”
- (5) Body type code 67 (medium/heavy pickup [Ford Super Duty 450/550]) was added in 2001. For the purposes of medium and heavy truck classifications, this body type will be considered a medium truck.
- (6) Van-based bus (24, 25) and van-based motor home (23) body type codes were deleted in 2003. These attributes were removed because a review of the FARS analyst coding revealed that they were rarely capturing them.
- (7) New code was added in 2004 for Vehicle Trailing (tow_veh) -5 (vehicle towing another motor vehicle). In 2009 the attribute was split into two to distinguish between fixed and non-fixed linkages (5 and 6). This attribute is not a part of the selection criteria for Light, Large, Heavy, or Combination Truck classifications. Beginning with 2004 an unknown truck type (light/medium/heavy) that was towing another vehicle -(BODY_TYP=79 and TOW_VEH=5,6) -should be classified as Other/Unknown. This classification is subject to change.
- (8) From 1982 to 1990 Vehicle Trailing (TOW_VEH) attribute value 5 (yes, two or more trailing units) existed in 1982 only. Including “5” in the range from 1982 to 1990 does not affect the classification.
- (9) In 2017 new attributes were added to the motorcycle range: motor scooter (84); unenclosed three-wheel motorcycle/unenclosed autocycle (1 rear wheel) (85); enclosed three-wheel motorcycle/enclosed autocycle (1 rear wheel) (86); unknown three-wheel motorcycle type (87). In 2022 motorized bicycles were no longer considered motor vehicles and attribute (81) was modified to reflect that. Single vehicle crashes involving motorized bicycles were no longer collected.
- (10) In 2017 attributes compact pickup (30) and standard pickup (31) were deleted and replaced with attribute light pickup (34). In 2018 attribute pickup with slide in camper (32) was deleted.

[Return](#)

Impact Area

FARS Description	Data Year and Code				Classification
	Initial/Principal Point of Impact		Areas of Impact – Initial/Most Damaged	Areas of Impact – Initial Contact Point*	
	1975-1993	1994-2009	2010-2011	2012-Later	
Non-Collision	0	0	0	0	Non-Collision
1 o'clock	1	1	1	1	Front
11 o'clock	11	11	11	11	
12 o'clock	12	12	12	12	
2 o'clock	2	2	2	2	Right Side/Side
3 o'clock	3	3	3	3	
4 o'clock	4	4	4	4	
Right	-	81	81	81	
Right-Front Half/Side	-	82	82	82	Left Side/Side
Right-Back Half/Side	-	83	83	83	
8 o'clock	8	8	8	8	
9 o'clock	9	9	9	9	
10 o'clock	10	10	10	10	Rear
Left	-	61	61	61	
Left-Front Half/Side	-	62	62	62	
Left-Back Half/Side	-	63	63	63	
5 o'clock	5	5	5	5	Other
6 o'clock	6	6	6	6	
7 o'clock	7	7	7	7	
Top	13	13	13	13	
Undercarriage	14	14	14	14	Underride
Underride	15 (since 1980)	-	-	-	

Appendix C: Additional Data Element Information

FARS Description	Data Year and Code				Classification
	Initial/Principal Point of Impact		Areas of Impact – Initial/Most Damaged	Areas of Impact – Initial Contact Point*	
	1975-1993	1994-2009	2010-2011	2012-Later	
Override	16 (since 1982)	-	-	-	
Special Condition: This vehicle set something in motion causing injury or damage (not a clock value)	-	18 (since 2004)	18	-	
Cargo/Vehicle Parts Set-in-Motion	-	-	-	18 (since 2013)	
Other Objects or Person Set-in-Motion	-	-	-	19 (since 2013)	
Object Set in Motion, Unknown if Cargo/Vehicle Parts or Other	-	-	-	20 (since 2017)	
Not Reported	-	98	98		Unknown
Unknown	99				

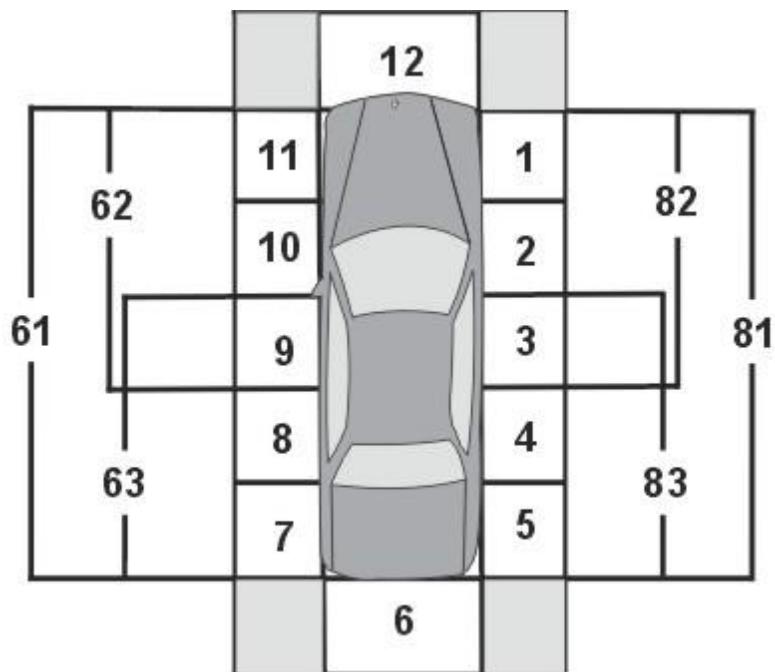
In 2010 “Initial Point of Impact” and “Principal Point of Impact” became “Area of Impact - Initial Damaged Area” and “Area of Impact -Most Damaged Area.”

*In 2012 “Area of Impact -Most Damaged Area” was discontinued and became “Area of Impact -Damaged Areas.” Principal Impact Point no longer exists. Use Area of Impact -Initial Contact Point for Initial Point of Impact.

Appendix C: Additional Data Element Information

2010-Later

Area of Impact -Initial/Most Damaged (2010-2011) Initial Contact Point (2012-Later)

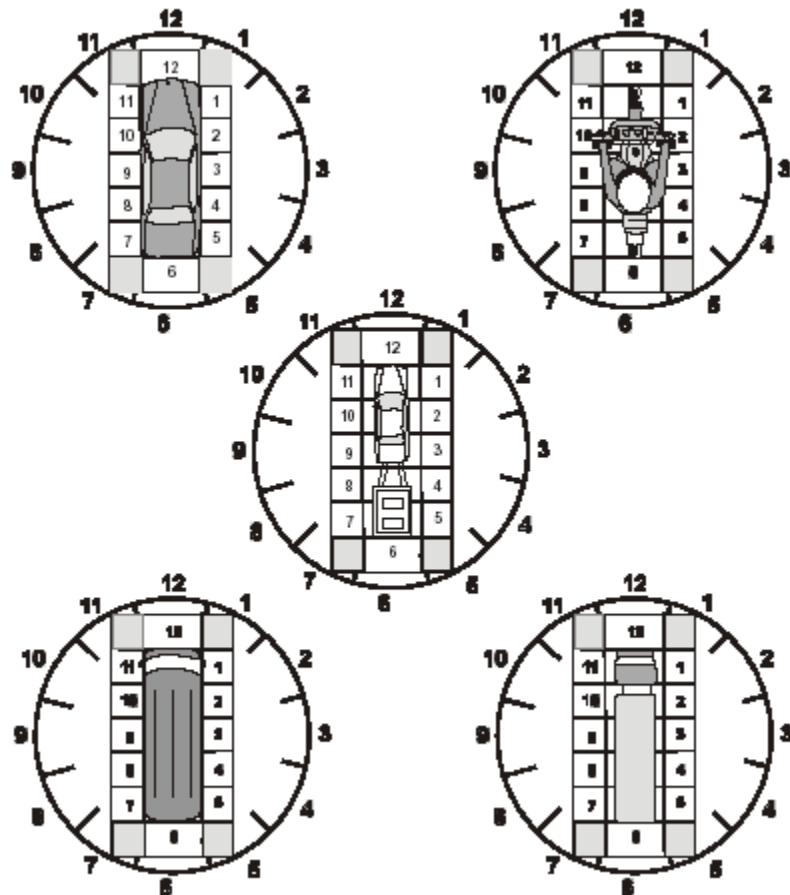


Appendix C: Additional Data Element Information

1975-2009

Initial Impact Point and Principal Impact Point

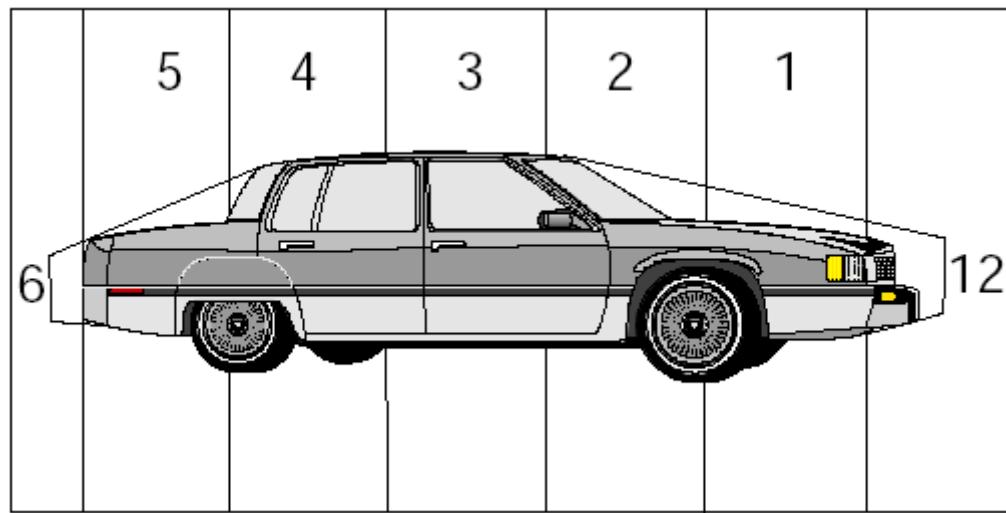
CLOCKPOINT DIAGRAM



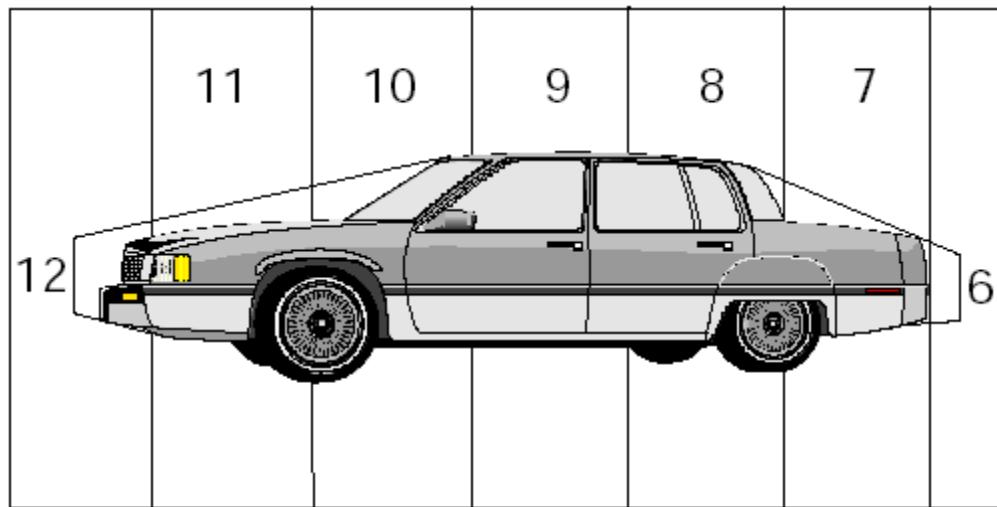
Appendix C: Additional Data Element Information

1975-Later

Impact Points



Right Side



Left Side

[Return](#)

Appendix C: Additional Data Element Information

Driver License Status/Type

NHTSA Driver License Status and Non-CDL Status						
Classification (L_STATUS)	Data Year and Code					
	1975-1981	1982- 1986	1987- 1992	1993- 2003	2004- 2010	2011- Later
Valid	0, 3, 7	0, 2, 7-8	5-8	6-8	6	6
Invalid	1-2, 4-6	1, 3-6	0-4	0-4	0-4	0-4
Unknown	9	9	9	9	9	7, 9

[Return](#)

Driver License Type Compliance

NHTSA Driver License Type Compliance			
Classification	Data Year and Code		
	1982-1986 (L_CL_VEH)	1987-1992 (L_COMPL)	1993-Later (L_COMPL)
Valid	0, 2, 4	1, 3	1, 3
Invalid	1, 3, 5	0, 2	0, 2
Unknown	9	9	6 (since 2011), 7 (2010-2011), 8, 9

[Return](#)

Police Pursuits

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

Note: FARS data does not include fatal crashes that were the result of Legal Intervention, as defined in the ANSI D16.1-2017 Manual as:

2.4.3 legal intervention: Legal intervention is a category of deliberate intent in which the person who acts or refrains from acting is a law-enforcing agent or other official.

Examples:

1. If a lawbreaker crashes either intentionally or unintentionally into a road block set up by police to stop him, the crash is considered a result of legal intervention. If a driver other than the lawbreaker crashes into the road block, the crash is not considered to be a result of legal intervention.
2. If a police car is intentionally driven into another vehicle, the crash is considered to result from legal intervention. If a lawbreaker being pursued by the police loses control of his vehicle and crashes, the crash is not considered to result from legal intervention unless the police intended that the lawbreaker crash.
3. If, during the pursuit, the police vehicle strikes a road vehicle other than the subject of the pursuit, a non-motorist or property, then that harmful event is not legal intervention.

Police Pursuits				
Classification	Data Year and Codes			
	1982-1993	1994-2019	2020-2022	2023-Later
Related Factors- Crash Level	Accident.CF1, CF2, CF3		Crashrf.CRASHRF	
Police Pursuit Involved	-	20	20	20
Related Factors- Driver Level	Vehicle.DR_CF1, DR_CF2, DR_CF3 (1982-2009) Vehicle.DR_CF4 (1997-2009) Vehicle.DR_SF1, DR_SF2, DR_SF3, DR_SF4 (2010-2019)		Driverrf.DRIVERRF	
High Speed Chase with	37	-	-	-

Appendix C: Additional Data Element Information

Police Pursuits				
Classification	Data Year and Codes			
	1982-1993	1994-2019	2020-2022	2023-Later
Police in Pursuit				
Police Pursuing This Driver or Police Officer in Pursuit	-	37	37	-
Police Pursuing This Driver	-	-	-	104
Police Officer in Pursuit	-	-	-	105

FARS 1982-1993

If at least one driver in a crash has a “Related Factor—Driver Level” of 37 (High Speed Chase with Police in Pursuit) then that crash is considered a “police pursuit” crash and all fatalities in that crash are considered “fatalities in crashes involving police in pursuit.”

$$(DR_CF1=37) \text{ or } (DR_CF2=37) \text{ or } (DR_CF3=37)$$

Specific fatality types in a “police pursuit” crash can be identified as follows:

1. occupant of police vehicle -all occupants (PER_TYP IN (1,2,9)) of “Special Use” vehicle police (SPEC_USE=5)
2. occupant of chased vehicle -all occupants (PER_TYP IN (1,2,9)) of vehicle with a driver having a “Related Factor – Driver Level” of high-speed chase with police in pursuit (DR_CF1=37 OR DR_CF2=37 OR DR_CF3=37)
3. occupant of other vehicle -all other occupants (PER_TYP IN (1,2,9)) -excludes occupant of police vehicle and chased vehicle
4. non-occupant -pedestrians, pedalcyclists, and other non-occupants (PER_TYP IN (3,4,5,6,7,8))

Appendix C: Additional Data Element Information

FARS 1994-2019

If a crash has a “Related Factor—Accident Level” of 20 (Police Pursuit Involved) or a driver in the crash has a “Related Factor—Driver Level” of 37 (Police Pursuing This Driver or Police Officer in Pursuit), then that crash is considered a “police pursuit crash” and all fatalities in that crash are considered “fatalities in crashes involving police in pursuit.”

1994-1996

$(CF1=20) \text{ or } (CF2=20) \text{ or } (CF3=20) \text{ or } (DR_CF1=37) \text{ or } (DR_CF2=37) \text{ or } (DR_CF3=37)$

1997-2009

$(CF1=20) \text{ or } (CF2=20) \text{ or } (CF3=20) \text{ or } (DR_CF1=37) \text{ or } (DR_CF2=37) \text{ or } (DR_CF3=37) \text{ or } (DR_CF4=37)$

2010-2019

$(CF1=20) \text{ or } (CF2=20) \text{ or } (CF3=20) \text{ or } (DR_SF1=37) \text{ or } (DR_SF2=37) \text{ or } (DR_SF3=37) \text{ or } (DR_SF4=37)$

Specific fatality types can be identified as follows:

1. Occupant of police vehicle – all occupants (PER_TYP IN (1,2,9)) of “Special Use” vehicle police (SPEC_USE=5)
2. Occupant of chased vehicle – all occupants (PER_TYP IN (1,2,9)) of vehicle with a driver having a “Related Factor – Driver Level” of police pursuing this driver or police officer in pursuit (DR_CF1=37 or DR_CF2=37 or DR_CF3=37 [or (DR_CF4=37) since 1997])
3. Occupant of other vehicle -all other occupants (PER_TYP IN (1,2,9)) – excludes occupant of police vehicle and chased veh
4. Non-occupant – pedestrians, pedalcyclists, and other non-occupants (PER_TYP IN (3,4,5,6,7,8,10,19))
5. Unknown -(PER_TYP=99), this code existed for 1 year – 1996

FARS 2020-2022

Starting in 2020, related factors at each level (e.g., Accident level, Vehicle level) are stored in their own tables and as many factors as apply are included. For example, “Related Factors—Accident Level” are stored in the Crashrf table and the data element name is now CRASHRF. Similarly, “Related Factors—Driver Level” are stored in the Driverrf table and the data element name is now DRIVERRF. However, the logic for identifying crashes involving police pursuit hasn’t changed.

If a crash has a “Related Factor—Accident Level” of 20 (Police Pursuit Involved) or a driver in the crash has a “Related Factor—Driver Level” of 37 (Police Pursuing This Driver or Police Officer in Pursuit), then that crash is considered a “police pursuit crash” and all fatalities in that crash are considered “fatalities in crashes involving police in pursuit.”

$(CRASHRF=20) \text{ or } (DRIVERRF=37)$

Appendix C: Additional Data Element Information

Specific fatality types can be identified as follows:

1. Occupant of police vehicle -all occupants (PER_TYP IN (1,2,9)) of “Special Use” vehicle police (SPEC_USE=5)
2. Occupant of chased vehicle -all occupants (PER_TYP IN (1,2,9)) of vehicle with a driver having a “Related Factor – Driver Level” of police pursuing this driver or police officer in pursuit (DRIVERRF=37)
3. Occupant of other vehicle -all other occupants (PER_TYP IN (1,2,9)) -excludes occupant of police vehicle and chased vehicle
4. Nonoccupant -pedestrians, pedalcyclists, and other nonoccupants (PER_TYP IN (3,4,5,6,7,8,10,11,12,13,19)) -11, 12, and 13 replaced 8 in 2020. In 2022, 11, 12, and 13 were removed and 8 was reinstated.
5. Unknown -(PER_TYP=99), this code existed for one year – 1996

FARS 2023 and Later

Starting in 2023, a “Related Factor—Driver Level” of 37 (Police Pursuing This Driver or Police Officer in Pursuit) was discontinued and replaced with separate attributes 104 (Police Pursuing This Driver) and 105 (Police Officer in Pursuit). The logic for identifying crashes involving police pursuit remains the same.

If a crash has a “Related Factor—Crash Level” of 20 (Police Pursuit Involved) or a driver in the crash has a “Related Factor—Driver Level” of 104 (Police Pursuing This Driver) or 105 (Police Officer in Pursuit), then that crash is considered a “police pursuit crash.”

(CRASHRF=20) or (DRIVERRF in (104, 105))

Specific fatality types can be identified as follows:

1. Occupant of police vehicle -all occupants (PER_TYP IN (1,2,9)) of
 - a. “Special Use” vehicle police (SPEC_USE=5) OR
 - b. vehicle with a driver having a “Related Factor – Driver Level” of police officer in pursuit (DRIVERRF=105).
2. Occupant of chased vehicle -all occupants (PER_TYP IN (1,2,9)) of vehicle with a driver having a “Related Factor – Driver Level” of police pursuing this driver (DRIVERRF=104).
3. Occupant of other vehicle -all other occupants (PER_TYP IN (1,2,9)) -excludes occupant of police vehicle and chased vehicle
4. Nonoccupant -pedestrians, pedalcyclists, and other nonoccupants (PER_TYP IN (3,4,5,6,7,8,10,19)).

Speeding

A fatal crash is “speeding-related” if any of the following applies:

1. At least one driver involved in the crash had a speeding-related “Related Factor-Driver Level.” Note that in 2009 the “Related Factor-Driver Level” attributes associated with speeding-related were deleted and a new data element, “Speed Related,” was introduced to capture this information. The element name was changed in 2013 to “Speeding Related.”
2. At least one driver involved in the crash had a speeding-related “Violations Charged.”

Note: This definition was revised in 2002. The previous definition for “speeding” only looked at “Related Factor-Driver Level.” By expanding the definition to include “Violations Charged,” “speeding” fatal crashes and fatalities increase by less than one percent.

Fatal speeding-related crashes are not captured prior to 1982 using this scheme because “Violations Charged” did not identify speeding violations prior to 1982. This method only applies to 1982 through 2008 data.

NHTSA Speeding Convention	Data Year and Codes			
	1982-1996	1997	1998-2007	2008
1. Related Factor—Driver Level	DR_CF1, DR_CF2, DR_CF3, DR_CF4 (DR_CF4 added in 1997)			
Driving too fast for conditions or in excess of the posted maximum	44			
Driving too fast for conditions	-		43	
Driving in excess of posted maximum	-		44	
Racing	-		46	
2. Violations Charged	VIOL_CHG	VIOLCHG1, VIOLCHG2, VIOLCHG3 (starting in 2002)		
Speeding	2		-	
Alcohol or drugs and speeding	3		-	
Racing	-		21	
Speeding (above the speed limit)	-		22	
Speed greater than reasonable and prudent (not necessarily over the limit)	-		23	

Appendix C: Additional Data Element Information

NHTSA Speeding Convention	Data Year and Codes			
	1982-1996	1997	1998-2007	2008
Exceeding special speed limit (for trucks, buses, cycles, or on bridge, in school zone, etc.)	-		24	
Energy speed (exceeding 55 mph, non-pointable)	-		25	
Speed related violations generally	-		29	

A “Speeding Related” data element was added to the Vehicle file in 2009. A crash is “speeding-related” if at least one driver involved in the crash was “Speeding Related” Yes. Only the “Speed Related” data element needs to be considered for 2009 and later data.

NHTSA Speeding Convention	Data Year and Codes	Classification
	2009-2012	
No	0	Not Speeding
Yes (includes the following): <ul style="list-style-type: none"> • Speed greater than reasonable or prudent (not necessarily over the limit) • Driving too fast for conditions • Speeding (above the speed limit) • Exceeding special limit (for trucks, buses, cycles, on bridge, at night, in school zone, etc.) • Racing 	1	Speeding
No Driver Present/Unknown if Driver Present	8 (2011-2012)	Not Speeding
Unknown	9	Unknown

The “Speeding Related” data element was expanded in 2013.

NHTSA Speeding Convention	Data Year and Codes	Classification
	2013-Later	
No	0	Not Speeding
Yes, Racing	2	Speeding
Yes, Exceeded Speed Limit	3	

Appendix C: Additional Data Element Information

NHTSA Speeding Convention	Data Year and Codes	Classification
	2013-Later	
Yes, Too Fast for Conditions	4	
Yes, Specifics Unknown	5	
Unknown/Reported as Unknown (since 2018)	9	Unknown

[Return](#)

Alcohol Test Result

Mapping of BAC Values

In 2015 the Alcohol Test Results element changed from a two-digit field to a three-digit field. Prior to 2015 the third digit was truncated—not rounded. The following table shows the translation for the three-digit 2015 BAC values to the previously reported two-digit BAC values:

BAC	2014 Code	2015 Code	BAC	2014 Code	2015 Code	BAC	2014 Code	2015 Code
BAC .00	0	0-9	BAC .32	32	320-329	BAC .64	64	640-649
BAC .01	1	10-19	BAC .33	33	330-339	BAC .65	65	650-659
BAC .02	2	20-29	BAC .34	34	340-349	BAC .66	66	660-669
BAC .03	3	30-39	BAC .35	35	350-359	BAC .67	67	670-679
BAC .04	4	40-49	BAC .36	36	360-369	BAC .68	68	680-689
BAC .05	5	50-59	BAC .37	37	370-379	BAC .69	69	690-699
BAC .06	6	60-69	BAC .38	38	380-389	BAC .70	70	700-709
BAC .07	7	70-79	BAC .39	39	390-399	BAC .71	71	710-719
BAC .08	8	80-89	BAC .40	40	400-409	BAC .72	72	720-729
BAC .09	9	90-99	BAC .41	41	410-419	BAC .73	73	730-739
BAC .10	10	100-109	BAC .42	42	420-429	BAC .74	74	740-749
BAC .11	11	110-119	BAC .43	43	430-439	BAC .75	75	750-759
BAC .12	12	120-129	BAC .44	44	440-449	BAC .76	76	760-769
BAC .13	13	130-139	BAC .45	45	450-459	BAC .77	77	770-779
BAC .14	14	140-149	BAC .46	46	460-469	BAC .78	78	780-789
BAC .15	15	150-159	BAC .47	47	470-479	BAC .79	79	790-799
BAC .16	16	160-169	BAC .48	48	480-489	BAC .80	80	800-809
BAC .17	17	170-179	BAC .49	49	490-499	BAC .81	81	810-819
BAC .18	18	180-189	BAC .50	50	500-509	BAC .82	82	820-829
BAC .19	19	190-199	BAC .51	51	510-519	BAC .83	83	830-839
BAC .20	20	200-209	BAC .52	52	520-529	BAC .84	84	840-849
BAC .21	21	210-219	BAC .53	53	530-539	BAC .85	85	850-859
BAC .22	22	220-229	BAC .54	54	540-549	BAC .86	86	860-869
BAC .23	23	230-239	BAC .55	55	550-559	BAC .87	87	870-879
BAC .24	24	240-249	BAC .56	56	560-569	BAC .88	88	880-889

Appendix C: Additional Data Element Information

BAC	2014 Code	2015 Code	BAC	2014 Code	2015 Code	BAC	2014 Code	2015 Code
BAC .25	25	250-259	BAC .57	57	570-579	BAC .89	89	890-899
BAC .26	26	260-269	BAC .58	58	580-589	BAC .90	90	900-909
BAC .27	27	270-279	BAC .59	59	590-599	BAC .91	91	910-919
BAC .28	28	280-289	BAC .60	60	600-609	BAC .92	92	920-929
BAC .29	29	290-299	BAC .61	61	610-619	BAC .93	93	930-939
BAC .30	30	300-309	BAC .62	62	620-629	BAC .94+	94	940
BAC .31	31	310-319	BAC .63	63	630-639			

Alcohol Test Result (contd.)	2014 code	2015 code
Not Reported	95	995
Test Not Given	96	996
AC Test Performed, Results Unknown	97	997
Positive Reading With No Actual Value	98	998
Unknown if Tested	99	999

FARS Description	Data Year and Code					Classification		
	1975-1990	1991- 2008	2009	2010- 2014	2015- Later			
	(TEST_RES)	(ALC_RES)						
.00 – Actual Value	0	0	0	0	0-9	No Alcohol	Tested With Known Results	
.01-.93 – Actual Value	1-93	1-93	1-93	1-93	10-939	Positive BAC		
.94 or Greater	94	94	94	94	940			
Preliminary Breath Test (PBT) Positive Reading With No Actual Value	-	98 (new in 2004)	-	-	-			

Appendix C: Additional Data Element Information

FARS Description	Data Year and Code					Classification
	1975-1990	1991- 2008	2009	2010- 2014	2015- Later	
	(TEST_RES)	(ALC_RES)				
Positive Reading with No Actual Value	-	-	98	98	998	
Test Refused	95	-	-	-	-	Not Tested
None Given	96	96	96	96	996	
AC Test Performed, Results Unknown	97	97	97	97	997	Tested, With Unknown Results
Unknown if Tested/ Not Reported	99	99	99	99	999	Unknown if Tested
Not Reported	-	-	-	95	995	

[Return](#)

Appendix C: Additional Data Element Information

Ejection

NHTSA Ejection		
Classification (EJECTION)	Data Year and Data element	
	1975-2006	2007-Later
Not Ejected	0	0, 8
Ejected	1, 2	1, 2, 3
Unknown	9	9, 7 (since in 2010)

[Return](#)

Appendix C: Additional Data Element Information

Person Type

FARS Description (PER_TYP)	Data Year and Code							Classification
	1975- 1981	1982- 1993	1994- 2004	2005- 2006	2007- 2019	2020- 2021	2022- Later	
	<i>Occupants</i>							
Driver of a motor vehicle in-transport	1	1	1	1	1	1	1	Driver
Passenger of a motor vehicle in-transport	2	2	2	2	2	2	2	Passenger
Unknown occupant type of a motor vehicle in-transport ⁽¹⁾	9	9	9	9	9	9	9	
	<i>Non-occupants</i>							
Occupant of a motor vehicle not in-transport ⁽²⁾	--	3	3	3	3	3	3	Other non-occupant
Occupant of a non-motor vehicle transport device ⁽³⁾	5	4	4	4	4	4	4	
Pedestrian	3	5	5	5	5	5	5	Pedestrian
Bicyclist ⁽⁹⁾	4	6	6	6	6	6	6	Pedalcyclist
Other cyclist		7	7	7	7	7	--	
Other pedalcyclist ⁽⁹⁾	--	--	--	--	--	--	7	
Other or unknown non-occupant	8	8	-	--	--	--	--	Other/unknown non-occupant
Other pedestrian ⁽⁴⁾	--	--	8	--	--	--	--	Other non-occupant
Other persons on personal conveyances/in buildings ⁽⁵⁾	--	--	--	8	--	--	--	

Appendix C: Additional Data Element Information

FARS Description (PER_TYP)	Data Year and Code							Classification
	1975- 1981	1982- 1993	1994- 2004	2005- 2006	2007- 2019	2020- 2021	2022- Later	
Persons on personal conveyances ⁽⁶⁾	--	--	--	--	8	--	--	
Person on a personal conveyance	--	--	--	--	--	--	8	
Persons in/on buildings ⁽⁶⁾	--	--	--	--	10	10	10	
Person on motorized personal conveyance	--	--	--	--	--	11	--	
Person on non-motorized personal conveyance	--	--	--	--	--	12	--	
Person on personal conveyance, unknown if motorized or non-motorized	--	--	--	--	--	13	--	
Unknown type of non-occupant	--	--	19	19	19	19	19	Unknown non-occupant type
	<i>Unknown</i>							
Unknown person type ⁽⁷⁾	--	--	99	--	--	--	--	Unknown person type
Not Reported ⁽⁸⁾	--	--	--	--	88 (2010)	--	--	

Note: The early data has been modified to fit this format. For example, from 1975 to 1977 there was a value for fatal crashes involving a non-motorist in an animal-drawn vehicle. This data has been reclassified into one of the values below.

- ⁽¹⁾ Customarily, “Unknown Occupant” is placed in the “Passenger” category, unless they need to be distinguished from “Passengers.”
- ⁽²⁾ “Occupant of motor vehicle not in-transport” refers to occupants of parked motor vehicles (any motor vehicle stopped off the roadway). In 2005 this definition was expanded to include parked/stopped off roadway/working motor vehicles and occupants of motor vehicles in motion outside the trafficway boundaries. Prior to 2005 occupants of working motor vehicles (working highway maintenance vehicles, cherry pickers, etc.) were coded “08.” At that time, code “08” was labeled “Other Pedestrians.”

Appendix C: Additional Data Element Information

- (3) “Occupant of non-motor vehicle transport device” refers to people riding in an animal-drawn conveyance, on an animal, or injured occupants of railway trains, etc.
- (4) The code for “other pedestrians (08)” was created in FARS in 1994. This code was the result of further detailing the previous coding of “other or unknown non-occupant (8)” as 1) other pedestrians and 2) unknown non-occupant. Since it is not possible to differentiate “other pedestrians” from “unknown non-occupants” prior to 1994 we have kept them in the “other non-occupant” category for consistency across data years. “Other pedestrians” is used for occupant of a transport device used as equipment (working highway maintenance trucks, cherry pickers, etc.), pedestrians using conveyances, and people in buildings. Examples of pedestrian conveyances are skateboard riders, people in wheelchairs, people on roller skates, and sled riders.
- (5) Prior to 2005 code “08” was labeled “Other Pedestrians” and also included occupants of motor vehicles used as equipment (working highway maintenance vehicles, cherry pickers, etc.). For occupants of working motor vehicles, see code “3.”
- (6) Prior to 2007 code “08” included people in buildings. For people in buildings, see code “10 – Persons in/on Buildings.”
- (7) “Unknown person type” existed in data years 1995 and 1996 only. It was found that this attribute did not add any value to the data element.
- (8) Not reported was introduced in 2010 although none appeared on the file in 2010. This attribute was deleted in 2011.
- (9) Prior to 2022 motorized bicyclists were considered motor vehicle occupants. After 2022 motorized bicycles were no longer collected as motor vehicles and the occupants are now considered non-motorists, “bicyclist (06)” and “Other pedalcyclist (07).”

[Return](#)

Restraint Use

The restraint use classification should be used for all vehicle occupants, except for motorcyclists. However, most restraint use analysis focuses on child safety seat use or belt use for passenger vehicle occupants. Be sure to include the appropriate vehicle body type occupied in your selection criteria. For vehicle type classifications refer to [Vehicle Body Type Classification](#) for 2019 and earlier year data and [Vehicle Classification by vPIC Data Elements](#) for 2020 and later year data.

