U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

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2010 Fatality Analysis Reporting System (FARS) Coding and Validation ManualÁ
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CRASH vs. ACCIDENT

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

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

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

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

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

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

2.2.1 Trafficway	2.4.9 Transport Accident
2.4.1 Harmful Event	2.4.12 Motor Vehicle Accident
2.4.2 Deliberate Intent	2.4.17 Road Vehicle Accident
2.4.3 Legal Intervention	2.4.18 Traffic Accident
2.4.4 Unstabilized Situation	2.4.22 Motor Vehicle Traffic Accident
2.4.5 Cataclysm	2.4.27 Fatal Accident
2.4.6 Accident	

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LIST OF ELEMENTS AND LOCATION CODES

A 2010 Manual Changes summary is available in electronic format.

VEHICLE LEVEL

DRIVER LEVEL

A 2010 Manual Changes summary is available in electronic format.

PRECRASH LEVEL

PERSON (MOTOR VEHICLE OCCUPANT) LEVEL

A 2010 Manual Changes summary is available in electronic format.

PERSON (NOT A MOTOR VEHICLE OCCUPANT) LEVEL

A 2010 Manual Changes summary is available in electronic format.

100. SUBMISSION INSTRUCTIONS

101. HOW TO SUBMIT

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

2009 Data

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

2010 Data

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

102. WHEN TO SUBMIT

Make submissions at anytime during the week via the Microcomputer.

103. DATA SOURCES

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

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

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

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

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

CRASH LEVEL FORM

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

2010 Fatality Analysis Reporting System

CRASH LEVEL

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

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

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

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

CRASH DATE (C8)
Actual Month and Day
Except for:
98-Not Reported
Month Day **2 0 1 0** Year

CRASH TIME (C9)
Military Time:
9998-Not Reported
9999-Unknown

NATIONAL HIGHWAY SYSTEM (C10)

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

ROADWAY FUNCTION CLASS (C11)

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

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

99-Unknown

ROUTE SIGNING (C12)

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

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

8-Other
9-Unknown

TRAFFICWAY IDENTIFIER (C13)

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

1
2

MILEPOINT (C14)

Actual to Nearest .1 Mile (Assumed Decimal)
Except: 00000-None 99998-Not Reported 99999-Unknown

GLOBAL POSITION (C15)

LATITUDE
(See Instruction Manual)

LONGITUDE
(See Instruction Manual)

Degrees Minutes Seconds Degrees Minutes Seconds

SPECIAL JURISDICTION (C16)

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

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

** CRASH EVENTS (C17)

(Element Table Completed in MDE)

** FIRST HARMFUL EVENT (C18)

(Auto-Fill from CRASH EVENTS - C17)

MANNER OF COLLISION (C19)

00-Not a Collision with a Motor Vehicle In-Transport
01-Front-to-Rear
02-Front-to-Front
06 -Angle
07-Sideswipe-Same Direction
08-Sideswipe-Opposite Direction

09-Rear-to-Side
10-Rear-to-Rear
11-Other
98-Not Reported
99-Unknown

RELATION TO JUNCTION (C20)

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

WITHIN INTERCHANGE AREA (C20a)
0-No
1-Yes
8-Not Reported
9-Unknown

(a)

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

(b)

TYPE OF INTERSECTION (C21)

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

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

RELATION TO TRAFFICWAY (C22)

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

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

WORK ZONE (C23)

0-None
1-Construction

2-Maintenance
3-Utility

4-Work Zone, Type Unknown
8-Not Reported

LIGHT CONDITION (C24)

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

6-Dark - Unknown Lighting
4-Dawn
5-Dusk

7-Other
8-Not Reported
9-Unknown

ATMOSPHERIC CONDITIONS (C25)

00-No Additional Atmospheric Conditions
01-Clear
10-Cloudy
02-Rain

03-Sleet, Hail (Freezing Rain or Drizzle)
04-Snow
05-Fog, Smog, Smoke
06-Severe Crosswinds

11-Blowing Snow
07-Blowing Sand, Soil, Dirt
08-Other
98-Not Reported
99-Unknown

Condition 1

Condition 2

SCHOOL BUS RELATED (C26)

0-No   1-Yes   8-Not Reported

RAIL GRADE CROSSING IDENTIFIER (C27)

(See Instruction Manual)

NOTIFICATION TIME EMS (C28)

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

ARRIVAL TIME EMS (C29)

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

EMS TIME AT HOSPITAL (C30)

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

RELATED FACTORS (C31)

(See Instruction Manual)

ADDITIONAL STATE INFORMATION

(See Instruction Manual)

HS Form 214 (Rev. December, 2009) O.M.B. No. 2127-0006

75114-M-34h

VEHICLE LEVEL FORM

2010 Fatality Analysis Reporting System

VEHICLE LEVEL

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

STATE NUMBER (V1) (GSA CODES)	CONSECUTIVE NUMBER (V2)	** VEHICLE NUMBER (V3) (Assigned by Analyst)	** NUMBER OF OCCUPANTS (V4) Actual Value if Total Known Except: 96- Ninety-Six or More 98-Not Reported 99-Unknown

UNIT TYPE (V5) **

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

HIT-AND-RUN (V6)

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

REGISTRATION STATE (V7)

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

REGISTERED VEHICLE OWNER (V8)

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

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

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

VEHICLE IDENTIFICATION NUMBER (V13)

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

VEHICLE TRAILING (V14)

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

JACKKNIFE (V15)

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

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

Issuing Authority   Identification Number

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

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

VEHICLE CONFIGURATION (V18)

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

CARGO BODY TYPE (V19)

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

HAZARDOUS MATERIAL INVOLVEMENT/PLACARD (V20)

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

BUS USE (V21)

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

SPECIAL USE (V22)

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

EMERGENCY USE (V23)

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

TRAVEL SPEED (V24)

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

UNDERRIDE/OVERRIDE (V25)

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

UNDERRIDING A MOTOR VEHICLE NOT IN-TRANSPORT
4-Underride (Compartment Intrusion)
5-Underride (No Compartment Intrusion)
6-Underride (Compartment Intrusion Unknown)

ROLLOVER (V26)

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

LOCATION OF ROLLOVER (V27)

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

AREAS OF IMPACT - INITIAL/MOST DAMAGED (V28)

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

Initial   Most Damaged

EXTENT OF DAMAGE (V29)

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

VEHICLE REMOVAL (V30)

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

SEQUENCE OF EVENTS (V31) (See Instruction Manual)

(Read-Only from CRASH EVENTS - C17)

MOST HARMFUL EVENT (V32) (See Instruction Manual)

RELATED FACTORS (V33) (See Instruction Manual)

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

0-No or Not Reported   1-Yes

2010 Fatality Analysis Reporting System

DRIVER LEVEL

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

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

STATE NUMBER (D1) (GSA CODES)		CONSECUTIVE NUMBER (D2)		** VEHICLE NUMBER (D3) (Assigned by Analyst)	

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

DRIVER'S LICENSE STATE (D5)
GSA Codes Except:
00-No Driver Present
93-Indian Nation
94-U.S. Government
95-Canada
96-Mexico
97-Other Foreign Country
98-Not Reported
99-Unknown

DRIVER'S ZIP CODE (D6)
Actual Value Except:
00000-Not a Resident of U.S. or Territories
99998-No Driver Present
99999-Unknown

NON-CDL LICENSE TYPE/STATUS (D7)
LICENSE TYPE
0-Not Licensed
1-Full Driver License
2-Intermediate Driver License
7-Learner's Permit
8-Temporary License
9-Unknown License Type

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

Type   Status

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

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

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

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

DRIVER HEIGHT (D12)
FEET
0-See Inches
2-8-Actual Feet
9-Unknown

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

Feet   Inches

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

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

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

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

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

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

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

MONTH
00-No Record
99-Unknown

YEAR
0000-No Record
9999-Unknown

Month   Year

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

MONTH
00-No Record
99-Unknown

YEAR
0000-No Record
9999-Unknown

Month   Year

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

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

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

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

RELATED FACTORS (D24)
(See Instruction Manual)

COMMENTS:

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

2010 Fatality Analysis Reporting System

PRECRASH LEVEL (VEHICLE/DRIVER)

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

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

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

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

99-Unknown

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

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

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

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

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

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

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

DEVICE: *(See Instruction Manual)*

TRAFFIC CONTROL DEVICE/ DEVICE FUNCTIONING (PC12/PC13)

Device PC12   Functioning PC13

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

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

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

DRIVER MANEUVERED TO AVOID (PC15)
(SELECT ALL THAT APPLY)
00-Driver Did Not Maneuver to Avoid   05-Pedestrian, Pedalcyclist or
01-Object   Other Non-Motorist
02-Poor Road Conditions (Puddle,   92-Phantom/Non-Contact Motor Vehicle
   Ice, Pothole, etc.)   95-No Driver Present
03-Live Animal   98-Not Reported
04-Motor Vehicle   99-Unknown

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

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

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

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

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

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

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

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

CRASH TYPE (PC23)
(See Instruction Manual)

COMMENTS:

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

2010 Fatality Analysis Reporting System
PERSON LEVEL (MV OCCUPANT)

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

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

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

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

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

INJURY SEVERITY (P8)
0-No Injury (O)   5-Injured, Severity Unknown
1-Possible Injury (C)   6-Died Prior to Crash
2-Non-incapacitating Evident Injury (B)   8-Not Reported
3-Incapacitating Injury (A)   9-Unknown
4-Fatal Injury (K)

SEATING POSITION (P9)
	Left	Middle	Right	Other	Unknown
Front Row Seats	11	12	13	18	19
2nd Row Seats	21	22	23	28	29
3rd Row Seats	31	32	33	38	39
4th Row Seats	41	42	43	48	49
5th Row Seats	51	51	51	51	

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

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

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

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

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

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

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

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

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

ALCOHOL TEST (P18)
Status	Type	Result

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

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

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

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

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

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

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

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

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

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

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

RELATED FACTORS (P26)
(See Instruction Manual)

HS Form 214-C (Rev. December, 2009)   O.M.B. No. 2127-0006   ** **Mandatory Field**   75114-M-34h

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

**2010 Fatality Analysis Reporting System**
PERSON LEVEL (NOT A MV OCCUPANT)

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

STATE NUMBER (NM1) (GSA CODES)

CONSECUTIVE NUMBER (NM2)

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

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

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

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

** PERSON TYPE (NM7)
04-Occupant of a Non-Motor Vehicle Transport Device
05-Pedestrian
06-Bicyclist
07-Other Cyclist
08-Person on Personal Conveyance
10-Person In/On Buildings
88-Not Reported
19-Unknown Type of Non-Motorist

INJURY SEVERITY (NM8)
0-No Injury (O)
1-Possible Injury (C)
2-Non-incapacitating Evident Injury (B)
3-Incapacitating Injury (A)
4-Fatal Injury (K)
5-Injured, Severity Unknown
6-Died Prior to Crash
8-Not Reported
9-Unknown

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

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

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

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

NON-MOTORIST SAFETY EQUIPMENT (NM13)
(SELECT ALL THAT APPLY)
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

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

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

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

ALCOHOL TEST (NM17)
Status   Type   Result
Status: 0-Test Not Given   1-Test Refused   2-Test Given
8-Not Reported   9-Unknown if Tested
Type: 00- Test Not Given
01-Blood
02-Breathalyzer (BAC)
10-Preliminary BreathTest-PBT
03-Urine
04-Vitreous
05-Blood Plasma/ Serum
06-Blood Clot
07-Liver
08-Other Test Type
98-Unknown Test Type
95-Not Reported
99-Unknown if Tested
Result: *Actual Value (Decimal Implied Before First Digit (0.xx)) Except:*
00-93-Actual Value
94-.94 or Greater
96-Test Not Given
97-AC Test Performed, Results Unknown
98-Positive Reading with No Actual Value
95-Not Reported
99-Unknown if Tested

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

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

DRUG TEST (NM20)
Status   Type 1   Result 1   Type 2   Result 2   Type 3   Result 3
Status: 0-Test Not Given   1-Test Refused   2-Test Given
8 - Not Reported   9-Unknown if Tested
Type: 0-Test Not Given
1-Blood
2-Urine
3-Both: Blood & Urine Tests
7-Unknown Test Type
8-Other Test Type
6-Not Reported
9-Unknown if Tested
Result:
000-Test Not Given
001-No Drugs Reported/Negative
100-295-Narcotic*
300-395-Depressant*
400-495-Stimulant*
500-595-Hallucinogen*
600-695-Cannabinoid*
700-795-Phencyclidine (PCP)*
800-895-Anabolic Steroid*
900-995-Inhalant*
996-Other Drug
997-Tested For Drugs, Results Unknown
998-Tested For Drugs, Drugs Found, Type Unknown
095-Not Reported
999-Unknown If Tested
See Instruction Manual for specific drug listing

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

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

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

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

RELATED FACTORS (NM25)
(See Instruction Manual)

HS Form 214-E (Rev. December, 2009)   O.M.B. No. 2127-0006   **** Mandatory Field**   75114-M-34h

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200. FORM CODING INSTRUCTIONS

201. GENERAL INSTRUCTIONS

.1　　Codes

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

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

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

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

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

.2　　Coding Forms

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

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

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

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

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

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

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

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

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

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

.4   Miscellaneous

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

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

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

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

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

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

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

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

.6   Code the required elements as follows:

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

Crash Level (Form HS-214)

Crash Date -	Appropriate Day, Month and Year
Crash Time -	Appropriate hour and minute if known, 9999 if not known
Number of Forms Submitted for Persons Not In Motor Vehicles -	01-99
Number of Vehicle Forms Submitted -	001-999
Number of **Motor Vehicle Occupant** Forms Submitted -	001-999
Crash Events -	**Table completed in MDE**
First Harmful Event -	Appropriate attribute **derived from table,** 99 if not known

Vehicle Level (Form HS-214A)

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

Driver Level (Forms HS-214B)

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

Precrash Form (Form HS-214C)

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

Perso*n* Level (Motor Vehicle Occupant) (Form HS-*214D*)

Vehicle Number -	001-999 if occupant
Person Number -	001-999
Person Type -	*01-03, 09, 88 for occupants*

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

Person Number -	*001-999*
Number of Motor Vehicles Striking Non-Motorist	*001-999*
Person Type -	*04-08, 10, 19, 88 for non-occupants*

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

202. DELETION INSTRUCTIONS

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

203. REQUEST FOR CASE LISTING INSTRUCTIONS

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

300. DATA ELEMENT CODING INSTRUCTIONS

301. SECTION ORGANIZATION

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

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

'C' – Crash Level Form
'V' – Vehicle Level Form
'D' – Driver Level Form
PC' – Precrash Level Form
'P' – Person Level (Motor Vehicle Occupant) Form
'NM' – Person Level (Not A Motor Vehicle Occupant) Form

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

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

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

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__STATE NUMBER__

GES: XXX
Screen Heading: Not a GES Element

Screen Name:

Long Name:

SAS Name:

Oracle Name:

FARS:C1,V1,
 D1, *PC1*,
 P1*,NM1*
Format: 2 numeric

ELEMENT VALUES

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

C1, V1, D1
PC1, P1, NM1

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

Remarks:

None.

CONSECUTIVE NUMBER

GES: XXX
Screen Heading: Not a GES Element

Screen Name:

Long Name:

SAS Name:

Oracle Name:

FARS:C2, V2,
D2, *PC2*,
P2*, NM2*
Format: 4 numeric

ELEMENT VALUES

SCN	ORACLE	GES	SAS FARS	
X	X	X	0001-9999	Assigned Number

Remarks:

Please complete FARS forms with the MDE assigned case number.

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CRASH LEVEL

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NUMBER OF FORMS SUBMITTED FOR PERSONS NOT IN MOTOR VEHICLES

GES: A04

Screen Heading: PAR Configuration Questions

Screen Name: Number of Non-Motorists (15-R)

Long Name: How many non-motorists are involved in the crash?

SAS Name: Accident.Non_Invl

Oracle Name: GES.Crashdata.NumNonMotorists

FARS:C3

Format: 2 numeric

ELEMENT VALUES

		SAS		
SCN	**ORACLE**	**GES**	**FARS**	
		0-98	01-99	Actual Number

Remarks:

FARS SPECIAL INSTRUCTION:

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

The count for this field includes:
1. Occupants of a Non-Motor Vehicle Transport Device (persons riding in an animal-drawn conveyance, on an animal, injured occupants of railway trains) - Person Type (NM7) attribute **Occupant of a Non-Motor Vehicle Transport Device**.
2. Pedestrians, Bicyclists and Other Cyclists - Person Type (NM7) attributes: "05, 06 and 07."
3. Other Persons on Personal Conveyances (i.e., skaters, wheel chair occupants) – Person (Not a Motor Vehicle Occupant) form Person Type attribute **Person on Personal Conveyances**.

Any injured persons <u>outside</u> the trafficway that are not in a motor vehicle (in buildings) - Person (Not a Motor Vehicle Occupant) form Person Type attribute **Persons In/On Buildings**.

GES SPECIAL INSTRUCTION:

The value entered must equal the number of non-motorists involved in the crash.   Non-motorists are generally listed in the vehicle section on the PAR. Non-motorists include: occupants of a motor vehicle not in-transport, occupants of non-motor vehicle transport devices, pedestrians, bicyclists, other cyclists, persons on personal conveyances and persons in/on buildings. See GES-P03, Person Type (Non-Motorists) for definitions. The maximum number of non-motorists that can be coded is 98. If more than 98 non-motorists are involved code only the first 98.

NUMBER OF VEHICLE FORMS SUBMITTED

GES: A03

Screen Heading: PAR Configuration Questions

Screen Name: Number of In-Transport Motor Vehicles (10-R)

Long Name: How many in-transport motor vehicles are in the crash?

SAS Name: Accident.Veh_Invl

Oracle Name: GES.Crashdata.Numvehs

FARS:C4

Format: 3 numeric

ELEMENT VALUES

		SAS	
SCN	**ORACLE**	**GES**	**FARS**
		1-100	001-999

Remarks:

FARS SPECIAL INSTRUCTION:

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

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

IMPORTANT:

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

GES SPECIAL INSTRUCTION:

Each crash must have at least one in-transport motor vehicle involved. The value entered must equal the total number of in-transport motor vehicles involved in the crash. Vehicles not in- transport are not included in this variable's count.

In order for a vehicle to be considered in-transport, the motor vehicle must be either (1) on the roadway or (2) in motion. This includes driverless vehicles.

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

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

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

Hit-and-run crashes may cause some confusion on this variable. The count is increased for each in-transport motor vehicle involved in the crash independent of the amount of information collected on the vehicles by the police.

A vehicle stopped off the roadway, its door open over a roadway, is not in-transport.

NUMBER OF MOTOR VEHICLE OCCUPANT FORMS SUBMITTED

GES: XXX

Screen Heading: Not a GES Element.

Screen Name:

Long Name: :

SAS Name:

Oracle Name:

FARS:C5

Format: 3 numeric

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS
X	X	X	001-999

Remarks:

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

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

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

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

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

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COUNTY/CITY

GES: XXX

Screen Heading: Not a GES Element

Screen Name:

Long Name:

SAS Name:

Oracle Name:

FARS:C6, C7

Format: one set 3 numeric, one set 4 numeric

ELEMENT VALUES

		SAS		
SCN	**ORACLE**	**GES**	**FARS**	
				County:
X	X	X	000	Not Applicable
X	X	X	001-996	GSA Codes
X	X	X	997	Other
X	X	X	***998***	***Not Reported***
X	X	X	999	Unknown
				City:
X	X	X	0000	Not Applicable
X	X	X	0001-9996	GSA Codes
X	X	X	9997	Other
X	X	X	***9898***	***Not Reported***
X	X	X	9999	Unknown

Remarks:

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

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

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

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

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

C6, C7

Code CITY as **Unknown** if crash location is unknown.

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

Code COUNTY as **Unknown** if location is unknown.

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

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

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

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

CRASH DATE

GES: A01

Screen Heading: PAR

Screen Name: Crash Date (7-E)

Long Name: What is the crash date?

SAS Name: Accident.Month, Accident.Weekday, Accident.Year

Oracle Name: GES.Crashdata.CrashDate

FARS:C8

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

ELEMENT VALUES

SCN	ORACLE	SAS GES	SAS FARS	
		1-12	01-12	Month
		1-31	01-31	Date
		Current 4 digit year	Current (pre-printed)	Year
			98	*Not Reported*

Remarks:

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

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

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

FARS SPECIAL INSTRUCTION:

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

See remarks "How to Code Midnight" under Crash Time (FARS-C9/GES-A02).

<u>GES SPECIAL INSTRUCTION:</u>

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

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

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

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

CRASH TIME

GES: A02

Screen Heading: PAR

FARS:C9

Format: 4 numeric

Screen Name: Crash Time (8-E)

Long Name: What is the crash time?

SAS Name: Accident.Hour, Accident.Minute

Oracle Name: GES.Crashdata.CrashTime

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
		00-23		Hours
		99		Unknown Hours
		00-59		Minutes
		99		Unknown Minutes
			0000-2359	Valid military time (Code midnight as "0000")
		9997	*9998*	*Not Reported*
			9999	Unknown

Remarks:

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

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

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

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

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

AM - Starts at 00:00 Midnight
PM - Starts at 12:00 Noon

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

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

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

FARS SPECIAL INSTRUCTION:

If the day of the crash and the day of EMS Notification do not have the same date, then be sure to use Date of Accident and Date of EMS Notification Were Not the Same Day in Related Factors – Crash Level (FARS-C31).

How to Code Midnight:

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

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

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

See remarks-Notification/Arrival Time EMS, EMS Arrival At Hospital (FARS-C28-C30).

GES SPECIAL INSTRUCTION:

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

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

NATIONAL HIGHWAY SYSTEM

GES: XXX   FARS:C10

Screen Heading: Not a GES Element   Format: 1 numeric

Screen Name:

Long Name:

SAS Name:

Oracle Name:

ELEMENT VALUES

		SAS		
SCN	ORACLE	GES	FARS	
X	X	X	0	This section IS NOT on the NHS
X	X	X	1	This section IS ON the NHS
X	X	X	9	Unknown if this section is on the NHS

Remarks:

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

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

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ROADWAY FUNCTION CLASS

GES: XXX
Screen Heading: Not a GES Element

FARS:C11
Format: 2 numeric

Screen Name:

Long Name:

SAS Name:

Oracle Name:

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
X	X	X	01	*Rural*-Principal Arterial – Interstate
X	X	X	02	*Rural*-Principal Arterial – Other
X	X	X	03	*Rural*-Minor Arterial
X	X	X	04	*Rural*-Major Collector
X	X	X	05	*Rural*-Minor Collector
X	X	X	06	*Rural*-Local Road or Street
X	X	X	09	*Rural*-Unknown Rural
X	X	X	11	*Urban*-Principal Arterial – Interstate
X	X	X	12	*Urban*-Principal Arterial – Other Freeways or Expressways
X	X	X	13	*Urban*-Other Principal Arterial
X	X	X	14	*Urban*-Minor Arterial
X	X	X	15	*Urban*-Collector
X	X	X	16	*Urban*-Local Road or Street
X	X	X	19	*Urban*-Unknown Urban
X	X	X	99	Unknown

Remarks:

NON-JUNCTION CRASHES

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

INTERSECTION CRASHES (Not Within an Interchange)

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

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

INTERSECTION CRASHES (Within an Interchange)

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

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

OTHER CRASHES (Within an Interchange)

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

QUESTIONABLE CASES

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

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

ROUTE SIGNING

GES: XXX   FARS:C12

Screen Heading: Not a GES Element   Format: 1 numeric

Screen Name:

Long Name:

SAS Name:

Oracle Name:

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
X	X	X	1	Interstate
X	X	X	2	U.S. Highway
X	X	X	3	State Highway
X	X	X	4	County Road
X	X	X	5	*Local Street* - Township
X	X	X	6	*Local Street* - Municipality
X	X	X	7	*Local Street* - Frontage Road
X	X	X	8	Other
X	X	X	9	Unknown

Remarks:

Before coding this element, be certain of which trafficway is to be coded. If there is any question, refer to the remarks section of FARS-C11 – Roadway Function Class for a hierarchy for selecting the appropriate trafficway to be coded. Code ALL Crash Level highway elements on the Crash Level form with regard to this same trafficway.

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

- Code Trafficway Identifier and Roadway Function Class for the **Interstate**, **US Highway** or **State Route**
- Code Route Signing **Frontage Road**

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

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

Other includes 'Other Limited Access' and 'Other Major Artery.'

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

TRAFFICWAY IDENTIFIER

GES: XXX
Screen Heading: Not a GES Element

Screen Name:

Long Name:

SAS Name:

Oracle Name:

FARS:C13
Format: 2 sets,
20 alphanumeric

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
X	X	X		Actual Posted Number, Assigned Number, or Common Name (if no posted or assigned number) except:
X	X	X	9s	Unknown

Remarks:

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

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

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

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

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

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

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

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

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

General Guidelines for Coding Trafficway Identifier:
This data is obtained from the State Highway Department, or if same as that used by the State Highway Department, from the police accident report. Enter all alphabetic characters with CAPITAL LETTERS. If less than 20 characters, left-justify and do not zero-fill.
- Do not enter the street address where the crash occurred. For example, 245 Elm St. would be entered as Elm Street.
- Do not enter milepoints here following the trafficway even if provided on the report. Milepoints are entered in the element Milepoint.
- Do not enter a cross street referenced by the investigating officer for a <u>non-junction</u> crash. For example if the report states, "the crash occurred on Main Street, 0.6 miles south of Girard Avenue", Girard Avenue does not go in Trafficway Identifier 2. Trafficway Identifier 2 is reserved for intersection and intersection-related crashes.

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

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

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

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

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

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

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

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

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

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

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

> **(b)** If the Trafficway Identifier and Milepoint are available for both the US Highway and the State Highway, enter "US-" in the first three spaces of Trafficway Identifier followed

by the US route number. You may then also enter the State Highway Identifier anywhere after the US route number. Code the US Route Milepoint under the element Milepoint. E.g.; "US-27" (SR25) or "US-27" (FL25).

Overlapping Roadways of Equal Function Class

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

<u>MILEPOINT</u>

GES: XXX
<u>Screen Heading</u>: Not a GES Element

FARS:C14
<u>Format:</u> 5 alphanumeric

<u>Screen Name:</u>

<u>Long Name:</u>

<u>SAS Name:</u>

<u>Oracle Name:</u>

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
X	X	X	00000	None
X	X	X		Actual to Nearest Tenth Mile
X	X	X	***99998***	***Not Reported***
X	X	X	99999	Unknown

<u>Remarks:</u>

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

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

Obtained from the Police Accident Report (PAR) or from the State Highway Department. Code the actual Milepoint to the nearest .1 mile with decimal assumed. Right justify to assumed decimal place if less than 5 digits. For example, if Milepoint is 10, you must code "00100."

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

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

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GLOBAL POSITION

GES: A29

Screen Heading: Global Position

Screen Name: Crash Data Questions screen 1

Long Name: What is the Latitude Global Position for this crash? / What is the Longitude Global Position for this crash?

SAS Name: Accident.Latitude/Accident.Longitude

Oracle Name: GES.Crashdata.Latactual/ GES.Crashdata.Longactual

FARS:C15

Format: 8 numeric, 9 numeric

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
9s	9s	9s	9s	Unknown
XXXX	XXXX	XXXX	8s	Not Available
				Latitude (dd.mm.ss.ss) (degrees/minutes/seconds)
				Longitude (ddd.mm.ss.ss) (degrees/minutes/seconds)
8s	8s	8s	*7s*	*Not Reported*

Remarks:

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

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

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

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

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

seconds" is coded 080 00 00.00; Latitude "30 degrees - one minute - 30 seconds" is coded 30 01 30.00.

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

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

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

FARS SPECIAL INSTRUCTION:

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

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

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

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

GES SPECIAL INSTRUCTION:

This data element is only coded if it is present on the PAR, otherwise code as **Not Reported**.

SPECIAL JURISDICTION

GES: XXX   FARS: C16

Screen Heading: Not a GES Element   Format: 1 numeric

Screen Name:

Long Name:

SAS Name:

Oracle Name:

ELEMENT VALUES

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

Remarks:

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

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

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

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

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CRASH EVENTS

GES: E01-E06

Screen Heading: Events

Screen Name: (See Below)

Long Name: (See Below)

SAS Name: (See Below)

Oracle Name: (See Below)

FARS: C17

Format: (Completed in MDE)

Remarks:

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

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

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

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

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

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

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

GES Elements E01-E06 Table Columns

E01 Event Number	E02 Vehicle Number (This Vehicle)	E03 Areas of Impact (This Vehicle)	E06 Action	E04/A06 Non-Harmful Event, Non-collision Category or Object Contacted/ Harmful Event	E05 Areas of Impact (Other Vehicle)

FARS C17 Table Columns

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

GES: E01

Screen Heading: Event Number

Screen Name: Event Number (N)

Long Name: None

SAS Name: Event.Eventnum

Oracle Name: GES.Events.EventNumber

FARS: C17

Event Number
Format: (Completed in MDE)

Element Values

SCN	ORACLE	SAS GES	FARS	
		1-100	001-999	Actual Number

Remarks:

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

FARS SPECIAL INSTRUCTION:

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

GES: E02/V01

Screen Heading: Vehicle Number (This Vehicle)

Screen Name: Vehicle (100-R)

Long Name: What is the number of the "lower numbered" in-transport motor vehicle involved in this event?

SAS Name: Event.Vehnum, Vehicle.Vehno

Oracle Name: GES.Events.VehicleID, GES.Vehicle.VehicleNumber

FARS: C17

Vehicle Number (This Vehicle)
Format: (Completed in MDE)

Element Values

SCN	ORACLE	SAS GES	FARS	
		1-100	001-999	Actual Number

Remarks:

FARS SPECIAL INSTRUCTION:

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

GES SPECIAL INSTRUCTION:

The in-transport motor vehicles within a crash are numbered sequentially beginning with 1; no numbers are skipped. In-transport motor vehicles are assigned the PAR's vehicle number unless a number is skipped. The vehicle number entered is for the in-transport motor vehicle involved in this event with the lower vehicle number. However, if the event is an impact between a vehicle and an object set in motion by another vehicle, the number of the vehicle which set the object in motion is entered, even if it is the higher number.

GES: E03/V24

Screen Heading: Areas of Impact (This Vehicle)

Screen Name: Areas of Impact - This Vehicle (102-R)

Long Name: What is the area of impact for this vehicle?

SAS Name: Event.Gad, Vehicle.Impact

Oracle Name: GES.Events.VehiclePlaneID

FARS: C17

Areas of Impact (This Vehicle)

Format: (Completed in MDE)

ELEMENT VALUES*

SCN	ORACLE	SAS GES	FARS	
55	*27000*		*XX*	***Non-Harmful Event***
0	26859	20	00	Non-Collision
1-12	1-12	21-32	01-12	Clock Points
13	13	33	13	Top
14	14	34	14	Undercarriage
61	61	61	*61*	***Left***
62	62	62	*62*	***Left-Front Half***
63	63	63	*63*	***Left-Back Half***
81	81	81	*81*	***Right***
82	82	82	*82*	***Right-Front Half***
83	83	83	*83*	***Right-Back Half***
18	18	38	18	Set-In-Motion (Not a Clock Point)
97	*97*	*97*	*98*	***Not Reported***
99	99	99	99	Unknown

Remarks:

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

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

GES: E04/A06

Screen Heading: Non-Harmful Event, Non-Collision Category
or Object Contacted/Harmful Event

Screen Name: Vehicle/Other (115-R)

Long Name: What non-collision category or object (non-fixed or
fixed) applies to this event?

SAS Name: Event.Objcont, Accident.Event1

Oracle Name: GES.Events.ObjecthitID

FARS: C17/V32

Sequence of Events
Format: (Completed in
MDE)

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
Non-Harmful Events:				
3	19461	161/na	61	Equipment Failure (blown tire, brake failure, etc.)
4	19462	162/na	62	Separation of Units
5	19463	163/na	63	Ran Off Roadway-Right
6	19464	164/na	64	Ran Off Roadway-Left
7	19465	165/na	*65*	*Cross Median*
8	19466	166/na	*68*	*Cross Centerline*
9	19467	167/na	66	Downhill Runaway
10	19468	168/na	67	Vehicle Went Airborne
11	19469	169/na	*69*	*Re-entering Roadway*
1	19451	151/na	*70*	*Jackknife (non-harmful)*
2	19460	160/na	60	Cargo/Equipment Loss or Shift *(non-harmful)*
Non-Collision Harmful Events:				
1	10231	101/1	01	*Rollover/Overturn*
2	10232	102/2	02	Fire/Explosion
3	10233	103/3	03	Immersion
4	19433	104/4	04	Gas Inhalation
5	10234	105/5	51	Jackknife *(harmful to this vehicle)*
6	19411	111/11	06	Injured in Vehicle (Non-Collision)
7	19434	107/7	44	Pavement Surface Irregularity (Ruts, Potholes, Grates, etc.)
9	10236	108/8	07	Other Non-Collision
10	10238	110/10	*72*	Cargo/Equipment Loss or Shift *(harmful to this vehicle)*
10	19412	112/12	16	Thrown or Falling Object
11	19413	113/13	05	Fell/Jumped from Vehicle

Collision with Motor Vehicle In-Transport:

5	10234 ?	6	12	*Motor Vehicle In-Transport*
1	19654	154/54	54	Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport
7	10236 ?	7	55	Motor Vehicle In Motion Outside the Trafficway
8	10297 ?	8	X	Not Reported

Collision with Object Not Fixed:

1	10239	121/21	08	Pedestrian
2	10240	122/22	09	*Pedalcyclist*
3	10241	123/23	10	Railway *Vehicle*
4	10242	124/24	11	Live Animal
5	19449	149/49	49	Ridden Animal or Animal-Drawn Conveyance
8	10246	128/28	18	Other Object (Not Fixed)
10	19436	127/27	15	Non-Motorist on Personal Conveyance
6	19131	129/29	14	*Parked Motor Vehicle*
7	19130	130/30	45	*Working Motor Vehicle*

Collision with Fixed Object:

16	10263	146/46	17	Boulder
2	10249	132/32	19	Building
1	10248	131/31	*58*	*Ground*
3	10250	133/33	20	Impact Attenuator/Crash Cushion
18	10271	171/71	50	Bridge Overhead Structure
19	10272	172/72	21	Bridge Pier or Support
20	10273	173/73	23	Bridge Rail *(Includes Parapet)*
4	10274	174/74	24	Guardrail Face
5	10275	175/75	52	Guardrail End
6	10253	136/36	25	Concrete Traffic Barrier
21	10276	176/76	57	Cable Barrier
22	10277	177/77	26	Other Traffic Barrier
23	10278	178/78	*59*	*Traffic Sign Support*
24	10279	179/79	46	*Traffic Signal Support*
7	10280	180/80	30	*Utility Pole/Light Support*
25	10281	181/81	31	Other Post, Other Pole or Other Supports
26	10282	182/82	32	Culvert
9	10256	139/39	33	Curb
8	10283	183/83	34	Ditch
10	10257	140/40	35	*Embankment*
11	10258	141/41	38	Fence
12	10259	142/42	39	Wall
13	10260	143/43	40	Fire Hydrant
14	10261	144/44	41	Shrubbery
15	10262	145/45	42	Tree (*Standing Only*)
27	10284	184/84	48	Snow Bank

| 28 | 10285 | 185/85 | 53 | Mail Box |
| 17 | 10265 | 158/58 | 43 | Other Fixed Object |

<u>Not Reported and Unknown:</u>

| X | 10297 | 197/97 | *98* | *Not Reported* |
| 19 | 10267 | 999/99 | 99 | Unknown |

Remarks:

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

*See Sequence of Events element for Attribute Remarks

GES: E04/V01

Screen Heading: Vehicle Number (Other Vehicle)

Screen Name: Vehicle/Other (118-R)

Long Name: What is the number of the "higher numbered" in-transport motor vehicle involved in this event?

SAS Name: Event.Objcont, Vehicle.Vehno

Oracle Name: GES.Events.ObjecthitID, GES.Vehicle.VehicleNumber

FARS: C17

Vehicle Number (Other Vehicle)

Format: (Completed in MDE)

Element Values

SCN	ORACLE	SAS GES	FARS	
X	X	1-100	001-999	Actual Number

Remarks:

FARS SPECIAL INSTRUCTION:

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

GES SPECIAL INSTRUCTION:

If the event involves an in-transport motor vehicle, identify the vehicle number here. The in-transport motor vehicles within a crash are numbered sequentially beginning with 1; no numbers are skipped. In-transport motor vehicles are assigned the PAR's vehicle number unless a number is skipped. The vehicle number entered is for the in-transport motor vehicle involved in this event with the higher vehicle number. However, if the event is an impact between a vehicle and an object set in motion by another vehicle, the number of the vehicle involved in the impact with the object set in motion is entered, even if it is the lower vehicle number.

GES: E05/V24

Screen Heading: Areas of Impact (Other Vehicle)
.

Screen Name: Areas of Impact - Other Vehicle (120-R)

Long Name: What is the area of impact for the other vehicle?

SAS Name: Vehicle.Impact, Event.Objgad

Oracle Name: GES.Events.ObjectPlaneID

FARS: C17

Areas of Impact (Other Vehicle)

Format: (Completed in MDE)

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
N/A	*N/A*		*XX*	*Non-Harmful Event*
X	X	20	00	Non-Collision
1-12	1-12	21-32	01-12	Clock Points
13	13	*33*	**13**	**Top**
14	14	*34*	**14**	**Undercarriage**
61	61	*61*	**61**	**Left**
62	62	*62*	**62**	**Left-Front Half**
63	63	*63*	**63**	**Left-Back Half**
81	81	*81*	**81**	**Right**
82	82	*82*	**82**	**Right-Front Half**
83	83	*83*	**83**	**Right-Back Half**
18	18	*38*	18	Set-In-Motion (Not a Clock Point)
97	97	***97***	***98***	***Not Reported***
99	99	99	99	Unknown

Remarks:
Identifies the contact point (if applicable) for the vehicle coded in "E04/V01, Vehicle Number (Other Vehicle)" (GES) or **"**Vehicle Number (Other Vehicle)" (FARS).

FARS SPECIAL INSTRUCTION:

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

GES SPECIAL INSTRUCTION:

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

---

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

GES: E06

Screen Heading: Action

Screen Name: Action (105-R)

Long Name: What is the action for this event?

SAS Name: Event.E_Action

Oracle Name: GES.Events.VehActionID

FARS: XXX

Action

Format: Not a FARS element.

ELEMENT VALUES*

SCN	ORACLE	SAS GES	FARS	
1	10228	1	X	Non-Collision
2	10229	2	X	Collision With Object Not Fixed
3	10230	3	X	Collision With Fixed Object
4	10233	4	X	Non-harmful Event
5	10234	6	X	Motor Vehicle In-Transport
6	10235	9	X	Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport
7	10236	7	X	Motor Vehicle in motion outside the trafficway
8	10297	8	X	Not Reported

Remarks:
Identifies the category that applies to the event or vehicle recorded in "E04 Non-Collision Category or Object Contacted / Harmful Event."

*See Sequence of Events element for Attribute Remarks

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FIRST HARMFUL EVENT

GES: E04/A06

Screen Heading: Events

FARS: *C18*

Format: 2 numeric

Screen Name: Vehicle/Other (115-R)

Long Name: What non-collision category or object (non-fixed or fixed) applies to this event?

SAS Name: Accident.Event1, Accident.Man_Col

Oracle Name: GES.Events.ObjecthitID

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	

Non-Collision Harmful Events:

SCN	ORACLE	GES	FARS	
1	10231	101/1	01	***Rollover/Overturn***
2	10232	102/2	02	Fire/Explosion
3	10233	103/3	03	Immersion
4	19433	104/4	04	Gas Inhalation
5	10234	105/5	51	Jackknife ***(harmful to this vehicle)***
6	19411	111/11	06	Injured in Vehicle ***(Non-Collision)***
7	19434	107/7	44	Pavement Surface Irregularity (***Ruts***, Potholes, Grates, etc.)
9	10236	108/8	07	Other Non-Collision
10	10238	110/10	16	Thrown or Falling Object
10	19412	112/12	72	Cargo/Equipment Loss or Shift ***(harmful to this vehicle)***
11	19413	113/13	05	Fell/Jumped from Vehicle

Collision with Motor Vehicle In-Transport:

SCN	ORACLE	GES	FARS	
5	10234 ?	6 ?	12	***Motor Vehicle In-Transport***
1	19654	154/54	54	Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport
7	10236 ?	7 ?	55	Motor Vehicle In Motion Outside the Trafficway

Collision with Object Not Fixed:

SCN	ORACLE	GES	FARS	
1	10239	121/21	08	Pedestrian
2	10240	122/22	09	***Pedalcyclist***
3	10241	123/23	10	Railway ***Vehicle***

4	10242	124/24	11	Live Animal
5	19449	149/49	49	Ridden Animal or Animal Drawn Conveyance
8	10246	128/28	18	Other Object (Not Fixed)
10	19436	127/27	15	Non-Motorist on Personal Conveyance
6	19131	129/29	14	*Parked Motor Vehicle*
7	19130	130/30	45	*Working Motor Vehicle*

Collision with Fixed Object:

16	10263	146/46	17	Boulder
2	10249	132/32	19	Building
1	10248	131/31	*58*	*Ground*
3	10250	133/33	20	Impact Attenuator/Crash Cushion
18	10271	171/71	50	Bridge Overhead Structure
19	10272	172/72	21	Bridge Pier or *Support*
20	10273	173/73	23	Bridge Rail *(Includes Parapet)*
4	10274	174/74	24	Guardrail Face
5	10275	175/75	52	Guardrail End
6	10253	136/36	25	Concrete Traffic Barrier
21	10276	176/76	57	Cable Barrier
22	10277	177/77	26	Other Traffic Barrier
23	10278	178/78	*59*	*Traffic Sign Support*
24	10279	179/79	46	Traffic Signal *Support*
7	10280	180/80	30	Utility Pole/*Light Support*
25	10281	181/81	31	Other Post, Other Pole or Other Supports
26	10282	182/82	32	Culvert
9	10256	139/39	33	Curb
8	10283	183/83	34	Ditch
10	10257	140/40	35	*Embankment*
11	10258	141/41	38	Fence
12	10259	142/42	39	Wall
13	10260	143/43	40	Fire Hydrant
14	10261	144/44	41	Shrubbery
15	10262	145/45	42	Tree *(Standing Only)*
27	10284	184/84	48	Snow Bank
28	10285	185/85	53	Mail Box
17	10265	158/58	43	Other Fixed Object

Not Reported and Unknown:

| XX | 10297 | 197/97 | *98* | *Not Reported* |
| 19 | 10267 | 999/99 | 99 | Unknown |

Remarks:

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

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

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

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

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

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

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

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

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

Pavement Surface Irregularity (ruts, potholes, grates, etc.) is used when the pavement surface irregularity is on a roadway. If the impact is with a surface irregularity (e.g. ruts, potholes) not on a roadway use the attribute **Ground.**

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

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

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

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

Example:
A pickup truck brakes rapidly to avoid a collision. This causes a piece of lumber in the pickup bed to smash through the rear window, causing the driver to lose control and run off the road, striking a tree.

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

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

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

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

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

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

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

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

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

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

Inclusions:
— Street car on private way

Exclusions:
— Street car operating on trafficway

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

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

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

Non-Motorist on Personal Conveyance is used for pedestrians using personal conveyances. A personal conveyance is a device, other than a transport device, used by a pedestrian for

personal mobility assistance or recreation. These devices can be motorized or human powered, but not propelled by pedaling.

Inclusions:
1) Rideable toys
   - Roller Skates, in-line skates
   - Skateboards
   - Skates
   - Baby carriage
   - Scooters
   - Toy Wagons
2) Motorized rideable toys
   - Motorized skateboard
   - Motorized toy car
3) Devices for personal mobility assistance
   - Segway-style devices
   - Motorized and non-motorized wheelchair
   - Handicapped scooters

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

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

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

Examples:
1. Asphalt/steam roller working in a highway construction zone paving the roadway or flattening dirt.
2. State highway maintenance crew painting lane lines on the road, mowing grass on the roadside or median, repairing potholes, removing debris from the roadway, etc.
3. Utility truck or a "cherry picker", performing maintenance on power lines along the roadway or maintaining a traffic signal.

4. A private excavating company contracted by the State digging the foundation for a new overpass.
5. A state, county or privately owned snow plow, plowing ice/snow as part of a highway maintenance activity.
6. Street sweeper sweeping the street.
7. A vehicle in a mobile work convoy displaying arrow boards or other signaling devices warning motorists of the work activity.
8. A law enforcement vehicle which is participating strictly in a stationary construction or mobile maintenance activity as a traffic slowing, control, signaling or calming influence.

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

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

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

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

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

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

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

Bridge Pier or Support is a square or round column of stone, concrete, brick, steel or wood for supporting a bridge between abutments. This attribute includes the bridge abutments

which are supporting the ends of a bridge. Abutments are generally designed for retaining or supporting the embankment under bridge ends and composed of stone, concrete, brick or wood (includes the wing-walls).

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

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

BRIDGE COMPONENTS

Guardrail Face is a low barrier that has the primary longitudinal structure composed of metal (plates, mesh, box beam, etc.). A guardrail is differentiated from **Concrete Traffic Barrier** by the material making up the greatest part of the longitudinal portion of the structure. In the case of guardrails, this is metal whereas in concrete barriers this is concrete (including concrete rails).

Guardrails, which serve as bridge rails, should be coded as **Bridge Rails**.

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

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

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

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

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

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

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

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

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

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

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

Embankment is a raised structure to hold back water, to carry a roadway or the result of excavation or washout (including erosion) which may be faced with earth (or rock, stone or concrete). An **Embankment** can usually be differentiated from a **Wall** by its incline whereas a wall is usually vertical. However, there are exceptions to this; such as a retaining wall that may be inclined or a vertical embankment that is caused by a natural event such as a washout.

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

    a. Use **Ditch** if the driver would not have been able to recover from the ditch even if there had been no field approach (crossing).

    b. Use **Embankment** if the driver would have been able to recover from the ditch, but struck the field approach (crossing) prior to doing so.

    c. Use **Embankment** if it is not known whether or not the driver would have been able to recover from the ditch and a field approach (crossing) is involved.

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

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

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

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

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

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

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

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

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

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

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

Unknown is used when police indicate unknown.

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MANNER OF COLLISION

GES: A07

Screen Heading: Events

Screen Name: Manner (60-R)

Long Name: What is the manner of collision for this event?

SAS Name: Accident.Man_Col

Oracle Name: GES.CrashData.CollisionMannerID

FARS:*C19*

Format: 2 numeric

ELEMENT VALUES

| | | SAS | | |
SCN	ORACLE	GES	FARS	
1	26660	0	00	Not a Collision with a Motor Vehicle *In-Transport*
2	26661	1	*01*	*Front-to-Rear*
3	26662	2	*02*	*Front-to-Front*
5	26664	4	*06*	*Angle*
6	26665	5	07	Sideswipe-Same Direction
7	26666	6	08	Sideswipe-Opposite Direction
8	26667	7	09	Rear-to-Side
4	26663	3	10	Rear-to-Rear
9	26669	8	*11*	*Other*
11	26670	97	*98*	*Not Reported*
8	26668	9	99	Unknown

Remarks:

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

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

Front-to-Rear is used when a collision occurs between the rear of one vehicle and the front of another vehicle. If this attribute is selected, the points of impact for the vehicles involved in the first harmful event must be front to back (e.g., front right/left or back left/right corners are not allowed).

Front-to-Front is used when a collision occurs between the front end of one vehicle and the front end of another vehicle. If this attribute is selected, the points of impact for the vehicles involved in the first harmful event must both be front (e.g., front right/left corner is not allowed).

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

Rear-To-Rear is used when a collision occurs between the rear of one vehicle and the rear of another vehicle. If this attribute is selected, the points of impact for the vehicles involved in the first harmful event must both be back (e.g., back right/left corner is not allowed).

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

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

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

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

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

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

Unknown is used when police indicate unknown.

RELATION TO JUNCTION

GES: A09

Screen Heading: Crash Data Questions

Screen Name: Interchange Area (150-R), Relation To Junction (155-R)

Long Name: Is the first harmful event located in an interchange? Select the attribute which describes the location of the first harmful event.

SAS Name: later

Oracle Name: GES.CrashData.Interchange, GES.CrashData.RelJunc

FARS:C20 *a/b*

Format: 2 numeric occurring 1 time, 1 numeric occurring 1 time

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
				C20a: Within Interchange Area?
0	0	0	0	No
1	1	1	1	Yes
8	8	8	8	*Not Reported*
9	9	9	9	Unknown
				C20b: Specific Location
1	1	1	01	Non-Junction
2	2	2	02	Intersection
3	3	3	03	Intersection-Related
5	5	5	05	Entrance/Exit Ramp Related
6	6	6	06	Railway Grade Crossing
7	7	7	07	Crossover-Related
4	4	4	04	*Driveway Access*
8	8	8	08	*Driveway Access Related*
16	16	16	16	*Shared-Use Path or Trail*
17	17	17	17	*Acceleration/Deceleration Lane*
18	18	18	18	*Through Roadway*
19	19	19	19	*Other location within interchange area*
98	98	98	98	*Not Reported*
99	99	99	99	Unknown

Remarks:

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

Subfield 1 (C20a): Within Interchange Area?

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

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

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

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

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

Unknown is used when police indicate unknown.

Subfield 2 (C20b): Specific Location

Non-Junction is used for crashes where the first harmful event occurs <u>outside</u> an interchange area and does not occur in or related to a junction, ramp, rail grade crossing, crossover, or shared-use path or trail.

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

FARS SPECIAL INSTRUCTION:

In an Intersection, within Interchange Area: if the first harmful event occurs within the intersection of a ramp and the surface roadway: It is important to always code National

Highway System and Roadway Function Class for the highest class of trafficway at this intersection.

Intersection-Related means that the first harmful event: (1) occurs on an approach to or exit from an intersection, and (2) results from an activity, behavior or control related to the movement of traffic units through the intersection.

Note:
- For crashes where the first harmful event occurs in a crosswalk, use **Intersection-Related**.
- For Traffic Circles and Roundabouts, enter **Intersection** when the first harmful event occurs within the area formed by the prolongation of curb or edge lines of the approach legs of the intersection, regardless of whether or not the collision was in any way related to an intersection. Use **Intersection-Related** if the first harmful event occurs in the central island or any directional island which serve the rotary intersection.

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

Rail Grade Crossing is used when the first harmful event occurred in the area formed by the at-grade connection of a railroad bed and a roadway.

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

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

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

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

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

Driveway Access Related is used when the first harmful event:
1. occurs on the trafficway,
2. does not occur on a **Driveway Access,** but

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3. results from an activity, behavior or control related to the movement of traffic units onto or out of a driveway (See ANSI D16.1 Manual 2.5.9.1).

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

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

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

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

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

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

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

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

Examples:
- A vehicle on the **Through Roadway** portion of the interchange departs the roadway and overturns in the median.

- A vehicle leaves the **Through Roadway** portion of the interchange and strikes a vehicle parked on the shoulder.

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

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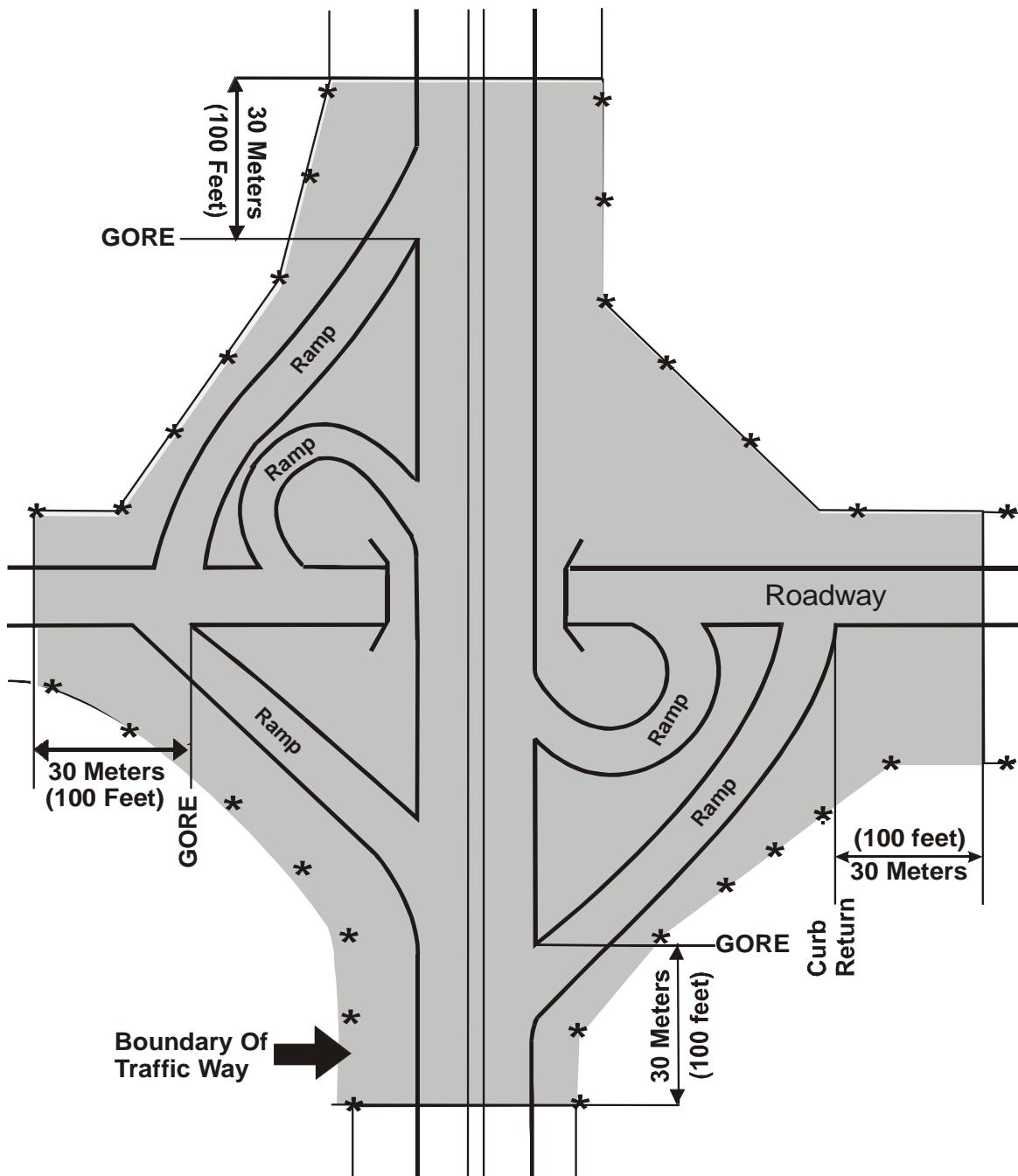
Unknown is used when police indicate unknown.

Valid Combinations for Subfield 1 and Subfield 2
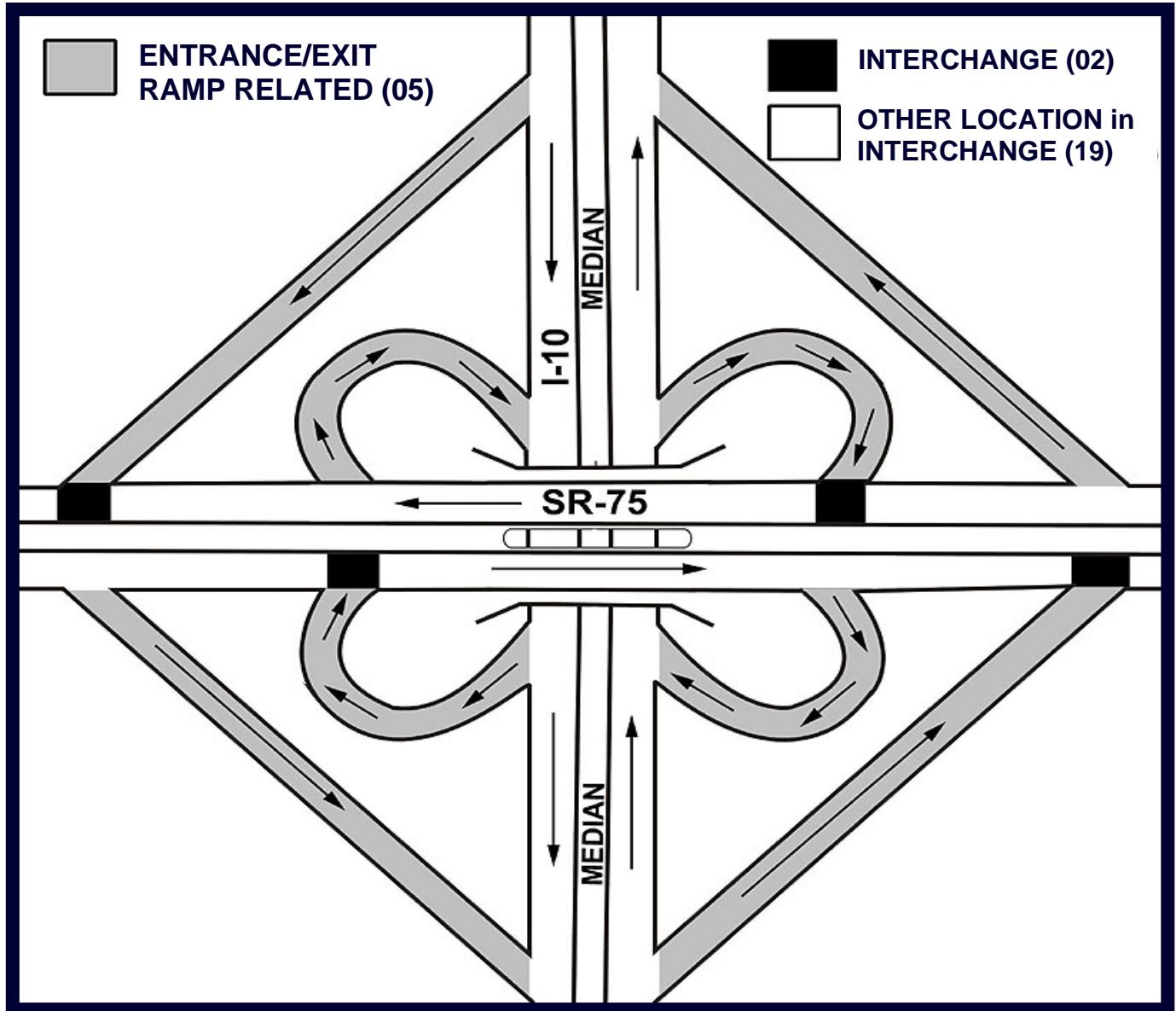
Subfield 1 (C20a): Within Interchange?				Subfield 2 (C20b): Specific Location	
Yes	**No**	**Not Reported**	**Unknown**	**Code (GES/FARS)**	**Attribute**
-	X	-	-	1 / 01	**Non-Junction**
X	X	X	X	2 / 02	**Intersection**
X	X	X	X	3 / 03	**Intersection-Related**
X	X	X	X	5 / 05	**Entrance/Exit Ramp Related**
-	X	-	-	6 / 06	**Railway Grade Crossing**
X	X	X	X	7 / 07	**Crossover Related**
X	X	X	X	4 / 04	**Driveway Access**
X	X	X	X	8 / 08	**Driveway Access Related**
X	X	X	X	16 / 16	**Shared-use Path or Trail**
X	-	-	-	17 / 17	**Acceleration/Deceleration Lane**
X	-	-	-	18 / 18	**Through Roadway**
X	-	-	-	19 / 19	**Other Location, within Interchange Area**
X	X	X	X	98 / 98	**Not Reported**
X	X	X	X	10 / 99	**Unknown**

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

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

30 Meters
(100 Feet)

GORE

Ramp

Ramp

Roadway

30 Meters
(100 Feet)

GORE

Ramp

Ramp

Ramp

(100 feet)
30 Meters

Curb
Return

GORE

Boundary Of
Traffic Way

30 Meters
(100 feet)

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

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TYPE OF INTERSECTION

GES: A28

Screen Heading: Crash Data Questions screen 2

Screen Name:

Long Name: What type of intersection did the first harmful
event occur?