FARS Description	Data Year and Code								Classification
	1975-1990	1991-1993	1994-2007	2008-2009	2010-2012	2013-2016	2017-2018	2019-Later	
	(MAN_REST)	(REST_USE)							
None Used (vehicle occupant) or Not Applicable (non-occupant)	0	0	0	0	-	-	-	-	Not Used
Not Applicable – no restraint avail. in seat position of occ. (ex. sleeper cab or exterior)	-	-	-	-	0	0	-	-	
None Used – vehicle occupant	-	-	-	-	7	7	-	-	
None Used/ Not Applicable	-	-	-	-	-	-	20	20	
Bicycle Helmet	-	-	6	6	-	-	-	-	
Motorcycle Helmet	5	5	5	5	-	-	-	-	
DOT-Compliant Motorcycle Helmet	-	-	-	-	5	5	5	-	
Other Helmet	-	-	-	-	16	-	-	-	
Helmet, Other than DOT-Compliant Motorcycle Helmet	-	-	-	-	-	16	16	-	
Helmets Used Improperly	-	-	15	15	-	-	-	-	

Appendix C: Additional Data Element Information

FARS Description	Data Year and Code								Classification
	1975-1990	1991-1993	1994-2007	2008-2009	2010-2012	2013-2016	2017-2018	2019-Later	
	(MAN_REST)	(REST_USE)							
No Helmet	-	-	-	-	17	17	17	-	
Helmet, Unknown if DOT-Compliant Motorcycle Helmet	-	-	-	-	-	19	19	-	
Shoulder Belt Used	1	1	1	1	1	1	1	1	Used
Lap Belt Used	2	2	2	2	2	2	2	2	
Lap and Shoulder Belt Used	3	3	3	3	3	3	3	3	
Child Safety Seat	4	4	4	-	-	-	-	-	
Child Safety/Booster Seat – Type Unknown/Not Reported	-	-	-	4	-	-	-	-	
Child Restraint Type Unknown	-	-	-	-	4	4	4	4	
Racing-Style Harness Used	-	-	-	-	-	-	-	6	
Restraint Used -Type Unknown (or Other Including Other Helmet, 1991-1993)	8	8	8	8	8	8	8	8	Used (continued)
Child Safety Seat – Forward Facing	-	-	-	10	10	10	10	10	
Child Safety Seat – Rear Facing	-	-	-	11	11	11	11	11	

Appendix C: Additional Data Element Information

FARS Description	Data Year and Code								Classification
	1975-1990	1991-1993	1994-2007	2008-2009	2010-2012	2013-2016	2017-2018	2019-Later	
	(MAN_REST)	(REST_USE)							
Booster Seat (with Lap/Shoulder Belt Used Properly)	-	-	-	12	12	12	12	12	
Safety Belt Used Improperly	-	-	13	13	-	-	-	-	
Child Safety Seat/Booster Seat Used Improperly	-	-	14	14	-	-	-	-	
Other	-	-	-	-	97	97	97	97	
Unknown if Used/ Reported as Unknown (since 2018)	9	9	99	99	99	99	99	99	Unknown
Unknown if Helmet Worn						29	29	-	
Not Reported					98	98	98	98	

**Improperly used* helmets are classified as “Not Used.” In 2010 the Restraint/Helmet Misuse (REST_MIS) data element was introduced and “*Improperly Used*” attributes were removed from the Restraint Use (REST_USE) data element.

Historically, *child safety seat used improperly* was classified as “Not Used” in FARS. In June 2003 this attribute was re-classified as USED. All other *improperly used* restraint systems were placed in categories as appropriate.

The majority of restraint usage analysis focuses on 1) child safety seat or belt use for passenger vehicle occupants, or 2) helmet use for motorcyclists. Be sure to include the appropriate body types in your selection criteria. For vehicle type classifications refer to [Vehicle Body Type Classification](#) for 2019 and earlier year data and [Vehicle Classification by VPIC Data Elements](#) for 2020 and later year data.

Important: In 2019, motorcycle helmets were removed from the Restraint System/Helmet Use element (REST_USE). Revised element Restraint System Use (REST_USE) now only contains seat belt and child safety seat related attributes. Helmet use attributes can be found in the new element Helmet Use (HELM_USE).

[Return](#)

Appendix C: Additional Data Element Information

Helmet Use

The helmet use classification should be used for motorcyclists only. Be sure to include the appropriate vehicle body type occupied in your selection criteria. For vehicle type classifications refer to [Vehicle Body Type Classification](#) for 2019 and earlier year data and [Vehicle Classification by VPIC Data Elements](#) for 2020 and later year data.

FARS Description	Data Year and Code								Classification
	1975-1990	1991-1993	1994-2007	2008-2009	2010-2012	2013-2016	2017-2018	2019-Later	
	(MAN_REST)	(REST_USE)						(HELM_USE)	
None Used (vehicle occupant) or Not Applicable (non-occupant)	0	0	0	0	-	-	-	-	Not Helmeted
Not Applicable – no restraint avail. in seat position of occ. (ex. sleeper cab or exterior)	-	-	-	-	0	0	-	-	
None Used – vehicle occupant	-	-	-	-	7	7	-	-	
None Used/ Not Applicable	-	-	-	-	-	-	20	20	
Shoulder Belt	1	1	1	1	1	1	1	-	
Lap Belt	2	2	2	2	2	2	2	-	
Lap and Shoulder Belt	3	3	3	3	3	3	3	-	
Child Safety Seat	4	4	4	-	-	-	-	-	
Child Safety/ Booster Seat – Type Unknown/ Not Reported	-	-	-	4	4	4	4	-	
Bicycle Helmet	-	-	6	6	-	-	-	-	
Child Safety Seat – Forward Facing	-	-	-	10	10	10	10	-	

Appendix C: Additional Data Element Information

FARS Description	Data Year and Code								Classification
	1975-1990	1991-1993	1994-2007	2008-2009	2010-2012	2013-2016	2017-2018	2019-Later	
	(MAN_REST)	(REST_USE)						(HELM_USE)	
Child Safety Seat – Rear Facing	-	-	-	11	11	11	11	-	
Booster Seat (with Lap/Shoulder Belt Used Properly)	-	-	-	12	12	12	12	-	
Safety Belt Used Improperly			13	13	-	-	-	-	
Child Safety Seat/Booster Seat Used Improperly			14	14	-	-	-	-	
Helmets Used Improperly	-	-	15	15	(5, 16) and *RE ST_MIS =1	(5, 16, 19) and *RE ST_MIS =1	(5, 16, 19) and *RE ST_MIS =1	(5, 16, 19) and *HELM MIS =1	
No Helmet	-	-	-	-	17	17	17	17	
Restraint Used - Type Unknown or Other Including Other Helmet, Used Improperly	-	-	-	-	(8, 97) and *RE ST_MIS =1	(8, 97) and *RE ST_MIS =1	(8, 97) and *RE ST_MIS =1	-	
Motorcycle Helmet	5	5	5	5	-	-	-	-	Helmeted
DOT-Compliant Motorcycle Helmet	-	-	-	-	5 and *RE ST_MIS =0	5 and *RE ST_MIS =0	5 and *RE ST_MIS =0	5 and HELM MIS =0	

Appendix C: Additional Data Element Information

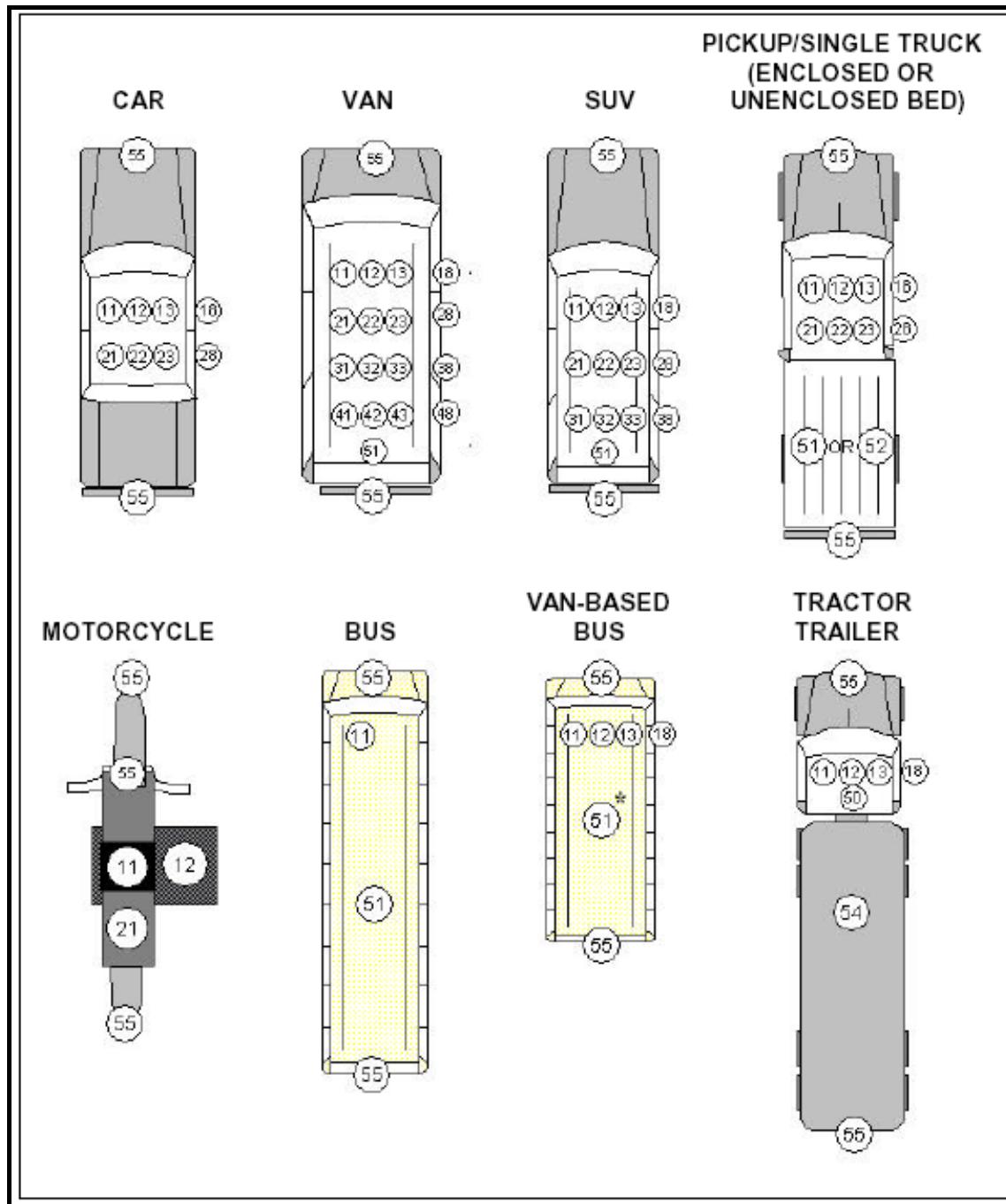
FARS Description	Data Year and Code								Classification
	1975-1990	1991-1993	1994-2007	2008-2009	2010-2012	2013-2016	2017-2018	2019-Later	
	(MAN_REST)	(REST_USE)						(HELM_USE)	
Other/Unknown Helmet	-	-	-	-	16 and *RE ST_ MIS =0	(16, 19) and *RE ST_ MIS =0	(16, 19) and *RE ST_ MIS =0	(16, 19) and HELM_ MIS =0	Unknown
Restraint Used - Type Unknown or Other Including Other Helmet	8	8	8	8	(8, 97) and *RE ST_ MIS =0	(8, 97) and *RE ST_ MIS =0	(8, 97) and *RE ST_ MIS =0	-	
Unknown if Used/ Reported as Unknown (since 2018)	9	9	99	99	99	99	99	99	
Unknown if Helmet Worn	-	-	-	-	-	29	29	-	
Not Reported	-	-	-	-	98	98	98	98	

[Return](#)

Seating Position

Starting in 2003 Person Level Forms are submitted for uninjured occupants of van-based buses.

1982-Later



*For van-based buses, use the actual seating position if known, or use data element 51 for the second, third, and fourth rows, if actual seating position is not known.

[Return](#)

Appendix D: Auxiliary Data Files

Appendix D: Auxiliary Data Files

A set of auxiliary files has been created since 1982. These files contain elements derived from the FARS datasets to make it easier to extract certain data classifications and topical areas, such as commonly used age groups, speeding involved crashes, and distraction involved crashes. There is an Accident (acc_aux), Vehicle (veh_aux), and Person (per_aux) level auxiliary file for each year of data. Refer to the FARS Auxiliary Analytical User's Manual for the derived elements and associated attributes. The manual can be found at [NCSA Publications—FARS/CRSS Manuals and Documentation](#). Beginning with 2016 data, univariates for each derived data element can be obtained from the [Motor Vehicle Crash Data Systems Data-Book Application](#). A listing of data elements in each file follows:

Accident Data File (acc_aux)

Variable	Description
YEAR	Crash Year
ST_CASE	Consecutive Number
STATE	State FIPS Code
FATALS	Fatalities
A_CRAINJ	Crash Injury Type
A_CT	Crash Type
A_D15_19	Crashes Involving a Young Driver (Age 15-19)
A_D15_20	Crashes Involving a Young Driver (Age 15-20)
A_D16_19	Crashes Involving a Young Driver (Age 16-19)
A_D16_20	Crashes Involving a Young Driver (Age 16-20)
A_D16_24	Crashes Involving a Young Driver (Age 16-24)
A_D21_24	Crashes Involving a Young Driver (Age 21-24)
A_D65PLS	Crashes Involving an Older Driver (Age 65+)
A_DIST	Involving a Distracted Driver (since 2010)
A_DOW	Day of Week
A_DROWSY	Involving a Drowsy Driver
A_HR	Involving a Hit-and-Run
A_INTER	Interstate
A_INTSEC	Intersection
A_JUNC	Junction
A_LT	Involving a Large Truck
A_MANCOL	Manner of Collision

Appendix D: Auxiliary Data Files

A_MC	Involving a Motorcycle
A_PED	Involving a Pedestrian
A_PEDAL	Involving a Pedalcyclist
A_PEDAL_F	Involving a Pedalcyclist Fatality
A_PED_F	Involving a Pedestrian Fatality
A_POLPUR	Involving a Police Pursuit
A_POSBAC	Involving a Driver With a Positive BAC Test Result
A_RD	Involving a Roadway Departure (FHWA definition) (since 2004)
A_REGION	NHTSA Region
A_RELRD	Relationship to the Trafficway
A_ROADFC	Roadway Function Class
A_ROLL	Involving a Rollover
A_RU	Land Use (Rural/Urban)
A_SPCRA	Involving Speeding
A_TOD	Time of Day
A_WEATHER	Atmospheric Conditions
A_WRONGWAY	Crashes Involving Wrong-Way Driving
BIA	Tribal Lands Based on Geographic Location and Spatial Data from the Bureau of Indian Affairs (BIA) (since 2001)
SPJ_INDIAN	Special Jurisdiction [Indian Reservation] (since 2001) or Route Signing [Bureau of Indian Affairs] (since 2023)
INDIAN_RES	Indian Reservation Based on Special Jurisdiction and BIA Data (since 2001) and Route Signing (since 2023)

Vehicle Data File (veh_aux)

Variable	Description
YEAR	Crash Year
ST_CASE	Consecutive Number
VEH_NO	Vehicle Number
STATE	State FIPS Code
A_BODY	Vehicle Type
A_CDL_S	CDL Status

Appendix D: Auxiliary Data Files

A_DRDIS	Distracted Driver (since 2010)
A_DRDRO	Drowsy Driver
A_FIRE_EXP	Fire Occurrence
A_IMP1	Initial Impact Point
A_LIC_C	License Compliance
A_LIC_S	License Status
A_MC_L_S	Motorcycle License Status
A_MOD_YR	Vehicle Model Year (4-digit model year for all data years)
A_SBUS	School Bus
A_SPVEH	Speeding Vehicle
A_VRD	Vehicle Roadway Departure (FHWA definition) (since 2004)
A_VROLL	Rollover

Person Data File (per_aux)

Variable	Description
YEAR	Crash Year
ST_CASE	Consecutive Number
VEH_NO	Vehicle Number
PER_NO	Person Number
STATE	State FIPS Code
A AGE1	Age Group Option 1: 0-15, 16-24, 25-54, 55+, unknown
A AGE2	Age Group Option 2: 0-15, 16-20, 21-24, 25-34, 35+, unknown
A AGE3	Age Group Option 3: 0-3, 4-7, 8-12, 13-15, 16-20, 21-24, 25-34, 35-44, 45-54, 55-64, 65-74, 75+, Unknown
A AGE4	Age Group Option 4: <16, 16-20, 21-24, 25-34, 35-44, 45-64, 65+, unknown
A AGE5	Age Group Option 5: <16, 16-20, 21-24, 25-34, 35-44, 45-54, 55-64, 65-74, 75+, unknown
A AGE6	Age Group Option 6: <15, 15-20, 21-24, 25-34, 35-44, 45-54, 55-64, 65-74, 75+, unknown
A AGE7	Age Group Option 7: <5, 5-9, 10-15, 16-20, 21-24, 25-34, 35-44, 45-54, 55-64, 65-74, >74, unknown
A AGE8	Age Group Option 8: <20, 20-29, 30-39, 40-49, 50-59, >59, unknown

Appendix D: Auxiliary Data Files

A AGE9	Age Group Option 9: <16, 16+, unknown
A ALCTES	Alcohol Test Results
A DOA	Died at Scene/En Route (since 2001)
A EJECT	Ejection
A HELMUSE*	Helmet Use (use for motorcyclists only)*
A HISP	Hispanic Origin (since 1999)
A HRACE	Race and Hispanic Origin – Using OMB Guideline** (since 1999)
A LOC	Non-Motorist Location
A PERINJ	Person Injury Type
A PTYPE	Person Type
A RCAT	Race – Using OMB Guidelines** (since 1999)
A RESTUSE*	Restraint Use (use for all vehicle occupants except motorcyclists)*

*Restraint use element A_REST was deleted and replaced with two new elements in 2017:

1) A_RESTUSE, and 2) A_HELMUSE. **A RESTUSE** focuses on belts and child seats and should be used when doing restraint use analysis on motor vehicle occupants except for motorcyclists. **A_HELMUSE** focuses on motorcycle helmet use and should be used when doing helmet use analysis for motorcyclists. When using these variables, be sure to include the appropriate body types in your selection criteria as well (see Vehicle Body Type Classification). For the specific type of restraint system used—child seat, lap belt, shoulder belt, DOT-compliant motorcycle helmet, etc.—refer to the [Restraint System Use](#) (REST_USE) and [Helmet Use](#) (HELM_USE) in the Person data file.

Important: Although autocycles are considered motorcycles, they are usually equipped with belts. As an exception, both **A RESTUSE** (belt use) and **A_HELMUSE** (helmet use) are captured for occupants of autocycles.

**Office of Management and Budget (OMB) [Revisions to the Standards for the Classification of Federal Data on Race and Ethnicity](#)

A_HRACE: The combination of “Race and Hispanic Origin” is also referred to as “Race-Ethnicity”.

Appendix E: Imputed Alcohol Data Files

Appendix E: Imputed Alcohol Data Files

Three data files are provided for addressing the problem of missing blood alcohol test results in FARS from 1982 onward. A multiple imputation methodology is employed to generate specific values of BAC in these files. Imputing 10 values of BAC for each missing value permits the estimation of valid statistics such as variances, measures of central tendency, confidence intervals, and standard deviations.

For details on the methodologies used to impute the BAC data, see:

Subramanian, R. (2002, October). *Transitioning to multiple imputation—A new method to estimate missing blood alcohol concentration (BAC) values in FARS* (Report No. DOT HS 809 403). National Highway Traffic Safety Administration.
<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/809403>

Rubin, D. B., Schafer, J. L., & Subramanian, R. (1998, October) *Multiple imputation of missing blood alcohol concentration (BAC) values in FARS* (Report No. DOT HS 808 816). National Highway Traffic Safety Administration.

<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/808816>

The three imputed alcohol data files are:

- **Miper** – This data file contains person level alcohol data. There is a record for each driver and non-occupant in the FARS Person data file. The data file contains the following variables:

ST_CASE: State Case Number
VEH_NO: Vehicle Number
PER_NO: Person Number
P1-P10: 10 Imputed Person-BAC values

The 10 values are actual values of BAC that can have values in the BAC range (0 -0.94).

- **Midrvacc** – This data file contains crash level alcohol data derived from driver records in the Miper file. There is a record for each crash in the FARS Accident file that had a driver coded. The 10 imputed BAC values are based on the highest BACs amongst all drivers involved in the crash. The data file contains the following variables:

ST_CASE: State Case Number
A1-A10: 10 Imputed Crash-BAC values

The 10 values are actual values of BAC that can have values in the BAC range (0 -0.94).

- **Miacc** – This data file contains crash level alcohol data derived from driver and non-occupant records in the Miper file. There is a record for each crash in the FARS Accident file. The 10 imputed BAC values are based on the highest BACs amongst all drivers and non-occupants involved in the crash. The data file contains the following variables:

ST_CASE: State Case Number
A1-A10: 10 Imputed Crash-BAC values

The 10 values are actual values of BAC that can have values in the BAC range (0 -0.94).

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

The tables below show each year a change was made to a data element. Elements are shown within the data set in which they can be found. Elements that appear in more than one data set are shown within the primary data set to which they belong. For example, MOD_YEAR is a Vehicle level element (Vehicle Model Year), but it is also provided in the Person data file as a courtesy. Therefore, changes to this data element will only be found in the Vehicle table below.

This is a note for how to read the tables below:

The first row in which the letter “A” appears is the first year that data element was coded. If the letter “A” appears through the column there have been no significant changes in the way in which the data element has been coded. If the letter “B” appears in a column, there has been a change in the way the data element has been coded. This could be a change to the structure of the element or the addition/deletion of an attribute. Modifications to an attribute’s label for clarity are not included. The first row which contains the letter “B” indicates the year the first change was made. The letter “C” indicates the year the second change was made, and so on.

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Accident Data File

Year	ALIGNMNT	ARR_HOUR	ARR_MIN	C_M_ZONE	CF1, CF2, CF3	CITY	CL_TWAY	COUNTY	DAY	DAY_WEEK	DRUNK_DR	FATALS	FED_AID	FUNC_SYS
1975	A	A	A	-	A	A	A	A	A	A	A	A	-	-
1976	A	A	A	-	A	A	A	A	A	A	A	A	-	-
1977	A	A	A	-	A	A	A	A	A	A	A	A	-	-
1978	A	A	A	-	A	A	A	A	A	A	A	A	-	-
1979	A	A	A	-	B	A	A	A	A	A	A	A	-	-
1980	A	A	A	A	B	A	A	A	A	A	A	A	-	-
1981	A	A	A	A	B	A	-	A	A	A	A	A	-	-
1982	A	A	A	B	C	A	B	A	A	A	A	A	A	-
1983	A	A	A	B	D	A	B	A	A	A	A	A	A	-
1984	A	A	A	B	D	A	B	A	A	A	A	A	A	-
1985	A	A	A	B	D	A	B	A	A	A	A	A	A	-
1986	A	A	A	B	D	A	B	A	A	A	A	A	A	-
1987	A	A	A	B	D	A	-	A	A	A	A	A	B	-
1988	A	A	A	B	E	A	-	A	A	A	A	A	B	-
1989	A	A	A	B	F	A	-	A	A	A	A	A	B	-
1990	A	A	A	B	F	A	-	A	A	A	A	A	B	-
1991	A	A	A	B	F	A	-	A	A	A	A	A	B	-
1992	A	A	A	B	F	A	-	A	A	A	A	A	B	-
1993	A	A	A	B	F	A	-	A	A	A	A	A	B	-
1994	A	A	A	B	G	A	-	A	A	A	A	A	-	-
1995	A	A	A	B	H	A	-	A	A	A	A	A	-	-
1996	A	A	A	B	H	A	-	A	A	A	A	A	-	-
1997	A	A	A	B	H	A	-	A	A	A	A	A	-	-
1998	A	A	A	B	H	A	-	A	A	A	A	A	-	-
1999	A	B	B	B	I	A	-	A	A	A	A	A	-	-
2000	A	B	B	B	I	A	-	A	A	A	A	A	-	-
2001	A	B	B	B	I	A	-	A	A	A	A	A	-	-
2002	A	B	B	B	J	A	-	A	A	A	A	A	-	-

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Year	ALIGNMNT	ARR_HOUR	ARR_MIN	C_M_ZONE	CF1, CF2, CF3	CITY	CL_TWAY	COUNTY	DAY	DAY_WEEK	DRUNK_DR	FATALS	FED_AID	FUNC_SYS
2003	A	B	B	J	A	-	A	A	A	A	A	A	-	-
2004	A	B	B	J	A	-	A	A	A	A	A	A	-	-
2005	A	B	B	K	A	-	A	A	A	A	A	A	-	-
2006	A	B	B	L	A	-	A	A	A	A	A	A	-	-
2007	A	B	B	L	A	-	A	A	A	A	A	A	-	-
2008	A	B	B	M	A	-	A	A	A	A	A	A	-	-
2009	A	C	C	-	M	A	-	A	A	A	A	A	-	-
2010	-	C	C	-	M	B	-	B	B	B	A	A	-	-
2011	-	C	C	-	M	B	-	B	B	B	A	A	-	-
2012	-	C	C	-	N	B	-	B	B	B	A	A	-	-
2013	-	C	C	-	O	B	-	B	B	B	A	A	-	-
2014	-	C	C	-	O	B	-	B	B	B	A	A	-	-
2015	-	C	C	-	O	B	-	B	B	B	A	A	-	A
2016	-	C	C	-	O	B	-	B	B	B	A	A	-	A
2017	-	C	C	-	O	B	-	B	B	B	A	A	-	A
2018	-	C	C	-	P	B	-	B	B	B	A	A	-	A
2019	-	C	C	-	Q	B	-	B	B	B	A	A	-	A
2020	-	C	C	-	-	B	-	B	B	B	A	A	-	A
2021	-	C	C	-	-	B	-	B	B	B	A	A	-	A
2022	-	C	C	-	-	B	-	B	B	B	A	A	-	A
2023	-	C	C	-	-	B	-	B	B	B	A	A	-	B

Accident Data File (continued)

Year	HARM_EV	HIT_RUN	HOSP_HR	HOSP_MN	HOUR	LAND_USE	LATITUDE	LGT_COND	LONGITUD	MAN_COLL	MILEPT	MINUTE	MONTH	NHS	NO_LANES
1975	A	A	-	-	A	A	-	A	-	A	-	A	A	-	A
1976	A	A	-	-	A	A	-	A	-	A	-	A	A	-	A

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Year	HARM_EV	HIT_RUN	HOSP_HR	HOSP_MN	HOUR	LAND_USE	LATITUDE	LGT_COND	LONGITUD	MAN_COLL	MILEPT	MINUTE	MONTH	NHS	NO_LANES
1977	A	B	-	-	A	A	-	A	-	A	-	A	A	-	A
1978	A	B	-	-	A	A	-	A	-	B	-	A	A	-	A
1979	B	B	-	-	A	A	-	A	-	B	-	A	A	-	A
1980	B	B	-	-	A	A	-	B	-	B	-	A	A	-	B
1981	B	B	-	-	A	A	-	B	-	B	-	A	A	-	B
1982	C	C	-	-	A	A	-	B	-	B	A	A	A	-	B
1983	C	C	-	-	A	A	-	B	-	B	A	A	A	-	B
1984	C	C	-	-	A	A	-	B	-	B	A	A	A	-	B
1985	C	C	-	-	A	A	-	B	-	B	A	A	A	-	B
1986	C	C	-	-	A	A	-	B	-	B	A	A	A	-	B
1987	C	C	A	A	A	-	-	B	-	B	A	A	A	-	B
1988	C	C	A	A	A	-	-	B	-	B	A	A	A	-	B
1989	C	C	A	A	A	-	-	B	-	B	A	A	A	-	B
1990	C	C	A	A	A	-	-	B	-	B	A	A	A	-	B
1991	C	C	A	A	A	-	-	B	-	B	A	A	A	-	B
1992	C	C	A	A	A	-	-	B	-	B	A	A	A	-	B
1993	D	C	A	A	A	-	-	B	-	B	A	A	A	-	B
1994	E	C	A	A	A	-	-	B	-	B	A	A	A	A	B
1995	E	C	A	A	A	-	-	B	-	B	A	A	A	A	B
1996	E	C	A	A	A	-	-	B	-	B	A	A	A	A	B
1997	F	C	A	A	A	-	-	B	-	B	A	A	A	A	B
1998	F	C	A	A	A	-	-	B	-	B	A	A	A	A	B
1999	F	C	B	B	A	-	A	B	A	B	A	A	A	A	B
2000	F	C	B	B	A	-	A	B	A	B	A	A	A	A	B
2001	F	C	B	B	A	-	A	B	A	B	A	A	A	A	B
2002	F	D	B	B	A	-	A	B	A	C	A	A	A	A	B
2003	F	E	B	B	A	-	A	B	A	C	A	A	A	A	B
2004	G	F	B	B	A	-	A	B	A	C	A	A	A	A	B
2005	H	G	B	B	A	-	A	B	A	D	A	A	A	A	B

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Year	HARM_EV	HIT_RUN	HOSP_HR	HOSP_MN	HOUR	LAND_USE	LATITUDE	LGT_COND	LONGITUD	MAN_COLL	MILEPT	MINUTE	MONTH	NHS	NO_LANES
2006	H	G	B	B	A	-	A	B	A	D	A	A	A	A	B
2007	H	H	B	B	A	-	A	B	A	D	A	A	A	A	B
2008	I	H	B	B	A	-	A	B	A	D	A	A	A	A	B
2009	I	-	C	C	B	-	A	C	A	D	A	B	B	A	B
2010	J	-	C	C	C	-	B	D	B	E	B	C	B	A	-
2011	K	-	C	C	C	-	B	D	B	E	B	C	B	A	-
2012	L	-	C	C	C	-	B	D	B	E	B	C	B	A	-
2013	M	-	C	C	C	-	B	D	B	E	B	C	B	A	-
2014	M	-	C	C	C	-	B	D	B	E	B	C	B	A	-
2015	M	-	C	C	C	-	B	D	B	E	B	C	B	A	-
2016	N	-	C	C	C	-	B	D	B	E	B	C	B	A	-
2017	O	-	C	C	C	-	B	D	B	E	B	C	B	A	-
2018	P	-	C	C	C	-	C	E	C	E	B	C	B	A	-
2019	P	-	C	C	C	-	C	E	C	E	B	C	B	A	-
2020	P	-	C	C	C	-	C	E	C	E	B	C	B	A	-
2021	P	-	C	C	C	-	C	E	C	E	B	C	B	A	-
2022	P	-	C	C	C	-	C	E	C	E	B	C	B	A	-
2023	P	-	C	C	C	-	C	E	C	E	B	C	B	A	-

Accident Data File (continued)

Year	NOT_HOUR	NOT_MIN	PAVE_TYP	PEDS	PERMVIT	PERNOTM_VIT	PERSONS	PROFILE	PVH_INVL	RAIL	RD_OWNERR	REL_JUNC	RELJCT1	RELJCT2	REL_ROAD
1975	A	A	A	-	-	-	A	A	-	-	-	A	-	-	A
1976	A	A	A	-	-	-	A	A	-	-	-	A	-	-	A
1977	A	A	A	-	-	-	A	A	-	-	-	A	-	-	A
1978	A	A	A	-	-	-	A	A	-	-	-	B	-	-	A
1979	A	A	A	-	-	-	A	A	-	A	-	C	-	-	A

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Year	NOT_HOUR	NOT_MIN	PAVE_TYP	PEDS	PERMVIT	PERNOTM_VIT	PERSONS	PROFILE	PVH_INVL	RAIL	RD_OWNERR	REL_JUNC	REJECT1	REJECT2	REL_ROAD
1980	A	A	A	-	-	-	A	A	-	A	-	D	-	-	B
1981	A	A	A	-	-	-	A	A	-	A	-	D	-	-	B
1982	A	A	A	-	-	-	B	B	-	A	-	D	-	-	C
1983	A	A	A	-	-	-	B	B	-	A	-	D	-	-	C
1984	A	A	A	-	-	-	B	B	-	A	-	D	-	-	C
1985	A	A	A	-	-	-	B	B	-	A	-	D	-	-	C
1986	A	A	A	-	-	-	B	B	-	A	-	D	-	-	C
1987	A	A	A	-	-	-	B	B	-	A	-	D	-	-	C
1988	A	A	A	-	-	-	B	B	-	A	-	D	-	-	C
1989	A	A	A	-	-	-	B	B	-	A	-	D	-	-	C
1990	A	A	A	-	-	-	B	B	-	A	-	D	-	-	C
1991	A	A	A	A	-	-	B	B	-	A	-	E	-	-	C
1992	A	A	A	A	-	-	B	B	-	A	-	E	-	-	C
1993	A	A	A	A	-	-	B	B	-	A	-	E	-	-	C
1994	A	A	A	A	-	-	B	B	-	A	-	E	-	-	C
1995	A	A	A	A	-	-	B	B	-	A	-	E	-	-	C
1996	A	A	A	A	-	-	B	B	-	A	-	E	-	-	C
1997	A	A	A	A	-	-	B	B	-	A	-	E	-	-	C
1998	A	A	A	A	-	-	B	B	-	A	-	E	-	-	D
1999	B	B	A	A	-	-	B	B	-	A	-	E	-	-	D
2000	B	B	A	A	-	-	B	B	-	A	-	E	-	-	D
2001	B	B	A	A	-	-	B	B	-	A	-	E	-	-	E
2002	B	B	A	A	-	-	B	B	-	A	-	E	-	-	E
2003	B	B	A	A	-	-	B	B	-	A	-	F	-	-	E
2004	B	B	A	A	-	-	B	B	-	A	-	F	-	-	E
2005	B	B	A	A	-	-	B	B	-	A	-	F	-	-	E
2006	B	B	A	A	-	-	B	B	-	A	-	F	-	-	E
2007	B	B	A	A	-	-	B	B	-	A	-	F	-	-	F
2008	B	B	A	A	-	-	B	B	-	A	-	F	-	-	F

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Year	NOT_HOUR	NOT_MIN	PAVE_TYP	PEDS	PERMVIT	PERNOTM_VIT	PERSONS	PROFILE	PVH_INVL	RAIL	RD_OWN_R	REL_JUNC	REJECT1	REJECT2	REL_ROAD
2009	C	C	A	A	-	-	C	B	-	A	-	F	-	-	F
2010	C	C	-	A	-	-	C	-	-	A	-	-	A	A	G
2011	C	C	-	B	A	A	C	-	A	A	-	-	A	A	G
2012	C	C	-	B	A	A	C	-	A	A	-	-	A	A	G
2013	C	C	-	B	A	A	C	-	A	A	-	-	A	B	G
2014	C	C	-	B	A	A	C	-	A	A	-	-	A	C	G
2015	C	C	-	B	A	A	C	-	A	A	A	-	A	C	G
2016	C	C	-	B	A	A	C	-	A	A	A	-	A	C	G
2017	C	C	-	B	A	A	C	-	A	A	A	-	A	C	G
2018	C	C	-	B	A	A	C	-	A	A	A	-	A	C	H
2019	C	C	-	B	A	A	C	-	A	A	A	-	A	C	H
2020	C	C	-	B	A	A	C	-	A	A	A	-	A	C	H
2021	C	C	-	B	A	A	C	-	A	A	A	-	A	C	H
2022	C	C	-	B	A	A	C	-	A	A	A	-	A	C	H
2023	C	C	-	B	A	A	C	-	A	A	B	-	A	C	H

Accident Data File (continued)

Year	ROAD_FLO	ROAD_FNC	ROUTE	RUR_URB	SCH_BUS	SP_JUR	SP_LIMIT	ST_CASE	STATE	SUR_COND	T_CONT_F	TA_1_CL	TRA_CONT	TRAF_FLO	TWAY_FLO
1975	A	-	-	-	-	A	A	A	A	A	-	-	A	-	-
1976	A	-	-	-	-	B	A	A	A	A	-	-	A	-	-
1977	A	-	-	-	A	C	B	A	A	A	-	-	A	-	-
1978	A	-	-	-	A	C	B	A	A	A	-	A	A	-	-
1979	A	-	-	-	A	C	C	A	A	A	-	A	A	-	-
1980	A	-	-	-	A	C	D	A	A	A	-	A	A	-	-
1981	A	A	-	-	A	C	D	A	A	A	-	A	A	-	-
1982	-	A	-	-	A	C	D	A	A	A	-	B	-	A	

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Year	ROAD_FLO	ROAD_FNC	ROUTE	RUR_URB	SCH_BUS	SP_JUR	SP_LIMIT	ST_CASE	STATE	SUR_COND	T_CONT_F	TA_1_CL	TRA_CONT	TRAF_FLO	TWAY_FLO
1983	-	A	-	-	A	C	D	A	A	A	A	-	B	-	A
1984	-	A	-	-	A	C	D	A	A	A	A	-	B	-	A
1985	-	A	-	-	A	C	D	A	A	A	A	-	B	-	A
1986	-	A	-	-	A	C	D	A	A	A	A	-	B	-	A
1987	-	B	A	-	A	C	D	A	A	A	A	-	B	A	-
1988	-	B	A	-	A	C	D	A	A	A	A	-	B	A	-
1989	-	B	A	-	A	C	D	A	A	A	A	-	B	A	-
1990	-	B	A	-	A	C	D	A	A	A	A	-	B	A	-
1991	-	B	A	-	A	C	D	A	A	A	A	-	B	A	-
1992	-	B	A	-	A	C	D	A	A	A	A	-	B	A	-
1993	-	B	A	-	A	C	D	A	A	A	A	-	B	A	-
1994	-	B	A	-	A	C	D	A	A	A	A	-	B	A	-
1995	-	B	A	-	A	C	D	A	A	A	A	-	B	A	-
1996	-	B	A	-	A	C	D	A	A	A	A	-	B	A	-
1997	-	B	A	-	A	C	D	A	A	A	A	-	B	A	-
1998	-	B	A	-	A	C	D	A	A	A	A	-	B	A	-
1999	-	B	A	-	A	C	D	A	A	A	A	-	B	A	-
2000	-	B	A	-	A	C	D	A	A	A	A	-	B	A	-
2001	-	B	A	-	A	C	D	A	A	A	A	-	B	B	-
2002	-	B	A	-	A	C	D	A	A	A	A	-	C	B	-
2003	-	B	A	-	A	C	D	A	A	A	A	-	C	C	-
2004	-	B	A	-	A	C	D	A	B	A	A	-	C	C	-
2005	-	B	A	-	A	C	D	A	B	A	A	-	C	C	-
2006	-	B	A	-	A	C	D	A	B	A	A	-	C	C	-
2007	-	B	A	-	A	C	D	A	B	B	A	-	C	C	-
2008	-	B	A	-	A	D	D	A	B	B	A	-	C	C	-
2009	-	B	A	-	A	D	D	A	B	B	A	-	C	C	-
2010	-	B	A	-	B	D	-	A	B	-	-	-	-	-	-

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Year	ROAD_FLO	ROAD_FNC	ROUTE	RUR_URB	SCH_BUS	SP_JUR	SP_LIMIT	ST_CASE	STATE	SUR_COND	T_CONT_F	TA_1_CL	TRA_CONT	TRAF_FLO	TWAY_FLO
2011	-	B	A	-	B	D	-	A	B	-	-	-	-	-	-
2012	-	B	A	-	B	D	-	A	B	-	-	-	-	-	-
2013	-	B	A	-	C	D	-	A	B	-	-	-	-	-	-
2014	-	B	A	-	C	D	-	A	B	-	-	-	-	-	-
2015	-	-	A	A	C	D	-	A	B	-	-	-	-	-	-
2016	-	-	A	A	C	D	-	A	B	-	-	-	-	-	-
2017	-	-	A	A	C	D	-	A	B	-	-	-	-	-	-
2018	-	-	A	A	C	D	-	A	B	-	-	-	-	-	-
2019	-	-	A	A	C	D	-	A	B	-	-	-	-	-	-
2020	-	-	A	A	C	D	-	A	B	-	-	-	-	-	-
2021	-	-	A	A	C	D	-	A	B	-	-	-	-	-	-
2022	-	-	A	A	C	D	-	A	B	-	-	-	-	-	-
2023	-	-	B	B	C	D	-	A	B	-	-	-	-	-	-

Accident Data File (continued)

Year	TWAY_ID	TWAY_ID2	TYP_INT	VE_FORMS	VE_TOTAL	VEHICLES	WEATHER	WEATHER1, WEATHER2	WRK_ZONE	YEAR
1975	-	-	-	-	-	-	A	-	-	A
1976	-	-	-	A	-	A	A	-	-	A
1977	-	-	-	A	-	A	A	-	-	A
1978	-	-	-	A	-	A	A	-	-	A
1979	-	-	-	A	-	A	A	-	-	A
1980	-	-	-	A	-	A	B	-	-	A
1981	-	-	-	A	-	A	B	-	-	A
1982	A	-	-	B	-	-	C	-	-	A
1983	A	-	-	B	-	-	C	-	-	A

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Year	TWAY_ID	TWAY_ID2	TYP_INT	VE_FORMS	VE_TOTAL	VEHICLES	WEATHER	WEATHER1, WEATHER2	WRK_ZONE	YEAR
1984	A	-	-	B	-	-	C	-	-	A
1985	A	-	-	B	-	-	C	-	-	A
1986	A	-	-	B	-	-	C	-	-	A
1987	A	-	-	B	-	-	C	-	-	A
1988	A	-	-	B	-	-	C	-	-	A
1989	A	-	-	B	-	-	C	-	-	A
1990	A	-	-	B	-	-	C	-	-	A
1991	A	-	-	B	-	-	C	-	-	A
1992	A	-	-	B	-	-	C	-	-	A
1993	A	-	-	B	-	-	C	-	-	A
1994	A	-	-	B	-	-	C	-	-	A
1995	A	-	-	B	-	-	C	-	-	A
1996	A	-	-	B	-	-	C	-	-	A
1997	A	-	-	B	-	-	C	-	-	A
1998	B	-	-	B	-	-	C	-	-	B
1999	B	-	-	B	-	-	C	-	-	B
2000	B	-	-	B	-	-	C	-	-	B
2001	B	-	-	B	-	-	C	-	-	B
2002	B	-	-	B	-	-	C	-	-	B
2003	B	-	-	B	-	-	C	-	-	B
2004	B	A	-	B	-	-	C	-	-	B
2005	B	A	-	B	A	-	C	-	-	B
2006	B	A	-	B	A	-	C	-	-	B
2007	B	A	-	B	A	-	D	A	-	B
2008	B	A	-	B	A	-	D	A	-	B
2009	B	A	-	C	B	-	D	A	A	B
2010	B	A	A	C	B	-	E	B	B	B
2011	B	A	A	C	B	-	E	B	B	B

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Year	TWAY_ID	TWAY_ID2	TYP_INT	VE_FORMS	VE_TOTAL	VEHICLES	WEATHER	WEATHER1, WEATHER2	WRK_ZONE	YEAR
2012	C	B	A	C	B	-	E	B	C	B
2013	C	B	B	C	B	-	F	C	C	B
2014	C	B	B	C	B	-	F	C	C	B
2015	C	B	B	C	B	-	F	C	C	B
2016	C	B	B	C	B	-	F	C	C	B
2017	C	B	B	C	B	-	F	C	C	B
2018	C	B	B	C	B	-	F	C	C	B
2019	C	B	B	C	B	-	F	C	C	B
2020	C	B	C	C	B	-	G	-	C	B
2021	C	B	C	C	B	-	G	-	C	B
2022	C	B	C	C	B	-	G	-	C	B
2023	C	B	C	C	B	-	G	-	C	B

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Vehicle Data File

Year	ADS_PRES	ADS_LEV	ADS_ENG	ACC_TYPE	AVOID	AXLES	BODY_TYP	BUS_USE	CARBUR	CARGO_BT	CDL_STAT	CHAS_TR	CYLINDER	D_VISION1, D_VISION2, D_VISION3
1975	-	-	-	-	-	-	A	-	-	-	-	A	-	-
1976	-	-	-	-	-	-	A	-	-	-	-	A	-	-
1977	-	-	-	-	-	-	A	-	-	-	-	A	-	-
1978	-	-	-	-	-	-	A	-	-	-	-	A	-	-
1979	-	-	-	-	-	-	A	-	-	-	-	A	-	-
1980	-	-	-	-	-	-	B	-	-	-	-	A	-	-
1981	-	-	-	-	-	-	B	-	-	-	-	A	-	-
1982	-	-	-	-	-	-	C	-	-	-	-	-	-	-
1983	-	-	-	-	-	-	C	-	-	-	-	-	-	-
1984	-	-	-	-	-	-	C	-	-	-	-	-	-	-
1985	-	-	-	-	-	-	C	-	-	-	-	-	-	-
1986	-	-	-	-	-	-	C	-	-	-	-	-	-	-
1987	-	-	-	-	-	-	C	-	-	-	-	-	-	-
1988	-	-	-	-	-	-	C	-	-	-	-	-	-	-
1989	-	-	-	-	-	-	C	-	-	-	-	-	-	-
1990	-	-	-	-	-	-	C	-	-	-	-	-	-	-
1991	-	-	-	-	A	A	D	-	-	A	A	-	-	-
1992	-	-	-	-	A	A	D	-	-	A	A	-	-	-
1993	-	-	-	-	A	A	E	-	-	A	B	-	-	-
1994	-	-	-	-	A	A	F	-	-	A	B	-	-	-
1995	-	-	-	-	A	B	F	-	-	B	B	-	-	-
1996	-	-	-	-	A	B	F	-	-	B	B	-	-	-
1997	-	-	-	-	A	B	G	-	-	B	B	-	-	-
1998	-	-	-	-	A	B	H	-	-	B	B	-	-	-
1999	-	-	-	-	A	B	H	-	-	B	B	-	-	-
2000					A	B	H	-		B	B	-		
2001	-	-	-	-	A	B	I	A	-	C	B	-	-	-
2002	-	-	-	-	A	B	I	A	-	C	B	-	-	-

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Year	ADS_PRES	ADS_LEV	ADS_ENG	ACC_TYPE	Avoid	AXLES	BODY_TYP	BUS_USE	CARBUR	CARGO_BT	CDL_STAT	CHAS_TR	CYLINDER	D_VISION1, D_VISION2, D_VISION3
2003	-	-	-	-	A	B	J	A	-	C	B	-	-	-
2004	-	-	-	-	A	B	K	A	-	C	B	-	-	-
2005	-	-	-	-	A	B	K	A	-	C	B	-	-	-
2006	-	-	-	-	A	B	K	A	-	C	B	-	-	-
2007	-	-	-	-	A	B	K	A	-	D	B	-	-	-
2008	-	-	-	-	A	-	L	A	-	D	B	-	-	-
2009	-	-	-	-	A	-	L	A	-	E	B	-	-	A
2010	-	-	-	A	-	-	M	B	-	F	C	-	-	-
2011	-	-	-	A	-	-	N	B	A	F	D	-	A	-
2012	-	-	-	A	-	-	O	B	A	F	E	-	A	-
2013	-	-	-	B	-	-	P	B	-	G	E	-	-	-
2014	-	-	-	B	-	-	P	B	-	G	E	-	-	-
2015	-	-	-	B	-	-	P	B	-	G	E	-	-	-
2016	-	-	-	B	-	-	P	B	-	G	E	-	-	-
2017	-	-	-	B	-	-	Q	B	-	G	E	-	-	-
2018	-	-	-	B	-	-	R	B	-	G	E	-	-	-
2019	A	A	A	B	-	-	R	B	-	G	E	-	-	-
2020	A	A	A	B	-	-	R	B	-	G	E	-	-	-
2021	A	A	A	B	-	-	R	B	-	G	E	-	-	-
2022	A	A	A	B	-	-	R	C	-	G	E	-	-	-
2023	A	A	A	C	-	-	R	C	-	G	E	-	-	-

Vehicle Data File (continued)

Year	DEATHS	DEFORMED	DISPLACE	DR_CFI1, DR_CFI2, DR_CFI3	DR_CFI4	DR_DRINK	DR_HGT	DR_PRES	DR_SF1 – DR_SF4	DR_TRAIN	DR_WGT	DR_ZIP	EMER_USE	FIRE_EXP
1975	A	-	-	A	-	A	-	A	-	A	-	-	-	A
1976	A	-	-	A	-	A	-	A	-	A	-	-	-	A

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Year	DEATHS	DEFORMED	DISPLACE	DR_CFI, DR_CF2, DR_CF3	DR_CFI4	DR_DRINK	DR_HGT	DR_PRES	DR_SF1 - DR_SF4	DR_TRAIN	DR_WGT	DR_ZIP	EMER_USE	FIRE_EXP
1977	A	-	-	A	-	A	-	B	-	A	-	-	A	A
1978	A	A	-	B	-	A	-	B	-	A	-	-	A	A
1979	A	A	-	C	-	A	-	B	-	A	-	-	A	A
1980	A	A	-	C	-	A	-	B	-	A	-	-	A	A
1981	A	A	-	C	-	A	-	B	-	A	-	-	A	A
1982	A	A	-	D	-	B	-	B	-	A	-	-	A	A
1983	A	A	-	D	-	B	-	B	-	A	-	-	A	A
1984	A	A	-	D	-	B	-	B	-	A	-	-	A	A
1985	A	A	-	D	-	B	-	B	-	A	-	-	A	A
1986	A	A	-	E	-	B	-	B	-	A	-	-	A	A
1987	A	A	-	E	-	B	-	B	-	-	-	A	A	A
1988	A	A	-	E	-	B	-	B	-	-	-	A	A	A
1989	A	A	-	E	-	B	-	B	-	-	-	A	A	A
1990	A	A	-	E	-	B	-	B	-	-	-	A	A	A
1991	A	A	-	F	-	B	-	B	-	-	-	A	A	A
1992	A	A	-	F	-	B	-	B	-	-	-	A	A	A
1993	A	A	-	F	-	B	-	B	-	-	-	A	A	A
1994	A	A	-	G	-	B	-	B	-	-	-	A	A	A
1995	A	A	-	H	-	B	-	B	-	-	-	A	A	A
1996	A	A	-	H	-	B	-	B	-	-	-	A	A	A
1997	A	A	-	H	A	B	-	B	-	-	-	A	A	A
1998	A	A	-	I	S	B	A	B	-	-	A	A	A	A
1999	A	A	-	I	S	B	A	B	-	-	A	A	A	A
2000	A	A		J	C	B	A	B	-	-	A	A	A	A
2001	A	A	-	K	D	B	A	B	-	-	A	A	A	A
2002	A	A	-	L	E	B	A	B	-	-	A	A	A	A
2003	A	A	-	M	F	B	A	B	-	-	A	A	A	A
2004	A	A	-	N	G	B	A	B	-	-	A	A	A	A
2005	A	A	-	O	H	B	A	C	-	-	A	A	A	A

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Year	DEATHS	DEFORMED	DISPLACE	DR_CFI, DR_CF2, DR_CF3	DR_CF4	DR_DRINK	DR_HGT	DR_PRES	DR_SF1 - DR_SF4	DR_TRAIN	DR_WGT	DR_ZIP	EMER_USE	FIRE_EXP
2006	A	A	-	P	I	B	A	C	-	-	A	A	A	A
2007	A	A	-	P	I	B	A	D	-	-	A	A	A	A
2008	A	A	-	Q	J	B	A	E	-	-	A	A	A	B
2009	A	B	-	R	K	B	B	A	-	-	A	A	A	C
2010	A	C	-	-	-	B	C	E	A	-	A	A	B	C
2011	A	C	A	-	-	B	D	E	A	-	B	B	B	C
2012	A	C	A	-	-	B	D	E	B	-	B	B	B	C
2013	A	C	-	-	-	B	D	E	B	-	B	B	C	C
2014	A	C	-	-	-	B	D	E	C	-	B	B	D	C
2015	A	C	-	-	-	B	D	E	D	-	B	B	D	C
2016	A	C	-	-	-	B	D	E	D	-	B	B	D	C
2017	A	C	-	-	-	B	D	E	E	-	B	B	D	C
2018	A	C	-	-	-	B	D	E	F	-	B	B	D	C
2019	A	C	-	-	-	B	D	E	G	-	B	B	D	C
2020	A	C	-	-	-	B	D	E	-	-	B	B	D	C
2021	A	C	-	-	-	B	D	E	-	-	B	B	D	C
2022	A	D	-	-	-	B	D	E	-	-	B	B	D	C
2023	A	D	-	-	-	B	D	E	-	-	B	B	D	C

Vehicle Data File (continued)

Year	FIRST_MO	FIRST_YR	FLDCD_TR	FUELCODE	GVWR	GVWR_FROM	GVWR_TO	HAZ_CARG	HAZ_CNO	HAZ_ID	HAZ_INV	HAZ_PLAC	HAZ_REL	HIT_RUN	ICFINALBODY
1975	A	A	A	-	-	-	-	-	-	-	-	-	-	A	-
1976	A	A	A	-	-	-	-	-	-	-	-	-	-	A	-
1977	A	A	A	-	-	-	-	-	-	-	-	-	-	B	-
1978	A	A	A	-	-	-	-	-	-	-	-	-	-	B	-

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Year	FIRST_MO	FIRST_YR	FLDCD_TR	FUELCODE	GVWR	GVWR_FROM	GVWR_TO	HAZ_CARG	HAZ_CNO	HAZ_ID	HAZ_INV	HAZ_PLAC	HAZ_REL	HIT_RUN	ICFINALBODY
1979	A	A	A	-	-	-	-	-	-	-	-	-	-	B	-
1980	A	A	A	-	-	-	-	-	-	-	-	-	-	B	-
1981	A	A	A	-	-	-	-	-	-	-	-	-	-	B	-
1982	A	A	A	-	-	-	-	A	-	-	-	-	-	C	-
1983	A	A	A	-	-	-	-	A	-	-	-	-	-	C	-
1984	A	A	A	-	-	-	-	A	-	-	-	-	-	C	-
1985	A	A	A	-	-	-	-	A	-	-	-	-	-	C	-
1986	A	A	A	-	-	-	-	A	-	-	-	-	-	C	-
1987	A	A	A	-	-	-	-	A	-	-	-	-	-	C	-
1988	A	A	A	-	-	-	-	A	-	-	-	-	-	C	-
1989	A	A	A	-	-	-	-	A	-	-	-	-	-	C	-
1990	A	A	A	-	-	-	-	A	-	-	-	-	-	C	-
1991	A	A	A	-	-	-	-	B	-	-	-	-	-	C	-
1992	A	A	A	-	-	-	-	B	-	-	-	-	-	C	-
1993	A	A	A	-	-	-	-	B	-	-	-	-	-	C	-
1994	A	A	A	-	-	-	-	B	-	-	-	-	-	C	-
1995	A	A	A	-	-	-	-	B	-	-	-	-	-	C	-
1996	A	A	A	-	-	-	-	B	-	-	-	-	-	C	-
1997	A	A	A	-	-	-	-	B	-	-	-	-	-	C	-
1998	A	B	A	-	-	-	-	B	-	-	-	-	-	C	-
1999	A	B	A	-	-	-	-	B	-	-	-	-	-	C	-
2000	A	B	A	-	-	-	-	B	-	-	-	-	-	C	-
2001	A	B	A	-	A	-	-	B	-	-	-	-	-	C	-
2002	A	B	A	-	B	-	-	B	-	-	-	-	-	D	-
2003	A	B	A	-	B	-	-	B	-	-	-	-	-	E	-
2004	A	B	A	-	B	-	-	B	-	-	-	-	-	F	-
2005	A	B	A	-	B	-	-	B	-	-	-	-	-	G	-

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

	Year	FIRST_MO	FIRST_YR	FLDCD_TR	FUELCODE	GVWR	GVWR_FROM	GVWR_TO	HAZ_CARG	HAZ_CNO	HAZ_ID	HAZ_INV	HAZ_PLAC	HAZ_REL	HIT_RUN	ICFINALBODY
2006	A	B	A	-	B	-	-	B	-	-	-	-	-	-	G	-
2007	A	B	A	-	B	-	-	-	A	A	A	A	A	A	H	-
2008	A	B	A	-	B	-	-	-	B	A	A	A	A	A	H	-
2009	A	B	A	-	B	-	-	-	B	A	A	A	A	A	I	-
2010	A	B	-	A	B	-	-	-	B	A	A	A	A	A	J	-
2011	B	C	-	A	B	-	-	-	B	A	A	A	A	A	J	-
2012	B	C	-	A	B	-	-	-	B	A	A	A	A	A	K	-
2013	B	C	-	-	B	-	-	-	B	A	A	A	A	A	K	-
2014	B	C	-	-	B	-	-	-	B	A	A	A	A	A	K	-
2015	C	D	-	-	B	-	-	-	B	A	A	A	A	A	K	-
2016	C	D	-	-	B	-	-	-	B	A	A	A	A	A	K	-
2017	C	D	-	-	B	-	-	-	B	A	A	A	A	A	K	-
2018	C	D	-	-	B	-	-	-	B	A	A	A	A	A	K	-
2019	C	D	-	-	B	-	-	-	B	A	A	A	A	A	K	-
2020	C	D	-	-	-	A	A	-	B	A	A	A	A	A	L	A
2021	C	D	-	-	-	A	A	-	B	A	A	A	A	A	L	B
2022	C	D	-	-	-	A	A	-	B	A	A	A	A	A	L	B
2023	C	D	-	-	-	A	A	-	B	A	A	A	A	A	L	B

Vehicle Data File (continued)

Year	IMPACT1	IMPACT2	IMPACTS	J_KNIFE	L_CL_VEH	L_COMPL	L_ENDORS	L_RESTRI	L_STATE	L_STATUS	L_TYPE	LAST_MO	LAST_YR	M_HARM	MAK_MOD
1975	A	A	A	-	-	-	-	A	A	A	-	A	A	-	A
1976	A	A	A	-	-	-	-	A	A	A	-	A	A	-	A
1977	A	A	A	-	-	-	-	A	A	A	-	A	A	-	A
1978	A	A	A	-	-	-	-	A	A	A	-	A	A	-	A

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Year	IMPACT1	IMPACT2	IMPACTS	J_KNIFE	L_CL_VEH	L_COMPL	L_ENDORS	L_RESTRI	L_STATE	L_STATUS	L_TYPE	LAST_MO	LAST_YR	M_HARM	MAK_MOD
1979	A	A	A		-	-	-	A	A	A	-	A	A	A	A
1980	B	B	A	A	-	-	-	A	A	A	-	A	A	A	A
1981	B	B	A	A	-	-	-	A	A	A	-	A	A	A	A
1982	C	C	A	B	A	-	-	A	A	B	-	A	A	B	B
1983	C	C	A	B	A	-	-	A	A	B	-	A	A	B	B
1984	C	C	A	B	A	-	-	A	A	B	-	A	A	B	B
1985	C	C	A	B	A	-	-	A	A	B	-	A	A	B	B
1986	C	C	A	B	A	-	-	A	A	B	-	A	A	B	B
1987	C	C	A	B	-	A	-	A	A	C	-	A	A	B	C
1988	C	C	A	B	-	A	-	A	A	C	-	A	A	B	C
1989	C	C	A	B	-	A	-	A	A	C	-	A	A	B	C
1990	C	C	A	B	-	A	-	A	A	C	-	A	A	B	C
1991	C	C	A	B	-	A	A	A	A	C	-	A	A	B	D
1992	C	C	A	B	-	A	A	A	A	C	-	A	A	B	D
1993	C	C	A	B	-	B	A	A	A	D	-	A	A	C	D
1994	D	D	A	B	-	B	A	A	A	D	-	A	A	D	D
1995	D	D	A	B	-	B	A	A	A	D	-	A	A	D	D
1996	D	D	A	B	-	B	A	A	A	D	-	A	A	D	D
1997	D	D	A	B	-	B	A	A	A	D	-	A	A	E	D
1998	D	D	A	B	-	B	A	A	A	D	-	A	B	F	D
1999	D	D	A	B	-	B	A	A	A	D	-	A	B	F	D
2000	D	D	A	B	-	B	A	A	A	D	-	A	B	F	D
2001	D	D	A	B	-	B	A	A	A	D	-	A	B	F	D
2002	D	D	A	B	-	B	A	A	A	D	-	A	B	F	D
2003	D	D	A	B		B	A	A	A	D	-	A	B	F	D
2004	E	E	A	B		B	A	A	B	E	A	A	B	G	D
2005	E	E	A	B	-	B	A	A	B	E	A	A	B	H	D
2006	E	E	A	B	-	B	A	A	B	E	A	A	B	H	D

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Year	IMPACT1	IMPACT2	IMPACTS	J_KNIFE	L_CL_VEH	L_COMPL	L_VENDORs	L_RESTRI	L_STATE	L_STATUS	L_TYPE	LAST_MO	LAST_YR	M_HARM	MAK_MOD
2007	E	E	A	B	-	B	A	A	C	E	A	A	B	H	D
2008	E	E	A	B	-	B	A	A	C	E	A	A	B	I	D
2009	E	E	A	B	-	B	A	A	D	E	A	A	B	J	D
2010	F	F	-	B	-	C	B	B	E	F	A	A	B	K	D
2011	F	F	-	B	-	D	C	C	E	G	B	B	C	L	D
2012	G	-	-	B	-	E	D	D	E	G	B	B	C	M	D
2013	H	-	-	B	-	E	D	D	E	G	B	B	C	N	D
2014	H	-	-	B	-	E	D	D	E	G	B	B	C	N	D
2015	H	-	-	B	-	E	D	D	E	G	B	C	D	N	D
2016	H	-	-	B	-	E	D	D	E	G	B	C	D	O	D
2017	I	-	-	B	-	E	D	D	E	G	B	C	D	P	E
2018	I	-	-	B	-	E	D	D	F	G	B	C	D	P	E
2019	I	-	-	B	-	E	D	D	F	G	B	C	D	Q	E
2020	I	-	-	B	-	E	D	D	F	G	B	C	D	Q	E
2021	I	-	-	B	-	E	D	D	F	G	B	C	D	Q	E
2022	I	-	-	B	-	E	D	D	F	G	B	C	D	Q	E
2023	I	-	-	B	-	E	D	D	F	G	B	C	D	Q	E

Vehicle Data File (continued)

Year	MAKE	MCARR_11, MCARR_12	MCARR_ID	MCYCL_CY	MCYCL_DS	MCYCL_TY	MCYCL_WT	MOD_YEAR	MODEL	NUMOCCS	OCCUPANTS	OWNER	P_CRASH1	P_CRASH2	P_CRASH3
1975	A	-	-	-	A	A	-	A	A	-	A	-	-	-	-
1976	A	-	-	-	A	A	-	A	A	-	A	-	-	-	-
1977	A	-	-	-	A	A	-	A	A	-	A	-	-	-	-
1978	A	-	-	-	A	A	-	A	A	-	A	-	-	-	-
1979	A	-	-	-	A	A	-	A	A	-	A	-	-	-	-

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Year	MAKE	MCARR_I1, MCARR_I2	MCARR_ID	MCYCL_CY	MCYCL_DS	MCYCL_TY	MCYCL_WT	MOD_YEAR	MODEL	NUMOCCS	OUCPANTS	OWNER	P_CRASH1	P_CRASH2	P_CRASH3
1980	A	-	-	-	A	A	-	A	A	-	A	-	-	-	-
1981	A	-	-	-	A	A	-	A	A	-	A	-	-	-	-
1982	B	-	-	-	A	-	-	A	B	-	A	-	-	-	-
1983	B	-	-	-	A	-	-	A	B	-	A	-	-	-	-
1984	B	-	-	-	A	-	-	A	B	-	A	-	-	-	-
1985	B	-	-	-	A	-	-	A	B	-	A	-	-	-	-
1986	B	-	-	-	A	-	-	A	B	-	A	-	-	-	-
1987	C	-	-	-	A	-	-	A	C	-	A	-	-	-	-
1988	D	-	-	-	A	-	-	A	C	-	A	-	-	-	-
1989	D	-	-	-	A	-	-	A	C	-	A	-	-	-	-
1990	D	-	-	-	A	-	-	A	C	-	A	-	-	-	-
1991	E	-	-	-	A	-	-	A	D	-	A	A	-	-	-
1992	E	-	-	-	A	-	-	A	D	-	A	A	-	-	-
1993	E	-	-	-	A	-	-	A	D	-	A	A	-	-	-
1994	E	-	-	-	A	-	-	A	D	-	A	A	-	-	-
1995	E	-	-	-	A	-	-	A	D	-	A	A	-	-	-
1996	E	-	-	-	A	-	-	A	D	-	A	A	-	-	-
1997	E	-	-	-	A	-	-	A	D	-	A	A	-	-	-
1998	E	-	A	-	A	-	-	B	D	-	A	A	-	-	-
1999	E	-	A	-	A	-	-	B	D	-	A	A	-	-	-
2000	E	-	A		A	-		B	D	-	A	A	-	-	-
2001	E	-	A	-	A	-	-	B	D	-	A	A	-	-	-
2002	E	-	A	-	A	-	-	B	D	-	A	A	-	-	-
2003	E	-	A	-	A	-	-	B	D	-	A	A	-	-	-
2004	E	-	A	-	A	-	-	B	D	-	A	A	-	-	-
2005	E	-	A	-	A	-	-	B	D	-	A	A	-	-	-
2006	E	-	A	-	A	-	-	B	D	-	A	A	-	-	-
2007	E	A	A	-	A	-	-	B	D	-	A	A	-	-	-

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Year	MAKE	MCARR_I1, MCARR_I2	MCARR_ID	MCYCL_CY	MCYCL_DS	MCYCL_TY	MCYCL_WT	MOD_YEAR	MODEL	NUMOCCS	OUPANTS	OWNER	P_CRASH1	P_CRASH2	P_CRASH3
2008	E	A	A	-	A	-	-	B	D	A	-	B	-	-	-
2009	E	A	A	-	A	-	-	B	D	A	-	B	-	-	-
2010	F	B	B	-	A	-	-	C	D	A	-	B	A	A	A
2011	G	B	B	A	A	-	A	C	D	A	-	B	B	B	A
2012	H	B	B	A	A	-	A	C	D	A	-	B	B	B	A
2013	I	B	B	-	-	-	-	C	D	A	-	B	C	B	B
2014	I	B	B	-	-	-	-	C	D	A	-	B	C	B	B
2015	I	B	B	-	-	-	-	C	D	A	-	B	C	C	B
2016	I	B	B	-	-	-	-	C	D	B	-	B	C	D	C
2017	I	B	B	-	-	-	-	C	E	B	-	B	C	D	C
2018	I	B	B	-	-	-	-	C	E	B	-	B	C	D	C
2019	I	B	B	-	-	-	-	C	E	B	-	B	C	E	C
2020	I	B	B	-	-	-	-	C	E	B	-	B	C	E	C
2021	I	B	B	-	-	-	-	C	E	B	-	B	C	E	C
2022	I	B	B	-	-	-	-	C	E	B	-	B	C	E	C
2023	I	B	B	-	-	-	-	C	E	B	-	B	C	E	C

Vehicle Data File (continued)

Year	PCRASH4	PCRASH5	PREV_ACC	PREV_DWI	PREV_OTH	PREV_SPD	PREV_SUS	PREV_SUS1, PREV_SUS2, PREV_SUS3	REG_STAT	ROLINLOC	ROLLOVER	SEQ1, EQ2, SEQ3, EQ4, SEQ5, SEQ6	SER_TR	SPEC_USE
1975	-	-	A	A	A	A	A	-	A	-	-	-	A	A
1976	-	-	A	A	A	A	A	-	A	-	-	-	A	A
1977	-	-	A	A	A	A	A	-	A	-	-	-	A	A
1978	-	-	A	A	A	A	A	-	A	-	A	-	A	A
1979	-	-	A	A	A	A	A	-	A	-	A	-	A	A
1980	-	-	A	A	A	A	A	-	A	-	A	-	A	A

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Year	PCRASH4	PCRASH5	PREV_ACC	PREV_DWI	PREV_OTH	PREV_SPD	PREV_SUS	PREV_SUS1, PREV_SUS2, PREV_SUS3	REG_STAT	ROLINLOC	ROLLOVER	SEQ1, EQ2, SEQ3, EQ4, SEQ5, SEQ6	SER_TR	SPEC_USE
1981	-	-	A	A	A	A		-	A	-	A	-	A	A
1982	-	-	A	A	A	A	-	A	-	A	-	A	A	
1983	-	-	A	A	A	A	-	A	-	A	-	A	A	
1984	-	-	A	A	A	A	-	A	-	A	-	A	A	
1985	-	-	A	A	A	A	-	A	-	A	-	A	A	
1986	-	-	A	A	A	A	-	A	-	A	-	A	A	
1987	-	-	A	A	A	A	-	A	-	A	-	A	A	
1988	-	-	A	A	A	A	-	A	-	A	-	A	A	
1989	-	-	A	A	A	A	-	A	-	A	-	A	A	
1990	-	-	A	A	A	A	-	A	-	A	-	A	A	
1991	-	-	A	A	A	A	-	A	-	A	-	A	A	
1992	-	-	A	A	A	A	-	A	-	A	-	A	A	
1993	-	-	A	A	A	A	-	A	-	A	-	A	A	
1994	-	-	B	B	B	B	B	-	A	-	A	-	A	A
1995	-	-	B	B	B	B	B	-	A	-	A	-	A	A
1996	-	-	B	B	B	B	B	-	A	-	A	-	A	A
1997	-	-	B	B	B	B	B	-	B	-	A	-	A	A
1998	-	-	B	B	B	B	B	-	B	-	A	-	A	A
1999	-	-	B	B	B	B	B	-	B	-	A	-	A	A
2000	-	-	B	B	B	B	B	-	B	-	A	-	A	A
2001	-	-	B	B	B	B	B	-	B	-	A	-	A	A
2002	-	-	B	B	B	B	B	-	B	-	A	-	A	A
2003	-	-	B	B	B	B	B	-	B	-	A	-	A	A
2004	-	-	B	B	B	B	B	-	C	-	A	A	A	A
2005	-	-	B	B	B	B	B	-	C	-	A	B	A	A
2006	-	-	B	B	B	B	B	-	C	-	A	B	A	A
2007	-	-	B	B	B	B	B	-	C	-	A	B	A	A
2008	-	-	B	B	B	B	B	-	D	-	A	C	A	A