SAS Name: Accident.Typ_Int

Oracle Name: GES.Crashdata.Intersectiontype

FARS:*C21*

Format: 1 numeric

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
0	0	0	*1*	*Not an Intersection*
1	1	1	*2*	*Four-Way Intersection*
2	2	2	*3*	*T-Intersection*
3	3	3	*4*	*Y-Intersection*
4	4	4	*5*	*Traffic Circle*
5	5	5	*6*	*Roundabout*
6	6	6	*7*	*Five-Point, or More*
7	7	7	*8*	*Not Reported*
9	9	9	*9*	*Unknown*

Remarks:

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

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

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

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

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

Traffic Circle refers to an intersection of roads where motor vehicles must travel around a circle to continue on the same road or leave on any intersecting road. **Traffic Circle** must meet the following criteria:
- Entering traffic is controlled by a stop sign, traffic signal or by no traffic control
- Parking is allowed within the circle
- Pedestrians are allowed access to the central island
- Circle traffic can be required to yield to entering traffic

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

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

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

Not Reported
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".
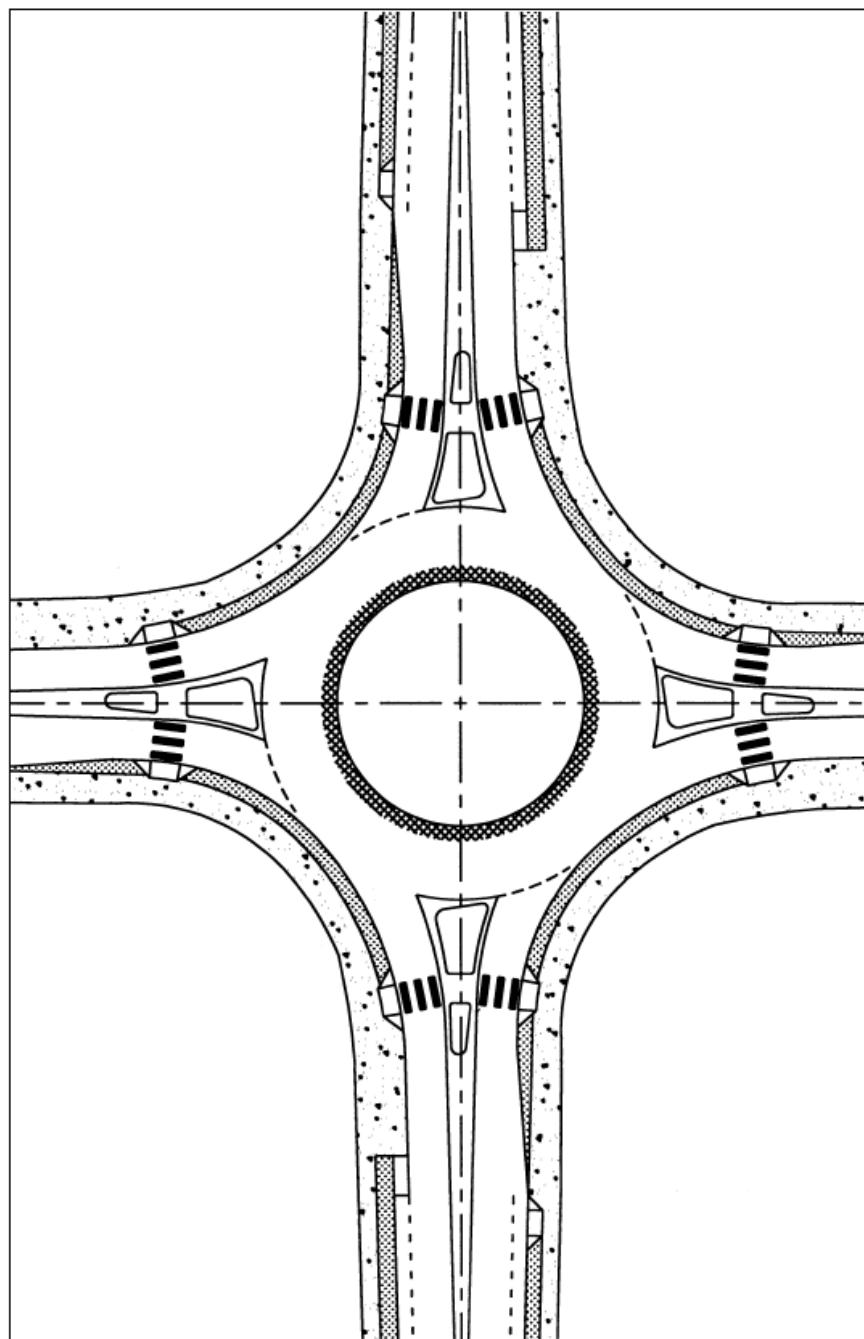
    Code **Not Reported** in these situations:
- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown is used when police indicate unknown.

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

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RELATION TO TRAFFICWAY

GES: A10
Screen Heading: Crash Data Questions

Screen Name: Roadway Relation (160-R)

Long Name: Select the attribute which best describes the
location of the first harmful event.

SAS Name: Accident.Rel_Rwy

Oracle Name: GES.CrashData.RoadwayRelID

FARS:C22
Format: 2 numeric

ELEMENT VALUES

| | | SAS | | |
SCN	ORACLE	GES	FARS	
				Blanks
1	10190	1	01	On Roadway
2	10191	2	02	*On* Shoulder
3	10192	3	03	*On* Median
4	10193	4	04	*On* Roadside
5	10194	5	05	*Outside Trafficway*
6	10195	6	06	Off Roadway – Location Unknown
7	19437	7	07	In Parking Lane/Zone
8	19438	8	08	Gore
9	19439	10	10	Separator
11	19441	9	11	*Continuous Left-Turn Lane*
12	19442	97	*98*	*Not Reported*
10	19440	99	99	Unknown

Remarks:

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

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

On Shoulder (if present) is that part of a trafficway contiguous with the roadway for emergency use, for accommodation of stopped vehicles, and for lateral support of the roadway

structure. A shoulder should be improved or maintained for these purposes. Not all roadways have shoulders.

On Median is defined as that area of a divided trafficway between parallel roads separating travel in opposite directions. The principal functions of a median are to provide the desired freedom from interference of opposing traffic, to provide a recovery area for out-of-control vehicles, to provide a stopping area in case of emergencies, and to minimize headlight glare. Medians may be depressed, raised or flush. Flush medians can be as little as 4-feet wide between roadway edgelines. Painted roadway edgelines four (4) or more feet wide denote medians. Medians of lesser width must have a barrier to be considered a median. Continuous Left-turn Lanes are not considered Medians (see **Continuous Left-Turn Lane**).

On Roadside refers to a location off the roadway, but inside the right-of-way. It is the outermost part of the trafficway which lay between the outer property line or other barrier and the edge of the first road encountered in the trafficway. By definition the "road" includes the shoulder if present. Also use this attribute if the first harmful event occurs in a raised or painted center island (directional or channeling) of a traffic circle or roundabout.

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

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

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

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

Gore Inclusions:
- Areas at rest area or exit ramps
- Areas at truck weight station entry or exit ramps

- Areas where two main roadways diverge or converge
- Areas where a ramp and another roadway or two ramps, diverge or converge
- Areas where a frontage road and another roadway or two frontage roads diverge or converge

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

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

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

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

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

Unknown is used when police indicate unknown.

Additional Guidance for Relation to Trafficway

For collision events when the vehicle is overlapping adjacent areas:

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

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

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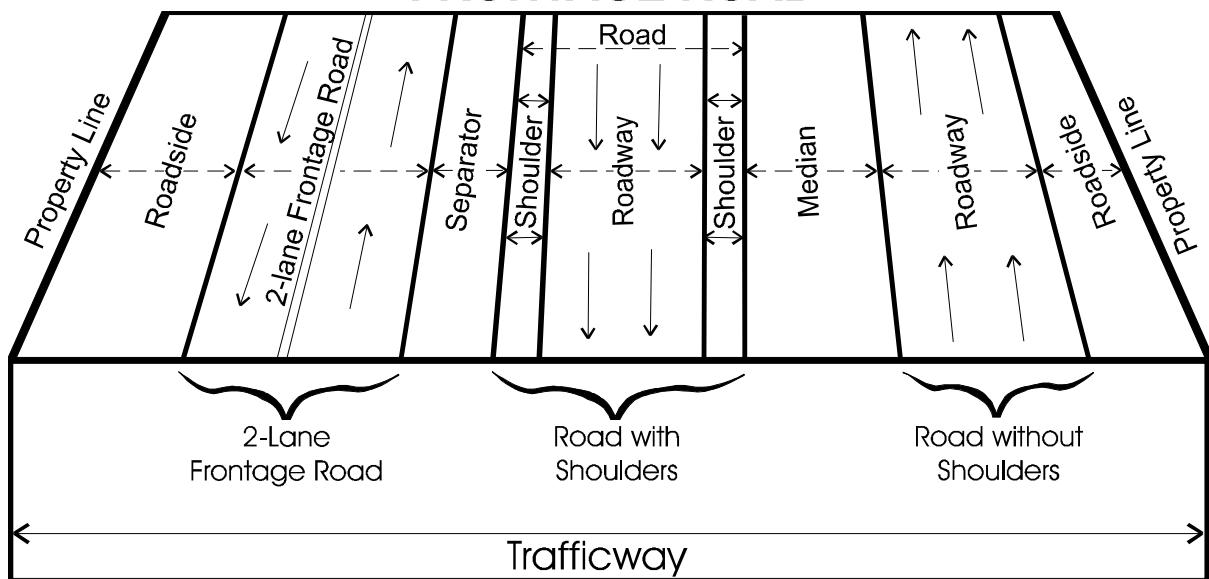
For Rollover/Overturn crashes when the vehicle is overlapping two locations (e.g., roadway and shoulder) when the roll begins:

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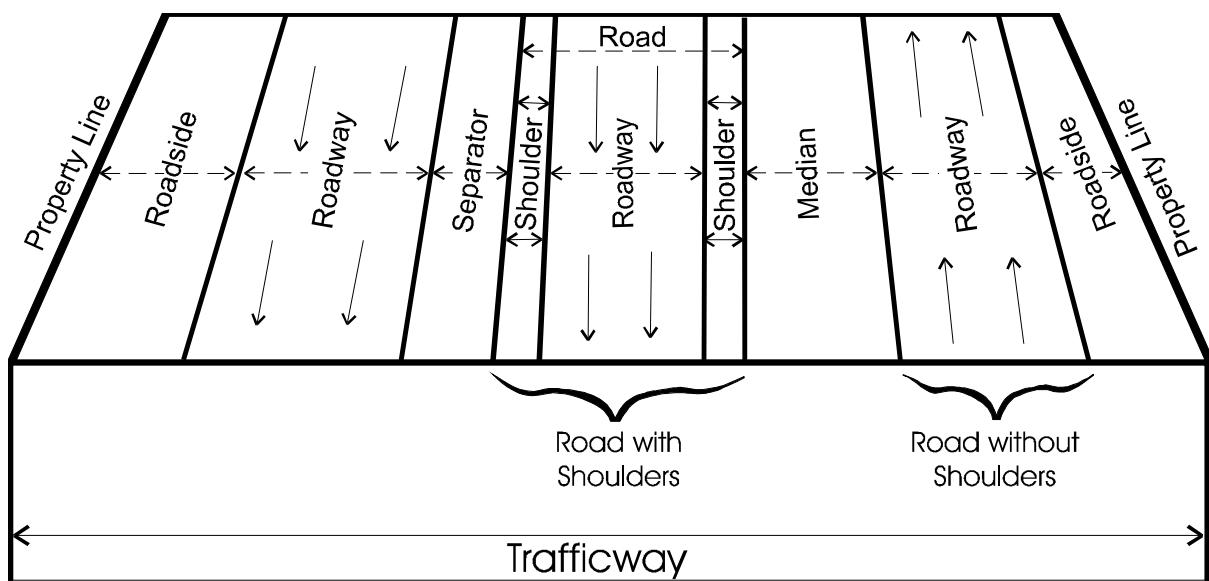
Default rules for the location of Ditches, Embankments and Fences:

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

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

TRAFFICWAY WITH
FRONTAGE ROAD

Property Line · Roadside · 2-lane Frontage Road · Separator · Shoulder · Road · Roadway · Shoulder · Median · Roadway · Roadside · Property Line

2-Lane
Frontage Road

Road with
Shoulders

Road without
Shoulders
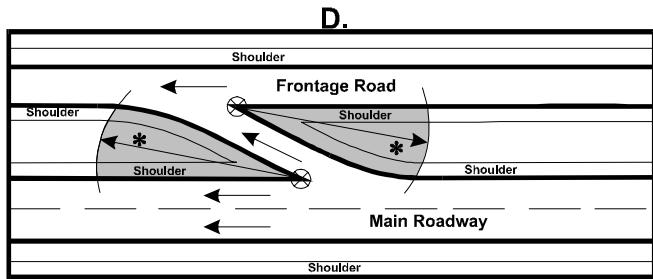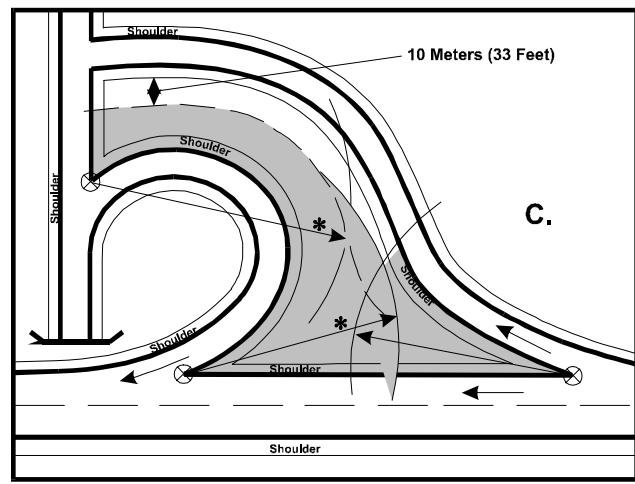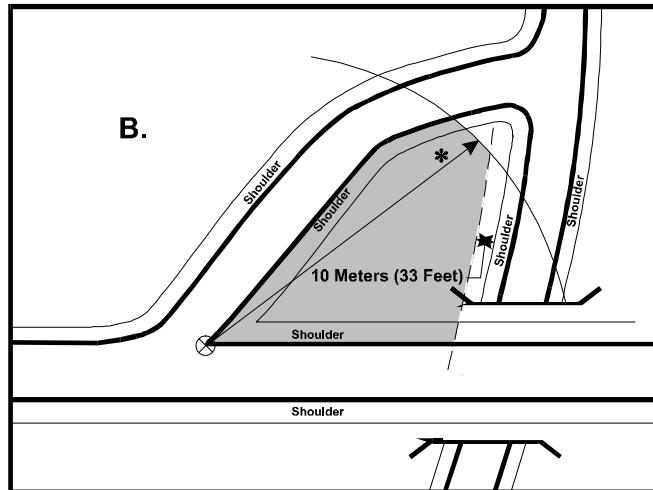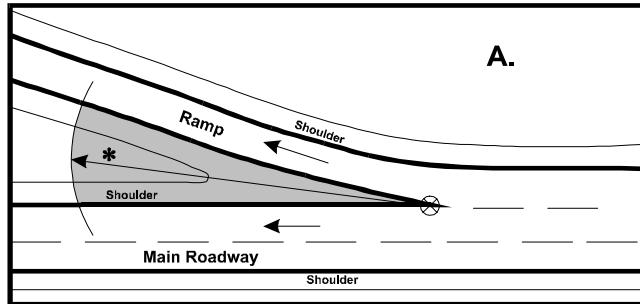
Trafficway

TRAFFICWAY WITH MULTIPLE ROADWAYS
IN THE SAME DIRECTION

Property Line · Roadside · Roadway · Separator · Shoulder · Road · Roadway · Shoulder · Median · Roadway · Roadside · Property Line

Road with
Shoulders

Road without
Shoulders

Trafficway

GORE
(2.5.19)

Gore

* Radius of 60 Meters (About 200 Feet)

A.

Ramp

Shoulder

*

Shoulder

Main Roadway

Shoulder

Shoulder

B.

Shoulder

Shoulder

*

Shoulder

Shoulder

10 Meters (33 Feet)

Shoulder

Shoulder

Shoulder

Shoulder

10 Meters (33 Feet)

Shoulder

Shoulder

*

Shoulder

*

C.

Shoulder

Shoulder

Shoulder

D.

Shoulder

Frontage Road

Shoulder

Shoulder

*

Shoulder

Shoulder

*

Shoulder

Main Roadway

Shoulder

WORK ZONE

GES: A25

Screen Heading: Crash Data Questions

Screen Name: Work Zone (35-E)

Long Name: Is the first harmful event in or related to a work zone?

SAS Name: Accident.Wrk_Zone

Oracle Name: GES.CrashData.WorkZone

FARS:*C23*

Format: 1 numeric

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
1	10	0	0	None
2	11	1	1	Construction
3	12	2	2	Maintenance
4	13	3	3	Utility
5	14	4	4	Work Zone, Type Unknown
7	97	7	*8*	***Not Reported***

Remarks:

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

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

Work Zone:

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

roadside mowing only if the beginning of the ongoing, moving (mobile) work activity is designated by warning signs or signals.

Work Zone Crash:

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

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

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

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

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

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

Work Zone, Type Unknown is used when there is insufficient information to distinguish between **Construction**, **Maintenance** or **Utility**.

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

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

LIGHT CONDITION

GES: A19   FARS:*C24*

Screen Heading: Crash Data Questions   Format: 1 numeric

Screen Name: Light (260-E)

Long Name: What are the light conditions at the time of the crash?

SAS Name: Accident.Lght_Con

Oracle Name: GES.CrashData.LightID

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
1	26646	1	1	Daylight
2	26647	2	2	Dark - Not Lighted
3	26648	3	3	Dark - Lighted
4	26649	4	4	Dawn
5	26650	5	5	Dusk
7	36700	6	6	Dark - Unknown Lighting
8	26701	7	7	Other
9	26657	8	*8*	*Not Reported*
6	26652	9	9	Unknown

Remarks:

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

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

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

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

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

Dark - Unknown Lighting is used if it cannot be determined if **Dark - Not Lighted** or **Dark - Lighted** applies.

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

Rules for determining applicable attribute:

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

Other is used when the conditions above do not apply.

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

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

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

ATMOSPHERIC CONDITIONS

GES: A20
Screen Heading: Crash Data Questions

Screen Name: Atmospheric (270-E)

Long Name: What are the atmospheric conditions at the time of the crash?

SAS Name: Accident.Weather

Oracle Name: GES.Atmosphericcondition.AtmospherID

FARS:*C25*
Format: *2 numeric - occurring 2 times.*

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
1	26670	19	00	No Additional Atmospheric Conditions
2	26660	11	*01*	*Clear*
3	26661	12	*10*	*Cloudy*
4	26467	2	02	Rain
5	26653	3	03	Sleet, Hail (Freezing Rain or Drizzle)
4	26654	4	04	*Snow*
9	26664	15	*11*	*Blowing Snow*
7	26662	13	05	Fog, Smog, Smoke
8	26663	14	06	Severe Crosswinds
10	26665	16	07	Blowing Sand, Soil, Dirt
98	26666	98	08	Other
97	26667	97	*98*	*Not Reported*
99	26659	99	*99*	Unknown

Remarks:

The prevailing atmospheric conditions that existed at the time of the crash as recorded on the crash report form. If the case materials indicate more than two atmospheric conditions, select the two conditions that most affect visibility.

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

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

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

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

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

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

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

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

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

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

Other atmospheric conditions not described above.

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

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

Unknown is used when police indicate unknown.

SCHOOL BUS RELATED

GES: A21

Screen Heading: Crash Data Questions

Screen Name: School Bus (50-E)

Long Name: Was a school bus involved in the crash?

SAS Name: Accident.Schl_Bus

Oracle Name: GES.CrashData.School_Bus

FARS:*C26*

Format: 1 numeric

ELEMENT VALUES

		SAS		
SCN	**ORACLE**	**GES**	**FARS**	
1	0	0	0	No
2	1	1	1	Yes
7	7	7	*8*	*Not Reported*

Remarks:

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

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

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

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

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

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

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

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

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

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

<u>**Examples of School Bus Related (indirectly):**</u>

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

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

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

<u>**Examples of NOT School Bus Related:**</u>

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

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

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

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

RAIL GRADE CROSSING IDENTIFIER

GES: XXX   FARS:C27

Screen Heading: Not a GES Element   Format: 6 numeric
                                           followed by 1 alphabetic

Screen Name:

Long Name:

SAS Name:

Oracle Name:

ELEMENT VALUES

| | | | SAS | |
SCN	ORACLE	GES	FARS	
X	X	X	0000000	Not Applicable
X	X	X	nnnnnnA	Six Numeric, Followed by One Alphabetic Valid F.R.A. Codes
X	X	X	9999999	Unknown

Remarks:

FARS SPECIAL INSTRUCTION:

Code complete identifier.

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

Not Applicable is used when crashes that do not involve a rail grade crossing.

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

Inform your COTR if you have any problems obtaining identifiers.

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NOTIFICATION TIME EMS

GES: XXX   FARS:C28

Screen Heading: Not a GES Element   Format: 4 numeric

Screen Name:

Long Name:

SAS Name:

Oracle Name:

ELEMENT VALUES

| | | SAS | | |
SCN	ORACLE	GES	FARS	
X	X	X	8888	Not Applicable (Not Notified)
X	X	X	0000-	Valid Military Times
			2359	
X	X	X	0099-	Known Hours but Unknown Minutes
			2399	
X	X	X	9998	Unknown if Notified
X	X	X	9999	Unknown EMS Notification Time

Remarks:

Notification Time EMS is the time Emergency Medical Service was notified. Every effort should be made to determine the Notification Time EMS, Arrival Time EMS, and EMS Time At Hospital.

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

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

Not Applicable (Not Notified)

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

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

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

Unknown if Notified

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

Unknown EMS Notification Time

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

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

ARRIVAL TIME EMS

GES: XXX   FARS:*C29*

Screen Heading: Not a GES Element   Format: 4 numeric

Screen Name:

Long Name:

SAS Name:

Oracle Name:

ELEMENT VALUES

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

Remarks:

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

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

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

Not Applicable (Not Notified)

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

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

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

Officially Canceled

Enter this attribute if EMS was officially canceled.

Unknown if Arrived

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

Unknown EMS Scene Arrival Time

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

EMS TIME AT HOSPITAL

GES: XXX   FARS: C30

Screen Heading: Not a GES Element   Format: 4 numeric

Screen Name:

Long Name:

SAS Name:

Oracle Name:

ELEMENT VALUES

| | | | SAS | |
SCN	ORACLE	GES	FARS	
X	X	X	8888	Not Applicable (Not Transported)
X	X	X	0000-2359	Valid Military Times
X	X	X	0099-2399	Known Hours but Unknown Minutes
X	X	X	9997	Officially Canceled
X	X	X	9998	Unknown if Transported
X	X	X	9999	Unknown EMS Hospital Arrival Time

Remarks:

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

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

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

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

Not Applicable (Not Transported)

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

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

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

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

Officially Canceled

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

Unknown if Transported

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

Unknown EMS Hospital Arrival Time

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

RELATED FACTORS – CRASH LEVEL

GES: XXX
Screen Heading: Not a GES Element

Screen Name:

Long Name:

SAS Name:

Oracle Name:

FARS:C31
Format: 2 numeric occurring 3 times

ELEMENT VALUES

SCN	ORACLE	GES	SAS FARS	
X	X	X	00	None
X	X	X	01	Inadequate Warning of Exits, Lanes Narrowing, Traffic Controls, etc.
X	X	X	02	Shoulder Design or Condition
X	X	X	03	Other Construction-Created Condition
X	X	X	04	No or Obscured Pavement Marking
X	X	X	05	Surface Under Water
X	X	X	06	Inadequate Construction or Poor Design of Roadway, Bridge, etc.
X	X	X	07	Surface Washed Out (caved-in, road slippage)
X	X	X	13	Aggressive Driving / Road Rage by Non-Contact Vehicle Driver
X	X	X	14	Motor Vehicle Struck by Falling Cargo, or Something That Came Loose From, Or Something That was Set-in-Motion by a Vehicle.
X	X	X	15	Non-Occupant Struck by Falling Cargo, or Something That Came Loose From, or Something that was Set-in-Motion by a Vehicle.
X	X	X	16	Non-Occupant Struck Vehicle
X	X	X	17	Vehicle Set-in-Motion by Non-Driver
X	X	X	18	Date of Crash and Date of EMS Notification Were Not the Same Day
X	X	X	19	Recent Previous Crash Scene Nearby
X	X	X	20	Police Pursuit Involved
X	X	X	21	Within Designated School Zone

X	X	X	**22**	Speed Limit is a Statutory Limit as Recorded or was Determined as This State's "Basic Rule"
X	X	X	**23**	Indication of a Stalled/Disabled Vehicle
X	X	X	**99**	Unknown

Remarks:

Related Factors	Environmental/Roadway Conditions Noted

	Blanks	
00	None	
01	Inadequate Warning of Exits, Lanes Narrowing, Traffic Controls, etc.	Includes "inadequate warning" of any type; takes precedence over **Inadequate Design** and **Other Construction-Created Condition**. Inadequate warning due to obscured signs. Inadequate warning due to signs temporarily down, lack of necessary sign for merge, diverge. Not a construction site situation.
02	Shoulder Design or Condition	Takes precedence over **Inadequate Design** and **Other Construction-Created Condition**. Includes only situations pertaining to actual design or condition of the shoulder. Soft shoulder or shoulder collapsing. Inadequate shoulder width. Shoulder at different level from the roadway (drop-off, lifted, not flat).
03	Other Construction-Created Condition	Includes "inadequate maintenance" conditions, (i.e., potholes, ruts in roadway) moving/changing signs. Addition of barricades. Change in traffic patterns, merging of lane. Excludes shoulder-related situations, and situations with inadequate warning of traffic controls, etc.
04	No or Obscured Pavement Marking	Takes precedence over **Inadequate Design** and **Other Construction-Created Condition**. Includes any pavement marking situations. New asphalt has covered old pavement markings. Pavement marking or surface has worn off. Ice/snow/mud obscuring pavement markings. **NOTE:** Care should be used to distinguish from **Inadequate Warning of Exits, Lanes Narrowing, Traffic Controls, etc.**

Related Factors	Environmental/Roadway Conditions Noted
05 Surface Under Water	Takes precedence over **Inadequate Design** and **Other Construction-Created Condition**. Includes surfaces under water beyond accumulation associated with ROADWAY SURFACE CONDITON code **Water (standing or moving)** (i.e., depth of water). Permanently under water, i.e., fords. Temporarily under water, i.e., flooded areas.
06 Inadequate Construction or Poor Design of Roadway, Bridge, etc.	Pertains to original design of trafficway (i.e., roadway bridges, medians, guardrails, traffic barriers). Blind intersections due to highway design, not due to visual obstructions (i.e., shrubbery) etc. Improper banking, lack of a lane for merging. Inadequate road surface (dirt, gravel surfaces, etc.); however, this must not be inferred; must be explicitly stated in police report as a "factor." Excludes shoulder-related situations, pavement marking situations, situations with inadequate warnings, and surfaces under water.
07 Surface Washed Out (caved-in, road slippage)	Only environmentally caused situations. Destruction of a section of roadway by water (flooding, heavy rains) or other cataclysms (earthquakes, etc.).
SPECIAL CIRCUMSTANCES **13** Aggressive Driving / Road Rage by Non-Contact Vehicle Driver	This factor is only used for situations where the investigating officer indicates that a non-contact vehicle ("phantom vehicle") was being operated aggressively. Officer must use the term "Aggressive" in describing a driver's behavior. This can be indicated in the report under related/ contributing factors or in the narrative. You may encounter the term "Road Rage" used to describe aggressive driving behavior. Be cautious with this term as the two terms are not technically interchangeable. For contact vehicles, see Driver Level-Related Factor attribute **Aggressive Driving/Road Rage**.

Related Factors	Environmental/Roadway Conditions Noted
14 Motor Vehicle Struck by Falling Cargo, or Something That Came Loose From, Or Something That was Set-in-Motion by a Vehicle.	"Something set-in-motion" includes persons and vehicles in-transport, parked/stopped off roadway and working motor vehicles, as well as motor vehicles in motion outside the trafficway. "Something set in-motion" denotes that a vehicle "has control of" or "is attached/connected" to the object. An example of "control of" is a vehicle determining the direction of a driverless vehicle. An example of "attached to" is a vehicle overriding another vehicle. "Set-in-Motion" generally applies to non-fixed objects (including pedestrians set-in-motion), and extends to vehicles parked and "in-transport."
15 Non-Occupant Struck by Falling Cargo, or Something That Came Loose From, or Something that was Set-in-Motion by a Vehicle.	Non-occupant denotes pedestrians, pedal cyclists, and persons on personal conveyances (skate-board riders, roller skaters, non-motorized wheelchairs, baby carriages, scooters).
16 Non-Occupant Struck Vehicle	Pedestrian or bicycle rider entering roadway runs into vehicle, usually the side or back of the vehicle, not in the vehicle's path.
17 Vehicle Set-in-Motion by Non-Driver	Passenger shifting gears on vehicle. Passenger hitting accelerator. Passenger turning ignition key. **NOTE**: Different from Related Factors-Person Level code **Interfering With the Driver**.
18 Date of Crash and Date of EMS Notification Were Not the Same Day	Crash victims not discovered immediately. Effects of crash not immediately known.
19 Recent Previous Crash Scene Nearby	Previous crash causes a change in traffic patterns causes obstruction on roadway, requires reduction in traffic speed, leaves occupants and vehicles on roadway.

Related Factors		Environmental/Roadway Conditions Noted
20	Police Pursuit Involved	When pursuit has been initiated by the police and is active at the time of the crash. This applies for air or ground pursuing vehicles. When pursuit has been initiated and terminated, but related to the crash. This applies for air or ground pursuing vehicles. (See Related Factors-Driver Level for **Police Pursuing the Driver or Police Officer in Pursuit**.)
21	Within Designated School Zone	Areas signed or marked as "School Zone." This may or may not be school-bus-related. "School Zones" are zones near or at a school, which exist during months and hours when zone signing is in effect.
22	Speed Limit is a Statutory Limit as Recorded or was Determined as This State's "Basic Rule"	No posted speed limit, but state law sets maximum speed limit on a local road or street.
23	Indication of a Stalled/Disabled Vehicle	Includes contact and non-contact vehicles that are stalled/disabled for mechanical reasons not due to crash-related damage. Examples: 1. A pedestrian is struck when walking from their stalled vehicle. 2. A vehicle is stalled in the travel lanes causing another vehicle to lose control and crash.
99	Unknown	

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

If the officer states 'the witness said,' these should not be coded.

Care must be used in coding this element. The Police Accident Report (PAR) should state that the environmental condition was a factor or existed at this location; cannot be inferred. Can be coded in conjunction with other elements; for example, if a traffic control is temporarily down, it can be coded under both "Traffic Control Device Functioning" and Related Factors-Crash

Level attribute **Inadequate Warning of Exits, Lanes Narrowing, Traffic Controls, etc**. The rule is that "specific" takes precedence over "general" factors.

Use of None

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

DO NOT leave any remaining fields blank**.**

Use of Unknown

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

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

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

ADDITIONAL STATE INFORMATION

GES: XXX   FARS:*NONE*

<u>Screen Heading</u>: Not a GES Element   <u>Format:</u> *Alphanumeric*

<u>Screen Name:</u>

<u>Long Name:</u>

<u>SAS Name:</u>

<u>Oracle Name:</u>

ELEMENT VALUES

		SAS		
SCN	**ORACLE**	**GES**	**FARS**	
X	X	X		Blanks
X	X	X		Any Alphanumeric Characters

Remarks:

This space is reserved for each individual state's use.

Suggested uses depend on potential needs of the state.

This space may contain:

1. Police Accident Report number.
2. Additional crash location information.

If HPMS number is available, it may be inserted here.

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VEHICLE LEVEL

VEHICLE NUMBER – VEHICLE LEVEL

GES: V01/E02/E04   FARS:V3

Screen Heading: Events   Format: 3 numeric

Screen Name: Vehicle (100-R)/ Vehicle/Other (118-R)

Long Name: What is the number of the "lower numbered" in-transport motor vehicle involved in this event? / What is the number of the "higher numbered" in-transport motor vehicle involved in this event?

SAS Name: Event.Vehnum, Vehicle.Vehno / Event.Objcont, Vehicle.Vehno

Oracle Name: GES.Events.VehicleID, GES.Vehicle.VehicleNumber / GES.Events.ObjecthitID, GES.Vehicle.VehicleNumber

ELEMENT VALUES

		SAS	
SCN	**ORACLE**	**GES**	**FARS**
		1-30	001-999

Remarks:

FARS SPECIAL INSTRUCTION:

Each motor vehicle in a crash must be assigned a unique number by the Analyst. Order is not important.

Numbers assigned to vehicles must be consecutive, starting with '001' with no missing numbers.

GES SPECIAL INSTRUCTION:

V01/E02 Instructions:
The in-transport motor vehicles within a crash are numbered sequentially beginning with 1; no numbers are skipped. In-transport motor vehicles are assigned the PAR's vehicle number unless a number is skipped. The vehicle number entered is for the in-transport motor vehicle involved in this event with the lower vehicle number. However, if the event is an impact between a vehicle and an object set in motion by another vehicle, the number of the vehicle which set the object in motion is entered, even if it is the higher number.

V01/E04 Instructions:

The in-transport motor vehicles within a crash are numbered sequentially beginning with 1; no numbers are skipped. In-transport motor vehicles are assigned the PAR's vehicle number unless a number is skipped. The vehicle number entered is for the in-transport motor vehicle involved in this event with the higher vehicle number. However, if the event is an impact between a vehicle and an object set in motion by another vehicle, the number of the vehicle involved in the impact with the object set in motion is entered, even if it is the lower vehicle number.

NUMBER OF OCCUPANTS

GES: V10/V10B

Screen Heading: Vehicle Occupants / Vehicle Occupants

Screen Name: Number Occupants (20-E)/ Coded Occupants (25-R)

Long Name: How many occupants are in vehicle #? / Coded Occupants (25-R)

SAS Name: Vehicle.NumOccs / Vehicle.Occ_Invl

Oracle Name: GES.Vehicle.NumOccs / GES.Vehicle.NumOccCoded

FARS:V4

Format: 2 numeric

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
0	0	0	00	None
1-95	1-95	1-95	01-95	Actual Value* if Total Known except:
96	96	96	96	Ninety-Six or more
97	97	97	*98*	*Not Reported*
**	-9999	99	99	Unknown

Remarks:

This data element must be coded for each motor vehicle involved in the crash. Code the total number of occupants (**injured and uninjured**) in this motor vehicle.

In bus crashes, the total number of occupants, including the driver, must be entered.

None is used when this motor vehicle is unoccupied.

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

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

Unknown is used when the number of occupants for the motor vehicle is unknown. This code should also be used when this motor vehicle is a "hit-and-run" vehicle, unless evidence clearly establishes the number of occupants present.

FARS SPECIAL INSTRUCTION:

Beginning in 2009, use **Unknown** when the State reports information only on drivers and INJURED passengers and the total number of occupants is unknown.

In those states where data are collected ONLY on INJURED persons and drivers, BUT the actual number of motor vehicle occupants is known, code this element with the number of motor vehicle occupants and complete Person Level forms for ALL INVOLVED individuals.

Bus and railroad crashes are an exception. For bus crashes, the total number of occupants, including the driver, should be recorded, but Person Level (MV Occupant) forms should only be submitted for injured occupants and for the driver, whether injured or not.

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

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

GES SPECIAL INSTRUCTION:

V10B Instruction:

Note: Some State PARs only list injured occupants.

However, additional data will be coded for injured bus occupants only.

Code 1 (one person) should be used when this motor vehicle is a "hit-and-run" vehicle, unless evidence clearly establishes the number of occupants present. See Hit-and-Run data element for additional details.

UNIT TYPE

GES: XXX   FARS: V5

Screen Heading: Not a GES Element   Format: 1 numeric

Screen Name:

Long Name:

SAS Name:

Oracle Name:

ELEMENT VALUES

		SAS		
SCN	**ORACLE**	**GES**	**FARS**	
X	X	X	1	Motor Vehicle In-Transport (Inside or Outside the Trafficway)
X	X	X	2	Motor Vehicle Not In-Transport Within the Trafficway
X	X	X	3	Motor Vehicle Not In-Transport Outside the Trafficway
X	X	X	4	Working Motor Vehicle (highway construction, maintenance, utility only)

Remarks:

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

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

NOTE: For Unit Type codes "2-4," you must submit selected elements on the Vehicle Level (V1-V14, V16-V23, V25, V28-V30 and V32-V34). Also, all elements on the Driver level must be left blank, except Driver Presence and Related Factors-Driver Level. Related Factors-Driver Level must be coded all "00."

Motor Vehicle In-Transport (Inside or Outside the Trafficway) is used to indicate that this is a motor vehicle in-transport. "In-Transport" means any part of the vehicle's primary outline as defined by the four sides of the vehicle (excluding open doors or mirrors) is within the roadway (travel lanes) or the vehicle is in motion anywhere within or outside the trafficway boundaries.

Examples:
1. Motor vehicle in traffic on the highway.
2. Motionless motor vehicle abandoned on the roadway travel lanes.
3. Motor vehicle on roadway stopped at traffic signal.
4. Motor vehicle driving or in motion on the shoulder, median or roadside.
5. Motor vehicle driving down a private driveway.
6. Motor vehicle in motion, outside the trafficway boundaries (e.g., vehicle pulling up to a pump in a gas station; not within trafficway; vehicle in motion in a parking lot aisle; lawn tractor driving in a field adjacent to the trafficway; ATV driving on a dirt track next to trafficway; etc.).

Motor Vehicle Not In-Transport Within the Trafficway is used to indicate that this is a motor vehicle <u>not</u> in-transport located <u>within</u> the trafficway boundaries when it became an involved unit. The trafficway boundaries are from property line to property line.

Examples:
1. Motor vehicle parked in designated curbside parking lane.
2. Motor vehicle parked in designated curbside parking lane with an open door crossing into the travel lane.
3. Motor vehicle stopped completely on the shoulder, median or roadside.

Motor Vehicle Not In-Transport Outside the Trafficway is used to indicate that this is a motor vehicle <u>not</u> in-transport located <u>outside</u> the trafficway boundaries when it became an involved unit by being struck by a motor vehicle in-transport.

Examples:
1. Motor vehicle parked in a private driveway, parking lot space, or other private property (outside the trafficway boundaries).
2. Any vehicle used for private construction occurring outside the trafficway boundaries.

Working Motor Vehicle (highway construction, maintenance, utility only) is used to indicate that this is a motor vehicle that was in the act of performing highway construction, maintenance or utility work related to the trafficway when it became an involved unit. This "work" may be located within open or closed portions of the trafficway and motor vehicles performing these activities can be within or outside the trafficway boundaries. This code does not include private construction/maintenance vehicles, or vehicles such as garbage trucks, delivery trucks, taxis, emergency vehicles (except example #6 below), tow trucks, etc.

Examples:
1. Asphalt/steam roller working in a highway construction zone paving the roadway or flattening dirt.
2. State highway maintenance crew painting lane lines on the road, mowing grass on the roadside or median, repairing potholes, removing debris from the roadway, etc.
3. Utility truck or a "cherry picker", performing maintenance on power lines along the roadway or maintaining a traffic signal.

4. A private excavating company contracted by the State digging the foundation for a new overpass.
5. A state, county, or privately owned snow plow, plowing ice/snow as part of a highway maintenance activity.
6. Street sweeper sweeping the street.
7. A vehicle in a mobile work convoy displaying arrow boards or other signaling devices warning motorists of the work activity.
8. A law enforcement vehicle which is participating strictly in a stationary construction or mobile maintenance activity as a traffic slowing, control, signaling or calming influence.

When not in the act of performing "work" and involved in the crash, these highway construction, maintenance or utility vehicles can be:

1) In-Transport when traveling from one construction site to the next (Unit Type attribute **Motor Vehicle In-Transport (Inside or Outside the Trafficway)**
2) Not In-Transport Within the Trafficway when stopped on the shoulder or within a highway work zone (Unit Type attribute **Motor Vehicle Not In-Transport Within the Trafficway**).
3) Not In-Transport Outside the Trafficway when parked and refueling at a depot (Unit Type attribute **Motor Vehicle Not In-Transport Outside the Trafficway**).
4) In-Transport Outside the Trafficway when relocating off the trafficway from a work activity area to another off-trafficway parking location.

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HIT-AND-RUN

GES: V02

Screen Heading: Vehicle Characteristics

Screen Name: Hit and Run (360-E)

Long Name: Is this a hit-and-run vehicle?

SAS Name: Vehicle.Hit_Run

Oracle Name: GES.Vehicle.HitRun

FARS:V6

Format: 1 numeric

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
1	1	0	0	No
2	2	1	1	Yes
7	7	7	*8*	*Not Reported*
3	3	9	9	Unknown

Remarks:

This element refers to cases where a vehicle is a contact vehicle in the crash and does not stop to render aid (this can include drivers who flee the scene on foot). In many states, the investigating officer will note this in the narrative or check the appropriate box on the PAR. In some cases, the driver can be cited for failing to render assistance. Review the case materials carefully for references to hit-and-run or failure to render aid.

It does not matter whether the hit-and-run vehicle was striking or struck. The hit-and-run vehicle(s) is (are) the one(s) that "departed prior to investigation by the police," or that vehicle which is "abandoned" at the scene when its occupant(s) fled from the area. If the police report indicates that the vehicle was involved in a collision which was investigated, but there is no information on that vehicle or the driver/owner because of departure prior to police arrival on-scene, then hit-and-run is indicated.

No is used if there is no reason to believe a hit-and-run occurred involving this vehicle or its driver. Example: If a vehicle is involved in a multi-vehicle collision and one of the other contact vehicles leaves the scene.

Examples include:

1. if occupants of a vehicle are taken or go directly from the scene to a medical treatment facility or physician. However if doubt exists concerning the departure for treatment, assume hit-and-run.
2. a driver who leaves the scene but furnishes name, address, vehicle make, model and model year such that it is recorded in the available information and the available information does not indicate hit-and-run.
3. vehicles which set an object in motion such that (a) the object is contacted, before it stabilizes, by another in-transport motor vehicle, and (b) the vehicle which set the object in motion leaves the scene without providing the pertinent information (compare with exception two above), and (c) the available information does not indicate hit-and-run.

Yes is used when it has been determined that this vehicle's driver left the scene with or without their vehicle.

A hit-and-run occurred when this vehicle's driver left the scene after:
- striking a pedestrian or other type of non-motorist.
- striking a parked/stopped off roadway motor vehicle (with or without occupants).
- being struck while parked or in-transport.

If Hit-and-Run is **Yes**, Driver and Person Level (MV Occupant) forms must be submitted for the driver and occupants of this vehicle involved in the crash regardless of the fact that it was a hit-and-run.

When the presence of a hit-and-run vehicle is indicated and the available information does not provide the number of occupants, the number of occupants coded must equal 1 (the driver). In cases where the hit-and-run vehicle and its driver are not identified, code all the elements on the Vehicle, Driver and Person Level as **Unknown**. Otherwise, if some information is known about the vehicle and/or driver, code all the elements for which information exists and leave the rest as **Unknown**.

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

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

Unknown is used when it cannot be determined if the vehicle and/or driver left the scene of the crash or the available information indicates "Unknown."

REGISTRATION STATE

GES: V07B (Vehicle Registration State) FARS:*V7*

Screen Heading: Vehicle Data Format: 2 numeric

Screen Name: Registered State (474-E)

Long Name: What is the vehicle's registration state?

SAS Name: Vehicle.RegState

Oracle Name: GES.Vehicle.RegistStateID

ELEMENT VALUES

		SAS		
SCN	**ORACLE**	**GES**	**FARS**	
0	0	0	00	Not Applicable
2	AL	01	01	Alabama
1	AK	02	02	Alaska
4	AS	03	03	American Samoa
5	AZ	04	04	Arizona
3	AR	05	05	Arkansas
6	CA	06	06	California
7	CO	08	08	Colorado
8	CT	09	09	Connecticut
10	DE	10	10	Delaware
9	DC	11	11	District of Columbia
11	FL	12	12	Florida
12	GA	13	13	Georgia
13	GU	14	14	Guam
14	HI	15	15	Hawaii
16	ID	16	16	Idaho
17	IL	17	17	Illinois
18	IN	18	18	Indiana
15	IA	19	19	Iowa
19	KS	20	20	Kansas
20	KY	21	21	Kentucky
21	LA	22	22	Louisiana
24	ME	23	23	Maine
23	MD	24	24	Maryland
22	MA	25	25	Massachusetts
25	MI	26	26	Michigan
26	MN	27	27	Minnesota

28	MS	28	28	Mississippi
27	MO	29	29	Missouri
29	MT	30	30	Montana
32	NE	31	31	Nebraska
36	NV	32	32	Nevada
33	NH	33	33	New Hampshire
34	NJ	34	34	New Jersey
35	NM	35	35	New Mexico
37	NY	36	36	New York
30	NC	37	37	North Carolina
31	ND	38	38	North Dakota
38	OH	39	39	Ohio
39	OK	40	40	Oklahoma
40	OR	41	41	Oregon
41	PA	42	42	Pennsylvania
42	PR	43	43	Puerto Rico
43	RI	44	44	Rhode Island
44	SC	45	45	South Carolina
45	SD	46	46	South Dakota
46	TN	47	47	Tennessee
47	TX	48	48	Texas
48	UT	49	49	Utah
51	VT	50	50	Vermont
49	VA	51	51	Virginia
50	VI	52	52	Virgin Islands
52	WA	53	53	Washington
54	WV	54	54	West Virginia
53	WI	55	55	Wisconsin
55	WY	56	56	Wyoming
77	77	77	*91*	***Not Reported***
92	92	92	92	No Registration
73	73	73	93	Multiple State Registration
57	94	94	94	U.S. Government Tags (includes military)
58	95	95	95	Canada
59	96	96	96	Mexico
60	97	97	97	Other Foreign Country*
56	93	93	98	Other Registration (includes Native American Indian Nations)
62	99	99	99	Unknown

Remarks:

Not Reported

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

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

FARS SPECIAL INSTRUCTION:

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

Not Applicable is used for vehicles that are exempt from registration.

Use state codes for all state registered vehicles, including state government vehicles. However, if your state does not register government-owned vehicles, use **Not Applicable**.

No Registration applies to vehicles that are required by state law to be registered and are NOT registered.

Multiple State Registration is used for commercial vehicles that are registered in more than one state under a valid reciprocal agreement (such as the International Registration Plan (IRP)).

GES SPECIAL INSTRUCTION:

U.S. Government is used to indicate the license was issued by the U.S. Government, such as military or State Department Foreign Service.

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REGISTERED VEHICLE OWNER

GES: XXX

Screen Heading: Not a GES Element

Screen Name:

Long Name:

SAS Name:

Oracle Name:

FARS: V8

Format: 1 numeric

ELEMENT VALUES

SCN	ORACLE	GES	SAS FARS	
X	X	X	0	Not Applicable, Vehicle Not Registered
X	X	X	1	Driver (in this crash) Was Registered Owner
X	X	X	2	Driver (in this crash) Not Registered Owner (other private owner listed)
X	X	X	3	Vehicle Registered as Business/Company/Government Vehicle
X	X	X	4	Vehicle Registered as Rental Vehicle
X	X	X	5	Vehicle Was Stolen (reported by police)
X	X	X	6	Driverless/Motor Vehicle Parked/Stopped Off Roadway
X	X	X	9	Unknown

Remarks:

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

The type of ownership, "loan vs. lease," does not change the coding. An individual or company should be the Registered Vehicle Owner, regardless of the bank holding the loan or lease. Banks and leasing companies should be the Registered Vehicle Owner for their own fleets only.

Not Applicable applies to vehicles that are not registered, both exempt from registration and illegally not registered. (See **Vehicle Was Stolen (reported by police)** for stolen vehicles.)

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

Vehicle Registered as Rental Vehicle applies for rental vehicles, such as: Hertz, Ryder trucks, etc.

Vehicle Was Stolen (reported by police) takes precedence over codes "0, 2, 3, 4, 6," when multiple conditions exist.

Driverless/Motor Vehicle Parked/Stopped Off Roadway is used for both in-transport and not in-transport motor vehicles. This attribute should always be used if Unit Type is coded as "2" or "3," even if other applicable conditions exist. This attribute is also used to indicate that this is a "driverless" motor vehicle in-transport (e.g., driverless vehicle stopped in a travel lane). If indicating this is a "driverless" motor vehicle in-transport, this attribute does not take precedence over codes "0, 3, 4, 5," when multiple conditions exist.

Unknown is used when information on the registered owner is unknown or unclear; and in certain cases when the driver cannot be determined, but the registered owner is known.

VEHICLE MAKE

GES: V03

Screen Heading: Vehicle Data

Screen Name: Make (370-E)

Long Name: What is the vehicle make?

SAS Name: Vehicle.Make

Oracle Name: GES.Vehicle.MakeID

FARS:*V9*

Format: 2 numeric

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
1	1	1	01	American Motors
2	2	2	02	Jeep/Kaiser-Jeep/Willys-Jeep
3	3	3	03	AM General
6	6	6	06	Chrysler
7	7	7	07	Dodge
8	8	8	08	Imperial
9	9	9	09	Plymouth
10	10	10	10	Eagle
12	12	12	12	Ford
13	13	13	13	Lincoln
14	14	14	14	Mercury
18	18	18	18	Buick/Opel
19	19	19	19	Cadillac
20	20	20	20	Chevrolet
21	21	21	21	Oldsmobile
22	22	22	22	Pontiac
23	23	23	23	GMC
24	24	24	24	Saturn
25	25	25	25	Grumman
29	29	29	29	Other Domestic Manufacturers
30	30	30	30	Volkswagen
31	31	31	31	Alfa Romeo
32	32	32	32	Audi
33	33	33	33	Austin/Austin Healey
34	34	34	34	BMW
35	35	35	35	Datsun/Nissan
36	36	36	36	Fiat

37	37	37	Honda
38	38	38	Isuzu
39	39	39	Jaguar
40	40	40	Lancia
41	41	41	Mazda
42	42	42	Mercedes-Benz
43	43	43	MG
44	44	44	Peugeot
45	45	45	Porsche
46	46	46	Renault
47	47	47	Saab
48	48	48	Subaru
49	49	49	Toyota
50	50	50	Triumph
51	41	51	Volvo
52	52	52	Mitsubishi
53	53	53	Suzuki
54	54	54	Acura
55	55	55	Hyundai
56	56	56	Merkur
57	57	57	Yugo
58	58	58	Infiniti
59	59	59	Lexus
60	60	60	Diahatsu
61	61	61	Sterling
62	62	62	Land Rover
63	63	63	Kia
20212	64	64	Daewoo
263032	65	65	Smart
69	69	69	Other Import
70	70	70	BSA
71	71	71	Ducati
72	72	72	Harley-Davidson
73	73	73	Kawasaki
74	74	74	Moto-Guzzi
75	75	75	Norton
76	76	76	Yamaha
		77	Victory
78	78	XX	Other Make Moped
79	79	XX	Other Make Motored Cycle
80	80	80	Brockway
81	81	81	Diamond Rio/Rio
82	82	82	Freightliner
83	83	83	FWD
84	84	84	International Harvester/Navistar
85	85	85	Kenworth

86	86	86	Mack
87	87	87	Peterbilt
88	88	88	Iveco/Magirus
82/9801	82/98	89	White/Autocar White/GMC
90	90	90	Bluebird
91	91	91	Eagle Coach
92	92	92	Gillig
93	93	93	MCI
94	94	94	Thomas Built
97	97	*97*	*Not Reported*
98	98	98	Other Make
99	99	99	Unknown Make

Remarks:

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

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

FARS SPECIAL INSTRUCTION:

SEE REMARKS UNDER VEHICLE IDENTIFICATION NUMBER – FARS – V13

GES SPECIAL INSTRUCTION:

Note that for both V03-Vehicle Make and V04-Vehicle Model, the use of the terms "other" and "unknown" have very specific meanings. "Other" refers to a make or model which is known but is not explicitly listed. "Unknown" refers to the situation where no specific make or model is known.

Selection of the proper "other" or "unknown" code can only be made with consideration of the vehicle's body type. For example, if a medium/heavy truck or bus make is known and is not listed, V03, Vehicle Make, is coded **OTHER MAKE (med/heavy truck/bus or "other")** and the appropriate model code is used. If the make is unknown but the body type is known as a "school bus", for instance, V03, Vehicle Make, is coded **Unknown Manufacturer** and V04, Vehicle Model, is coded **Unknown Bus Type**.

Unknown Manufacturer is used for a "hit-and-run" vehicle unless reliable evidence indicates the vehicle's make.

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VEHICLE MODEL

GES: V04

Screen Heading: Vehicle Data

Screen Name: Model (380-E)

Long Name: What is the vehicle model?

SAS Name: Vehicle.Model

Oracle Name: GES.Vehicle.ModelID

FARS: *V10*

Format: 3 numeric

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
		001-397	001-397	Automobiles
		398	398	Other (Automobile)
		399	399	Unknown (Automobile)
		401-497	401-497	Light Trucks
		498	498	Other (Light Trucks)
		499	499	Unknown (Light Trucks)
		701-706	701-706	Motorcycles
		709	709	Unknown cc (Motorcycles)
		731-734	731-734	All Terrain Vehicles
		739	739	Unknown cc (ATV)
		801-809	801-809	Other Make (Medium/Heavy Trucks)
		850	850	Motor Home
		881-890	881-890	Medium/Heavy Trucks
		898	898	Other (Medium/Heavy Trucks)
		899	899	Unknown (Medium/Heavy Trucks)
		901-908	901-908	Other Make (Buses)
		981-987	981-987	Buses
		988	988	Other (Bus
		997	***997***	***Not Reported***

777	998	Other (Vehicle)
999	999	Unknown

Remarks:

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

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

FARS SPECIAL INSTRUCTION:

SEE REMARKS UNDER VEHICLE IDENTIFICATION NUMBER – FARS – V13

GES SPECIAL INSTRUCTION:

Note that for both V03 – Vehicle Make and V04 – Vehicle Model, the use of the terms "other" and "unknown" have very specific meanings. "Other" refers to a make or model which is known but is not explicitly listed. "Unknown" refers to the situation where no specific make or model is known.

Selection of the proper "other" or "unknown" code can only be made with consideration of the vehicle's body type. For example, if a medium/heavy truck or bus make is known and is not listed, V03 – Vehicle Make, is coded OTHER MAKE (med/heavy truck/bus or "other") and the appropriate model code is used. If the make is unknown but the body type is known as a "school bus", for instance, V03 – Vehicle Make, is coded Unknown Manufacturer and V04 – Vehicle Model, is coded **Unknown Bus Type**.

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

ALPHABETICAL LISTING OF MAKES

FARS MAKE CODE	MAKE	MAKE/ MODEL TABLE PAGE #	NCIC CODE*	FARS MAKE CODE	MAKE	MAKE/ MODEL TABLE PAGE #	NCIC CODE*
54	Acura	145	(ACUR)	71	Ducati	211	(DUCA)
31	Alfa Romeo	145	(ALFA)	10	Eagle	163	(EGIL)
03	AM General	146	(AMGN)	91	Eagle Coach	225	
01	American Motors	147	(AMER)	29-398	Excaliber	208	(EXCL)
69-031	Aston Martin	208	(ASTO)	69-035	Ferrari	209	(FERR)
32	Audi	148	(AUDI)	36	Fiat	163	(FIAT)
33	Austin/Austin Healey	149	(AUST)	*69-398*	*Fisker*	*210*	
				12	Ford	164	(FORD)
29-001	Avanti	208	(AVTI)	82	Freightliner	217	(FRHT)
98-802	Auto-Union-DKW	227	(AUTU)	83	FWD	218	(FWD)
69-042	Bentley	209	(BENT)	69-398	Gazelle	210	(GZL)
69-052	Bertone	209	(BERO)	92	Gillig	226	
90	Bluebird	225	(BLUI)	23	GMC	168	(GMC)
34	BMW	149	(BMW)	25	Grumman	170	(GRUM)
69-032	Bricklin	208	(BRIC)	72	Harley-Davidson	211	(HD)
80	Brockway	215	(BROC)				
70	BSA	211	(BSA)	69-036	Hillman	209	(HILL)
18	Buick	151	(BUIC)	98-806	Hino	228	(HINO)
19	Cadillac	152	(CADI)	37	Honda	171	(HOND)
98-903	Carpenter	228		29-398	Hudson	208	(HUDS)
29-002	Checker	208	(CHEC)	55	Hyundai	173	(HYUN)
20	Chevrolet	153	(CHEV)	08	Imperial	174	(CHRY)
06	Chrysler	157	(CHRY)	58	Infiniti	174	(INFI)
69-033	Citroen	208	(CITR)	84	International Harvester	219	(INTL)
98-904	Collins Bus	228					
64	Daewoo	159	(DAEW)	38	Isuzu	175	(ISU)
60	Daihatsu	159	(DAIH)	88	Iveco/Magirus	222	(IVEC)
35	Datsun	189	(DATS)	39	Jaguar	177	(JAGU)
69-034	DeLorean	208	(DELO)	69-037	Jensen	209	(JENS)
29-398	Desoto	208	(DESO)	02	Jeep	177	(AMER)
69-048	Desta	209		02	Kaiser-Jeep	177	(AMER)
81	Diamond Reo or Reo	216	(DIAR)	73	Kawasaki	212	(KAWK)
				85	Kenworth	220	(KW)
98-905	DINA	228	(DINA)	63	Kia	178	(KIA)
98-803	Divco	227	(DIVC)	69-058	Koenigsegg	210	
07	Dodge	159	(DODG)	69-053	Lada	209	(LADA)

FARS MAKE CODE	MAKE	MAKE/ MODEL TABLE PAGE #	NCIC CODE*	FARS MAKE CODE	MAKE	MAKE/ MODEL TABLE PAGE #	NCIC CODE*
69-038	Lamborghini	209	(LAMO)	24	Saturn	198	(STRN)
40	Lancia	179	(LNCI)	98-807	Scania	228	(SCAN)
62	Land Rover	179	(LNDR)	69-044	Simca	209	(SIM)
59	Lexus	180	(LEXS)	69-398	Singer	210	(SIN)
13	Lincoln	181	(LINC)	65	Smart	199	
69-039	Lotus	209	(LOTU)	69-057	Spyker	210	
86	Mack	221	(MACK)	61	Sterling	199	(STLG)
69-061	Mahinda	210		98-809	Sterling	228	(STLG)
69-040	Maserati	209	(MASE)	29-001	Studabaker	208	(STU)
69-056	Maybach	210	(MAYB)	29-398	Stutz	208	(STUZ)
41	Mazda	181	(MAZD)	48	Subaru	200	(SUBA)
93	MCI	226	(MCIN)	69-045	Sunbeam	209	(SUNB)
42	Mercedes-Benz	183	(MERZ)	53	Suzuki	201	(SUZI)
14	Mercury	185	(MERC)	69-059	Tesla	210	
56	Merkur	187	(MERK)	94	Thomas Built	226	(THMS)
98-906	Mid Bus	228		49	Toyota	202	(TOYT)
69-054	Mini-Cooper	210		50	Triumph	204	(TRIU)
43	MG	187	(MG)	69-046	TVR	209	(TVR)
52	Mitsubishi	187	(MITS)	98-808	UD	228	(UD)
69-055	Morgan	210	(MORG)	98-908	Van Hool	228	
69-041	Morris	209	(MORR)	77	Victory	213	(VCTY)
74	Moto-Guzzi	212	(MOGU)	30	Volkswagen	205	(VOLK)
84	Navistar	219	(NAVI)	51	Volvo	206	(VOLV)
98-902	Neoplan	228	(NEOP)	98-804	Western Star	227	(WSTR)
35	Nissan	189	(NISS)	89	White/Autocar	224	(WHIT)
75	Norton	213	(NORT)	89	White/GMC	224	(WHGM)
21	Oldsmobile	191	(OLDS)	02	Willys-Jeep	177	(AMER)
18	Opel	152	(OPEL)	76	Yamaha	213	(YAMA)
98-907	Orion	228	(ONTR)	69-060	Yes	210	
98-805	Oshkosh	227	(OSHK)	57	Yugo	208	(YUGO)
29-398	Packard	208	(PACK)				
29-003	Panoz	208	(PANZ)				
87	Peterbilt	223	(PTRB)				
44	Peugeot	192	(PEUG)				
09	Plymouth	193	(PLYM)				
22	Pontiac	195	(PONT)				
45	Porsche	196	(PORS)				
69-049	Reliant (British)	209	(RELA)				
46	Renault	197	(RENA)				
69-042	Rolls Royce	209	(ROL)				
47	Saab	198	(SAA)				
29-004	Saleen	208					

*   **Reference:** Code Manual, Fifth
    Educational National Crime Information
    Center U.S. Department of Justice,
    Federal Bureau of Investigation Section 4
    – Vehicle Make Codes

NUMERICAL LISTING OF MAKES

FARS MAKE CODE	MAKE	MAKE/ MODEL TABLE PAGE #	NCIC CODE*	FARS MAKE CODE	MAKE	MAKE/ MODEL TABLE PAGE #	NCIC CODE*
01	American Motors	147	(AMER)	41	Mazda	181	(MAZD)
02	Jeep	177	(AMER)	42	Mercedes-Benz	183	(MERZ)
02	Kaiser-Jeep	177	(AMER)	43	MG	187	(MG)
02	Willys-Jeep	177	(AMER)	44	Peugeot	192	(PEUG)
03	AM General	146	(AMGN)	45	Porsche	196	(PORS)
06	Chrysler	157	(CHRY)	46	Renault	197	(RENA)
07	Dodge	159	(DODG)	47	Saab	198	(SAA)
08	Imperial	174	(CHRY)	48	Subaru	200	(SUBA)
09	Plymouth	193	(PLYM)	49	Toyota	202	(TOYT)
10	Eagle	163	(EGIL)	50	Triumph	204	(TRIU)
12	Ford	164	(FORD)	51	Volvo	206	(VOLV)
13	Lincoln	181	(LINC)	52	Mitsubishi	187	(MITS)
14	Mercury	185	(MERC)	53	Suzuki	201	(SUZI)
18	Buick	151	(BUIC)	54	Acura	145	(ACUR)
18	Opel	152	(OPEL)	55	Hyundai	171	(HYUN)
19	Cadillac	152	(CADI)	56	Merkur	187	(MERK)
20	Chevrolet	153	(CHEV)	57	Yugo	208	(YUGO)
21	Oldsmobile	191	(OLDS)	58	Infiniti	174	(INFI)
22	Pontiac	195	(PONT)	59	Lexus	180	(LEXS)
23	GMC	168	(GMC)	60	Daihatsu	159	(DAIH)
24	Saturn	198	(STRN)	61	Sterling	199	(STLG)
25	Grumman	170	(GRUM)	62	Land Rover	179	(LNDR)
30	Volkswagen	205	(VOLK)	63	Kia	178	(KIA)
31	Alfa Romeo	145	(ALFA)	64	Daewoo	159	(DAEW)
32	Audi	148	(AUDI)	65	Smart	199	
33	Austin/Austin Healey	149	(AUST)	70	BSA	211	(BSA)
34	BMW	149	(BMW)	71	Ducati	211	(DUCA)
35	Datsun	189	(DATS)	72	Harley-Davidson	211	(HD)
35	Nissan	189	(NISS)	73	Kawasaki	212	(KAWK)
36	Fiat	163	(FIAT)	74	Moto-Guzzi	212	(MOGU)
37	Honda	171	(HOND)	75	Norton	213	(NORT)
38	Isuzu	175	(ISU)	76	Yamaha	213	(YAMA)
39	Jaguar	177	(JAGU)	77	Victory	213	(VCTY)
40	Lancia	179	(LNCI)	80	Brockway	215	(BROC)

FARS MAKE CODE	MAKE	MAKE/ MODEL TABLE PAGE #	NCIC CODE*	FARS MAKE CODE	MAKE	MAKE/ MODEL TABLE PAGE #	NCIC CODE*
81	Diamond Reo or Reo	216	(DIAR)	69-044	Simca	209	(SIM)
				69-045	Sunbeam	209	(SUNB)
82	Freightliner	217	(FRHT)	69-046	TVR	209	(TVR)
83	FWD	218	(FWD)	69-048	Desta	209	
84	International Harvester	219	(INTL)	69-049	Reliant (British)	209	(RELA)
				69-052	Bertone	209	(BERO)
84	Navistar	219	(NAVI)	69-053	Lada	209	(LADA)
85	Kenworth	220	(KW)	69-054	Mini-Cooper	210	
86	Mack	221	(MACK)	69-055	Morgan	210	(MORG)
87	Peterbilt	223	(PTRB)	69-056	Maybach	210	(MAYB)
88	Iveco/Magirus	222	(IVEC)	69-057	Spyker	210	
89	White/Autocar	224	(WHIT)	69-058	Koenigsegg	210	
89	White/GMC	224	(WHGM)	69-059	Tesla	210	
90	Bluebird	225	(BLUI)	69-060	Yes	210	
91	Eagle Coach	225		69-061	Mahinda	210	
92	Gillig	226		*69-398*	*Fisker*	*210*	
93	MCI	226	(MCIN)	69-398	Gazelle	210	(GZL)
94	Thomas Built	226	(THMS)	69-398	Singer	210	(SIN)
29-001	Avanti	208	(AVTI)	98-802	Auto-Union-DKW	227	(AUTU)
29-001	Studabaker	208	(STU)				
29-002	Checker	208	(CHEC)	98-803	Divco	227	(DIVC)
29-003	Panoz	208	(PANZ)	98-804	Western Star	227	(WSTR)
29-004	Saleen	208		98-805	Oshkosh	227	(OSHK)
29-398	Desoto	208	(DESO)	98-806	Hino	228	(HINO)
29-398	Excaliber	208	(EXCL)	98-807	Scania	228	(SCAN)
29-398	Hudson	208	(HUDS)	98-808	UD	228	(UD)
29-398	Packard	208	(PACK)	98-809	Sterling	228	(STLG)
29-398	Stutz	208	(STUZ)	98-902	Neoplan	228	(NEOP)
69-031	Aston Martin	208	(ASTO)	98-903	Carpenter	228	
69-032	Bricklin	208	(BRIC)	98-904	Collins Bus	228	
69-033	Citroen	208	(CITR)	98-905	DINA	228	(DINA)
69-034	DeLorean	208	(DELO)	98-906	Mid Bus	228	
69-035	Ferrari	209	(FERR)	98-907	Orion	228	(ONTR)
69-036	Hillman	209	(HILL)	98-908	Van Hool	228	
69-037	Jensen	209	(JENS)				
69-038	Lamborghini	209	(LAMO)				
69-039	Lotus	209	(LOTU)				
69-040	Maserati	209	(MASE)				
69-041	Morris	209	(MORR)				
69-042	Bentley	209	(BENT)				
69-042	Rolls Royce	209	(ROL)				

* **Reference:** Code Manual, Fifth Educational National Crime Information Center U.S. Department of Justice, Federal Bureau of Investigation Section 4 – Vehicle Make Codes

MAKE:	Acura		(54)		(ACUR)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Integra	GS, LS, RS, GS-R, Type R	1986-2001, 9999	03-05,07,09
032	Legend	L, LS, GS, Special Edition, GS-R	1986-95,9999	02,04,08
033	NSX	NSX-T	1991-2005, *2010*, 9999	02
034	Vigor		1992-94,9999	04
035	TL	3.2, 3.7, SH-AWD	1996-*2010*, 9999	04
036	RL	3.5, 3.7	1996-*2010*, 9999	04
037	CL	2.2, 2.3, 3.0, 3.2, Type S	1997-2003, 9999	02
038	RSX	2.0, Type S	2002-06,9999	03
039	TSX	*2.4, 3.5*	2004-*10*,9999	04
040	*ZDX*	*3.7, SH-AWD*	*2010*	*05*
398	Other (automobile)		1986-*2010*, 9999	02-05,07-09
399	Unknown (automobile)		1986-*2010*, 9999	02-05,07-09
LIGHT TRUCKS				
401	SLX		1996-2000, 9999	14
402	RDX	*2.3, SH-AWD*	2007-*10*,9999	14
421	MDX		2001-*10*,9999	15
499	Unknown (light truck)		1996-*2010*, 9999	19
999	Unknown (ACURA)		1986-*2010*, 9999	49

MAKE:	Alfa Romeo		(31)		(ALFA)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Spider (Spyder)	Roadsters, Veloce, Quadrifoglio, Duetto, Graduate, 1600/1750/1900/ 2000 roadsters, Giulia, Giulietta, Giulietta Veloce, Tipo	1933-94,9999	01-02,09

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
032	Sports Sedan	4-door sedans (except 164); Milano, Giulietta, Super, Berlina, Alfetta, Giulia 1750/1900/2000/2600 sedans, Alpha 90	1933-89,9999	04
033	Sprint/Special	2-door coupes; Alfetta GT, Monteal, 1750/1900/2000/2600 GTV, Sprint GT, GT Veloce, Giulia, Giulietta, Super, GTA, GTV, GTZ, TZ2	1933-80,9999	02
034	GTV-6		1981-86,9999	02
035	164 (Alpha 164)	LS, Q, Quadrifoglio	1990-95,9999	04
036	8c	Competizione, Spyder	2009-*10,9999*	01, 03
398	Other (automobile)	Alfa, Montreal	1933-95, 2009-*10,9999*	01-04,08-09
399	Unknown (automobile)		1933-95, 2009-*10,9999*	01-04,08-09

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS				
401	Dispatcher	Post Office (Jeep)	1965-94,9999	14
402	Hummer	H3 (Base, Luxury, Adventure*, Limited Edition*), x, Alpha	2006-*10,9999*	14
421	Hummer (SUV from 1993-2003; see 431 for 2004 on) (for Pickup, see model 481)	Slantback-HMSB, H1, H2	1993-2003, 9999	15
431	Hummer (2004 on; see model 421 for 1993-2003)	H1 (Base, Luxury, Adventure), H2 (Base, Luxury, Adventure), Limousine	2004-*10,9999*	16
466	Dispatcher	DJ-series-Post Office Van	1965-91,9999	22
481	Hummer (Pickup) (for SUV see model 421 for 1993-2003; see 431 for 2004 on)	H1, H2 (Base, Luxury, Adventure, Limited Edition), Alpha	2002-*10,9999*	31
482	Hummer	H3T (Adventure, Luxury, Alpha)	2009-*10,9999*	31
498	Other (light truck)		1940-*2010*, 9999	14-16,19,22,31-33, 39-42, 45, 48
499	Unknown (light truck)		1940-*2010*, 9999	14-16,19,22,31-33, 39-42, 45, 48-49

MAKE:	AM General (Cont.)	(03)		(AMGN)

Model	Codes	Includes	Model Years	Body Types
MEDIUM/HEAVY TRUCKS				
884	Medium/Heavy Truck	Military off-road	1965-*2010*, 9999	60-64,71-72,78
898	Other (medium/heavy truck)		1965-94,9999	60-64,71-72,78
BUSES				
983	Bus: Rear engine, Flat front	Transit	1965-94,9999	52
988	Other (bus)		1965-94,9999	50-52,58-59
989	Unknown Bus Type		1965-94,9999	50-52,58-59
998	Other (vehicle)		1965-94,9999	91-93,97
999	Unknown (AM GENERAL)		1965-*2010*, 9999	49,79,99

MAKE:	American Motors*	(01)		(AMER)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
001	Rambler/American	Rogue, 220, 330, 440, Scrambler Deluxe, Custom, Super, Classic, Brougham	1954-69,9999	01-02,04,06, 08-09
002	Rebel/Matador/Marlin	550, 660, 770, Classic Brougham Barcelona	1964-78,9999	01-02,04,06, 08-09
003	Ambassador	800, 880, 990, SST, DPL, Brougham, DDL, Limited	1958-74,9999	02,04,06,08-09
004	Pacer	D/L, X, Limited	1975-80,9999	02-03,06,09
005	AMX	(2-seater only)	1968-70,9999	02-03,09
006	Javelin	SST, AMX (1971-1974)	1968-74,9999	02-03,09
007	Hornet/Concord	SST, Sportabout, AMX (1975-1978) Limited, DL, SC-360	1970-83,9999	01-04,06,08-09
008	Spirit/Gremlin	Limited, DL, GT (1983 on), Custom, X, AMX (1979 on)	1970-83,9999	02-03,09
009	Eagle	Concord based, 30 Series	1980-88,9999	01-04,06,08-09
010	Eagle SX-4	Spirit/Gremlin based 50 Series	1981-84,9999	02-03,09
398	Other (automobile)		1940-88,9999	01-04,06,08-09
399	Unknown (automobile)		1940-88,9999	01-04,06,08-09

* NOTE: Alliance, Encore, Premier (including L, DL, and Limited) is coded under Renault (46).

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Super 90		1966-72,9999	02,04,06,08-09
032	100	S, CS, LS, GL, Quattro (1989-on)	1970-77; 1989-94,9999	02,04,06,08-09
033	Fox		1973-79,9999	02,04,06,08-09
034	4000	Quattro, Coupe, Coupe GT, CS, S	1980-93,9999	02,04,08
035	5000	Quattro, CS, S, CS Turbo Quattro, T	1978-93,9999	04,06,09
036	80/90	Quattro, Coupe Quattro	1988-95,9999	04
037	200	Turbo Quattro	1989-92,9999	04,06,09
038	V-8 Quattro	100 series	1990-94,9999	04
039	Coupe Quattro	4000 series	1990-91,9999	02-03,09
040	S4/S6	Quattro, Avant Quattro (Wagon), **3.0**, 4.2 Saloon, Avant (2.7), RS4, Special Edition, V10, 5.6	1992-95; 2000-**10**,9999	01,04,06,09
041	Cabriolet (1994-1998)		1994-98,9999	01
042	A6	Avant Quattro Wagon (3.0L**, 3.0T**), Quattro (2.7T, 4.2), FrontTrak (2.8, 3.0L), RS6, 3.2, S Line, **3.0T**	1995-**2010**, 9999	04,06,09
043	A4	Avant Wagon (1.8T, 2.0T, 2.8, 3.0, 3.2), Avant Quattro Wagon, FrontTrak (1.8, 2.8, 3.0),Quattro (1.8T, 2.0T, 3.0, 3.2), Special Edition, S Line	1996-**2010**, 9999	01,04,06,09
044	A8	4.2 Quattro, L, W12	1997-**2010**, 9999	04
045	TT/**TTS**	FWD, Quattro AWD, 180, 225 Quattro Roadster, FrontTrak (180), 1.8L, 2.0, 3.2L, S Line, RS	2000-**10**,9999	01-03, 09
046	S8	4.2 Quattro, 5.2	2001-03; 2007-09, 9999	02,04
047	Allroad	QuattroWagon, 2.7T, 4.2	2001-05,9999	06
048	A3	2.0T/FSI, 3.2 S Line	2006-**10**,9999	05
049	A5	3.2	2008-**10**,9999	**01,** 02
050	R8	4.2**, 5.2**	2008-**10**,9999	01-02
051	A7		2008-**10**,9999	04
052	S5	4.2	2008-**10**,9999	**01,** 02
053	A2		2009	05
053	RS5		**2010**	02

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
398	Other (automobile)		1970-**2010**, 9999	01-06, 08-09
399	Unknown (automobile)		1970-**2010**, 9999	01-06, 08-09
LIGHT TRUCKS				
401	Q7	3.6/4.2 Premium, Hybrid	2007-**10**,9999	14
402	Q5	3.2	2008-**10**,9999	14
499	Unknown (light truck)		2007-**10**,9999	14
999	Unknown (AUDI)		1966-**2010**, 9999	49, 99

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

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Marina	GT	1973-75,9999	01-04,08-09
032	America		1968-72,9999	02
033	Healey Sprite	Mark II, MKIV/Princess (Special Order)	1958-70,9999	01,04,09
034	Healey 100/3000	M, S, Mark III	1953-67,9999	01
035	Mini/Mini Cooper/Mini Moke	850, S	1960-69,9999	01-02,06,09
398	Other (automobile)	A35, A40, Westminster, Cambridge, Somerset, Seven, Hereford, Sports, Sheerline, Atlantic, Countryman, Dorset, Devon	1947-75,9999	01-04,06,08-09
399	Unknown (automobile)		1947-75,9999	01-04,06,08-09

MAKE:	BMW	(34)		(BMW)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	1600/1800/2000/2002	Ti, Tii, Tilux, TR, CS, 1600-2, SA, Turbo, A, 1500, 2600, 501, 502	1955-76,9999	01-04,08-09
032	Coupe (before 1975)	2800CS, 3.0CS, 3.0csi, 3.0csl, 3200, 503, 507, M1, 1802, 2000c/cs, 2002	1956-76,9999	01-03,09
033	Bavarian Sedan	2500, 2800, 2.8 Barvarian	1969-74,9999	04

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
034	3-series	3.0s/si, 318i/is/ti/ic, 320i, 323iS/iC/i/Ci,325e/es/i/iS/ii/ C/Ci/Cic/xi/iT/xiT, Sport Wagon (iT/xiT), 328i/iS/ti/ iC/Ci/xi, xDrive, 330i/Ci/ Cic/xi, 335i/xi/***d***, xDrive, M3	1971-***2010***, 9999	01-04,06,08-09
035	5-series	524i,525i/xi,528i/iT/xi, xDrive, 530i/iT/xi,533i, 535i/xi,xDrive, 550i 540/i/iA/iT, TD Sport Wagon,525i/iT, (wagon 1992-93), M5, 545i, 550i, GT	1975-***2010***, 9999	04,***05,*** 06,09
036	6-series	630, 633, 635, csi, M6, L6, 645Ci, 650i, Neiman Marcus Edition	1976-89, 2004-***10***,9999	01, 02
037	7-series	733i, 735i, L7, 740i/L/iL/iA /Li Protection,750 i/iL/Li Protection,745i/Li,760i/Li, Alpina B7, Individual	1978-***2010***, 9999	04
038	8-series	840Ci/cia, 850i/iS/Ci/Cia	1991-97,9999	02
039	Z3	2.3/2.8/2.5i/3.0i Roadster, MRoadster, MCoupe, 2.8/3.0i Coupe	1996-2003, 9999	01-03, 09
040	Z8		2000-03,9999	01
041	V5		2007-08,9999	06
042	Z4	2.5i, 3.0i/si, ***35i,*** Z4M	2003-***10***,9999	01
043	1-Series	128i, 135i	2008-***10***,9999	01, 02
044	X6	***35i, 50i***	2008-***10***,9999	05
398	Other (automobile)		1955-***2010***, 9999	01-04,06,08-09
399	Unknown (automobile)		1955-***2010***, 9999	01-04,06,08-09
LIGHT TRUCKS				
401	X5	3.0i/si, 4.0is, 4.4i, 4.6is, 4.8is, ***M, 35d***	2000-***10***,9999	14
402	X3	2.5i, 3.0i/xDrive, 4.8is, ***M***	2004-***10***,9999	14
499	Unknown (light truck)		2000-***10***,9999	14

Model	Codes	Includes	Model Years	Body Types
MOTORCYCLES				
703	125-349cc		1948-66,9999	80
705	450-749cc		1950-2003; 2006-**10**,9999	80
706	750cc and over		1969-**2010**, 9999	80
709	Unknown cc		1948-**2010**, 9999	80
999	Unknown (BMW)		1948-**2010**, 9999	99

MAKE:	Buick	(18)		(BUIC)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
001	Special/Skylark	GS (350, 400, 455), Deluxe GS California, Sport Wagon, Custom Roadmaster (1946-59)	1946-73,9999	01-04,06,08-09
002	LeSabre/Centurion/ Wildcat	Estate Wagon, Invicta, Custom, Limited, T-Type, Ltd, C.M.I, LE, Celebration Edition, Best Seller	1959-2005, 9999	01-02,04,06, 08-09
003	Electra/Electra 225/Park Avenue (1991-on)	Limited, Park Avenue, Ultra, Base, Prestige, SE	1959-2005, 9999	01-02,04,06, 08-09
004	Roadmaster	Estate Wagon, Limited	1991-96,9999	04,06,09
005	Riviera	S-Type, T-Type, Coupe Anniversrary Edition, Silver Arrow	1963-93; 1995-99,9999	01-02,09
007	Century	Luxus, T-Type, FWD (82-on), Custom, Regal (72-77), Limited, LE, SE, Base	1954-2005, 9999	01-02,04,06, 08-09
008	Apollo/Skylark	Skylark (75), S/R	1973-76,9999	02-04,08-09
010	Regal (RWD only)	Turbo, Luxus, Grand National GNX, T-Type	1978-88,9999	02,04,06,08-09
012	Skyhawk	S-Type, Roadhawk, T-Type, GT	1975-80; 1982-89,9999	02-04,06,08-09
015	Skylark (76-85)	S/R, S, Limited, Sport, T-Type	1975-85,9999	02-04,08-09
018	Somerset/Skylark	Skylark (86-on), Sommerset, GS, Regal, Custom, Limited, T-Type	1985-98,9999	02,04,08
020	Regal (FWD)	Limited, Custom, Gold, Grand Sport GS, LS, Sport	1987-2004, 9999	02,04,08

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
021	Reatta		1988-91,9999	01-02,09
022	LaCrosse	CX, CXL (FWD/AWD), CXS, Super	2005-*10*,9999	04
023	Lucerne	CX, CXL V6, CXL V8, CXS, Super, *Special Edition*	2006-*10*,9999	04
024	Enclave	CX, CXL (FWD/AWD)	2008-*10*,9999	06
031	Opel Kadett		1965-72,9999	02,04,06,08-09
032	Opel Manta	1900, Luxus, Ralley, Sports Coupe	1966-75,9999	02,04,06,08-09
033	Opel GT		1969-75,9999	02
034	Opel Isuzu	Deluxe, Sport	1976-79,9999	02,04,08
398	Other (automobile)		1965-*2010*, 9999	01-04,06,08-09
399	Unknown (automobile)		1950-*2010*, 9999	01-04,06,08-09
LIGHT TRUCKS				
401	Rendezvous	CX, CXL, Ultra, Plus	2002-07,9999	14
402	Rainier	CXL, CXL Plus	2004-07,9999	14
441	Terraza	CX, CXL	2005-07,9999	20
499	Unknown (light truck)		2002-07,9999	14, 20
999	Unknown (BUICK)		1946-*2010*, 9999	49

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
003	Deville/Fleetwood (except Limousine)	Coupe de Ville, Sedan de Ville, Fleetwood Brougham, Fleetwood 60 Special, d'Elegance, Concours, DHS, DTS	1940-2005, 9999	01-02,04,08-09
004	Limousine	Fleetwood 75, Formal, Deville-based, DTS	1940-*2010*, 9999	12
005	Eldorado	Biarritz, El-doro, Touring Coupe, ESC, ETC	1967-2003, 9999	01-02,09
006	Commercial Series	Ambulance/Hearse, Professional	1940-*2010*, 9999	09-12
009	Allante'		1987-93,9999	01-02,09
014	Seville	Elegante, STS, SLS	1976-2004, 9999	04
016	Cimarron	D'Oro	1982-88,9999	04
017	Catera	Sport	1997-2001, 9999	04

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
018	CTS*/CTC*	Luxury, Luxury Sport, V-Series, 2.8L, *3.0L,* 3.6L	2003-*10*,9999	02, 04, 06
019	XLR	Neiman Marcus Edition, V-Series, Standard, Plantinum	2004-09,9999	01
020	SRX	V6, V8, Sports Package, *2.8L Turbo, 3.0L*	2004-*10*,9999	06
021	STS	V6,V8, V-Series, Luxury, Premium, Standard, Platinum	2005-*10*,9999	04
022	DTS	Luxury I, II, III, V8, Performance, Platinum	2006-*10*,9999	04
398	Other (automobile)		1965-*2010*, 9999	01-02,04,06, 08-09,12
399	Unknown (automobile)		1950-*2010*, 9999	01-02,04,06, 08-09,12
LIGHT TRUCKS				
421	Escalade/ESV (from 2004 on; see 431 for 2003)	4WD, 2WD, Standard, Platinum, Limousine, Hybrid	1999-2000; 2002-*10*,9999	15
431	Escalade ESV		2003	16
480	Escalade EXT (from 2002 -2006; for 2007 on see 481)	4WD, 2WD	2002-06,9999	31
481	Escalade EXT (from 2007 on; see 480 for 2002-2006)	4WD, 2WD	2007-*10*,9999	31
499	Unknown (light truck)		1999-2000; 2002-*10*,9999	49
999	Unknown (CADILLAC)		1940-*2010*, 9999	49

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
001	Chevelle/Malibu (thru '83)	Classic, Councours, Laguna**, S-3, Greenbriar, Estate, 300, SS-396/454, Deluxe	1963-83,9999	01-02,04,06, 08-09
002	Impala/Caprice	Biscayne, Belair, Super Sport, Classic, Classic Brougham, Townsman, Brookwood, Kingswood, LS, LT, LTZ, Sport, SS*, Luxury*	1955-96; 2000-*10*,9999	01-02,04,06, 08-09

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
004	Corvette	Stingray, C5, Z06, Z06-R 50th Anniversary Edition, Commemorative Edition, Indy Pace Car, ZR1, **Grand Sport**	1953-82; 1984-**2010**, 9999	01-03,09
006	Corvair	Monza, Corsa, 500, Yenko	1960-69,9999	01-02,04,06, 08-09
007	El Camino	Royal Knight, SS	1958-94,9999	10
008	Nova (-'79)	Chevy II, LN, LE, Concours, SS-350/396, Rally	1962-79,9999	01-04,06,09
009	Camaro	SS, RS, LT, Berlinetta, Iroc-Z, Z28	1967-2002, **2010**, 9999	01-03,09
010	Monte Carlo (thru '88)	LS, SS, Aerocoupe, Landau, Z34	1970-88,9999	02
011	Vega	GT, Cosworth	1971-77,9999	02-04,06,08-09
012	Monza	Spyder, 2 + 2, Towne Coupe	1974-80,9999	02-04,06,08-09
013	Chevette	S, Scooter, CS	1976-87,9999	03-05,07,09
015	Citation	X-11, Citation II	1980-85,9999	02-05,07,09
016	Cavalier	CS, RS, Z24, LS, Sport, Special Value Package	1982-2005, 9999	01-04,06,08-09
017	Celebrity	CS, Eurosport, VR	1982-90,9999	02,04,06,08-09
019	Beretta/Corsica	GT, GTZ, LT, LTZ, PX, QX, KX, LX, MX, Z26	1982-96,9999	02,04-05,08-09
020	Lumina	Z-34, Euro, LTZ, LS	1990-2001, 9999	02,04,06,08-09
022	Cobalt	LS, LT, LTZ, SS, SS Supercharged, Sport, **VL**	2005-**10**,9999	02,04
023	HHR	LS, 1LT, 2LT, SS, Panel	2006-**10**,9999	06
024	Traverse	LS, LT, LTZ	2009-**10,9999**	06
031	Spectrum		1985-89,9999	02-05,08-09
032	Nova/Geo Prism/Prism	CL, NUMMI-built vehicles, LSi	1985-2002, 9999	02-05,07-09
033	Sprint/Geo Sprint	(Cultus - foreign)	1985-89,9999	03,05,07
034	Geo Metro/Metro	Lsi, Xfi	1989-2001, 9999	01,03-05,07,09
035	Geo Storm	Gsi	1985-93,9999	02-03,09
036	Monte Carlo (1995 on)	FWD, LS, Z34, LS, LT, LTZ, SS, Sport Edition	1995-2007, 9999	02
037	Malibu/Malibu Maxx	Base, LS, LT, LTZ, SS, Hybrid	1997-**2010**, 9999	04-06
038	SSR	Signature Series, LS, LS5, 1SS, 2SS, 3SS	2004-06,9999	10

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
039	Aveo*/*Aveo 5	Base, LS, LT, Special Value	2004-*10*,9999	04-05
398	Other (automobile)	Fleetmaster, Fleetline, Styline Special, One-fifty, Bel-Air, Del Ray, Biscayne	1930-*2010*, 9999	01-11
399	Unknown (automobile)		1930-*2010*, 9999	01-11

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

LIGHT TRUCKS

Model	Codes	Includes	Model Years	Body Types
401	S-10 Blazer/TrailBlazer (2002 only; for 2003 on, see 403)	S-10 p/u based,LS,LT,ZR2 TrailBlazer, Xtreme, ZR2, LS, LT, LTZ, EXT	1982-2005, 9999	14
402	Geo Tracker/Tracker	Lsi, LT, ZR2	1989-2004, 9999	14
403	TrailBlazer (from 2003 on; for 2002, see 401)	LS, LT, LTZ, North Face Edition, EXT, SS (LS/LT)	2003-09,9999	14
404	Equinox	LS, LT, LTZ, Sport	2005-*10*,9999	14
421	Fullsize Blazer/Tahoe	K-series, fullsized p/u based, LS, LT, LTD, LTZ, 4WD, Z71, Hybrid	1969-*2010*, 9999	15
422	Suburban (from 2004 on; see 431 for 1950-2003)	LS, LT, LTZ, Z71	2004-*10*,9999	15
431	Suburban (from 1950-2003;see 422 for 2004 on)	all models (C1500/2500, K1500/2500), LS, LT, Z71	1950-2003, 9999	16
441	Astro Van	Minivan, Cargo, Passenger, LT, LS, Conversion	1985-2005, 9999	20
442	Lumina APV	Minivan, MPV	1990-96,9999	20
443	Venture	Cargo, Passenger, Plus, LS, LT, Value, Value Plus, Extended, W. B. Edition, Entertainer	1997-2005, 9999	20
444	Uplander	Base, LS, LT, LT(AWD), LT Entertainer	2005-08,9999	20
461	G-series van	Beauville,Chevy Van, Sport Van, G10-G30, Express, G1500/2500/3500, LT, LS	1957-*2010*, 9999	21-22,28-29
466	P-series van		1965-99,9999	22,28-29

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS (Cont.)				
470	Van derivative	Parcel Van, Hi-cube	1965-**2010**, 9999	28-29
471	S-10/T-10 Pickup	4 x 4, Fleetside, Extended, Crew, LS, S-10, Xtreme, ZR2, ZR5, electric pickup*	1982-2005, 9999	30,32,40,42
472	LUV	Imported pickup	1972-91,9999	30,32,40,42
473	Colorado	Z71, Z85, Sport, LS, LT, Work, Value	2004-**10**,9999	30
481	C, K, R, V-Series pickup/Silverado	C10-C30, K10-K30, R10-R30, V10-V30, Silverado: 1500 (C-K, HD), 2500 (C-K, HD), 3500 (CK), ST, LS, LT, Z71, Fleetside, Sportside, CrewCab, SS, Hybrid, LTZ, WT	1940-**2010**, 9999	31-32,39-40,42
482	Avalanche	1500/2500 Premium, North Face Edition, Z71, Z66, LS, LT, LTZ	2002-**10**,9999	31
498	Other (light truck)		1940-**2010**, 9999	14-16,19-22, 28-32, 39-40,42, 45,48
499	Unknown (light truck)		1932-**2010**, 9999	14-16,19-22, 28-32,39-40,42, 45, 48-49

* Electric Vehicle, Be sure to code Related Factors-Vehicle Level, Code "36"

Model	Codes	Includes	Model Years	Body Types
MOTOR HOME				
850	Motor Home	Truck-based	1949-**2010**, 9999	65,73
MEDIUM/HEAVY TRUCKS				
880	Medium/Heavy Pickup (pickup-style only – over 10,000 lbs)		1953-**2010**, 9999	67
881	Medium/Heavy – CBE	C50/60/65; M60/65; H70/80/90; J70/80/90; Bison 90; Kodiak (C4500) all other CBE	1955-**2010**, 9999	60-64,66, 71-72,78
882	Medium/Heavy – COE low entry	T60/65, all other COE low entry	1960-**2010**, 9999	60-64,66, 71-72,78

Model	Codes	Includes	Model Years	Body Types
MEDIUM/HEAVY TRUCKS (Cont.)				
883	Medium/Heavy – COE high entry	Titan 90, all other COE high entry	1971-80,9999	60-64,66, 71-72,78
884	Medium/Heavy – Unknown engine location		1951-*2010*, 9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1965-*2010*, 9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1949-*2010*, 9999	60-64,66, 71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)	S-60 series	1967-*2010*, 9999	50-52,58-59
988	Other (bus)		1965-*2010*, 9999	50-52,58-59
998	Other (vehicle)		1934-*2010*, 9999	91-93,97
999	Unknown (CHEVROLET)		1933-*2010*, 9999	49,79,99

** Use code "981"(bus) if the frontal plane or the engine location is unknown.

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
009	Cordoba	Crown, 300, LS	1975-83,9999	02
010	New Yorker (thru 78)/ Newport/5th Avenue/ Imperial (1979-83) (excludes all FWD)	Town and Country, Brougham, Custom, Royal, 300 (thru 1971) Frank Sinatra editions (FS), Royal Limo, Windsor Wagon/ Ambulance	1946-89,9999	01-02,04,06, 08-09,11-12
014	New Yorker/E-Class/ Imperial (1990-93)/ Fifth Avenue	FWD vehicles, Turbo, Salon	1980-93,9999	02,04,08
015	Laser	Turbo, XE, XT	1984-86,9999	03
016	LeBaron	Premium, Salon (RWD), Landau, LX, Town and Country cars and wagon, Medallion, FWD except GTS or GTC Sport Coupe	1977-94,9999	01-09

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
017	LeBaron GTS/GTC	GT, GTS-Turbo, GTC-Sport Coupe	1982-95,9999	01-09
031	TC (Maserati Sport)	Turbo Convertible	1988-91,9999	01-03,09
035	Conquest	TSI, Turbo	1987-89,9999	03
041	Concorde	LX, LXi, Limited	1993-2004, 9999	04
042	LHS	New Yorker (1994-on)	1994-97; 1999-2001, 9999	04
043	Sebring	JX, JXi, LX, LXi,GTC, TSi, Limited, Plus, Platinum, Touring, Signature Series	1995-*2010*, 9999	01-02,04,08-09
044	Cirrus	LX, LXi	1995-2000, 9999	04
050	Executive	Sedan and Limo	1983-87,9999	04,09,11-12
051	300M/300/300C	Special, Platinum, Touring, Limited, SRT, Signature Series, SRT8, LX, SRT, Heritage, Great American, Walter P. Chrysler Executive Series	1999-*2010*, 9999	04
052	PT Cruiser	Base, Touring, Limited, GT, Turbo, Dream Cruiser, Platinum, Series 4, Signature Series, Street Cruiser, Pacific Coast Highway, LX, Sunset Blvd.	2001-*10*,9999	01,06
053	Prowler (2002 on) (1997,1999-01 see Plymouth)	Roadster, Black Tie Edition	2002	01
054	Pacifica	Premium, Luxury, Touring, Signature Series, LX	2004-08,9999	06
055	Crossfire	Limited, SRT6, Standard	2004-08,9999	01,02
398	Other (automobile)		1946-*2010*, 9999	01-09,11-12
399	Unknown (automobile)		1946-*2010*, 9999	01-09,11-12
LIGHT TRUCKS				
421	Aspen	Limited, Signature, Hybrid	2007-09,9999	15

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS (Cont.)				
441	Town and Country	Minivan, SX, LX, LXi, Ltd., SWB, LWB, AWD, FWD, eL, eX, Touring, Platinum, Signature Series	1990-*2010*, 9999	20
442	Voyager (2000 on; 1984-00 see Plymouth)	Base, Popular, Value, LX, eC	2000-03,9999	20
499	Unknown (light truck)		1990-*2010*, 9999	15, 20,29
999	Unknown (CHRYSLER)		1946-*2010*, 9999	49

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Lanos	S, SE, SX, Sport	1999-2002, 9999	03-04,09
032	Nubira	SX, CDX, SE	1999-2002, 9999	04-06,09
033	Leganza	SE, SX, CDX	1999-2002, 9999	04
398	Other (automobile)		1999-2002, 9999	03-07,09
399	Unknown (automobile)		1999-2002, 9999	03-07,09

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Charade		1988-94,9999	03-04,09
LIGHT TRUCKS				
401	Rocky		1990-92,9999	14
999	Unknown (DAIHATSU)		1990-94,9999	49

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
001	Dart	170, 270, Custom, GT, Swinger, Demon, 340, 360, Special, Sport, Special Edition	1960-76,9999	01-02,04,06, 08-09

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
002	Coronet/Magnum/ Charger (thru 1978)	Brougham, Custom, Superbee, 500, Crestwood, Deluxe, XE, R/T, 440, SE, Police	1964-79,9999	01-02,04,06, 08-09
003	Polara/Monaco/ Royal Monaco	Custom, Special, Police, Taxi, Crestwood, Brougham	1964-78,9999	01-02,04,06, 08-09
004	Viper	RT/10, GTS, ACR, SRT-10	1992-*2010*, 9999	01-02,09
005	Challenger	R/T, T/A, Rallye	1970-74,9999	01-02,09
006	Aspen	Custom, Special Edition, Police, R/T, Sport	1976-80,9999	02,04,06,08-09
007	Diplomat	Medallion, S, Salon, SE	1977-89,9999	02,04,06,08-09
008	Omni/Charger (1983 on)	024, DeTomaso, Miser, Charger 2.2, GLH, Custom, Shelby, GLHS, America, Expo, SE	1978-90,9999	03,05,07
009	Mirada		1980-83,9999	02
010	St Regis	Police, Taxi	1979-81,9999	04
011	Aries (K)	Custom, SE, LE	1981-89,9999	02,04,06,08-09
012	400	LS	1982-83,9999	01-02,04,08-09
013	Rampage (car-based pickup)	2.2, GT, Sport	1982-84,9999	10
014	600	ES, Turbo, SE	1983-88,9999	01-02,04,08-09
015	Daytona	Turbo Z, C/S Competition, Shelby Z/CSX, Pacifica, IROC R/T	1984-93,9999	03
016	Lancer	Pacifica, Turbo, ES, Shelby	1985-89,9999	02-09
017	Shadow	ES, Turbo, America	1987-94,9999	01-03,05,07,09
018	Dynasty		1988-93,9999	02,04,08
019	Spirit	ES, Shelby, R/T	1989-95,9999	01-02,04,08-09
020	Neon	Competition, Highline, SE, ES, ACR R/T, SRT-4, SXT	1995-2005, 9999	02,04,08
021	Magnum	SE, SXT, R/T, SRT8	2005-08,9999	06
024	Charger	Daytona, SRT8, R/T, SE, SXT, SuperBee	2006-*10*,9999	04
025	Caliber	SE, SXT, R/T, SRT4, Sport	2007-*10*,9999	05
026	Avenger	SE, SXT, R/T	2008-*10*,9999	04
027	Journey	SE, SXT, R/T	2009-*10*,9999	06
028	Challenger	SRT8, SE, R/T	2008-*10*,9999	02
033	Challenger	all import	1978-83,9999	02
034	Colt (includes 2WD Vista)	GT, Custom, Carousel, Premier, Deluxe, E, DL, GTS, Turbo, RS	1974-94,9999	02-09

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
035	Conquest	Turbo	1984-89,9999	03
039	Stealth	RT, ES	1991-96,9999	02-03,09
040	Monaco		1990-92,9999	02,04,08
041	Intrepid	ES, R/T, S, SE, SXT	1993-2004, 9999	04
042	Avenger	ES	1995-2000, 9999	02
043	Stratus	ES, SE, R/T, Plus, SXT	1995-2007, 9999	02,04,08
398	Other (automobile)		1946-*2010*, 9999	01-10,12
399	Unknown (automobile)		1946-*2010*, 9999	01-10,12
LIGHT TRUCKS				
401	RaiderSport	Sport	1986-94,9999	14
402	Durango (1998-2003 only; see model 422 for 2004 on)	Sport, R/T, SLT, SXT, Plus	1998-2003, 9999	14
403	Nitro	SLT, SXT, R/T, *SE*	2007-*10*,9999	14
421	Ramcharger		1974-93,9999	15
422	Durango (2004 on; see 402 for 1998-2003 models)	ST, SLT, Limited, SXT, Adventurer, Hybrid	2004-*10*,9999	15
441	Vista Van	4x4 (Only)	1984-91,9999	20
442	Caravan/Grand Caravan	Mini Ram Van, 112 & 19 WB, SE, ES, LE, Sport, EX, eC, eL, AWD, Sport, EPIC-elec* SXT, C/V, Special Edition, *Cargo*	1984-*2010*, 9999	20
461	B-Series Van/Ram Van/ Ram Wagon	Sportsman, Royal, Maxiwagon, Ram, B1500-B3500, Tradesman, Ram Maxivan (1500, 2500, 3500), Ram Wagon (1500, 2500, 3500) Conversion, Cargo Van (1500: van, non-maxi van, maxi van; 2500: non-maxi, maxi van; 3500: non-maxi), Dodge Wagon (1500, 2500, 3500)	1963-2003, 9999	21,28,40-42,48
462	Sprinter	Cargo, Passenger	2004-09,9999	21,28
470	Van Derivative	Kary Van, Parcel Van	1971-*2010*, 9999	28-29
471	D50, Colt pickup, Ram 50/Ram 100		1979-93,9999	30,32

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS (Cont.)				
472	Dakota	R/T, Limited Edition, Quad Cab, Club Cab, Plus, SLT, ST, SXT, Sport, Laramie, TRX, *SE*	1987-*2010*, 9999	30-33,39,40
481	D, W-Series pickup	Custom, Royal, Ram, Miser, D100-D350, W100-W350	1955-93,9999	31-32,40,42
482	Ram Pickup	1500,2500,3500, Quad Cab, SLT, SLT+, ST, SRT-10, Laramie, Rumble Bee, Power Wagon, Daytona, TRX Off-Road, Sport	1994-*2011*, 9999	31-32,40,42
498	Other (light truck)		1979-*2011*, 9999	14-15,19,20-22, 28-33,39-42,45, 48
499	Unknown (light truck)		1949-*2011*, 9999	14-15,19,20-22, 28-33,39-42,45, 48-49

* Electric Vehicle. Be sure to code Related Factors-Vehicle Level Code "36."

Model	Codes	Includes	Model Years	Body Types
MOTOR HOME				
850	Motor Home	Truck-based	1952-*2011*, 9999	65,73
MEDIUM/HEAVY TRUCKS				
880	Medium/Heavy Pickup (pickup-style only – over 10,000 lbs)		1953-*2011*, 9999	67
881	Medium/Heavy – CBE		1966-*2011*, 9999	60-64,66, 71-72,78
882	Medium/Heavy – COE low entry		1967-77,9999	60-64,66, 71-72,78
883	Medium/Heavy – COE high entry		1967-77,9999	60-64,66, 71-72,78
884	Medium/Heavy – Unknown engine location		1962-*2011*, 9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1965-77,9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1930-*2011*, 9999	60-64,66, 71-72,78

MAKE:	Dodge (Cont.)	(07)		(DODG)

Model	Codes	Includes	Model Years	Body Types
BUSES				
981	Bus**: Conventional (Engine out front)	(not van based)	1966-77,9999	50-52,58-59
988	Other (bus)		1965-77,9999	50-52,58-59

**Use code "981"(bus) if the frontal plane or the engine location is unknown.

Model	Codes	Includes	Model Years	Body Types
998	Other (vehicle)		1965-*2011*, 9999	91-93,97
999	Unknown (DODGE)		1952-*2011*, 9999	49,79,99

MAKE:	Eagle*	(10)		(EGIL)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
034	Summit (excludes wagon)	DL, LX, ES, ESi	1989-96,9999	02-04,08-09
037	Talon	FWD, Tsi, Tsi-FWD, Esi	1990-98,9999	02-03,09
040	Premier	LX, ES, ES Limited	1988-92,9999	02,04,08
041	Vision	Esi, Tsi	1993-97,9999	04
044	Medallion	DL, LX	1988-89,9999	04,06,09
045	Summit Wagon	FWD, AWD, DX, LX (Mitsubishi)	1992-96,9999	06
398	Other (automobile)		1988-98,9999	02-04,06,08-09
399	Unknown (automobile)		1988-98,9999	02-04,06,08-09

*Note: Eagle model listed under American Motors.

MAKE:	Fiat	(36)		(FIAT)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	124 (Coupe/Sedan)	Sport	1967-75,9999	01-02,04,06, 08-09
032	124 Spider/Racer	Spider 2000/1500	1968-83,9999	01-02,09
033	Brava/131		1975-82,9999	02,04,06,08-09
034	850 (Coupe/Spider)		1967-73,9999	01-02,09
035	128		1972-79,9999	01-02,04,06, 08-09
036	X-1/9		1975-83,9999	01-02,09
037	Strada		1979-83,9999	03,05,07

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
398	Other (automobile)	600, 1100	1967-83, 9999	01-09
399	Unknown (automobile)		1967-83, 9999	01-09
MEDIUM/HEAVY TRUCKS				
882	Medium/Heavy – COE low entry		1967-83,9999	60-64,66, 71-72,78
883	Medium/Heavy – COE high entry		1967-83,9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1967-83,9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1967-83,9999	60-64,66, 71-72,78
998	Other (vehicle)		1967-83,9999	91-93,97
999	Unknown (FIAT)		1967-83,9999	99

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
001	Falcon	FuturaSprint, GT, Futura	1960-70,9999	02,04,06,08-09
002	Fairlane	Torino (1968-70), 500, Brougham	1955-70,9999	01-02,04,06, 08-09
003	Mustang/Mustang II	Mach(I), Boss, Grande, Cobra (SVT), Ghia, SVO, GT (Premium, Base, Cal Spec. Pkg.), LX, Shelby (GT500, GT500KR), Deluxe, Premium, Bullitt, V6 (Base, Premium, Pony)	1964-***2010***, 9999	01-03,09
004	Thunderbird (all sizes)	Landau, Heritage, Turbo coupe, Elan, Fila, Sport, LX, SC, Deluxe, Premium, Pacific Coast Edition, 50th Anniversary Edition	1955-98; 2002-05,9999	01-02,04,08-09
005	LTD II	S, Squire, Brougham	1977-79,9999	02,04,06,08-09
006	LTD/Custom/Galaxy (all sizes)	XL, Landau, Ranch Wagon, Country Squire, S, 500, Brougham, XL, GT	1963-86,9999	01-02,04,06, 08-09
007	Ranchero	Falcon/Fairlane based Torino/LTD II based	1960-79,9999	10

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
008	Maverick	Grabber	1969-78,9999	02,04,08
009	Pinto	Pony, MPG, ESS	1971-80,9999	02-03,06,09
010	Torino/Gran Torino/Elite	GT, Cobra, Sport, Squire, Brougham	1971-76,9999	01-02,04,06, 08-09
011	Granada	ESS, Ghia	1975-82,9999	02,04,06,08-09
012	Fairmont	Futura, Sport Coupe	1978-83,9999	02,04,06,08-09
013	Escort/EXP/ZX2	L, GL, GLX, SS, GT, LX, LXE, SE, ZX2, Deluxe, Preimium, Standard	1981-2003, 9999	02-09
015	Tempo	L, GL, GLX, Sport, 4X4	1984-94,9999	02,04,08
016	Crown Victoria	LX, LTD Crown Victoria, LX Sport	1981-***2010***, 9999	02,04,06,08-09
017	Taurus/Taurus X	MT-5, L, GL, LX, SHO, G, SE, SVG, SES, SEL, Limited, Eddie Bauer	1986-***2010***, 9999	04,06,09
018	Probe	GL, LX, GT	1988-97,9999	03
021	Five Hundred	SE, SEL, Limited	2005-07,9999	04
022	Freestyle	SE, SEL, Limited	2005-07,9999	06
023	Fusion	I4 S/SE/SEL, V6 SE/SEL***, Sport, Hybrid***	2006-***10***,9999	04
024	Edge	SE, SEL, SEL Plus, Limited***, Sport***	2007-***10***,9999	06
025	Flex	SE, SEL, Limited	2009-***10,9999***	06
031	English Ford	Cortina, Anglia, Zephyr/ Zodiac Mark III	1946-70,9999	02,04,06,08-09
032	Fiesta	Sport, Ghia	1978-80,***2011,*** 9999	03, ***04, 05***
033	Festiva	L, GL	1988-93,9999	03
034	Laser		1993-94,9999	02-03,09
035	Contour	Sport, LX, SE, SVT	1994-2001, 9999	04
036	Aspire		1994-97,9999	03,05,07
037	Focus	ZX3, LX, SE, ZTS, SVT, ZX4, ZX4, ST, ZX5, ZXW, S, SES, SEL***, SE***	2000-***10***,9999	02-06,09
038	GT		2004-06,9999	01
398	Other (automobile)	Deluxe, Ford Six, Mainline, Crestline, Futura, Galaxie, Model A	1924-***2011***, 9999	01-11
399	Unknown (automobile)		1924-***2011***, 9999	01-11

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS				
401	Bronco (thru 1977)/ Bronco II/Explorer/ Explorer Sport	Eddie Bauer, XL, XLT, Explorer, (1990 on) Eddie Bauer, Limited, XL, XLT, XLS, Explorer Sport (Value, Choice Premium), NBX, Adrenalin, Ironman	1966-77; 1983-*2010*, 9999	14
402	Escape	XLS(Value, Sport, V6 Choice/Premium), XLT (Choice, Premium, Sport), Hybrid, No Boundaries, Limited	2001-*10*,9999	14
421	Bronco-fullsize (1978-on)	Eddie Bauer, Custom, XL, XLT	1978-96,9999	15
422	Expedition	EL, XLS, XLT (4x4,4x2), Eddie Bauer (4x4,4x2), NBX, Sport, NBX, Limited, King Ranch, Funk Master Flex Edition	1996-*2010*, 9999	15
423	Excursion	XLT, Limited (LTD), Ultimate, Premium, XLS, Eddie Bauer	2000-05,9999	15
441	Aerostar	XLT, Cargo Van	1985-97,9999	20
442	Windstar	GL, LX, XLT, Splash, Cargo Limited, SE, SEL	1995-03,9999	20
443	Freestar	Base, LX, SE, S, SEL, SES, Limited	2004-07,9999	20
444	Transit Connect		2010	20
461	E-Series Van/Econoline	Econoline (E150-E450), Clubwagon (XL, XLT), Chateau, (XL,XLT), Parcel Van, Econoline Wagon E150 (XL/XLT); E350 Xl/XLT), E250 (EXT)	1960-*2010*, 9999	21-22,28,29
470	Van Derivative		1960-*2010*, 9999	28-29
471	Ranger	Supercab, 4x4, STX, SL, SLT, Splash, XL (Standard/ Super Cab), XLT, Tremor (Standard/Super Cab/Off-Road/FX4), Edge (Regular/ Super Cab), EV* (electric), Level II, Sport	1982-*2010*, 9999	30-32,40,42

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS (Cont.)				
473	Explorer Sport Trac	2WD/4WD, Value, Choice, Premium, XLS, XLT, Adrenalin, Limited	2001-*10*,9999	30
481	F-Series pickup	F100, F150-F350, (XL, XLT, Crew Cab, Super Cab, Regular Cab, Lariat, Super Duty, Flareside, Styleside, SVT Lightning, Fireside, Harley-Davidson Edition, King Ranch, SuperCrew, STX, Heritage Edition, Sport Edition, FX4*,* FX2), F450 (10,000 GVWR and under) (see model 880 for F450 >10,000 GVWR), Amarillo Package, Platinum, Cabela's, *STX*	1940-*2010*, 9999	31-32,39,40,42
498	Other (light truck)		1972-*2010*, 9999	14-16,20, 28-32,40-42, 45, 48
499	Unknown (light truck)		1928-*2010*, 9999	14-16,19-22, 28-32,39-42,45, 48-49

* Electric Vehicle, Be sure to code Related Factors-Vehicle Level, Code "36"

MOTOR HOME

Model	Codes	Includes	Model Years	Body Types
850	Motor Home	Truck-based, F-550	1956-*2010*, 9999	65,73

MEDIUM/HEAVY TRUCKS

Model	Codes	Includes	Model Years	Body Types
880	Medium/Heavy Pickup (pickup-style only – over 10,000 lbs)	Super Duty 350, F450/550, Lariat	1953-*2010*, 9999	67
881	Medium/Heavy – CBE	F-5 thru F-8, L-series, FT-series, Super Duty F-Series: 450/550/650/750/800 (does not include pickup style)	1953-*2010*, 9999	60-64,66, 71-72,78
882	Medium/Heavy – COE low entry	C/CT series, LCF	1964-*2010*, 9999	60-64,66, 71-72,78
883	Medium/Heavy – COE high entry	C/CLT series, LCF	1967-*2010*, 9999	60-64,66, 71-72,78

Model	Codes	Includes	Model Years	Body Types
MEDIUM/HEAVY TRUCKS (Cont.)				
884	Medium/Heavy – Unknown engine location		1956-*2010*, 9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1956-*2010*, 9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1965-*2010*, 9999	60-64,66, 71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)	B-series (not van based)	1964-*2010*, 9999	50,52,58-59
988	Other (bus)		1940-*2010*, 9999	50,52,58-59
998	Other (vehicle)		1940-*2010*, 9999	91-93,97
999	Unknown (FORD)		1940-*2011*, 9999	49,79,99

** **Use code "981" (bus) if the frontal plane or the engine location is unknown.**

| MAKE: | GMC | (23) | | (GMC) |

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
007	Caballero		1965-87,9999	10
008	Acadia	SLE, SLT	2007-*10*,9999	06
399	Unknown (automobile)		1965-*2010*, 9999	06, 10
LIGHT TRUCKS				
401	Jimmy/Typhoon/Envoy	S-15 based, (100.5 WB), T15, SLE, SL, SLS, SLT, XL, XUV, Denali	1983-2009, 9999	14
402	Terrain	SLE, SLT	*2010*	14
421	Fullsize Jimmy/Yukon	Fullsize pickup based, K5, K18, SL, SLE, SLT, SLS, Diamond Edition, Yukon Denali, Denali, Hybrid	1969-*2010*, 9999	15
422	Suburban/Yukon XL (2004 on; see 431 for 1950- 2003)	Yukon XL (Denali -1500-2500), SLE, SLT, Hybrid	2004-*10*,9999	15