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Year	PCRASH4	PCRASH5	PREV_ACC	PREV_DWI	PREV_OTH	PREV_SPD	PREV_SUS	PREV_SUS1, PREV_SUS2, PREV_SUS3	REG_STAT	ROLINLOC	ROLLOVER	SEQ1, EQ2, SEQ3, EQ4, SEQ5, SEQ6	SER_TR	SPEC_USE
2009	-	-	B	B	B	B	-	-	D	A	B	C	A	B
2010	A	A	B	B	B	B	-	E	A	B	-	A	C	
2011	A	A	C	C	C	C	-	E	B	B	-	A	C	
2012	A	A	C	C	C	C	-	E	B	B	-	A	D	
2013	B	B	C	C	C	C	-	E	B	B	-	-	E	
2014	B	B	C	C	C	C	-	E	B	B	-	-	E	
2015	B	B	D	D	D	D	-	E	B	B	-	-	E	
2016	B	B	D	D	D	D	-	E	B	B	-	-	E	
2017	B	B	D	D	D	D	-	F	B	B	-	-	E	
2018	B	B	D	D	D	D	-	A	F	B	B	-	-	E
2019	B	B	D	D	D	D	-	A	F	B	B	-	-	F
2020	B	B	D	D	D	D	-	A	F	B	B	-	-	G
2021	B	B	D	D	D	D	-	A	F	B	B	-	-	H
2022	B	B	D	D	D	D	-	A	F	C	C	-	-	H
2023	B	B	D	D	D	D	-	A	F	C	C	-	-	H

Vehicle Data File (continued)

Year	SPEEDREL	TIRE_SZE	TON_RAT	TOW_VEH	TOWAWAY	TOWED	TRAV_SP	TRK_WT	TRLR1VIN, TRLR2VIN, TRLR3VIN	TRLR1GVWR, TRLR2GVWR, UNDERIDE	UNDEROVER- RIDE	UNITTYPE	V_CONFIG	VALIDN	VEH_CFI1, VEH_CFI2
1975	-	-	-	A	A	-	A	-	-	-	-	-	-	-	A
1976	-	-	-	A	B	-	A	-	-	-	-	-	-	-	A
1977	-	-	-	A	B	-	A	-	-	-	-	-	-	-	A
1978	-	-	-	A	B	-	A	-	-	-	-	-	-	-	A
1979	-	-	-	A	B	-	A	-	-	-	-	-	-	-	A
1980	-	-	-	A	B	-	-	-	-	-	-	-	-	-	A
1981	-	-	-	A	B	-	-	-	-	-	-	-	-	-	A

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Year	SPEEDREL	TIRE_SZE	TON_RAT	TOW_VEH	TOWAWAY	TOWED	TRAV_SP	TRK_WT	TRLR1VIN, TRLR2VIN, TRLR3VIN	TRLR1GVWR, TRLR2GVWR,	UNDERIDE	UNDEROVER-RIDE	UNITTYPE	V_CONFIG	VALIGN	VEH_CFI, VEH_CF2
1982	-	-	-	B	B	-	A	-	-	-	-	-	-	-	-	B
1983	-	-	-	C	B	-	A	-	-	-	-	-	-	-	-	B
1984	-	-	-	C	B	-	A	-	-	-	-	-	-	-	-	B
1985	-	-	-	C	B	-	A	-	-	-	-	-	-	-	-	B
1986	-	-	-	C	B	-	A	-	-	-	-	-	-	-	-	B
1987	-	-	-	C	B	-	A	-	-	-	-	-	-	-	-	B
1988	-	-	-	C	B	-	A	-	-	-	-	-	-	-	-	B
1989	-	-	-	C	B	-	A	-	-	-	-	-	-	-	-	B
1990	-	-	-	C	B	-	A	-	-	-	-	-	-	-	-	B
1991	-	-	-	C	B	-	A	-	-	-	-	-	-	A	-	B
1992	-	-	-	C	B	-	A	-	-	-	-	-	-	A	-	B
1993	-	-	-	C	B	-	A	-	-	-	-	-	-	A	-	B
1994	-	-	-	C	B	-	A	-	-	-	A	-	-	A	-	B
1995	-	-	-	C	B	-	A	-	-	-	A	-	-	B	-	C
1996	-	-	-	C	B	-	A	-	-	-	A	-	-	B	-	C
1997	-	-	-	C	B	-	A	-	-	-	A	-	-	B	-	C
1998	-	-	-	C	B	-	A	-	-	-	A	-	-	B	-	D
1999	-	-	-	C	B	-	A	-	-	-	A	-	-	B	-	E
2000	-	-	-	C	B	-	A	-	-	-	A	-	-	B	-	F
2001	-	-	-	C	B	-	A	-	-	-	A	-	-	C	-	G
2002	-	-	-	C	B	-	A	-	-	-	A	-	-	C	-	H
2003	-	-	-	C	B	-	A	-	-	-	A	-	-	C	-	H
2004	-	-	-	D	B	-	A	-	-	-	A	-	-	C	-	I
2005	-	-	-	D	B	-	A	-	-	-	A	-	A	C	-	J
2006	-	-	-	D	B	-	A	-	-	-	A	-	A	C	-	J
2007	-	-	-	D	B	-	A	-	-	-	A	-	A	D	-	K
2008	-	-	-	D	B	-	A	-	-	-	A	-	B	D	-	L
2009	A	-	-	E	-	A	B	-	-	-	A	-	B	D	-	M
2010	A	-	-	E	-	B	B	-	-	-	A	-	B	E	A	-

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Year	SPEEDREL	TIRE_SZE	TON_RAT	TOW_VEH	TOWAWAY	TOWED	TRAV_SP	TRK_WT	TRLR1VIN, TRLR2VIN, TRLR3VIN	TRLR1GVWR, TRLR2GVWR,	UNDERIDE	UNDEROVER- RIDE	UNITTYPE	V_CONFIG	VALIGN	VEH_CFI, VEH_CF2
2011	B	A	A	E	-	B	B	A	-	-	A	-	B	E	A	-
2012	B	A	A	E	-	C	B	A	-	-	A	-	B	E	A	-
2013	C	-	-	E	-	D	B	-	-	-	A	-	B	F	B	-
2014	C	-	-	E	-	D	B	-	-	-	A	-	B	F	B	-
2015	C	-	-	E	-	D	B	-	-	-	A	-	B	F	B	-
2016	C	-	-	E	-	D	B	-	A	-	A	-	B	F	B	-
2017	C	-	-	E	-	D	B	-	A	-	A	-	B	F	B	-
2018	C	-	-	E	-	E	B	-	B	-	A	-	B	F	B	-
2019	C	-	-	E	-	E	B	-	B	-	A	-	B	F	B	-
2020	C	-	-	E	-	E	B	-	B	A	A	-	B	F	B	-
2021	C	-	-	E	-	E	B	-	C	A	-	A	B	G	B	-
2022	C	-	-	F	-	F	B	-	C	A	-	A	B	G	B	-
2023	C	-	-	F	-	F	B	-	C	A	-	A	B	G	B	-

Vehicle Data File (continued)

Year	VEH_MAN	VEH_NO	VEH_SCI, VEH_SC2	VIN	VIN_1- VIN_10	VIN_11- VIN_12	VIN_BT	VIN_LNGT	VIN_REST	VIN_WGT	VINA_MOD	VINMAKE	VINMODYR	VINTYPE	VIOL_CHG
1975	-	A	-	A	A	-	-	A	-	A	A	-	-	-	A
1976	-	A	-	A	A	-	-	A	-	A	A	-	-	-	A
1977	-	A	-	A	A	-	-	A	-	A	A	-	-	-	A
1978	-	A	-	A	A	-	-	A	-	A	A	-	-	-	A
1979	-	A	-	A	A	-	-	A	-	A	A	-	-	-	A
1980	-	A	-	A	A	-	-	A	-	A	A	-	-	-	A
1981	-	A	-	A	A	-	-	A	-	A	A	-	-	-	A
1982	A	A	-	A	A	-	A	A	-	A	A	-	-	-	B
1983	A	A	-	A	A	-	A	A	-	A	A	-	-	-	B
1984	A	A	-	A	A	-	A	A	-	A	A	-	-	-	B

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Year	VEH_MAN	VEH_NO	VEH_SCI, VEH_SC2	VIN	VIN_1 - VIN_10	VIN_11 - VIN_12	VIN_BT	VIN_LNGT	VIN_REST	VIN_WGT	VINA_MOD	VINMAKE	VINMODYR	VINTYPE	VIOL_CHG
1985	A	A	-	A	A	-	A	A	-	A	A	-	-	-	B
1986	A	A	-	A	A	-	A	A	-	A	A	-	-	-	B
1987	A	A	-	A	A	-	A	A	-	A	A	-	-	-	B
1988	A	A	-	A	A	-	A	A	-	A	A	-	-	-	B
1989	A	A	-	A	A	-	A	A	-	A	A	-	-	-	B
1990	A	A	-	A	A	-	A	A	-	A	A	-	-	-	B
1991	A	A	-	A	A	-	A	A	-	A	A	-	-	-	B
1992	A	A	-	A	A	-	A	A	-	A	A	-	-	-	B
1993	A	A	-	A	A	-	A	A	-	A	A	-	-	-	B
1994	A	A	-	B	A	A	A	A	-	A	A	-	-	-	B
1995	A	A	-	B	A	A	A	A	-	A	A	-	-	-	B
1996	A	A	-	B	A	A	A	A	-	A	A	-	-	-	B
1997	A	A	-	B	A	A	A	A	-	A	A	-	-	-	-
1998	A	A	-	B	A	A	A	A	-	A	A	-	-	-	-
1999	A	A	-	B	A	A	A	A	-	A	A	-	-	-	-
2000	A	A	-	B	A	A	A	A	-	A	A	-	-	-	-
2001	A	A	-	B	A	A	A	A	-	A	A	-	-	-	-
2002	A	A	-	B	A	A	A	A	-	A	A	-	-	-	-
2003	A	A	-	B	A	A	A	A	-	A	A	-	-	-	-
2004	A	A	-	B	A	A	A	A	-	A	A	-	-	-	-
2005	A	A	-	B	A	A	A	A	-	A	A	-	-	-	-
2006	A	A	-	B	A	A	A	A	-	A	A	-	-	-	-
2007	A	A	-	B	A	A	A	A	-	A	A	-	-	-	-
2008	A	A	-	B	A	A	A	A	-	A	A	-	-	-	-
2009	A	B	-	C	B	B	A	A	-	A	A	-	-	-	-
2010	-	B	A	D	B	B	B	A	-	A	A	A	A	A	-
2011	-	B	A	D	B	B	B	A	A	A	A	A	A	A	-
2012	-	B	A	D	B	B	B	A	A	A	A	A	A	A	-
2013	-	B	A	D	B	B	-	-	-	-	-	-	-	-	-

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Year	VEH_MAN	VEH_NO	VEH_SCI, VEH_SC2	VIN	VIN_1- VIN_10	VIN_11- VIN_12	VIN_BT	VIN_LNGT	VIN_REST	VIN_WGT	VINA_MOD	VINMAKE	VINMODYR	VINTYPE	VIOL_CHG
2014	-	B	A	D	B	B	-	-	-	-	-	-	-	-	-
2015	-	B	A	D	B	B	-	-	-	-	-	-	-	-	-
2016	-	B	A	D	B	B	-	-	-	-	-	-	-	-	-
2017	-	B	A	D	B	B	-	-	-	-	-	-	-	-	-
2018	-	B	B	E	B	B	-	-	-	-	-	-	-	-	-
2019	-	B	C	E	B	B	-	-	-	-	-	-	-	-	-
2020	-	B	-	E	B	B	-	-	-	-	-	-	-	-	-
2021	-	B	-	F	B	B	-	-	-	-	-	-	-	-	-
2022	-	B	-	F	B	B	-	-	-	-	-	-	-	-	-
2023	-	B	-	F	B	B	-	-	-	-	-	-	-	-	-

Vehicle Data File (continued)

Year	VIOLCHG1 VIOLCHG2	VNUM_LAN	VPAVETYP	VPICBODYCLASS	VPICMAKE	VPICMODEL	VPROFILE	VSPD_LIM	VSURCOND	VTCONT_F	VTRAFCON	VTRAFWAY	WTCTCD_TR	WHLBS_LG	WHLBS_SH	WHDRWHL
1975	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1976	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1977	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1978	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1979	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1980	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1981	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1982	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1983	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1984	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1985	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Year	VIOLCHG1 VIOLCHG2	VNUM_LAN	VPAVETYP	VPICBODYCLASS	VPICMAKE	VPICMODEL	VPROFILE	VSPD_LIM	VSURCOND	VTCONT_F	VTRAFCON	VTRAFWAY	WGTCDFR	WHLBS_LG	WHLBS_SH	WHLDRWHL
1986	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1987	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1988	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1989	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1990	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1991	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1992	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1993	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1994	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1995	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1996	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1997	A	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1998	A	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1999	A	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
2000	A	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
2001	A	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
2002	A	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
2003	A	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
2004	A	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
2005	A	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
2006	A	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
2007	A	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
2008	A	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
2009	A	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
2010	-	A	A	-	-	-	A	A	A	A	A	A	A	A	A	-
2011	-	A	A	-	-	-	A	B	A	A	B	A	A	A	A	A
2012	-	A	A	-	-	-	A	B	A	A	B	A	A	A	A	A
2013	-	B	B	-	-	-	B	C	A	A	B	B	-	-	-	-

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Year	VIOLCHG1	VIOLCHG2	VNUM_LAN	VPAVETYP	VPICBODYCLASS	VPICMAKE	VPICMODEL	VPROFILE	VSPD_LIM	VSURCOND	VTCONT_F	VTRAFCON	VTRAFWAY	WTCD_TR	WHLBS_LG	WHLBS_SH	WHLDRWHL
2014	-	B	B	-	-	-	-	B	C	A	A	B	B	-	-	-	-
2015	-	B	B	-	-	-	-	B	C	A	A	B	B	-	-	-	-
2016	-	B	B	-	-	-	-	B	D	A	A	B	B	-	-	-	-
2017	-	B	B	-	-	-	-	B	D	A	A	B	C	-	-	-	-
2018	-	B	B	-	-	-	-	B	D	A	A	B	C	-	-	-	-
2019	-	B	B	-	-	-	-	B	D	A	B	B	C	-	-	-	-
2020	-	B	B	A	A	A	B	D	A	B	B	B	C	-	-	-	-
2021	-	B	B	B	A	A	B	D	A	B	B	B	C	-	-	-	-
2022	-	B	B	B	A	A	B	D	A	B	B	B	D	-	-	-	-
2023	-	B	B	B	A	A	B	D	A	B	B	B	D	-	-	-	-

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Person Data File

Year	AGE	ALC_RES	ALC_STATUS	AIR_BAG	ALC_DET	ATST_TYP	AUT_REST	CERT_NO	DEATH_DA	DEATH_HR	DEATH_MN	DEATH_MO	DEATH_TM	DEATH_YR	DOA	DEVTYPE	DEVMOTOR	DRINKING
1975		-	-	-	-	-	A	-	A	A	A	A	A	A	-	-	-	A
1976	-	-	-	-	-	-	A	-	A	A	A	A	A	A	-	-	-	A
1977	A	-	-	-	-	-	B	-	A	A	A	A	A	A	-	-	-	A
1978	A	-	-	-	-	-	B	-	A	A	A	A	A	A	-	-	-	A
1979	A	-	-	-	-	-	B	-	A	A	A	A	A	A	-	-	-	A
1980	A	-	-	-	-	-	C	-	A	A	A	A	A	A	-	-	-	A
1981	A	-	-	-	-	-	C	-	A	A	A	A	A	A	-	-	-	A
1982	A	-	-	-	-	-	C	-	A	A	A	A	A	A	-	-	-	A
1983	A	-	-	-	-	-	C	-	A	A	A	A	A	A	-	-	-	A
1984	A	-	-	-	-	-	C	-	A	A	A	A	A	A	-	-	-	A
1985	A	-	-	-	-	-	C	-	A	A	A	A	A	A	-	-	-	A
1986	A	-	-	-	-	-	C	-	A	A	A	A	A	A	-	-	-	A
1987	A	-	-	-	A	-	C	-	A	A	A	A	A	A	-	-	-	A
1988	A	-	-	-	A	-	C	-	A	A	A	A	A	A	-	-	-	A
1989	A	-	-	-	A	-	C	-	A	A	A	A	A	A	-	-	-	A
1990	A	-	-	-	A	-	D	-	A	A	A	A	A	A	-	-	-	A
1991	A	A	-	A	A	-	-	A	A	A	A	A	A	A	-	-	-	A
1992	A	A	-	A	A	-	-	A	A	A	A	A	A	A	-	-	-	A
1993	A	A	-	A	A	-	-	A	A	A	A	A	A	A	-	-	-	A
1994	A	A	-	A	A	-	-	A	A	A	A	A	A	A	-	-	-	A
1995	A	B	-	A	A	-	-	A	A	A	A	A	A	A	-	-	-	A
1996	A	B	-	A	A	-	-	A	A	A	A	A	A	A	-	-	-	A
1997	A	B	-	A	A	-	-	A	A	A	A	A	A	A	-	-	-	A
1998	A	B	-	B	A	A	-	A	A	A	A	A	A	B	-	-	-	A
1999	A	B	-	B	A	A	-	A	A	A	A	A	A	B	-	-	-	A
2000	A	B	-	B	A	A	-	A	A	A	A	A	A	B	-	-	-	A

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Year	AGE	ALC_RES	ALC_STATUS	AIR_BAG	ALC_DET	ATST_TYP	AUT_REST	CERT_NO	DEATH_DA	DEATH_HR	DEATH_MN	DEATH_MO	DEATH_TM	DEATH_YR	DOA	DEVTYPE	DEVMOTOR	DRINKING
2001	A	B	-	B	A	B	-	A	A	A	A	A	A	B	A	-	-	A
2002	A	B	-	B	A	B	-	A	A	A	A	A	A	B	A	-	-	A
2003	A	B	-	B	A	B	-	A	A	A	A	A	A	B	A	-	-	A
2004	A	C	-	B	A	C	-	A	A	A	A	A	A	B	A	-	-	A
2005	A	C	-	C	A	C	-	A	A	A	A	A	A	B	A	-	-	A
2006	A	C	-	C	A	D	-	A	A	A	A	A	A	B	A	-	-	A
2007	A	C	-	D	A	D	-	A	A	A	A	A	A	B	A	-	-	A
2008	A	C	-	D	A	D	-	A	B	A	A	A	A	B	A	-	-	A
2009	B	D	A	E	A	E	-	A	C	B	B	B	B	C	A	-	-	A
2010	C	E	B	F	A	F	-	A	C	B	B	C	B	C	A	-	-	A
2011	C	E	B	F	A	F	-	A	C	B	B	C	B	C	A	-	-	A
2012	C	E	B	F	A	F	-	A	C	B	B	C	B	C	A	-	-	A
2013	C	E	B	F	A	F	-	A	C	B	B	C	B	C	A	-	-	A
2014	C	E	B	F	A	F	-	A	C	B	B	C	B	C	A	-	-	A
2015	C	F	B	F	A	G	-	A	C	B	B	C	B	C	A	-	-	A
2016	C	F	B	F	A	G	-	A	C	B	B	C	B	C	A	-	-	A
2017	C	F	C	G	A	G	-	A	C	B	B	C	B	C	A	-	-	A
2018	C	F	C	G	A	H	-	A	C	B	B	C	B	C	A	-	-	A
2019	C	F	C	G	B	H	-	A	C	B	B	C	B	C	A	-	-	A
2020	C	F	C	G	B	H	-	A	C	B	B	C	B	C	A	-	-	A
2021	C	F	C	G	C	H	-	A	C	B	B	C	B	C	A	-	-	A
2022	C	F	C	G	-	H	-	A	C	B	B	C	B	C	A	A	A	A
2023	C	F	C	G	-	H	-	A	C	B	B	C	B	C	A	A	A	A

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Person Data File (continued)

Year	DRUG_DET	DRUG_RES	DRUGRES1, DRUGRES2,	DRUGTEST	DRUGTST1, DRUGTST2,	DSTATUS	EJ_PATH	EJECTION	EXTRICAT	HISPANIC	HOSPITAL	HELM_MIS	HELM_USE	INJ_SEV	LAG_HRS	
1975	-	-	-	-	-	-	-	A	A	-	-	-	-	A	A	
1976	-	-	-	-	-	-	-	A	A	-	-	-	-	A	A	
1977	-	-	-	-	-	-	-	A	A	-	A	-	-	A	A	
1978	-	-	-	-	-	-	-	A	A	-	A	-	-	A	A	
1979	-	-	-	-	-	-	-	A	A	-	A	-	-	A	A	
1980	-	-	-	-	-	-	-	A	A	-	A	-	-	A	A	
1981	-	-	-	-	-	-	-	A	A	-	A	-	-	A	A	
1982	-	-	-	-	-	-	-	A	A	-	A	-	-	A	A	
1983	-	-	-	-	-	-	-	A	A	-	A	-	-	A	A	
1984	-	-	-	-	-	-	-	A	A	-	A	-	-	A	A	
1985	-	-	-	-	-	-	-	A	A	-	A	-	-	A	A	
1986	-	-	-	-	-	-	-	A	A	-	A	-	-	A	A	
1987	-	-	-	-	-	-	-	A	A	-	A	-	-	A	A	
1988	-	-	-	-	-	-	-	A	A	-	A	-	-	A	A	
1989	-	-	-	-	-	-	-	A	A	-	A	-	-	A	A	
1990	-	-	-	-	-	-	-	A	A	-	A	-	-	A	A	
1991	A	A	-	A	A	-	-	A	A	A	-	A	-	-	A	A
1992	A	A	-	A	A	-	-	A	A	A	-	A	-	-	A	A
1993	A	-	A	A	-	A	-	A	A	A	-	A	-	-	A	A
1994	A	-	A	A	-	A	-	A	A	A	-	A	-	-	A	A
1995	A	-	A	A	-	A	-	A	A	A	-	A	-	-	A	A
1996	A	-	A	A	-	A	-	A	A	A	-	A	-	-	A	A
1997	A	-	A	A	-	A	-	A	A	A	-	A	-	-	A	A
1998	A	-	A	A	-	A	-	A	A	A	-	A	-	-	A	A
1999	A	-	A	A	-	A	-	A	A	A	A	B	-	-	A	A
2000	A	-	A	A	-	A	-	A	A	A	B	B	-	-	A	A
2001	A	-	A	A	-	A	-	A	A	A	C	C	-	-	A	A

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Year	DRUG_DET	DRUG_RES	DRUGRES1, DRUGRES2,	DRUGS	DRUGTEST	DRUGTST1, DRUGTST2,	DSTATUS	EJ_PATH	EJECTION	EXTRICAT	HISPANIC	HOSPITAL	HELM_MIS	HELM_USE	INJ_SEV	LAG_HRS
2002	A	-	A	A	-	A	-	A	A	A	C	C	-	-	A	A
2003	A	-	A	A	-	A	-	A	A	A	C	C	-	-	A	A
2004	A	-	A	A	-	A	-	A	A	A	C	C	-	-	A	A
2005	A	-	A	A	-	A	-	A	A	A	C	C	-	-	A	A
2006	A	-	A	A	-	A	-	A	A	A	C	C	-	-	A	A
2007	A	-	A	A	-	A	-	A	B	A	C	D	-	-	A	A
2008	A	-	A	A	-	A	-	A	C	A	C	D	-	-	A	A
2009	A	-	A	A	-	B	A	A	D	A	C	D	-	-	B	B
2010	A	-	B	A	-	B	B	A	E	A	C	E	-	-	C	B
2011	A	-	B	A	-	B	B	A	E	A	C	E	-	-	C	B
2012	A	-	B	A	-	B	B	A	E	A	C	E	-	-	C	B
2013	A	-	B	A	-	B	B	A	E	A	C	E	-	-	D	B
2014	A	-	B	A	-	B	B	A	E	A	C	E	-	-	D	B
2015	A	-	B	A	-	B	B	B	E	A	C	E	-	-	D	B
2016	B	-	B	A	-	B	B	B	E	A	C	E	-	-	E	B
2017	B	-	B	A	-	B	C	B	E	A	C	E	-	-	E	B
2018	B	-	-	A	-	-	C	B	E	A	C	E	-	-	E	B
2019	C	-	-	A	-	-	C	B	E	A	C	E	A	A	E	B
2020	C	-	-	A	-	-	C	B	E	A	C	E	A	A	E	B
2021	C	-	-	A	-	-	C	B	E	A	C	E	A	A	E	B
2022	-	-	-	A		-	D	B	E	A	C	E	A	A	E	B
2023	-	-	-	A	-	-	D	B	E	A	C	E	A	A	E	B

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Person Data File (continued)

Year	LAG_MIN	LOCATION	MAN_REST	N_MOT_NO	P_CFI1 - P_CFI3	P_SF1 - P_SF3	PER_NO	PER_TYP	RACE	REST_MIS	REST_USE	SEAT_POS	SEX	TEST_RES	TOXCLGY	WORK_INJ
1975	A	A	A	-	A	-	A	A	-	-	-	A	A	A	-	-
1976	A	A	A	-	B	-	A	A	-	-	-	A	A	A	-	-
1977	A	A	A	-	B	-	A	A	-	-	-	A	A	A	-	-
1978	A	A	A	-	B	-	A	A	-	-	-	A	A	A	-	-
1979	A	A	A	-	B	-	A	A	-	-	-	A	A	A	-	-
1980	A	B	A	-	B	-	A	A	-	-	-	A	A	A	-	-
1981	A	B	A	-	B	-	A	A	-	-	-	A	A	A	-	-
1982	A	C	A	A	C	-	A	B	-	-	-	B	A	A	-	-
1983	A	C	A	A	C	-	A	B	-	-	-	B	A	A	-	-
1984	A	C	A	A	C	-	A	B	-	-	-	B	A	A	-	-
1985	A	C	A	A	C	-	A	B	-	-	-	B	A	A	-	-
1986	A	C	A	A	C	-	A	B	-	-	-	B	A	A	-	-
1987	A	C	A	A	C	-	A	B	-	-	-	B	A	A	A	A
1988	A	C	A	A	C	-	A	B	-	-	-	B	A	A	A	A
1989	A	C	A	A	C	-	A	B	-	-	-	B	A	A	A	A
1990	A	C	A	A	C	-	A	B	-	-	-	B	A	A	A	A
1991	A	C	-	A	C	-	A	B	-	-	A	B	A	-	-	A
1992	A	C	-	A	C	-	A	B	-	-	A	B	A	-	-	A
1993	A	C	-	A	C	-	A	B	-	-	A	B	A	-	-	A
1994	A	C	-	A	C	-	A	C	-	-	B	B	A	-	-	A
1995	A	C	-	A	D	-	A	C	-	-	B	B	A	-	-	A
1996	A	C	-	A	D	-	A	C	-	-	B	B	A	-	-	A
1997	A	C	-	A	E	-	A	C	-	-	B	B	A	-	-	A
1998	A	C	-	A	E	-	A	C	-	-	B	B	A	-	-	A
1999	A	C	-	A	E	-	A	C	A	-	B	B	A	-	-	A
2000	A	C	-	A	F	-	A	C	B	-	B	B	A	-	-	A

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Year	LAG_MINS	LOCATION	MAN_REST	N_MOT_NO	P_CFI1 - P_CFI3	P_SF1 - P_SF3	PER_NO	PER_TYP	RACE	REST_MIS	REST_USE	SEAT_POS	SEX	TEST_RES	TOXCLGY	WORK_INJ
2001	A	C	-	A	G	-	A	C	C	-	B	B	A	-	-	A
2002	A	C	-	A	H	-	A	C	C	-	B	C	A	-	-	A
2003	A	C	-	A	I	-	A	C	C	-	B	C	A	-	-	A
2004	A	C	-	A	J	-	A	C	C	-	B	C	A	-	-	A
2005	A	C	-	A	K	-	A	C	C	-	C	D	A	-	-	A
2006	A	D	-	A	K	-	A	C	C	-	C	D	A	-	-	A
2007	A	D	-	A	L	-	A	D	C	-	C	D	A	-	-	A
2008	A	D	-	A	M	-	A	D	C	-	D	D	A	-	-	A
2009	A	D	-	B	M	-	B	D	C	-	D	E	A	-	-	A
2010	A	E	-	B	-	A	B	E	C	A	E	F	B	-	-	A
2011	A	E	-	-	-	B	B	F	C	A	E	F	B	-	-	A
2012	A	E	-	-	-	B	B	F	C	A	E	F	B	-	-	A
2013	A	E	-	-	-	C	B	F	C	A	F	F	B	-	-	A
2014	A	F	-	-	-	C	B	F	C	A	F	F	B	-	-	A
2015	A	F	-	-	-	D	B	F	C	A	F	F	B	-	-	A
2016	A	F	-	-	-	E	B	F	C	A	F	F	B	-	-	A
2017	A	F	-	-	-	F	B	F	D	A	G	F	B	-	-	A
2018	A	F	-	-	-	G	B	F	D	A	G	F	B	-	-	A
2019	A	F	-	-	-	H	B	F	D	B	H	G	B	-	-	A
2020	A	F	-	-	-	-	B	F	D	B	H	G	B	-	-	A
2021	A	F	-	-	-	-	B	F	D	B	H	G	B	-	-	A
2022	A	F	-	-	-	-	B	G	D	B	H	G	B	-	-	A
2023	A	F	-	-	-	-	B	G	D	B	H	G	B	-	-	A

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Vehnit Data File

	Year	AVOID	AXLES	BODY_TYP	BUS_USE	CARGO_BT	CDL_STAT	D_VISION1, D_VISION2, D_VISION3	DEATHS	DEFORMED	DR_CFI, DR_CF2, DR_CF3	DR_CF4	DR_DRINK	DR_HGT	DR_PRESS
2005	A	A	A	A	A	A	-	A	A	A	B	A	A	A	A
2006	A	A	A	A	A	A	-	A	A	B	B	A	A	A	A
2007	A	A	A	A	B	A	-	A	A	B	B	A	A	A	A
2008	A	-	B	A	B	A	-	A	A	C	C	A	A	B	B
2009	A	-	B	A	C	A	A	A	B	D	D	A	B	C	

Vehnit Data File (continued)

	Year	DR_WGT	DR_ZIP	EMER_USE	FIRE_EXP	FIRST_MO	FIRST_YR	FLDCD_TR	GVWR	HAZ_CARG	HAZ_CNO	HAZ_ID	HAZ_INV	HAZ_PLAC	HIT_RUN
2005	A	A	A	A	A	A	A	A	A	-	-	-	-	-	A
2006	A	A	A	A	A	A	A	A	A	-	-	-	-	-	A
2007	A	A	A	A	A	A	A	A	A	-	A	A	A	A	B
2008	A	A	A	B	A	A	A	A	A	-	B	A	A	A	B
2009	A	A	A	C	A	A	A	A	A	-	B	A	A	A	C

Vehnit Data File (continued)

	IMPACT1	IMPACT2	IMPACTS	J_KNIFE	L_COMPL	L_ENDORS	L_RESTRI	L_STATE	L_STATUS	L_TYPE	LAST_MO	LAST_YR	M_HARM	MAK_MOD	MAKE
2005	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
2006	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
2007	A	A	A	A	A	A	A	B	A	A	A	A	A	A	A
2008	A	A	A	A	A	A	A	B	A	A	A	A	B	A	A
2009	A	A	A	A	A	A	A	C	A	A	A	A	C	A	A

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Vehnit Data File (continued)

Year	MAN_COLL	MCARR_11, MCARR_12	MCARR_ID	MCYCL_DS	MOD_YEAR	MODEL	NUMOCCS	OCCUPANTS	OWNER	PREV_ACC	PREV_DWI	PREV_OTH	PREV_SPD	PREV_SUS	REG_STAT
2005	A	-	A	A	A	A	-	A	A	A	A	A	A	A	A
2006	A	-	A	A	A	A	-	A	A	A	A	A	A	A	A
2007	A	A	A	A	A	A	-	A	A	A	A	A	A	A	A
2008	A	A	A	A	A	A	-	A	B	A	A	A	A	A	B
2009	A	A	A	A	A	A	A	-	B	A	A	A	A	A	B

Vehnit Data File (continued)

Year	ROLINLOC	ROLLOVER	SEQ1, SEQ2, SEQ3, SEQ4, SEQ5, SEQ6	SER_TR	SPEC_USE	SPEEDREL	TOW_VEH	TOWAWAY	TOWED	TRAV_SP	UNDERIDE	UNITYPE	V_CONFIG	VEH_CFL, VEH_CFL2
2005	-	A	A	A	A	-	A	A	-	A	A	A	A	A
2006	-	A	A	A	A	-	A	A	-	A	A	A	A	A
2007	-	A	A	A	A	-	A	A	-	A	A	A	B	B
2008	-	A	B	A	A	-	A	A	-	A	A	B	B	C
2009	A	B	B	A	B	A	B	-	A	B	A	B	B	D

Vehnit Data File (continued)

Year	VEH_MAN	VEH_NO	VIN	VIN_1 - VIN_12	VIN_BT	VIN_LNGT	VIN_WGT	VINA_MOD	VIOLCHG1	VIOLCHG2	VIOLCHG3	WGTCDFR	WHLBS_LG	WHLBS_SH
2005	A	A	A	A	A	A	A	A	A	A	A	A	A	A
2006	A	A	A	A	A	A	A	A	A	A	A	A	A	A
2007	A	A	A	A	A	A	A	A	A	A	A	A	A	A
2008	A	A	A	A	A	A	A	A	A	A	A	A	A	A
2009	A	B	B	B	A	A	A	A	A	A	A	A	A	A

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Parkwork Data File

Year	PBODYTYP	PBUS_USE	PCARGTYP	PMINUTE	PCARBUR	PCYLINDER	PDAY	PDEATHS	PDISPLACE	PEM_USE	PFIRE	PFUECODE	PGVWR	PGVWR_FROM	PGVWR_TO
2010	A	A	A	A	-	-	A	A	-	A	A	A	A	-	-
2011	B	A	A	A	A	A	A	A	A	A	A	A	A	-	-
2012	C	A	A	A	A	A	A	A	A	A	A	A	A	-	-
2013	D	A	B	A	-	-	A	A	-	B	A	-	A	-	-
2014	D	A	B	A	-	-	A	A	-	C	A	-	A	-	-
2015	D	A	B	A	-	-	A	A	-	C	A	-	A	-	-
2016	D	A	B	A	-	-	A	A	-	C	A	-	A	-	-
2017	E	A	B	A	-	-	A	A	-	C	A	-	A	-	-
2018	F	A	B	A	-	-	A	A	-	C	A	-	A	-	-
2019	A	A	B	A	-	-	A	A	-	C	A	-	A	-	-
2020	A	A	B	A	-	-	A	A	-	C	A	-	-	A	A
2021	A	A	B	A	-	-	A	A	-	C	A	-	-	A	A
2022	A	B	B	A	-	-	A	A	-	C	A	-	-	A	A
2023	A	B	B	A	-	-	A	A	-	C	A	-	-	A	A

Parkwork Data File (continued)

Year	PHARM_EV	PHOUR	PHAZ_CNO	PHAZ_ID	PHAZ_INV	PHAZ_REL	PHAZPLAC	PHIT_RUN	PICFINALBODY	PIMPACT1	PIMPACT2	PM_HARM	PMAKE	PMAK_MOD	PMAN_COLL	PMCARR_11, PMCARR_12
2010	A	A	A	A	A	A	A	A	-	A	A	A	A	A	A	A
2011	B	A	A	A	A	A	A	A	-	A	A	B	B	A	A	A
2012	C	A	A	A	A	A	A	B	-	B	-	C	C	A	A	A
2013	D	A	A	A	A	A	A	B	-	C	-	D	D	A	A	A
2014	D	A	A	A	A	A	A	B	-	C	-	D	D	A	A	A

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Year	PHARM_EV	PHOUR	PHAZ_CNO	PHAZ_ID	PHAZ_INV	PHAZ_REL	PHAZPLAC	PHIT_RUN	PICFINALBODY	PIMPACT1	PIMPACT2	PM_HARM	PMAKE	PMAK_MOD	PMAN_COLL	PMCARR_II,	PMCARR_I2
2015	D	A	A	A	A	A	A	B	-	C	-	D	D	A	A	A	A
2016	D	A	A	A	A	A	A	B	-	C	-	E	D	A	A	A	A
2017	D	A	A	A	A	A	A	B	-	D	-	F	D	A	A	A	A
2018	D	A	A	A	A	A	A	B	-	D	-	F	D	A	A	A	A
2019	E	A	A	A	A	A	A	B	-	D	-	G	D	A	A	A	A
2020	E	A	A	A	A	A	A	C	A	D	-	G	D	A	A	A	A
2021	E	A	A	A	A	A	A	C	B	D	-	G	D	A	A	A	A
2022	E	A	A	A	A	A	A	C	B	D	-	G	D	A	A	A	A
2023	E	A	A	A	A	A	A	C	B	D	-	G	D	A	A	A	A

Parkwork Data File (continued)

Year	PMCARR_ID	PMCYCL_DS	PMCYCL_CY	PMCYCL_WT	PMINUTE	PMODEL	PMODYEAR	PMMONTH	PNUMOCCS	POWNER	PREG_STAT	PSER_TR	PSP_USE	PTIRE_SZE	PTOWED
2010	A	A	-	-	A	A	A	A	A	A	A	A	A	-	A
2011	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
2012	A	A	A	A	A	A	A	A	A	A	A	B	A	A	A
2013	A	-	-	-	A	A	A	A	A	A	A	-	C	-	A
2014	A	-	-	-	A	A	A	A	A	A	A	-	C	-	A
2015	A	-	-	-	A	A	A	A	A	A	A	-	C	-	A
2016	A	-	-	-	A	A	A	A	B	A	A	-	C	-	A
2017	A	-	-	-	A	B	A	A	B	A	B	-	C	-	A
2018	A	-	-	-	A	B	A	A	B	A	B	-	C	-	B
2019	A	-	-	-	A	B	A	A	B	A	B	-	D	-	B
2020	A	-	-	-	A	B	A	A	B	A	B	-	E	-	B
2021	A	-	-	-	A	B	A	A	B	A	B	-	E	-	B

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

	Year	PMCARR_ID	PMCYCL_DS	PMCYCL_CY	PMCYCL_WT	PMINUTE	PMODEL	PMODYEAR	PMONTH	PNUMOCCS	POWNER	PREG_STAT	PSER_TR	PSP_USE	PTIRE_SZE	PTOWED
2022	A	-	-	-	A	B	A	A	A	B	A	B	-	E	-	C
2023		-	-	-	A	B	A	A	B	A	B	-	E	-	C	

Parkwork Data File (continued)

	Year	PTON_RAT	PTRAILER	PTRK_WT	PTRKWTVAR	PTRLR1VIN, PTRLR2VIN,	PTRLR1GVWR, PTRLR2GVWR,	PUNDERIDE	PUNDEROVER- RIDE	PTTYPE	PV_CONFIG	PVEMFORMS	PVEH_SEV	PVEH_SCI, PVEH_SC2	PVIN	PVINA_MOD	PVIN_1- PVIN_12
2010	-	A	-	-	-	A	-	A	-	A	A	A	A	A	A	A	
2011	A	A	A	A	-	-	A	-	A	A	A	A	A	A	A	A	
2012	A	A	A	A	-	-	B	-	A	A	A	A	A	A	A	A	
2013	-	A	-	-	-	-	B	-	A	B	A	A	A	A	-	A	
2014	-	A	-	-	-	-	B	-	A	B	A	A	B	A	-	A	
2015	-	A	-	-	-	-	B	-	A	B	A	A	B	A	-	A	
2016	-	A	-	-	A	-	B	-	A	B	A	A	B	A	-	A	
2017	-	A	-	-	A	-	B	-	A	B	A	A	B	A	-	A	
2018	-	A	-	-	B	-	B	-	A	B	A	A	C	B	-	A	
2019	-	A	-	-	B	-	B	-	A	B	A	A	D	B	-	A	
2020	-	A	-	-	B	A	B	-	A	B	A	A	-	B	-	A	
2021	-	A	-	-	C	A	B	A	A	C	A	A	-	C	-	A	
2022	-	B	-	-	C	A	B	A	A	C	A	B	-	C	-	A	
2023	-	B	-	-	C	A	B	A	A	C	A	B	-	C	-	A	

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Parkwork Data File (continued)

Year	PVIN_BT	PVIN_LNGT	PVIN_REST	PVINMAKE	PVINMODYR	PVINTYPE	PVIN_WGT	PVPICBODYCLASS	PVPICMAKE	PVPICMODEL	PWGTCD_TR	PWHLBS_LG	PWHLBS_SH	PWHLDRWHL
2010	A	A	-	A	A	A	A	-	-	-	A	A	A	-
2011	A	A	A	A	A	A	A	-	-	-	A	A	A	A
2012	A	A	A	A	A	A	A	-	-	-	A	A	A	A
2013	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2014	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2015	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2016	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2017	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2018	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2019	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2020	-	-	-	-	-	-	-	A	A	A	-	-	-	-
2021	-	-	-	-	-	-	-	B	A	A	-	-	-	-
2022	-	-	-	-	-	-	-	B	A	A	-	-	-	-
2023	-	-	-	-	-	-	-	B	A	A	-	-	-	-

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Pbtype Data File

Year	BIKECGP	BIKECTYPE	BIKEDIR	BIKELOC	BIKEPOS	MOTDIR	MOTMAN	PBAGE	PBCWALK	PBPTYPE	PBSEX	PBSZONE	PEDCGP
2014	A	A	A	A	A	A	A	A	A	A	A	A	A
2015	A	A	A	A	A	A	A	A	A	A	A	A	A
2016	A	A	A	A	A	A	A	A	A	A	A	A	A
2017	A	A	A	A	A	A	A	A	A	A	A	A	B
2018	A	A	A	A	A	A	A	A	A	A	A	A	B
2019	A	A	A	A	A	A	A	A	A	A	A	A	B
2020	A	A	A	A	A	A	A	A	A	A	A	A	B
2021	A	A	A	A	A	A	A	A	A	A	A	A	B
2022	A	A	A	A	A	A	A	A	A	A	A	A	B
2023	A	A	A	A	A	A	A	A	A	A	A	A	B

Pbtype Data File (continued)

Year	PEDDCTYPE	PEDDIR	PEDLEG	PEDLOC	PEDPOS	PEDSNR
2014	A	A	A	A	A	A
2015	A	A	A	A	A	A
2016	A	A	B	A	A	A
2017	B	B	B	A	A	B
2018	B	B	B	A	A	B
2019	B	B	B	A	A	B
2020	B	B	B	A	A	B
2021	B	B	B	A	A	B
2022	B	B	B	A	A	B
2023	B	B	B	A	A	B

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Cevent Data File

Year	VNUMBER1	AOI1	SOE	VNUMBER2	AOI2
2010	A	A	A	A	A
2011	A	B	A	A	B
2012	A	C	B	A	C
2013	A	D	C	A	D
2014	A	D	D	A	D
2015	A	D	D	A	D
2016	A	D	E	A	D
2017	A	E	F	A	E
2018	A	E	F	A	E
2019	A	E	G	A	E
2020	A	E	G	A	E
2021	A	E	G	A	E
2022	A	E	G	A	E
2023	A	E	G	A	E

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Vevent Data File

Year	VNUMBER1	AOI1	SOE	VNUMBER2	AOI2
2010	A	A	A	A	A
2011	A	B	A	A	B
2012	A	C	B	A	C
2013	A	D	C	A	D
2014	A	D	D	A	D
2015	A	D	D	A	D
2016	A	D	E	A	D
2017	A	E	F	A	E
2018	A	E	F	A	E
2019	A	E	G	A	E
2020	A	E	G	A	E
2021	A	E	G	A	E
2022	A	E	G	A	E
2023	A	E	G	A	E

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Vsoe Data File

Year	AOI	SOE
2010	A	A
2011	B	A
2012	C	B
2013	D	C
2014	D	D
2015	D	D
2016	D	E
2017	E	F
2018	E	F
2019	E	G
2020	E	G
2021	E	G
2022	E	G
2023	E	G

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Safetyeq Data File

Year	MSAFEQMT	NMHELMET	NMPROPAD	NMOTHPRO	NMREFCLO	NMLIGHT	NMOTHPRE
2010	A	-	-	-	-	-	-
2011	A	-	-	-	-	-	-
2012	A	-	-	-	-	-	-
2013	A	-	-	-	-	-	-
2014	A	-	-	-	-	-	-
2015	A	-	-	-	-	-	-
2016	A	-	-	-	-	-	-
2017	-	A	A	A	A	A	A
2018	-	A	A	A	A	A	A
2019	-	A	A	A	A	A	A
2020	-	A	A	A	A	A	A
2021	-	A	A	A	A	A	A
2022	-	A	A	A	A	A	A
2023	-	A	A	A	A	A	A

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Distract Data File

Year	MDRDSTRD	DRDISTRACT
2010	A	-
2011	A	-
2012	B	-
2013	B	-
2014	B	-
2015	B	-
2016	B	-
2017	B	-
2018	C	-
2019	C	-
2020	-	A
2021	-	A
2022	-	A
2023	-	A

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Drimpair Data File

Year	DRIMPAIR
2010	A
2011	B
2012	B
2013	B
2014	C
2015	C
2016	C
2017	D
2018	D
2019	D
2020	D
2021	E
2022	E
2023	E

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

FactorData File

Year	MFACTOR	VEHICLECC
2010	A	-
2011	A	-
2012	A	-
2013	A	-
2014	A	-
2015	A	-
2016	A	-
2017	A	-
2018	A	-
2019	A	-
2020	-	A
2021	-	A
2022	-	A
2023	-	A

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Maneuver Data File

Year	MDRMANAV	MANEUVER
2010	A	-
2011	A	-
2012	A	-
2013	A	-
2014	A	-
2015	A	-
2016	A	-
2017	A	-
2018	A	-
2019	A	-
2020	-	A
2021	-	A
2022	-	A
2023	-	A

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Violatn Data File

Year	MVIOLATN	VIOLATION
2010	A	-
2011	A	-
2012	A	-
2013	A	-
2014	B	-
2015	C	-
2016	C	-
2017	C	-
2018	C	-
2019	C	-
2020	-	A
2021	-	A
2022	-	A
2023	-	A

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

VisionData File

Year	MVISIOBSC	VISION
2010	A	-
2011	A	-
2012	A	-
2013	A	-
2014	A	-
2015	A	-
2016	A	-
2017	A	-
2018	A	-
2019	A	-
2020	-	A
2021	-	A
2022	-	A
2023	-	A

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Nmcrash Data File

Year	MTM_CRSH	NMCC
2010	A	-
2011	A	-
2012	A	-
2013	A	-
2014	B	-
2015	B	-
2016	B	-
2017	B	-
2018	B	-
2019	B	-
2020	-	A
2021	-	B
2022	-	B
2023	-	B

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Nmimpair Data File

Year	NMIMPAIR
2010	A
2011	A
2012	A
2013	A
2014	B
2015	B
2016	B
2017	C
2018	C
2019	C
2020	C
2021	D
2022	D
2023	D

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Nmprior Data File

Year	MPR_ACT	NMACTION
2010	A	-
2011	A	-
2012	A	-
2013	A	-
2014	B	-
2015	B	-
2016	B	-
2017	B	-
2018	B	-
2019	B	-
2020	-	A
2021	-	A
2022	-	B
2023	-	B

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Damage Data File

Year	MDAREAS	DAMAGE
2012	A	-
2013	A	-
2014	A	-
2015	A	-
2016	A	-
2017	A	-
2018	A	-
2019	A	-
2020	-	A
2021	-	A
2022	-	A
2023	-	A

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Nmdistract Data File

Year	MNMDSTRD	NMDISTRACT
2019	A	-
2020	-	A
2021	-	A
2022	-	B
2023	-	B

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Drugs Data File

Year	DRUGRES	DRUGSPEC	DRUGMETHOD	DRUGQTY	DRUGACTQTY	DRUGUOM
2018	A	A	-	-	-	-
2019	A	A	-	-	-	-
2020	A	A	-	-	-	-
2021	A	A	-	-	-	-
2022	B	B	-	-	-	-
2023	C	B	A	A	A	A

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Race Data File

Year	RACE
2019	A
2020	A
2021	A
2022	A
2023	A

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Weather Data File

Year	WEATHER
2020	A
2021	A
2022	A
2023	A

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Crashrf Data File

Year	CRASHRF
2020	A
2021	B
2022	C
2023	D

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Vehiclesf Data File

Year	VEHICLESF
2020	A
2021	A
2022	B
2023	B

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Pvehiclesf Data File

Year	PVEHICLESF
2020	A
2021	B
2022	C
2023	C

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Driverrf Data File

Year	DRIVERRF
2020	A
2021	B
2022	C
2023	D

Appendix F: Changes in FARS Data Elements by SAS Data File and Year

Personrf Data File

Year	PERSONRF
2020	A
2021	B
2022	C
2023	D

Appendix G: Special Notes for Analysts

Analysis of the FARS Annual Report File (ARF)

In a given crash year FARS releases two versions of annual data files. The set of first files, known as the Annual Report File (ARF), is released following the crash year. The ARF is replaced about a year later with a final file, which contains additional cases or updates to cases that had become available after the ARF was released.

Although most updates are minor, some elements are dependent on records from outside sources that are more likely to be unavailable at the time the ARF is released. These are sources like driver licensing files, toxicology results, or medical examiner reports. For these elements, there is typically a greater proportion of “Unknown” values in the ARF than in the final file. Analysts should take this into consideration when making conclusions based on these elements in the ARF.

These data elements include:

- EMS Notification Time
- EMS Arrival Time
- EMS Time at Hospital
- Previous Recorded Crashes
- Previous Recorded Suspensions, Revocations, and Withdrawals
- Previous Administrative Per Se for BAC (Not Underage)
- Previous Recorded Other Suspensions, Revocations, or Withdrawals
- Previous DWI Convictions
- Previous Speeding Convictions
- Previous Other Moving Violation Convictions
- Date of Oldest Crash, Suspension, Conviction
- Date of Most Recent Crash, Suspension, Conviction
- Alcohol Test
- Drug Toxicology Results
- Died at Scene/En Route
- Death Date/Death Time
- Fatal Injury at Work
- Race/Hispanic Origin

Removal of Automated Driving Systems (ADS) Data Elements in FARS

In 2019 three Motor Vehicle Automated Driving Systems (ADS) data elements were added to the FARS data collection. These elements were added in response to the inclusion of ADS in the [Model Minimum Uniform Crash Criteria 5th ed.](#) (MMUCC) released in 2017. The concepts and definitions in MMUCC were adopted from the [Society of Automotive Engineers \(SAE\) J3016 Levels of Driving Automation](#) and were applied to both the MMUCC and FARS elements. The data are intended for crash avoidance and countermeasure research and development.

In 2020 NHTSA continued to collect the ADS data that were added in 2019; however, collection proved to be difficult. The source for FARS to collect ADS data is the police crash report and this information is limited on crash reports. Few States have crash reports with ADS-related

Appendix G: Special Notes for Analysts

fields and only a small number of those are compatible with the FARS ADS definitions and attributes. Most States do not have an ADS field on their crash report and therefore the identification of vehicle automation is only possible through the crash report narrative. At this time the FARS ADS data elements are largely coded as "Not Reported."

Extensive quality control checks and analyses were performed using the 2019 and 2020 data. The results of the analyses highlighted inconsistencies in collecting and accurately identifying specifics with these elements that can lead to varying or misleading results. Consequently, NHTSA has removed the ADS data elements from the 2019 and following FARS files while additional research is conducted on how improvements can be made. NHTSA will continue to collect these data for internal quality control, review, and analysis purposes only. The following data elements have been removed from the 2019 and following FARS files:

Automation System or Systems Present in Vehicle (Vehicle.ADS_PRES)

Highest Automation System Level Present in Vehicle (Vehicle.ADS_LEV)

Highest Automation System Level Engaged at Time of Crash (Vehicle.ADS_ENG)

Redacted Death Certificate-Related Data in Iowa

In 2019 Iowa entered death certificate data under the Person and Race data files using sources other than the official death certificate. In 2020 Iowa FARS analysts regained access to and entered official death certificate data. However, in compliance with Iowa's State Confidentiality Policy, death certificate data cannot be disclosed or re-released to the public. Therefore, starting in 2020, all data fields with death certificate-related data for Iowa will be filled with "Redacted" using values for the respective data elements as shown in the table below.

Data Element	Code	Label
Death Date Month (Person.DEATH_MO)	97	Redacted
Death Date Day (Person.DEATH_DA)	97	Redacted
Death Date Year (Person.DEATH_YR)	9997	Redacted
Death Time (Person.DEATH_TM)	9797	Redacted
Death Hour (Person.DEATH_HR)	97	Redacted
Death Minute (Person.DEATH_MN)	97	Redacted
Injury at Work (Person.WORK_INJ)	7	Redacted
Hispanic Origin (Person.HISPANIC)	97	Redacted
Race (Race.RACE)	96	Redacted
Multiple Race (Race.MULTRACE)	7	Redacted
Order (Race.ORDER)	97	Redacted

Light Pickup Truck Reclassification

In March 2019 NCSA identified issues with the classification of some large trucks as light pickup truck body types in FARS. Several of these vehicles had VIN-derived gross vehicle weight ratings (GVWR) over 10,000 lbs, which essentially places them in a respective large truck category with most in the medium/heavy pickup body type. This misclassification resulted in an understatement of large truck crashes through the years and thus, an inaccurate assessment of the change in large truck crashes from year to year.

NCSA identified and reconciled the light pickup truck misclassifications on the FARS 2016 Final file. Specifically, NCSA revised Body Type to correspond to GVWR indicated by the decoded VIN; revised Motor Carrier Identification Number, GVWR/GCWR, Vehicle Configuration, and Cargo Body Type to correspond to the requirements of coding large truck body types. In all, 329 vehicles that were classified as light pickup trucks were reclassified as a large trucks:

- 202 were reclassified as a 67 (Medium/Heavy Pickup [GVWR > 10,000 lbs]);
- 120 were reclassified as a 61 (Single-Unit Straight Truck or Cab-Chassis [GVWR range 10,001 to 19,500 lbs]); and
- 7 were reclassified as a 62 (Single-Unit Straight Truck or Cab-Chassis [GVWR range 19,501 to 26,000 lbs]).

These changes are reflected in the FARS 2016 Amended Final file. In addition, the coding of light and large pickup trucks on the FARS 2017 Final file and 2018 Annual Report File (ARF) was reviewed and where applicable, revised in accordance with the FARS 2016 Amended Final file guidelines. All three FARS files—2016 Amended Final, 2017 Final, and 2018 ARF—were released simultaneously in late 2019. Any issues existing in 2015 and earlier year files will not be addressed due to a lack of source material needed for reconciliation.

Go to [NCSA Body Type](#)

Go to [Vehicle Classification by NCSA Data Elements](#)

Analysis of Pedestrian and Bicycle Crashes Around Intersections

When using the Accident, Person, and Pbtype data files to study pedestrian and cyclist crashes, care must be taken when describing their locations in and around intersections.

The Accident data file contains the data element, “Relation to Junction-Specific Location.” This element identifies the location of the “First Harmful Event” of the crash and not necessarily the location of any pedestrian or bicyclist involved. In addition, this element’s attributes have specific definitions for *Intersection* (in the intersection) and *Intersection-Related*.

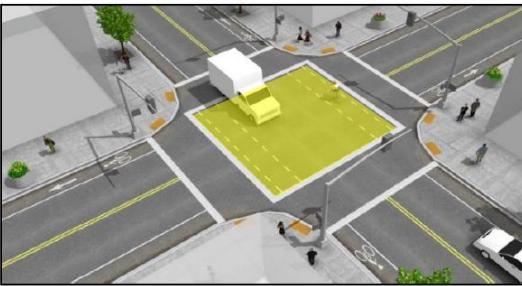
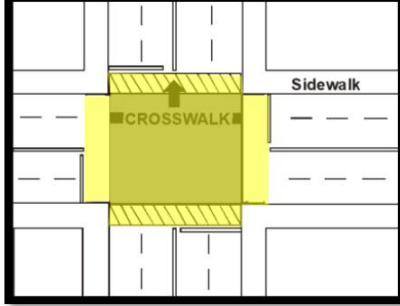
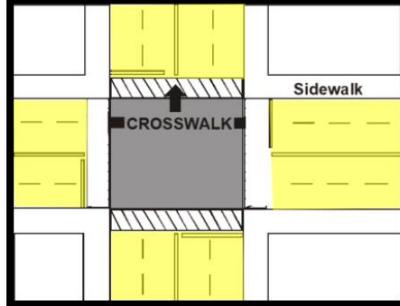
The Person data file contains the data element, “Non-Motorist Location at Time of Crash.” This element employs the defined concepts of *At Intersection* and *Not at Intersection* but does not include the concept of *Intersection-Related*.

Finally, the Pbtype data file contains the data elements, “Crash Location – Pedestrian,” “Crash Location – Bicycle,” “Pedestrian Position,” and “Bicyclist Position.” These elements employ the

Appendix G: Special Notes for Analysts

defined concepts of *At Intersection*, *Not at Intersection*, and *Intersection-Related* (defined somewhat differently from the Accident file concept).

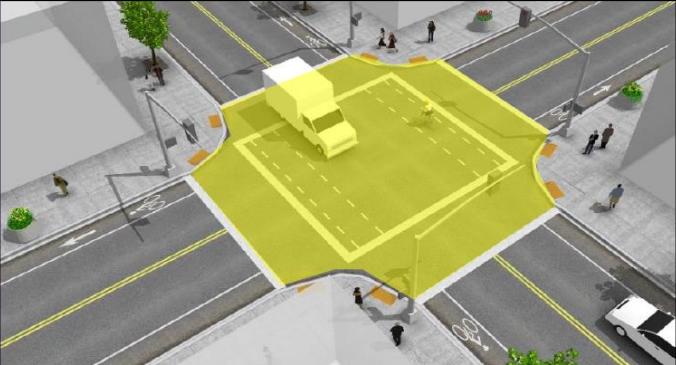
The following graphics may be helpful aids in conjunction with the FARS/CRSS Coding and Validation Manual and the Pedestrian-Bicyclist Crash Typing Manual:

 C21b RELATION TO JUNCTION 	
02 (Intersection)	03 (Intersection-Related)
	
<p>02 (Intersection) is used when the FIRST HARMFUL EVENT occurs in an area which:</p> <ul style="list-style-type: none"> (1) contains a crossing or connection of two or more roadways not classified as a driveway access, and (2) is embraced within the prolongation of the lateral curb lines or, if none, the lateral boundary lines of the roadways. 	
<p>03 (Intersection-Related) means that the FIRST HARMFUL EVENT:</p> <ul style="list-style-type: none"> (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. 	
 NM10 NON-MOTORIST LOCATION AT TIME OF CRASH 	
AT INTERSECTION 	NOT AT INTERSECTION 
<p>"At intersection" means: The person is on a roadway (travel lanes) either:</p> <ul style="list-style-type: none"> (1) in the intersection, (2) in an area between a crosswalk and the perimeter of the intersection, or (3) in a crosswalk (whether marked or unmarked) adjacent to an intersection. If there are no crosswalks, "at intersection" means only the intersection, which is the area embraced within the prolongation of the lateral curb lines or, if none, the lateral boundary lines of the roadways. 	
<p>The person is on a roadway (travel lanes), but not "At Intersection."</p>	

PB31/PB31b Pedestrian/Bicycle Crash Location



AT INTERSECTION



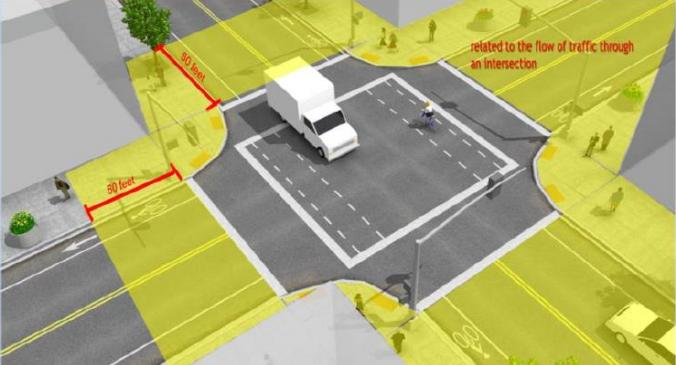
1 (At Intersection) is used when a person is on a roadway (travel lanes):

- (1) in the intersection,
- (2) in an area between a crosswalk and the perimeter of the intersection,

OR

- (3) in a crosswalk (whether marked or unmarked) adjacent to an intersection.

INTERSECTION RELATED



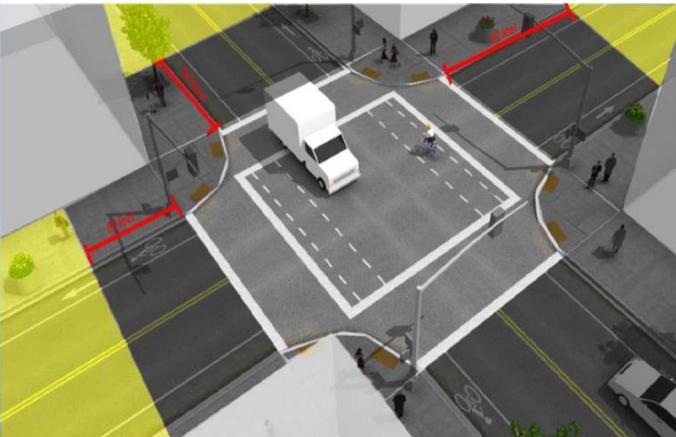
2 (Intersection-Related) is used when a person is:

- within the trafficway 50 feet out from the perimeter of an “At intersection” area including the entire cross section of the trafficway (e.g., medians, turn lanes, bike lanes, parking lanes, shoulders, sidewalks, etc.)

OR

- the crash is related to the flow of traffic through an intersection (e.g., the result of queuing traffic).

NOT AT INTERSECTION



3 (Not At Intersection) is used when a person is:

- within the trafficway more than 50 feet out from the perimeter of an “At Intersection” area

AND

- the crash is not identified as related to the movement of the traffic units through an intersection.

This includes the entire cross section of the trafficway (e.g., medians, turn lanes, bike lanes, parking lanes, shoulders, sidewalks, etc.).

This attribute is the default when the case materials give no indication that the crash is within 50 feet of an intersection.

Appendix H: Notable Changes

Change in Categorization for Motorized Bicycles

For 2022 FARS is no longer collecting motorized/motor assisted bicycles as motor vehicles. Consequently, the operators of motorized/motor assisted bicycles will be captured as non-motorists when involved in a motor vehicle traffic crash. Single-vehicle crashes involving motorized/motor assisted bicycles will no longer be captured. In addition, to address this change and the range of non-motorist devices appearing on the nation's roadways two new data elements, Non-Motorist Device Type and Non-Motorist Device Motorization, have been added to the Person (Not a MV Occupant) Level.

Modernization of Drug Toxicology Data Collection

In 2022, significant changes have been made to the collection of Drug Toxicology data. The previous data collection framework had remained relatively unchanged since before 1997. The list of drug names was refined and expanded to reflect the dynamic advancements in pharmacology more accurately. The Drug Test Results data element was expanded to four digits to accommodate the drastic increase of drug values. The categories of drug test results were also modernized and modified to accommodate the new structure; however, these data are not comparable to prior years' data due to the numerous updates and recategorization of specific drugs.

Deletion of Reported as Unknown attributes from Related Factors

In 2022 *Related Factors Crash, Vehicle, Driver, Precrash, Person (Motor Vehicle Occupant)*, and *Person (Not a Motor Vehicle Occupant)* were modified such that the attribute 999 (Reported as Unknown) was deleted and 000 (None) was modified to 000 (None Noted). For 2022 and later, the instances in which 999 would have been coded will now be coded as 000 (None Noted).

Addition of VIN-Decoded Data

Prior to 2020 the descriptive vehicle information in Vehicle Make, Vehicle Model, and Body Type were coded from information in the case material and based on a Vehicle Make/Model/Body Type table maintained by NCSA for this purpose. Starting in 2020 this table will no longer be updated, and a new set of data elements has been added to the Vehicle and Parkwork data files. These new data elements are the following.

- vPIC Make
- vPIC Model
- vPIC Body Class
- Final Stage Body Class
- Power Unit Gross Vehicle Weight Rating – From
- Power Unit Gross Vehicle Weight Rating – To
- Trailer Gross Vehicle Weight Rating (data collected up to three trailers)

Elements vPIC Make, vPIC Model, vPIC Body Class, and Final Stage Body Class are also added to Person data file.

Appendix H: Notable Changes

These data elements are mostly derived from VIN decoding using NHTSA's tool, Product Information Catalog and Vehicle Listing (vPIC), which is based on the vehicle manufacturer submissions to NHTSA mandated by Federal Motor Vehicle Safety Standard (FMVSS) 49 Code of Federal Regulation (CFR) 565. If a vehicle VIN or trailer VIN can be decoded cleanly, such as with no errors or minor issues, *vPIC Make*, *vPIC Model*, *vPIC Body Class*, *Power Unit* or *Trailer Gross Vehicle Weight Rating (From and To)* are coded using information derived from vPIC VIN decoder. If a VIN cannot be decoded cleanly or there is no VIN reported in the police crash report, these elements are coded by analysts using the information on the crash report and/or other sources. *Final Stage Body Class* is applicable only to incomplete vehicles and always coded using the information from police crash report.

To further differentiate between these new data elements and the historic NCSA descriptions for Make, Model, and Body Type, the following data elements have been renamed the following.

- Vehicle Make → *NCSA Make*
- Vehicle Model → *NCSA Model*
- Body Type → *NCSA Body Type*

Also, *Gross Vehicle Weight Ratio/Gross Vehicle Combination Ratio (GVWR/GCWR)* has been discontinued in response to the new vPIC data elements that collect GVWR for the power unit (upper and lower limits) and any trailers separately. The attributes represent vehicle Class 1 to Class 8.

It is important to note that the new VIN-derived data elements will eventually replace the NCSA ones and result in new body class designations that will differ from NCSA's historic body type classifications. See [Appendix C: Additional Data Element Information](#) for new classifications based on vPIC Body Class.

In addition to the data elements added to the existing data files, two additional data files are available with many data elements decoded from the VIN, one for vehicles (*Vpicdecode*) and one for trailers (*Vpictrailerdecode*). These data files have their own user manual, the *Product Information Catalog and Vehicle Listing (vPIC) Analytical User's Manual*, found in the [NCSA Publications—Manuals and Documentation](#) section of NHTSA's website.

Consequently, the *Vindecode* data file, which contains VIN-decoded information using a different tool, has been discontinued.

For more information on NHTSA's Product Information Catalog and Vehicle Listing (vPIC), go to <https://vpic.nhtsa.dot.gov/>.

Addition of Non-Motorist Person Types

The data element *Person Type* has expanded to collect more specific types of non-motorists on motorized or non-motorized personal conveyances. A personal conveyance is a device, other than a transport device, used by a pedestrian for personal mobility assistance or recreation. These devices can be motorized or human powered, but not propelled by pedaling. Examples include rideable toys, roller skates, motorized and non-motorized skateboards, scooters, and wheelchairs. The new attributes replace attribute 8 (Persons on Personal Conveyances) and include the following.

Appendix H: Notable Changes

- 11 (Person on Motorized Personal Conveyance)
- 12 (Person on Non-Motorized Personal Conveyance)
- 13 (Person on Personal Conveyance, Unknown if Motorized or Non-Motorized)

These additions were necessitated by the growing variety and use of these devices. This allows these devices to be more clearly identified and targeted in analyses.

In addition, the NCSA [Person Type Classifications](#) in *Appendix C: Additional Data Element Information* were updated accordingly.

Addition of Automated Driving System Data Elements

Automated Driving System (ADS) data elements were added to FARS to start collecting information on autonomous vehicles in 2019. Motor Vehicle Automated Driving Systems are defined by the Model Minimum Uniform Crash Criteria (MMUCC), 5th ed., as "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." The automation level refers to the SAE International standard (SAE J3016). For details on Automated Driving Systems, see NHTSA's website.

Three ADS data elements were added: one to capture the presence of an Automation System or Systems in the vehicle (ADS_PRES); a second to capture the highest level of automation present in the vehicle (ADS_LEV); and a third to capture the highest level of automation that was known to have been engaged in this vehicle at the time of the crash (ADS_ENG). Currently, information on ADS is not available on most crash reports and is limited in the data decoded from VINs, but states are beginning to update crash reports to collect information on autonomous vehicles. The addition of these data elements to FARS prepares for future enhanced collection of ADS in vehicles involved in crashes.