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS (Cont.)				
431	Suburban/Yukon XL (1950-2003 only; see 422 for 2004 on)	all models, SLE, C16, C26, K16, K26, C1500-2500, K1500-2500, Yukon XL (Denali -1500-2500)	1950-2003, 9999	16
441	Safari (Minivan)	SLT, SLX, SLE, M15, L15, SL	1985-2005, 9999	20
461	G-series van/Savana	Rally Van, Vandura, G15-G35, Savana (G1500-3500) SLT, Extended, SLE, LS, LT, Uplifter, WT	1965-*2010*, 9999	21-22,28-29
466	P-series van		1965-*2010*, 9999	22,28-29
470	Van derivative	Hicube, Magna Van, Value Van, Parcel Van	1965-*2010*, 9999	28-29
471	S15/T15/Sonoma	4 X 4, Syclone, SL, SLS, SLE, Extended/Crew Cab, ZR2, ZRX, ZR5	1982-2004, 9999	30,32,40,42
472	Canyon	Base, SLE, SL, SLT, Z71, Z85, Work Truck	2004-*2010*, 9999	30
481	C, K, R, V-series pickup/ Sierra	Excluding Yukon, C15-C35, K15-K35, R15-R35, V15-V35, Sierra, C/K1500, 2500, 3500, Sportside, X81, SL, Special, SLE, Classic, Extended Cab, Denali, 1500HD/2500HD, C3, Hybrid, SLT, Work Truck, 5SA	1940-*2010*, 9999	31-32,39-40,42
498	Other (light truck)		1930-*2010*, 9999	14-16,20-22, 28-29, 40, 42, 45, 48
499	Unknown (light truck)		1951-*2010*, 9999	14-16,19-22, 28-29,39-40, 42,45,48-49
MOTOR HOME				
850	Motor Home		1950-*2010*, 9999	65,73
MEDIUM/HEAVY TRUCKS				
880	Medium/Heavy Pickup (pickup-style only – over 10,000 lbs)		1953-*2010*, 9999	67

Model	Codes	Includes	Model Years	Body Types
MEDIUM/HEAVY TRUCKS (Cont.)				
881	Medium/Heavy – CBE	W5000/6000/7000 series, Kodiak Brigadier/General models, Top Kick	1967-*2010*, 9999	60-64,66, 71-72,78
882	Medium/Heavy – COE low entry	W6000/W7000, all other COE, low entry, W/WT Series	1968-*2010*, 9999	60-64,66, 71-72,78
883	Medium/Heavy – COE high entry	Astro 95, all other COE, high entry, T Series	1969-*2010*, 9999	60-64,66, 71-72,78
884	Medium/Heavy – Unknown engine location		1948-*2010*, 9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1967-*2010*, 9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1930-*2010*, 9999	60-64,66, 71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)	B6000	1950-*2010*, 9999	50-52,58-59
988	Other (bus)		1965-*2010*, 9999	50,58-59
998	Other (vehicle)		1965-*2010*, 9999	91-93,97
999	Unknown (GMC)		1940-*2010*, 9999	49,79,99

** Use code "981"(bus) if the frontal plane or the engine location is unknown.**

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS				
401	LLV	Postal vehicle	1987-2004, 9999	22
441	Step-in van	Multi-stop, step van	1987-2004, 9999	22
498	Other (light truck)		1987-2004, 9999	22
499	Unknown (light truck)		1987-2004, 9999	22

Model	Codes	Includes	Model Years	Body Types
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy – CBE		1987-2004, 9999	60-64,66, 71-72,78
882	Medium/Heavy - COE low entry		1987-2004, 9999	60-64,66, 71-72,78
883	Medium/Heavy - COE high entry		1987-2004, 9999	60-64,66, 71-72,78
884	Medium/Heavy - engine location unknown		1987-2004, 9999	60-64,66, 71-72,78
890	Medium/Heavy - entry position unknown		1987-2004, 9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1987-2004, 9999	60-64,66, 71-72,78
BUSES				
983	Bus: Flat front, rear engine	Transit	1950-2004, 9999	50-52,58-59
988	Other (bus)		1950-2004, 9999	50-52,58-59
999	Unknown (GRUMMAN/GRUMMAN-OLSON)		1950-2004, 9999	79,99

** Use code "981"(bus) if the frontal plane or the engine location is unknown.

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Civic/CRX, del Sol	1300, 1500, CVCC, DX, EX, VX, CX, FE, CRX, CRX Si, S, Si, HF, LX, 4WD Wagon, GX (NGV), HX, VTEC, VP, Si, Civic, Hybrid, Special Edition, EX-L, DX-VP, LX-S	1973-*2010*, 9999	02-09
032	Accord	LX (V-6, ULEV), LXI, DX, CVCC,SE-i,LX-i,V-6, SJE, SME, SMH, SMK, EX (Wagon, ULEV, V-6), SE (ULEV), Special Edition, Hybrid, Value Package, LX-S, LX-P, EX-L, *Crosstour*	1976-*2010*, 9999	02-09

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILE (Cont.)				
033	Prelude	S, Si, VTEC, SNF, SH, SE	1979-2001, 9999	02
034	600	Coupe, Sedan	1968-72,9999	02
035	S2000	Roadster, CR	2000-2009, 9999	01
036	EV Plus*	*Electric vehicle (EV+)	1997-2000, 9999	03
037	Insight	*(Gasoline-Electric), MT/CVT	2000-06,***2010,*** 9999	03,05
038	FCX	Hydrogen vehicle, Clarity	2004-***2010,*** 9999	03-05
039	Fit	Base, Sport	2006-***2010***, 9999	05
041	***CR-Z***		***2010***	***03***
398	Other (automobile)		1968-***2010***, 9999	01-09
399	Unknown (automobile)		1968-***2010***, 9999	01-09
LIGHT TRUCKS				
401	Passport	LX, EX, DX, EX-L	1994-2002, 9999	14
402	CR-V	LX, EX, Special Edition (SE), SC, EX-L	1997-***2010***, 9999	14
403	Element	DX, EX, EX-P, LX, SC, ***Dog Friendly***	2003-***2010***, 9999	14
421	Pilot	EX, EX-L, LX, SE, Value Package, Touring	2003-***2010***, 9999	15
441	Odyssey	LX, EX, EX-L (Res, NAVI), Touring	1995-***2010***, 9999	20
471	Ridgeline	RT, RTL, RTS, RTX	2006-***2010***, 9999	30
499	Unknown (light truck)		1994-***2010***, 9999	14-15, 20, 30,49
MOTORCYCLES				
701	0-50 cc		1978-***2010***, 9999	80-81,83,88-89
702	51-124 cc		1965-***2010***, 9999	80-81,83,88-89
703	125-349 cc		1965-***2010***, 9999	80,83,88-89
704	350-449 cc		1965-***2010***, 9999	80,83,88-89

Model	Codes	Includes	Model Years	Body Types
MOTORCYCLES (Cont.)				
705	450-749 cc		1970-*2010*, 9999	80,83,88-89
706	750 cc or greater		1970-*2010*, 9999	80,82-83,88-89
709	Unknown cc		1965-*2010*, 9999	80-81,83,88-89
ALL TERRAIN VEHICLES				
732	51-124cc	includes all ATVs/ATCs/TRXs	1972-*2010*, 9999	90
733	125-349cc	designed solely for off-road use and have 3 or 4 wheels.	1972-*2010*, 9999	90
734	350cc or greater		1996-*2010*, 9999	90
739	Unknown cc		1972-*2010*, 9999	90
998	Other (vehicle)	Go Carts	1968-*2010*, 9999	97
999	Unknown (HONDA)		1965-*2010*, 9999	49,99

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Pony	Pony Excel (Foreign)	1979-88,9999	02-03,09
032	Excel	GL, GLS, GS	1984-94,9999	03-05,07,09
033	Sonata	GL, GLS, LX, SE, Limited	1989-*2010*, 9999	04
034	Scoupe	LS, Turbo	1991-95,9999	02
035	Elantra	GLS, GL, GT, Limited, SE, Touring	1992-*2010*, 9999	04-06,09
036	Accent	L, GL, GS, Gsi, GT, GLS, SE	1995-*2010*, 9999	03-05,07,09
037	Tiburon	FX, GT, GS, SE, Limited	1997-2008, 9999	02-03,09
038	XG300(2001)/ XG350(2002 on)	L	2001-05,9999	04
039	Azera	SE, Limited, GLS	2006-*10*,9999	04
040	Equus		2008	04
041	Genesis	3.8, 4.6	2009-***10,9999***	***02,***04

MAKE:	Hyundai (Cont.)	(55)		(HYUN)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
398	Other (automobile)		1984-*2010*, 9999	02-09
399	Unknown (automobile)		1984-*2010*, 9999	02-09
LIGHT TRUCKS				
401	Santa Fe	GL, GLS, LX, Limited, SE	2001-*10*,9999	14
402	Tucson	GL, GLS, LX, Limited, SE	2005-*10*,9999	14
403	Veracruz (2007 only)	GLS, Limited, SE	2007	14
421	Veracruz (2008 on; see 403 for 2007 only)	GLS, Limited, SE	2008-*10*,9999	15
441	Entourage	GLS, Limited, SE	2007-*10*,9999	20
499	Unknown (light truck)		2001-*10*,9999	14, 20
999	Unknown (HYUNDAI)		1979-*2010*, 9999	49

MAKE:	Imperial	(08)		(CHRY)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
010	Imperial	LeBaron, Mark Cross, Crown Imperial	1954-75,9999	01-02,04,08-09
398	Other (automobile)		1965-75,9999	01-09
399	Unknown (automobile)		1965-75,9999	01-09

MAKE:	Infiniti	(58)		(INFI)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	M30		1990-92,9999	01-02,09
032	Q45	Standard Touring, Q45t, Luxury , Sport, Premium	1990-2006, 9999	04
033	G20	G20t, Touring, Standard, Luxury	1991-96; 1999-2002, 9999	04
034	J30		1993-97,9999	04
035	I30	Standard, Touring, Luxury	1996-2001, 9999	04
036	I35	Touring, Luxury	2002-04,9999	04
037	G35/G37	x, 6MT, Journey, Sport	2003-*2010*, 9999	01,02,04

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
038	M35/M45	Sport, x,	2003-*10*,9999	04
039	FX35/FX45/FX50		2003-*10*,9999	06
040	EX35	Journey	2008-*10*,9999	06
398	Other (automobile)		1990-*2010*, 9999	01-02,04,06, 08-09
399	Unknown (automobile)		1990-*2010*, 9999	01-02,04,06, 08-09
LIGHT TRUCKS				
401	QX4	Luxury	1997-2003, 9999	14
421	QX56		2004-*10*,9999	15
499	Unknown (light truck)		1997-*2010*, 9999	14-15
999	Unknown (INFINITI)		1990-*2010*, 9999	49

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	I-Mark	S, RS, Turbo, DOHC	1981-90,9999	02-04,08-09
032	Impulse	Turbo, RS	1983-92,9999	02-03,09
033	Stylus		1991-94,9999	04
398	Other (automobile)		1981-94,9999	02-04,08-09
399	Unknown (automobile)		1981-94,9999	02-04,08-09
LIGHT TRUCKS				
401	Trooper/Trooper II	Deluxe, LS, S, LTD	1984-2002, 9999	14
402	Rodeo/ Rodeo Sport	S, LS, LSE	1991-2004, 9999	14
403	Amigo		1989-94; 1998-2000, 9999	14
404	VehiCROSS	VXO	1999-2001, 9999	14
405	Axiom	XS	2002-04,9999	14
421	Ascender	LS, S, Limited, Luxury	2003-08,9999	15
441	Oasis	S, LS	1996-99,9999	20
471	P'up (pickup)	4 X 4	1976-95,9999	30,32

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS (Cont.)				
472	Hombre	S, XS, XS Space Cab	1996-2000, 9999	30,32,40,42
473	i-280/i-290	S, LS, Luxury	2006-2008, 9999	30
474	i-350/i-370	LS, Limited, S	2006-2008, 9999	30
498	Other (light truck)		1981-2008, 9999	14-15,20,30,32, 40, 42
499	Unknown (light truck)		1981-2008, 9999	14-15,20,30,32, 39-40,42,48-49
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy – CBE		1981-2004, 9999	60-64,66, 71-72,78
882	Medium/Heavy – COE low entry	NOR, NPR,NQR, N Series	1981-*2010*, 9999	60-64,66, 71-72,78
883	Medium/Heavy – COE, high entry	FRR, FRRI, FSR, FTR, FVR, F Series	1981-*2010*, 9999	60-64,66, 71-72,78
884	Medium/Heavy – Unknown engine location		1981-*2010*, 9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1981-*2010*, 9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1981-*2010*, 9999	60-64,66, 71-72,78,97
BUSES				
981	Bus**: Conventional (Engine out front)		1981-*2010*, 9999	50-52,58-59
982	Bus: Front engine, Flat front		1981-*2010*, 9999	50-52,58-59
983	Bus: Rear engine Flat front		1981-*2010*, 9999	50-52,58-59
988	Other (bus)		1981-*2010*, 9999	50-52,58-59

** Use code "981" (bus) if the frontal plane or the engine location is unknown.

999	Unknown (ISUZU)		1981-*2010*, 9999	49,79,99

MAKE:	Jaguar	(39)		(JAGU)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	XJ-S, XK8 Coupe	S, SC, GT, H.E.	1976-*2010*, 9999	01-02,09
032	XJ/XJ6/12/XJR/XJ8/ XJ8L Sedan/Coupe	Mk II, Mk X, XJ,3.85, 3.8, 340/420 Sedan; XJ8(LWB, L,Vanden Plas, Sport); XJ6(L), C, L, Vanden Plas, III, GT, Super 8, Limited Edition, Portfolio	1949-*2010*, 9999	02,04,08
033	XK-E	V12, Roadster, 120,140, 150, 2+2	1946-74,9999	01-03,09
034	S-Type	3.0, 4.0, 4.2, Base, Sport, L, R, VDP Edition	2000-08,9999	04
035	XKR/XK	Victory Edition, Portfolio	2000-*10*,9999	01-03,09
036	X-Type	2.5, 3.0, Sport, VDP Edition	2002-08,9999	04,06
037	XF	4.2 Luxury, Premium Luxury, Supercharged,	2008-*10*,9999	04
398	Other (automobile)		1949-*2010*, 9999	01-04,06,08-09
399	Unknown (automobile)		1949-*2010*, 9999	01-04,06,08-09

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

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
001	Compass	Base, Sport, Limited	2007-*10*,9999	06
LIGHT TRUCKS				
401	CJ-2/CJ-3/CJ-4	Military	1940-66,9999	14
402	CJ-5/CJ-6/CJ-7/CJ-8	Scrambler, Renegade, Golden Eagle, Laredo, Wrangler	1967-93,9999	14
403	YJ series/Wrangler	Wrangler (SE, Sport, Sahara, X, Rubicon), Unlimited	1986-95; 1997-*2010*, 9999	14
404	Cherokee (1984-on)	Limited, Laredo, Pioneer, Sport, Grand Cherokee, TSi, Briarwood, Country, RHD, SE, Classic, Overland, Special Edition, SRT8	1984-*2010*, 9999	14

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS (Cont.)				
405	Liberty	Sport, Limited Edition, Renegade, Columbia Edition, Rocky Mountain Edition, CRD, Special Edition, Latitude	2002-*10*,9999	14
406	Commander	Base, Limited, Overland*,* Sport, Rocky Mountain	2006-*10*,9999	14
407	Patriot	Sport, Limited	2007-*10*,9999	14
421	Cherokee (thru 1983)	Wide Track, Chief, Commando, Jeepster	1969-83,9999	15
431	Grand Wagoneer	Custom, Brougham Limited, Wagoneer	1971-91; 1993, 9999	15
481	Pick-up	J-10, J-20, Honcho	1940-93,9999	31-32,40,42
482	Comanche	Chief	1986-92,9999	31-32,40,42
498	Other (light truck)		1940-*2010*, 9999	14-15,19,31-32, 40-42,45,48-49
499	Unknown (light truck)		1940-*2010*, 9999	14-15,19,31-32, 39-42,45,48-49
999	Unknown (JEEP)		1940-*2010*, 9999	49

*   Note that Jeep DJ-series are coded under MAKE 03, MODEL 466

** Willys Jeep can be coded 401, or 999.

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Sephia	RS, LS, GS	1994-01,9999	04
032	Rio/Rio5	Cinco (Wagon), LX, SX	2001-*10*,9999	04-06,09
033	Spectra/Spectra5	GS, GSX, GX, LS, LX, EX, SX	2000-*10*,9999	04,05,09
034	Optima	LX, SE, V6, EX, SX	2001-*10*,9999	04
035	Amanti		2004-*10*,9999	04
036	Rondo	EX, LX	2007-*10*,9999	06
037	Soul		2009-*10,9999*	06
038	*Forte*		*2010*	*02,04*
399	Unknown (automobile)		1994-*2010*, 9999	04-06,09
LIGHT TRUCKS				
401	Sportage	EX, LX, 4WD, Limited	1995-03, 2005-*10*,9999	14

MAKE:	KIA (Cont.)		(63)		(KIA)

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS (Cont.)				
402	Sorento	EX, LX	2003-*10*,9999	14
421	Borrego	EX, LX, *LTD*	2009-*10,9999*	15
441	Sedona	EX, LX	2002-*10*,9999	20
499	Unknown (light truck)		1995-*2010*, 9999	14, 20
999	Unknown (KIA)		1994-*2010*, 9999	49

MAKE:	Lancia		(40)		(LNCI)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Beta Sedan – HPE	Zagato	1976-82,9999	02,04,06,08-09
032	Zagato		1976-82,9999	01-02,09
033	Scorpion	(Mote Carlo- Europe Only)	1977	02
398	Other (automobile)	Stratos, Fulvia, Flavia, Appia, Aurelia, Aprilia	1946-82,9999	01-09
399	Unknown (automobile)		1946-82,9999	01-02,04,06, 08-09

*NOTE: Lancia did not import in 1980. 1982 - last year imported.

MAKE:	Land Rover		(62)		(LNDR)

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS				
401	Discovery	SD, SE, SE7, LE, LSE, Series II, Kalahari Edition, S, HSE, G-4 Edition	1994-2004, 9999	14
402	Defender	90	1993-95; 1997, 9999	14
403	Freelander (2004 on; see 422 for 2002-03.)	HSE, SE, S, SE3, G4 Edition	2004-2005, 9999	14
421	Range Rover	County, County SE, Great Divide, Hunter, LSE, County LWB, 4.0SE, 4.6HSE, S, SE, HSE, Westminster Limited Edition, Supercharged, Sport	1987-*2010*, 9999	15
422	Freelander (2002-03 only; see 403 for 2004 on)	HSE, SE, S, SE3	2002-03,9999	15

MAKE:	Land Rover (Cont.)	(62)		(LNDR)

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS (Cont.)				
423	LR3	HSE, SE	2005-*10*,9999	15
424	LR2	i6, TD4	2007-*10*,9999	15
498	Other (light truck)	Land Rover (1948-1990), Range Rover (before 1987)	1948-*2010*, 9999	14-15
499	Unknown (light truck)		1948-*2010*, 9999	14-15,19

MAKE:	Lexus	(59)		(LEXS)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	ES-250/300/330/350	Black Diamond Edition*,* Premium Plus, Ultra Luxury	1990-*2010*, 9999	04
032	LS	400/430/460/L/600h/L	1990-*2010*, 9999	04
033	SC-400/300	2-Door Coupe	1992-2000, 9999	02
034	GS-300/350/400/430/ 450h	Hybrid	1993-*2010*, 9999	04
035	IS-250/300/350/500	SportCross, Sport, F	2001-*10*,9999	04-05
036	SC-430	Special Edition, Pebble Beach	2002-*10*,9999	01
398	Other (automobile)		1990-*2010*, 9999	01-02,04-05
399	Unknown (automobile)		1990-*2010*, 9999	01-02,04-05, 08
LIGHT TRUCKS				
401	RX300	2WD, 4WD	1999-03,9999	14
402	GX470	Sport	2003-*10*,9999	14
403	RX330/350/400h	Hybrid, Thundercloud, Mark Levinson Package	2004-*10*,9999	14
421	LX450/470/570		1996-*2010*, 9999	15
499	Unknown (light truck)		1996-*2010*, 9999	14-15, 19
999	Unknown (LEXUS)		1990-*2010*, 9999	49

MAKE:	**Lincoln**	**(13)**		**(LINC)**

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
001	Continental (thru '81)/ Town Car	Continental, (thru '81), Signature/Designer Series, Town Car ('81 on, body 04 only), Cartier, Executive, L, Premium, Ballistic Protection Edition, Ultimate, Designer Series	1940-***2010***, 9999	01-02,04,08-09, 11-12
002	Mark	I, II, III, IV, V, VI, VII, VIII LSC, Signature/Designer Series	1956-98,9999	01-02,04,08-09
005	Continental ('82 on)	Signature/Designer Series, Luxury	1982-2002, 9999	02,04,08*,*12
011	Versailles		1977-80,9999	04
012	LS	Convenience, Premium, Sport, Luxury, Ultimate	2000-06,9999	04
013	Zephyr/MKZ		2006-***10***,9999	04
014	MKX		2007-***10***,9999	06
015	MKS		2008-***10***,9999	04
016	MKT		2010	06
398	Other (automobile)	Cosmopolitan, Capri, Premiere	1940-***2010***, 9999	01-12
LIGHT TRUCKS				
401	Aviator	Premium, Luxury, Ultimate, Kitty Hawk Edition	2003-06,9999	14
421	Navigator	2WD, 4WD, Premium, Luxury, Ultimate, ***L***	1997-***2010***, 9999	15
481	Blackwood		2002	31
482	Mark LT	2WD, 4WD	2006-08,9999	31
499	Unknown (light truck)		1997-***2010***, 9999	49
999	Unknown (LINCOLN)		1990-***2010***, 9999	49

MAKE:	**Mazda**	**(41)**		**(MAZD)**

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	RX2		1970-74,9999	02,04,06,08-09
032	RX3		1970-78,9999	02,04,06,08-09
033	RX4		1974-78,9999	02,04,06,08-09

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
034	RX7	S, GS, GSL, SE	1979-96,9999	01-03,09
035	323/GLC/Protégé/ Protégé5	DX, Protégé (1990-on), DX, LX, ES, Mazdaspeed	1977-2003, 9999	03-07,09
036	Cosmo		1976-78,9999	02
037	626	GT,GS,GSL,SE,DX,LX,ES	1979-2002, 9999	02,04-05,08-09
038	808		1972-77,9999	02,04,06,08-09
039	Mizer		1976	02,04,06,08-09
040	R-100		1950-72,9999	02
041	616/618		1968-72,9999	02,04,08
042	1800		1968-72,9999	04,06,09
043	929		1988-95,9999	04
044	MX-6	Turbo, LS, M-Edition	1988-97,9999	02
045	Miata/MX-5	Miata (LS), SE, SV, Mazdaspeed, Sport, Touring, Grand Touring, Club Special, Special Edition	1990-97; 1999-*2010*, 9999	01
046	MX-3	GS	1992-95,9999	02
047	Millenia	L, S, P, Millennium Edition	1995-02,9999	04
048	MP3	Limited Edition	2001	04
049	RX-8	Sport AT, Shinka, Touring, Grand Touring, R3	2003-*10*,9999	04
050	Mazda6	i, s, Grand Touring, Sport, Mazdaspeed6, Grand Sport, SV	2003-*10*,9999	04-06,09
051	Mazda3	i, s, SP23, Sport, Touring, Grand Touring, Touring Value, Mazdaspeed3	2004-*10*,9999	04-06,09
052	Mazda5	Sport, Touring, Grand Touring	2006-*10*,9999	06
053	CX-7	Sport, Touring, Grand Touring	2007-*10*,9999	05
054	CX-9	Sport, Touring, Grand Touring	2007-*10*,9999	06
398	Other (automobile)	1200, 616	1950-*2010*, 9999	02-03,09
399	Unknown (automobile)		1950-*2010*, 9999	01-09
LIGHT TRUCKS				
401	Navajo		1991-94,9999	14

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS (Cont.)				
402	Tribute	DX, DX-V6, LX-V6, ES-V6, ES, LX, i, s, Hybrid, Sport, Grand Touring, **Touring**	2001-**10**,9999	14
441	MPV	LX, ES, DX, All Sport, LX-SV	1989-98; 2000-06,9999	20
471	Pickup/ B-Series Pickup	B2000, B2200, B2300, SE-5, LX, SE (2WD, 4WD), SX, DS, Cab Plus, B2500/B2600/ B3000/B4000, Dual Sport Cab	1972-**2010**, 9999	30,32,40,42
498	Other (light truck)		1965-**2010**, 9999	14,20,30,32, 40,42
499	Unknown (light truck)		1965-**2010**, 9999	14,20,30,32, 39-40,42,48-49
999	Unknown (MAZDA)		1950-**2010**, 9999	49

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	200/220/230/240/ 250/260/280/300/ 320/420	Sedan and 5-passenger "C" only; SE,CD,D,SD,TD,TE, CE,E; DOES NOT include 280 SE (1975 on) or 300 SD-see code 037;C-Class up to 1993, E-Class up to 1997	1950-97,9999	01-02,04,06, 08-09,12
032	230/280 SL	2-seater only	1964-71,9999	01-02,09
033	300/350/380/450/500/ 560 SL	2-seater only; 300/500 SL (1990 on)	1972-94,9999	01-02,09
034	350/380/420/450/560 SLC		1973-94,9999	02
036	300/380/420/450/500/ 560/SEL & 500/560, 600 SEC & 300/350 SDL		1973-94,9999	02,04,06,08,09
037	300/380/450 SE	280 S, 280 SE (1975 on), 300 SD Sedan/350 SD	1968-94,9999	01-02,04,08-09
038	600, 6.9 Sedan	Pullman	1978-87,9999	04,12
039	190	D, E, 2.3, 2.5	1984-93,9999	04,06,09
040	300	CE Cabriolet	1993-94,9999	01
041	400/500E		1992-94,9999	01-02,04,06,08, 09

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
042	C Class (94 on)	C220/C230 (Kompressor)/ C240/C280/C320/C300/ C350/C36/C43, C32/55/**63** AMG	1994-**2010**, 9999	02,04,06,09
043	S Class (95 on)	S320/350/420/430/450/500/ 550/600, S55/63/65 (AMG)	1995-**2010**, 9999	02,04,08
044	SL Class (95 on)	SL 320/500/550/600, Silver Arrow Edition, SL55/65/63 AMG	1995-**2010**, 9999	01,02
045	SLK	SLK230/280/300/320/350, Kompressor, SLK 32/55 (AMG), Special Edition	1998-**2010**, 9999	01
046	CL Class	CL 500/550/600, CL55/63/ 65 AMG	1998-**2010**, 9999	02
047	CLK	CLK 320/350/430/500/550, Cabriolet, CLK 55/63/65 AMG	1998-**2010**, 9999	01-02
048	E Class (97 on)	300/TD, 320 (Wagon) 350/420/430/500/550, 55/63 AMG, E320CDI	1996-**2010**, 9999	04,06,09
049	SLR	McLaren, 722 Edition	2005-**10**,9999	01-02
050	R Class	R320/350/500, R63 AMG	2006-**10**,9999	06
051	CLS Class	CLS500/550, CLS55/63 AMG	2006-**10**,9999	04
398	Other (automobile)		1946-**2010**, 9999	01-12
399	Unknown (automobile)		1946-**2010**, 9999	01-12
LIGHT TRUCKS				
401	M/ML Class	ML320/350/430/500/550, ML55/63 (AMG), Special Edition	1998-**2010**, 9999	14
402	G Class	G500, G550, G55 (AMG)	2002-**10**,9999	14
403	GLK Class	220/280/320/350	2010	14
421	GL Class	GL320/450/550	2007-**10**,9999	15
461	Sprinter	(2004 on see "Freightliner" and "Dodge")	2002-03,9999	21-22,28-29
470	Van derivative	Kurbstar	1982-**2010**, 9999	28-29
498	Other (light truck)		1946-**2010**, 9999	14-16,19,21-22, 31-32,40-42, 45,48

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS (Cont.)				
499	Unknown (light truck)		1946-*2010*, 9999	14-16,19,21-22, 28-29, 31-32, 40-42,45, 48-49
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy – CBE		1965-91,9999	60-64,78
882	Medium/Heavy – COE low entry		1965-91,9999	60-64,78
883	Medium/Heavy – COE high entry		1965-91,9999	60-64,78
884	Medium/Heavy – Unknown engine location		1965-91,9999	60-64,78
890	Medium/Heavy – COE entry position unknown		1965-91,9999	60-64,78
898	Other (medium/heavy truck)		1965-91,9999	60-64,78
BUSES				
981	Bus**: Conventional (Engine out front)		1965-91,9999	50-52,58-59
988	Other (bus)		1965-91,9999	50-52,58-59
989	Unknown (bus)		1965-91,9999	91-93,97
998	Other (vehicle)		1965-*2010*, 9999	49,79,99
999	Unknown (MERCEDES BENZ)		1950-*2010*, 9999	49,79,99

** Use code "981"(bus) if the frontal plane or the engine location is unknown.

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
002	Cyclone	GT, CJ, Spoiler	1964-70,9999	01-02,09
003	Capri-domestic (1967 see 008)	RS, Turbo, GS, Black Magic, 5.0	1979-86; 1989-94,9999	01,03,09
004	Cougar/XR7 (1967-1997)	Villager, Brougham, RS, LS, GS, Eliminator, XR-7	1967-97,9999	01-02,04,06, 08-09
006	Marquis/Monterey (car version; for van version 2004 on see code 444) /Grand Marquis	Marauder (prior to 2003, 2003 on see code 039), Montclair, X-100, 5-55, Parklane, S-55, Custom, Brougham Grand Marquis (GS, LS), Medalist, Turnpike, Colony Park, GS, LS, LSE, Limited Edition, Palm Beach Edition	1952-*2010*, 9999	01-02,04,06, 08-09

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
008	Comet	Caliente, Capri (1967), GT, Voyager, 202, 404, Villager Wagon	1960-79,9999	01-02,04,06, 08-09
009	Bobcat	Runabout, Villager Wagon	1975-80,9999	03,06,09
010	Montego (prior to 1976; for 2005 on see code 020)	GT, MX, Villager, Brougham, Comet (1968-1970)	1968-76,9999	01-02,04,06, 08-09
011	Monarch	Ghia	1975-80,9999	02,04,08
012	Zephyr	GS, Z-7	1978-83,9999	02,04,06,08-09
013	Lynx/LN7	L, LS, GS, RS, XR-3	1981-87,9999	03,05-07,09
015	Topaz	L, LS, GS, 4x4, XR5, LTS, Sport	1984-94,9999	02,04,08
017	Sable	LS, GS (Premium), GS Plus, Platinum Edition, Premier, Base	1986-2005, 2008-09,9999	04,06,09
020	Montego (2005 on)	Luxury, Premier	2005-07,9999	04
021	Milan	I-4, V6 (Base/Premier)	2006-*10*,9999	04
031	Capri-foreign	Capri II, 2+2	1970-77,9999	03
033	Pantera-foreign	deTomaso	1972-74,9999	01-10
036	Tracer	L, GL, LTS, GS, LS	1988-99,9999	03-06,09
037	Mystique	GS, LS	1995-2000, 9999	04
038	Cougar (1999-2002)	V-6, I-4, S, Sport, CR, XR	1999-2002, 9999	02-03,09
039	Marauder	M75, 300A	2003-04,9999	04
398	Other (automobile)		1962-*2010*, 9999	01-10
399	Unknown (automobile)		1952-*2010*, 9999	01-10
LIGHT TRUCKS				
401	Mountaineer	Convenience, Luxury, Premier (4.0/4.6L)	1996-*2010*, 9999	14
402	Mariner	Convenience, Luxury, Premier, Hybrid	2005-*10*,9999	14
443	Villager	LS, GS, Nautica, Estate, Sport, Sport Plus, Popular	1993-2002, 9999	20
444	Monterey (van version; for car version prior to 2004 see code 006)	Convenience, Luxury, Premier	2004-07,9999	20
498	Other (light truck)		1993-*2010*, 9999	14,20
499	Unknown (light truck)		1993-*2010*, 9999	49
999	Unknown (MERCURY)		1950-*2010*, 9999	49

MAKE:	Merkur		(56)		(MERK)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	XR4Ti	Turbo	1985-89,9999	03
032	Scorpio	Turbo	1988-90,9999	05
398	Other (automobile)		1985-90,9999	03-05,07,09
399	Unknown (automobile)		1985-90,9999	03-05,07,09

MAKE:	MG		(43)		(MG)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Midget	GAN I/II/III/4/5, MK I, MK II, MKIII	1962-80,9999	01
032	MGB	MK I/II/IV, 600 Limited, V-8	1955-80,9999	01-02,09
033	MGB	GT, MK III	1967-74,9999	02-03,09
034	MGA	1500, 1600, YT,TC,TD/II, MK I/II, A	1945-62,9999	01-02,09
035	TA/TC/TD/TF	Y-Type, 430, TDC	1945-62,9999	01-02,09
036	MGC	GT	1968-69,9999	01-02,09
037	Magnette/Sports Sedans	ZB,ZA/YA/YB, MK III, MK IV, 1100, 1300	1945-66,9999	02,04,08
398	Other (automobile)		1945-80,9999	01-04,08-09
399	Unknown (automobile)		1945-80,9999	01-04,08-09

MAKE:	Mitsubishi		(52)		(MITS)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Starion	2+2, LE, Turbo, ESI	1982-89,9999	03
032	Tredia	L, LS, Turbo	1982-88,9999	04
033	Cordia	L, Turbo	1982-88,9999	03
034	Galant	ECS, Sigma (thru 88), ES, LS, DE, GTS-V6, I-4, Special Edition, Ralliart, Sport Edition	1985-*2010*, 9999	04
035	Mirage	L, Turbo,GS,LS,DS,DE,ES	1985-2002, 9999	02-04, 08-09
036	Precis		1987-94,9999	03, 05, 07

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
037	Eclipse	GS, DOHL, Turbo, GS-T, GSX, Spyder, RS, GT, GTS, GS, Remix Edition, SE	1990-*2010*, 9999	01-03, 09
038	Sigma	(prior '89 see 034)	1989-90,9999	04
039	3000 GT	SL, VR-4, Spyder	1991-99,9999	01-03,09
040	Diamante	LS, ES, LE,VR-X	1992-2004, 9999	04,06,09
045	Expo Wagon	LRV, Sport	1992-95,9999	06
046	Lancer/Lancer Sportback/ Lancer Evolution	ES, LS, O-Z, Rally, Evolution VII/VIII/IX/X, Sport, Ralliart LS, MR Edition, DE, GSR, GTS	2002-*10*,9999	04-06,09
047	Outlander	ES, LS, SE, XLS, Limited	2003-*10*,9999	06
398	Other (automobile)	500, 1000, Debonair, Galant (1969)	1960-*2010*, 9999	01-09
399	Unknown (automobile)		1960-*2010*, 9999	01-09
LIGHT TRUCKS				
401	Montero/Montero Sport	Sport, LS, SR, XLS, ES, LTD, 20th Anniversary Edition	1983-2006, 9999	14
402	Endeavor	LS, SE, XLS, Limited	2004-*10*,9999	14
441	Mini-Van	LS	1987-90,9999	20
471	Pickup	Mighty Max, SPX, 4x4	1983-96,9999	30,32,40,42
472	Raider	LS, Durocross, XLS	2006-*10*,9999	31
498	Other (light truck)		1983-*2010*, 9999	14,20,30-32,40,42
499	Unknown (light truck)		1983-*2010*, 9999	14,20,30-32,40,42, 48-49
MEDIUM/HEAVY TRUCKS				
882	Medium/Heavy – COE low entry	FUSO FE/FG/FH/FK/FM	1983-*2010*, 9999	60-64,66,71-72,78
898	Other (medium/heavy truck)		1983-*2010*, 9999	60-64,66,71-72,78

Model	Codes	Includes	Model Years	Body Types
BUSES				
981	Bus**: Conventional (Engine out front)		1981-2004, 9999	50-52,58-59
982	Bus: Front engine, Flat Front		1981-2004, 9999	50-52,58-59
983	Bus: Rear engine, Flat front		1981-2004, 9999	50-52,58-59
988	Other (bus)		1981-2004, 9999	50-52,58-59

** Use code "981"(bus) if the frontal plane or the engine location is unknown

999	Unknown (MITSUBISHI)		1983-*2010*, 9999	49,79,99

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

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	F-10		1977-78,9999	03,05-07,09
032	200SX/240SX	SE, SE-R, LE	1977-98,9999	01-03,09
033	210/1200/B210	110 series, Honeybee	1971-82,9999	02-04,06,08-09
034	Z-car, ZX	240/260/280Z&ZX, 300 ZX, 2+2, Turbo	1970-96,9999	01-03,09
035	310	SPL	1979-82,9999	02-03,05,07,09
036	510	PL,WPL	1968-73; 1978-81,9999	02-09
037	610	PL, HL	1973-76,9999	02-04,06,08-09
038	710	PL	1974-77,9999	02-04,06,08-09
039	810/Maxima	SE (Titanium Special), GXE, GLE, 3.5SE/SL/SEL /S/SV, Platinum Edition	1977-*2010*, 9999	04,06,09
040	Roadster	SPL311, SRL311, 1500, 1600, 2000, convertible, Fairlady	1950-70,9999	01
041	311/411	1000, Bluebird, PL311/ PL312/PL410/PL411/ RL411	1959-67,9999	04,06,09
042	Stanza	XE	1982-93,9999	03-07,09
043	Sentra	E, XE, GXE, SE, SE-R (Spec V), GLE, CA, 2.5LE, 1.8, 1.8S, 2.0/S/SL, Special Edition, SE-R, Platinum Edition	1982-*2010*, 9999	02,04,06,08-09

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
044	Pulsar	NX, EXA (1986 on)	1983-90,9999	02-03,05,07,09
045	Micra		1987-94,9999	01-05,07-09
046	NX 1600/2000	T-bar coupe	1991-94,9999	02-03,09
047	Altima	XE, GXE, SE, GLE, 2.5 S/SL, 3.5 S/SE/SL, SE-R, Hybrid	1993-**2010**, 9999	02, 04
048	350Z/370Z	Enthusiast, Performance, Touring, Track, Base, 35th Anniversary, Grand Touring, Nismo	2003-**10**,9999	01-02,09
049	Murano	SE, SL, S, LE	2003-**10**,9999	06
050	Versa	1.8S, 1.8SL	2007-**10**,9999	04-05
051	Rogue	S, SL	2008-**10**,9999	06
052	Cube		**2010**	06
053	GT-R	Base, Premium	2009-**10,9999**	02
398	Other (automobile)	110 sedan, K110	1955-**10**,9999	01-10
399	Unknown (automobile)		1955-**10**,9999	01-10
LIGHT TRUCKS				
401	Pathfinder	MPV, 4X4, XE, LE, SE, S, Off-Road	1986-**2010**, 9999	14
402	Xterra	XE (I-4), SE, (S/C), SE-R, Spec V, X, S, Off-Road	2000-**10**,9999	14
421	Pathfinder Armada	LE, SE, SE Off-Road	2004-**10**,9999	15
441	Van	XE, GXE	1987-91,9999	20
442	Axxess		1989-90,9999	20
443	Quest	XE, GXE, SE, GLE, 3.5 S/SE/SL, Special Edition	1993-2002; 2004-**10**,9999	20
444	Altra EV*	(electric vehicle*)	1998-2005, 9999	20
471	Datsun/Nissan Pickup 1955-1997)	120,620 series, King Cab, Hardbody, XE, SE	1955-97,9999	30,32,40,42
472	Frontier (1998 on)	XE, SE, S/C (Regular Cab, King Cab, Desert Runner, Crew Cab), Open-Sky, SVE, Nismo, Pro-4X, LE	1998-**2010**, 9999	30,32,40,42
473	Titan (from 2004-06; see 481 for 2007 on)	E, LE, SE, XE	2004-06,9999	31

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS (Cont.)				
481	Titan (from 2007 on; see 473 for 2004-06)	LE, SE, XE, PRO-4X	2007-*10*,9999	31
498	Other (light truck)	Patrol (1960)	1955-*2010*, 9999	14-15,20,30-32
499	Unknown (light truck)		1955-*2010*, 9999	14-15,20,30-32, 39-40,42,48-49

* Electric Vehicle. Be sure to code Related Factors-Vehicle Level Code "36."

Model	Codes	Includes	Model Years	Body Types
MEDIUM/HEAVY TRUCKS				
883	Medium/Heavy – COE high entry		1986-*2010*, 9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1986-*2010*, 9999	60-64,66, 71-72,78
999	Unknown (NISSAN/DATSUN)		1950-*2010*, 9999	49,79,99

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
001	Cutlass (RWD-only)	Supreme, S, LS, Salon, Brougham Vista Cruiser, F85 (thru 1972), Rallye 350, Hurst Olds, 442, Calais (thru 1985), Classic (88)	1960-88,9999	01-02,04,06, 08-09
002	Delta 88/LSS	Royale, Custom, Delta, Jetstar 88, Delmont 88, Starfire (Thru 1966), Custom Cruiser, Jetfire, Eighty-Eight (LS, 50th Anniv. Edition)	1949-99,9999	01-04,06,08-09
003	Ninety-Eight/Regency	Luxury, Futuramic, Brougham	1949-99,9999	01-02,04,08-09
005	Toronado	XS,XSR, Trofeo, Brougham Custom	1966-92,9999	02
006	Commercial Series	Ambulance/Hearse	1940-2003, 9999	09-12
012	Starfire	SX, GT, ST	1975-80,9999	01-03,09
015	Omega	X-body type, Brougham	1973-85,9999	02-04,08-09
016	Firenza	S, LS, SX, Cruiser, GT	1982-88,9999	03-06,07,09

MAKE:	Oldsmobile (Cont.)	(21)		(OLDS)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
017	Ciera	Cutlass Ciera, Cutlass Cruiser, Brougham, ES, I (International)	1982-96,9999	01-02,04,06, 08-09
018	Calais	GT, ES, 500	1985-91,9999	02,04,08
020	Cutlass (FWD)	Supreme (Excludes Ciera),GLS, GL	1988-99,9999	01,02,04,08-09
021	Achieva/Alero	SC, SL, GX, GL (1,2,4), GLS	1992-2004, 9999	02,04,08
022	Aurora	3.5L, 4.0L,Collector's Series	1995-99; 2001-03,9999	04
023	Intrigue	GL, GX, GLS	1997-2002, 9999	02,04,08
398	Other (automobile)	66/68/70/90, Dynamic 70	1930-2004, 9999	01-12
399	Unknown (automobile)		1930-2004, 9999	01-12
LIGHT TRUCKS				
401	Bravada	2WD, 4WD, Collector's Series	1991-94; 1996-2004, 9999	14
441	Silhouette	GL, GLS, Series I, Series II, GS Premier Edition, Collector's Series	1990-2004, 9999	20
499	Unknown (light truck)		1932-2004, 9999	14,20,49
999	Unknown (OLDSMOBILE)		1932-2004, 9999	49

MAKE:	Peugeot	(44)		(PEUG)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	304		1971-72,9999	04-06,09
032	403	Station Wagon	1955-67,9999	01,04,06,09
033	404	Station Wagon	1961-70,9999	01,04,06,09

MAKE:	Peugeot (Cont.)	(44)		(PEUG)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
034	504/505	STI, STX, Turbo, S, STI, STX, GL, GLS Liberte, Station Wagon, DSL, DL, GLX	1970-91,9999	04-06,09
035	604	SL, D	1977-84,9999	04
036	405	Mi-16, DL, S	1989-91,9999	04,06,09
398	Other (automobile)	202, 203	1945-91,9999	01-09
399	Unknown (automobile)		1945-91,9999	01-09
MOTORCYCLES				
701	0-50 cc		1965-83,9999	81
702	51-124cc		1965-83,9999	81
709	Unknown cc		1965-83,9999	81
999	Unknown (PEUGEOT)		1960-91,9999	99

MAKE:	Plymouth	(09)		(PLYM)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
001	Valiant/Scamp/Duster (thru 1976)	100, 200, Brougham, Signet, Custom, Special, 340, 360, Twister	1960-76,9999	01-02,04,06, 08-09
002	Satellite/Belvedere	Belvedere I/II, GTX, Roadrunner (through 1974), Brougham, Sebring, Sebring Plus, Superbird	1951-74,9999	01-02,04,06, 08-12
003	Fury (Fury Gran thru '78)	I, II, III, Roadrunner (1975), Suburban, Salon, VIP, Sport	1957-78,9999	01-02,04,06, 08-09
004	Gran Fury ('80 on)	Sedan, Coupe, Salon	1980-89,9999	02,04,06,08-09
005	Barracuda	Formula, S, 340, Gran Coupe, AAR, Cuda	1964-74,9999	01-02,09
006	Volare'	Custom, Premier, Roadrunner (1976 on), Police	1976-80,9999	02,04,06,08-09
007	Caravelle	Turbo, SE	1985-88,9999	04
008	Horizon/Turismo	TC-3, Turismo 2.2, Miser, America, Custom, SE, Duster (1985 on), Expo	1978-90,9999	03,05,07
011	Reliant (K)	SE, LE, Reliant America, Limited	1981-89,9999	02,04,06,08-09
013	Scamp-(car-based p/u)	GT, 2.2	1982-84,9999	10

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
017	Sundance	RS, Turbo, Sundance Duster, America	1987-94,9999	03,05,07
020	Neon (2002 and on, see Dodge)	Sport, Competition, Highline	1995-2001, 9999	02,04,08
031	Cricket		1971-72,9999	04,06,09
032	Arrow	GS, GT, Fire Arrow	1976-80,9999	03
033	Sapporo	all imported	1978-83,9999	02-03,09
034	Champ/Colt import (includes 2WD Vista)	Turbo, Custom, GL, SE, DL, E Station wagon (1984 on)	1979-94,9999	02-09
035	Conquest	TSI	1984-87,9999	03
037	Laser	RS, Turbo	1989-94,9999	02-03,09
038	Breeze		1996-2000, 9999	04
039	Prowler (2002 and on, see Chrysler)	Roadster, Black Tie Edition	1997;1999-2001,9999	01
398	Other (automobile)	Regant, Fleet, Savoy, Concord, Cambridge	1930-95,9999	01-12
399	Unknown (automobile)		1965-2001, 9999	01-12
LIGHT TRUCKS				
421	Trailduster		1974-93,9999	15
441	Vista Van	4X4 (only)	1987-94,9999	20
442	Voyager (minivan) (2000 and on, see Chrysler)	SE, LX, Grand Voyager, SE Expresso, EPIC-electric*	1984-2001, 9999	20
461	Van-fullsize (B-series)	Voyager (thru 1983), Sport, Premier	1965-95,9999	21
471	Arrow pickup (foreign)		1975-91,9999	30,32
498	Other (light truck)		1965-2001, 9999	15,20-21,28-29, 30,32,42,45,48
499	Unknown (light truck)		1974-2001, 9999	15,20-21,29, 30, 32, 48-49

* Electric Vehicle. Be sure to code Related Factors-Vehicle Level Code "36."

Model	Codes	Includes	Model Years	Body Types
998	Other (vehicle)		1965-2001, 9999	91-93,97
999	Unknown (PLYMOUTH)		1957-2001, 9999	49

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
001	Lemans/Tempest (thru 1970)	Safari, T-37, Luxury, Grand Sport, GTO (thru 1973), GT-37, Sprint, Judge, Grand AM (73-75), Grand Lemans	1961-81,9999	01-02,04,06, 08-09
002	Bonneville/Catalina/ Parisienne	Brougham, Grand Safari, Safari, Grandville, 2+2, Executive, Starchief, SE, SSE, SSEi, G, SLE, GXP	1954-2005, 9999	01-02,04,06, 08-09
005	Fiero	2M4, 2M6, GT, SE	1984-89,9999	02
008	Ventura/GTO	II, SJ, Sprint, GTO (74-77), Custom, Base, LS2	1971-77; 2004-06,9999	02-04,09
009	Firebird/Trans AM	Esprit, Formula, GTA, Redbird, Yellowbird, Skybird, SE, Bandit, TransAm	1967-2002, 9999	01-03,09
010	Grand Prix (RWD)	J, LJ, SJ, Brougham, 2+2, GT, STE, SE	1962-87,9999	01-02,09
011	Astre	Safari, SJ, Custom	1975-77,9999	02-03,06,09
012	Sunbird (thru 1980;1985 on see model 016)	Safari, Sport, Formula	1976-80,9999	01-09
013	T-1000/1000	2T	1981-87,9999	03,05,07
015	Phoenix	LJ, SJ	1977-84,9999	02-05,07-09
016	Sunbird (1985-1994)/ J-2000/Sunfire (1995 on)	LE, SE, GT, 2000 Convertible, 2J, S, SE, GT, 1SA, 1SB, 1SC, 1SV	1982-2005, 9999	01-09
017	6000	STE, SE, LE	1982-91,9999	02,04,06,08-09
018	Grand AM	SE, LE, GT, GT1, SE1, SE2, SC/T Package	1973-2005, 9999	02,04,08
019	G5	Base, GT	2007-*10*,9999	02
020	Grand Prix (FWD)	LE, SE, STE, GT, McLaren Turbo, GTP, Limited Edition, 40th Anniversary Edition, GXP	1988-2008, 9999	01-02,04,08-09
022	G6	Base, GT, GTP, Value Leader, GXP	2005-*10*,9999	01-02,04
023	Solstice	GXP	2006-09,9999	01-02
024	G8	GT, GXP	2008-09,9999	04
025	G3		2009-*10,9999*	04,05
031	Lemans (1988-on)	LE, SE, Tempest Canadian)	1988-93,9999	01-09

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
032	Vibe	GT, AWD, HB	2003-*10*,9999	06
398	Other (automobile)	Torpedo, Streamliner, Chieftain Star Chief, Super Chief	1946-*2010*, 9999	01-10
399	Unknown (automobile)		1926-*2010*, 9999	01-10
LIGHT TRUCKS				
401	Aztek	GT, SE, 1SA, 1SB, 1SC, Rally Edition	2001-05,9999	14
403	Torrent	GXP	2006-09,9999	14
441	Trans Sport/ Montana/SV6	SE, Montana, Extended, Versatrak, 1SV, 1SA, 1SX, 1SY, 1SE, Chrome Sport,	1990-2006, 9999	20
499	Unknown (light truck)		1990-2009, 9999	14, 20, 49
999	Unknown (PONTIAC)		1951-*2010*, 9999	49

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	911/996	L, S, E, T, SC, Carrera (2, 4, Cabriolet, Targa), GT, Slopenose, 4S, Targa, Speedster, Turbo, B series, S-Coupe, Cabriolet (S), GT2, GT3 (RS), Carrera GT	1965-*2010*, 9999	01-02,09
032	912	1600, E, T	1966-69; 1976,9999	01-02,09
033	914	1.7, 1.8, 2.0, S, 914/4/6	1970-76,9999	01
034	924	Turbo, S	1977-88,9999	01-03,09
035	928	S, S4, GT, GTS	1978-95,9999	02-03,09
036	930	Turbo	1979	02
037	944	Turbo, S, S2	1983-91,9999	01-03,09
038	959	Not Imported to U.S.	1989-94,9999	01-03,09
039	968		1992-95,9999	01,02,09
040	986/Boxster	Boxster, Boxster Cabriolet, S Roadster, S Anniversary, Limited Edition	1997-*2010*, 9999	01

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
041	Cayman	S	2006-*10*,9999	02
398	Other (automobile)	Spyder, Speedster (prior to '65), 356 (A,B,C) Grund, America, Super, 1500	1948-*2010*, 9999	01-03,09
399	Unknown (automobile)		1948-*2010*, 9999	01-03,09
LIGHT TRUCKS				
421	Cayenne	Turbo, S, Titanium*,* GTS	2003-*10*,9999	15
999	Unknown (PORSCHE)		1965-*2010*, 9999	99

| MAKE: | Renault | (46) | | (RENA) |

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	LeCar	R-5, R5TL, GTL, TL, DLX	1976-83,9999	02-05,07-09
032	Dauphine/10/R-8 Caravelle	all models, R-1190, R8 -1100	1955-71,9999	01-02,04,08-09
033	12	R-12L, R-12TL/GTL	1972-77,9999	04,06,09
034	15	R-15TL	1973-76,9999	02-03,09
035	16	R-16, R-1152	1969-72,9999	06
036	17	R17, Gordini Coupe, R17TL	1972-80,9999	01-02,09
037	18i/Sportwagon	R18i, Deluxe, DLX	1981-86,9999	04,06,09
039	Alliance/Encore GTA, Convertible	L, DL, Limited, X-37	1983-87,9999	01-05,07-09
041	Alpine	GT, GTA Coupe, Not imported to U.S.	1971-90,9999	02-03,09
044	Medallion **	DL, LX	1987	04,06,09
045	Premier**		1987	04
398	Other (automobile)	Juvaquatre, 4CV, Fregate, Domaine	1946-90,9999	01-11
399	Unknown (automobile)		1946-90,9999	01-11

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

MAKE:	Saab		(47)		(SAA)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	99/99E/900	S,GL, GLE, L, LE, 2CM, 4CM Turbo, Cabriolet, 2EM, 4EM, CM, SE	1969-98,9999	01-05,07-09
032	Sonnett	II, III, 97	1967-74,9999	02
033	95/96	V-4, M, S, M-S, Special	1959-73,9999	02,06,09
034	9000	S, Turbo, CS, CD, CDE, E, AERO,CSE	1985-98,9999	04,05,09
035	9-3	SE (Hot), Viggen, Linear Arc, Vector, Aero, 2.0T, SportCombi	1999-*2010*, 9999	01,03-07,09
036	9-5	SE, Aero, 2.3T, Set, Arc, Linear, Aero, SportCombi, 2.5T, Turbo X	1999-*2010*, 9999	02,04,06,08,09
037	9-2x	Linear, Aero	2005-06,9999	05
038	9-4X		2009-*10,9999*	06
398	Other (automobile)	Monte Carlo 850, GT850, GT750, 92/93	1950-*2010*, 9999	01-09
399	Unknown (automobile)		1950-*2010*, 9999	01-09
LIGHT TRUCKS				
401	9-7x	Arc, Linear, 4.2i, 5.3i, Altitude Edition, Aero	2005-*2010*, 9999	14
999	Unknown (SAAB)		1950-*2010*, 9999	49

MAKE:	Saturn		(24)		(STRN)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
001	SL	SL, SL1, SL2	1991-2002, 9999	04
002	SC	SC1, SC2	1991-2002, 9999	02
003	SW	SW1, SW2	1993-2001, 9999	06
004	EV1/EGV1*	Electric Vehicle (Gen II)	1997-2003, 9999	02
005	LS	LS, LS1, LS2, L100/L200/ L300, L300-1/2/3	2000-05,9999	04
006	LW	LW1, LW2, LW200/ LW300-1/2/3	2000-04,9999	06
007	Ion	Quad-coupe, 1/2/3, Red Line	2003-07,9999	04

MAKE:	Saturn (Cont.)	(24)		(STRN)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
008	Sky	Red Line	2007-*10*,9999	01
009	Aura	XE, XR, Hybrid	2007-*10*,9999	04
010	Outlook	XE, XR	2007-*10*,9999	06
011	Astra	XE, XR, Sport	2008-*10*,9999	03,05

* Electric Vehicle. Be sure to code Related Factors-Vehicle Level Code "36."

Model	Codes	Includes	Model Years	Body Types
398	Other (automobile)		1991-*2010*, 9999	02,04,06,08-09
399	Unknown (automobile)		1991-*2010*, 9999	02,04,06,08-09
LIGHT TRUCKS				
401	Vue	Red Line, 4, V6, Green Line*,* XE, *XR-4, XR-V6*	2002-*10*,9999	14
441	Relay	2, 3	2005-07,9999	20
499	Unknown (light truck)		2002-*10*,9999	14, 20
999	Unknown (SATURN)		1991-*2010*, 9999	49

MAKE:	Smart	(65)		

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Fortwo	Pure, Passion, ***BRABUS***	2008-*10*,9999	01, 02
398	Other (automobile)		2008-*10*,9999	01,02,09
399	Unknown (automobile)		2008-*10*,9999	01,02,09

MAKE:	Sterling	(61)		(STLG)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	827	Li, SL, S, SLI	1987-91,9999	04-05,09
398	Other (automobile)	825, S, SL, Oxford Edition	1987-91,9999	04-05,09
399	Unknown (automobile)		1987-91,9999	04-05,09

MAKE:	Subaru	(48)		(SUBA)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Loyale (1990 on)/DL/ FE/G/GF/GL/GLF/ STD	4-wheel drive, S, 1300, 1400, 1600, 1800, A15L, A44L, Touring Wagon, Turbo	1972-94,9999	02-09
032	Star	FF -1 Star, 1100	1971	02,04,06,08-09
033	360		1958-70,9999	02
034	Legacy/Outback(prior to 2003 only; see 045 for 2003 on)	L, LS, LSI, 4WD, Outback (Limited, Ltd, Sport, VDC, L.L. Bean Edition), GT, Brighton, Sport Utility Sedan (Ltd.), 30th Anniv. Outback, H-6, 35th Anniv., 2.5, 2.5i/GT, spec. B, 3.0R, Limited	1990-*2010*, 9999	04-06,09
035	XT/XT6	4WD Turbo, convertible, DL, GL	1985-91,9999	01-02,09
036	Justy	DL, GL, 4WD	1987-94,9999	03,05,07
037	SVX	LS, LSL, XR, LSi	1992-97,9999	02
038	Impreza	L, LS, Brighton, Outback Sport, RS, L-Sport, LX, 2.5i/ RS/TS, WRX, WRX Sport/STI/ TR, Limited Edition, Premium	1993-*2010*, 9999	02,04-06,08-09
039	RX		1986-89,9999	03-04,09
043	Brat	DL, GL	1978-87,9999	10
044	Baja	Sport, Turbo	2003-07,9999	10
045	Outback (2003 on; see 034 for prior to 2003)	H6-VDC, 35th Anniversary Edition, 2.5, 2.5i, 2.5XT, 3.0R, Special Edition, VDC Limited, Sport, L.L. Bean Edition, 3.0R	2003-*10*,9999	04-06,09
398	Other (automobile)		1968-*2010*, 9999	01-10
399	Unknown (automobile)		1968-*2010*, 9999	01-10
LIGHT TRUCKS				
401	Forester	L, S, 2.5X, 2.5XS, 2.5XT, L.L. Bean Edition, Limited, Sport*, Premium*	1997-*2010*, 9999	14
402	B9 Tribeca	Base, Limited, ***Special Edition***	2006-*10*,9999	14
499	Unknown (light truck)		1997-*2010*, 9999	14
999	Unknown (SUBARU)		1958-*2010*, 9999	49

MAKE:	Suzuki	(53)		(SUZI)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Swift/SA310	GTi, GTX, GLX, GA, GT, GL	1989-2001, *2010,* 9999	03-05,07,09
032	Esteem	GL, GLX, GLX+	1995-2002, 9999	04,06,09
033	Aerio	S,G,LX,SX (Wagon), Luxury	2002-07,9999	04,06,09
034	Forenza	S, LX, EX, Premium, Convenience, Popular	2004-08,9999	04,06,09
035	Verona	S, LX, EX, Luxury	2004-06,9999	04
036	Reno	S, LX, EX, Premium, Convenience	2005-08,9999	05
040	SX4	Base, Sport, Convenience, Touring	2007-*10*,9999	05
041	*Kizashi*		*2010*	*04*
398	Other (automobile)	800 Fronte, Alto	1981-*2010*, 9999	03-07,09
399	Unknown (automobile)		1981-*2010*, 9999	03-07,09
LIGHT TRUCKS				
401	Samurai	Standard, Deluxe, JL	1986-96,9999	14
402	Sidekick/Vitara/ Vitara V6	JS, JX, JLX, JLS, Sport, Grand Vitara (1999-2002 only; see model 404 for 2003 on) (JS, JLX, JLS, Ltd.) XL-7 (2002 only; see model 405 for 2003 on) LX	1989-2004, 9999	14
403	X-90		1996-98,9999	14
404	Grand Vitara (2003 on; see model 402 for models prior to 2003)	JS, JLX, JLS, Limited, GX, LX, XV6, Premium, XSport, Luxury	2003-*10*,9999	14
405	XL-7 (2003 on; see 402 for 2002 model year)	Standard, Touring, Limited, GX, LX, Premium, Luxury	2003-*10*,9999	14
481	Equator		2009-*10,9999*	31
498	Other (light truck)	Jimmy	1981-*2010*, 9999	14, 31
499	Unknown (light truck)		1981-*2010*, 9999	14, 31
MOTORCYCLES				
701	0-50cc		1970-*2010*, 9999	80-81,83,88-89

Model	Codes	Includes	Model Years	Body Types
MOTORCYCLES (Cont.)				
702	51-124cc		1970-*2010*, 9999	80-81,83,88-89
703	125-349cc		1969-*2010*, 9999	80,83,88-89
704	350-449cc		1970-93; 2000-*10*,9999	80,83,88-89
705	450-749cc		1969-*2010*, 9999	80,83,88-89
706	750cc-over		1970-*2010*, 9999	80,83,88-89
709	Unknown cc		1969-*10*,9999	80-83,88-89
ALL TERRAIN VEHICLES				
731	0-50cc	includes all ATVs designed solely for	1969-87; 2002-04,9999	90
732	51-124cc	off-road use and have 3 or 4 wheels.	1969-2004, 9999	90
733	125-349cc		1969-*2010*, 9999	90
734	350cc or greater		1969-93; 1999-*2010*, 9999	90
739	Unknown cc		1969-*2010*, 9999	90
999	Unknown (SUZUKI)		1969-*2010*, 9999	49,99

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Corona	Mark II, Custom, 1900, 2000, Deluxe	1966-83,9999	02,04,06,08-09
032	Corolla	1100, 1200, 1600, SR-5, LE, DX, CE, Deluxe, Custom, FX, FX16, Sport, GTS, VE, S, XRS, XLE	1969-*2010*, 9999	02-09
033	Celica	1900, 2000, GT, ST, GTS, VE, GT-S	1971-2005, 9999	01-03,09
034	Supra	Celica Supra, Soarer, Turbo	1979-98,9999	03
035	Cressida		1978-92,9999	04-06,09
036	Crown	2300, 2600, Toyopets	1958-71,9999	02,04,06,08-09
037	Carina	2000	1972-73,9999	02
038	Tercel	Corolla Tercel, 4WD, EZ, DX, LE, DLX, CE	1980-98,9999	02-09

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
039	Starlet		1981-84,9999	03
040	Camry	LE, Deluxe, XLE, DLX, SE, All-Trac, CE, SE, Limited Edition, LE, Hybrid,	1983-*2010*, 9999	02,04-06,08-09
041	MR-2/MR Spyder	Super Charged	1984-95; 2000-05,9999	01-02,09
042	Paseo	Turbo, T-bar	1992-97,9999	01-02,09
043	Avalon	XL, XLS, Limited, Touring	1995-*2010*, 9999	04
044	Solara	Camry Solara (SE, SLE, Sport)	1999-*2010*, 9999	01-02,09
045	ECHO		2000-05,9999	02,04,09
046	Prius *	*Electric hybrid, Touring	2001-*10*,9999	04,05
047	Matrix	Base, XR, XRS, STD, *S*	2003-*10*,9999	06
048	Scion xA	RS 1.0	2004-07,9999	05
049	Scion xB	1.0, 2.0 Series	2004-*10*,9999	06
050	Scion tC	1.0 Series	2005-*10*,9999	03
051	Yaris	Liftback, S	2007-*10*,9999	03-05
052	Scion xD		2008-*10*,9999	05
053	*Venza*		2009-*10,9999*	05
054	*Scion iQ*		*2010*	*04*
398	Other (automobile)	2000 GT Coupe (1960s), Sports 800, Vipor, Tiara	1960-*2010*, 9999	01-10
399	Unknown (automobile)		1960-*2010*, 9999	01-10
LIGHT TRUCKS				
401	4-Runner	SR5, Limited, Sport	1984-*2010*, 9999	14
402	RAV4*	L, EVs-electric*, Sport, Limited	1996-*10*,9999	14
403	Highlander	Limited, Hybrid, Sport	2001-*10*,9999	14
404	FJ Cruiser	Baja 1000, FJ, SE, *TRD*	2007-*10*,9999	14
421	Land Cruiser	4WD	1964-*2010*, 9999	15
422	Sequoia	SR5, Limited, Platinum	2001-*10*,9999	15
441	Minivan (1984-90)/ Previa (1991 on)	LE, Cargo, DX, XLE	1984-97,9999	20
442	Sienna	CE, LE, XLE, Symphony, Limited	1998-*2010*, 9999	20
471	Pickup	SR-5,Extra Cab, Sport, LN44, Chinook, Wonder Wagon	1974-95,9999	30-32,40,42
472	Tacoma	SR5, Xtracab, Limited, PreRunner, Side Step, Double Cab, S-Runner, X-Runner	1995-*2010*, 9999	30,32,40,42
481	T-100	DX, SR5, Limited, Xtracab	1993-98,9999	31-32,40,42

MAKE:	Toyota (Cont.)	(49)		(TOYT)

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS (Cont.)				
482	Tundra	SR5 (Access Cab), LTD, (Access Cab), Double Cab, Darrell Waltrip Special Edition, CrewMax	1999-*2010*, 9999	31-32,40,42
498	Other (light truck)		1970-*2010*, 9999	14-15,19-20, 29-30,32,39
499	Unknown (light truck)		1973-*2010*, 9999	14-15,19-20,30-32, 39-40,42,48-49
999	Unknown (TOYOTA)		1966-*2010*, 9999	49

MAKE:	Triumph	(50)		(TRIU)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Spitfire	I, II, III, IV, 1500	1962-81,9999	01,02,09
032	GT-6	MK3	1967-73,9999	01,02,09
033	TR4	TR2, TR3, TR4A	1958-68,9999	01,02,09
034	TR6		1969-76,9999	01,02,09
035	TR7/TR8		1975-81,9999	01,02,09
036	Herald	Vitesse	1960-74,9999	01-02,06,09
037	Stag		1971-73,9999	01,02,09
398	Other (automobile)	1800,2000,Mayflower, Renown,1200	1946-81,9999	01-02,04,08-09
399	Unknown (automobile)		1946-81,9999	01-02,04,08-09
MOTORCYCLES				
701	0-50cc		1965-83,9999	80
702	51-124cc		1965-83,9999	80
703	125-349cc		1950-74,9999	80
704	350-449cc		1950-71,9999	80
705	450-749cc		1950-83; 2000-*10*,9999	80
706	750cc or greater		1950-74; 1983-*2010*, 9999	80
709	Unknown cc		1950-*2010*, 9999	80
799	Unknown (motored cycle)		1950-*2010*, 9999	80
999	Unknown (TRIUMPH)		1950-*2010*, 9999	99

MAKE:	Volkswagen	(30)		(VOLK)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Karmann Ghia		1954-75,9999	01-02,09
032	Beetle 1300/1500	Flat windshield, 94.5 WB	1948-77,9999	01-02,09
033	Super Beetle	Curved windshield 95.3 WB	1971-80,9999	01-02,09
034	411/412	Squareback/Fastback	1971-74,9999	03-04,09
035	Squareback/Fastback	Type 3, 1600	1965-74,9999	02
036	Rabbit	L, GTI, Sport, LS, Custom, DL, Deluxe, *S*	1975-84, 2007-*10*,9999	01,03,05-07,09
037	Dasher		1974-81,9999	03,05-07,09
038	Scirocco	16V	1975-88,9999	02
040	Jetta	Jetta III, GL (TDI, 1.9L, 2.0L), GLI (VR6), GLS (1.8T,1.8L/I.9L/2.0L/2.8L/ TDI/VR6),GT, Carat, TDI, GLX (VR6/2.8L), Turbo Diesel, Wolfsburg Edition, 2.5L S/SE/SEL, Value Edition. 2.0T, 3.6	1981-*2010*, 9999	02,04,06,08
041	Quantum	Synco	1982-88,9999	02,04,06,08-09
042	Golf/Cabriolet/Cabrio/ GTI	Golf II, GTI (GLS, GLX 1.8T/2.8L), GT, GL(1.8T/ VR6/2.0L/1.9L/ TDI), Golf III, GLS (1.8T/1.8L/1.9L/ 2.0/TDI), Wolfsburg, Cabrio (GL, GLS, GLX), 20th Anniversary, R32, MkV	1985-*2010*, 9999	01,03,05-07, 09
043	Rabbit Pickup	car-based pickup	1980-83,9999	10
044	Fox	GL	1987-94,9999	02,04,06,08-09
045	Corrado		1989-94,9999	02
046	Passat	GL,GLS(1.8T,Synchro,V6), TDI,GLX(1.8T, 2.0T, W8, Synchro,V6), 4MOTION, 3.6 GL, Value Edition, CC	1990-*2010*, 9999	04,06,09
047	New Beetle	GL GLS TDI, 1.8T/1.8L/ 1.9L/2.0L/2.5/2.5L Syncro/ V6, GLX (1.8T), Turbo S	1998-*2010*, 9999	01,03,09
048	Phaeton	3.2L, 4.2L, V6, V8,W12	2003-06,9999	04
051	Eos	2.0T, 3.2L, Komfort, Lux, VR6	2007-*10*,9999	01
052	*Polo*		*2010*	*05*
398	Other (automobile)		1965-*2010*, 9999	01-10
399	Unknown (automobile)		1956-*2010*, 9999	01-10

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS				
401	The Thing (181)		1973-75,9999	14
402	Tiguan	S, SE, SEL	2008-*10*,9999	14
421	Touareg/Touareg 2	V6, V8, V10, VR6 FSI	2003-*10*,9999	15
441	Vanagon/Camper	Bus, Kombi, Van	1955-91,9999	20
442	Eurovan	GLS, MV, Camper, Weekender Package	1992-04,9999	20
443	Routan	S, SE, SEL Premium/RSE	2009-*10,9999*	20
498	Other (light truck)		1967-80,9999	14-15,20
499	Unknown (light truck)		1965-*2010*, 9999	14-15,20,49
998	Other (vehicle)		1965-*2010*, 9999	91-93,97
999	Unknown (VOLKSWAGEN)		1956-*2010*, 9999	49

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	122	S	1958-68,9999	02,04,06,08-09
032	140/142/144/145 *	S, E, GL, GLS, Deluxe	1968-74,9999	02,04,06,08-09
033	164	S, E	1970-75,9999	04
034	240 series*/DL/GL/GLT	242, 244, 245, DL, GL, GLT, Deluxe	1975-93,9999	02,04,06,08-09
035	260 series/GLE	264,265,262, c, Volvo Coupe, Volvo Diesel	1976-82,9999	02,04,06,08-09, 12
036	1800	E, S, ES, P1800	1960-73,9999	02,06,09
037	PV544	PV444	1947-65,9999	04,06,09
038	760/780	GLE, Turbo, Bertone Coupe	1983-92,9999	02,04,06,08-09, 12
039	740	GLE, GT, Turbo, GL, SE	1983-92,9999	04,06,09
040	940	GLE, Turbo, SE	1991-95,9999	04,06,09,12
041	960		1992-97,9999	04,06,09,12
042	850	GLT, Turbo, T-5, GTAS, GTMS Cross Country	1993-97,9999	04,06,09
043	70 Series	C70 (LT, HT,T5), S70 (GLT, T5, AWD) V70 (R, SC Cross Country, GLT, T-5, XC-70, M, 2.4T, 2.4, 2.5T, T-6, R, 3.2) LPT, HPT	1998-*2010*, 9999	01-02,04,06,09
044	90 Series	S90, V90	1998	04,06,09

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
045	80 Series	S80 (2.9, T6, Executive, Premier) 2.5, 2.5T, 3.2, V8	1999-*2010*, 9999	04
046	40 Series	S40,V40,LSE, 2.5i, T5, 2.4i, R-Design	2000-*10*,9999	04,06,09
047	60 Series	S60 (2.4T, 2.4, 2.5 AWD, T5), 2.4M, 2.5T, R, T5	2001-*10*,9999	04
048	V50	2.4i, T5, R-Design	2005-*10*,9999	06
049	C30	1.0, 2.0, T5, R-Design	2008-*10*,9999	03
398	Other (automobile)		1958-*2010*, 9999	01-12
399	Unknown (automobile)		1958-*2010*, 9999	01-12
LIGHT TRUCKS				
401	XC90	2.5T(AWD), T6(AWD), V8, 3.2, R-Design	2003-*10*,9999	14
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy – CBE		1981-93; 1996-*2010*, 9999	60-64,66,78
882	Medium/Heavy – COE low entry		1981-93; 1996-2004, 9999	60-64,66,78
883	Medium/Heavy – COE high entry		1981-93; 1996-2004, 9999	60-64,66,78
884	Medium/Heavy – Unknown engine location		1981-93; 1996-*2010*, 9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1981-93; 1996-*2010*, 9999	60-64,66,78
898	Other (medium/heavy truck)		1981-93; 1996-*2010*, 9999	60-64,66, 71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)		1981-2005, 9999	50-52,58-59
988	Other (bus)		1965-2005, 9999	50-52,58-59

** Use "981" (bus) if the frontal plane or the engine location is unknown.

999	Unknown (VOLVO)		1958-*2010*, 9999	79,99

MAKE:	Yugo	(57)		(YUGO)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	GV/GVL/GVX	All models, Cabriolet	1986-92,9999	01-03,09

MAKE:	Other Domestic Manufacturers	(29)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
001	Studabaker/Avanti	Lark, Gran Turismo, Hawk, Cruiser, all associated subseries, light pick-up, Studebaker XUV/XUT, Lister	1940-91; 2001-07,9999	01-02, 04, 06, 08-09, 16, 31, 39
002	Checker	Marathon, Superba, Taxi, Aerobus	1965-82,9999	04, 06, 09, 12
003	Panoz	Esperante (Magnussen Edition), GTS, GTLM	2000-**10**,9999	01-02, 09
004	Saleen	S7	2001-**10**,9999	02
398	Other (automobile)	Desoto, Excaliber, Stutz, FiberFab, Hudson, Packard, Consulier, Gatsby, Auburn, Phaeton, Citicar, Clenet	1930-91,9999	01-13
399	Unknown Make		1940-**2010**, 9999	01-13, 16, 39

MAKE:	Other Import	(69)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Aston Martin	Lagonda, Vantage, Volante, Saloon, DB Mark III, DB4, DB4GT, DB5, DB6, DB7 (Heritage, Vantage, Volante), V12 Vanquish S, V8, DB9, Rapide, DBS	1950-**2010**, 9999	01-09
032	Bricklin		1965-91,9999	02
033	Citroen		1965-91,9999	02-09
034	DeLorean		1981-83,9999	02

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
035	Ferrari	F355 (Berlinetta, GTS, Spider, F1), F430, F456 (GTA, M, GT, MGTA), F550 (Maranello, Barchetta Pininfarina), 360/430 (Spider, Modena, Challenge) Maranello, Berlinetta, MGT (Vintage), Enzo, Challenge Stradale, 575M, 612 Scaglietti, Superamerica, 599 GTB, California	1965-*2010*, 9999	01-05,07-09
036	Hillman		1965-91,9999	01-09
037	Jensen	Healy-Interceptor, 541R	1965-91,9999	01-05,07-09
038	Lamborghini	Countach, 5000S, Jalpa, Diablo, Miura, Murciélago (LP640), Galladoro	1965-*2010*, 9999	01-02,04,08-09
039	Lotus	Europe, Espirit (V8, GT-3, V8-GT) Elise, Exige, *Evora*	1967-*2010*, 9999	01-02,04,08-09
040	Maserati	Biturbo, Ghibli, 3200 GT, Quattroporte, Spyder GT, Sports GT, Executive GT, 90th Anniversary, MC12, GranSport, GranTurismo	1965-99; 2002-*10*,9999	01-05,07-09
041	Morris	Minor	1965-91,9999	01-10
042	Rolls Royce/Bentley	Rolls Royce: Cloud/Shadow series, Silver Spur, Silver Dawn, Silver Spirit, Silver Seraph, Corniche, Park Ward); Bently: (Arnaze, Azure, Continental, Mulliner), Phantom, Brooklands	1926-*2010*, 9999	01-02,04,08-09
044	Simca		1965-91,9999	01-09
045	Sunbeam		1965-91,9999	01-02,04,08-09
046	TVR		1965-91,9999	01-02,09
048	Desta		1985-99,9999	14-15,19
049	Reliant		1960-91,9999	01-09
052	Bertone	X/19	1989-91,9999	01-02,09
053	Lada		1965-91,9999	01-09

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
054	Mini-Cooper	Mark I,II,III, S, SE, Sport, MC40, Traveller	1961-74; 2002-*10*,9999	01,03, 06
055	Morgan (2003 on; Prior to 2003 see 398)	Aero 8, Plus 8, V6	2003-*10*,9999	01
056	Maybach	57, 57S, 62	2003-*10*,9999	04
057	Spyker	C8, Base, T, Laviolette, Double 12R, Double 12S	2005-*10*,9999	01-02
058	Koenigsegg	CC8S, CCR, CCX	2007-*10*,9999	01
059	Tesla		2008-***10,9999***	01
060	Yes	Roadster	2009-***10,9999***	01
061	Mahinda	Scorpio (Lx, Sle, Vls, Vlx)	2010	14
398	Other (automotive)	Morgan (Prior to 2003; 2003 on see 055), Singer, Gazelle*, Fisker*	1965-91, ***2010***,9999	01-13
399	Unknown Make		1928-***2010***, 9999	01-10,19

MOTORED CYCLES

Note: Refer to Passenger Car section of this table for motored cycles produced by automobile manufacturers (BMW, Honda, Peugeot, Suzuki, Triumph)

MAKE:	BSA	(70)		(BSA)

Model	Codes	Includes	Model Years	Body Types
MOTORCYCLES				
701	0-50cc		1950-72,9999	80-81,83,88-89
702	51-124cc		1950-72,9999	80-81,83,88-89
703	125-349cc		1950-72,9999	80,83,88-89
704	350-449cc		1950-72,9999	80,83,88-89
705	450-749cc		1950-72,9999	80,83,88-89
706	750cc or greater		1950-72,9999	80,83,88-89
709	Unknown cc		1950-72,9999	80,83,88-89

MAKE:	Ducati	(71)		(DUCA)

Model	Codes	Includes	Model Years	Body Types
MOTORCYCLES				
701	0-50cc		1958-65,9999	80-81,88-89
702	51-124cc		1958-65,9999	80-81,88-89
703	125-349cc		1958-65,9999	80,88-89
704	350-449cc		1958-65,9999	80,88-89
705	450-749cc		1958-93; 1997-2006, 9999	80,88-89
706	750cc or greater		1958-*2010*, 9999	80,88-89
709	Unknown cc		1958-*2010*, 9999	80-83,88-89

MAKE:	Harley-Davidson	(72)		(HD)

Model	Codes	Includes	Model Years	Body Types
MOTORCYCLES				
701	0-50cc		1965-66,9999	80-81
702	51-124cc		1948-78,9999	80-81,88-89
703	125-349cc		1948-88,9999	80,88-89
704	350-449cc		1969-74,9999	80,88-89
705	450-749cc		1971-78,9999	80,88-89
706	750cc or greater		1932-*2010*, 9999	80,82,88-89
709	Unknown cc		1932-*2010*, 9999	80,82,88-89

MAKE:	Kawasaki	(73)		(KAWK)

Model	Codes	Includes	Model Years	Body Types
MOTORCYCLES				
701	0-50cc		1965-82,9999	80-81,83,88-89
702	51-124cc		1965-*2010*, 9999	80-81,83,88-89
703	125-349cc		1965-*2010*, 9999	80,83,88-89
704	350-449cc		1975-98; 2003-04; 2006-*10*, 9999	80,83,88-89
705	450-749cc		1972-*2010,* 9999	80,83,88-89
706	750cc or greater		1972-*2010*, 9999	80,83,88-89
709	Unknown cc		1965-*2010*, 9999	80-83,88-89
ALL TERRAIN VEHICLES				
731	0-50cc		2003-*10*,9999	90
732	51-124cc	includes all ATVs designed solely for off-road use and have 3 or 4 wheels.	1970-88; 2003-*10*,9999	90
733	125-349cc		1970-*2010*, 9999	90
734	350cc or greater		1970-*2010*, 9999	90
739	Unknown cc		1970-*2010*, 9999	90

MAKE:	Moto-Guzzi	(74)		(MOGU)

Model	Codes	Includes	Model Years	Body Types
MOTORCYCLES				
704	350-449cc		1965-76,9999	80,88-89
705	450-749cc		1965-87; 2004-*10*,9999	80,88-89
706	750cc or greater		1965-*2010*, 9999	80,88-89
709	Unknown cc		1965-*2010*, 9999	80,88-89

MAKE:	Norton	(75)		(NORT)

Model	Codes	Includes	Model Years	Body Types
MOTORCYCLES				
704	350-449cc		1950-76,9999	80,83,88-89
705	450-749cc		1950-76,9999	80,83,88-89
706	750cc or greater		1950-76,9999	80,83,88-89
709	Unknown cc		1950-76,9999	80,83,88-89

MAKE:	Victory	(77)		(VCTY)

Model	Codes	Includes	Model Years	Body Types
MOTORCYCLES				
706	750cc or greater		1998-*2010,* 9999	80,88-89
709	Unknown cc		1998-*2010,* 9999	80,88-89

MAKE:	Yamaha	(76)		(YAMA)

Model	Codes	Includes	Model Years	Body Types
MOTORCYCLES				
701	0-50cc		1979-*2010*, 9999	80-81,83,88-89
702	51-124cc		1972-*2010*, 9999	80-81,83,88-89
703	125-349cc		1969-*2010*, 9999	80,83,88-89
704	350-449cc		1972-*2010*, 9999	80,83,88-89
705	450-749cc		1971-*2010*, 9999	80,83,88-89
706	750cc or greater		1974-*2010*, 9999	80,83,88-89
709	Unknown cc		1969-*2010*, 9999	80,88-89
ALL TERRAIN VEHICLES				
731	0-50cc	includes all ATVs designed solely for off-road use and have 3 or 4 wheels.	1965-91, 2005-*10*, 9999	90
732	51-124cc		1965-*2010*, 9999	90
733	125-349cc		1965-*2010*, 9999	90
734	350cc or greater		1993-*2010*, 9999	90

Model	Codes	Includes	Model Years	Body Types
ALL TERRAIN VEHICLE (Cont.)				
739	Unknown cc		1965-*2010*, 9999	90
998	Other (Vehicle)	Snowmobiles	1965-*2010*, 9999	91

TRUCKS

MAKE:	Brockway	(80)		(BROC)
Model	**Codes**	**Includes**	**Model Years**	**Body Types**

MEDIUM/HEAVY TRUCKS

Model	Codes	Includes	Model Years	Body Types
881	Medium/Heavy – CBE		1965-77,9999	60-64,66, 71-72,78
882	Medium/Heavy - COE low entry		1965-77,9999	60-64,66, 71-72,78
883	Medium/Heavy - COE high entry		1965-77,9999	60-64,66, 71-72,78
884	Medium/Heavy – Unknown engine location		1965-77,9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1965-77,9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1965-77,9999	60-64,66, 71-72,78

BUSES

Model	Codes	Includes	Model Years	Body Types
981	Bus**: Conventional (Engine out front)		1965-77,9999	50-52,58-59
982	Bus: Front engine, Flat front		1965-77,9999	50-52,58-59
983	Bus: Rear engine, Flat front		1965-77,9999	50-52,58-59
988	Other (bus)		1965-77,9999	50-52,58-59

** Use code "981"(bus) if the frontal plane or the engine location is unknown.

MOTOR HOME

Model	Codes	Includes	Model Years	Body Types
850	Motor Home	Truck based	1965-77,9999	65,73
998	Other (vehicle)		1965-77,9999	91-93,97
999	Unknown (BROCKWAY)		1965-77,9999	99

MAKE:	Diamond Reo or Reo	(81)		(DIAR)

Model	Codes	Includes	Model Years	Body Types
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy – CBE	DC101,C116	1954-75,9999	60-64,66, 71-72,78
882	Medium/Heavy – COE low entry		1954-75,9999	60-64,66, 71-72,78
883	Medium/Heavy – COE high entry	C054-C088	1954-75,9999	60-64,66, 71-72,78
884	Medium/Heavy – Unknown engine location		1954-75,9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1954-75,9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1954-75,9999	60-64,66, 71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)		1954-75,9999	50-52,58-59
982	Bus: Front engine, Flat front		1954-75,9999	50-52,58-59
983	Bus: Rear engine, Flat front		1954-75,9999	50-52,58-59
988	Other (bus)		1954-75,9999	50-52,58-59

** **Use code "981"(bus) if the frontal plane or the engine location is unknown.**

Model	Codes	Includes	Model Years	Body Types
MOTOR HOME				
850	Motor Home	Truck based	1954-75,9999	65,73
998	Other (vehicle)		1954-75,9999	91-93,97
999	Unknown (DIAMOND REO or REO)		1954-75,9999	99

MAKE:	Freightliner	(82)		(FRHT)

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS				
461	Sprinter/Advantage	2500 (HC/SHC), 3500 (HC/SHC)	2002-*10*, 9999	21-22,28-29
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy – CBE		1965-*2010*, 9999	60-64,66, 71-72,78
882	Medium/Heavy – COE low entry		1968-*2010*, 9999	60-64,66, 71-72,78
883	Medium/Heavy – COE high entry		1965-*2010*, 9999	60-64,66, 71-72,78
884	Medium/Heavy – Unknown engine location		1963-*2010*, 9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1965-*2010*, 9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1965-*2010*, 9999	60-64,66, 71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)		1965-*2010*, 9999	50-52,58-59
982	Bus: Front engine, Flat front		1965-*2010*, 9999	50-52,58-59
983	Bus: Rear engine, Flat front		1965-*2010*, 9999	50-52,58-59
988	Other (bus)		1965-*2010*, 9999	50-52,58-59
MOTOR HOME				
850	Motor Home	Truck based	1965-*2010*, 9999	65,73
998	Other (vehicle)		1963-*2010*, 9999	91-93,97
999	Unknown (FREIGHTLINER)		1963-*2010*, 9999	99

** **Use code "981"(bus) if the frontal plane or the engine location is unknown.**

Model	Codes	Includes	Model Years	Body Types
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy – CBE		1965-2001, 9999	60-64,66, 71-72,78
882	Medium/Heavy – COE low entry		1965-2001, 9999	60-64,66, 71-72,78
883	Medium/Heavy – COE high entry		1965-2001, 9999	60-64,66, 71-72,78
884	Medium/Heavy – Unknown engine location		1965-2001, 9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1965-2001, 9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1965-2001, 9999	60-64,66, 71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)		1965-2001, 9999	50-52,58-59
982	Bus: Front engine, Flat front		1965-2001, 9999	50-52,58-59
983	Bus: Rear engine, Flat front		1965-2001, 9999	50-52,58-59
988	Other (bus)		1965-2001, 9999	50-52,58-59

** Use code "981"(bus) if the frontal plane or the engine location is unknown.

Model	Codes	Includes	Model Years	Body Types
MOTOR HOME				
850	Motor Home	Truck based	1965-2001, 9999	65,73
998	Other (vehicle)		1965-2001, 9999	91-93,97
999	Unknown (FWD)		1965-2001, 9999	99

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS				
421	Scout	Scout II, Utility pickup, SS-2, Roadster, 800 series, Traveler, Terra Traveltop,	1962-80,9999	15
431	Travelall	1010-1210, 100-200	1963-75,9999	16
466	Multistop Van	Metro RM, MS1510, 120-160, MS1210	1960-84,9999	22,28-29
481	Pickup	R-100-500, 900A-1500C/D, 1010-1510	1951-76,9999	31,33
498	Other (light truck)		1960-84,9999	15-16,22,28-29
499	Unknown (light truck)		1951-84,9999	15-16,19,22, 28-29
MEDIUM/HEAVY TRUCK				
881	Medium/Heavy – CBE	Loadstar/Fleetstar, Paystar, CBE Transtar, 4200, S-series Mixer, 8100, 8500, 9100, 9200, 9300, 9400, 9900, CXT, RXT, MXT	1963-*2010*, 9999	60-64,66, 71-72,78
882	Medium/Heavy – COE low entry	CO, VCO, DCO, 190-1950, Cargostar, LFM, 5370 (Garbage), CF500/600	1973-*2010*, 9999	60-64,66, 71-72,78
883	Medium/Heavy – COE high entry	DCO, DCOT, UCO, VCOT, 405-series, COE Transtar, Unistar, Conco 707B, 9600	1961-*2010*, 9999	60-64,66, 71-72,78
884	Medium/Heavy – Unknown engine location		1948-*2010*, 9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1964-*2010*, 9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)	Fire truck - R140-R306, CO 8190	1955-*2010*, 9999	60-64,66, 71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)	R153-1853 Loadstar, 1603-1853	1953-*2010*, 9999	50-52,58-59
982	Bus: Front engine, Flat front	173FC, 183FC	1972-*2010*, 9999	50-52,58-59
983	Bus**: Rear engine, Flat front	183RE, 193RE-transit	1965-*2010*, 9999	50-52,58-59
988	Other (bus)		1953-*2010*, 9999	50-52,58-59

** **Use code "981"(bus) if the frontal plane or the engine location is unknown.**

Model	Codes	Includes	Model Years	Body Types
MOTOR HOME				
850	Motor Home	Truck based	1965-*2010*, 9999	65,73
998	Other (vehicle)		1954-*2010*, 9999	91-93,97
999	Unknown (INTL. HARVESTER/ NAVISTAR)		1951-*2010*, 9999	79,99

MAKE:	Kenworth	(85)		(KW)

Model	Codes	Includes	Model Years	Body Types
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy – CBE	520, 540, T400, T600,T800, C500-550, W900, T300	1947-*2010*, 9999	60-64,66, 71-72, 78
882	Medium/Heavy – COE low entry	L700	1972-*2010*, 9999	60-64,66, 71-72,78
883	Medium/Heavy – COE high entry	K100, K100E, K300	1965-*2010*, 9999	60-64,66, 71-72,78
884	Medium/Heavy – Unknown engine location		1954-*2010*, 9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1964-*2010*, 9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1965-*2010*, 9999	60-64,66, 71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)		1965-2004, 9999	50-52,58-59
982	Bus: Front engine, Flat front		1965-2004, 9999	50-52,58-59
983	Bus: Rear engine, Flat front		1965-2004, 9999	50-52,58-59
988	Other (bus)		1965-2004, 9999	50-52,58-59

** Use code "981"(bus) if the frontal plane or the engine location is unknown.

Model	Codes	Includes	Model Years	Body Types
MOTOR HOME				
850	Motor Home	Truck based	1965-*2010*, 9999	65,73
998	Other (vehicle)		1965-*2010*, 9999	91-93,97
999	Unknown (KENWORTH)		1965-*2010*, 9999	99

Model	Codes	Includes	Model Years	Body Types
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy – CBE		1968-*2010*, 9999	60-64,66, 71-72,78
882	Medium/Heavy – COE low entry		1965-*2010*, 9999	60-64,66, 71-72,78
883	Medium/Heavy – COE high entry		1977-*2010*, 9999	60-64,66, 71-72,78
884	Medium/Heavy – Unknown engine location		1956-*2010*, 9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1972-*2010*, 9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1971-*2010*, 9999	60-64,66, 71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)		1965-2004, 9999	50-52,58-59
982	Bus: Front engine, Flat front		1976-2004, 9999	50-52,58-59
983	Bus: Rear engine, Flat front		1965-2004, 9999	50-52,58-59
988	Other (bus)		1965-2004, 9999	50-52,58-59

** Use code "981"(bus) if the frontal plane or the engine location is unknown.

Model	Codes	Includes	Model Years	Body Types
MOTOR HOME				
850	Motor Home	Truck based	1965-*2010*, 9999	65,73
998	Other (vehicle)		1965-*2010*, 9999	91-93,97
999	Unknown (MACK)		1965-*2010*, 9999	99

Model	Codes	Includes	Model Years	Body Types
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy – CBE	LCF	1980-91,9999	60-64,66, 71-72,78
882	Medium/Heavy – COE low entry	FL, FS	1980-91,9999	60-64,66, 71-72,78
883	Medium/Heavy – COE high entry		1980-91,9999	60-64,66, 71-72,78
884	Medium/Heavy – Unknown engine location		1980-91,9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1980-91,9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1980-91,9999	60-64,66, 71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)		1980-91,9999	50-52,58-59
982	Bus: Front engine, Flat front		1980-91,9999	50-52,58-59
983	Bus: Rear engine, Flat front		1980-91,9999	50-52,58-59
988	Other (bus)		1980-91,9999	50-52,58-59

** Use code "981"(bus) if the frontal plane or the engine location is unknown.

Model	Codes	Includes	Model Years	Body Types
MOTOR HOME				
850	Motor Home	Truck based	1980-91,9999	65,73
998	Other (vehicle)		1980-91,9999	91-93,97
999	Unknown (IVECO/MAGIRUS)		1980-91,9999	99

* Magirus stopped production in 1985; Iveco stopped production in 1991.

MAKE:	Peterbilt	(87)		(PTRB)

Model	Codes	Includes	Model Years	Body Types
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy – CBE	357-379, 387, 385	1974-*2010*, 9999	60-64,66, 71-72,78
882	Medium/Heavy – COE low entry	270	1965-*2010*, 9999	60-64,66, 71-72,78
883	Medium/Heavy – COE high entry	362, 320	1965-*2010*, 9999	60-64,66, 71-72,78
884	Medium/Heavy – Unknown engine location		1961-*2010*, 9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1964-*2010*, 9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1965-*2010*, 9999	60-64,66, 71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)		1965-2004, 9999	50-52,58-59
982	Bus: Front engine, Flat front		1965-2004, 9999	50-52,58-59
983	Bus: Rear engine, Flat front		1965-2004, 9999	50-52,58-59
988	Other (bus)		1965-2004, 9999	50-52,58-59

** Use code "981"(bus) if the frontal plane or the engine location is unknown.

MOTOR HOME				
850	Motor Home	Truck based	1965-*2010*, 9999	65,73
998	Other (vehicle)		1965-*2010*, 9999	91-93,97
999	Unknown (PETERBILT)		1965-*2010*, 9999	99

Model	Codes	Includes	Model Years	Body Types
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy – CBE		1965-*2010*, 9999	60-64,66, 71-72,78
882	Medium/Heavy – COE low entry		1968-*2010*, 9999	60-64,66, 71-72,78
883	Medium/Heavy – COE high entry		1965-*2010*, 9999	60-64,66, 71-72,78
884	Medium/Heavy – Unknown engine location		1963-*2010*, 9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1965-*2010*, 9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1965-*2010*, 9999	60-64,66, 71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)		1965-*2010*, 9999	50-52,58-59
982	Bus: Front engine, Flat front		1965-*2010*, 9999	50-52,58-59
983	Bus: Rear engine, Flat front		1965-*2010*, 9999	50-52,58-59
988	Other (bus)		1965-*2010*, 9999	50-52,58-59

** **Use code "981"(bus) if the frontal plane or the engine location is unknown.**

Model	Codes	Includes	Model Years	Body Types
MOTOR HOME				
850	Motor Home	Truck based	1965-*2010*, 9999	65,73
998	Other (vehicle)		1963-*2010*, 9999	91-93,97
999	Unknown (WHITE/AUTOCAR-WHITE/GMC)		1963-*2010*, 9999	99

BUSES

NOTE: Refer to the PASSENGER CAR section for buses manufactured by Chevy, Dodge, Ford, GMC, Grumman, Isuzu, Mercedes, Mitsubishi and Volvo. Refer to the TRUCK section for buses manufactured by Brockway, Diamond Reo, Freightliner, FWD, International Harvester, Kenworth, Mack, Peterbilt, and White/Autocar-White/GMC. Refer to the OTHER MAKE section for buses manufactured by Neoplan, Carpenter Industries, DINA, Mid Bus, Orion, and Van Hool. Hino and Scania buses are located under OTHER MAKE (Medium/Heavy Trucks) since those manufacturers also make trucks.

Bluebird		90		(BLUI)
Model	**Codes**	**Includes**	**Model Years**	**Body Types**
LIGHT TRUCKS				
461	Van Based	van-based school bus, shuttle bus	1927-***2010***, 9999	21
BUSES				
981	Bus**: Conventional (Engine out front)		1927-***2010***, 9999	50-52,58-59
982	Bus: Front engine, Flat front		1927-***2010***, 9999	50-52,58-59
983	Bus: Rear engine, Flat front		1927-***2010***, 9999	50-52,58-59
988	Other (bus)		1927-***2010***, 9999	50-52,58-59
999	Unknown (BLUEBIRD)		1927-***2010***, 9999	99

** Use code "981"(bus) if the frontal plane or the engine location is unknown.

Eagle Coach		91		
Model	**Codes**	**Includes**	**Model Years**	**Body Types**
BUSES				
981	Bus**: Conventional (Engine out front)		1948-2001, 9999	50-52,58-59
982	Bus: Front engine, Flat front		1948-2001, 9999	50-52,58-59
983	Bus: Rear engine, Flat front		1948-2001, 9999	50-52,58-59
988	Other (bus)		1948-2001, 9999	50-52,58-59

** Use code "981"(bus) if the frontal plane or the engine location is unknown.

Gillig			92		

Model	Codes	Includes	Model Years	Body Types
BUSES				
981	Bus**: Conventional (Engine out front)		1932-*2010*, 9999	50-52,58-59
982	Bus: Front engine, Flat front		1932-*2010*, 9999	50-52,58-59
983	Bus: Rear engine, Flat front		1932-*2010*, 9999	50-52,58-59
988	Other (bus)		1932-*2010*, 9999	50-52,58-59

** **Use code "981"(bus) if the frontal plane or the engine location is unknown.**

MCI			93		(MCIN)

Model	Codes	Includes	Model Years	Body Types
BUSES				
981	Bus**: Conventional (Engine out front)		1963-*2010*, 9999	50-52,58-59
982	Bus: Front engine, Flat front		1963-*2010*, 9999	50-52,58-59
983	Bus: Rear engine, Flat front		1963-*2010*, 9999	50-52,58-59
988	Other (bus)		1963-*2010*, 9999	50-52,58-59

** **Use code "981"(bus) if the frontal plane or the engine location is unknown.**

Thomas Built			94		(THMS)

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS				
461	Van Based	van-based school bus, shuttle bus	1936-*2010*, 9999	21
BUSES				
981	Bus**: Conventional (Engine out front)		1936-*2010*, 9999	50-52,58-59
982	Bus: Front engine, Flat front		1936-*2010*, 9999	50-52,58-59
983	Bus: Rear engine, Flat front		1936-*2010*, 9999	50-52,58-59
988	Other (bus)		1936-*2010*, 9999	50-52,58-59
999	Unknown (THOMAS BUILT)		1936-*2010*, 9999	99

** **Use code "981"(bus) if the frontal plane or the engine location is unknown.**

OTHER MAKE

MAKE: **Other Make ***   **(98)**

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Unknown if DOMESTIC or FOREIGN)**				
398	Other (automobile)	Solectra (electric: Force)	1945-**2010**, 9999	01-13

** Do not use Other Make (98) if Other Domestic (29) or Other Import (69) is applicable.

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS				
498	Other (light truck)	Solectra (electric: Citivan Flash)	1960-**2010**, 9999	14-16,19-22, 28-33,39-42, 45, 48
MOTORCYCLES				
701	0-50cc	(Includes: ATK, Beta, Buell, Ducati, Cagiva, Cobra Trike,	1965-**2010**, 9999	80-81,88-89
702	51-124cc	Husqvarna, Jawa, KTM, Maely, Riva, Strociek,	1965-**2010**, 9999	80-83,88-89
703	125-349cc	Aprilia, MV Agusta, Bimota, Husaberg, Indian Scout,	1965-**2010**, 9999	80-83,88-89
704	350-449cc	Indian, Laverda, ***BMC***, Big Dog, Titan, Twin Eagle, Viza	1965-**2010**, 9999	80-83,88-89
705	450-749cc	Viper)	1965-**2010**, 9999	80-83,88-89
706	750cc or greater		1965-**2010**, 9999	80-83,88-89
709	Unknown cc		1945-**2010**, 9999	80-83,88-89
ALL TERRAIN VEHICLES				
731	0-50cc	includes all ATVs designed solely for	1965-**2010**, 9999	90
732	51-124cc	off-road use and have 3 or 4 wheels. Includes: Polaris	1965-**2010**, 9999	90
733	125-349cc		1965-**2010**, 9999	90
734	350cc or greater		1965-**2010**, 9999	90
739	Unknown cc		1965-**2010**, 9999	90
MEDIUM/HEAVY TRUCKS				
802	Auto-Union-DKW		1965-88 9999	60-64,66, 71-72,78
803	Divco		1963-88,9999	60-64,66, 71-72,78
804	Western Star		1965-**2010**, 9999	60-64,66, 71-72,78
805	Oshkosh	(includes trucks & buses)	1965-**2010**, 9999	50,52-59,60-64, 66,71-72,78

Model	Codes	Includes	Model Years	Body Types
MEDIUM/HEAVY TRUCKS (Cont.)				
806	Hino	(includes trucks & buses)	1985-*2010*, 9999	50-52,58,59,60-64, 66,71-72,78
807	Scania	(includes trucks & buses)	1986-2004, 9999	50-52,58,59,60-64, 66,71-72,78
808	UD		1986-*2010*, 9999	60-64,66, 71-72,78
809	Sterling		1998-*2010*, 9999	60-64,66, 71-72,78
881	Medium/Heavy – CBE	DINA	1965-*2010*, 9999	60-64,66, 71-72,78
882	Medium/Heavy – COE low entry	DINA	1965-*2010*, 9999	60-64,66, 71-72,78
883	Medium/Heavy – COE high entry		1965-*2010*, 9999	60-64,66, 71-72,78
884	Medium/Heavy – Unknown engine location		1965-*2010*, 9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1965-*2010*, 9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)**	e.g., Marmon, Ward LaFrance	1945-*2010*, 9999	60-64,66, 71-72,78
BUSES				
902	Neoplan		1950-*2010*, 9999	50-52,58-59
903	Carpenter		1923-2000, 9999	21,50-52,58-59
904	Collins Bus		1967-*2010*, 9999	21
905	DINA		1989-2004, 9999	50-52,58-59
906	Mid Bus		1963-*2010*, 9999	21
907	Orion		1978-*2010*, 9999	50-52,58-59
908	Van Hool		1947-*2010*, 9999	50-52,58-59
981	Bus***: Conventional (Engine out front)		1965-*2010*, 9999	50-52,58-59
982	Bus: Front engine, Flat front		1976-*2010*, 9999	50-52,58-59
983	Bus: Rear engine, Flat front		1965-*2010*, 9999	50-52,58-59

Model	Codes	Includes	Model Years	Body Types
BUS (Cont.)				
988	Other (bus)	**** (see following page)	1945-*2010*, 9999	50-52,58-59
MOTOR HOME				
850	Motor Home	Truck-based	1965-*2010*, 9999	65,73
998	Other (vehicle)	(e.g., farm vehicle, snowmobile, go-cart, golf carts)	1940-*2010*, 9999	91-93,97
999	Unknown (OTHER MAKE)		1940-*2010*, 9999	49,79,99

*   **Occurs when make is not explicitly listed here.**

**   **Do not use Other Make (98) if Other Domestic (29) or Other Import (69) is applicable.**

***   **Use code "981" (bus) if the frontal plane or the engine location is unknown.**

****   **Prior to 1999, MCI buses were coded Other Make/Other Bus. Starting in 1999, MCI has its own Make Code 93.**

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MAKE: **Unknown Make**   **(99)**

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
399	Unknown (automobile)		1945-*2010*, 9999	01-13
LIGHT TRUCKS				
499	Unknown (light truck)		1945-*2010*, 9999	14-16,19-22, 28-33,35,39-42, 45, 48
MOTORCYCLES				
701	0-50cc		1965-*2010*, 9999	80-83,88-89
702	51-124cc		1965-*2010*, 9999	80-83,88-89
703	125-349cc		1965-*2010*, 9999	80-83,88-89
704	350-449cc		1965-*10*,9999	80-83,88-89
705	450-749cc		1965-*2010*, 9999	80-83,88-89
706	750cc or greater		1965-*2010*, 9999	80-83,88-89
709	Unknown cc		1945-*2010*, 9999	80-83,88-89
ALL TERRAIN VEHICLES				
731	0-50cc	includes all ATVs designed solely for	1965-*2010*, 9999	90
732	51-124cc	off-road use and have 3 or 4 wheels.	1965-*2010*, 9999	90
733	125-349cc		1965-*2010*, 9999	90
734	350cc or greater		1965-*2010*, 9999	90
739	Unknown cc		1965-*2010*, 9999	90
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy – CBE		1965-*2010*, 9999	60-64,66, 71-72,78
882	Medium/Heavy – COE low entry		1965-*2010*, 9999	60-64,66, 71-72,78
883	Medium/Heavy – COE high entry		1965-*2010*, 9999	60-64,66, 71-72,78
884	Medium/Heavy – Unknown engine location		1965-*2010*, 9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1965-*2010*, 9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1965-*2010*, 9999	60-64,66, 71-72,78

Model	Codes	Includes	Model Years	Body Types
BUSES				
981	Bus**: Conventional (Engine out front)		1965-*2010*, 9999	50-52,58-59
982	Bus: Front engine. Flat front		1976-*2010*, 9999	50-52,58-59
983	Bus: Rear engine, Flat front		1965-*10*,9999	50-52,58-59
988	Other (bus)		1945-*2010*, 9999	50-52,58-59
989	Unknown (bus)		1945-*2010*, 9999	50-52,58-59

** Use code "981"(bus) if the frontal plane or the engine location is unknown.**

Model	Codes	Includes	Model Years	Body Types
MOTOR HOME				
850	Motor Home	Truck based	1965-*2010*, 9999	65,73
998	Other (vehicle)	(e.g., farm vehicle, snowmobile, go-cart)	1943-*2010*, 9999	91-93,97
999	Unknown (as to automobile, motored cycle, light truck or truck)		1945-*2010*, 9999	49,79,99

BODY TYPE

GES: V05   FARS:*V11*

Screen Heading: Vehicle Data   Format: 2 numeric

Screen Name: Body Type (395-E)

Long Name: What is the vehicle body type?

SAS Name: Vehicle.Body_Typ

Oracle Name: GES.Vehicle.BodyTypeID

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	

Automobiles:

1	01	01	Convertible (excludes sun-roof, t-bar)
2	02	02	2-Door Sedan, Hardtop, Coupe
3	03	03	3-Door/2-Door Hatchback
4	04	04	4-Door Sedan, Hardtop
5	05	05	5-Door/4-Door Hatchback
6	06	06	Station Wagon (excluding van and truck based)
7	07	07	Hatchback, Number of Doors Unknown
17	17	*17*	3-Door Coupe
8	08	08	Sedan/Hardtop, number of doors unknown
9	09	09	Other or Unknown automobile type

Automobile Derivatives:

10	10	10	Auto-Based Pickup (includes Chevrolet - El Camino, GMC -Caballero, Ford - Ranchero, Chevrolet – SSR; Pontiac – G8-ST; Subaru-Baha, Brat, and Volkswagen - Rabbit Pickup)
11	11	11	Auto-Based Panel (Cargo Station Wagon, auto-based Ambulance/Hearse)
12	12	12	Large Limousine (More than four side doors or stretched chassis)
13	13	13	Three-Wheel Automobile or Automobile Derivative

Utility Vehicles:

14	14	14	Compact Utility (ANSI D16.1 Utility Vehicle Categories "Small" and "Midsize"):

- <u>Small</u>: Chevy-Tracker; GMC-Jimmy/Typhoon; Isuzu - Trooper II; Oldsmobile - Bravada (1991-94); Suzuki - Samurai, Sidekick.
- <u>Midsize</u>: Acura - SLX, RDX; AMC – Hummer H3; Audi - Q5, Q7; BMW - X3, X5; Buick - Rendezvous, Rainier; Cadillac - BRX; Chevrolet - S10-Blazer/TrailBlazer, Tracker (1999 on), TrailBlazer (2003 on), Equinox; Diahatsu -Rocky; Chrysler - Aspen, Dodge - Durango, Nitro, Raider; Ford - Bronco II (1984 on), Escape, Explorer, Explorer Sport; GMC - Jimmy (1995 on), Envoy, Terrain; Honda - CRV, Passport, Element; Hummer - H3; Hyundai - Santa Fe, Tuscon, Veracruz *(2007 only)*; Infiniti - QX4; Isuzu - Amigo, Axiom, Rodeo, Rodeo Sport, Vehicross, Trooper, Hombre; Jeep - Cherokee (1984 on), Commander, Grand Cherokee, Liberty, Patriot, Wagoneer, Wrangler; Lincoln - Aviator; Kia - Sportage, Sorrento; Land Rover - Defender, Discovery, Freelander; Lexus - RX300, RX330, GX470; Mahinda - Scorpio; Mazda - Navajo, Tribute; Mercedes - M, ML, G, GLK; Mercury - Mariner, Mountaineer; Mitsubishi - Montero, Montero Sport, Endeavor; Nissan - Pathfinder, Xterra; Oldsmobile - Bravada (1996 on);Pontiac - Aztek, Torrent; Saab -9-7x; Saturn – Vue; Subaru - B9 Tribeca, Forester; Suzuki - Vitara, Vitara V6, Grand Vitara, X90, XL7; Toyota - 4-Runner, FJ Cruiser, Highlander, RAV4; Volkswagen - Tiguan; Volvo - XC90.

15	15	15	Large utility (ANSI D16.1 Utility Vehicle Categories and "Full Size" and "Large")

- <u>Full Size</u>: Acura - MDX; Cadillac - Escalade; Chevrolet Full-size Blazer, Tahoe; Ford - Full-size Bronco (78 and after), Excursion, Expedition; Honda - Pilot; Hyundai – Veracruz *(2008 on);* GMC - Jimmy (1991 on), Yukon (Denali/XL); Infiniti - QX56; Isuzu - Ascender; Jeep - Cherokee (83 and before); Kia - Mesa, Borrego; Land Rover - LR2, LR3, Range Rover; Mercedes Benz - GL; Nissan - Armada; Porsche - Cayenne; Lexus - LX450/470; Lincoln - Navigator; Toyota - Land

Cruiser, Sequoia; Volkswagen - Touareg.
- • <u>Large</u>: Avanti - Studebaker XUV; AMC - Hummer (H1, H2)

16	16	16	Utility station wagon (includes suburban limousines), Cadillac – Escalade ESV; Chevrolet – Suburban (Yukon XL (2000 on), Travellall, Jeep – Grand Wagoneer)
19	19	19	Utility Vehicle, Unknown Body Type

<u>Van-Based Light Trucks (GVWR < = 10,000 lbs.):</u>

20	20	20	Minivan (Buick-Terraza; Chevrolet-Astro, Lumina, Uplander, Venture; Chrysler-Town and Country, Voyager; Dodge-Caravan, Grand Caravan; Ford-Aerostar, Windstar, Freestar*,* Transit Connect; GMC-Safari, Savana; Honda-Odyssey; Hyundai-Entourage; Isuzu-Oasis; Kia-Sedona; Mazda-MPV; Mercury-Monterey, Villager; Mistubishi-Minivan; Nissan-Altra EV, Axxess, Quest, Van; Oldsmobile-Silhouette; Plymouth-Voyager, Grand Voyager, Vista; Pontiac-Transport, Montana; Saturn-Relay; Toyota-Previa, Sienna; Volkswagon-Camper, Eurovan, Routan, Vanagon.
21	21	21	Large Van-Includes van-based buses (B150-B350, Sportsman, Royal Maxiwagon, Ram, Tradesman, Voyager [83 and before], E150-E450, Econoline, Clubwagon, Chateau, G10-G30, Chevy Van, Beauville, Sport Van, G15-G35, Rally Van, Vandura, Freightliner - Sprinter/Advantage, Mercedes Benz - Sprinter, Dodge - Sprinter)
22	22	22	Step-van or walk-in van (<= 10,000 lbs. GVWR)
28	28	28	Other van type (Hi-Cube Van, Kary)
29	29	29	Unknown van type

<u>Light Conventional Truck (Pick-up style cab, GVWR < = 10,000 lbs.):</u>

30	30	30	Compact pickup (GVWR < 4,500 lbs.) (Chevrolet - Colorado, Courier, S-10, T-10, LUV; Dodge - D50, Colt P/U, Ram 50, Dakota; Plymouth - Arrow Pickup [foreign]; Ford - Courier, Ranger, Explorer Sport Trac; GMC – Canyon, Dakota, S-15, T-15, Sonoma, Honda - Ridgeline; Isuzu - Hombre, i-280, i-350; Mazda - Pickup, B-Series; Mitsubishi - Pickup; Nissan/Datsun - Pickup, Frontier; Toyota - Pickup, Tacoma)
31	31	31	Standard pickup (GVWR 4,500 to 10,000 lbs.) (AM General - Hummer Pickup; Avanti - Studebaker XUT; Cadillac - Escalade EXT; Chevrolet - Avalanche,

			Silverado, C-K 1500, C-K 2500, C-K 3500, S/T, Sierra, R100-R500; Dodge - Ram Pick up, Dakota, D100-D350, W100-W350, Ford – F100-F350; GMC - C10-C35, K10-K35, R10-R35, V10-V35; Jeep - Pickup, Comanche; Lincoln - Blackwood , Mark LT; Mitsubishi - Raider; Nissan - Titan; Suzuki - Equator; Toyota - Tundra, T-100.)
32	32	32	Pickup with slide-in camper
33	33	33	Convertible pickup
39	39	39	Unknown (pickup style) light conventional truck type

Other Light Convention Trucks (GVWR < = 10,000 lbs.):

40	40	40	Cab Chassis Based (includes Rescue Vehicle, Light Stake, Dump, and Tow Truck)
41	41	41	Truck Based Panel
45	45	45	Other light conventional truck type
48	48	48	Unknown light truck type (not a pickup)
49	49	49	Unknown light vehicle type (automobile, utility vehicle, van, or light truck)

Buses (excludes van-based):

50	50	50	School Bus
51	51	51	Cross Country/Intercity Bus (Motor Coach)
52	52	52	Transit Bus (City Bus)
58	58	58	Other Bus Type
59	59	59	Unknown Bus Type

Medium/Heavy Vehicle (GVWR > 10,000 lbs.):

60	60	60	Step Van (>10,000 lbs. GVWR)
61	61	61	Single-unit straight truck (10,000 lbs. < GVWR < or = 19,500 lbs.)
62	62	62	Single-unit straight truck (19,500 lbs. < GVWR < or = 26,000 lbs.)
63	63	63	Single-unit straight truck (GVWR > 26,000 lbs.)
68	68	64	Single-unit straight truck (GVWR unknown)
66	66	66	Truck-tractor (Cab only, or with any number of trailing units; any weight)
67	67	67	Medium/heavy Pickup (Ford Super Duty 450/550)
71	71	71	Unknown if single-unit or combination unit Medium Truck (10,000 lbs. < GVWR < 26,000 lbs.)
72	72	72	Unknown if single-unit or combination unit Heavy Truck (GVWR > 26,000 lbs.)
78	78	78	Unknown medium/heavy truck type
79	79	79	Unknown truck type (light/medium/heavy)

Motor Homes – (Do NOT code commercial vehicle elements for motor homes, unless hazardous cargo is present):

42	42	42	Light Truck Based Motorhome (Chassis Mounted)
65	65	65	Medium/heavy truck based motor home
73	73	73	Camper or motor home, unknown truck type

Motorcycles, Mopeds, All-Terrain Vehicles; All-Terrain Cycles:

80	80	80	Motorcycle
81	81	81	Moped (motorized bicycle)
82	82	82	Three-wheel Motorcycle or Moped – not All-Terrain Vehicle
83	83	83	Off-road Motorcycle (2-wheel)
88	88	88	Other motored cycle type (mini-bikes, motor scooters, pocket motorcycles "pocket bikes")
89	89	89	Unknown motored cycle type
90	90	90	ATV (All-Terrain Vehicle; includes 3 or 4 wheels)

Other Vehicles:

91	91	91	Snowmobile
92	92	92	Farm equipment other than trucks
93	93	93	Construction equipment other than trucks (includes graders)
97	97	97	Other vehicle type (includes go-cart, fork-lift, city street sweeper, dune/swamp buggy, golf cart)
98	98	*98*	*Not Reported*
99	99	99	Unknown body type

Remarks:

AUTOMOBILES
These attributes are used to classify different types of passenger cars. These type of light vehicles, referred to as automobiles, are designed primarily to transport eight or fewer persons.