However, at this time this data is not publicly available for analysis. For more information, see [Appendix G: Special Notes for Analysts -Removal of Automated Driving Systems \(ADS\) Data Elements in FARS](#).

Change from Multiple Elements to Single Elements that Allow Selection of Multiple Values

Prior to 2020 *Atmospheric Conditions* and the *Related Factors* data elements were comprised of more than one element to allow the selection of more than one attribute. For example, Crash Related Factors was made up of three elements (i.e., CF1, CF2, CF3) allowing up to three selections. This format, however, limited the number of selections to the available number of elements. Beginning in 2020 these elements have been changed to a single element that allows for the selection of all attributes that apply to a situation.

Changes to SAS Names

In 2020 the conversion of six more data elements to allow the coding of more than one attribute brought the total to 19 data files that store these "select all that apply" elements. With this many data files and elements, it was an appropriate time to standardize the SAS names for this type of element. It was also an opportunity to update the SAS names for two of these elements where the

Appendix H: Notable Changes

element name had changed but the SAS name had not (i.e., Non-Motorist Action/Circumstances and Non-Motorist Contributing Circumstances).

Separation of Restraint System/Helmet Use Into Two Data Elements

The 2019 change to *Restraint System/Helmet Use* is in response to more vehicle types where the use of both helmets and belt restraints are possible (e.g., three-wheel motorcycles and ROVs). Splitting the data element into two data elements, *Restraint System Use* and *Helmet Use*, allows both pieces of information to be captured. Analysts will be able to examine the varying State safety equipment laws for both seat belt and helmet use and will no longer need to rely on focus groups and observational studies on use. *Restraint System Use* retained the SAS name REST_USE and the new SAS name for *Helmet Use* is HELM_USE.

A similar change to *Indication of Misuse of Restraint System/Helmet* was made to correspond to the change in *Restraint System/Helmet Use*. This data element was also split into two new data elements, *Restraint System Misuse* and *Helmet Misuse*. *Restraint System Misuse* retained the SAS name REST_MIS and the new SAS name for *Helmet Misuse* is HELM_MIS.

Addition of Attributes for Incident Responders

The *Related Factors–Driver Level* and *Related Factors–Person Level* data elements were modified in 2019 to capture information on specific types of emergency services personnel, tow operators, and transportation workers involved in crashes. This may provide more detail for analyses and evaluation of "move over" laws, which require other drivers to slow down and move over for emergency vehicles and hazard vehicles. Specifically, attribute 86 (Emergency Services Personnel) was replaced with 94 (Emergency Medical Services Personnel), 95 (Fire Personnel), 96 (Tow Operator), and 97 (Transportation [maintenance workers, safety service patrol operators, etc.]). Existing attribute 87 (Police or Law Enforcement Officer) remains unchanged.

Addition of the Nmdistract Data File and Non-Motorist Distracted By Data Element

The data element *Non-Motorist Distracted By* was added to FARS in 2019 to begin capturing non-motorist distractions. Previously FARS only captured distractions for drivers of motor vehicles in-transport. The data element is defined as identifying the attributes that best describe the non-motorist's attention prior to their involvement in the crash. Distraction, for a non-motorist, occurs when a non-motorist's attention is diverted from the task of navigating in public to some other activity. Also, daydreaming or lost in thought are identified as distractions by NHTSA. Physical conditions/impairments (fatigue, alcohol, medical condition, etc.) or psychological states (anger, emotional, depressed, etc.) are not identified as distractions by NHTSA.

Non-Motorist Distracted By is structured the same as the current *Driver Distracted By* data element, both of which allow all applicable attributes to be recorded. Therefore, a separate Nmdistract data file is necessary to store (potentially) multiple distraction records for each non-motorist. Details on this new data element and data file can be found in [The Nmdistract Data File](#) section.

Addition of the Race Data File

The Race data file was added in 2019 in response to a change to the *Race* data element that now allows multiple races to be captured. Previously, if more than one race was listed on a death certificate or report, only the first race listed was recorded. This change prevents loss of race information and will allow for improved analysis.

The new structure adds the data elements *Order Listed* (ORDER) and *Multiple Races* (MULTRACE). *Multiple Races* answers the Yes/No question of whether multiple races were listed on the death certificate. If there are multiple races recorded, *Order Listed* identifies the order in which the multiple races were listed on the death certificate. These data elements are useful for backwards compatibility with the pre-2019 format of the Race data element. The following approach can be used to select the only/first race listed and recode the data to create a data element compatible with the pre-2019 data.

If: YEAR < 2019	then: Person.RACE
If: YEAR ≥ 2019	then: Race.RACE and Race.ORDER = 1

Details on the new data file can be found in [the Race Data File](#) section.

Addition of Drug Toxicology Data File

The collection of quality drug data is vital to understanding the role of drugs and “drugged driving” in crashes. To improve the quality of drug data, several changes were made starting in 2018. Primarily, drug test results are no longer limited to three entries. All specimens tested for drugs and their corresponding results are now recorded. This includes both positive and negative results. This new approach eliminates the need for using a hierarchy to decide which drug tests and results to include.

To accommodate an unlimited number of drug test results, a separate table was created for collecting drug test specimens and results. The table also allows for recording results for more than one specimen tested for the same drug, for example, urine and blood tests. The table below is an example from 2018 data showing it is possible to have the same specimen and same result more than once per person.

VEH_NO	PER_NO	Drug Specimen	Drug Test Result
1	1	I (Whole Blood)	695 (Cannabinoid, Type Unknown)
1	1	I (Whole Blood)	402 (BENZOYLECGONINE)
1	1	2 (Urine)	402 (BENZOYLECGONINE)

Appendix H: Notable Changes

Like the previous data element "Drug Test," the new data element, "Drug Toxicology Results," is divided into three SAS variables.

1. Drug Test Status (DSTATUS) remains unchanged in the Person data file.
2. Drug Specimen (DRUGSPEC) was formerly Drug Test Type and has been moved to the new Drugs data file where as many specimens as are reported may be entered. Drug Specimen has new and modified attributes that are expanded from one to two digits.
3. Drug Test Result (DRUGRES) moved to the new Drugs data file where as many results as there are specimens tested may be entered.

Go to the [Drugs Data File](#).

Pedestrian and Bicyclist Data: Availability of 2014 and 2015 Data

The development of effective countermeasures to prevent pedestrian and bicyclist crashes is often hindered by State crash files that contain insufficient details about these types of crashes. To remedy this issue, Pedestrian and Bicycle Crash Typing was developed to describe the pre-crash actions of the involved parties to better define the sequence of events and precipitating actions leading to crashes between motor vehicles and pedestrians or bicyclists. In 2010 NHTSA adopted parts of a stand-alone crash typing application called Pedestrian and Bicycle Crash Analysis Tool (PBCAT) into its two records-based data collection systems, the FARS and the National Automotive Sampling System (NASS) General Estimates System (GES). PBCAT was developed by the Federal Highway Administration's contractor, the University of North Carolina Highway Safety Research Center (UNC-HSRC). (More about the PBCAT can be found at http://www.pedbikelife.org/pbcat_us/.)

As part of the integration NHTSA performed extensive quality control checks and analysis using the 2010 and 2011 data. The results of the analysis highlighted definitional differences between the PBCAT application and the coded data elements already included in FARS and NASS GES. As a result, NHTSA removed the Pbtype data file from the 2010 and 2011 FARS and NASS GES while research was conducted on how improvements could be made. Throughout the 2012 and 2013 data collection years NHTSA continued to collect the pedestrian and bicycle data for internal use so that it could be monitored for consistency and stability. During this period NHTSA and FHWA worked collaboratively to identify issues and implement improvements. Following this period of research and evaluation NHTSA began capturing new and improved pedestrian and bicyclist data beginning with the 2014 data collection year resulting in the following Pbtype data elements being reinstated.

- PB30 – Crash Type -Pedestrian
- PB31 – Crash Type Location -Pedestrian
- PB32 – Pedestrian Position
- PB33 – Pedestrian Initial Direction of Travel
- PB34 – Motorist Direction
- PB35 – Motorist Maneuver
- PB36 – Intersection Leg
- PB37 – Pedestrian Scenario
- PB38 – Crash Group – Pedestrian
- PB30B – Crash Type – Bicycle

Appendix H: Notable Changes

- PB31B – Crash Location – Bicycle
- PB32B – Bicyclist Position
- PB33B – Bicyclist Direction
- PB38B – Crash Group – Bicyclist

The Ped/Bike Wizard Application

In FARS and NASS GES, pedestrian and bicycle crash typing is accomplished through a software application referred to as the Ped/Bike Wizard. The wizard is embedded within a larger set of elements collected for non-motorists (see [FARS/CRSS Coding and Validation Manual](#)). The wizard is automatically presented when a non-motorist with a certain person type is entered from the set of seven non-motorist person types collected in FARS and NASS GES. The Ped/Bike Wizard application is only presented for the following four person types.

- Pedestrian
- Persons on Personal Conveyances
- Bicyclist
- Other Cyclist

By following on-screen prompts and clicking on choices in the wizard, the FARS analyst or NASS GES case coder enters data into the file without typing each specific data element's attribute (numeric code) represented in this manual. In the data entry process, the FARS analyst or NASS GES case coder must analyze each crash and recognize the appropriate selection in the hierarchy established by the sequence of screens in the wizard. Entry of the data elements and attributes in this manual is structured in the Ped/Bike Wizard such that the selections available on each successive entry screen are limited by the prior choices. Consequently, while all of the data elements collected by the Ped/Bike Wizard are defined in this manual, the wizard entry screens are limited by the FARS analyst's or NASS GES case coder's selection at each step through the application.

Vindecode Data File—2013-2015

FARS implemented a new structure for its VIN-decoded data elements in 2013. This was warranted due to the renovation of the R. L. Polk & Company VIN verification and decoding program. Polk upgraded its PC VINA VIN validation and decoding program to its new VINtelligence application, and no longer supports PC VINA. The FARS data collection software was therefore retooled to work with the VINtelligence application. The output is now stored in the Vindecode data file. The data file contains 100 VIN-decoded data elements. Descriptions of these data elements are provided below from the Polk VINtelligence Deluxe Package and Field Descriptions documentation.

In 2020 NHTSA introduced the Vpicdecode and Vpictrailerdecode data files that uses NHTSA's Product Information Catalog and Vehicle Listing (vPIC) tool to decode the VIN, and these replaced the Vindecode data files.

Note: The 12 characters of the VIN are still provided as individual data elements (V101-V112) in the Vehicle and Parkwork data files. The 24 VIN-decoded data elements that used to be on the

Appendix H: Notable Changes

Vehicle, Parkwork, and Person data files were discontinued in 2013. These data elements can still be found in the discontinued sections of the Vehicle and Parkwork data files in this Manual.

Element Identifier	SAS Name	Field Description
V200	ABS	(Brakes-ABS Code) A code that describes whether a vehicle has or does not have anti-lock brakes, and what kind of brakes they are. (Not coded for heavy truck). This is based on the series code that is assigned the vehicle from VINA.
V201	ABS_T	(Brakes-ABS Code) description
V202	BATKWRTG	The measure of total battery power expressed in kilowatts. For example: 71KW, 85KW, 75KW, 67KW.
V203	BATTYP	A value that identifies the kind of battery in the vehicle. For example: PbA-Lead Acid, NMH-Nickel Metal Hydride.
V204	BATTYP_T	The description of the Polk-assigned code for the Battery Type Code. For example: PbA-Lead Acid, NMH-Nickel Metal Hydride.
V205	BATVOLT	The voltage rating of the battery as provided by the manufacturer.
V206	BLOCKTYPE	(Block Type) Description
V207	BODYSTYL	A Polk-assigned code that describes the body style of the vehicle. For example, CP=Coupe.
V208	BODYSTYL_T	The description of the Polk-assigned code Body Style Code For example: Coupe
V209	CARBRLS	The number of barrels on a carbureted engine.
V210	CARBTYPE	Carburetion types include "Carburetor," "Fuel Injection," N/A
V211	CARBTYPE_T	The description of the Polk-assigned code that identifies the vehicle carburetion type. For example Carburetor, Fuel Injection, Unknown or Electric.
V212	CYCLES	(Cycle Count) Refers to the cycle or stroke of an engine. 2-strokes are lightweight and simpler, but they burn oil, by design. Few cars on the road in North America are 2-strokes, the last one offered was a 1967 Saab.
V213	CYLNDRS	Contains a code that represents the number of cylinders a vehicle's combustion engine can have.
V214	DISPCLMT	(Displacement Liters) displacement in rounded Liters, where 1,000 cubic centimeters = 1 liter. Even domestic makes will advertise displacement in terms of liters (e.g., 5.0 liter

Appendix H: Notable Changes

Element Identifier	SAS Name	Field Description
		mustang, which equates to a 302 CID or 4,967 cc displacement).
V215	DISPLCC	(Displacement CC) displacement in cubic centimeters. We intend to use this as the definitive, exact displacement value, i.e., 4,967 cc.
V216	DISPLCI	(Displacement CID) displacement in cubic inches. This is a rounded, marketing value, like 302 cubic inches, instead of 4,967 cc.
V217	DOORS	The number of doors the vehicle has
V218	DRIVETYP	(Drive Type) This element describes type of driving configuration for cars and trucks such as FWD, AWD, RWD.
V219	DRIVETYP_T	(Drive Type) description
V220	DRIVWHLs	Number of wheels driven by the power train. For example in a 6x4 configuration this would be the 4.
V221	DRL	(Daytime Running Lights) A Polk-assigned code that identifies whether or not the vehicle has daytime running lights.
V222	DRL_T	(Daytime Running Lights) description
V223	ENGHEAD	(Head Configuration) Describes the cylinder head's camshaft/valve configuration.
V224	ENGHEAD_T	(Head Configuration) description
V225	ENGMFG	(Mfr.) A Polk-assigned code given to the original equipment manufacturer of the within a vehicle
V226	ENGMFG_T	(Mfr.) description
V227	ENGMODEL	(Model) description
V228	ENGVINCD	(Code) Code derived from the VIN (not the secondary VIN for a motorcycle). Usually a single character, some manufacturers give full positions 4-8 and engine information from that; they do not break it down any further.
V229	ENGVVT	Used to determine if a car has Variable Valve Timing
V230	FUEL	(Fuel) What an internal combustion burns to move a piston in a cylinder
V231	FUEL_T	(Fuel) description
V232	FUELINJ	The type of fuel injection

Appendix H: Notable Changes

Element Identifier	SAS Name	Field Description
V233	FUELINJ_T	The type of fuel injection used by a vehicle. For example, Direct, Throttle body
V234	GVWRANGE	Contains a code that identifies the Polk standard groupings of gross vehicle weights to which a vehicle may belong. This information is typically captured only for trucks.
V235	GVWRANGE_T	The description for the manufacturers assigned Gross Vehicle Weight (GVW) for trucks. This rating may or may not equal the actual GVW.
V236	INCOMPLT	Indicator that signifies whether the vehicle is consider "incomplete" (Y/N)
V237	MCYUSAGE	A further breakdown of body style for motorcycles to indicate if is it On-Road or Off-Road.
V238	MCYUSAGE_T	A further breakdown of body style for motorcycles to indicate if is it On-Road or Off-Road.
V239	MFG	(Vehicle Manufacturer Name) Standard abbreviation of the name of the vehicle manufacturer, i.e., General Motors, as defined by the National Crime Information Center
V240	MFG_T	(Vehicle Manufacturer Name) The name of the vehicle manufacturer, i.e., General Motors, as defined by the National Crime Information Center
V241	MSRP	Contains the base price of the vehicle as designated by the OEM's specifications. BASE PRICE includes only the price for the base model of the vehicle, excluding any optional equipment that may have been added as a result of the vehicle's TRIM LEVEL.
V242	NCICMAKE	Contains the Polk & Company standardized abbreviation for the OEM's vehicle make. The vehicle make generally contains what the general public usually considers to be a vehicle brand name, for example, Chrysler, Dodge, Ford, Mercury, Toyota, GMC, Chevy, etc.
V243	ORIGIN	(Origin) A code that indicates the origin of a vehicle.
V244	ORIGIN_T	(Origin) description
V245	PLANT	(Plant Code) Plant code where vehicle was manufactured.
V246	PLNTCITY	(City) This is the city where the plant is located.
V247	PLNTCTRY	A code representing the country the plant is in.

Appendix H: Notable Changes

Element Identifier	SAS Name	Field Description
V248	PLNTCTRY_T	(Country) This is the country where the plant is located. Example values are USA, Canada and Japan.
V249	PLNTSTAT	A code representing the State or Province the plant is in.
V250	PLNTSTAT_T	(State or Province) This is the State or Province (Canada) location of the plant.
V251	PSI_F	(Front Tire Pressure) Vehicle Mfr. recommendation for tire pressure, in pounds/sq. in.
V252	PSI_R	(Rear Tire Pressure) Vehicle Mfr. recommendation for tire pressure, in pounds/sq. in.
V253	REARSIZE	The size of the rear tires. example "17R245"
V254	REARSIZE_T	(Rear Tire Size Description) As in "17R245"
V255	RSTRNT	(Restraint Type) A Polk-assigned code that identifies the type of restraints that a vehicle has based on VIN.
V256	RSTRNT_T	(Restraint Type) description
V257	SALECTRY	(Country Sold/Specific Market) Country where the vehicle is planned to be sold (may have different emissions standards).
V258	SALECTRY_T	(Country Sold/Specific Market) description
V259	SECURITY	(Security Type) Describes the security system (if any) installed on this model.
V260	SECURITY_T	(Security Type) description
V261	SEGMNT	The Polk standard segmentation code
V262	SEGMNT_T	Description of SEGMENTATION_CODE that represents the Polk Standard Segmentation applied.
V263	SHIPWEIGHT	Contains the base weight of the vehicle, rounded to the nearest one hundred pounds, as defined in the OEM's specifications. The base weight of a vehicle is the empty weight of the base model of the vehicle (i.e., the stripped down version of the vehicle)
V264	SUPCHRGR	Indicates if the engine has a supercharger or not.
V265	SUPCHRGR_T	Indicates if the engine has a supercharger or not. Yes, No or Unknown.
V266	TIREDESC_F	(Front Tire) More specific tire description (ex. Michelin Eagle P245/40ZR)"
V267	TIREDESC_R	(Rear Tire) More specific tire description (ex. Michelin Eagle P245/40ZR)"

Appendix H: Notable Changes

Element Identifier	SAS Name	Field Description
V268	TIRESZ_F	Describes the size of the front tire. For example "17R245"
V269	TIRESZ_F_T	(Front Tire Size Description) As in "17R245"
V270	TKAXLEF	(Axe-Type, Front Axe) The location of the front axle of a truck tractor. Set forward increases stability on the highway, Setback increases maneuverability in tight spaces.
V271	TKAXLEF_T	(Axe-Type, Front Axe) short description
V272	TKAXLER	(Axe-Type, Rear Axe) Represents rear axle configuration on a truck tractor. Tandem axles increase load bearing capability.
V273	TKAXLER_T	(Axe-Type, Rear Axe) short description
V274	TKBEDL	(Bed Length) Code representing the manufacturer's description of the relative size of the cargo area of a pickup truck or van. A "long" Ford Ranger bed (compact pickup) may well be shorter than a "short" bed on an F350 (large industrial pickup).
V275	TKBEDL_T	(Bed Length) description
V276	TKBRAK	(Brake Type) The type of brakes on the Vehicle (currently commercial truck only). Truck VIN determines this currently
V277	TKBRAK_T	(Brake Type) description
V278	TKCAB	(Cab Configuration) Cab Type describes the physical configuration of a truck's cabin.
V279	TKCAB_T	(Cab Configuration) medium description
V280	TKDUTY	(Duty Type) A Polk-assigned code that represents the duty type of a truck engine, based on manufacturer information.
V281	TKDUTY_T	(Duty Type) medium description
V282	TONRATING	(Tonnage Rating) description
V283	TURBO	Indicates if the engine has a turbocharger.
V284	TURBO_T	Indicates if the engine has a turbocharger. Yes, No or Unknown.
V285	VEHTYPE	A Polk-assigned code that defines the type of a vehicle represented by a specific VIN. For example: M,P,C or T.
V286	VEHTYPE_T	The description of the Polk-assigned code for the vehicle type code. For example: passenger, truck, motorcycle, commercial trailer.
V287	VINMAKE_T	(Make-Name) Full name of the make (i.e., Chevrolet)

Appendix H: Notable Changes

Element Identifier	SAS Name	Field Description
V288	VINMODEL_T	(Model Code) description
V289	VINTRIM_T	The Trim of the vehicle
V290	VINTRIM1_T	The trim of the vehicle. This field is used when a VIN Pattern could have more than 1 trim assigned.
V291	VINTRIM2_T	The trim of the vehicle. This field is used when a VIN Pattern could have more than 2 trims assigned.
V292	VINTRIM3_T	The trim of the vehicle. This field is used when a VIN Pattern could have more than 3 trims assigned.
V293	VINTRIM4_T	The trim of the vehicle. This field is used when a VIN Pattern could have more than 4 trims assigned.
V294	VINYEAR	The marketing year defined by the OEM within which the vehicle was produced. The value contained in this attribute may not always match the calendar year in which the vehicle was actually manufactured. Many OEMs release models prior to calendar year.
V295	VLVCLNDR	(Valves Per Cylinder) Number of intake/exhaust valves per cylinder.
V296	VLVTOTAL	(Valves Total) Total number of intake/exhaust valves.
V297	WHEELS	The number of wheel ends on the vehicle. For example in a 6x4 configuration this would be the 6.
V298	WHLBLG	Contains the longest distance between the front and rear axles of a vehicle in inches for a particular series of that vehicle.
V299	WHLBSH	Contains the distance between the front and rear axles of a vehicle in inches of the base model of the vehicle.

Summary of 2010 and 2011 FARS Changes

2010 FARS/NASS GES Standardization

The purpose of this document is to inform users of NHTSA's FARS and NASS GES data about some of the more significant changes to the 2010 data as a result of the standardization of the data elements between the two systems. In addition to the changes outlined below, a listing of all specific data element changes can be found in the following table:

Variables with Changes in Definitions and Attributes

The FARS/NASS GES Standardization began in 2006 with the second phase being implemented in the 2010 data collection year. The definition and element attribute changes introduced in 2010 are the most substantive and most numerous changes in 1 year in the reconciliation of the FARS and NASS GES data systems. In the 2011 data collection year—the third and final planned phase of the FARS/NASS GES Standardization—nearly all remaining data element attribute and file structure differences will be addressed. As a single, unified data entry system, FARS/NASS GES will be compatible with the Model Minimum Uniform Crash Criteria (MMUCC), the guideline used by nearly all States to develop and revise their crash forms and databases. Once complete, the FARS/NASS GES Standardization will simplify crash data coding and analysis as well as reduce costs and errors.

Probably the most notable changes were the introduction of precrash information in FARS (already collected in NASS GES) and a change to case structure or how the groups of related data elements are organized. For example, in 2009 a FARS case consisted of Crash, Vehicle, Driver, and Person coding forms. In 2010 the Person level form was split into Motor Vehicle Occupant and Non-Motor Vehicle Occupant forms, and the Precrash form was added (new to FARS, though not to NASS GES).

These structure changes also include changes to how the data are now stored and made available. For example, for FARS, there are now 16 data tables rather than 4. This results from the changes in the number of coding forms and from changes in specific data elements. Several data elements that used to allow only a specified number of responses now have a “select-all-that-apply” format. There is a separate data table for each of these data elements.

At the Crash level, a Crash Events Table was added to FARS (and modified in NASS GES). In NASS GES, Non-Harmful Events were added to the Crash Events Table.

The precrash information represents not only a new coding form, but more importantly, largely a new concept for FARS, attempting to collect data about the conditions, events and driver actions that preceded and may have contributed to the crash. Precrash data is intended to improve crash avoidance research and has been included in NASS GES since 1992.

The new FARS Precrash form information consists of 23 data elements, 9 of which were previously coded at the Crash level, 3 each at the Vehicle and Driver levels, and 8 new elements. Nine trafficway descriptor data elements were moved from the crash level to the new precrash level. These elements provide details about the characteristics of the trafficway selected for each vehicle.

Appendix H: Notable Changes

A Pedestrian/Bicycle crash typing software application was added to the Non-Motor Vehicle Occupant form for both systems to help identify the precrash actions for parties involved in certain non-motorist-related crashes.

Type of Intersection was added to both systems. Bus Use and Vehicle Configuration were two Vehicle level elements that are new to NASS GES in 2010 and modified for FARS (element attributes were consolidated and redefined). Condition at Time of Crash was added at the Driver and the Non-Motor Vehicle Occupant levels for both systems. For motor vehicle occupants, there is now an Indication of Misuse of Restraint System or Helmet Use in both systems.

Some of the information that had been collected under FARS Related Factors was redistributed to new data elements. For example, some Person Related Factors have been removed and are now captured in two new Non-Motor Vehicle Occupant elements; Non-Motorist Action/Circumstances Prior to Crash and Non-Motorist Action/Circumstances at Time of Crash. Some Vehicle Related Factors are now captured under the new Precrash elements, Contributing Circumstances, Motor Vehicle and Driver Distracted By. The Driver Level element, Violations Charged, is now a “Select-All-That-Apply” element.

Several data elements that are part of the Model Minimum Uniform Crash Criteria (MMUCC) had the attribute “Not Reported” added in 2010 to account for information missing from the case source material.

To ensure that data quality was not compromised as a result of the standardization, NHTSA refined and enhanced its quality control processes. These enhancements enable the identification of coding discrepancies and development of training tailored to eliminate or reduce these discrepancies.

The final phase of the FARS/NASS GES standardization will occur during the 2011 data collection year, at which point FARS and NASS GES, while remaining separate data systems, will share a single data entry system and uniform set of data elements.

New in 2010 FARS

2010 Data Elements With Changes in Definitions and Attributes

There were many changes to the 2010 FARS, most of which are the result of NHTSA’s efforts to standardize variables in FARS and the National Automotive Sampling System’s (NASS) General Estimates System (GES). Additions, deletions, and changes are listed below.

Below is a list of FARS data elements that had substantial changes for 2010

Appendix H: Notable Changes

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
C6	County	X	X	<ul style="list-style-type: none"> Added new attribute 998 – Not Reported. Added new remarks.
C7	City	X	X	<ul style="list-style-type: none"> Added new attribute 9898 – Not Reported. Added new remarks.
C8	Crash Date	X	X	<ul style="list-style-type: none"> Added GES element information. Added new GES Special Instructions. UPDATE -Deleted attribute 98 -Not Reported for both Month and Day
C9	Crash Time	X	X	<ul style="list-style-type: none"> Added GES element information. Added new GES Special Instructions. UPDATE -Deleted attribute 9998 -Not Reported.
C13	Trafficway Identifier		X	<ul style="list-style-type: none"> Updated remarks section. Added new GES Special Instructions.
C14	Milepoint	X	X	<ul style="list-style-type: none"> Added new attribute 99998 – Not Reported. Added new remarks.
C15	Global Position	X	X	<ul style="list-style-type: none"> Added new attribute 7s – Not Reported. Added new remarks.
C17	Crash Events	X	X	<ul style="list-style-type: none"> Filled in by MDE. Added new attributes. Added new remarks. GES and FARS Special Instruction Sections.

Appendix H: Notable Changes

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
Old C17 New C18	First Harmful Event	X	X	<ul style="list-style-type: none"> Added new attributes: 58 – Ground, 59 – Traffic Sign Support and 98 – Not Reported. Updated attributes 01 – Rollover/Overturn, 09 – Pedalcyclist, 10 – Railway Train Vehicle, 12 – Motor Vehicle In-Transport on Same Roadway, 14 – Parked Motor Vehicle or Motor Vehicle Stopped off Roadway, 51 – Jackknife (harmful to this vehicle), 45 – Working Motor Vehicle (Construction, Maintenance or Utility Vehicle), 21 – Bridge Pier or Abutment Support, 23 – Bridge Rail (Includes Parapet), 30 – Utility Pole/Light Support, 35 – Embankment Earth, 42 – Tree (Standing Tree Only), 46 – Traffic Signal Support/Signal, 72 – Cargo/Equipment Loss or Shift (harmful to this vehicle). Deleted attributes: 13 – Motor Vehicle In Transport on Different Roadway, 22 – Bridge Parapet End, 27 – Highway/Traffic Sign Post/Sign, 28 – Overhead Sign Support/Sign, 29 – Luminaire/Light Support, 36 – Embankment Rock, Stone, or Concrete, 37 – Embankment Material Type Unknown, 47 – Vehicle Occupant Struck or Run Over by Own Vehicle. Updated/Added new remarks.
Old C18 New C19	Manner of Collision	X	X	<ul style="list-style-type: none"> Added new attribute 98 – Not Reported. Updated attributes: 00 – Not a Collision with a Motor Vehicle In-Transport, 01 – Front-to-Rear (Includes Rear-end), 02 – Front-to-Front (Includes Head-on), 06 – Front to Side/Angle – Direction Not Specified, 11 – Other (End Swipes and Others)*.

Appendix H: Notable Changes

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
				<ul style="list-style-type: none"> Deleted attributes: 03 – Front to Side, Same Direction, 04 – Front to Side, Opposite Direction, 05 – Front to Side, Right Angle (includes Broadside) Updated/Added new remarks.
Old C19 New C20	Relation to Junction	X	X	<ul style="list-style-type: none"> Divided element into two data entries (<i>a</i>) <i>Within Interchange Area</i> and (<i>b</i>) <i>Specific Location</i>. Format change from <u>1 numeric</u>, to <u>2 numeric and 1 numeric one time</u>. Added new attributes: <i>16 – Shared-Use Path or Trail, 17 – Acceleration/Deceleration Lane, 18 – Through Roadway, 98 – Not Reported</i>. Updated attributes: 15–19 – Unknown, Interchange Area Other Location With Interchange Area, 09 – Unknown, Non-Interchange. Deleted attributes: 10 – Intersection, 11 – Intersection Related, 12 – Driveway Access, 13 – Entrance/Exit Ramp Related, 14 – Crossover Related. Updated/Added new Remarks.
New C21	<i>Type of Intersection</i>	X	X	<ul style="list-style-type: none"> Added new element. Added new attributes: <i>1 – Not an Intersection, 2 – Four-Way Intersection, 3 – T-Intersection, 4 – Y-Intersection, 5 – Traffic Circle, 6 – Roundabout, 7 – Five Point, or More, 8 – Not Reported, 9 – Unknown</i>. Added new remarks and diagram.

Appendix H: Notable Changes

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
Old C20 New C22	Relation to Trafficway	X	X	<ul style="list-style-type: none"> Added new attribute 98 – Not Reported. Updated attributes: 02 – On Shoulder, 03 – On Median, 04 – On Roadside, 05 – Outside Trafficway/Outside Right-of-Way, 11 – Two-way Continuous Left-Turn Lane. Updated/Added new remarks.
Old C28 New C23	Work Zone	X	X	<ul style="list-style-type: none"> Added new attribute 8 – Not Reported. Added new remarks.
Old C31 New C24	Light Condition	X	X	<ul style="list-style-type: none"> Added new attribute 8 – Not Reported. Added new remarks.
Old C32 New C25	Atmospheric Conditions	X	X	<ul style="list-style-type: none"> Format change from 1 numeric to 2 numeric. Added new attributes: 10 – Cloudy, 11 – Blowing Snow, 98 – Not Reported Updated attributes: 00 – No Additional Atmospheric Conditions, 01 – Clear/Cloudy (No Adverse Conditions), 02 – Rain, 03 – Sleet, Hail (Freezing Rain or Drizzle), 04 – Snow or Blowing Snow, 05 – Fog, Smog, Smoke, 06 – Severe Crosswinds, 07 – Blowing Sand, Soil, Dirt, 08 – Other, 99 – Unknown. Added new remarks.
Old C33 New C26	School Bus Related	X	X	<ul style="list-style-type: none"> Added new attribute 8 – Not Reported. Added new remarks. Added ANSI Definition for bus.
V3	Vehicle Number	X	X	<ul style="list-style-type: none"> Deleted attribute 000 – Persons Not in Motor Vehicles. Updated remarks.

Appendix H: Notable Changes

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
				<ul style="list-style-type: none"> Added GES Special Instructions.
V4	Number of Occupants	X	X	<ul style="list-style-type: none"> Added new attribute 98 – Not Reported. Updated/Added new remarks. Added GES Special Instructions.
Old V37 New V6	Hit-and-Run	X	X	<ul style="list-style-type: none"> Added new attribute 8 – Not Reported. Updated/Added new remarks.
Old V8 New V9	Vehicle Make	X	X	<ul style="list-style-type: none"> Added new attributes: 78 – Other Make Moped, 79 – Other Make Motored Cycle, 97 – Not Reported Update/Added new remarks. Added GES Special Instructions.
Old V9 New V10	Vehicle Model	X	X	<ul style="list-style-type: none"> Added new attribute 997 – Not Reported. Updated/Added new remarks. Added GES Special Instructions
Old V10 New V11	Body Type	X	X	<ul style="list-style-type: none"> Added new attributes: 17 – 3-door coupe, 98 – Not Reported. Updated/Added new remarks.
Old V11 New V12	Model Year	X	X	<ul style="list-style-type: none"> Added new attribute 9998 – Not Reported. Updated/Added new remarks.
Old V12 New V13	Vehicle Identification Number	X	X	<ul style="list-style-type: none"> Added new attribute 8888888888888888 – Not Reported Updated/Added new remarks.
Old V27 New V16	Motor Carrier Identification Number	X	X	<ul style="list-style-type: none"> Added new attribute to Issuing Authority and Identification Number: 77 – Not Reported, 77777777 – Not Reported Updated/Added new remarks.

Appendix H: Notable Changes

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
				<ul style="list-style-type: none"> Added GES Special Instructions.
Old V30 New VI7	GVWR/GCWR	X	X	<ul style="list-style-type: none"> Added new attribute 8 – Not Reported. Updated/Added new remarks.
Old V28 New VI8	Vehicle Configuration	X	X	<ul style="list-style-type: none"> Added new attributes: 10 – Vehicle 10,000 pounds or less placarded for Hazardous Materials, 98 – Not Reported. Deleted attributes: 03 – Single Unit Truck (unknown number of axles, tires), 70 – Light Truck (van, minivan, panel, pickup, sport utility vehicle displaying a hazardous material placard), 80 – Passenger Car (only when displaying a hazardous material placards). Updated attributes: 00 – Not Applicable, not a medium/heavy truck, bus or vehicle displaying a hazardous materials placard, 01 – Single-Unit Truck (two axles, 6 tires & GVWR of more than 10,000 pounds), 04 – Truck Pulling Trailer(s), 06 – Tractor/Semi-Trailer (one trailer), 07 – Truck Tractor/Doubles (two trailers), 08 – Truck Tractor/Triples (three trailers), 19 – Medium/Heavy Truck more than 10,000 lbs, cannot classify, 20 – Bus (seats for 9-15 people occupants, including driver), 21 – Bus (seats for 16 or more than 15 people occupants, including driver), 99 – Unknown if Light or Medium/Heavy Truck/Bus. Added new remarks.
Old V31 New VI9	Cargo Body Type	X	X	<ul style="list-style-type: none"> Added new attribute 28 – Not Reported. Added new remarks.
Old V13 New V21	Bus Use	X	X	<ul style="list-style-type: none"> Format change from 1 numeric to 2 numeric. Added new attribute 98 – Not Reported.

Appendix H: Notable Changes

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
				<ul style="list-style-type: none"> Deleted attributes: 01 – Not Used as a Bus, 02 – Used as a Private School Bus, 03 – Used as a School Bus, Public or Private Unknown Updated attributes: 00 – Not Used as a Bus, 01 – Used as a Public School Bus, 04 – Used as Scheduled Service Bus Intercity, 05 – Used as a Tour Bus Charter/Tour, 06 – Used as a Commuter Bus Transit/Commuter, 07 – Used as a Shuttle Bus, 99 – Unknown Bus Use Added new remarks
Old V14 New V22	Special Use	X	X	<ul style="list-style-type: none"> Format change from <u>1 numeric</u> to <u>2 numeric</u>. Added new attribute 98 – Not Reported. Added new remarks
Old V15 New V23	Emergency Use	X	X	<ul style="list-style-type: none"> Added new attribute 8 – Not Reported. Added new remarks
Old V16 New V24	Travel Speed	X	X	<ul style="list-style-type: none"> Added new attribute 998 – Not Reported. Added new remarks.
V17	Vehicle Maneuver			<ul style="list-style-type: none"> Deleted Element
V18	Crash Avoidance Maneuver			<ul style="list-style-type: none"> Deleted Element
V28	Vehicle Role			<ul style="list-style-type: none"> Deleted Element

Appendix H: Notable Changes

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
Old V22 New V28	Impact Points - Initial/Principal changed to <i>Areas of Impact – Initial Damaged /Most Damaged</i>	X	X	<ul style="list-style-type: none"> Added new attributes: <i>61 – Left, 62 – Left-Front Half, 63 – Left-Back Half, 81 – Right, 82 – Right-Front Half, 83 – Right-Back Half, 98 – Not Reported.</i> Updated attribute 18 – This Vehicle Set Something in Motion Causing Injury or Damage (Not a Clock Point) Set-in-Motion (Not a Clock Point). Added new remarks and examples. Added new diagram.
Old V25 New V29	Extent of Damage	X	X	<ul style="list-style-type: none"> Added new attribute <i>8 – Not Reported.</i> Added new remarks.
Old V26 New V30	Vehicle Removal	X	X	<ul style="list-style-type: none"> Added new attribute <i>8 – Not Reported.</i> Added new remarks.
Old V33 New V31	Sequence of Events	X	X	<ul style="list-style-type: none"> Added new attributes: <i>58 – Ground, 59 – Traffic Sign Support, 68 – Cross Centerline, 69 – Re-entering Highway, 70 – Jackknife (non-harmful), 72 – Cargo/Equipment (harmful to this vehicle), 98 – Not Reported.</i> Updated attributes: <i>01 – Overturn/Rollover Rollover/Overturn, 02 – Fire/Explosion (Always code if present), 06 – Injured in Vehicle (Non-Collision), 09 – Pedal Cyclist, 10 – Railway Train Vehicle, 12 – Motor Vehicle In-Transport on Same Roadway, 14 – Parked Motor Vehicle or Motor Vehicle Stopped off Roadway, 21 – Bridge Pier or Abutment Support, 23 – Bridge Rail (Includes Parapet), 30 – Utility Pole/Light Support, 35 – Embankment Earth, 42 – Tree (Standing Tree Only), 44 – Pavement Surface Irregularity (Pothole, Grooved, Grates) (Ruts, Potholes, Grates, etc.), 45 – Working Motor Vehicle</i>

Appendix H: Notable Changes

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
				<p>(Construction, Maintenance or Utility Vehicle), 51 – Jackknife (<i>harmful to this vehicle</i>), 46 – Traffic Signal Support/Signal, 60 – Cargo/Equipment Loss or Shift (<i>non-harmful</i>), 65 – Cross Median/Centerline.</p> <ul style="list-style-type: none"> Deleted attributes: 13 – Motor Vehicle In Transport on Different Roadway, 22 – Bridge Parapet End, 27 – Highway/Traffic Sign Post/Sign, 28 – Overhead Sign Support/Sign, 29 – Luminaire/Light Support, 36 – Embankment – Rock, Stone, or Concrete, 37 – Embankment – Material Type Unknown, 47 – Vehicle Occupant Struck or Run Over by Own Vehicle. Added new remarks. Updated remarks and examples.
Old V34 New V32	Most Harmful Event	X	X	<ul style="list-style-type: none"> Added new attributes: <i>58 – Ground, 59 – Traffic Sign Support, 98 – Not Reported</i> Updated attributes: <i>01 – Overturn/Rollover Rollover/Overtur, 02 – Fire/Explosion (Always code if present), 06 – Injured in Vehicle (Non-Collision), 09 – Pedal Cycle Pedalcyclist, 10 – Railway Train Vehicle, 12 – Motor Vehicle In-Transport on Same Roadway, 14 – Parked Motor Vehicle or Motor Vehicle Stopped off Roadway, 21 – Bridge Pier or Abutment Support, 23 – Bridge Rail (Includes Parapet), 30 – Utility Pole/Light Support, 35 – Embankment Earth, 42 – Tree (Standing Tree Only), 44 – Pavement Surface Irregularity (Pothole, Grooved, Grates) (Ruts, Potholes, Grates, etc.), 45 – Working Motor Vehicle (Construction, Maintenance or Utility Vehicle)</i>, 51 – Jackknife (<i>harmful to this vehicle</i>), 46 – Traffic Signal

Appendix H: Notable Changes

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
				<p>Support/Signal, 72 – Cargo/Equipment Loss or Shift (<i>harmful</i>), 65 – Cross Median/Centerline.</p> <ul style="list-style-type: none"> Deleted attributes: 13 – Motor Vehicle In Transport on Different Roadway, 22 – Bridge Parapet End, 27 – Highway/Traffic Sign Post/Sign, 28 – Overhead Sign Support/Sign, 29 – Luminaire/Light Support, 36 – Embankment – Rock, Stone, or Concrete, 37 – Embankment – Material Type Unknown, 47 – Vehicle Occupant Struck or Run Over by Own Vehicle. Added new remarks.
Old V35 New V33	Related Factors – Vehicle Level	X		<ul style="list-style-type: none"> Deleted attributes: 01 – Tires, 02 – Brake System, 03 – Steering System, 04 – Suspension, 05 – Power Train, 06 – Exhaust System, 07 – Headlights, 08 – Signal Lights, 09 – Other Lights, 10 – Horn, 11 – Mirrors, 12 – Wipers, 13 – Driver Seating and Control, 14 – Body, Doors, Hood and Other, 15 – Trailer Hitch, 16 – Wheels, 17 – Air Bag, 18 – Other Vehicle Defects, 19 – Safety Belts.
D5	Driver's License State	X	X	<ul style="list-style-type: none"> Added new attributes: <i>00 – No Driver Present, 98 – Not Reported.</i> Added new remarks.
D6	Driver's ZIP Code	X	X	<ul style="list-style-type: none"> Added new attribute <i>99998 – No Driver Present.</i> Added new remarks. Added new GES Special Instructions.
D8	Commercial Motor Vehicle License Status	X	X	<ul style="list-style-type: none"> Format change from <u>1 numeric</u> to <u>2 numeric</u>. Added new attribute <i>98 – Not Reported.</i> Updated attribute – <i>99 – Unknown.</i>

Appendix H: Notable Changes

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
				<ul style="list-style-type: none"> Added new remarks.
D9	Compliance with License Endorsements changed to <i>Compliance with CDL Endorsements</i>	X	X	<ul style="list-style-type: none"> Added new attribute <i>8 – Not Reported</i>. Added new remarks.
D10	License Compliance with Class of Vehicle	X	X	<ul style="list-style-type: none"> Added new attribute <i>7 – Not Reported</i>. Updated reference table. Added new remarks.
D11	Compliance with License Restrictions	X	X	<ul style="list-style-type: none"> Added new attribute <i>8 – Not Reported</i>. Added new remarks.
D21	Violations Charged	X	X	<ul style="list-style-type: none"> Format change from <u>2 numeric, 3 times</u> to <u>select all that apply</u>. Added new attribute <i>97 – Not Reported</i>. Added new remarks.
New D23 New NM14	<i>Condition (Impairment) at Time of Crash</i>	X	X	<ul style="list-style-type: none"> Add new element that is located on two forms. Format – select all that apply. New attributes: <i>00 – None/Apparently Normal, 01 – Ill, Blackout, 02 – Asleep or Fatigued, 03 – Walking with a Cane or Crutches, 04 – Paraplegic or Restricted to a Wheelchair, 05 – Impaired Due to Previous Injury, 06 – Deaf, 07 – Blind, 08 – Emotional (depressed, angry,</i>

Appendix H: Notable Changes

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
				<p><i>disturbed, etc.), 09 – Under the Influence of Alcohol, Drugs or Medication, 10 – Physical Impairment – No Details, 96 – Other Physical Impairment, 98 – Not Reported, 99 – Unknown if Physically Impaired.</i></p> <ul style="list-style-type: none"> • New remarks.
D24	Related Factors – Driver Level	X		<ul style="list-style-type: none"> • Deleted attributes: 01 – Drowsy, Sleepy, Asleep/Fatigued, 02 – Ill, Passed out/Blackout, 03 – Emotional (e.g., Depression, Angry, Disturbed), 05 – Under the Influence of Alcohol, Drugs or Medication, 07 – Restricted to Wheelchair, 06 – Operating the Vehicle in Careless or Inattentive Thought in, 09 – Impaired Due to Previous Injury, 11 – Other Physical Impairment, 93 – Cellular Telephone Present in Vehicle, 94 – Cellular Telephone in Use in Vehicle, 95 – Computer/Fax Machines/Printers, 96 – Onboard Navigation System, 97 – Two-way Radio, 98 – Head-up Display.
New PC4	<i>Contributing Circumstances, Motor Vehicle</i>	X	X	<ul style="list-style-type: none"> • Added new element. • Format – 2 digits • Added new attributes: <i>00 – None, 01 – Tires, 02 – Brake System, 03 – Steering, 04 – Suspension, 05 – Power Train, 06 – Exhaust System, 07 – Head Lights, 08 – Signal Lights, 09 – Other Lights, 10 – Wipers, 11 – Wheels, 12 – Mirrors, 13 – Windows/Windshield, 14 – Body, Doors, 15 – Truck Coupling/Trailer Hitch/Safety Chains, 16 – Safety Systems, 17 – Vehicle Contributing Factors – No Details, 97 – Other, 98 – Not Reported, 99 – Unknown.</i> • Added new remarks.

Appendix H: Notable Changes

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
Old C21 New PC5	Trafficway Flow change to Trafficway Description	X	X	<ul style="list-style-type: none"> Element moved from Crash Level to Precrash (Vehicle/Driver) Level. Added new attributes: 0 – Non-Trafficway Area, 8 – Not Reported. Updated attributes: 1 – Not Physically Divided (Two-Way, Trafficway Not Divided), 5 – Not Physically Divided (With Two-Way, <i>Not Divided with a Continuous Left-Turn Lane</i>), 2 – Divided Highway, Median Strip (Without Traffic Barrier) Two-Way, <i>Divided, Unprotected (Painted > 4 Feet) Median</i>, 3 – Divided Highway, Median Strip (With Traffic Barrier) Two-Way, <i>Divided, Positive Median Barrier</i>. Added new remarks.
Old C22 New PC6	Number of Travel Lanes changed to Total Lanes in Roadway	X	X	<ul style="list-style-type: none"> Element moved from Crash Level to Precrash (Vehicle/Driver) Level. Added new attributes: 0 – Non-Trafficway Area, 8 – Not Reported. Added new remarks.
Old C23 New PC7	Speed Limit	X	X	<ul style="list-style-type: none"> Element moved from Crash Level to Precrash (Vehicle/Driver) Level. Added new attribute 98 – Not Reported. Updated remark 00 – No Statutory Limit/<i>Non-Trafficway Area</i>. Added new remarks.
Old C24 New PC8	Roadway Alignment	X	X	<ul style="list-style-type: none"> Element moved from Crash Level to Precrash (Vehicle/Driver) Level.

Appendix H: Notable Changes

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
				<ul style="list-style-type: none"> Added new attributes: 0 – Non-Trafficway Area, 3 – Curve Left, 4 – Curve – Unknown Direction, 8 – Not Reported. Updated attribute 2 – Curve Right.
Old C25 New PC9	Roadway Profile changed to Roadway Grade	X	X	<ul style="list-style-type: none"> Element moved from Crash Level to Precrash (Vehicle/Driver) Level. Added new attributes: 0 – Non-Trafficway Area, 5 – Uphill, 6 – Downhill, 8 – Not Reported. Updated attributes: 2 – Grade, Unknown Slope, 4 – Sag (Bottom). Added new remarks. Added new diagram.
Old C26 New PC10	Roadway Surface Type	X	X	<ul style="list-style-type: none"> Element moved from Crash Level to Precrash (Vehicle/Driver) Level. Added new attributes: 0 – Non-Trafficway Area, 8 – Not Reported. Updated attribute 7 & – Other. Added new remarks.
Old C27 New PC11	Roadway Surface Conditions	X	X	<ul style="list-style-type: none"> Element moved from Crash Level to Precrash (Vehicle/Driver) Level. Format change from 1 numeric to 2 numeric. Added new attributes: 00 – Non-Trafficway Area, 10 – Slush, 11 – Mud, Dirt or Gravel, 98 – Not Reported. Updated attributes: 03 – Snow or Slush, 05 – Sand, Dirt, Mud, Gravel, 99 – Unknown. Added new remarks.

Appendix H: Notable Changes

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
Old C29 New PC12	Traffic Control Device	X	X	<ul style="list-style-type: none"> • Element moved from Crash Level to Precrash (Vehicle/Driver) Level. • Added new attributes: 32 – <i>School Zone Sign/Device</i>, 65 – <i>Railway Crossing Device</i>, 97 – <i>Not Reported</i>. • Updated attributes: 29 – Unknown Type Regulatory Sign, 50 – Officer, crossing guard, flagman, etc. Person. • Deleted attributes: 05 Flashing beacon, 06 Flashing highway traffic signal, type unknown or other than traffic control or beacon, 30 School speed limit sign, 31 School advance or crossing sign, 38 Other school related sign, 39 Unknown type school zone sign, 41 Electric Warning Sign, 60 Gates, 61 Flashing Lights, 62 Traffic Control Signal, 63 Wigwags, 64 Bells, 68 Other train activated device, 69 Active device, type unknown, 70 Cross bucks, 71 Stop sign, 72 Other railroad crossing sign, 73 Special warning device - watchman, flagged by crew, 78 Other passive device, 79 Passive device, type unknown, 80 Grade crossing controlled, type unknown • Added new remarks.
Old C30 New PC13	Traffic Control Device Functioning changed to <i>Device Functioning</i>	X	X	<ul style="list-style-type: none"> • Element moved from Crash Level to Precrash (Vehicle/Driver) Level. • Added new attribute 8 – <i>Not Reported</i>. • Attribute change to element values "00 Not Applicable Occupant of a Motor Vehicle In-Transport or Not In Transport (Including Motor Vehicle Parked/Stopped off Roadway/Working/In Motion Outside the Traffeway)" to 000 -<i>Not Applicable-Occupant of a Motor Vehicle In-Transport or Not In-Transport (Including Motor Vehicle</i>

Appendix H: Notable Changes

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
				<p><i>Parked/Stopped off Roadway/Working/In Motion Outside the Trafficway).</i></p> <ul style="list-style-type: none"> • Updated/Added new remarks.
New PC14	<i>Driver Distracted By</i>	X	X	<ul style="list-style-type: none"> • Moved from Driver level to Precrash Level. • Format change from <u>2 numeric</u> to <u>select all that apply</u>. • Add new attribute 95 – No Driver Present. • Update/Added new remarks.
New PC15	<i>Driver Maneuvered to Avoid</i>	X	X	<ul style="list-style-type: none"> • Added new attributes: 00 – Driver Did Not Maneuver to Avoid, 01 – Object, 02 – Poor Road Conditions (Puddle, Ice, Pothole, etc.), 03 – Live Animal, 04 – Motor Vehicle, 05 – Pedestrian, Pedalcyclist or Other Non-Motorist, 92 – Phantom/Non-contact Motor Vehicle, 95 – No Driver Present, 98 – Not Reported, 99 – Unknown. • Format – select all that apply. • Added new remarks.
New PC16	<i>Driver's Vision Obscured By</i>	X	X	<ul style="list-style-type: none"> • Added new attributes: 00 – Not Distracted, 01 – Looked but Did Not See, 03 – By Other Occupant(s), 04 – By Moving Object in Vehicle, 05 – While Talking or Listening to Cellular Phone, 06 – While Dialing Cellular Phone, 07 – Adjusting Audio And/or Climate Controls, 09 – While Using Other Device/Controls Integral to Vehicle, 10 – While Using or Reaching for Device/Object Brought Into Vehicle, 12 – Distracted by Outside Person, Object or Event, 13 – Eating or Drinking, 14 – Smoking Related, 15 – Other Cellular Phone Related, 16 – No Driver Present, 92 – Distraction/Inattention, Details Unknown, 96 – Not

Appendix H: Notable Changes

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
				<p><i>Reported, 97 – Inattentive or Lost in Thought, 98 – Other Distraction, 99 – Unknown if Distracted.</i></p> <ul style="list-style-type: none"> Format – select all that apply. Added new remarks.
New PC17	<i>Pre-Event Movement (Prior to Recognition of Critical Event)</i>	X	X	<ul style="list-style-type: none"> Added new attributes: <i>00 – No Driver Present, 01 – Going Straight, 02 – Decelerating in Traffic Lane, 03 – Accelerating in Traffic Lane, 04 – Starting in Traffic Lane, 05 – Stopped in Traffic Lane, 06 – Passing or Overtaking Another Vehicle, 07 – Disabled or Parked in Travel Lane, 08 – Leaving a Parking Position, 09 – Entering a Parking Position, 10 – Turning Right, 11 – Turning Left, 12 – Making a U-Turn, 13 – Backing up (other than for Parking Position), 14 – Negotiating a Curve, 15 – Changing Lanes, 16 – Merging, 17 – Successful Avoidance to a Previous Critical Event, 98 – Other (specify:), 99 – Unknown.</i> Format – 2 numeric. Added new remarks.
New PC18	<i>Critical Event – Precrash (Category)</i>	X	X	<ul style="list-style-type: none"> Added new attributes: <i>1 – This Vehicle Loss of Control Due to:, 2 – This Vehicle Traveling, 3 – Other Motor Vehicle in Lane, 4 – Other Motor Vehicle Encroaching Into Lane, 5 – Pedestrian or Pedalcyclist or Other Non-Motorist, 6 – Object or Animal, 7 – Other (specify:), 9 – Unknown.</i> Format – 1 numeric. Added new remarks.

Appendix H: Notable Changes

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
New PC19	<i>Critical Event – Precrash (Event)</i>	X	X	<ul style="list-style-type: none"> Added new attributes: 01 – This Vehicle Loss of Control Due to: Blow out/flat tire, 02 – This Vehicle Loss of Control Due to: Stalled Engine, 03 – This Vehicle Loss of Control Due to: Disabling vehicle failure (e.g., wheel fell off) (specify:), 04 – This Vehicle Loss of Control Due to: Non-Disabling Vehicle Problem (e.g., Hood Flew Up)(Specify:), 05 – This Vehicle Loss of Control Due to: Poor Road Conditions (puddle, pothole, ice, etc.) (specify:), 06 – This Vehicle Loss Of
New PC19 (cont.)	<i>Critical Event – Precrash (Event)</i>	X	X	<i>Control Due to: Traveling too fast for conditions, 08 – This Vehicle Loss of Control Due to: Other cause of control loss (specify:), 09 – This Vehicle Loss of Control Due to: Unknown cause of control loss, 10 – This Vehicle Traveling: Over the lane line on left side of travel lane, 11 – This Vehicle Traveling: Over the lane line on right side of travel lane, 12 – This Vehicle Traveling: Off the edge of the road on the left side, 13 – This Vehicle Traveling: Off the edge of the road on the right side, 14 – This Vehicle Traveling: End departure, 15 – This Vehicle Traveling: Turning left at intersection, 16 – This Vehicle Traveling: Turning right at intersection, 17 – This Vehicle Traveling: Crossing over (passing through) intersection, 18 – This Vehicle Traveling: This vehicle decelerating, 19 – This Vehicle Traveling: Unknown travel direction, 50 – Other Motor Vehicle in Lane: Other vehicle stopped, 51 – Other Motor Vehicle in Lane: Traveling in same direction with lower steady speed, 52 – Other Motor Vehicle in Lane: Traveling in same direction while decelerating, 53 – Other Motor Vehicle in Lane: Traveling in same direction with higher speed, 54 – Other Motor Vehicle in Lane: Traveling</i>

Appendix H: Notable Changes

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
				<p><i>in opposite direction, 55 – Other Motor Vehicle in Lane: In crossover, 56 – Other Motor Vehicle in Lane: Backing, 59 – Other Motor Vehicle in Lane: Unknown travel direction of the other motor vehicle in lane, 60 – Other Motor Vehicle Encroaching Into Lane: From adjacent lane (same direction) over left lane line, 61 – Other Motor Vehicle Encroaching Into Lane: From adjacent lane (same direction) over right lane line, 62 – Other Motor Vehicle Encroaching Into Lane: From opposite direction over left lane line,</i></p>
New PC19 (cont.)	<i>Critical Event – Precrash (Event)</i>	X	X	<p><i>63 – Other Motor Vehicle Encroaching Into Lane: From opposite direction over right lane line, 64 – Other Motor Vehicle Encroaching Into Lane: From parking lane, median, shoulder, roadside, 65 – Other Motor Vehicle Encroaching Into Lane: From crossing street, turning Into same direction, 66 – Other Motor Vehicle Encroaching Into Lane: From crossing street, across path, 67 – Other Motor Vehicle Encroaching Into Lane: From crossing street, turning Into opposite direction, 68 – Other Motor Vehicle Encroaching Into Lane: From crossing street, intended path not known, 70 – Other Motor Vehicle Encroaching Into Lane: From driveway, turning Into same direction, 71 – Other Motor Vehicle Encroaching Into Lane: From driveway, across path, 72 – Other Motor Vehicle Encroaching Into Lane: From driveway, turning Into opposite direction, 73 – Other Motor Vehicle Encroaching Into Lane: From driveway, intended path not known, 74 – Other Motor Vehicle Encroaching Into Lane: From entrance to limited access highway, 78 – Other Motor</i></p>

Appendix H: Notable Changes

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
				<p><i>Vehicle Encroaching Into Lane: Encroachment by other vehicle details unknown, 80 – Pedestrian, Pedalcyclist or Other Non-Motorist: Pedestrian in roadway, 81 – Pedestrian, Pedalcyclist or Other Non-Motorist: Pedestrian approaching roadway, 82 – Pedestrian, Pedalcyclist or Other Non-Motorist: Pedestrian unknown location, 83 – Pedestrian, Pedalcyclist or Other Non-Motorist: Pedalcyclist or other non-motorist in roadway (specify:), 84 – Pedestrian, Pedalcyclist or Other Non-Motorist: Pedalcyclist or other non-motorist</i></p>
<i>New PC19 (cont.)</i>	<i>Critical Event – Precrash (Event)</i>	X	X	<p><i>approaching roadway (specify:), 85 – Pedestrian, Pedalcyclist or Other Non-Motorist: Pedalcyclist or other non-motorist unknown location (specify:), 87 – Object or Animal: Animal in roadway, 88 – Object or Animal: Animal approaching roadway, 89 – Object or Animal: Animal - unknown location, 90 – Object or Animal: Object in roadway, 91 – Object or Animal: Object approaching roadway, 92 – Object or Animal: Object unknown location, 98 – Other critical precrash event (specify:), 99 – Unknown.</i></p> <ul style="list-style-type: none"> • Format – 2 numeric. • Added new remarks
<i>New PC20</i>	<i>Attempted Avoidance Maneuver</i>	X	X	<ul style="list-style-type: none"> • Added new attributes: 00 – No Driver Present, 01 – No Avoidance Maneuver, 02 – Braking (no lockup), 03 – Braking (lockup), 04 – Braking (lockup unknown), 05 – Releasing brakes, 06 – Steering left, 07 – Steering right, 08 – Braking and steering left, 09 – Braking and steering right, 10 – Accelerating, 11 – Accelerating and steering left, 12 –

Appendix H: Notable Changes

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
				<p><i>Accelerating and steering right, 98 – Other Action (specify:), 99 – Unknown.</i></p> <ul style="list-style-type: none"> Format – 2 numeric. Added new remarks. Added GES Special Instructions.
<i>New PC21</i>	<i>Pre-Impact Stability</i>	X	X	<ul style="list-style-type: none"> Added new attributes: <i>0 – No Driver Present, 1 – Tracking, 2 – Skidding longitudinally — rotation less than 30 degrees, 3 – Skidding laterally — clockwise rotation, 4 – Skidding laterally — counter-clockwise rotation, 7 – Other vehicle loss-of-control (specify:), 9 – Precrash stability unknown.</i> Format – 1 numeric. Added new remarks.
<i>New PC22</i>	<i>Pre-Impact Location</i>	X	X	<ul style="list-style-type: none"> New attributes: <i>0 – No Driver Present, 1 – Stayed in Original Travel Lane, 2 – Stayed on Roadway, but Left Original Travel Lane, 3 – Stayed on Roadway, not Known if Left Original Travel Lane, 4 – Departed Roadway, 5 – Remained off Roadway, 6 – Returned to Roadway, 7 – Entered Roadway, 9 – Unknown.</i> Format – 1 numeric. Added new remarks.
<i>New PC23</i>	<i>Crash Type</i>	X	X	<ul style="list-style-type: none"> Added new attributes: <i>00 – No Impact, Actual attribute 01-93, 98 – Other Crash Type, 99 – Unknown.</i> Format – 2 numeric. Added new remarks. Added GES Special Instructions

Appendix H: Notable Changes

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
P3	Vehicle Number - Person Level	X		<ul style="list-style-type: none"> Deleted attribute 000 – Not a Motor Vehicle Occupant. Added GES Special Instructions.
Old P6 <i>New P5 and NM5</i>	Age	X	X	<ul style="list-style-type: none"> Element located on two forms. Added new attribute 998 – Not Reported. Added new remarks.
Old P7 <i>New P6 and NM6</i>	Sex	X	X	<ul style="list-style-type: none"> Element located on two forms. Added new attribute 8 – Not Reported. Added new remarks.
Old P8 <i>New P7</i>	Person Type	X	X	<ul style="list-style-type: none"> Element was split between Occupant and Non-Motorist Person Level forms. Added attribute 88 – Not Reported. Attributes moved to Person Type NM7 -04 – <i>Occupant of a Non-Motor Vehicle Transport Device</i>, 05 – <i>Pedestrian</i>, 06 – <i>Bicyclist</i>, 07 – <i>Other Bicyclist</i>, 08 – <i>Person on Personal Conveyance</i>, 10 – <i>Persons in/on Buildings</i>, 19 – <i>Unknown Type of Non-Motorist</i>. Added new remarks. Added GES Special Instructions.
Old P22 <i>New P8 and NM8</i>	Injury Severity	X	X	<ul style="list-style-type: none"> Element located on two forms. Added new attribute 8 – Not Reported. Added new remarks. Added GES Special Instructions.
P9	Seating Position	X	X	<ul style="list-style-type: none"> Added new attribute 98 – Not Reported.

Appendix H: Notable Changes

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
				<ul style="list-style-type: none"> Deleted attribute 00 – Not a Motor Vehicle Occupant. Added new remarks. Added GES Special Instructions.
P10	Protection System Use changed to Restraint System/Helmet Use	X	X	<ul style="list-style-type: none"> Added new attributes: <i>07 – None Used-Motor Vehicle Occupant, 16 – Other Helmet, 17 – No Helmet, 97 – Other, 98 – Not Reported</i>. Updated attributes: 00 – None Used/Not Applicable – Not a Motor Vehicle Occupant, 01 – Shoulder Belt Only Used, 02 – Lap Belt Only Used, 03 – Lap and Shoulder Shoulder and Lap Belt Used, 04 – Child Safety Seat/Booster Restraint Type Unknown/Not Reported, 05 – DOT Compliant Motorcycle Helmet, 10 – Child Safety Seat Restraint System – Forward Facing, 11 – Child Safety Seat Restraint System – Rear Facing, 12 – Booster Seat (lap and shoulder belt used properly). Deleted attributes: 06 – Bicycle Helmet, 14 – Child Safety Seat/Booster Seat Used Properly, 15 – Helmets Used Improperly. Added new remarks. Added FARS Special Instructions. Added GES Special Instructions.
<i>New P11</i>	<i>Any Indication of Mis-Use of Restraint System or Helmet Use</i>	X	X	<ul style="list-style-type: none"> Added new element. Added new attributes: <i>0 – No, 1 – Yes</i>. Added new remarks.