Convertible (excludes sun-roof and t-bar) refers to a passenger car equipped with a removable or retractable roof. To qualify for this code, the entire roof must open. Convertible roofs are generally fabric; however, removable hardtops are also included. This attribute takes priority over 2-door or 4-door codes.

2-door sedan, hardtop, coupe refers to a passenger car equipped with two doors for ingress/egress and a separate trunk area for cargo (e.g., trunk lid hinged below the backlight). Folding rear seats do not necessarily violate the separate "trunk area" concept.

3-door/2-door hatchback refers to a passenger car equipped with two doors for ingress/egress and a rear hatch opening for cargo (e.g., hinged above the backlight). The cargo area is not permanently partitioned from the passenger compartment area.

3-door coupe refers to a passenger car equipped with three doors for ingress/egress in which 2 of the doors are located on the driver's side and a separate trunk area for cargo (e.g., trunk lid hinged below the backlight). Folding rear seats do not necessarily violate the separate "trunk area" concept.

4-door sedan, **hardtop** refers to a passenger car equipped with four doors for ingress/egress and a separate trunk area for cargo (e.g., trunk lid hinged below the backlight).   Folding rear seats do not necessarily violate the separate "trunk area" concept.

5-door/4-door hatchback refers to a passenger car equipped with four doors for ingress/egress and a rear hatch opening for cargo (e.g., hinged above the backlight). The cargo area is not permanently partitioned from the passenger compartment area.

Station wagon (excluding van and truck based) refers to a passenger car with an enlarged cargo area. The entire roof covering the cargo area is generally equal in height from front to rear and full height side glass is installed between the C and D-pillars. The rearmost area is not permanently partitioned from the forward passenger compartment area (e.g., "horizontal window shades" to hide cargo do not constitute partitions).

Hatchback, **number of doors unknown** refers to a passenger car with an unknown number of doors for ingress/egress and a rear hatch opening for cargo (e.g., hinged above the backlight). The cargo area is not permanently partitioned from the passenger compartment area.

Sedan/Hardtop, number of doors unknown refers to a passenger car equipped with an unknown number of doors for ingress/egress and a separate trunk area for cargo (e.g., trunk lid hinged below the backlight). Folding rear seats do not necessarily violate the separate "trunk area" concept.

Other or Unknown automobile type is used for any passenger car that cannot be described by the other automobile codes OR when it is known that the vehicle is a passenger car, but there is insufficient data to determine the type. Do not use this attribute if the Police Accident Report (PAR) alone or in combination with other information gives sufficient detail to identify a more specific attribute.

- **Example #1:** If the possible choices are codes "01," "02", or "09" but there is enough detail to identify that it is a 2-door and that it is NOT a convertible, then use attribute **2-door sedan, hardtop, coupe**.

- **Example #2:** If there is information that it is a 4-door and the PAR eliminates the possibility of a hatchback or station wagon, then use **4-door sedan, hardtop**.

AUTOMOBILE DERIVATIVES
This describes certain passenger cars that have been modified to perform cargo-related tasks.

Auto based pickup refers to a passenger car based, pickup type vehicle. The roof area (and side glass) rearward of the front seats on a station wagon have been removed and converted into a pickup-type cargo box.

Auto based panel (cargo station wagon, auto based ambulance/hearse) refers to an automotive station wagon that may have sheet metal rearward of the B-pillar rather than glass.

Large Limousine - more than four side doors or stretched chassis refers to an automobile that has sections added within its wheelbase to increase length and passenger/cargo carrying capacity.

Three-wheel automobile or automobile derivative refers to three-wheel vehicles with an enclosed passenger compartment.

UTILITY VEHICLES (< = 10,000 lbs. GVWR)

Utility Vehicles are designed for carrying persons, and generally considered a multi-purpose vehicle that is designed to have off-road capabilities. These vehicles are: generally four-wheel drive (4 x 4), have increased ground clearance, and are equipped with a strong frame. Four wheel drive automobiles are not considered utility vehicles.

Compact Utility refers to a short wheelbase and narrow tracked multi-purpose vehicle designed to operate in rugged terrain.

Large Utility refers to fullsize multi-purpose vehicles primarily designed around a shortened pickup truck chassis. Generally a station wagon style body, some model are equipped with a removable top.

Utility Station Wagon refers primarily to a pickup truck based chassis enlarged to a station wagon.

Utility Vehicle, Unknown Body Type is used when it is known that the vehicle is a utility vehicle, but there is insufficient data to determine the specific type.

VAN-BASED LIGHT TRUCKS (< = 10,000 lbs. GVWR)

Van-Based Light Trucks (< = 10,000 lbs. GVWR) are designed to maximize cargo/passenger area versus overall length. Basically a "box on wheels", these vehicles are identifiable by their enclosed cargo/passenger area and relatively short (or non-existent) hood.

Minivan refers to down-sized cargo or passenger unibody vans.

Large Van refers to a standard cargo or passenger van and includes van-based buses. These vans will generally have a larger capacity in both volume and GVWR.

Step Van or Walk-In Van (< = 10,000 lbs. GVWR) refers to a multi-stop delivery vehicle with a GVWR less than or equal to 10,000 lbs. Examples are the Grumman LLV used by the US Postal Service or the Aeromate manufactured by Utilimaster Motor Corporation.

Other Van Type refers to a cargo or delivery van where the chassis and cab portions from the B-pillar forward of this vehicle are the same as in Minivans or Large Vans with a frame mounted cargo area unit added behind the driver/cab area or if the van cannot be described as a Minivan, Large Van, Step-van or a Van-based motorhome. Annotate the van type when using this code. This code takes priority over Minivans and Large Vans.

Unknown Van Type is used when it is known that this vehicle is a light van, but its specific type cannot be determined.

LIGHT CONVENTIONAL TRUCKS (Pickup Style Cab, < = 10,000 lbs. GVWR)

Light Conventional Trucks are used to describe vehicles commonly referred to as pickup trucks and some of their derivatives. These light trucks are characteristically designed with a small cab containing a single row of seats (extended cabs with additional seats are available for some models), a large hood covering a conventional engine placement, and a separate open box area (approximately 180 to 240 centimeters long) for cargo.

Compact Pickup is used to describe a pickup truck having a width of 178 centimeters or less.

Standard Pickup is used to describe a pickup truck having a width of greater than 178 centimeters.

Pickup with Slide-in Camper is used to describe any pickup truck that is equipped with a slide-in camper. A slide-in camper is a unit that mounts within a pickup bed. Pickup bed caps, tonneau covers or frame mounted campers are not applicable for this code.

Convertible Pickup refers to a pickup truck equipped with a removable or retractable roof. To qualify for this code, the entire roof must open. Convertible roofs are generally fabric; however, removable hardtops are also included. This code takes priority over compact and large pickups.

Unknown (Pickup Style) Light Conventional Truck Type is used when this vehicle is a Light Conventional Truck, but there is insufficient data to determine the specific code.

OTHER LIGHT TRUCKS (< = 10,000 lbs. GVWR)

Other Light Trucks are used to describe vehicles that are based upon a conventional light pickup frame, but a commercial or recreational body has been affixed to the frame rather than a pickup box.

Cab Chassis Based (includes rescue vehicles, light stake, dump and tow truck) is used to describe a light vehicle with a pickup style cab and a commercial (non-pickup) body attached to the frame. Included are pickup based ambulances and tow trucks.

Truck Based Panel is used to describe a truck based station wagon that has sheet metal rather than glass above the beltline rearward of the B-pillars.

Other Light Conventional Truck Type is used for light conventional trucks that cannot be described elsewhere.

Unknown Light Truck Type (not a pickup) is used when it is known that the vehicle is a light truck chassis based vehicle and not a pickup, but insufficient data exist to specify utility, van, or other light vehicle.

Unknown Light Vehicle Type (**automobile, utility, van or light truck)** is used when it is known that the vehicle is a light vehicle, but insufficient data exists to specify what type of light vehicle it is.

BUSES (Excludes Van-Based)

Buses are defined as any motor vehicle designed primarily to transport large groups of passengers (nine or more persons, including the driver).

School Bus (designed to carry students, not cross country or transit) is a bus designed to carry passengers to and from educational facilities and/or related functions. The vehicles are characteristically painted yellow and clearly identified as school buses. Use this code regardless of whether the vehicle is owned by a school system or a private company. School buses converted for other uses (e.g., church bus) also take this code.

Cross Country/Intercity Bus (Motor Coach) describes a bus body type designed to travel long distances between cities (e.g. Greyhound).

Transit Bus (City Bus) describes a bus body type designed for public transportation typically within a city.

Other Bus Type is a vehicle designed/converted to carry nine or more persons, including the driver, not described by the attributes school bus, cross country/intercity bus, transit bus, or van-based bus. Examples include a specialized tour bus or bus based motor home.

Unknown Bus Type is used when it is known the transport device is a bus but there is insufficient data to choose between the bus attributes.

MEDIUM/HEAVY TRUCKS (> 10,000 lbs. GVWR)

Medium/Heavy Trucks describe a single unit truck specifically designed for carrying cargo on the same chassis as the cab. They pertain to a truck-tractor designed for towing trailers or

semi-trailers. Although towing is their primary purpose, some truck-tractors are equipped with cargo areas located rearward of the cab.

Step Van (>10,000 lbs. GVWR) defines a single unit enclosed body with a GVWR greater than 10,000 lbs. and an integral driver's compartment and cargo area. Step vans are generally equipped with a folding driver seat mounted on a pedestal and a sliding door for easy ingress/egress.

Single-Unit Straight Truck describes a non-articulated truck designed to carry cargo. The attribute selected is based on the applicable GVWR range for the vehicle.

Single-Unit Straight Truck (GVWR unknown) describes a medium/heavy non-articulated truck designed to carry cargo. It is known not to be a step van, van, or pickup truck, but its GVWR is unknown.

Truck-Tractor (Cab only or with any number of trailing units) describes a fifth wheel equipped tractor-trailer power unit. The number of trailing units is not a consideration.

Medium/Heavy Pick-up is a single-unit straight truck with a pickup body style with a GVWR > 10, 000 lbs. Examples include the Ford Super Duty 350, 450, or 550.

Unknown Medium/Heavy Truck Type is used when it is unknown whether the medium/heavy truck is a single unit truck or a truck-tractor and/or trailer combination and it is known that the vehicle is either a medium or heavy truck with GVWR >10,000 lbs..

Unknown Truck Type (light/medium/heavy) is used when it is known that this vehicle is a truck, but there is insufficient data to classify the vehicle further.

MOTOR HOMES

Motor Homes are recreational vehicles mounted on an incomplete vehicle chassis that is suitable to live in and drive across the country. (Do NOT code commercial vehicle elements for motor homes, unless hazardous cargo is present.)

Light Truck Based Motor Home (chassis mounted) is used to describe a frame mounted recreational unit attached to a light van or conventional chassis.

Medium/Heavy Truck Based Motor Home describes a recreational vehicle mounted on a single unit medium/heavy truck chassis.

Camper or Motor Home, unknown truck type is used when it is known the vehicle is a camper or motor home, but the truck type is unknown.

MOTORCYCLES, MOPEDS, ALL-TERRAIN VEHICLES, ALL-TERRAIN CYCLES

Motorcycle is used when a motor vehicle having a seat or saddle for the use of its operator is a two-wheeled open (e.g., no enclosed body) vehicle propelled by an internal combustion engine. Motorcycles equipped with a side car also use this code.

Moped (motorized bicycle) is used when the vehicle is a speed-limited motor-driven cycle capable of moving either by pedaling or by an internal combustion engine.

Three-Wheeled Motorcycle or Moped is used when the vehicle is a three-wheeled open vehicle propelled by an internal combustion engine or a three-wheeled motorized bicycle capable of moving either by pedaling or by an internal combustion engine.

Off-road Motorcycle (2-wheel) is used when the vehicle is a two-wheeled open vehicle propelled by an internal combustion engine designed or built for off road use only.

Other Motored Cycle (mini-bike, motor scooter, pocket motorcycles "pocket bikes") is used when the vehicle in question does not qualify for attributes motorcycle, moped, three-wheeled motorcycle or moped (e.g., motor scooter).

Unknown Motored Cycle Type is used when it is known that the vehicle is a motored cycle, but no further data is available.

ATV (All-Terrain Vehicle)/3-Wheel ATC (All-Terrain Cycle) is used for off-road recreational vehicles which cannot be licensed for use on public roadways. ATVs have 3 or 4 or more wheels.

OTHER VEHICLES

Other Vehicles describes all motored vehicles that are designed primarily for off-road use.

Snowmobile refers to a vehicle designed to be operated over snow propelled by an internal combustion engine.

Farm Equipment Other Than Trucks refers to farming implements other than trucks propelled by an internal combustion engine (e.g., farm tractors, combines, etc.).

Construction Equipment Other Than Trucks refers to construction equipment other than trucks propelled by an internal combustion engine (e.g., bulldozer, road grader, etc.).

Other Vehicle Type is used when the motorized vehicle in question does not qualify for Construction equipment other than trucks, Farm equipment other than trucks, or Snowmobile (e.g., fork-lift, city street sweeper, dune/swamp buggy, golf cart, go-kart, "kit" car, etc.).

Unknown Body Type is used when the available information regarding the type of vehicle is reported as Unknown.

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

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

FARS SPECIAL INSTRUCTION:

SEE REMARKS UNDER VEHICLE IDENTIFICATION NUMBER – FARS – V13

VEHICLE MODEL YEAR

GES: V06
Screen Heading: Vehicle Data

Screen Name: Year (400-E)

Long Name: What is the vehicle model year?

SAS Name: Vehicle.Model_Yr

Oracle Name: GES.Vehicle.ModelYear

FARS: *V12*
Format: 4 numeric

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
				Actual Four Digit Model Year
	7777	7777	*9998*	*Not Reported*
*	9999	9999	9999	Unknown

Remarks:

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

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

FARS SPECIAL INSTRUCTION:

Code all four digits of the model year for which the vehicle was manufactured.

A vehicle manufactured as a 1985 model is to be coded as "1985."

SEE REMARKS UNDER VEHICLE IDENTIFICATION NUMBER – FARS – V13

GES SPECIAL INSTRUCTION:

Enter the 4 digit model year.

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VEHICLE IDENTIFICATION NUMBER

GES: V07

Screen Heading: Vehicle Data

Screen Name: VIN (365-E)

Long Name: What is the vehicle identification number?

SAS Name: Vehicle.VIN

Oracle Name: GES.Vehicle.VIN

FARS: *V13*

Format: 17 alphanumeric

ELEMENT VALUES

	SAS			
SCN	**ORACLE**	**GES**	**FARS**	
	0000000000000000			No VIN Required
				Any Alphanumeric Characters – Actual VIN number
	8888888888888888			*Not Reported*
	9999999999999999			Unknown

Remarks:

Vehicles manufactured after September 1980 conform to Federal Motor Vehicle Safety Standard 115. This standard requires that each VIN have 17 characters, not contain the letter "I", "O" or "Q", and pass a mathematical test (check digit). Vehicles older than 1980 may have VINs that are shorter.

Code the complete VIN. The VIN is always left-justified.

If the VIN is less than 17-characters long (pre-1981 VIN), leave the remaining characters blank. Do not zero-fill.

Enter **Unknown** when the entire VIN is unknown or missing.

Trailer VINs are not coded. If the VIN for the power unit is not available, code Unknown.

Enter all zero's or **No VIN Required** if the vehicle is not required to have a VIN as per FMVSS 115 or the vehicle does not require registration (farm tractors, go-carts, etc.).

NOTE: For any multi-stage manufactured vehicle (e.g., school bus, motor home, limousine, tow truck, etc.), enter the VIN for the vehicle's power unit/chassis. Do not code the secondary manufacturer's serial number, which is not considered a VIN under FMVSS 115.

If the vehicle is manufactured by the Ford Motor Company and the VIN begins or ends with a script "*f*", the script "*f*" *is not entered.*

Proceed to the next character, as in the example below.

VIN: *f*3U62S100932*f*
ENTER: 3U62S100932

In addition, if any hyphens or periods are contained in the string of alphanumeric characters, ignore them as in the example below.

VIN: SM-E.3076421
ENTER: SME3076421

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

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

Unknown is used when the entire VIN is reported as Unknown or this is a hit-and-run vehicle, with no information available.

FARS SPECIAL INSTRUCTION:

If the state will not allow transmittal of a complete standard VIN, code the right-most four characters as numeric zeroes. The vehicle registration file must be used to verify the VIN.

GES SPECIAL INSTRUCTION:

Leave "Blank" any column which does not have a VIN character. If part of the VIN is missing or not decipherable, leave the column any such character would ordinarily occupy "Blank." In the special case where the first 11 columns of the VIN are blank, but part or all of columns 12 through 17 contain information, code Unknown instead of the partial information contained in the columns 12 through 17 of the VIN.

If the information from PC VINA or VINASSIST and the PAR are inconsistent, use the following guidelines:

   - Make and model on the PAR takes precedence over the make and model indicated by the VIN.
   - Model year - Use model year as indicated by VIN if the VIN Make and Model matches the make and model shown on the PAR.

- Body type - Use body type indicated by the VIN if the VIN Make and Model matches the make and model shown on the PAR.

If the information about make and model on the PAR is inconsistent, model takes precedence over the make.

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Remarks (*V9-V13*):

VEHICLE MAKE, VEHICLE MODEL, BODY TYPE, MODEL YEAR as shown on crash reports must be verified with registration data. In the case of inconsistencies, registration data takes precedence over crash report data. Note that vehicle information should be gathered only from state records. Do not use any other sources to determine any of these elements, that is; you should not use sources such as the NATB Passenger Vehicle Identification Manual.

VEHICLE MAKE attributes are organized into general groups. These groups are:

01-28	Domestic Passenger Car
29	Other Domestic Passenger Car
30-64	Import Passenger Car
69	Other Import Passenger Car
70-76	Motored Cycle/Moped
80-89	Truck/Bus
90-94	Bus
97	*Not Reported*
98	Other Make (where MAKE "29" or "69" are not applicable)
99	Unknown Make

VEHICLE MODEL refers to the series of vehicles for a make, e.g., Pintos, Galaxies, Mustangs are Models of Ford. It does not refer to the various styles within a model unless they are listed in the codes for VEHICLE MODEL.

VEHICLE MODEL attributes are organized into general groups. These groups are:

001-399	Passenger Car (automobile)
400-499	Light Trucks (including truck based utility vehicles, light duty pickup trucks, standard pickup trucks, vans, mini vans, van-based station wagons, van-based buses, van derivatives, and truck-based station wagons).
700-739	Motored Cycles (including motorcycles, mini-bikes, motor scooters, dirt bikes, and mopeds).
850	Motor Home (truck based)
880-897	Trucks (including all trucks over 10,000 lbs. GVWR except those pick-up type trucks mentioned under BODY TYPE code "30-31" (Pickup)).
898	Other, Unknown, truck over 10,000 lbs. GVWR.
980-996	All buses except those that are van-based.
988	Other bus over 10,000 lbs. GVWR.
997	*Not Reported*
998	Other Vehicle
999	Unknown Vehicle

Note that for both VEHICLE MAKE and VEHICLE MODEL the use of the terms "other" and "unknown" have very specific meanings. "Other" refers to a VEHICLE MAKE or VEHICLE MODEL that is known but is not explicitly listed. "Unknown" refers to the situation where no

specific named VEHICLE MAKE or VEHICLE MODEL is known. Selection of the proper "other" or "unknown" code can only be made with consideration of the vehicle BODY TYPE in accordance with the applicable BODY TYPE for given combinations of "other" and/or "unknown" VEHICLE MAKE and VEHICLE MODEL.

4WD, FWD, or Four-Wheel Drive does not automatically imply on/off road vehicle (Utility Vehicles), body types "14" and "15."

Reconstructed/Altered Vehicles: In cases where someone builds a "home made" vehicle from drastically mixed parts, there may be no clear MAKE or MODEL. In addition, the state may issue an Identification Number in place of the Standard VIN. In such cases, code the VIN as all "0's"; code MAKE, MODEL, and MODEL YEAR as "9's." Code BODY TYPE as appropriate. Be sure to use RELATED FACTORS-VEHICLE LEVEL code **Reconstructed/Altered Vehicle**.

In reconstructed/altered vehicles where the modifications are less drastic and you can determine the MAKE, MODEL and VIN, code these elements appropriately and be sure to use Related Factors-Vehicle Level code **Reconstructed/Altered Vehicle**.

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

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

VEHICLE TRAILING

GES: V13

Screen Heading: Vehicle Data

Screen Name: Trailing Unit (460-E)

Long Name: Was this vehicle towing trailing units?

SAS Name: Vehicle.Trailer

Oracle Name: GES.Vehicle.Trailing

FARS:*V14*

Format: 1 numeric

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
1	11	0	0	No Trailing Units
2	12	1	1	One Trailing Unit
3	13	2	2	Two Trailing Units
4	14	3	3	Three or more Trailing Units
5	15	4	4	Yes, Number of Trailing Units Unknown
7	16	7	5	Vehicle Towing Another Motor Vehicle - Fixed Linkage
8	17	8	6	Vehicle Towing Another Motor Vehicle - Non-Fixed Linkage
9	19	9	9	Unknown

Remarks:

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

If the case materials do not provide sufficient information if the linkage was fixed or not, consider the linkage as fixed.

A vehicle towing another motor vehicle is not considered to be a trailer but is considered to be a towed vehicle (see attributes **Vehicle Towing Another Motor Vehicle - Fixed Linkage** or **Vehicle Towing Another Motor Vehicle - Non-Fixed Linkage**).

A converter dolly is a device used to hitch a trailer to another semi-trailer or straight truck and is not counted as a separate trailing unit. For combination vehicles (medium/heavy trucks), count only the cargo-carrying units.

No Trailing Units is used when this vehicle was not pulling or towing a wheeled unit.

One Trailing Unit is used when on trailer was being pulled by this vehicle.

Two Trailing Units is used when this vehicle was pulling two trailers.

Three or More Trailing Units is used when this vehicle was pulling three or more trailers.

Yes, Number of Trailing Units Unknown is used when it is known that there was a trailer(s) but the number of trailers cannot be determined.

Vehicle Towing Another Motor Vehicle - Fixed Linkage is used to identify that a vehicle was towing another motor vehicle(s) connected by a fixed linkage. The towed vehicle will have two or more wheels on the ground. This will most commonly apply to drive-away/tow-away tow trucks. These are vehicles equipped with a mechanism designed to be attached to a towed vehicle (e.g., hoist). This attribute would also be used for saddle-mounted towed vehicles. An example of a saddle-mount unit would be a bobtail towing one or more other bobtails. This attribute does not apply to vehicles towed by being loaded on a flatbed or auto transporter.

Vehicle Towing Another Motor Vehicle - Non-Fixed Linkage is used to identify that a vehicle was towing another motor vehicle(s) connected by a non-fixed linkage. A non-fixed linkage includes ropes, chains or cables.

Unknown is used when it cannot be determined from any information if a unit was being pulled or towed.

FARS SPECIAL INSTRUCTION:

For vehicles being towed by an illegal hitch (rope, chain, cable), use the attribute **Towing or Pushing Improperly** for the data element Related Factors-Driver Level.

GES SPECIAL INSTRUCTION:

The intent of this data element is to determine if the vehicle was pulling a trailing unit. If the linkage is fixed, then the trailing unit is considered a towed unit. If the linkage is not fixed (e.g., one vehicle is pulling another using a rope), then each vehicle is considered to be separate.

JACKKNIFE

GES: V14

Screen Heading: Vehicle Data

Screen Name: Jackknife (470-R)

Long Name: Did a jackknife situation occur?

SAS Name: Vehicle.Jacknife

Oracle Name: GES.Vehicle.Jacknife

FARS:*V15*

Format: 1 numeric

ELEMENT VALUES

SCN	ORACLE	GES	SAS FARS	
			0	Not an Articulated Vehicle
			1	No
			2	Yes - First Event
			3	Yes - Subsequent Event
1	0	0		No Jackknife Noted on the PAR
2	1	1		Jackknife Occurred

Remarks:

Jackknife can occur at any time during the crash sequence. This element is applicable for all power unit/trailing unit combinations (e.g., truck tractor or single-unit truck with one or more trailers, articulated bus, car pulling a boat on a trailer, light utility vehicle/trailing unit combination, etc.).

Jackknife applies to a condition that occurs to an articulated vehicle, any vehicle with a trailing unit connected by a hitch (fixed linkage) while in motion. A jackknife occurs when there is an uncontrolled articulation between the power unit and the trailing unit in which the trailing unit does not follow directly behind the power unit (tracking), and the driver did not initiate the non-tracking situation. The condition reflects a loss of control of the vehicle by the driver in which the trailing units' normal straight-line path behind the power unit is not maintained.

If the final resting configuration of the vehicle in the PAR diagram is in a jackknife position, it does not necessarily mean that the vehicle has jackknifed. Turning and backing are examples of driver initiated non-tracking controlled articulation and are not coded as a jackknife.

In the case materials, the terms "tractor jackknife" or "trailer swing" may be used to describe particular incidences of uncontrolled articulation. Either incident shall be coded as Jackknife. Jackknife is not likely to be a harmful event but may be part of an unstabilized condition just before the first harmful event.

FARS SPECIAL INSTRUCTION:

Not an Articulated Vehicle is used when this vehicle is not a vehicle-trailing unit combination.

No is used when no uncontrolled articulation was reported between a vehicle and a trailing unit.

Yes, First Event is used when an uncontrolled articulation was reported as occurring before or as part of the first injury or damage producing event for this vehicle.

Yes, Subsequent Event is used when an uncontrolled articulation occurs after the first injury or damage producing event for this vehicle.

GES SPECIAL INSTRUCTION:

No Jackknife Noted on the PAR is used when no uncontrolled articulation was reported between a vehicle and trailing unit. In addition, use this code when it is unknown if an uncontrolled articulation occurred.

Jackknife Occurred is used when an uncontrolled articulation between a vehicle and trailing unit occurred during the crash. The uncontrolled articulation (Jackknife) can occur at any time during the crash sequence.

MOTOR CARRIER IDENTIFICATION NUMBER

GES: V31 (Carrier's Identification Number)

FARS:*V16*

Format: 1 set 2 numeric, 1 set 9 alpha/numeric

Screen Heading: NGA Crash Data

Screen Name: Carrier ID (620-E)

Long Name: What is the carrier's identification number for this vehicle?

SAS Name: Vehicle.CarIDNum

Oracle Name: GES.NGA_Type.CarrierNumber (Character)

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
				Issuing Authority:
			00	Not Applicable
			01-56	FARS State Code
			57	US DOT
			58	MC/MX (ICC)
			95	Canada
			96	Mexico
			88	None
			77	*Not Reported*
			99	Unknown
				Identification Number:
				Actual Number
000000	000000, Blank	000000000	0s	Not Applicable
			8s	None
999999997	999999997	999999997	*7s*	*Not Reported*
	999999999	999999999	9s	Unknown

Remarks:

FARS SPECIAL INSTRUCTION:

This information should be available on your Police Accident Report (PAR) or Truck and Bus Supplement with other elements required by the Federal Motor Carrier Safety Administration (FMCSA) for commercial vehicles.

The Motor Carrier Identification Number is recorded on the Truck Supplement or PAR next to the appropriate Source (Issuing Authority.) If your state uses separate Truck Supplements, you should seek help to get routine access to them, just as with your state's PAR.

Your state's SAFETYNET representative may be able to provide a Motor Carrier Identification Number.

You should expect to find motor carrier identification numbers for the following commercial vehicles:

1. Light trucks pulling a trailer with gross combination weight rating (GCWR) greater than 10,000 lbs.
2. Medium/Heavy Trucks: vehicles with GVWR greater than 10,000 lbs.
3. Buses with 9 or more seats (including the driver).
4. Light Trucks, Vans and Passenger Vehicles displaying a hazardous materials placard.

Identification Number should be left justified. If less than 9 characters, left-justify and do not zero-fill.

Examples of Left-Justified Coding of Identification Number

Federal regulations require that almost all commercial trucks/buses operating across state lines that meet the above criteria (i.e., interstate) have Identification Numbers except those hauling "exempt" commodities (such as unprocessed agricultural products). This will be a US DOT or MC/MX (ICC) Number.

Many carriers will have a US DOT or MC/MX (ICC) Number plus a State Number.

US DOT NUMBERS: US DOT is used in "Issuing Authority" if a US DOT Number or a State Number and US DOT Number are recorded on the PAR or Supplement. Enter the US DOT Number in "Identification Number."

- US DOT Numbers are in the process of being assigned to Intrastate motor carriers in a number of states. These should include the issuing state's two-character abbreviation on the end; e.g., US DOT 123456XX (where "XX" is the State abbreviation). See example of proper coding in diagram above.

MC/MX (ICC) NUMBERS: MC/MX (ICC) is used in "Issuing Authority" if an MC/MX (ICC) Number or a State Number and an MC/MX (ICC) Number are recorded on the PAR or Supplement. Enter the MC/MX (ICC) Number in "Identification Number."

STATE NUMBERS: If only a State Number is recorded on the PAR or Supplement, then code the appropriate FARS State Code in "Issuing Authority" and enter the State Number in "Identification Number."

State Numbers are issued by a public utility commission, a public service commission, or some other state agency, to vehicles that operate either in interstate commerce or only within that state. However, some states do not regulate the motor carrier industry. Trucks and buses that operate strictly within such states (i.e., intrastate) may not have numbers.

CANADIAN/MEXICAN NUMBERS: Use Code "95" or "96" in "Issuing Authority" if a Canadian or Mexican authority (respectively) has issued the only Carrier Identification Number recorded on the PAR or Supplement.

HIERARCHY: When Identification Numbers are available from more than one Source (Issuing Authority), it is most important to code the US DOT number then the MC/MX (ICC) number if one is available. It is next most important to code the Mexican or Canadian issued number. Finally, State-issued numbers should be coded.

Not Applicable would apply when you would <u>never</u> expect this style of vehicle to have a Motor Carrier ID number (cars, motor homes, etc.). This vehicle would not appear on a truck supplement (supplemental truck elements on the PAR would be coded N/A).

None should be used when:
- you could expect this type of vehicle to have an ID Number, but it is exempt because of its use or activity at the time of the crash;
- this type of vehicle often does have a number (but vehicle is operated strictly intrastate and activity not regulated); or
- the PAR/supplement states "No Number."

Note: In some states, school buses are exempt from requiring a Motor Carrier ID Number

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Unknown is used if the investigating officer reported the motor carrier identification number as unknown or you don't know if the truck is a light, medium or heavy truck.
Example:
* An unidentified hit-and-run vehicle.

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

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

Note: For this element, **Not Reported** is used when you could expect this type of vehicle to have a Motor Carrier ID Number, but:

* the PAR or truck supplement leaves the field blank; or
* you don't have a supplement or a field on the PAR (no further information given).

GES SPECIAL INSTRUCTION:

The Carrier's ID is the unique number assigned to certain types of medium/heavy trucks and buses by the United States Department of Transportation.

The number is assigned only to motor vehicles of interstate for-hire or private carriers in the transportation business.

Not Applicable is used when the vehicle is not a medium/heavy truck or a bus. This attribute should also be used when the vehicle is a medium/heavy truck or a bus but the vehicle is not an interstate for-hire or private carrier.

Unknown is used when the vehicle is a medium/heavy truck or a bus but the Carrier ID is not known. Also, this attribute is used when the body type of the vehicle is unknown.

GROSS VEHICLE WEIGHT RATING/
GROSS COMBINATION WEIGHT RATING

GES: XXX
Screen Heading: Not a GES Element

FARS: *V17*
Format: 1 numeric

Screen Name:

Long Name:

SAS Name:

Oracle Name:

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
X	X	X	0	Not Applicable
X	X	X	1	10,000 lbs. or less
X	X	X	2	10,001 lbs. – 26,000 lbs.
X	X	X	3	26,001 lbs. or more
X	X	X	*8*	*Not Reported*
X	X	X	9	Unknown

Remarks:

Prior to 2007, FARS only considered the power unit in recording the element Gross Vehicle Weight Rating (GVWR). Starting in 2007, the element was modified to allow Gross Combination Weight Rating (GCWR) to be recorded for combination vehicles to match the nationally accepted reporting criteria for this element (FMCSA's SAFETYNET and MMUCC).

Use of GCWR instead of GVWR will only impact these vehicles:

1. Light trucks, 10,000 lbs. or less, pulling trailers (truck/trailers) (greater than 10,000 lbs. GCWR)
2. Single-unit trucks, less than 26,000 lbs., pulling trailers (truck/trailers) (greater than 26,000 lbs. GCWR)

This information should be available on your Police Accident Report (PAR) or Truck and Bus Supplement with other elements required by the Federal Motor Carrier Safety Administration (FMCSA) for commercial vehicles.

Record the applicable weight range for a single vehicle's Gross Vehicle Weight Rating (GVWR) or combination vehicle's Gross Combination Weight Rating (GCWR).

It may appear as a numeric value or as a range of values like those displayed above. For verification of the reported range, see the procedures outlined below.

Gross Vehicle Weight Rating (GVWR) is the value specified by the manufacturer as the recommended maximum loaded weight of a single motor vehicle.

Gross Combination Weight Rating (GCWR) is the value specified by the manufacturer(s) as the recommended maximum loaded weight of a combination (articulated) motor vehicle. This is for truck tractors and single-unit trucks pulling a trailer(s). GCWR is the sum of the gross vehicle weight ratings (GVWR) of all units, power unit and its trailer(s).

For Truck/Trailer Combinations: If your state records the GVWR of the power unit and trailer(s) in separate fields, be sure to add together the GVWRs of all the units when recording this element.

Not Applicable should be used for vehicles 10,000 lbs. or less, not displaying a hazardous materials placard, for buses less than 9 seats (including driver), and for all motor homes.

10,000 lbs. or less should be used for passenger cars and light trucks with 10,000 lbs. or less GVWR/GCWR when displaying a hazardous materials placard or for buses with 9 or more seats (including driver) with 10,000 lbs. GVWR or less.

PROCEDURE FOR VERIFICATION OF GVWR/GCWR RANGE:

The MDE provides PCVINA codes for GVWR. Next to Vehicle Identification Number (VIN), click on check box, and then click on "Show Details" under the "R. L. Polk" column. Use the table below to translate the code for GVWR.

NOTE: PCVINA only provides the GVWR of a single vehicle or the GVWR of the power unit in a combination unit motor vehicle.

- **For Truck / Trailer Combinations:**
    1. **If the PCVINA VIN return fits within the range provided on the PAR or Truck and Bus supplement, use that value.**
    2. **If the PCVINA VIN return falls below the range provided on the PAR or Truck and Bus Supplement, use the value provided on the crash report to account for the addition of the trailer's GVWR.**

- **If GVWR/GCWR information is unavailable or not reported on your PAR or Truck/Bus Supplement, utilize the information on the power unit provided by PCVINA to code this element.**

- **If the GVWR/GCWR is available on your PAR or Truck/Bus Supplement, and PCVINA does not return a value, use the information provided on your crash report.**

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

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

Note: For this element, **Not Reported** is used when you could expect this type of vehicle to have a Motor Carrier ID Number, but:

- the PAR or truck supplement leaves the field blank; or
- you don't have a supplement or a field on the PAR (no further information given).

Unknown should be used when GVWR/GCWR information is unavailable on your PAR or Truck/Bus Supplement and PCVINA is unable to return a value.

See Comparison of PCVINA and FARS Codes for GVWR/GCWR below.

COMPARISON OF PCVINA AND FARS CODES FOR GVWR/GCWR

PCVINA (trucks only)	FARS CODES
	0 – Not Applicable
1 – 6,000 lbs. or less 2 – 6,001 – 10,000 lbs.	1 – 10,000 lbs. and less
3 – 10,001 – 14,000 lbs. 4 – 14,001 – 16,000 lbs. 5 – 16,001 – 19,500 lbs. 6 – 19,501 – 26,000 lbs.	2 – 10,001 – 26,000 lbs.
7 – 26,001 – 33,000 lbs. 8 – 33,001 lbs. or more	3 – 26,001 lbs. or more
9 – Unknown	9 – Unknown

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VEHICLE CONFIGURATION

GES: V40   FARS:*V18*

Screen Heading: Vehicle Data   Format: 2 numeric

Screen Name:

Long Name: How is the vehicle configured?

SAS Name: GES.Vehicle.V_Config

Oracle Name: GES.Vehicle.Vehconfig

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
1	0	0	00	Not Applicable
2	10	10	*10*	*Vehicle 10,000 pounds or less placarded for hazardous materials*
3	1	1	01	*Single-Unit Truck (2-axle and GVWR more than 10,000 lbs)*
4	2	2	02	*Single-Unit Truck (3 or more axles)*
5	4	4	04	*Truck Pulling Trailer(s)*
6	5	5	05	Truck Tractor (Bobtail)
7	6	6	06	*Truck Tractor/Semi-Trailer*
8	7	7	07	*Truck Tractor/Double*
9	8	8	08	*Truck Tractor/Triple*
10	19	19	19	*Truck More Than 10,000 lbs,* Cannot Classify
11	20	20	20	*Bus/Large Van* (seats for 9-15 occupants, including driver)
12	21	21	21	Bus (seats for more than 15 occupants, including driver)
97	97	97	*98*	*Not Reported*
99	99	99	99	Unknown

Remarks:

This information should be available on your PAR or Truck and Bus Supplement with other elements required by the Federal Motor Carrier Safety Administration (FMCSA) for commercial vehicles.

In some states, the data element "Vehicle Configuration" or its attributes may appear under another title, such as: Unit Type, Vehicle Type, Type of Unit, etc. In many states, Vehicle Configuration is recorded for all vehicles. However, in our data systems, only code Vehicle Configurations for the following commercial vehicles:

1. Light trucks pulling a trailer with gross combination weight rating (GCWR) greater than 10,000 lbs.
2. Medium/Heavy Trucks: vehicles with GVWR greater than 10,000 lbs.
3. Buses with 9 or more seats (including the driver).
4. Light Trucks, Vans and Passenger Vehicles displaying a hazardous materials placard.

If Vehicle Configuration is coded "01-99," Cargo Body Type should be coded "01-99."

Not Applicable is used for automobiles, motorcycles, passenger vans (with less than 9 seats, including driver) and single-unit light trucks or cargo vans (10,000 lbs. or less GVWR), not carrying hazardous cargo.

GES SPECIAL INSTRUCTION:

If not known if the vehicle is over 10.000 lbs. use this attribute.

A light truck carrying hazardous cargo is coded **Vehicle 10,000 Pounds or Less Placarded for Hazardous Materials**. When vehicles in this category are not displaying a hazardous materials placard, use **Not Applicable**.

Single-Unit Truck (2-axle and GVWR more than 10,000 lbs) is a power unit that includes a permanently mounted cargo body (also called a straight truck) that has only two axles and a GVWR of over 10,000 lbs.

Single-Unit Truck (3 or more axles) is a power unit that includes a permanently mounted cargo body (also called a straight truck) that has three or more axles. When counting axles on a single-unit truck, include raised axles.

Truck Pulling Trailer(s) is used for single-unit trucks pulling a trailer.

Truck Tractor (Bobtail) is a motor vehicle consisting of a single motorized transport device designed primarily for pulling semi-trailers.

Truck Tractor/Semi-Trailer is used for truck tractors with one trailer. This attribute should not be used for single-unit trucks pulling a trailer.

FARS SPECIAL INSTRUCTION:

NOTE: This attribute was used for truck tractors with any number of trailers before 2001

Truck Tractor/Double is used for tractor pulling two trailers.

Truck Tractor/Triple is used for tractor pulling three trailers.

example is a vehicle with one trailer, but it is unknown whether it is a tractor-trailer or a single-unit truck pulling a trailer.

Bus/Large Van (seats for 9-15 people, including driver) is used for smaller van-based buses (less than 16 seats, including driver). Examples include commuter vans and van-based school buses.

Bus (seats for more than 15 occupants, including driver). A van-based bus qualifies for this attribute if it is configured to include enough seats. A CDL is required for the driver of this bus.

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

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

Unknown is used if the investigating officer indicates that the vehicle configuration is unknown.

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CARGO BODY TYPE

GES: V33   FARS:*V19*

Screen Heading: NGA Crash Data   Format: 2 numeric

Screen Name: Cargo Body Type (640-E)

Long Name: What is the cargo body type for this vehicle?

SAS Name: Vehicle.Carg_Typ

Oracle Name: GES.NGA_Type.CargoBodyTypeID

ELEMENT VALUES

		SAS		
SCN	ORACLE	GES	FARS	
1	10217	00	00	Not Applicable (N/A)
3	10219	02	01	Van/Enclosed Box
4	10220	03	02	Cargo Tank
5	10221	04	03	Flatbed
6	10222	05	04	Dump
7	10223	06	05	Concrete Mixer
8	10224	07	06	Auto Transporter
9	10225	08	07	Garbage/Refuse
12	10228	09	08	Grain/Chips/Gravel
13	10229	10	09	Pole-Trailer
14	10230	11	10	Log
15	10231	12	11	Intermodal Container Chassis
16	10232	13	12	Vehicle Towing Another Motor Vehicle
2	10218	01	22	Bus
97	10237	77	*28*	*Not Reported*
17	10233	96	96	No Cargo Body Type
18	10234	97	97	Other
19	10235	98	98	Unknown Cargo Body Type
20	10236	99	99	Unknown

Remarks:

This information should be available on the PAR or Truck and Bus Supplement with other elements required by the Federal Motor Carrier Safety Administration (FMCSA) for commercial vehicles.

You should expect to find cargo body types for the following commercial vehicles:

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1. Light trucks pulling a trailer with gross combination weight rating (GCWR) greater than 10,000 lbs.
2. Medium/Heavy Trucks: vehicles with GVWR greater than 10,000 lbs.
3. Buses with 9 or more seats (including the driver).
4. Light Trucks, Vans and Passenger Vehicles displaying a hazardous materials placard.

Not Applicable is used for automobiles, motorcycles, passenger vans (with less than 9 seats, including driver) and single-unit small trucks or vans (10,000 lbs. or less GVWR), not displaying hazardous material placard.

Van/Enclosed Box is used for all enclosed trailers and enclosed cargo vans.

Flatbed is used when the available information refers to a cargo body without sides or roof, with or without readily removable stakes which may be tied together with chains/slats or panels. This includes "stake trucks."

Dump is used when the available information refers to a cargo body designed to be tilted to discharge its load by gravity.

Auto Transporter is used when the available information refers to a cargo body capable of transporting multiple, fully assembled automobiles on an "auto transporter" trailer. Do not use this code for flatbeds transporting vehicles (e.g., flatbed tow truck, or flatbed semi-trailer carrying wrecked/salvaged automobiles).

Garbage/Refuse is used when the available information refers to a cargo body that is specifically designed to collect and transport garbage and refuse. This includes both conventional rear-loading and over-the-top bucket loading garbage trucks. Also included are recycle trucks and roll-off style garbage trucks.

Grain/Chips/Gravel is used when the available information refers to trucks that discharge their loads by gravity from the bottom (i.e., belly dump).

Pole-Trailer is used when the available information refers to a cargo body type that consists of a trailer designed to be attached to a towing vehicle by a reach or pole or by being boomed and secured to the towing vehicle. These are ordinarily used to carry property of a long or irregular shape, such as telephone poles. The pole trailer extends or retracts to accommodate varying lengths of cargo.

Log is used when the available information refers to a cargo body type with a fixed middle beam and side support posts specifically designed for carrying logs. This includes single-unit log trucks.

Pole-Trailer and **Log** may be listed on a PAR as "Pole/Log". If the trailer can telescope to carry different log lengths, then it should be considered a **Pole-Trailer**.

Intermodal Container Chassis is used when the available information refers to a cargo body type used for a trailer specifically designed to have a rail or ship container mounted directly on the chassis. These should not be confused with van/enclosed box cargo body types. Intermodal containers may also be mounted on a flatbed trailer, in which case **Flatbed** is the cargo body type.

Vehicle Towing Another Motor Vehicle is used when the available information refers to vehicles that have no cargo carrying capability but are in the act of towing another motor vehicle where the towed vehicle has at least two wheels on the ground. These are often called "drive-away, tow-aways" and will be applicable to tow trucks and specially rigged truck tractors. This includes "saddlemount" configurations. Does not apply to vehicles "towed" by being loaded on a flatbed or auto transporter.

Bus is a motor vehicle with seating for transporting nine or more persons, including the driver.

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

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

No Cargo Body Type is used for any medium heavy truck with no cargo carrying capability (bobtail); a truck chassis with a cab only (stripped chassis); and light trucks and passenger vehicles displaying a hazardous materials placard. Other examples of **No Cargo Body Type** would be Sign Trucks, Fire Trucks, Tow Trucks, etc.

Other is used when the cargo body type is other than the body types listed above. This includes 2-axle, 6 tire pickups greater than 10,000 lb without a trailer. This does not include a pickup pulling a trailer (truck/trailer). Use the Cargo Body Type of the attached trailer in these situations. This attribute previously included "log trucks" which are now recorded under the attribute **Log**.

Unknown Cargo Body Type is used when the vehicle qualifies for this data element but the cargo body type is not known or when there is not enough information to distinguish one cargo body type from another. An example would be contradictory data on whether the truck is a van/enclosed box or a flatbed.

Unknown is used when the investigating officer indicates it was unknown as to cargo body type.

NOTE: For truck/trailer vehicle configurations where the power unit and trailer have different cargo body types, code the cargo body type of the power unit. For example, a dump truck pulling a flatbed trailer should be coded as **Dump**.

For truck/trailer vehicle configurations where the power unit's Cargo Body Type would be coded **No Cargo Body Type** or **Other**, code the cargo body of the trailer. For example: a dual-rear-wheel pickup truck pulling a flatbed trailer should be coded as **Flatbed**.

<u>FARS SPECIAL INSTRUCTION:</u>

Prior to 2007, **Vehicle Towing Another Motor Vehicle** was recorded as code "96 – No Cargo Body".

HAZARDOUS MATERIALS INVOLVEMENT/PLACARD

GES: V33A, V34, V35, V35A, V36
Screen Heading: NGA Crash Heading

Screen Name: HM Involvement, Hazardous Materials (650-E), Placard Number (660-E), Class Number (680-E), Hazardous Release (670-E)

Long Name: Was this vehicle carrying hazardous materials?, Did this motor vehicle display a Hazardous Materials (HM) placard?, What is the hazardous material identification number?, What is the Hazardous Materials class number?, Was an hazardous cargo released from the vehicle cargo tank or compartment?

SAS Name: HMINVOLV, Vehicle.Haz_Mat, Vehicle.Hazm_No, HMCLSNUM, Vehicle.Haz_Ma_R

Oracle Name: GES.NGA_Type.HazardInvolve, GES.NGA_Type.HazardPlak, GES.NGA_Type.HazardPlakNum, GES.NGA_Type.HazardClassID, GES.NGA_Type.HazardRelease

FARS: *V20*
Format: 1 set, 1 numeric; 1 set, 1 numeric; 1 set, 4 numeric; 1 set, 2 numeric; 1 set, 1 numeric

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
				HM1: Hazardous Materials Involvement
1	1	1	1	No
2	2	2	2	Yes
				HM2: Placard
				Did This Motor Vehicle Display a Hazardous Material (HM) Placard?
3	7	0	0	Not Applicable
1	5	1	1	No
2	6	2	2	Yes
4	9	8	8	Not Reported
				HM3: 4-digit Hazardous Material Identification Number
0000	0000	0000	0000	Not Applicable
				Actual 4-digit number except
8888	8888	8888	8888	Not Reported

				HM4: 2-digit Hazardous Material Class Number
1	1	0	00	Not Applicable
2-10	2-10	1-9	01-09	Actual 1-digit number (with leading zero)
11	88	88	88	Not Reported
				HM5: Release of Hazardous Material from the Cargo Compartment
3	7	0	0	Not Applicable
1	5	1	1	No
2	6	2	2	Yes
4	8	8	8	Not Reported

Remarks:

This element must be coded for all vehicles.

Placard and Hazardous Materials Released information should be available on your PAR or Truck and Bus Supplement with other elements required by the Federal Motor Carrier Safety Administration (FMCSA) for commercial vehicles.

Hazardous Material is a substance or material which has been designated by the U.S. Department of Transportation, or other authorizing entity, as capable of posing an unreasonable risk to health, safety and property when transported in commerce. Any motor vehicle transporting hazardous materials in quantities above the thresholds established by the U.S. Department of Transportation, or other authorized entity is required to display a hazardous materials placard.

Exclusions:
   •   Fuel or oil carried by the vehicle for its own use.

Hazardous Materials Placard: is a sign required to be affixed to any motor vehicle transporting hazardous materials in quantities above the thresholds established by the U.S. Department of Transportation, or other authorized entity. This placard identifies the 1-digit hazard class division number, 4-digit hazardous material identification number or name of the hazardous material being transported.

Vehicle transporting hazardous materials should have a diamond-shaped placard affixed indicating the material carried. (See list of examples below.)

HM1– Hazardous Materials Involvement
No is used when there is no indication of hazardous materials for this vehicle in the case materials.

If HM1 is **No**, HM2-HM5 will be coded **Not Applicable**.

Yes is used when hazardous materials were indicated for this vehicle in the case materials.

Examples for code **Yes:**

1. The officer records any information about a placard, whether or not he indicates that the vehicle was carrying hazardous materials.
2. The officer does not record any information about a placard, however, you know that hazardous material was involved.
3. Information identifying hazardous material is blank, but you know that hazardous material was released.

HM2 – Hazardous Materials Placard

Not Applicable is used when there is no indication of hazardous materials for this vehicle in the case materials (HM1 equals **No**).

No is used when hazardous materials are involved, but the officer indicates there was no placard.

Yes is used when hazardous materials are involved, and the vehicle does have a placard.

Not Reported is used when hazardous materials are involved, but the crash report does not record any information about the presence of a placard.

HM3 – 4-Digit Hazardous Materials Identification Number

Not Applicable – No indication of hazardous materials for this vehicle in the case materials (HM1 equals **No**).

Actual 4-digit Number – Record the 4-digit Hazardous Materials Identification Number reported in the case materials.

Not Reported – Hazardous materials involved, but the 4-digit number was not recorded or this field is not available on your crash report. If you are provided the name of the hazardous material on your report but not the 4-digit number, use this attribute and be sure to record the 1-digit class number if it is provided.

HM4 – 1-Digit Hazardous Materials Class Number

Not Applicable – No indication of hazardous materials for this vehicle in the case materials (HM1 equals **No**).

Actual 2-digit Class Number (01-09) – Record the 1-digit Hazardous Materials Class Number recorded on your crash report with a leading zero (e.g., if the 1-digit class number is 5, enter "05"). If you were given a two-digit number with decimal point, record only the first digit with a leading zero (e.g., if the class number is "1.3" you should record "01"). See chart on nine classes of Hazardous Materials on following page.

Not Reported – Hazardous Materials involved, but the 1-digit number was not recorded or this field is not available in the crash materials.

HM5 – Release of Hazardous Materials from Cargo Compartment

Not Applicable – No indication of hazardous materials for this vehicle in the case materials (HM1 equals **No**).

No – Hazardous Materials involved, and the officer indicates there was no release of the material(s) from the cargo compartment.

Yes – Hazardous Materials involved, and the officer indicates there was a release of the material(s) from the cargo compartment.

Not Reported – Hazardous Materials involved, and you can't determine from the crash materials whether or not hazardous material was released from the cargo compartment.

Do not include fuel or oil carried by the vehicle for its own use which has been released.

Examples of Hazardous Materials are:

Any transport vehicle containing any quantity of the following classes of material must be placarded:

Explosives (1.1, 1.2, 1.3)   Poison
Poison Gas   Radioactive
Materials Dangerous When Wet

Any transport vehicle containing over <u>1,001 lbs. or more</u> (gross weight) of the following classes of materials must be placarded:

Explosives (1.4, 1.5, 1.6)   Oxidizer/Organic Peroxide
Flammable and Non Flammable Gas   Poison
Flammable/Combustible Liquid   Radioactive
   (gasoline, fuel oil)   Corrosive
Flammable Solid/Spontaneously   Other (A material which presents a hazard
   Combustible   during transportation which is not included in
                                                any other hazard class)

FARS SPECIAL INSTRUCTION:

Beginning 2007, this element replaced the element "Hazardous Cargo".

9 CLASSES OF HAZARDOUS MATERIALS

Class 1: Explosives
Divisions: 1.1, 1.2, 1.3, 1.4, 1.5, 1.6

Class 2: Gases
Divisions: 2.1, 2.2, 2.3

Class 3: Flammable Liquid and Combustible Liquid

Class 4: Flammable Solid, Spontaneously Combustible, and Dangerous When Wet
Divisions 4.1, 4.2, 4.3

Class 5: Oxidizer and Organic Peroxide
Divisions 5.1, 5.2

Class 6: Poison (Toxic) and Poison Inhalation Hazard

Class 7: Radioactive

Class 8: Corrosive

Class 9: Miscellaneous

Dangerous

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BUS USE

GES: V39   FARS:*V21*

Screen Heading: Vehicle Characteristics   Format: 2 numeric

Screen Name:

Long Name: Was this Vehicle being used as a bus at the time
of the crash?

SAS Name: Vehicle.Bus_Use

Oracle Name: GES.Vehicle.Bususe

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
0	0	0	*00*	*Not a Bus*
1	1	1	*01*	*School*
5	5	5	*04*	*Intercity*
6	6	6	*05*	*Charter/Tour*
4	4	4	*06*	*Transit/ Commuter*
7	7	7	*07*	*Shuttle*
8	8	8	*08*	*Modified for Personal/Private Use*
97	97	97	*98*	*Not Reported*
99	99	99	*99*	*Unknown*

Remarks:

This data element describes the common type of bus service this vehicle was being used as at the time of the crash. Buses are any motor vehicle with seats to transport nine (9) or more people, including the driver's seat. This element does not include vans that are owned and operated for personal use.

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

School is described as a motor vehicle that satisfies the following criteria:
* externally identifiable to other traffic units as a school/pupil transport vehicle;
* operated, leased, owned or contracted by a public or private school-type institution;
* where the institution's students may range from pre-school through high school;
* whose occupants, if any, are associated with the institution; and,

- the vehicle is in operation at the time of the crash to and from the school or on a school-sponsored activity or trip.

In addition, School includes vehicles that are not externally identifiable as a school/pupil transport vehicle, but do meet all of the other criteria above, are vehicles used as school buses. (For example, a transit bus, at the time of the crash, used exclusively [no other passengers except students] to transport students to/from the school or school-related activity.)

In most cases, the decision to use this code will be based on a reference to the vehicle as a school bus in the case materials. In this situation, assume the criteria are met unless it is otherwise stated in the case materials.

Intercity is used when a company is providing for-hire, long-distance passenger transportation between cities over fixed routes with regular schedules (for example; Greyhound bus service between major cities).

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

Transit/Commuter is used for a government entity or private company providing passenger transportation over fixed, scheduled routes, within primarily urban geographical areas. (For example; inner-city mass transit bus/van service.)

Shuttle is used when private companies provide transportation services for their own employees, non-governmental organizations (such as churches and non-profit groups), and non-educational units of government (such as departments of corrections). (Examples include buses/nine-passenger vans transporting people from airports, hotels, rental car companies, and business facility to facility.)

Modified for Personal/Private Use is used when a bus body type has been modified for personal or private use. For example, a bus with seats removed and exterior altered to allow for personal/ private hauling of cargo (instead of passengers). Also includes musical groups in cross-country bus with interior remodeled with home-like conveniences.

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

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

Unknown is used if the information about this vehicle is reported as Unknown (e.g., an unidentified hit-and-run vehicle).

Note: if the investigating officer indicates a bus was involved but not how it was being used, use **Not Reported**.

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SPECIAL USE

GES: V08   FARS:**V22**

Screen Heading: Vehicle Characteristics   Format: 1 numeric

Screen Name: Special Use (420 – E)

Long Name: What special use category applies to this vehicle?

SAS Name: Vehicle.Spec_Use

Oracle Name: GES.Vehicle.SpecialUse.ID

ELEMENT VALUES

		SES		
SCN	**ORACLE**	**GES**	**FARS**	
1	26875	00	00	No Special Use
2	26876	01	01	Taxi
3	26877	02	02	Vehicle used as School Bus
4	26878	03	03	Vehicle used as Other Bus
5	26879	04	04	Military
6	26880	05	05	Police
7	26881	06	06	Ambulance
8	26882	07	07	Fire Truck
13	26890	08	08	Emergency Services Vehicle
17	26897	77	***98***	***Not Reported***
14	26891	99	99	Unknown

Remarks:

This data element refers to a motor vehicle that is being used for a function other than the primary function for that type vehicle. That is, this element is entered using the attributes listed above in those cases where Body Type does not reflect how the vehicle was being used. The special function served by this motor vehicle regardless of whether the function is marked on the vehicle.

No Special Use is used when the available information does not indicate or imply that this vehicle was applicable to any of the special uses listed above.

Taxi is used when this vehicle was being used during this trip (at the time of the crash) on a "fee-for-hire" basis to transport persons. Most of these vehicles will be marked and formally registered as taxis; however, vehicles which are used as taxis, even though they are not registered (e.g., Gypsy Cabs), are included here. Passengers do not have to be present at the time of the crash. Taxis and drivers which are off-duty at the time of the crash are coded as

No Special Use. If it is unknown whether or not the taxi is on-duty, code as **Taxi**. This attribute also applies for limousines on a "fee-for-hire" basis.

Vehicle Used as School Bus can be any motor vehicle that satisfies the following criteria:

- externally identifiable to other traffic units as a school/pupil transport vehicle;
- operated, leased, owned or contracted by a public or private school-type institution;
- where the institution's students may range from pre-school through high school;
- whose occupants, if any, are associated with the institution; and,
- the vehicle is a school bus at the time of the crash to and from the school or on a school-sponsored activity or trip.

In addition, this attribute includes vehicles which are not externally identifiable as a school/pupil transport vehicle, but do meet all of the other criteria above are vehicles used as school buses. (For example, a transit bus, at the time of the crash, used exclusively [no other passengers except students] to transport students to/from the school or school-related activity).

In most cases, the decision to use this attribute will be based on a reference to the vehicle as a school bus in the available information. In this situation, assume the criteria are met unless it is otherwise stated in the available information.

Vehicle Used as Other Bus is used when a motor vehicle is designed for transporting nine or more persons including the driver and does not satisfy the above "school bus" criteria. For example, BODY TYPE code "School Bus" transporting senior citizens to an activity.

Military is used for any vehicle which is owned by any of the Armed Forces regardless of body type. This attribute includes:

- military police vehicles;
- military ambulances;
- military hearses; and
- military fire vehicles.

Police is a vehicle equipped with police emergency devices (lights and siren) that is owned or subsidized by any local, county, State or Federal government entity. The police vehicle is presumed to be in special use at all times, although not necessarily in "emergency use." Vehicles not owned by a government entity that are used by law enforcement officers (e.g., undercover) are excluded.

Ambulance is used for any readily identifiable (lights or markings) vehicles designed to transport sick or injured persons. The ambulance is presumed to be in special use at all times, although not necessarily in "emergency use."

Fire Truck is used for any readily identifiable (lights or markings) vehicles specially designed and equipped to respond to fire, hazmat, medical and extrication incidents. This attribute

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includes medium and heavy vehicles such as engines, pumpers, ladder, platform aerial apparatus, heavy rescue vehicles, water tenders or tankers, brush or wilderness firefighting vehicles, etc.

Emergency Services Vehicle is used for any readily identifiable (lights or markings) vehicles that do not meet the criteria for **Ambulance** or **Fire Truck** and are specially designed and equipped to respond to fire, hazmat, medical and extrication incidents. This attribute includes light vehicles such as sedans, van, SUVs, pick-ups, trucks, motorcycles, etc.

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

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

Unknown is used if the investigating officer reported special use as unknown.

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EMERGENCY USE

GES: V09

Screen Heading: Vehicle Characteristics

Screen Name: Emergency Use (430-E)

Long Name: Was this vehicle on an emergency run at the time
of the crash?

SAS Name: Vehicle.Emcy_Use

Oracle Name: GES.Vehicle.EmergencyUse

FARS:*V23*

Format: 1 numeric

ELEMENT VALUES

		SAS		
SCN	ORACLE	GES	FARS	
1	1	0	0	No
2	2	1	1	Yes
7	7	7	*8*	*Not Reported*
3	3	9	9	Unknown

Remarks:

Emergency Use indicates operation of any motor vehicle that is legally authorized by a government authority to respond to emergencies with or without the use of emergency warning equipment, such as a police vehicle, fire truck or ambulance while actually engaged in such response.

Emergency Use also refers to an official motor vehicle that is usually traveling with emergency signals in use; typically red light blinking, siren sounding, etc.

If Special Use is **Military, Police, Ambulance, Fire Truck** or **Emergency Service Vehicle** then refer to the case materials to determine if the vehicle was on an emergency response (i.e., red lights flashing, siren sounding, on route to hospital, etc.) at the time of the crash.

No is used when this motor vehicle is not on an emergency response.

Yes is used when this motor vehicle was on an emergency response, regardless of whether the emergency warning equipment was in use.

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

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

Examples:

- The case materials are not clear as to whether the vehicle was on an emergency response.
- The case materials are not clear as to whether the vehicle is legally authorized by a government authority to respond to emergencies.

Unknown is used if the investigating officer reported emergency use as unknown.

TRAVEL SPEED

GES: V11   FARS:*V24*

Screen Heading: Vehicle Data   Format: 3 numeric

Screen Name: Travel Speed (440-E)

Long Name: What is this vehicle's travel speed (MPH)?

SAS Name: Vehicle.Speed

Oracle Name: GES.Vehicle.TravelSpeed

ELEMENT VALUES

		SAS		
SCN	**ORACLE**	**GES**	**FARS**	
000	000	000	000	Stopped Motor Vehicle In-Transport
001-151	001-151	001-151	001-151	Reported Speed Up to 151 MPH
997	997	997	997	Greater than 151 MPH
998	*998*	*998*	*998*	*Not Reported*
		999	999	Unknown

Remarks:

This element refers to the speed the vehicle was traveling prior to the occurrence of the crash.

Code the Travel Speed as indicated by the investigating officer. Do not enter the Speed Limit. Do not use estimates by drivers or witnesses reported in the case materials. If the police calculated a speed, please be aware that this may represent impact speed and not travel speed.

Code the nearest mph for this vehicle as reported on the case materials.

Examples:	Reported Speed	Code
	40.2mph	40
	40.5mph	41

If the officer gives a range, code the median speed and, if necessary, round up to the next higher whole number. If the officer gives a minimum speed (e.g., "at least 55 mph" or "in excess of 60 mph", then use that speed (e.g., code as "55" and "60" respectively).

Examples: Reported Speed   Code
              40-50mph   45
              45-50mph   48

Stopped Motor Vehicle In-Transport is used when this vehicle is stopped on the roadway.

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

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

Examples:
1. the officer did not mention Travel Speed, or
2. did not indicate Travel Speed within a field in the case materials.

Unknown is used when the officer indicates that Travel Speed is unknown.

UNDERRIDE/OVERRIDE

GES: XXX   FARS:**V25**

Screen Heading: Not a GES Element   Format: 1 numeric

Screen Name:

Long Name:

SAS Name:

Oracle Name:

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
X	X	X	0	No Underride or Override
X	X	X	1	Underriding a Motor Vehicle In-Transport, Underride, Compartment Intrusion
X	X	X	2	Underriding a Motor Vehicle In-Transport, Underride, No Compartment Intrusion
X	X	X	3	Underriding a Motor Vehicle In-Transport, Underride, Compartment Intrusion Unknown
X	X	X	4	Underriding a Motor Vehicle Not In-Transport, Underride, Compartment Intrusion
X	X	X	5	Underriding a Motor Vehicle Not In-Transport, Underride, No Compartment Intrusion
X	X	X	6	Underriding a Motor Vehicle Not In-Transport, Underride, Compartment Intrusion Unknown
X	X	X	7	Overriding a Motor Vehicle In-Transport
X	X	X	8	Overriding a Motor Vehicle Not In-Transport
X	X	X	9	Unknown if Underride or Override

Remarks:

Rationale: Needed to identify the magnitude of crashes in which an underride or override occurs to support NHTSA rulemaking activities and motor vehicle bumper compatibility research.

NOTE: Prior to 2007, this element was limited to collisions involving a large vehicle (medium/heavy trucks) and a smaller body type (e.g., automobiles, utility vehicles, etc.). Beginning 2007, this element is open to all body types, excluding motorcycles, mopeds, ATVs and snowmobiles.

NOTE: Prior to 1994, coding of vehicle underrides and overrides was not captured as a separate element. It was included under Impact Points (clockpoint codes "15" and "16" (Underride and Override)). This change improved both the capture and detail relating to these events.

For underrides and overrides, it is important to determine the vehicle performing the action. Two vehicles cannot be considered to underride and override simultaneously.

In cases in which two vehicles collide "head-on" and one vehicle ends up under the other, you must determine whether an **Underride** or **Override** has occurred.

An **Underride** refers to a vehicle sliding under another vehicle during a crash. The classic example is an automobile striking the rear end or the side of a tractor-trailer and coming to a stop under the trailer. In this example, the automobile is the underriding vehicle. We distinguish between those underriding vehicles with compartment intrusion versus those with no compartment intrusion.

Compartment intrusion indicates a breach of the passenger compartment of this underriding (striking) vehicle. For example, damage to the windshield or glass area.

No compartment intrusion means that the underridden vehicle (struck vehicle) did not directly enter the passenger compartment of this vehicle (for example, damage to the hood or front bumper).

It is possible for an auto to completely underride the trailer without stopping. **Underride** is not applicable to motorcycles or snowmobiles.

UNDERRIDES AND VEHICLES UNDER OTHER VEHICLES
Codes "1-3" are used when this vehicle underrides a motor vehicle in-transport (includes those in motion outside the trafficway).

Codes "4-6" are used when this vehicle underrides a motor vehicle that is Not In-Transport. This includes parked/stopped off roadway motor vehicles, working motor vehicles (e.g., cherry picker, paint-striping truck).

Compartment Intrusion Guidelines:
To use Codes "1 or 4," the PAR should indicate that the passenger compartment of the underriding (striking) vehicle has been damaged. Sources of this information can be the PAR narrative and/or the vehicle damage scale. If the top of the vehicle is damaged, as noted by the vehicle damage scale, Codes "1 or 4" would apply.

Codes "2 and 5," **Underride, No Compartment Intrusion**, are used when a portion of the vehicle is under another, and it is known that there is no passenger compartment intrusion. Codes "3 and 6" are used when it is unknown if there is passenger compartment intrusion.

OVERRIDES
An Override refers to a vehicle riding up over another (including a parked vehicle). A vehicle straddling a guardrail, for example, is not coded as an override.

Overriding a Motor Vehicle In-Transport is used when this vehicle overrides a motor vehicle in-transport (includes those in motion outside the trafficway).

Overriding a Motor Vehicle Not In-Transport is used when this vehicle overrides a motor vehicle not in-transport. This includes parked/stopped off roadway motor vehicles, working motor vehicles (e.g. cherry picker, paint-striping truck).

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ROLLOVER

GES: V30   FARS:*V26*

Screen Heading: Regarding Vehicle # 1 ___   Format: 1 numeric

Screen Name: Rollover (610-R)

Long Name: What is the rollover type for this vehicle?

SAS Name: Vehicle.Rollover

Oracle Name: GES.Vehicle.RolloverTypeID

ELEMENT VALUES

		SAS		
SCN	**ORACLE**	**GES**	**FARS**	
1	26860	0	0	No Rollover
2	26861	1	1	Rollover, Tripped by Object/Vehicle
3	26862	2	2	Rollover, Untripped
4	26863	9	9	Rollover, Unknown Type

Remarks:

Rollover is defined as any vehicle rotation of 90 degrees or more about any true longitudinal or lateral axis. Rollover can also be referred to as overturn, and can occur at any time during this vehicle's critical crash envelope.

Rollover does not apply to motorcycles for this element (use **No Rollover**). However, in the First Harmful Event, Most Harmful Event and Sequence of Events you may use **Rollover/Overturn** to record that this vehicle (motorcycle) overturned.

A rollover can be used for 3- or 4-wheeled ATVs, snowmobiles and go-karts.

No Rollover is used when there is no indication that a rollover occurred.

Rollover, Tripped by Object/Vehicle is used when the vehicle's lateral motion is suddenly slowed or stopped by an opposing force, inducing a rollover. The opposing force may be produced by a curb, ditch, pot-hole, another vehicle, pavement or soil dug into by the vehicle's wheels. This includes instances where a vehicle impacts a fixed object (i.e., tree, barrier, pole or post) then rolls over.

Rollover, Untripped is used when a rollover occurs, but not as a result of a collision with an object or a vehicle or generated by any other opposing force as referred to in Rollover, Tripped

by Object/Vehicle. An untripped rollover is one for which there is no obvious cause other than normal surface friction. This is usually the result of vehicle instability and there is no evidence of furrowing or gouging on the pavement, gravel, grass or dirt surface.

Rollover, Unknown Type is used when a rollover occurred, but there is not sufficient information to determine tripped versus untripped status.

LOCATION OF ROLLOVER

GES: V30A

Screen Heading: Regarding Vehicle #1 _____

Screen Name: Location of Roll (?)

Long Name: What is the location of the rollover for this vehicle?

SAS Name: Vehicle.ROLINLOC

Oracle Name: GES.Vehicle.RolloverLocID

FARS: *V27*

Format: 1 numeric

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
1	1	0	0	No Rollover
2	2	1	1	On Roadway
3	3	2	2	On Shoulder
4	4	3	3	On Median/Separator
5	5	4	4	In Gore
6	6	5	5	On Roadside
7	7	6	6	Outside of Trafficway
8	9	9	9	Unknown

Remarks:

This element defines the location of the trip point or start of the vehicle's roll. Any rollover initiated by a fixed object (e.g., pole, tree, barrier, etc.) cannot be on a roadway or a shoulder.

On Roadway is used when the available information indicates the vehicle tripped or began its roll on the roadway. A Roadway is that part of a trafficway designed, improved and ordinarily used for motor vehicle travel. Where various classes of motor vehicles are segregated, that part of a trafficway used by a particular class is the roadway (i.e., travel lanes). Separate roadways may be provided for northbound and southbound traffic or for trucks and automobiles. This includes continuous left-turn lanes.

On Shoulder is used when the available information indicates the vehicle tripped or began its roll on the shoulder. A Shoulder is that part of a trafficway contiguous with the roadway for emergency use, for accommodation of stopped road vehicles and for lateral support of the roadway structure*.*

On Median/Separator is used when the available information indicates the vehicle tripped or began its roll on the median/separator. A Median is an area of a trafficway between parallel roads separating travel in opposite directions. Continuous left-turn lanes are not considered painted medians. A Separator is the area of a trafficway between parallel roads separating travel in the same direction or separating a frontage road.

In Gore is used when the available information indicates the vehicle tripped or began its roll in the gore. The Gore is an area of land where two roadways diverge or converge. The area is bounded on two sides by the edges of the roadways, which join at the point of divergence or convergence. The direction of traffic must be the same on both of these roadways. The area includes shoulders or marked pavement, if any, between the roadways.

On Roadside is used when the available information indicates the vehicle tripped or began its roll on the roadside. Roadside is the outermost part of the trafficway from the property line or other boundary into the edge of the first road.

Outside of Trafficway is used when the available information indicates the vehicle tripped or began its roll outside the right-of-way.

Unknown is used when the location of the trip point cannot be determined from available resources.

AREAS OF IMPACT –
INITIAL DAMAGE AREA / MOST DAMAGED AREA

GES: V37/V38

Screen Heading: Vehicle Characteristics

Screen Name: Point of Impact - This Vehicle (102-R) /Point of Impact - Other Vehicle (120-R)

Long Name: What is this vehicles initial area of impact? / What is this vehicles most damaged area?

SAS Name: None / Vehicle.IMPACT2

Oracle Name: GES.Vehicle.InitialpointID / GES.Vehicle.MostDamaged

FARS:*V28*

Format: 2 numeric, 2 times

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
0	0	*20*	00	Non-Collision
1-12	1-12	*21-32*	01-12	Clock Points
13	13	*33*	13	Top
14	14	*34*	14	Undercarriage
61	61	61	61	Left
62	62	62	62	Left-Front Half
63	63	63	63	Left-Back Half
81	81	81	81	Right
82	82	82	82	Right-Front Half
83	83	83	83	Right-Back Half
18	18	*38*	18	Set-In-Motion *(Not a Clock Point)*
97	97	*97*	*98*	*Not Reported*
99	99	99	99	Unknown
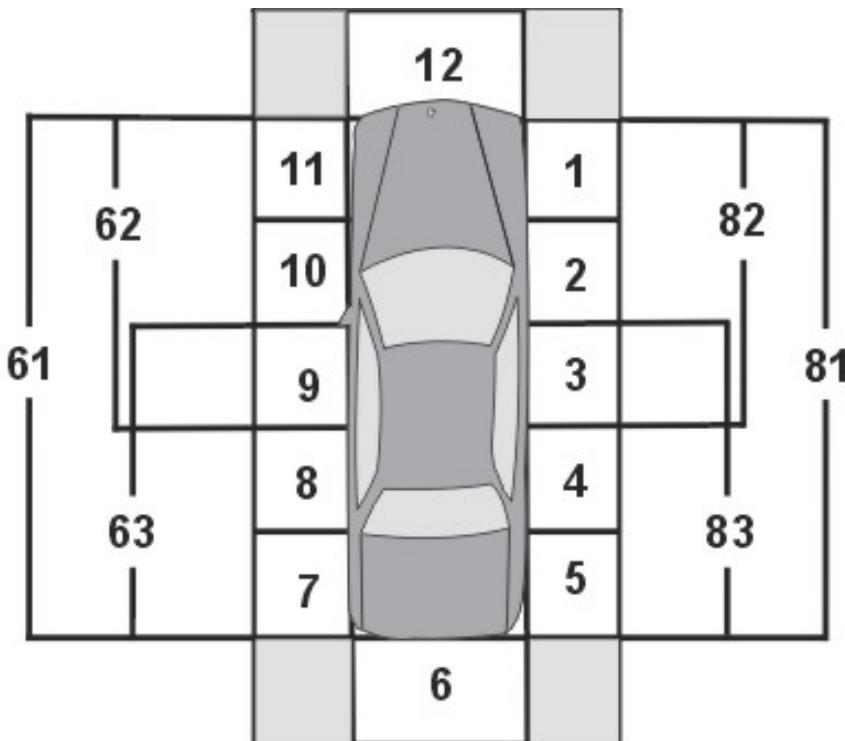
Remarks:

Area(s) of Impact / Initial Damage Area:

This element identifies the area on this vehicle that produced the first instance of injury to a non-motorists or occupants of this vehicle, or that resulted from the first instance of damage to other property or to this vehicle. The event that produced the initial damage area for this vehicle may or may not be the first harmful event for the crash. This data will be derived from the Crash Events Table and will always be the first recorded Area(s) of Impact element value for each vehicle in the Crash Events Table.

Area(s) of Impact / Most Damaged Area:

This element identifies the area on this vehicle that was most damaged during an event it underwent in the crash. The most damaged area may or may not be associated with the Most Harmful Event for this vehicle.

Area(s) of Impact Element Values Diagram

Attributes "01-12" refer to the points on a clock. Use the diagram at the end of the element for examples of how to superimpose the clock point on several vehicle types.

If Areas of Impact Intial / Most Damaged are provided on the crash report in this exact format, use the values from the report unless there are clear errors (e.g. officer switches vehicles by mistake). If these elements are not provided on the crash report in this exact format, then similar report fields, narrative or diagram information may be used to code these elements.

If the initial and most damaged areas are the same, both elements receive the same code.

As procedure, start by looking for one of the "clock" values 01-12 or specific situation values 00, 13, 14, 18. If sufficient detail is not available to choose one of these values, move out to the next set of values to try to identify the appropriate codes (i.e., **62-63, 82-83,** then **61, 81**). Lastly, for missing information pertaining to known harmful events, a **Not Reported** attribute is available.

Codes, 61-63 and 81-83:

Codes, 62-63 and 82-83 are used when there is not sufficient detail available in the case materials to identify a more specific area of impact , 01-05 and 07-11, but one of the quadrants can be identified (i.e., **Left-Front , Left-Rear, Right-Front** or **Right-Rear**). Also use these attributes if the case materials indicate that the damage area is "between" or overlapping two known clock points. (e.g., if the damage area is midway between or overlapping clock points 10 and 11, use **Front-Left**).

Codes 61 and 81 are used when there is not sufficient detail available in the case materials to identify a more specific area of impact, 62-63 or 82-83, but one of the sides can be identified (i.e., **Left** or **Right**).

Guideline for Resolving Ambiguous Information
If the language in the narrative is ambiguous **AND** the diagram or other case information don't provide resolution, use the area indicated <u>first in the narrative wording</u> to select the Area of Impact to code. See examples table below.

Description	Coding
Front, left	12
Left, front	62
Front, corner	12
Right, rear	83
Back, right side	06

Wheel impacts are coded **Undercarriage**.

It is important to note that area of impact refers mainly to the area of the vehicle that sustained the damage and does not depend upon the attitude of the vehicle (e.g., damage to a grille is still damage at 12 o-clock even if it was caused by sliding sideways past a utility pole).

However, **Top** may raise questions. The front and rear windows of some vehicles may also be viewed from the top. It may also be difficult to code impacts to the hood and rear deck of a vehicle.

With **Top** the direction of force sometimes has to be considered. The following are guidelines for using **Top**.

1. If the area was damaged by an impact that was received horizontally to an upright vehicle, use one of the codes "01 to 12, 61-63, 81-83."
2. If the area was damaged by an impact that was received from a vertical direction above the upright vehicle, use **Top**.
3. If the impact was received or direction of force was at an angle of less than 15 degrees above the horizontal, it is considered horizontal.
4. With a vehicle in other than upright attitudes, remember, it is the area of the vehicle which was damaged that is important.

If the only event for a vehicle is a non-collision event, the Damage Areas are coded **Non-Collision**. If following a non-collision event, a vehicle has a collision event; Area of Impact, Initial Damage Area is still coded **Non-Collision**.

Hitting the ground during a non-collision crash is not considered an "impact."

1. **If FIRST HARMFUL EVENT** is coded as a non-collision and no impact to the vehicle occurs throughout the crash, then Initial Damage Area and Most Damaged Area are both recorded as **Non-Collision.**

2. **If FIRST HARMFUL EVENT** is coded as a non-collision (particularly **Overturn/Rollover**) and impacts to the vehicle do occur, then Initial Damage Area is still recorded as **Non-Collision** and the Most Damaged Area is coded as appropriate for the collision event(s).

Set-in-Motion (Not a Clock Point)

A vehicle that propels part of its load or has set something in motion; striking another vehicle, person or property causing injury or damage; may not have a normal impact point; only the load has made contact with the person or other property. However, a value must be coded. Use **Set-in-Motion (Not a Clock Point)** for these set-in-motion conditions.

Example 1:
Vehicle 1 (motorcycle) impacts the rear of Vehicle 2. The operator of Vehicle 1 is propelled forward impacting Vehicle 3 in the opposing travel lane.
- Vehicle 1 Area of Impact, Initial Damage Area would be coded as Clock Point 12.
- Vehicle 1 Area of Impact, Most Damaged Area would be coded as Clock Point 12.

Example 2:
Vehicle 1 (log truck) swerves to avoid a braking vehicle (Vehicle 2). A log becomes dislodged from Vehicle 1 and lands on Vehicle 2's top.
- Vehicle 1 Area of Impact, Initial Damage Area would be coded as Set-In-Motion (Not a Clock Point).
- Vehicle 1 Area of Impact, Most Damaged Area would be coded as Set-In-Motion (Not a Clock Point).
- Vehicle 2 Area of Impact, Initial Damage Area would be coded as Top.
- Vehicle 2 Area of Impact, Most Damaged Area would be coded as Top.

Example 3:
Vehicle 1 (log truck) swerves to avoid a braking vehicle (Vehicle 2). A log becomes dislodged from Vehicle 1 and lands on Vehicle 2's top. Vehicle 1 then departs the roadway and has a severe frontal impact with a tree.
- Vehicle 1 Area of Impact, Initial Damage Area would be coded as Set-In-Motion (Not a Clock Point).
- Vehicle 1 Area of Impact, Most Damaged Area would be coded as Clock Point 12.
- Vehicle 2 Area of Impact, Initial Damage Area would be coded as Top.
- Vehicle 2 Area of Impact, Most Damaged Area would be coded as Top.

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

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

Areas of Impact Examples of Not Reported:
- The case materials lack the detail to identify a value at all (e.g., narrative only states the vehicle departed the roadway and impacted a tree).
- The case materials lack the detail to identify a single Areas of Impact value among a number of possible choices (e.g., crash report field indicates front and right side damage from separate impacts and does not clarify which area is the most damaged).

Unknown is used if the investigating officer reported that the **Initial Damage Area** or **Most Damaged Area** was unknown.

FARS SPECIAL INSTRUCTION:
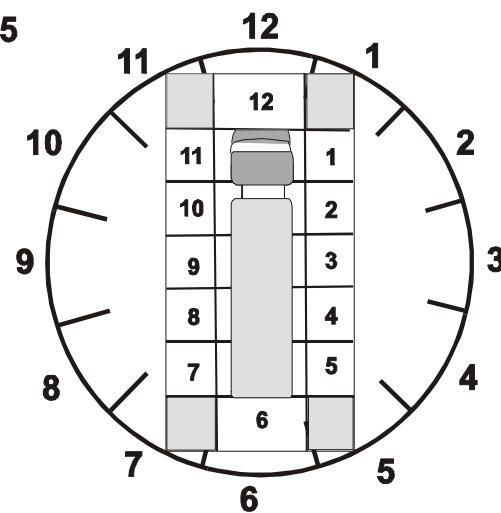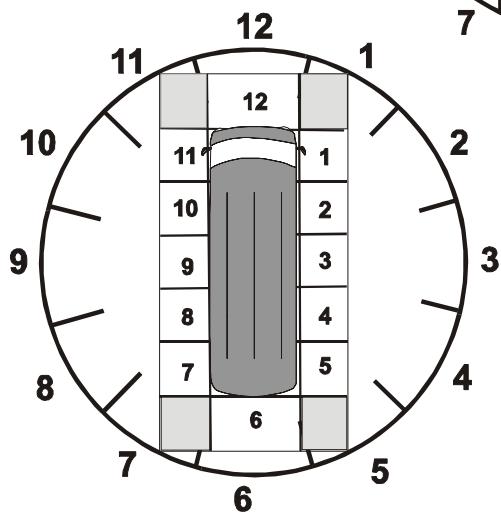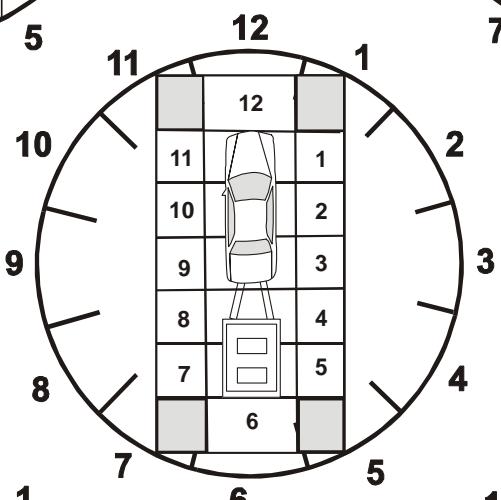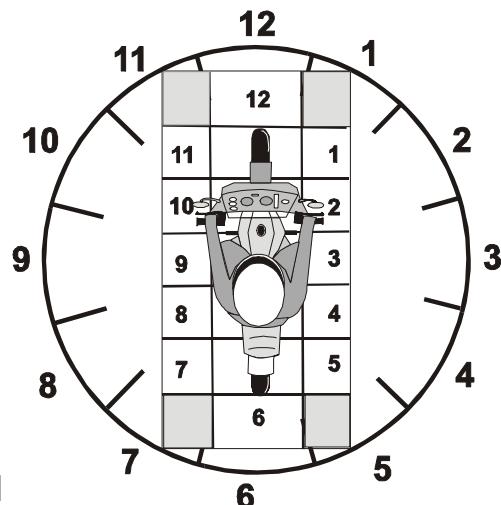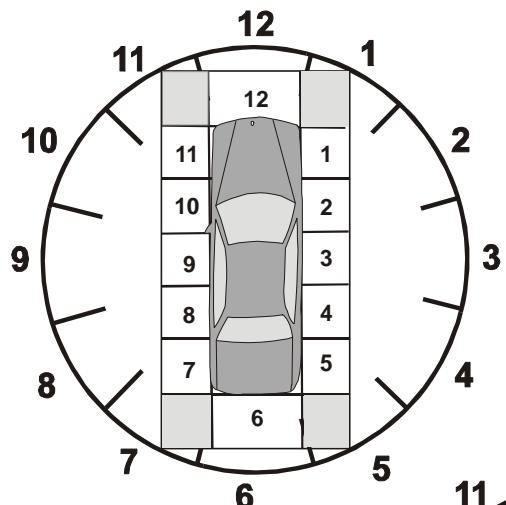
Prior to 2010, FARS recorded the Impact Point-Initial and the Impact Point-Principal for each vehicle. If a vehicle had no impacts throughout a crash, the Initial and Principal Impact Points were both "00 - Non-Collision". Non-Collision Events (including Rollovers) are not considered "impacts".

If the vehicle first had a Non-Collision Event but then experienced a Collision Event later in the accident, the clock point on the vehicle associated with that collision was recorded as the Impact Point-Initial. If this was the only Collision Event for the vehicle, then it was also the Impact Point-Principal for the vehicle. Otherwise, Impact Point, Principal was the clock point on the vehicle associated with the Collision Event that produced the most severe incidence of injury or property damage involving this vehicle.

FARS now records INITIAL DAMAGED AREA and MOST DAMAGED AREA for this vehicle. If the initial damage to the vehicle is caused by a Non-Collision Event, the INITIAL DAMAGED AREA is coded "00 – Non-Collision". The MOST DAMAGED AREA simply records the area of this vehicle sustaining the most damage in the crash.

Other Vehicle Examples

CLOCKPOINT DIAGRAM

EXTENT OF DAMAGE

GES: V18   FARS:*V29*

Screen Heading: Vehicle Characteristics   Format: 1 numeric

Screen Name: Extent of Damage (490-E)

Long Name: What is the damage severity for this vehicle?

SAS Name: Vehicle.Veh_Sev

Oracle Name: GES.Vehicle.DamageSeverityID

ELEMENT VALUES

| | | SAS | | |
SCN	ORACLE	GES	FARS	
1	26831	0	0	No Damage
2	26832	1	2	Minor Damage
3	26833	2	4	Functional Damage
4	26834	3	6	Disabling Damage
7	26837	7	*8*	***Not Reported***
5	26835	9	9	Unknown

Remarks:

No Damage is used when there is no damage indicated in the available information for this vehicle.

Minor Damage is damage that does not disable or affect the operation of the motor vehicle. This attribute is used when the case materials indicate damage to the vehicle to be Minor or less than Functional and the vehicle is not towed due to damage.

Examples of **Minor Damage** include: dented or bent fenders, bumpers, grills, body panels and destroyed hubcaps.

Functional Damage is damage that is not disabling, but affects the operation of the motor vehicle or its parts. This attribute is used when the available information specifically indicates the damage is moderate or functional.

Examples of **Functional Damage** include:

- doors, windows, hood and trunk lids that will not operate properly;
- broken glass that obscures vision;

- damage that would prevent the motor vehicle from passing an official motor vehicle inspection;
- tire damage even though the tire may have been changed at the scene;
- bumpers that are loose;
- headlamp or taillight damage that would make night driving hazardous but would not affect daytime driving; and,
- damage to turn signals, horn or windshield wipers, that makes them inoperative.

Disabling Damage is damage that precludes departure of the motor vehicle from the crash scene in its usual daylight-operating manner after simple repairs. As a result, the motor vehicle had to be towed, or carried from the crash scene, or assisted by an emergency motor vehicle. This attribute should be used when the available information specifically indicates disabling or severe damage. This attribute is also used when the damage is indicated to be of greater magnitude than Functional (moderate), e.g., major, extensive, totaled and the vehicle was towed from the scene.

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

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

Unknown is used when the available information specifically indicated the damage severity to be unknown.

Note: There is a distinction between the cost to repair the damage and the degree to which the damage affects the vehicle's operability (totaled, under/over monetary threshold). Operational damage is recorded here. For example, if the available information indicates that the vehicle was totaled and the vehicle was towed away, use **Disabling Damage**. However, if the available information indicates that the vehicle was totaled, but the vehicle was driven away, use **Functional Damage**.

VEHICLE REMOVAL

GES: V19
Screen Heading: Vehicle Characteristics

Screen Name: Leave Scene (500-E)

Long Name: What is the disposition of this vehicle at the crash scene?

SAS Name: Vehicle.Towed

Oracle Name: GES.Vehicle.MannerLeftID

FARS: *V30*
Format: 1 numeric

ELEMENT VALUES

		SAS		
SCN	ORACLE	GES	FARS	
1	26836	1	1	Driven Away
2	26837	2	2	Towed Due to Disabling Damage
3	26838	3	3	Towed Not Due to Disabling Damage
4	26839	4	4	Abandoned/Left at Scene
7	26847	7	*8*	*Not Reported*
5	26840	9	9	Unknown

Remarks:

This data element describes the mode in which the vehicle left the scene of the crash. Towing includes vehicles carried from the scene on a flatbed tow truck.

If the vehicle is a combination vehicle (power unit and at least one trailer), the power unit and/or trailer(s) are considered when determining tow status. If the available information indicates the power unit, or trailer of a combination unit, sustained enough damage to require towing, consider this vehicle as towed due to damage.

Driven Away is used when the vehicle was driven from the scene of this crash. This attribute applies to a vehicle which is reported by the police as towed out of a ditch or snowbank and subsequently driven away. In addition, this attribute is used if a vehicle was driven from the scene and subsequently disabled.

Towed Due to Disabling Damage is used for any towing which is due to disabling damage caused by this crash which prohibits vehicle movement under its own power. Towed due to disabling damage includes any towing when the reason for towing is unknown. In other words, if a vehicle is reported in the case materials as towed but it cannot be determined whether it was due to disabling damage or for other reasons, then the default assumption is that this

V30

vehicle was towed due to disabling damage - the data element **Extent of Damage** can still be **Unknown**.

If a vehicle was pushed by hand or by another vehicle after the crash because it was not drivable, then use **Towed Due to Disabling Damage**.

If a vehicle was towed due to damage <u>AND</u> for other reasons such as driver arrest, then code this vehicle as **Towed Due to Disabling Damage**.

Towed Not Due to Disabling Damage is used when the vehicle has been towed but the towing results from other than disabling damage (e.g., minor damage, functional damage, mired vehicles, driver arrested, injured driver, etc.).

Abandoned/Left at Scene is used when it is specifically indicated in the available information or when the preponderance of the information available indicates that the vehicle remained at the scene. Do not use this attribute if the vehicle was left at the scene because this location was the vehicle's destination at the time of the crash.

<u>NOTE:</u> The PAR narrative may be used to supercede and/or clarify the above information.

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

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

Unknown is used when the investigating officer indicates it was unknown as to how the vehicle was removed.

<u>**GES SPECIAL INSTRUCTION:**</u>

For articulated light vehicles, that are not commercial, do not code Vehicle Removal as "towed" if only the trailer portion of the combination is towed.

SEQUENCE OF EVENTS

GES: E04/A06
Screen Heading: Vehicle/Other (115-R)

FARS: *V31*
Format: *Read Only*

Screen Name:

Long Name: What non-collision category or object (non-fixed or fixed) applies to this event?

SAS Name: Event.Objcont, Accident.Event1

Oracle Name: GES.Events.ObjecthitID

ELEMENT VALUES

		SAS		
SCN	**ORACLE**	**GES**	**FARS**	

Non-Harmful Events:

SCN	ORACLE	GES	FARS	
3	19461	161/na	61	Equipment Failure (blown tire, brake failure, etc.)
4	19462	162/na	62	Separation of Units
5	19463	163/na	63	Ran Off Roadway-Right
6	19464	164/na	64	Ran Off Roadway-Left
7	19465	165/na	*65*	*Cross Median*
8	19466	166/na	*68*	*Cross Centerline*
9	19467	167/na	66	Downhill Runaway
10	19468	168/na	67	Vehicle Went Airborne
11	19469	169/na	*69*	*Re-entering Roadway*
1	19451	151/na	*70*	*Jackknife (non-harmful)*
2	19460	160/na	60	Cargo/Equipment Loss or Shift **(non-harmful)**

Non-Collision Harmful Events:

SCN	ORACLE	GES	FARS	
1	10231	101/1	01	*Rollover/Overturn*
2	10232	102/2	02	Fire/Explosion
3	10233	103/3	03	Immersion
4	19433	104/4	04	Gas Inhalation
5	10234	105/5	51	Jackknife *(harmful to this vehicle)*
6	19411	111/11	06	Injured in Vehicle (Non-Collision)
7	19434	107/7	44	Pavement Surface Irregularity (Ruts, Potholes, Grates, etc.)
9	10236	108/8	07	Other Non-Collision
10	19412	112/12	*72*	Cargo/Equipment Loss or Shift *(harmful to this vehicle)*
10	10238	110/10	16	Thrown or Falling Object

| 11 | 19413 | 113/13 | 05 | Fell/Jumped from Vehicle |

Collision with Motor Vehicle In-Transport:

5	10234 ?	6	12	*Motor Vehicle In-Transport*
1	19654	154/54	54	Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport
7	10236 ?	7	55	Motor Vehicle In Motion Outside the Trafficway
8	10297 ?	8	X	Not Reported

Collision with Object Not Fixed:

1	10239	121/21	08	Pedestrian
2	10240	122/22	09	*Pedalcyclist*
3	10241	123/23	10	Railway *Vehicle*
4	10242	124/24	11	Live Animal
5	19449	149/49	49	Ridden Animal or Animal-Drawn Conveyance
8	10246	128/28	18	Other Object (Not Fixed)
10	19436	127/27	15	Non-Motorist on Personal Conveyance
6	19131	129/29	14	*Parked Motor Vehicle*
7	19130	130/30	45	*Working Motor Vehicle*

Collision with Fixed Object:

16	10263	146/46	17	Boulder
2	10249	132/32	19	Building
1	10248	131/31	*58*	*Ground*
3	10250	133/33	20	Impact Attenuator/Crash Cushion
18	10271	171/71	50	Bridge Overhead Structure
19	10272	172/72	21	Bridge Pier or Support
20	10273	173/73	23	Bridge Rail *(Includes Parapet)*
4	10274	174/74	24	Guardrail Face
5	10275	175/75	52	Guardrail End
6	10253	136/36	25	Concrete Traffic Barrier
21	10276	176/76	57	Cable Barrier
22	10277	177/77	26	Other Traffic Barrier
23	10278	178/78	*59*	*Traffic Sign Support*
24	10279	179/79	46	*Traffic Signal Support*
7	10280	180/80	30	*Utility Pole/Light Support*
25	10281	181/81	31	Other Post, Other Pole or Other Supports
26	10282	182/82	32	Culvert
9	10256	139/39	33	Curb
8	10283	183/83	34	Ditch
10	10257	140/40	35	*Embankment*
11	10258	141/41	38	Fence
12	10259	142/42	39	Wall
13	10260	143/43	40	Fire Hydrant
14	10261	144/44	41	Shrubbery

15	10262	145/45	42	Tree (***Standing Only***)
27	10284	184/84	48	Snow Bank
28	10285	185/85	53	Mail Box
17	10265	158/58	43	Other Fixed Object

Not Reported and Unknown:

| | 10297 | 197/97 | ***98*** | ***Not Reported*** |
| 19 | 10267 | 999/99 | 99 | Unknown |

Remarks:

This data element is derived from the Crash Events Table. ***Recording of Crash Events ends at the last harmful event of the entire crash. Therefore, a non-harmful event (e.g., Crossing the Centerline) that occurs following the last harmful event of the crash will not be included.*** Correction to the Sequence Events order must be made by revision to the Crash Events Table.

Definition: The events in sequence related to this motor vehicle, regardless of injury and/or property damage. Code each event for this vehicle in the order in which they occur, time wise, from the Police Accident Report (PAR) narrative and diagram.

Non-Harmful Event:

Equipment Failure (blown tire, brake failure, etc.) Examples of equipment failure include blown tires, brake failures, etc.

Separation of Unit is used when a trailing unit separates from its power unit or another trailing unit(s). This applies to truck tractors with trailer(s), single-unit trucks with a trailer and other vehicles pulling a trailer (e.g., car pulling a boat or motor home).

Ran Off Roadway-Right is used if the vehicle runs off the right side of the roadway. Identification of running off roadway can be determined from the case materials. This attribute can be used anytime in the event sequence before or after any harmful events.

Ran Off Roadway-Left is used if the vehicle runs off the left side of the roadway. Identification of running off roadway can be determined from the case materials. This attribute can be used anytime in the event sequence before or after any harmful events.

Coding Guideline for Running Off Road on Divided Highways

On a divided highway, a vehicle can run off the roadway by leaving the roadway and entering the median. When this occurs, the proper "Ran Off Roadway" attribute is always **Ran Off Roadway – Left**. **Ran Off Roadway – Left** will also apply in situations where the vehicle traverses the median and continues across the opposing roadway.

Cross Median is used when a vehicle departs its roadway and traverses the median and enters the shoulder or travel lanes on the opposite side of a divided highway.

Cross Centerline is used when a vehicle crosses over the centerline of a two-way, undivided highway. The centerline must be delineated with paint or raised markers. This also includes unstabilized situations involving vehicles completely crossing over a continuous left-turn lane.

Downhill Runaway refers to any vehicle that cannot decelerate on a downhill grade.

Vehicle Went Airborne must only be used if the officer indicates by narrative or diagram that the vehicle left the ground (excludes rollover). Examples: the vehicle drove off a cliff, the vehicle was launched into the air after striking another vehicle or after traversing a berm.

Reentering Roadway is used when a vehicle that departed the roadway portion of the trafficway returns to the roadway (e.g., a motor vehicle in transport runs of the roadway right, strikes the guardrail face, then re-enters the roadway and collides with another motor vehicle in transport).

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

Cargo/Equipment Loss or Shift (non-harmful) refers specifically to the loss or shift of items carried on or in a motor vehicle or its trailing unit, and not to the vehicle or trailing unit, itself. This attribute should never be used:

1. to refer to a "collision" event (see Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport)
2. to a harmful event related to the loss or shift of cargo in/on a vehicle causing damage to that vehicle, its cargo, or injury to its occupants (see Cargo/Equipment Loss or Shift (harmful to this vehicle)).

Example:
A load of logs on a tractor semi-trailer shifts as the truck rounds a curve resulting in an overturn.

Non-Collision:

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

FARS SPECIAL INSTRUCTION:

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

GES SPECIAL INSTRUCTION:

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

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

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

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

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

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

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

Pavement Surface Irregularity (ruts, potholes, grates, etc.) is used when the pavement surface irregularity is on a roadway. If the impact is with a surface irregularity (e.g. ruts, potholes) not on a roadway use the attribute **Ground.**

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

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

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

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

Example:
A pickup truck brakes rapidly to avoid a collision. This causes a piece of lumber in the pickup bed to smash through the rear window, causing the driver to lose control and run off the road, striking a tree.

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

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

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

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

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

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

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

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

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

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

Inclusions:
— Street car on private way

Exclusions:
— Street car operating on trafficway

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

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

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

Non-Motorist on Personal Conveyance is used for pedestrians using personal conveyances. A personal conveyance is a device, other than a transport device, used by a pedestrian for

personal mobility assistance or recreation. These devices can be motorized or human powered, but not propelled by pedaling.

Inclusions:

1) Rideable toys	2) Motorized rideable toys
- Roller Skates, in-line skates	- Motorized skateboard
	- Motorized toy car
- Skateboards	3) Devices for personal mobility assistance
- Skates	- Segway-style devices
- Baby carriage	- Motorized and non-motorized wheelchair
- Scooters	- Handicapped scooters
- Toy Wagons	

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

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

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

Examples:
1. Asphalt/steam roller working in a highway construction zone paving the roadway or flattening dirt.
2. State highway maintenance crew painting lane lines on the road, mowing grass on the roadside or median, repairing potholes, removing debris from the roadway, etc.
3. Utility truck or a "cherry picker", performing maintenance on power lines along the roadway or maintaining a traffic signal.
4. A private excavating company contracted by the State digging the foundation for a new overpass.
5. A state, county, or privately owned snow plow, plowing ice/snow as part of a highway maintenance activity.
6. Street sweeper sweeping the street.
7. A vehicle in a mobile work convoy displaying arrow boards or other signaling devices warning motorists of the work activity.

8. A law enforcement vehicle which is participating strictly in a stationary construction or mobile maintenance activity as a traffic slowing, control, signaling or calming influence.

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

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

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

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

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

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

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

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

Bridge Rail (Includes Parapet) is a wooden, brick, stone, concrete or metal fence-like structure which runs along the outermost edge of the roadway or sidewalk on the bridge or a

rail constructed along the top of a parapet. Balustrade is often used synonymously with parapet.

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

BRIDGE COMPONENTS

Guardrail Face is a low barrier that has the primary longitudinal structure composed of metal (plates, mesh, box beam, etc.). A guardrail is differentiated from **Concrete Traffic Barrier** by the material making up the greatest part of the longitudinal portion of the structure. In the case of guardrails, this is metal whereas in concrete barriers this is concrete (including concrete rails).

Guardrails, which serve as bridge rails, should be coded as **Bridge Rails**.

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

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

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

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

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

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

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

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

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

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

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

Embankment is a raised structure to hold back water, to carry a roadway or the result of excavation or washout (including erosion) which may be faced with earth (or rock, stone or concrete). An **Embankment** can usually be differentiated from a **Wall** by its incline whereas a wall is usually vertical. However, there are exceptions to this; such as a retaining wall that may be inclined or a vertical embankment that is caused by a natural event such as a washout.

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

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

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

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

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

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

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

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

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

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

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

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

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

Unknown is used when police indicate unknown.

MOST HARMFUL EVENT

GES: V20/V20A   FARS: *V32*

Screen Heading: Vehicle Crash   Format: 2 numeric

Screen Name: Most Harmful Event (510-E)

Long Name: What is the most harmful event for this vehicle?

SAS Name: Vehicle.V_Event, Vehicle.MHENum

Oracle Name: GES.Vehicle.MostHarmfulID,
GES.Events.ObjectHitID

ELEMENT VALUES

		SAS		
SCN	**ORACLE**	**GES**	**FARS**	

Non-Collision Most Harmful Events:

1	10231	101/1	01	***Rollover/Overturn***
2	10232	102/2	02	Fire/Explosion
3	10233	103/3	03	Immersion
4	19433	104/4	04	Gas Inhalation
n/a	10234	5	51	Jackknife ***(harmful to this vehicle)***
6	19411	111/11	06	Injured in Vehicle ***(Non-Collision)***
7	19434	107/7	44	Pavement Surface Irregularity (***Ruts***, Potholes, Grates, etc.)
9	10236	108/8	07	Other Non-Collision
10	10238	110/10	16	Thrown or Falling Object
10	19412	112/12	72	Cargo/Equipment Loss or Shift ***(harmful to this vehicle)***
11	19413	113/13	05	Fell/Jumped from Vehicle

Collision with Motor Vehicle In-Transport:

5	10234 ?	6 ?	12	***Motor Vehicle In-Transport***
1	19654	154/54	54	Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport
7	10236 ?	7 ?	55	Motor Vehicle In Motion Outside the Trafficway

Collision with Object Not Fixed:

1	10239	121/21	08	Pedestrian
2	10240	122/22	09	***Pedalcyclist***
3	10241	123/23	10	Railway ***Vehicle***

4	10242	124/24	11	Live Animal
5	19449	149/49	49	Ridden Animal or Animal Drawn Conveyance
8	10246	128/28	18	Other Object (Not Fixed)
10	19436	127/27	15	Non-Motorist on Personal Conveyance
6	19131	129/29	14	*Parked Motor Vehicle*
7	19130	130/30	45	*Working Motor Vehicle*

Collision with Fixed Object:

16	10263	146/46	17	Boulder
2	10249	132/32	19	Building
1	10248	131/31	*58*	*Ground*
3	10250	133/33	20	Impact Attenuator/Crash Cushion
18	10271	171/71	50	Bridge Overhead Structure
19	10272	172/72	21	Bridge Pier or *Support*
20	10273	173/73	23	Bridge Rail *(Includes Parapet)*
4	10274	174/74	24	Guardrail Face
5	10275	175/75	52	Guardrail End
6	10253	136/36	25	Concrete Traffic Barrier
21	10276	176/76	57	Cable Barrier
22	10277	177/77	26	Other Traffic Barrier
23	10278	178/78	*59*	*Traffic Sign Support*
24	10279	179/79	46	Traffic Signal *Support*
7	10280	180/80	30	Utility Pole/*Light Support*
25	10281	181/81	31	Other Post, Other Pole or Other Supports
26	10282	182/82	32	Culvert
9	10256	139/39	33	Curb
8	10283	183/83	34	Ditch
10	10257	140/40	35	*Embankment*
11	10258	141/41	38	Fence
12	10259	142/42	39	Wall
13	10260	143/43	40	Fire Hydrant
n/a	10261	44	41	Shrubbery
n/a	10262	45	42	Tree *(Standing Only)*
27	10284	184/84	48	Snow Bank
28	10285	185/85	53	Mail Box
17	10265	158/58	43	Other Fixed Object

Not Reported and Unknown:

| XX | 10297 | 197/97 | *98* | *Not Reported* |
| 19 | 10267 | 999/99 | 99 | Unknown |

Remarks:

This element identifies the event that resulted in the most severe injury or, if no injury, the greatest property damage involving this motor vehicle. Must be the major event **FOR THIS VEHICLE**, even if different from the FIRST HARMFUL EVENT.

Code for each vehicle. May be different for each vehicle.

Code using the following hierarchy:

(A) FATALITIES take precedence over INJURIES.
1. If this vehicle is involved in more than one event which causes fatality to its own occupants or to non-motorists, choose the event which causes the greatest number of fatalities to occupants of this vehicle or to non-motorists (not occupants of other vehicles).
2. If this vehicle is involved in more than one event that causes fatality to its own occupants or to non-motorists; and if there are an equal number of fatalities in each such event, choose the fatal event that is worst with respect to other injuries and property damage.
3. At last resort, choose the fatal event that occurred first, time-wise.

(B) INJURIES take precedence over PROPERTY DAMAGE.
1. If the vehicle is not involved in events that cause fatality to its occupants or to non-motorist, choose the event that produces the worst injury.
2. If in doubt, choose the event with the greatest number of injuries.
3. If in doubt, choose the event that occurred first, time-wise.

(C) If only PROPERTY DAMAGE results for this vehicle:
1. Choose the event causing the most damage.
2. If in doubt, choose the event that happened first, time-wise.

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

FARS SPECIAL INSTRUCTION:

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

GES SPECIAL INSTRUCTION:

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

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

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

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

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

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

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

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

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

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

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

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

Example:
A pickup truck brakes rapidly to avoid a collision. This causes a piece of lumber in the pickup bed to smash through the rear window, causing the driver to lose control and run off the road, striking a tree.

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

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

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

Examples:
1. If cargo falls from a truck (in-transport) and strikes another motor vehicle <u>in-transport</u>, this is treated as a two-vehicle crash. Therefore, the proper code for both vehicles is **Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport**.
2. If cargo falls from a truck (in-transport) and strikes another vehicle that is <u>not in-transport</u>, this is also treated as a two-vehicle crash; however in this example, the proper attribute is **Parked Motor Vehicle** or **Working Motor Vehicle** depending on which type of not in-transport vehicle was contacted by the load.
3. If cargo falls from a truck (in-transport) and strikes a pedestrian, the proper attribute would be **Pedestrian**.

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

Example:

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

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

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

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

Inclusions:
— Street car on private way

Exclusions:
— Street car operating on trafficway

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

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

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

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

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

2) Motorized rideable toys
   - Motorized skateboard
   - Motorized toy car
3) Devices for personal mobility assistance
   - Segway-style devices
   - Motorized and non-motorized wheelchair
   - Handicapped scooters

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BRIDGE COMPONENTS

Guardrail Face is a low barrier that has the primary longitudinal structure composed of metal (plates, mesh, box beam, etc.). A guardrail is differentiated from **Concrete Traffic Barrier** by the material making up the greatest part of the longitudinal portion of the structure. In the case of guardrails, this is metal whereas in concrete barriers this is concrete (including concrete rails).

Guardrails, which serve as bridge rails, should be coded as **Bridge Rails**.

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

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

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

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

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

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

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

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

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

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

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

Embankment is a raised structure to hold back water, to carry a roadway or the result of excavation or washout (including erosion) which may be faced with earth (or rock, stone or concrete).   An **Embankment** can usually be differentiated from a **Wall** by its incline whereas a wall is usually vertical. However, there are exceptions to this; such as a retaining wall that may be inclined or a vertical embankment that is caused by a natural event such as a washout.

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

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

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

Wall is a primarily vertical structure composed of concrete, metal, timber or stone which is not part of a building or a fence but typically is used for retaining earth, abating noise, and separating areas (but not for containment as in the primary function of a fence). Also included as a **Wall** are headwalls (or endwalls) that are sometimes provided on culvert ends principally to protect the sides of the embankment around the culvert opening against erosion. This does

not include wing-walls, which are attached to ends of bridge abutments and extend back at an angle from the roadway. Wingwalls should be coded as **Bridge Pier or Support**.

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

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

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

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

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

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

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

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

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

Unknown is used when police indicate unknown.

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RELATED FACTORS – VEHICLE LEVEL

GES: XXX

Screen Heading: Not a GES Element

Screen Name:

Long Name:

SAS Name:

Oracle Name:

FARS: *V33*

Format: 2 numeric
occurring 2 times

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
X	X	X	**00**	None
X	X	X	**32**	Vehicle Registration for Handicapped
X	X	X	**33**	Vehicle Being Pushed by Non-Motorist
X	X	X	**35**	Reconstructed/Altered Vehicle
X	X	X	**36**	Electric/Alternative Fuel Vehicle
X	X	X	**37**	Transporting Children To/From Head Start/Day Care
X	X	X	**39**	Highway Construction, Maintenance or Utility Vehicle, In-Transport (Inside or Outside Work Zone)
X	X	X	**40**	Highway Incident Response Vehicle
X	X	X	**41**	Police, Fire, or EMS Vehicle Working at the Scene of an Emergency or Performing Other Traffic Control Activities
X	X	X	**42**	Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle)
X	X	X	**44**	Adaptive Equipment
X	X	X	**99**	Unknown

Remarks:

	Related Factors	Examples
00	**None**	
32	**Special Vehicle Flags:** Vehicle Registration for Handicapped	Vehicle registered and/or specially equipped for the handicapped. This can be derived from vehicle registration. Excludes placards which can be moved from one vehicle to the other.

	Related Factors	Examples
33	Vehicle Being Pushed by Non-Motorist	This code supports Related Factors-Crash Level code **Vehicle Set-in-Motion by Non-Driver**.
35	Reconstructed/Altered Vehicle	Home-made vehicle from vehicle components A vehicle reconstructed/altered by the owner; example: a two-wheel motorcycle converted to a three-wheel motorcycle, additional of enhancement performance engine chips or accessories, significant altering of suspension system (i.e., "monster trucks," "low riders"). May have standard VIN or the State may issue a number in place of the VIN for their registration.
36	Electric/Alternative Fuel Vehicle	Vehicles fueled by rechargeable batteries, solar fuel, fuel cells, or any other fuel source (or combination of fuel sources) other than gasoline or diesel fuel. Includes vehicles fueled by alternative fuels in conjunction with gasoline or diesel fuel (e.g., Hybrid).
37	Transporting Children To/From Head Start/Day Care	Not intended for children transported to daycare by family/friends in personal vehicles. Applies to children transported to Day Care/Head Start in vehicles arranged, operated or owned by Head Start or Day Care Program.
39	Highway Construction, Maintenance or Utility Vehicle, In-Transport (Inside or Outside Work Zone)	Do not use this code when the vehicle is working. Only use while the vehicle is "in-transport." For example, while moving from job site to job site. Private construction excluded unless you know it is performing state or local contracted highway construction, maintenance or utility work. Refers to readily identifiable (lights, markings) vehicle in-transport at the time of the crash, which is owned by any local, county, state or federal agency.
40	Highway Incident Response Vehicle	State government-owned vehicles, whose function is to drive the major highways to assist motorists with flat tires, provide gas, etc. Could be called: DOT Help, Good Samaritans, Courtesy Patrol, Motorist Assist Vehicle, etc.

	Related Factors	Examples
41	Police, Fire, or EMS Vehicle Working at the Scene of an Emergency or Performing Other Traffic Control Activities	Police car, fire truck or ambulance at the scene of a crash. Fire truck at the scene of a fire. Police car leading or trailing a convoy or funeral. Police car blocking the entrance to a parade route. Police car at a check point.
42	Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle)	Garbage truck picking up trash. Personal pickup with a snow blade plowing. UPS or postal vehicle stopped in the roadway while making a delivery.
44	Adaptive Equipment	Special adaptive equipment for handicapped operator(s) of this vehicle. Examples of adaptive equipment are: Extended brake/gas pedals, special steering apparatus, hand brakes or accelerator, etc.
99	Unknown	

Remarks:

Care must be used to distinguish vehicle conditions from Related Factors-Driver Level. Driver irresponsibility will be explicitly stated in police report for coding as a Related Factors-Driver Level. Vehicle conditions include manufacturer defects, driver's changes that are defective, and maintenance conditions. Related Factors-Driver Level **Operating Without Required Equipment** can be coded in conjunction with vehicle level conditions.

Factors 32-44 are flags used to identify this vehicle as one with special circumstances. They do not necessarily imply that this circumstance caused the crash.

Use of None
Use when no factors are noted; zero-fill all fields. **None** implies that the investigating officer indicated "no factors."   Also, use **None** to complete remaining fields when you will be recording less than two related factors. DO NOT leave any remaining fields blank.

Use of Unknown
Use when **Unknown** is reported for the vehicle condition in the Police Accident Report itself and none of the special circumstances exist. In these circumstances, nine-fill all fields. If **Unknown** is used for any field, <u>ALL</u> fields must be **Unknown**. DO NOT leave any remaining fields blank.

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FIRE OCCURRENCE

GES: V16

Screen Heading: Vehicle Characteristics

Screen Name: Fire (480-E)

Long Name: Does this vehicle sustain fire damage?

SAS Name: Vehicle.Fire

Oracle Name: GES.Vehicle.Fire

FARS: *V34*

Format: 1 numeric

ELEMENT VALUES

| | | SAS | | |
SCN	ORACLE	GES	FARS	
1	2	0	0	No or Not Reported
2	3	1	1	Yes

Remarks:

For the purposes of this element, "vehicle" is defined to mean the power unit plus any and all trailing units associated with the power unit.

If it cannot be determined that a fire occurred in the vehicle during the crash, use **No or Not Reported**.

Yes is used when the case materials indicate that this vehicle sustained fire damage.

In a multi-vehicle crash where a fire occurs, only the vehicles sustaining fire damage should be coded as **Yes**.

Fires that begin in a vehicle before the first impact may be counted. If fire damage is produced, **Fire/Explosion** would be the first harmful event.

If the Most Harmful Event for this vehicle is **Fire/Explosion**, or a fire in the vehicle is produced by damage in the crash, use **Yes**. The involved vehicles may be at rest for a short period of time.

If the vehicles are at rest long enough to raise a question about the fire's relationship to the crash's damage-producing events, use **No or Not Reported**.

Examples for Fire Occurrence:

Examples:	Code
1. Car (V#1) strikes tank truck (V#2) in rear, the car catches on fire with no fire occurring for the tank truck.	V#1 – **Yes** V#2 – **No or Not Reported**
2. Vehicle #1 catches fire, causing driver to strike vehicle #2.	V#1 – **Yes** V#2 – **No or Not Reported**
3. Vehicle #1 catches fire, causing driver to stop vehicle in roadway and all occupants exit vehicle. Two minutes later, a second car (V#2) rear-ends the stopped car and its driver is killed from collision. (codes reflect the second crash.)	V#1 – **No or Not Reported** V#2 – **No or Not Reported**

DRIVER LEVEL

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VEHICLE NUMBER – DRIVER LEVEL

GES: XXX
Screen Heading: Not a GES Element

FARS:D3
Format: 3 numeric

Screen Name:

Long Name:

SAS Name:

Oracle Name:

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS
X	X	X	000-999

Remarks:

Must be coded on an original submission

System-Generated (MDE System Only)

See Vehicle Number-Vehicle Level for assignments numbers.

FOR DRIVERLESS, PARKED/STOPPED OFF ROADWAY/WORKING MOTOR VEHICLES AND MOTOR VEHICLES IN MOTION OUTSIDE THE TRAFFICWAY, ONLY CODE DRIVER PRESENCE (D4) AND RELATED FACTORS-DRIVER LEVEL (D24)

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DRIVER PRESENCE

GES: D01

Screen Heading: Vehicle Occupants

FARS:D4

Format: 1 numeric

Screen Name: Driver Presence (680-R)

Long Name: Was a Driver Present in the vehicle at the Time of
the Crash?

SAS Name: Vehicle.Dr_Pres

Oracle Name: GES.Vehicle.DriverPresenceID

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
1	26871	0	0	No Driver Present/Not Applicable
2	26872	1	1	Yes
4	26874	9	9	Unknown

Remarks:

No Driver Present/Not Applicable is used when there is no person who was controlling this vehicle at the time of the crash.

Yes is used when there is a person who is physically controlling the vehicle at the onset of the unstabilized situation for this crash. Do not use this attribute for a child sitting in the driver's seat unless the case materials indicate the child was in control of the vehicle. Hit-and-run drivers are included in this attribute. A driver under medical distress would be included.

Unknown is used when it is unknown if there was a driver present in the vehicle at the time of the crash. This attribute includes when a person was in the vehicle, but it is unknown if the person was the driver.

FARS SPECIAL INSTRUCTION:

Also use attribute 0 – **No Driver Present/Not Applicable** when Unit Type for this vehicle is not a motor vehicle in-transport (Unit Type codes "2, 3, 4"). Use this code regardless of the presence of an occupant in the driver's seat.

If coded **No Driver Present/Not Applicable** or **Unknown**, all other elements on the Driver Level must be left blank except Related Factors-Driver Level that are coded "00". A Person

Level - Occupant of a Motor Vehicle form with Person Type equal to **Driver of a Motor Vehicle In-Transport** must not be submitted for that vehicle.

DRIVER'S LICENSE STATE

GES: D10
Screen Heading: Driver Data

Screen Name: Driver License State (822-E)

Long Name: What is the driver license State?

SAS Name: :Vehicle.DLState

Oracle Name: GES.Driver.LicState

FARS:D5
Format: 2 numeric

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
61	98	98	00	No Driver Present
2	AL	01	01	Alabama
1	AK	02	02	Alaska
4	AS	03	03	American Samoa
5	AZ	04	04	Arizona
3	AR	05	05	Arkansas
6	CA	06	06	California
7	CO	08	08	Colorado
8	CT	09	09	Connecticut
10	DE	10	10	Delaware
9	DC	11	11	District of Columbia
11	FL	12	12	Florida
12	GA	13	13	Georgia
13	GU	14	14	Guam
14	HI	15	15	Hawaii
16	ID	16	16	Idaho
17	IL	17	17	Illinois
18	IN	18	18	Indiana
15	IA	19	19	Iowa
19	KS	20	20	Kansas
20	KY	21	21	Kentucky
21	LA	22	22	Louisiana
24	ME	23	23	Maine
23	MD	24	24	Maryland
22	MA	25	25	Massachusetts
25	MI	26	26	Michigan
26	MN	27	27	Minnesota
28	MS	28	28	Mississippi

27	MO	29	29	Missouri
29	MT	30	30	Montana
32	NE	31	31	Nebraska
36	NV	32	32	Nevada
33	NH	33	33	New Hampshire
34	NJ	34	34	New Jersey
35	NM	35	35	New Mexico
37	NY	36	36	New York
30	NC	37	37	North Carolina
31	ND	38	38	North Dakota
38	OH	39	39	Ohio
39	OK	40	40	Oklahoma
40	OR	41	41	Oregon
41	PA	42	42	Pennsylvania
42	PR	43	43	Puerto Rico
43	RI	44	44	Rhode Island
44	SC	45	45	South Carolina
45	SD	46	46	South Dakota
46	TN	47	47	Tennessee
47	TX	48	48	Texas
48	UT	49	49	Utah
51	VT	50	50	Vermont
49	VA	51	51	Virginia
50	VI	52	52	Virgin Islands
52	WA	53	53	Washington
54	WV	54	54	West Virginia
53	WI	55	55	Wisconsin
55	WY	56	56	Wyoming
56	93	93	93	Indian Nation
57	94	94	94	U.S. Government
58	95	95	95	Canada
59	96	96	96	Mexico
60	97	97	97	Other Foreign Country
77	77	77	*98*	*Not Reported*
62	99	99	99	Unknown

Remarks:

If no license is required or driver is not licensed, use the resident State of the driver. U.S. Government is used to indicate the license was issued by the U.S. Government, such as military or State Department Foreign Service.

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

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

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DRIVER'S ZIP CODE

GES: D08

Screen Heading: Driver Data

Screen Name: Zip Code (730-E)

Long Name: What is the driver's zip code?

SAS Name: Vehicle.DZipCode

Oracle Name: GES.Driver.Zipcode

FARS:D6

Format: 5 numeric

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
00000	00000	00000	00000	Not a resident of U.S. or Territories
xxxxx	xxxxx	xxxxx	nnnnn	Actual Value
99998	99998	99998	99998	No Driver Present
*	99999	99999	99999	Unknown

Remarks:

FARS SPECIAL INSTRUCTION:

Code only the first five digits of nine-digit zip codes.

Use the following guidelines to resolve discrepancies between the Police Accident Report (PAR) and Driver License File:

- If the street address is the same on both sources but the zip codes differ, use the zip code from the License File. If you have access to a Zip Code Directory, confirm the address with that.
- If the street addresses on the two sources differ, then use the zip code for the address reported on the PAR.
- If you have both a residence address and a different mailing address (e.g., a P.O. Box) use the zip code for the residence address.

If the PAR indicates an address in-state and a driver's license from another state is recorded (with a different residence address), attempt to determine the most current address for the driver. If the most current address cannot be determined, use the zip code that corresponds to the address from the DRIVER'S LICENSE STATE.

GES SPECIAL INSTRUCTION:

For the purposes of this variable, a driver is considered to reside at the address listed on the police accident report. This address was most likely taken from the driver's license given to the police officer and/or from the licensing state's driver license file.

If the driver's address is present and the ZIP code is missing or not available, then determine the correct ZIP code by using the two volume National Five Digit Zip Code & Post Office Directory.

Not Resident of US or Territories is used when the address found on the PAR indicates that the driver resides at an address which has not been assigned a ZIP code by the US Post Office.

No Driver Present is used when there is no driver in this vehicle.

Unknown is used whenever the ZIP cannot be determined. For example, use this attribute when no information is provided on the PAR about the driver (e.g., hit-and-run).   In addition, use this code if the driver, licensed or not, has no permanent address. For example, the driver could be living out of his/her vehicle (camper, motor home, etc.) or the driver could be "homeless."

If a ZIP CODE is listed on the PAR but it is not a valid number use **Unknown**.

NON-CDL LICENSE TYPE/STATUS

GES: XXX
Screen Heading: Not a GES Element

Screen Name:

Long Name:

SAS Name:

Oracle Name:

FARS: D7
Format: 1 numeric occurring 2 times.

ELEMENT VALUES

| | | SAS | | |
SCN	ORACLE	GES	FARS	
				Type:
X	X	X	0	Not Licensed
X	X	X	1	Full Driver License
X	X	X	2	Intermediate Driver License
X	X	X	7	Learner's Permit
X	X	X	8	Temporary License
X	X	X	9	Unknown License Type
				Status:
X	X	X	0	Not Licensed
X	X	X	1	Suspended
X	X	X	2	Revoked
X	X	X	3	Expired
X	X	X	4	Canceled or Denied
X	X	X	6	Valid
X	X	X	9	Unknown License Status

Source:

Official driver record and police report. Official driver records take precedence over police-reported information.

Remarks:

Prior to 1993, this element was Driver License Status and included codes "5 – Valid-Single Class" and "6 – Valid-Multiple Class."

Starting in 2004, this element was modified to capture both non-CDL license type and status to accommodate graduated driver license (GDL) programs.

This element is used to establish the driver's license type and status for all license classes except the commercial driver's license (CDL). It also captures the type and status of the NON-CDL driving privilege for drivers with CDLs.

The NON-CDL License Type/Status is coded for all drivers, including drivers with a CDL.

Use the "Type" field to record whether the driver has a full driver's license, intermediate driver's license, learner's permit, temporary license, or is not licensed. Use the "Status" field to record if the license is valid, suspended, revoked, expired, canceled or denied.

When involved drivers are in the military, the analyst should be cautious because some States automatically (without driver application) renew drivers' licenses or extend the license until the individual is discharged. Each state analyst should be familiar with their state's policy on military personnel and code these license variables accordingly.

In addition, when out-of-state driver requests are made the analyst requesting the data should note that the driver is in the military.

Not Licensed (for both Type and Status). **Not Licensed** should be used only when it has been reasonably established that the driver is not licensed (anywhere). Takes precedence over all other NON-CDL License Type/Status attributes. Drivers who have a license but fail to have their license with them at the time of the crash should be coded according to the type (class) of license they possess and the validity of the license. If the police report indicates that the driver has "no license," the analyst should first determine whether this means that the person was not in possession of his/her license at the time of the crash, or that the driver is not a registered motor vehicle operator. A review of the violations cited section of the police report may yield some clues in this matter. If the person is cited for not possessing his/her license or for not having one, then code this information in variables D21 and D24, Violations Charged and Related Factors-Driver Level. If the analyst is uncertain as to whether or not the person possesses a license, then code **Unknown** should be used.

NON-CDL LICENSE TYPE REMARKS:

Full Driver License is used for unlimited driving privileges (with no GDL restrictions). This is based on your state's eligibility guidelines.

Learner's Permit and **Intermediate Driver License** are the first two stages of a tiered licensing process that allows young drivers to obtain full driver license privileges through safe driving practices. Typical restrictions include minimum age requirements, passing vision/ knowledge tests, and supervision by adult driver over the age of 21. Other requirements may include limiting the number of passenger in the vehicle, occupants must wear seatbelts, zero alcohol tolerance and no at-fault crashes or convictions for a period of time.

NOTE: Beginning in 2004, if **Learner's Permit** or **Intermediate Driver License** has expired, code Type as **Intermediate Driver License** or **Learner's Permit** and Status as **Expired**. (Prior to 2004, an expired Learner's Permit was coded as **Not Licensed**).

NOTE: It is important that you know your state's Graduated Driver License restrictions. GDL program restrictions vary from state-to-state.

Intermediate Driver License is the second stage of obtaining a full license privilege. It is typically for drivers between the ages of 16 and 17, and does not require total supervision during daylight hours (e.g., adult supervision during the hours of midnight to 5 am). An **Intermediate Driver License** may be suspended or revoked under certain violations. Other conditions may include conviction-free performance, seat-belt use for occupants, and some age restrictions for passengers. If any restriction is violated, this GDL restriction period can be extended.

NOTE: **Intermediate Driver License** does not apply for states that do not have a GDL program. However, your state may have a Learner's Permit. Also, your state may not use the name "Intermediate Driver License" and may call it something else.

NOTE: **Learner's Permit** is the first stage of obtaining a full license privilege. It is typically for drivers between 14 and 16 years of age, and typically requires total adult supervision, seat-belt use for occupants, and conviction-free performance. If any restriction is violated, this GDL restriction period can be extended.

Temporary License includes any type of non-permanent license issued for a period of time less than that for a permanent license (e.g., temporary license to drive within a resort area; temporary license issued to foreign nationals). Short-term permanent licenses are not temporary (e.g., license issued to elderly drivers requiring frequent re-testing).

Learner's Permit and **Intermediate Driver License** held by young drivers awaiting a **Full Driver's License** are not to be coded **Temporary License**.

Unknown License Type should be used when the type of the license is unknown. **Unknown License Type** is also used when it is unknown whether the driver had a license or not (e.g., hit-and-run).

NON-CDL LICENSE STATUS REMARKS:

Not Licensed should be used only when it has been reasonably established that the driver is not registered (anywhere). **Not Licensed** takes precedence over all other Non-CDL License Status Codes. Drivers who have a license but fail to have their license with them at the time of the crash should be coded according to the type (class) of license they possess and the validity of the license. If the police report indicates that the driver has "no license," the analyst should first determine whether this means that the person was not in possession of his/her license at the time of the crash, or that the driver is not a registered motor vehicle operator. A review of the violations cited section of the police report may yield some clues in this matter. If the person is cited for not

possessing his/her license or for not having one, then code this information in variables D21 and D24, Violations Charged and Related Factors-Driver Level. If the analyst is uncertain as to whether or not the person possesses a license, then code **Unknown** should be used.

Suspended, Revoked or **Expired** are used if a **Full Driver's License*** is suspended, revoked, or expired. An Intermediate Driver License may be **Suspended** or **Revoked** under certain violations. If **Learner's Permit** or **Intermediate Driver License** has expired, the attribute **Expired**.

Examples: If a **Full Driver License** is revoked or suspended but limited driving is permitted (e.g., to and from work), use the following criteria:

   a. If the crash occurs during permitted times of driving, code Non-CDL License Type as **Full Driver License** and Status as **Valid**, code Compliance With License Restrictions as **Restrictions Complied With**, and code Related Factors-Driver Level as **Legally Driving on Suspended or Revoked License**.

   b. If the crash occurs during invalid times for driving, code Non-CDL License Type as **Full Driver License** and Status as **Suspended** or **Revoked**, code Compliance With License Restrictions as **Restriction Not Complied With**, and do not use Related Factors-Driver Level as **Legally Driving on Suspended or Revoked License**.

Suspended takes precedence over all other License Status codes, except **Not Licensed**.

Canceled or Denied is used whenever the driver's official driver record indicates the driver's license* (1) was canceled; or (2) the driver's request for license, or an extension of one, was denied.

Valid refers to any license held by the driver that is valid for a class of vehicle*. If the driver is in violation of some aspect of his/her license (e.g., one of the restrictions) do not consider the license as being not valid. Record the restriction on element Compliance with License Restrictions if applicable. If the police cite the driver for the violation, then the information would be recorded under elements D21 and D24 (Violations Charged and/or Related Factors-Driver Level).

Unknown License Status should be used when the status of the license is unknown.

Unknown License Status is also used when it is unknown whether the driver had a license or not (e.g., hit-and-run).

See reference table for coding elements D7 and D10, following the remarks section of element (D10) License Compliance With Class Of Vehicle.

IMPORTANT NOTE:

In distinguishing license requirements from restrictions focus upon whether or not all drivers possessing the type of license are mandated to obey the requirement. If they are, then the

requirement is not a restriction, but rather part of the definition of the license. Restrictions, on the other hand, are requirements specific to individual drivers.

See the following tables for additional guidance for coding Non-CDL License Type/Status for young drivers with GDL License (**Learner's Permit** and **Intermediate Driver Licenses**) and CDL Drivers:

Coding Scenarios for CDL Licenses	D7 Non-CDL Type	D7 Non-CDL Status	D8 CMV Status	D10 Comp w/ Class	D11 Comp. w/ Restriction
1. CDL w/no endorsement valid, driving a CDL vehicle (no endorsement required). Non-CDL License Type/Status is Full License/Valid.	1	6	6	3	0
2. CDL w/hazardous material endorsement, valid driving CDL vehicle w/hazardous cargo. Non-CDL License Type/Status is Full License/Valid.	1	6	6	3	1
3. CDL w/hazardous material endorsement, valid driving non-CDL vehicle. Non-CDL License Type/Status is Full License/Valid.	1	6	6	3	0
4. CDL w/ no endorsements suspended, driving a CDL (double bottom) vehicle. Non-CDL License Type/Status is Full License/Valid.	1	6	1	2	2
5. CDL w/tanker endorsement, disqualified, driving a tanker. Non-CDL License Type/Status is Full License/Suspended.	1	1	5	2	1
6. CDL w/tanker endorsement suspended, driving a non-CDL vehicle. Non-CDL License Type/Status is Full License/Valid.	1	6	1	3	0
7. Non-CDL license driving CDL 24 passenger bus. Non-CDL License Type/Status is Full License/Valid.	1	6	0	2	2
8. Non-CDL license driving 24 passenger bus. Non-CDL License Type/Status is Full License/Suspended.	1	1	0	2	2
9. *CDL w/no endorsements valid, driving CDL vehicle (endorsement requirement unknown). Non-CDL License Type/Status is Full License/Suspended.	1	1	6	8	9
10. *CDL w/no endorsements *CDL w/tanker endorsements valid, driving non-CDL vehicle. Non-CDL License Type/Status is Full License/Suspended.	1	1	6	2	0
11. *CDL w/tanker endorsements valid, driving non-CDL vehicle. Non-CDL License Type/Status is Full License/Suspended.	1	1	6	2	0
* possible, but unlikely situation					

CODING SCENARIOS FOR GRADUATED DRIVER'S LICENSING PROGRAM	NON-CDL TYPE	NON-CDL STATUS	COMPLIANCE WITH LICENSE RESTRICTIONS	RELATED FACTORS-DRIVER LEVEL
1. A 16-year-old driver with a valid Intermediate License driving a vehicle during prohibited driving hours without corrective lenses.	2	6	2	73, 74
2. A 15-year-old with a valid Learner's Permit driving alone (adult supervision required).	7	6	2	73
3. A 16-year-old with a valid Intermediate License not complying with seat-belt requirement during permitted daytime driving hours.	2	6	2	73
4. A 17-year-old driver with a valid Intermediate License. The officer reported there was a 19-year-old non-family passenger, in violation of the state's GDL requirements.	2	6	2	73
5. An 18-year-old driver with an expired Learner's Permit driving with no violations of GDL restrictions.	7	3	1	00
6. A 15-year-old with a suspended Learner's Permit is driving without required prescription lenses, and is complying with all GDL restrictions.	7	1	2	74
7. A driver with a suspended Intermediate Driver's License complying with all GDL restrictions.	2	3	1	00
8. A 19-year-old with a valid Intermediate License which was extended due to prior GDL violations is driving a truck greater than 26,000 lbs. requiring a CDL during prohibited hours.	2	6	2	73
9. A driver with a valid Full Driver's License driving without required corrective lenses.	1	6	2	74

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COMMERICIAL MOTOR VEHICLE LICENSE STATUS

GES: XXX   FARS:D8

Screen Heading: Not a GES Element   Format: 2 numeric

Screen Name:

Long Name:

SAS Name:

Oracle Name:

ELEMENT VALUES

| | | SAS | | |
SCN	ORACLE	GES	FARS	
X	X	X	00	No (CDL)
X	X	X	01	Suspended
X	X	X	02	Revoked
X	X	X	03	Expired
X	X	X	04	Canceled or Denied
X	X	X	05	Disqualified
X	X	X	06	Valid
X	X	X	07	Learner's Permit
X	X	X	08	Other - Not Valid
X	X	X	*98*	*Not Reported*
X	X	X	*99*	Unknown

Remarks:

This element indicates the status for a driver's Commercial Driver's License (CDL).

As of April 1, 1992, all states require a driver to have a CDL for driving a **commercial motor vehicle in excess of 26,000 pounds**; or for transporting hazardous materials in sufficient amounts to be placarded; or for transporting 16 or more passengers, including the driver.

See the table on the following page for guidance on coding this element and related driver status elements.

Disqualified is used for commercial drivers who have their CDL privilege taken away for violations against the federal regulations. Although similar to suspension, the reasons for "disqualification" of a CDL may differ from state suspension reasons.

Other - Not Valid should be used when a CDL is surrendered or not valid due to the lack of medical clearance.

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

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

Coding Scenarios for CDL Licenses	D7 Non-CDL Type	D7 Non-CDL Status	D8 CMV Status	D10 Comp w/ Class	D11 Comp. w/ Restriction
1. CDL w/no endorsement valid, driving a CDL vehicle (no endorsement required). Non-CDL License Type/Status is Full License/Valid.	1	6	6	3	0
2. CDL w/hazardous material endorsement, valid driving CDL vehicle w/hazardous cargo. Non-CDL License Type/Status is Full License/Valid.	1	6	6	3	1
3. CDL w/hazardous material endorsement, valid driving non-CDL vehicle. Non-CDL License Type/Status is Full License/Valid.	1	6	6	3	0
4. CDL w/ no endorsements suspended, driving a CDL (double bottom) vehicle. Non-CDL License Type/Status is Full License/Valid.	1	6	1	2	2
5. CDL w/tanker endorsement, disqualified, driving a tanker. Non-CDL License Type/Status is Full License/Suspended.	1	1	5	2	1
6. CDL w/tanker endorsement suspended, driving a non-CDL vehicle. Non-CDL License Type/Status is Full License/Valid.	1	6	1	3	0
7. Non-CDL license driving CDL 24 passenger bus. Non-CDL License Type/Status is Full License/Valid.	1	6	0	2	2
8. Non-CDL license driving 24 passenger bus. Non-CDL License Type/Status is Full License/Suspended.	1	1	0	2	2
9. *CDL w/no endorsements valid, driving CDL vehicle (endorsement requirement unknown). Non-CDL License Type/Status is Full License/Suspended.	1	1	6	8	9
10. *CDL w/no endorsements *CDL w/tanker endorsements valid, driving non-CDL vehicle. Non-CDL License Type/Status is Full License/Suspended.	1	1	6	2	0
11. *CDL w/tanker endorsements valid, driving non-CDL vehicle. Non-CDL License Type/Status is Full License/Suspended.	1	1	6	2	0

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COMPLIANCE WITH *CDL* ENDORSEMENTS

GES: XXX   FARS:D9

Screen Heading: Not a GES Element   Format: 1 numeric

Screen Name:

Long Name:

SAS Name:

Oracle Name:

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
X	X	X	0	No Endorsements Required for the vehicle
X	X	X	1	Endorsement(s) Required, complied with
X	X	X	2	Endorsement(s) Required, not complied with
X	X	X	3	Endorsement(s) Required, compliance unknown
X	X	X	*8*	*Not Reported*
X	X	X	9	Unknown, if required

Remarks:

This element indicates whether the vehicle driven at the time of the crash requires endorsement(s) on a Commercial Driver's License (CDL) and whether this driver is complying with the CDL endorsements. These endorsements include: double/triple bottoms, passenger vehicles with 16 passengers, tank, hazardous materials, combined tank/hazardous materials, and others. This element is to be coded independently from CDL Status. The driver is not automatically failing to comply with a CDL endorsement by not having a valid CDL.

No Endorsements Required for the vehicle is used when this vehicle requires no special endorsement on a CDL or requires no CDL to operate.

Endorsement(s) Required, complied with is used when this vehicle requires a CDL and requires a particular endorsement or set of endorsements, and the driver has a CDL and is in compliance with the specific endorsements. (Note: The status of the CDL is not used in determining if the driver has complied with the endorsement.)

Endorsement(s) Required, not complied with is used when this vehicle requires a CDL and particular endorsement(s) on the CDL, but the driver does not have a CDL or does not have the particular endorsement(s) required for the vehicle driven. The driver may have some other endorsement(s). (Note: The status of the CDL is not used in determining if the driver has complied with the endorsement.)

Endorsement(s) Required, compliance unknown is used when this vehicle requires a CDL and particular endorsement(s) on the CDL, but it is not known whether the driver was in compliance with the particular endorsement(s) or it is not known whether the driver had a CDL.

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

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

Unknown, if required is used when it is unknown whether a driver is required to have an endorsement on a CDL to operate the crash vehicle. The driver may or may not have a CDL.

The table on the following page provides guidance for coding this element for the type of license and vehicle driven in the crash:

DRIVER LICENSE	VEHICLE DRIVEN IN THE CRASH	D9
NON-CDL	AUTOMOBILE	0
	NON-CDL TRUCK/BUS	0
	CDL, NOT REQUIRING ENDORESEMENT	0
	CDL, REQUIRING ENDORSEMENT	2
	CDL, UNKNOWN IF REQUIRED	9
CDL W/NO ENDORSEMENT	AUTOMOBILE	0
	NON-CDL TRUCK/BUS	0
	CDL, NOT REQUIRING ENDORESEMENT	0
	CDL, REQUIRING ENDORSEMENT	2
	CDL, UNKNOWN IF REQUIRED	9
CDL W/ ENDORSEMENT	AUTOMOBILE	0
	NON-CDL TRUCK/BUS	0
	CDL, NOT REQUIRING ENDORESEMENT	0
	CDL, MATCHING ENDORSEMENT	1
	CDL, W/DIFFERENT ENDORSEMENT	2
	CDL, UNKNOWN IF REQUIRED	9
CDL, ENDORSEMENT UNKNOWN	AUTOMOBILE	0
	NON-CDL TRUCK/BUS	0
	CDL, NOT REQUIRING ENDORESEMENT	0
	CDL, REQUIRING ENDORSEMENT	3
	CDL, UNKNOWN IF REQUIRED	9
CDL UNKNOWN	AUTOMOBILE	0
	NON-CDL TRUCK/BUS	0
	CDL, NOT REQUIRING ENDORESEMENT	0
	CDL, REQUIRING ENDORSEMENT	3
	CDL, UNKNOWN IF REQUIRED	9
NOT LICENSED	AUTOMOBILE	0
	NON-CDL TRUCK/BUS	0
	CDL, NOT REQUIRING ENDORESEMENT	0
	CDL, REQUIRING ENDORSEMENT	2
	CDL, UNKNOWN IF REQUIRED	9

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LICENSE COMPLIANCE WITH CLASS OF VEHICLE

GES: XXX

Screen Heading: Not a GES Element

FARS: D10

Format: 1 numeric

Screen Name:

Long Name:

SAS Name:

Oracle Name:

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
X	X	X	0	Not licensed
X	X	X	1	No license required for this class vehicle
X	X	X	2	No valid license for this class vehicle
X	X	X	3	Valid license for this class vehicle
X	X	X	*7*	*Not Reported*
X	X	X	8	Unknown if CDL and/or CDL endorsement required for this vehicle.
X	X	X	9	Unknown

Source:

Official driver record and police report. Official driver records take precedence over police reported information.

Remarks:

This element refers to the type of license possessed or not possessed by the driver for the class of vehicle being driven at the time of the crash. This element is coded according to the driver's Non-CDL License Status when driving a vehicle not requiring a CDL and to the driver's Commercial Motor Vehicle License Status when driving a vehicle requiring a CDL.

Also see Remarks for D7 on military personnel.

Not licensed should be used only when it has been reasonably established that the driver is not licensed (anywhere) and where D7 equals **Not licensed**. Drivers who have a license but fail to have their license with them at the time of the crash should be coded according to the type of license they possess and the class of vehicle they were driving. **Not licensed** should

not be used in this instance. If the police report indicates that the driver has "no license," the analyst must first determine whether this means the person was not in possession of his/her license at the time of the crash or that the driver is not a licensed motor vehicle operator. A review of the violations cited section of the police report might yield some clues in this matter. If the person is cited for not possessing his/her license or for not having one, then code this information in variables D21 and D24 (Violations Charged and Related Factors-Driver Level). If the analyst is uncertain as to whether or not the person possesses a license, then attribute **Unknown** should be used.

No license required for this class vehicle means that a license was not required for the vehicle being driven (e.g., mopeds in some states).

No valid license for this class vehicle may be used for suspended, revoked, canceled or expired driving privileges. It also refers to <u>drivers with a valid license</u> but not for the class of vehicle driven at the time of the crash. As an example, the driver has an "operator's license" when a "public passenger" type license is required. For this driver, **No valid license for this class vehicle** should be coded. Another common situation occurs when a separate license is required for a motorcycle. If the driver possesses a valid license for a passenger car but not for the motorcycle, then **No valid license for this class vehicle** should be used if the driver was involved in this crash while driving a motorcycle.

A license (or a portion of the license applicable to the class vehicle driven) that is not in effect because of some action taken by the State, such as suspended, revoked, etc., is not to be coded as valid. Similarly, learner's permits that are not used under the proper conditions (for example, a required licensed driver for the class of vehicle driven is not present to accompany the driver involved) are not to be coded as valid either.

No valid license for this class vehicle should be used for suspended, revoked, disqualified, canceled or expired CDL licenses when the vehicle requires a CDL (see table for Commercial Motor Vehicle License Status).

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

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

Valid license for this class vehicle refers to the class of vehicle being driven. As an example, the driver has a "motorcycle" driver's license only and was driving a motorcycle at the time of the crash; **Valid license for this class vehicle** should be used. On the other hand, a driver might possess a multiple-class license allowing him or her to drive a passenger car as well as a motorcycle. If the vehicle being driven at the time of the crash is a passenger car,

also code this element **Valid license for this class vehicle**. If the vehicle driver requires a CDL and the CDL status is valid, use code **Valid license for this class vehicle**.

Unknown if CDL and/or CDL endorsement required for the vehicle should be used if it cannot be determined if the vehicle driven requires a CDL or CDL endorsement. There should be sufficient cause to suspect the need for a CDL or CDL endorsement to use this code, such as the vehicle's size (26,001 lbs. or more), configuration (tractor/trailer, combinations, tankers, etc.), or possibly hauling hazardous cargo.

Unknown should be used when the driver has a license but the type or validity are uncertain or if it is unknown whether the driver had a license or not (e.g., hit-and-run).

A cross-reference table for coding variables D7 and D10 follows. Consult this table only when the driver is operating a vehicle that does not require a CDL.

Cross Reference Table for D7 and D10

D7 (Status)	D10	0	1	2	3	8	9
0		Y	Y	N	N	N	N
1		N	Y	Y	N	N	N
2		N	Y	Y	N	N	N
3		N	Y	Y	N	N	N
4		N	Y	Y	N	N	N
6		N	Y	Y	Y	N	Y
9		N	Y	N	N	N	Y

Y = Valid Combination
N = Invalid Combination

REMINDER: D7 = Applies to any license entry in the driver's record (except CDL)
D10 = Applies to this vehicle only

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COMPLIANCE WITH LICENSE RESTRICTIONS

GES: XXX   FARS:D11

Screen Heading: Not a GES Element   Format: 1 numeric

Screen Name:

Long Name:

SAS Name:

Oracle Name:

ELEMENT VALUES

		SAS		
SCN	ORACLE	GES	FARS	
X	X	X	0	No Restrictions or Not Applicable
X	X	X	1	Restrictions Complied With
X	X	X	2	Restrictions Not Complied With
X	X	X	3	Restrictions, Compliance Unknown
X	X	X	*8*	*Not Reported*
X	X	X	9	Unknown

Remarks:

Refers to both physical restrictions (corrective lenses, automatic transmission, etc.) and imposed restrictions (limited driving). Starting in 2004, it also refers to any limitations imposed on Learner's Permits and Intermediate Licenses in states with Graduated Driver Licensing (GDL) programs. (e.g., driving during prohibited periods [midnight to 5 AM]; driving without adult supervision, etc.). (See "Coding Scenarios for GDL Licensing Program" table on next page.)

Code all applicable restrictions regardless of license status.

Examples: If a Full Driver License is revoked or suspended but limited driving is permitted (e.g., to and from work), use the following criteria:

a. If the crash occurs during permitted times of driving, code Non-CDL License Type as **Full Driver License** and Status as **Valid**, code Compliance With License Restrictions as **Restrictions Complied With**, and code Related Factors-Driver Level as **Legally Driving on Suspended or Revoked License**.

  b. If the crash occurs during invalid times for driving, code Non-CDL License Type as **Full Driver License** and Status as **Suspended** or **Revoked**, code Compliance With License Restrictions as **Restriction Not Complied With**, and do not use Related Factors-Driver Level as **Legally Driving on Suspended or Revoked License**.

If due to a CDL, a driver has more than one license restriction, code compliance for the most appropriate restrictions for the vehicle being driven.

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

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

CODING SCENARIOS FOR GRADUATED DRIVER'S LICENSING PROGRAM	NON-CDL TYPE	NON-CDL STATUS	COMP.W/ LIC. RES.	RELATED FACTORS- DRIVER LEVEL
1. A 16-year-old driver with a valid Intermediate License driving a vehicle during prohibited driving hours without corrective lenses.	2	6	2	73, 74
2. A 15-year-old with a valid Learner's Permit driving alone (adult supervision required).	7	6	2	73
3. A 16-year-old with a valid Intermediate License not complying with seat-belt requirement during permitted daytime driving hours.	2	6	2	73
4. A 17-year-old driver with a valid Intermediate License. The officer reported there was a 19-year-old non-family passenger, in violation of the state's GDL requirements.	2	6	2	73
5. An 18-year-old driver with an expired Learner's Permit driving with no violations of GDL restrictions.	7	3	1	00
6. A 15-year-old with a suspended Learner's Permit is driving without required prescription lenses, and is complying with all GDL restrictions.	7	1	2	74
7. A driver with a suspended Intermediate Driver's License complying with all GDL restrictions.	2	3	1	00
8. A 19-year-old with a valid Intermediate License which was extended due to prior GDL violations is driving a truck greater than 26,000 lbs. Requiring a CDL during prohibited hours.	2	6	2	73
9. A driver with a valid Full Driver's License driving without required corrective lenses.	1	6	2	74

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DRIVER HEIGHT

GES: XXX
Screen Heading: Not a GES Element

Screen Name:

Long Name:

SAS Name:

Oracle Name:

FARS: D12
Format: 1 set 1 numeric, 1 set 2 numeric

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
				Feet:
X	X	X	0	See Inches
X	X	X	2-8	Actual Feet
X	X	X	9	Unknown
				Inches:
X	X	X	00-11	Actual Inches
			24-96	
X	X	X	98	Other
X	X	X	99	Unknown

Remarks:

Use the driver licensing files to code this element. The Coroner's Report may be used and may contain more current/accurate information.

Code the driver's height in feet and inches, if available. Inches less than 10 must be right-justified with a leading "0" (e.g., nine inches is coded "09"). If Height is only available in total inches, then code INCHES and code FEET as "0."

The tallest Height that can be recorded in total INCHES is 96 inches (8 ft). The tallest Height that can be recorded in FEET and INCHES is 8 ft. – 11 inches. If the driver is taller than 96 inches, then you must code Height as feet and inches. If the driver is taller than 8 ft. – 11 inches, then you must code the DRIVER HEIGHT as "Other" (0 FEET, 98 INCHES).

DRIVER HEIGHT less than "3 Feet" or greater than "7 Feet – 0 Inches" or less than "36 Inches" or greater than "0 Feet – 84 Inches" will raise an error flag.

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DRIVER WEIGHT

GES: XXX
Screen Heading: Not a GES Element

FARS:D13
Format: 3 numeric

Screen Name:

Long Name:

SAS Name:

Oracle Name:

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
X	X	X	040-700	Actual weight in pounds
X	X	X	998	Other
X	X	X	999	Unknown

Remarks:

Use the driver licensing files to code this element. The Coroner's Report may be used and may contain more current/accurate information.

Code the driver's weight in pounds, if available.

Weight should be right justified.

Weights less than 100 lbs. must be coded with a leading "0" in the left-most position (e.g., 98 lbs. is coded "098").

DRIVER WEIGHT less than 50 lbs. or greater than 399 lbs. will raise an error flag.

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DRIVER LEVEL COUNTERS
PREVIOUS RECORDED CRASHES*
PREVIOUS RECORDED SUSPENSIONS AND REVOCATIONS*
PREVIOUS DWI CONVICTIONS*
PREVIOUS SPEEDING CONVICTIONS*
PREVIOUS OTHER HARMFUL MV CONVICTIONS *

GES: XXX

Screen Heading: Not a GES Element

Screen Name:

Long Name:

SAS Name:

Oracle Name:

FARS: D14, D15
D16, D17
D18

Format: 2 numeric each

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
X	X	X	00	None
X	X	X	01-97	Actual Value, but any value greater than 05 will be questioned (except for "Previous Recorded Suspensions and Revocations" when any value greater than 10 will be questioned).
X	X	X	98	Crashes not reported on Driving Record (valid only for Previous Recorded Crashes)
X	X	X	99	Unknown

Remarks:

Count only events occurring within <u>three years</u> from the crash date.

If a driver has been DISQUALIFIED for a CDL, record this event in PREVIOUS RECORDED SUSPENSIONS AND REVOCATIONS. DO NOT include the current crash in any of the counters.

Remember there is a difference between a violation and a conviction. The violation is not counted in Previous DWI, Previous Speeding and Previous Other Harmful Moving Violation Convictions. These elements refer ONLY TO CONVICTIONS. Both convictions and violations appear on driver records in many states. Be careful that you code the conviction dates and NOT the violation dates.

DWI refers to both alcohol and drug convictions.

When you are responding to another state's request for driver data, do the following:

D14, D15, D16,
D17, D18

1. In the counters, record both in-state and out-of-state convictions, crashes, suspensions and revocations that appear on your state's record.
2. List out-of-state activity that is included in the counters in the area provided on the OUT-OF-STATE DRIVER DATA RESPONSE (see example below).

The Out-of-State Driver Data Response is provided through the message system.

Drivers can have a driving record or driver's license from more than one state. When you are coding the driver level counter elements (Crashes, Suspensions, Revocations, DWI, Speeding and Other Harmful MV Conviction), be sure to combine distinct events from all of the records you have. Be careful not to double-count the same event. Also use Related Factors – Driver Level **Driver has a Driving Record or Driver's License From More Than One State** when this situation occurs.

OUT-OF-STATE DRIVER DATA RESPONSE

DEST. STATE: VEHICLE NO.:
STATE CASE #:   DATE OF CRASH: /   /
FARS CODE #:

DRIVER NAME:	NON-CDL STATUS:	DATE OF BIRTH: / /
LICENSE STATE:	CDL STATUS:	DRIVER HEIGHT:
LICENSE TYPE COMPLIANCE:	DRIVER ZIP CODE:	DRIVER WEIGHT:
	RACE/HISPANIC ORIGIN:	

NON-CDL RESTRICTIONS	NON-CDL ENDORSEMENTS	CDL RESTRICTIONS	CDL ENDORSEMENTS
(1)	(1)	(1)	(1)
(2)	(2)	(2)	(2)
(3)	(3)	(3)	(3)

PREVIEW RECORD
(Number Of)

CRASHES _____   SUSP/REVO _____   DWI _____   SPEED _____   OTHER CONV. _____

LAST CRASH, SUSP., DWI, ETC.   /   /   FIRST CRASH, SUSP., DWI, ETC   /   /

OUT-OF-STATE VIOLATIONS **INCLUDED*** ABOVE:
*(INCLUDE KNOWN OUT-OF-STATE CRASHES, SUSP/REV., DWI, SPEED, ETC.
IN PREVIOUS RECORD COUNTS ABOVE AND LIST BELOW)

VIOLATION DATE	CONVICT DATE	VIOLATION (TRANSLATION)	STATE	ACC,SUSP/REV,DWI, SPEED OR OTHER?

COMMENTS:

NOTES TO SENDING ANALYST:
Please be careful not to include PREVIOUS RECORD information for events which occur after the DATE OF CRASH

Please fill all appropriate fields. Don't leave blanks

D14, D15, D16,
D17, D18

PREVIOUS OTHER HARMFUL MV CONVICTIONS includes all other motor vehicle convictions. Some examples of convictions include:

- running a red light,
- reckless driving,
- improper lane changing,
- failure to yield, etc.

* For Element _____, Values greater than ____ are unlikely and will raise an error flag:

Element	Value
PREVIOUS RECORDED CRASHES	5
PREVIOUS RECORDED SUSPENSIONS AND REVOCATIONS	10
PREVIOUS DWI CONVICTIONS	5
PREVIOUS SPEEDING CONVICTIONS	5
PREVIOUS OTHER HARMFUL MV CONVICTION	5

Make sure you know what constitutes a MOVING VIOLATION in your state. The DMV should be able to help you determine these.

DATE OF FIRST AND LAST CRASH, SUSPENSION, CONVICTION

GES: XXX

Screen Heading: Not a GES Element

Screen Name:

Long Name:

SAS Name:

Oracle Name:

FARS: D19, D20

Format: 1 set 2 numeric, 1 set 4 numeric

ELEMENT VALUES

		SAS		
SCN	**ORACLE**	**GES**	**FARS**	
				Month:
X	X	X	00	No Record
X	X	X	01-12	Actual Month
X	X	X	99	Unknown
				Year:
X	X	X	0000	No Record
X	X	X		All 4 Digits of Actual Year
X	X	X	9999	Unknown

Remarks:

Code only dates of events occurring within underline three years from the crash date.

Code the month and year in that order.

This element, although it contains two pieces of information, should be treated as one element. That is never leave month blank without leaving the year blank, and vice versa.

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VIOLATIONS CHARGED

GES: D02

Screen Heading: :Driver violations

Screen Name: Driver Violations (690-E)

Long Name: What driver violations are charged by the police?

SAS Name: Vehicle.Violatn

Oracle Name: GES.DriverViolation.ViolationID

FARS:D21

Format: 2 numeric. ***Select all the apply.***

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
1	26710	0	00	None
				Reckless/Careless/Hit-and-Run Type Offenses
2	26711	01	01	Manslaughter or homicide
3	26712	02	02	Willful reckless driving; driving to endanger; negligent driving
4	26713	03	03	Unsafe reckless (not willful, wanton reckless) driving
5	26714	04	04	Inattentive, careless, improper driving
6	26715	05	05	Fleeing or eluding police
7	26716	06	06	Fail to obey police, fireman, authorized person directing traffic
8	26717	07	07	Hit-and-run, fail to stop after crash
9	26718	08	08	Fail to give aid, information, wait for police after crash
10	26719	09	09	Serious violation resulting in death
				Impairment Offenses
11	26720	11	11	Driving while intoxicated (alcohol or drugs) or BAC above limit (any detectable BAC for CDLs)
12	26721	12	12	Driving while impaired
13	26722	13	13	Driving under influence of substance not intended to intoxicate
14	26723	14	14	Drinking while operating
15	26724	15	15	Illegal possession of alcohol or drugs
16	26725	16	16	Driving with detectable alcohol
17	26726	18	18	Refusal to submit to chemical test
18	26727	19	19	Alcohol, drug or impairment violations generally
				Speed-Related Offenses
19	26728	21	21	Racing
20	26729	22	22	Speeding (above the speed limit)

21	26730	23	23	Speed greater than reasonable & prudent (not necessarily over the limit)
22	26731	24	24	Exceeding special limit (e.g.: for trucks, buses, cycles, or on bridge, in school zone, etc.)
23	26732	25	25	Energy speed (exceeding 55 mph, non-pointable)
24	26733	26	26	Driving too slowly
25	26734	29	29	Speed related violations, generally
				Rules of the Road – Traffic Sign & Signals
26	26735	31	31	Fail to stop for red signal
27	26736	32	32	Fail to stop for flashing red
28	26737	33	33	Violation of turn on red (fail to stop & yield, yield to pedestrians before turning)
29	26738	34	34	Fail to obey flashing signal (yellow or red)
30	26739	35	35	Fail to obey signal, generally
31	26740	36	36	Violate RR grade crossing device/regulations
32	26741	37	37	Fail to obey stop sign
33	26742	38	38	Fail to obey yield sign
34	26743	39	39	Fail to obey traffic control device
				Rules of the Road – Turning, Yielding, Signaling
35	26744	41	41	Turn in violation of traffic control (disobey signs, turn arrow or pavement markings; this is not a right-on-red violation)
36	26745	42	42	Improper method & position of turn (too wide, wrong lane)
37	26746	43	43	Fail to signal for turn or stop
38	26747	45	45	Fail to yield to emergency vehicle
39	26748	46	46	Fail to yield, generally
40	26749	48	48	Enter intersection when space insufficient
41	26750	49	49	Turn, yield, signaling violations, generally
				Rules of the Road – Wrong Side, Passing & Following
3	26751	51	51	Driving wrong way on one-way road
4	26752	52	52	Driving on left, wrong side of road, generally
5	26753	53	53	Improper, unsafe passing
6	26754	54	54	Pass on right (drive off pavement to pass)
7	26755	55	55	Pass stopped school bus
8	26756	56	56	Fail to give way when overtaken
9	26757	58	58	Following too closely
10	26758	59	59	Wrong side, passing, following violations, generally
				Rules of the Road – Lane Usage
11	26759	61	61	Unsafe or prohibited lane change
12	26760	62	62	Improper use of lane (enter of 3-lane road, HOV designated lane)
13	26761	63	63	Certain traffic to use right lane (trucks, slow-moving, etc.)

14	26762	66	66	Motorcycle lane violations (more than two per lane, riding between lanes, etc.)
15	26763	67	67	Motorcyclist attached to another vehicle
16	26764	69	69	Lane violations, generally

Non-Moving – License and Registration Violations

17	26765	71	71	Driving while license withdrawn (including violation of provisions of work permit)
18	26766	72	72	Other driver license violations
19	26767	73	73	Commercial driver violations (log book, hours, permits carried)
20	26768	74	74	Vehicle registration violations
21	26769	75	75	Fail to carry insurance card
22	26770	76	76	Driving uninsured vehicle
23	26771	79	79	Non-moving violations, generally

Equipment

24	26772	81	81	Lamp violations
25	26773	82	82	Brake violations
26	26774	83	83	Failure to require restraint use (by self or passengers)
27	26775	84	84	Motorcycle equipment violations (helmet, special equipment)
28	26776	85	85	Violation of hazardous cargo regulations
29	26777	86	86	Size, weight, load violations
30	26778	89	89	Equipment violations, generally

License, Registration & Violations

31	26779	91	91	Parking
32	26780	92	92	Theft, unauthorized use of motor vehicle
33	26781	93	93	Driving where prohibited (sidewalk, limited access, off truck route)
77	26787	97	*97*	*Not Reported*
34	26785	98	98	Other moving violation (coasting, backing, opening door)
35	26786	99	99	Unknown VIOLATION

Remarks:

This refers to those violations to the Vehicle Code charged as noted on the police accident report. Select all that apply.

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

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

FARS SPECIAL INSTRUCTION:

Coding Hierarchy
When more than three violations are cited, the three most serious violations should be coded; choosing the lowest number first. The hierarchy is as follows:

Codes "01-09" (Serious Violations), "11-19," (Impairment Offenses), Racing, Pass Stopped School Bus, and Driving While License Withdrawn. Beyond this hierarchy, choose violations which are not reflected in other elements, such as Related Factors.

If you are unable to distinguish between the violations within a specific category, use the General Code (i.e., "09, 19, 29, 39, 49, 59, 69, 79, 89") for that category.

GES SPECIAL INSTRUCTION:

Code all the violations listed on the PAR for this driver.

SPEED RELATED

GES: D09

Screen Heading: Driver Data

Screen Name: Speed Related (725-E)

Long Name: Is the driver's speed a factor in the crash?

SAS Name: Vehicle.Speedrel

Oracle Name: GES.Driver.SpeedRelated

FARS:D22

Format: 1 numeric

ELEMENT VALUES

SCN	ORACLE	SAS GES	SAS FARS	
1	1	0	0	No
2	2	1	1	Yes
3	3	9	9	Unknown

Remarks:

Speed can be indicated in the case materials by the police issuing a citation for a speed offense, by their indicating a related or contributing factor, or through a description in the narrative.

No is used if the case materials do not indicate any speed related charges (violations, citations) and do not indicate any speed related factors.

Yes is used if the case materials indicate a speed related factor or charge (violation, citation) for this driver. This includes information found in the PAR narrative. Do not use this value if the violation is "too slow" or equivalent. Factors, charges and descriptions may include the following:

- Speed greater than reasonable or prudent (not necessarily over the limit)
- Driving too fast for conditions
- Speeding (above the speed limit)
- Exceeding special limit (e.g., for trucks, buses, cycles, on bridge, at night, in school zone, etc.)
- Racing

Do not compare an estimated travel speed to the posted speed limit for determining the correct attribute for this data element.

Unknown is used if the police state that the circumstances of the crash are unknown (i.e., it is unknown what factors, if any, may have been present at the time of the crash).

CONDITION (IMPAIRMENT) AT TIME OF CRASH

GES: P18

Screen Heading: Physical Impairments

Screen Name: Condition (970-E)

Long Name: Did the police identify any contributory conditions
for this person?

SAS Name: P18-Person.Impairmt, M_P18-Impair.MImpair

Oracle Name: GES.Impairment.ImpairID

FARS:*D23/NM14*

Format: 2 numeric. **Select
all that apply**

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
1	26791	0	*00*	*None/Apparently Normal*
2	26792	1	*01*	*Ill, Blackout*
3	26793	2	*02*	*Asleep or Fatigued*
4	26794	3	*03*	*Walking with a Cane or Crutches*
5	26795	4	*04*	*Paraplegic Or Restricted To Wheelchair*
6	26796	5	*05*	*Impaired Due To Previous Injury*
7	26797	6	*06*	*Deaf*
8	26798	7	*07*	*Blind*
9	26802	8	*08*	*Emotional (depressed, angry, disturbed, etc)*
10	26803	9	*09*	*Under the Influence of Alcohol, Drugs or Medication*
9	26799	97	*10*	*Physical Impairment – No Details*
98	26800	98	*96*	*Other Physical Impairment*
97	26827	97	*98*	*Not Reported*
99	26801	99	*99*	*Unknown If Physically Impaired*

Remarks:

Select all that apply.

This element attempts to identify physical impairments to this driver or non-motorist which may
have contributed to the cause of the crash. These impairments can appear anywhere in the
case materials--in the narrative section, in the violations section, in a column entitled
"Contributing Factors" or "Driver Action", etc. Do not consider pedestrian, non-motorist or
witness statements unless verified by the investigating police officer by being reported in the
narrative section of the crash report.

None/Apparently Normal is used when:
- When the case materials make a positive statement that the individual was apparently normal or "none" was indicated on the PAR.
- When the case materials do not indicate an impairment in an available field and not reporting an impairment in that field indicates **None/Apparently Normal**.
- When the investigating officer
    o is limited in the number of factors that can be displayed
    o and cannot select an impairment in addition to another factor relevant to the crash
    o and some other factor is selected
    o and no other indication of impairment exists in the case materials.
- **For omission of information see Not Reported guidance below.**

Ill, Blackout is used when indicated in the case materials. Enter this attribute even if the source of the illness or loss of consciousness is alcohol or drug related.   Use this attribute if the driver or non-motorist had fainted and/or seizures were identified.

Fell Asleep or Fatigued is used when indicated in the case materials. Also, use this attribute when the investigating officer indicates the person was drowsy or sleepy. Alcohol or other drugs may be the source of this impairment.

Walking with a Cane or Crutches is used when non-motorist is walking with a cane or crutches when indicated in the case materials.

Paraplegic or Restricted to Wheelchair is used if this person has to use a wheelchair or is paraplegic (may or may not have used a wheelchair).

Impaired Due to Previous Injury is used if the case materials specifically indicates this condition (e.g., if a person is involved in this crash subsequent to his/her involvement in a previous crash in which the person was injured). This attribute should be extremely rare.

Deaf is used when this condition is attributed to this person in the case materials.

Blind is used when this condition is attributed to this person in the case materials.

Emotional (depressed, angry, disturbed, etc.) is used when the person is arguing with someone, is having a disagreement, is depressed and/or is emotionally upset.

Under the Influence of Alcohol, Drugs or Medication is used when the investigating officer determines that the individual was under the influence of alcohol, drugs or medication, or there was a positive test result.

Physical Impairment-No Details is used when the case materials indicate a physical impairment existed but provides no further details about the impairment.

Other Physical Impairment is used when the case materials indicate that a physical impairment was involved but it isn't a listed attribute.

Not Reported

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

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

Unknown if Physically Impaired is used if the investigating officer states that the physical impairment of this person is unknown. Hit-and-Run drivers are included in this attribute.

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RELATED FACTORS – DRIVER LEVEL

GES: XXX
Screen Heading: Not a GES Element

Screen Name:

Long Name:

SAS Name:

Oracle Name:

FARS:D24
Format: 2 numeric
occurring 4 times

ELEMENT VALUES

		SAS		
SCN	**ORACLE**	**GES**	**FARS**	
X	X	X	00	None
X	X	X	08	Aggressive Driving / Road Rage
X	X	X	13	Mentally Challenged
X	X	X	04	Reaction to or Failure to Take Drugs/Medication
X	X	X	12	Mother of Dead Fetus
X	X	X	15	Seat Back Not In Normal Upright Position, Seat Back Reclined
X	X	X	18	Traveling on Prohibited Trafficways
X	X	X	19	Legally Driving on Suspended or Revoked License
X	X	X	20	Leaving Vehicle Unattended with Engine Running Leaving Vehicle Unattended in Roadway
X	X	X	21	Overloading or Improper Loading of Vehicle With Passengers or Cargo
X	X	X	22	Towing or Pushing Improperly
X	X	X	23	Failure to Dim Lights or to Have Lights on When Required
X	X	X	24	Operating Without Required Equipment
X	X	X	26	Following Improperly
X	X	X	27	Improper or Erratic Lane Changing
X	X	X	28	Failure to Keep in Proper Lane
X	X	X	29	Illegal Driving on Road Shoulder, in Ditch, on Sidewalk or on Median
X	X	X	30	Making Improper Entry To or Exit From Trafficway
X	X	X	31	Starting or Backing Improperly
X	X	X	32	Opening Closure into Moving Traffic or While Vehicle is in Motion

X	X	X	**33**	Passing Where Prohibited by Posted Signs, Pavement Markings, Hill or Curve, or School Bus Displaying Warning Not to Pass Line
X	X	X	**34**	Passing on Wrong Side
X	X	X	**35**	Passing With Insufficient Distance, or Inadequate Visibility, or Failing to Yield to Overtaking Vehicle
X	X	X	**36**	Operating the Vehicle in an Erratic, Reckless or Negligent Manner Operating at Erratic or Suddenly Changing Speeds
X	X	X	**16**	Police or Law Enforcement Officer
X	X	X	**37**	Police Pursuing This Driver or Police Officer in Pursuit
X	X	X	**38**	Failure to Yield Right-of-Way
X	X	X	**39**	Failure to Obey Actual Traffic Signs, Traffic Control Devices or Traffic Officers Failure to Obey Safety Zone Traffic Laws
X	X	X	**40**	Passing Through or Around Barrier
X	X	X	**41**	Failure to Observe Warnings or Instructions on Vehicles Displaying Them
X	X	X	**42**	Failure to Signal Intentions
X	X	X	**45**	Driving Less Than Posted Minimum
X	X	X	**47**	Making Right Turn From Left-Turn Lane, Left Turn from Right-Turn Lane
X	X	X	**48**	Making Other Improper Turn
X	X	X	**50**	Driving Wrong Way on One-Way Traffic
X	X	X	**51**	Driving on Wrong Side of Road (Intentional or Unintentional)
X	X	X	**52**	Operator Inexperience
X	X	X	**53**	Unfamiliar with Roadway
X	X	X	**54**	Stopped in Roadway (Vehicle Not Abandoned)
X	X	X	**57**	Locked Wheel
X	X	X	**58**	Overcorrecting
X	X	X	**59**	Getting Off/Out of or On/In to a Vehicle
X	X	X	**73**	Driver Has Not Complied With Learner's Permit or Intermediate Driver License Restrictions (GDL Restrictions)
X	X	X	**74**	Driver Has Not Complied With Physical or Other Imposed Restrictions (not including GDL Restrictions)
X	X	X	**77**	Severe Crosswind
X	X	X	**78**	Wind From Passing Truck
X	X	X	**79**	Slippery or Loose Surface
X	X	X	**80**	Tire Blowout or Flat
X	X	X	**81**	Debris or Objects in Road
X	X	X	**82**	Ruts, Holes, Bumps in Road
X	X	X	**83**	Live Animals in Road
X	X	X	**84**	Vehicle in Road
X	X	X	**85**	Phantom Vehicle

X	X	X	**86**	Pedestrian, Pedal Cyclist, or Other Non-Motorist
X	X	X	**87**	Ice, Snow, Slush, Water, Sand, Dirt, Oil, Wet Leaves on Road
X	X	X	**88**	Trailer Fishtailing or Swaying
X	X	X	**89**	Driver has a Driving Record or Driver's License from More Than One State
X	X	X	**91**	Non-Traffic Violation Charged (manslaughter, homicide, or other assault offense committed without malice)
X	X	X	**92**	Other Non-Moving Traffic Violations
X	X	X	**99**	Unknown

Remarks:

Related Factors		Driver Violations Cited or Noted by Police	Examples/Notes
00	Blanks None **Physical/Mental Condition**		
08	Aggressive Driving / Road Rage	Aggressive Driving	Officer must use the term "Aggressive" in describing this driver's behavior. Can be indicated in the report under related/contributing factors, violations charged or in the narrative. You may encounter the term "Road Rage" used to describe aggressive driving behavior. Be cautious with this term as the two terms are not technically interchangeable.
13	Mentally Challenged		Mental illness/retardation may be included.
04	Reaction to or Failure to Take Drugs/Medication		Allergic reaction to medication/drugs. Reaction to drug interaction (over the counter and/or prescribed). Failure to take required medication.

Related Factors	Driver Violations Cited or Noted by Police	Examples/Notes
12 Mother of