Appendix H: Notable Changes

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
Old P11 <i>New P12</i>	Air Bag Deployed	X	X	<ul style="list-style-type: none"> Added new attribute 98 – Not Reported. Added new remarks. Added GES Special Instructions.
Old P12 <i>New P13</i>	Ejection	X	X	<ul style="list-style-type: none"> Added new attribute 7 – Not Reported. Added new remarks.
P18 and NM17	Alcohol Test	X	X	<ul style="list-style-type: none"> Element is now located on two forms. Added new attributes: Status: 8 – Not Reported, Type: 95 – Not Reported, Result: 95 – Not Reported. Updated attributes: Status: 9 – Unknown if Tested Not Reported, Type: 99 – Unknown if Tested Not Reported, Result: 99 – Unknown if Tested Not Reported. Updated/Added new remarks.
P21 and NM20	Drug Test	X	X	<ul style="list-style-type: none"> Element now located on two forms. Added new attributes: Status: 8 – Not Reported, Type: 6 – Not Reported, Result: 095 – Not Reported. Updated attributes: Status: 9 – Unknown if Tested Not Reported, Type: 9 – Unknown if Tested Not Reported, Result: 999 – Unknown if Tested Not Reported. Updated/Added new remarks. Updated Drug Lists.
Old P23 New P22 and NM21	Transported for Treatment By changed to <i>Transported to</i>	X	X	<ul style="list-style-type: none"> Element located on two forms. Added new attributes: 5 – EMS Ground, 6 – Other, 8 – Not Reported

Appendix H: Notable Changes

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
	<i>Medical Facility By</i>			<ul style="list-style-type: none"> Updated attributes: 1 – Yes, EMS Air, 2 – Yes, Law Enforcement, 3 – Yes, Other EMS Unknown Mode, 4 – Yes, Transported by Unknown Source. Added new remarks. Added GES Special Instructions.
Old P27 New P26	Related Factors -Person Level changed to Related Factors -(<i>Motor Vehicle Occupant</i>) Person Level			<ul style="list-style-type: none"> Deleted attributes: 01 Not Visible, 02 Darting, Running or Stumbling Into Roadway, 03 Improper Crossing of Roadway or Intersection, 04 Walking/Riding With or Against Traffic, Playing, Working, Sitting, Lying, Standing, etc., in Roadway, 06 Ill, Passed out/Blackout, 07 Emotional (e.g., Depression, Angry, Disturbed), 10 Inattentive, 11 Walking with Cane or Crutches, 12 Restricted to Wheelchair, 13 Motorized Wheelchair Rider, 14 Impaired Due to Previous Injury, 15 Under the Influence of Alcohol, Drugs or Medication, 16 Blind, 17 Other Physical Impairment, 19 Pedestrian Jogging, 23 Failure to Dim Lights or Have Lights on When Required, 24 Operating Without Required Equipment, 27 Improper or Erratic Lane Changing, 30 Making Improper Entry to or Exit from Traffeway, 34 Passing on Wrong Side, 35 Passing with Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle, 36 Operating the Vehicle in an Erratic, Reckless, Careless or Negligent Manner, 38 Failure to Yield the Right of Way, 39 Failure to Obey Actual Traffic Sign, 48 Making Other Improper Turn, 49 Driving Wrong Way on One Way Traffeway, 50 Driving on Wrong Side of Road, 53 Stopped in Roadway (Vehicle Not Abandoned), 55 Getting off/out of or on/in to a

Appendix H: Notable Changes

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
				<p>Transport Vehicle, 79 – Live Animals in Road, 90 – Non-Motorist Pushing a Vehicle.</p> <ul style="list-style-type: none"> Added new remarks.
Old P5 <i>New NM4</i>	Non-Occupant Striking Vehicle Number changed to <i>Number of Motor Vehicle Striking Non-Motorist</i>	X	X	<ul style="list-style-type: none"> Element moved to Non-Motorist Person Level form. Deleted attribute 000 – Not Applicable – Occupant of a Motor Vehicle In Transport or Not In Transport (Including Parked/Stopped off Roadway/Working In Motion Outside in Traffeway) Added new remarks. Added GES Special Instructions.
<i>NM7</i>	Person Type	X	X	<ul style="list-style-type: none"> Add new attribute: <i>88 – Not Reported</i>. Moved attributes from P7 – Person Type: <i>04 – Occupant of a Non-Motor Vehicle Transport Device, 05 – Pedestrian, 06 – Bicyclist, 07 – Other Cyclist, 08 – Person on Personal Conveyance, 10 – Person in/on Buildings, 88 – Not Reported, 19 – Unknown Type of Non-Motorist</i>. Added new remarks.
<i>NM9</i>	<i>Pedestrian/Bike Typing</i>	X	X	<ul style="list-style-type: none"> Added new element. Format – Element entered in MDE system. Remarks added by headquarters
Old P15 <i>New NM10</i>	Non-Occupant Location changed to <i>Non-Motorist</i>			<ul style="list-style-type: none"> Element moved to Non-Motorist Person Level form. Added attributes: <i>14 – Parking Lane Zone, 20 – Shoulder/Roadside, 21 – Sidewalk, 22 – Median/Crossing</i>

Appendix H: Notable Changes

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
	<i>Location at Time of Crash</i>			<p><i>Island, 23 – Driveway Access, 24 – Shared-Use Path/Trail, 25 – Non-Trafficway Area, 28 – Other, 98 – Not Reported.</i></p> <ul style="list-style-type: none"> Deleted attributes: 00 – No Applicable Occupant of a Motor Vehicle In Transport or Not In Transport (Including Motor Vehicles Parked/Stopped off Roadway/Working/in Motion Outside the Traffieway) and Injured Railway Train Occupants, 04 – Intersection – On Roadway, Crosswalk Availability Unknown, 05 – Intersection – Not on Roadway, 12 – Non Intersection – On Roadway, Crosswalk not Available, 15 – Non Intersection – On Road Shoulder, 17 – Non Intersection – Outside Traffieway, 18 – Non Intersection – Other, Not on Roadway, 19 – Non Intersection – Unknown. Updated to attributes: 01 – Intersection – in <i>Marked</i> Crosswalk, 02 – Intersection – On Roadway, Not in Unmarked Crosswalk, 03 – Intersection – On Roadway, Not in Crosswalk not Available, 09 – Intersection – Unknown Location, 10 – Non-Intersection – In <i>Marked</i> Crosswalk, 14 – Non-Intersection – In Parking Lane/Zone, 16 – Non-Intersection – Bike Path* Bicycle Lane, 99 – Unknown Location. Added new remarks.
<i>New NM11</i>	<i>Non-Motorist Action/ Circumstances Prior to Crash</i>	X	X	<ul style="list-style-type: none"> Added new element. Added attributes: <i>01 – Going to or From School (K-12), 02 – Waiting to Cross Roadway, 03 – Crossing Roadway, 04 – Jogging/Running, 05 – Movement Along Roadway with Traffic (in or Adjacent to Travel Lane), 06 – Movement Along Roadway Against Traffic (in or Adjacent to Travel</i>

Appendix H: Notable Changes

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
				<p><i>Lane, 07 – Movement on Sidewalk, 08 – In Roadway – Other (Working, Playing, etc.), 09 – Adjacent to Roadway (e.g., Shoulder, Median), 10 – Working in Trafficway (Incident Response), 11 – Entering/Exiting a Vehicle, 12 – Disabled Vehicle Related (Working on, Pushing, Leaving/Approaching), 14 – Other, 15 – None, 98 – Not Reported, 99 – Unknown.</i></p> <ul style="list-style-type: none"> • Format: select all that apply. • Added new remarks.
<i>New NM12</i>	<i>Non-Motorist Action/Circumstances at Time of Crash</i>	X	X	<ul style="list-style-type: none"> • Added new element. • Added new attributes: <i>00 – No Improper Action, 01 – Dart/Dash, 02 – Failure to Yield Right-Of-Way, 3 – Failure to Obey Traffic Signs, Signals or Officer, 04 – In Roadway Improperly (Standing, Lying, Working, Playing), 05 – Entering/Exiting a Vehicle, 06 – Inattentive (Talking, Eating, etc.), 07 – Improper Turn/Merge, 08 – Improper Passing, 09 – Wrong-Way Riding or Walking, 10 – Driving on Wrong Side of Road, 12 – Improper Crossing of Roadway or Intersection (Jaywalking), 13 – Failing to Have Lights on When Required, 14 – Operating Without Required Equipment, 15 – Improper or Erratic Lane Changing, 16 – Failure to Keep in Proper Lane or Running off Road, 17 – Making Improper Entry to or Exit from Trafficway, 18 – Operating the Vehicle in other Erratic, Reckless, Careless or Negligent Manner, 19 – Not Visible (Dark clothing, No Lighting, etc.), 20 – Passing with Insufficient Distance or Inadequate Visibility</i>

Appendix H: Notable Changes

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
				<p><i>or Failing to Yield to Overtaking Vehicle, 21 – Other, 98 – Not Reported, 99 – Unknown.</i></p> <ul style="list-style-type: none"> Format: select all that apply. Added new remarks.
New NM13	<i>Non-Motorist Safety Equipment</i>	X	X	<ul style="list-style-type: none"> Added new element. Added new attributes: 0 – Not Applicable, 1 – None Used, 2 – Helmet, 4 – Protective Pads Used (elbows, knees, shins, etc.), 3 – Reflective Equipment/Clothing (jacket, backpack, etc.), 5 – Lighting, 7 – Other Safety Equipment, 8 – Not Reported, 9 – Unknown if Used. Format: select all that apply. Added new remarks.
New NM25	<i>Related Factors – Person Level (Not a Motor Vehicle Occupant)</i>	X	X	<ul style="list-style-type: none"> Added new element to form. Carry over from Related Factors – Person Level. Deleted attributes: 01 – Not Visible, 02 – Darting, Running or Stumbling Into Roadway, 03 – Improper Crossing of Roadway or Intersection, 04 – Walking/Riding With or Against Traffic, 05 – Interfering With Driver, 06 – Ill, Passed out/Blackout, 07 – Emotional (e.g., Depression, Angry, Disturbed), 10 – Inattentive, 11 – Walking with Cane or Crutches, 12 – Restricted to Wheelchair, 14 – Impaired Due to Previous Injury, 15 – Under the Influence of Alcohol, Drugs or Medication, 16 – Blind, 17 – Other Physical Impairment, 19 – Pedestrian Jogging, 23 – Failure to Dim Lights or Have Lights on When Required, 24 – Operating Without Required Equipment, 27 – Improper or Erratic Lane Changing, 28 – Failure to Keep

Appendix H: Notable Changes

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
				<p>in Proper Lane, 29 Illegal Driving on Road Shoulder, in Ditch, on Sidewalk or on Median, 30 Making Improper Entry to or Exit from Traffieway, 32 Opening Vehicle Closure Into Moving Traffic or While Vehicle is in Motion, 33 Passing Where Prohibited by Posted Signs, Pavement Markings, Hill or Curve, or School Bus Displaying Warning Not to Pass Line, 34 Passing on Wrong Side, 35 Passing with Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle, 36 Operating the Vehicle in an Erratic, Reckless, Careless or Negligent Manner, 38 Failure to Yield the Right of Way, 39 Failure to Obey Actual Traffic Sign, 44 Driving Too Fast for Conditions or in Excess of Posted Maximum, 45 Driving Less Than Posted Minimum, 47 Making Right Turn from Left Turn Lane, Left Turn from Right Turn Lane, 48 Making Other Improper Turn, 49 Driving Wrong Way on One Way Traffieway, 50 Driving on Wrong</p>
<i>New NM25 (cont.)</i>	<i>Related Factors – Person Level (Not a Motor Vehicle Occupant)</i>	X	X	<p>Side of Road, 53 Unfamiliar with Roadway, 55 Getting off/out of or on/in to a Transport Vehicle, 59 Overcorrecting, 79 Live Animals in Road, 87 Police or Law Enforcement Officer, 88 Seat Back Not in Normal Upright Position, Seat Back Reclined.</p> <ul style="list-style-type: none"> • Added new remarks.

Appendix H: Notable Changes

New SAS Data Files in 2010

Locator Code	2009 SAS Name	New 2010 SAS Names	Data Element Name
C17	N/A	Cevent.AOI1	Area of Impact (this)
C17	N/A	Cevent.AOI2	Area of Impact (other)
C17	N/A	Cevent.EVENTNUM	Event Number
C17	N/A	Cevent.SOE	Sequence of Event
C2/V2/D2/PC2/P2/NM2	N/A	Cevent.ST_CASE	Consecutive Number
C1/V1/D1/PC1/P1/NM1	N/A	Cevent.STATE	State Number
C17	N/A	Cevent.VNUMBER1	Vehicle Number (this)
C17	N/A	Cevent.VNUMBER2	Vehicle Number (other)
C17	N/A	Vevent.AOI1	Area of Impact (this)
C17	N/A	Vevent.AOI2	Area of Impact (other)
C17	N/A	Vevent.EVENTNUM	The number of the first event in the crash in which this vehicle is involved (could be this vehicle or the other vehicle in the SAS event data file).
C17	N/A	Vevent.SOE	Sequence of Event
C2/V2/D2/ PC2/P2/NM2	N/A	Vevent.ST_CASE	Consecutive Number
C1/V1/D1/ PC1/P1/NM1	N/A	Vevent.STATE	State Number
C17	N/A	Vevent.VNUMBER1	Vehicle Number (this)
C17	N/A	Vevent.VNUMBER2	Vehicle Number (other)
V3/D3/PC3/P3	N/A	Vevent.VEH_NO	Vehicle Number

Appendix H: Notable Changes

Locator Code	2009 SAS Name	New 2010 SAS Names	Data Element Name
New id data element	N/A	Vevent.VEVENTNUM	The number of event sequentially ordered for each vehicle.
C2/V2/D2/PC2/P2/NM2	N/A	Vsoe.ST_CASE	Consecutive Number
C1/V1/D1/PC1/P1/NM1	N/A	Vsoe.STATE	State Number
C17	N/A	Vsoe.SOE	Sequence of Event
C17	N/A	Vsoe.AOI	Area of Impact associated with the event
New id data element	N/A	Vsoe.VEVENTNUM	The number of event sequentially ordered for each vehicle.
V3/D3/PC3/ P3	N/A	Vsoe.VEH_NO	Vehicle Number
V3/D3/PC3/ P3	N/A	Parkwork.VEH_NO	Vehicle Number & Unit Type
V5	N/A	Parkwork.PTYPE	Unit Type
V9	N/A	Parkwork.PMAKE	Vehicle Make
V10	N/A	Parkwork.PMODEL	Vehicle Model
V11	N/A	Parkwork.PBODYTYP	Body Type
V12	N/A	Parkwork.PMODYEAR	Model Year
V13	N/A	Parkwork.PVIN	VIN
V7	N/A	Parkwork.PREG_STAT	Registration State
V22	N/A	Parkwork.PSP_USE	Special Use
V23	N/A	Parkwork.PEM_USE	Emergency use
V4	N/A	Parkwork.PNUMOCCS	Number of Occupants
V14	N/A	Parkwork.PTRAILER	Vehicle trailing
V34	N/A	Parkwork.PFIRE	Fire Occurrence

Appendix H: Notable Changes

Locator Code	2009 SAS Name	New 2010 SAS Names	Data Element Name
V29	N/A	Parkwork.PVEH_SEV	Extent of damage
V30	N/A	Parkwork.PTOWED	Vehicle Removal
V28	N/A	Parkwork.PIMPACT1	Area of Impact-Initial Damaged
V28	N/A	Parkwork.PIMPACT2	Area of Impact-Most Damaged
V19	N/A	Parkwork.Pcargtyp	Cargo body type
V20 -HM1	N/A	Parkwork.PHAZ_INV	Hazardous Material Involvement/Placard -Involvement
V20 -HM2	N/A	Parkwork.PHAZPLAC	Hazardous Material Involvement/Placard - Placard
V20 -HM3	N/A	Parkwork.PHAZ_ID	Hazardous Material Involvement/Placard -Identification Number
V20 -HM4	N/A	Parkwork.PHAZ_CNO	Hazardous Material Involvement/Placard - Class Number
V20 -HM5	N/A	Parkwork.PHAZ_REL	Hazardous Material Involvement/Placard -Released
V100	N/A	Parkwork.MAK_MOD	Make Model
V21	N/A	Parkwork.PBUS_USE	Bus Use
C8	N/A	Parkwork.PDAY	Day
V150	N/A	Parkwork.PDEATHS	Fatals in Vehicle
V121	N/A	Parkwork.PFUECODE	Fuel Code
V17	N/A	Parkwork.PGVWR	GVWR
C18	N/A	Parkwork.PHARM_EV	First Harmful Event
V6	N/A	Parkwork.PHIT_RUN	Hit-and-Run
C9	N/A	Parkwork.PHOUR	Crash Time (HOUR)

Appendix H: Notable Changes

Locator Code	2009 SAS Name	New 2010 SAS Names	Data Element Name
V124	N/A	Parkwork.PMCYCL_DS	Motorcycle Engine Displacement (CC)
V16A	N/A	Parkwork.PMCARR_I1	MCID Issuing Authority
V16	N/A	Parkwork.PMCARR_I2	MCID Identification Number
V16B	N/A	Parkwork.PMCARR_ID	Motor Carrier Identification Number
V32	N/A	Parkwork.PM_HARM	Most Harmful Event
C19	N/A	Parkwork.PMAN_COLL	Manner of Collision
C9	N/A	Parkwork.PMINUTE	Crash Time (MINUTE)
C8	N/A	Parkwork.PMONTH	Crash Date (Month)
V8	N/A	Parkwork.POWNER	Registered Vehicle Owner
V122	N/A	Parkwork.PSER_TR	VIN Truck Series
V25	N/A	Parkwork.PUNDERIDE	Underride/Override
C4AA	N/A	Parkwork.PVE_FORMS	Number of Vehicle Forms Submitted for MV In-Transport
V13	N/A	Parkwork.PVIN	Vehicle Identification Number
V101	N/A	Parkwork.PVIN_1	VIN Character 1
V102	N/A	Parkwork.PVIN_2	VIN Character 2
V103	N/A	Parkwork.PVIN_3	VIN Character 3
V104	N/A	Parkwork.PVIN_4	VIN Character 4
V105	N/A	Parkwork.PVIN_5	VIN Character 5
V106	N/A	Parkwork.PVIN_6	VIN Character 6
V107	N/A	Parkwork.PVIN_7	VIN Character 7
V108	N/A	Parkwork.PVIN_8	VIN Character 8

Appendix H: Notable Changes

Locator Code	2009 SAS Name	New 2010 SAS Names	Data Element Name
V109	N/A	Parkwork.PVIN_9	VIN Character 9
V110	N/A	Parkwork.PVIN_10	VIN Character 10
V111	N/A	Parkwork.PVIN_11	VIN Character 11
V112	N/A	Parkwork.PVIN_12	VIN Character 12
V115	N/A	Parkwork.PVINA_MOD	VIN Model
V114	N/A	Parkwork.PVINMAKE	VIN Make
V117	N/A	Parkwork.PVINMODYR	VIN Model Year
V113	N/A	Parkwork.PVINTYPE	VIN Vehicle Type
V116	N/A	Parkwork.PVIN_BT	VIN Body Type
V125	N/A	Parkwork.PVIN_LNGT	VIN Length
V118	N/A	Parkwork.PVIN_WGT	Curb Weight
V18	N/A	Parkwork.PV_CONFIG	Vehicle Configuration
V33	N/A	Parkwork.PVEH_SC1	Related Factors -1
V33	N/A	Parkwork.PVEH_SC2	Related Factors -2
V123	N/A	Parkwork.PWGTCD_TR	Truck Weight Rating
V120	N/A	Parkwork.PWHLBS_LG	Wheelbase Long
V119	N/A	Parkwork.PWHLBS_SH	Wheelbase Short
C1/V1/D1/ PC1/P1/NM1	N/A	Parkwork.STATE	State Number
C2/V2/D2/ PC2/P2/NM2	N/A	Parkwork.ST_CASE	Consecutive Number
V3/D3/PC3/ P3	N/A	Parkwork.VEH_NO	Vehicle Number

Appendix H: Notable Changes

Locator Code	2009 SAS Name	New 2010 SAS Names	Data Element Name
PC16	N/A	Distract.MDRDSTRD	Driver Distracted By
C2/V2/D2/ PC2/P2/NM2	N/A	Distract.ST_CASE	Consecutive Number
C1/V1/D1/ PC1/P1/NM1	N/A	Distract.STATE	State Number
V3/D3/PC3/ P3	N/A	Distract.VEH_NO	Vehicle Number
PC4	N/A	Factor.MFACTOR	Contributing Circumstances, Motor Vehicle
C2/V2/D2/PC2/P2/NM2	N/A	Factor.ST_CASE	Consecutive Number
C1/V1/D1/PC1/P1/NM1	N/A	Factor.STATE	State Number
V3/D3/PC3/P3	N/A	Factor.VEH_NO	Vehicle Number
D23	N/A	Drimpair.DRIMPPAIR	Condition (Impairment) at Time of Crash
C2/V2/D2/PC2/P2/NM2	N/A	Drimpair.ST_CASE	Consecutive Number
C1/V1/D1/PC1/P1/NM1	N/A	Drimpair.STATE	State Number
V3/D3/PC3/P3	N/A	Drimpair.VEH_NO	Vehicle Number
NM14	N/A	Nmimpair.NMIMPAIR	Condition (Impairment) at Time of Crash
C2/V2/D2/PC2/P2/NM2	N/A	Nmimpair.ST_CASE	Consecutive Number
C1/V1/D1/PC1/P1/NM1	N/A	Nmimpair.STATE	State Number
V3/D3/PC3/P3	N/A	Nmimpair.VEH_NO	Vehicle Number
P4/NM4	N/A	Nmimpair.PER_NO	Person Number
PC15	AVOID	Maneuver.MDRMANAV	Driver Maneuvered to Avoid
C2/V2/D2/PC2/P2/NM2	N/A	Maneuver.ST_CASE	Consecutive Number
C1/V1/D1/PC1/P1/NM1	N/A	Maneuver.STATE	State Number

Appendix H: Notable Changes

Locator Code	2009 SAS Name	New 2010 SAS Names	Data Element Name
V3/D3/PC3/P3	N/A	Maneuver.VEH_NO	Vehicle Number
NM12	N/A	Nmcrash.MTM_CRSH	Non Motorists Action/Circumstance at Time of Crash
C2/V2/D2/PC2/P2/NM2	N/A	Nmcrash.ST_CASE	Consecutive Number
C1/V1/D1/PC1/P1/NM1	N/A	Nmcrash.STATE	State Number
P4/NM4	N/A	Nmcrash.PER_NO	Person Number
V3/D3/PC3/P3	N/A	Nmcrash.VEH_NO	Vehicle Number
NM11	N/A	Nmprior.MPR_ACT	Non Motorists Action/Circumstance Prior to Crash
C2/V2/D2/PC2/P2/NM2	N/A	Nmprior.ST_CASE	Consecutive Number
C1/V1/D1/PC1/P1/NM1	N/A	Nmprior.STATE	State Number
P4/NM4	N/A	Nmprior.PER_NO	Person Number
V3/D3/PC3/P3	N/A	Nmprior.VEH_NO	Vehicle Number
NM13	N/A	Safetyeq.MSAFEQMT	Non Motorists Safety Equipment
C2/V2/D2/PC2/P2/NM2	N/A	Safetyeq.ST_CASE	Consecutive Number
C1/V1/D1/PC1/P1/NM1	N/A	Safetyeq.STATE	State Number
P4/NM4	N/A	Safetyeq.PER_NO	Person Number
V3/D3/PC3/P3	N/A	Safetyeq.VEH_NO	Vehicle Number
D21	N/A	Violatn.MVIOLATN	Violations Charged
C2/V2/D2/PC2/P2/NM2	N/A	Violatn.ST_CASE	Consecutive Number
C1/V1/D1/PC1/P1/NM1	N/A	Violatn.STATE	State Number
V3/D3/PC3/P3	N/A	Violatn.VEH_NO	Vehicle Number

Appendix H: Notable Changes

Locator Code	2009 SAS Name	New 2010 SAS Names	Data Element Name
PC14	D_VISION1, D_VISION2, D_VISION3	Vision.MVISOBSC	Driver's Vision Obscured By
C2/V2/D2/PC2/P2/NM2	N/A	Vision.ST_CASE	Consecutive Number
C1/V1/D1/PC1/P1/NM1	N/A	Vision.STATE	State Number
V3/D3/PC3/P3	N/A	Vision.VEH_NO	Vehicle Number

Trafficway Descriptor Data Elements in 2010

As part of the data standardization effort to harmonize the data in FARS and NASS GES and align both data systems with the data elements recommended in MMUCC, nine data elements were moved from the Crash Level in FARS to the new Precrash Level method of collection. Some data elements also had title changes as a result. The changes are identified below with ***bold/italics***. Those data elements are:

2009 Crash Level Data elements	2010 Precrash Level Data elements
C21 Trafficway Flow (TRAF_FLO)	PC5 Trafficway <i>Description</i> (VTRAFWAY)
C22 Number of Travel Lanes (NO_LANES)	PC6 <i>Total Lanes in Roadway</i> (VNUM_LAN)
C23 Speed Limit (SP_LIMIT)	PC7 Speed Limit (VSPD_LIM)
C24 Roadway Alignment (ALIGNMNT)	PC8 Roadway Alignment (VALIGN)
C25 Roadway Profile (PROFILE)	PC9 Roadway <i>Grade</i> (VPROFILE)
C26 Roadway Surface Type (PAVE_TYP)	PC10 Roadway Surface Type (VPAVETYP)
C27 Roadway Surface Condition (SUR_COND)	PC11 Roadway Surface Condition (VSURCOND)
C29 Traffic Control Device (TRAF_CON)	PC12 Traffic Control Device (VTRAFCON)
C30 Traffic Control Device Functioning (T_CONT_F)	PC13 Traffic Control Device Functioning (VTCONT_F)

In the FARS data collection years 2009 and prior, the set of data elements above-left (C21-C27) provided details about the characteristics of the trafficway to which the crash had been assigned. Crashes were assigned to the trafficway on which the First Harmful Event occurred. If the First Harmful Event occurred outside the boundaries of a trafficway (e.g., private property), the crash was assigned to the trafficway on which the vehicle was traveling when the Unstabilized Situation began.

In at-intersection crashes, assignment was to the highest function class of trafficway at the intersection. If the vehicles were traveling on two different trafficways of equal function class prior to an at-intersection crash, it was assigned to the trafficway on which the motor vehicle precipitating the crash was traveling.

The data elements C29 Traffic Control Device and C30 Traffic Control Device Functioning were coded with respect to the control most applicable to the crash. If more than one device was present, the highest device (lowest number on the attribute list) most related to the crash was selected.

In the FARS data collection years starting in 2010 this set of data elements above-right (PC5-PC13) provide details about the characteristics of the trafficway that each motor vehicle in-transport was traveling on just prior to its Critical Precrash Event. The Critical Precrash Event is the event that made the crash imminent (i.e., something occurred that made the collision possible). For vehicles departing the trafficway prior to their critical precrash events, the trafficway selected for classification is the one the vehicle departed. If this vehicle is in a

Appendix H: Notable Changes

junction just prior to its critical precrash event, the trafficway selected for classification is the one it is on before entering the junction.

While these data elements were still collecting the same general information in 2010, there are some important differences to note. First, by being collected for each vehicle, different trafficway characteristics could be recorded for each vehicle in the crash. Second, in some circumstances the procedural change to being recorded for each vehicle based on its precrash location rather than the location of the first harmful event resulted in different data being provided than would have been in the same crash in prior years.

The types of crashes most affected by the change were those that occur in junction. For example, in a crash where two vehicles were traveling on the same trafficway in opposite directions (e.g., North-South) that have an at-intersection crash in the junction of a higher function class trafficway, the characteristics of the lower class trafficway that each of the vehicles were traveling on before entering the intersection area are recorded in the data elements PC5-PC13 for each vehicle. In prior years, the characteristics of the higher functional class trafficway would have appeared on the Crash Level. Also note that in such a case, on the Crash Level this crash would still be recoded to the higher functional class trafficway in the data elements C10 National Highway System, C11 Roadway Function Class, C12 Route Signing, and C13 Trafficway Identifier and none of the vehicle level characteristics can be attributed to this trafficway.

Appendix H: Notable Changes

Summary of the SAS Naming Changes in 2010

Locator Code	2009 SAS Name	New 2010 SAS Name	Data Element Name
<i>C20a</i>	<i>N/A</i>	<i>RELJCT1</i>	<i>Relation to Junction -Within Interchange Area</i>
<i>C20b</i>	<i>REL_JUNC</i>	<i>RELJCT2</i>	<i>Relation to Junction -Specific Location</i>
<i>PC5</i>	<i>TRAF_FLO</i>	<i>VTRAFFWAY</i>	<i>Trafficway Description</i>
<i>PC6</i>	<i>NO_LANES</i>	<i>VNUM_LAN</i>	<i>Total Lanes in Roadway</i>
<i>PC7</i>	<i>SP_LIMIT</i>	<i>VSPD_LIM</i>	<i>Speed Limit</i>
<i>PC8</i>	<i>ALIGNMNT</i>	<i>VALIGN</i>	<i>Roadway Alignment</i>
<i>PC9</i>	<i>PROFILE</i>	<i>VPROFILE</i>	<i>Roadway Grade</i>
<i>PC10</i>	<i>PAVE_TYP</i>	<i>VPAVETYP</i>	<i>Roadway Surface Type</i>
<i>PC11</i>	<i>SUR_COND</i>	<i>VSURCOND</i>	<i>Roadway Surface Condition</i>
<i>PC12</i>	<i>TRA_CONT</i>	<i>VTRAFCON</i>	<i>Traffic Control Device</i>
<i>PC13</i>	<i>T_CONT_F</i>	<i>VTCONT_F</i>	<i>Traffic Control Device Functioning</i>
<i>C21</i>	<i>N/A</i>	<i>TYP_INT</i>	<i>Type of Intersection</i>
<i>VI13</i>	<i>N/A</i>	<i>VINTYPE</i>	<i>VIN Vehicle Type</i>
<i>VI14</i>	<i>N/A</i>	<i>VINMAKE</i>	<i>VIN Make</i>
<i>VI17</i>	<i>N/A</i>	<i>VINMODYR</i>	<i>VIN Model Year</i>
<i>PC23</i>	<i>N/A</i>	<i>ACC_TYPE</i>	<i>Accident Type</i>
<i>VI21</i>	<i>N/A</i>	<i>FUELCODE</i>	<i>Fuel Code</i>
<i>VI26</i>	<i>N/A</i>	<i>TIRE_SZE</i>	<i>Original Tire Size</i>

Appendix H: Notable Changes

Locator Code	2009 SAS Name	New 2010 SAS Name	Data Element Name
VI27	N/A	<i>DISPLACE</i>	<i>Cubic Inch Displacement</i>
VI28	N/A	<i>CYLINDER</i>	<i>Number of Cylinders</i>
VI29	N/A	<i>CARBUR</i>	<i>Carburetion</i>
VI30	N/A	<i>WHLDRWHL</i>	<i>Number of wheels/driver wheels</i>
VI31	N/A	<i>TON_RAT</i>	<i>Ton Rating</i>
VI32	N/A	<i>TRK_WT</i>	<i>Shipping Weight</i>
VI33	N/A	<i>TRKWTVAR</i>	<i>Shipping Weight Variance</i>
VI34	N/A	<i>VIN_REST</i>	<i>VIN Restraint Type</i>
VI35	N/A	<i>MCYCL_WT</i>	<i>Dry Weight</i>
VI36	N/A	<i>MCYCL_CY</i>	<i>Number of Engine Cycles</i>
P11	N/A	<i>REST_MIS</i>	<i>Any Indication of Mis-Use of Restraint System/Helmet Use</i>

The data elements in ***bold/italics*** are new to 2010 FARS.

The data elements in *italics* are changed in 2010 FARS.

New in 2011 FARS**2011 Data Elements with Changes in Definitions and Attributes**

Below is a list of FARS data elements that have substantial changes for 2011.

DATA ELEMENT #	DATA ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
C3	Number of Forms Submitted for Persons Not in Motor Vehicles	X		<ul style="list-style-type: none"> ▪ Update Range to: 00-99.
C14	Milepoint	X	X	<ul style="list-style-type: none"> ▪ Changed format from 5 alphanumeric to 5 numeric. ▪ Updated element attributes with the addition of the decimal point.
C17	Crash Events-Sequence of Events		X	<ul style="list-style-type: none"> ▪ Delete attribute 98 - Not Reported
C18	First Harmful Event	X	X	<ul style="list-style-type: none"> ▪ Delete attribute 98 - Not Reported
C30	EMS Time at Hospital	X	X	<ul style="list-style-type: none"> ▪ Added new attribute 9996 – Transport Terminated.
V4	Number of Occupants	X	X	<ul style="list-style-type: none"> ▪ Delete attribute 98 - Not Reported
V9	Vehicle Make	X	X	<ul style="list-style-type: none"> ▪ Added new Make 66 -Mahindra
V10	Vehicle Model	X		<ul style="list-style-type: none"> ▪ Add new attribute 598 – Low-Speed Vehicle (LSV)/Neighborhood Electric Vehicle (NEV) and 870 – Medium/Heavy Van-Based Vehicle.

Appendix H: Notable Changes

DATA ELEMENT #	DATA ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
V10	Body Type	X	X	<ul style="list-style-type: none"> ▪ Added new attributes: 55 – Van-Based Bus GVWR > 10,000 lbs and 94 – Low-Speed Vehicle (LSV)/Neighborhood Electric Vehicle (NEV) ▪ Updated attributes: 61 – Single-unit straight truck or Cab-Chassis (10,000 lbs < GVWR < or = 19,500 lbs), 62 – Single-unit straight truck or Cab-Chassis (19,500 lbs < GVWR < or = 26,000 lbs), 63 – Single-unit straight truck or Cab-Chassis (GVWR > 26,000 lbs), 64 – Single-unit straight truck or Cab-Chassis (GVWR unknown).
V27	Location of Rollover	X	X	<ul style="list-style-type: none"> ▪ Add new attribute: 7 – In Parking Lane/Zone
V31	Sequence of Events	X	X	<ul style="list-style-type: none"> ▪ Removal of attribute 98 – Not Reported
V32	Most Harmful Event		X	<ul style="list-style-type: none"> ▪ Added new remarks. ▪ Removal of attribute 98 – Not Reported
D5	Driver's License State	X	X	<ul style="list-style-type: none"> ▪ Delete attribute 00 – No Driver Present
D6	Driver's ZIP Code	X	X	<ul style="list-style-type: none"> ▪ Delete attribute 99997 – No Driver Present
D23/ NM14	Condition (Impairment) at Time of Crash	X	X	<ul style="list-style-type: none"> ▪ Updated attribute 99 – Unknown if Physically Impaired.
D24	Related Factors- Driver Level		X	<ul style="list-style-type: none"> ▪ Updated attribute 12 – Mother of Dead Fetus/Mother of Infant Born Post Crash

Appendix H: Notable Changes

DATA ELEMENT #	DATA ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
PC7	Speed Limit	X	X	▪ Change attribute range from 01-95 to 05-80 (in 5 mph increments) .
PC12	Traffic Control Device	X	X	▪ Updated attributes: 32 23 – School Zone
PC14	Driver Vision Obscured By	X	X	▪ Updated attribute: 95 -No Driver Present <i>/Unknown if Driver Present</i>
PC15	Driver Maneuvered to Avoid	X	X	▪ Updated attribute: 95 -No Driver Present <i>/Unknown if Driver Present</i>
PC16	Driver Distracted By	X	X	▪ Updated attribute: 16 -No Driver Present <i>/Unknown if Driver Present</i>
PC17	Pre-Event Movement (Prior to Recognition of Critical Event)	X	X	▪ Updated attributes: 02 – Decelerating in Roadway , 03 – Accelerating in Roadway , 04 – Starting in Roadway , 05 – Stopped in Traffic Lane in Roadway . 07 – Disabled or “Parked” in Travel Lane

Appendix H: Notable Changes

DATA ELEMENT #	DATA ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
PC19	Critical Event-Precrash (Event)	X	X	<ul style="list-style-type: none"> ▪ Updated attributes: 15 – Turning left at trafficway junction, 16 – Turning right at trafficway junction, 80 – Pedestrian in roadway road, 81 – Pedestrian approaching roadway road, 83 – Pedalcyclist or other non-motorist in roadway road (specify), 84 – Pedalcyclist or other non-motorist approaching roadway road (specify), 85 – Pedalcyclist or other non-motorist unknown location (specify), 87 – Animal in roadway road, 88 – Animal approaching roadway road, 90 – Object in roadway road, 91 – Object approaching roadway road
P7/NM7	Person Type	X	X	<ul style="list-style-type: none"> ▪ Deleted attribute: 88-Not Reported.
P8/NM8	Injury Severity		X	<ul style="list-style-type: none"> ▪ Deleted attribute: 8-Not Reported
P26/NM25	Related Factors-Person Level (Motor Vehicle Occupant)	X	X	<ul style="list-style-type: none"> ▪ Updated attributes: 18 – Mother of Dead Fetus/Mother of Infant Born Post Crash

Appendix H: Notable Changes

Summary of the SAS Naming Changes in 2011

Locator Code	2010 SAS Name	New 2011 SAS Name	Data Element Name
C3A	N/A	PERNOTMVIT	<i>Number of Persons Not in Motor Vehicles In-Transport (MVIT)</i>
C4B	N/A	PVH_INVL	<i>Number of Parked/Working Vehicles Involved</i>
C5A	N/A	PERMVIT	<i>Number of Persons in Motor Vehicles In-Transport (MVIT)</i>
VI26	N/A	TIRE_SZE	<i>Original Tire Size</i>
VI27	N/A	DISPLACE	<i>Cubic Inch Displacement</i>
VI28	N/A	CYLINDER	<i>Number of Cylinders</i>
VI29	N/A	CARBUR	<i>Carburetion</i>
VI30	N/A	WHLDRWHL	<i>Number of Wheels/Drive Wheels</i>
VI31	N/A	TON_RAT	<i>Ton Rating</i>
VI32	N/A	TRK_WT	<i>Shipping Weight</i>
VI33	N/A	TRKWTVAR	<i>Shipping Weight Variance</i>
VI34	N/A	VIN_REST	<i>VIN Restraint Type</i>
VI35	N/A	MCYCL_WT	<i>Dry Weight</i>
VI36	N/A	MCYCL_CY	<i>Number of Engine Cycles</i>
NM4	<i>N_MOT_NO</i>	STR_VEH	<i>Number of Motor Vehicle Striking Non-Motorist</i>

The data elements in ***bold/italics*** are new to 2011 FARS.

The data elements in *italics* are changed in 2011 FARS.

New Vehicle Underride/Override Data Element

The data element *Underride/Override* is discontinued in 2021 and replaced with *Vehicle Underride/Override*. The new data element is like the previous one, but the approach to coding is different and they should not be compared across years. The new data element considers the entire underride/override event and if there is a vehicle in the crash that underrides there needs to be at least one that overrides. The previous data element required the coder to “determine the vehicle performing the action” in an underride/override event and that vehicle would be coded with underride or override while the other vehicle would be coded as “No Underride or Override Noted.” Another difference is that the new data element separates out vehicles that are not underride/override applicable like motorcycles, ATV/ATCs, and snowmobiles as 7 (Not Applicable). The original data element coded non-applicable vehicles as not having an underride/override.

DOT HS 813 706
August 2025



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

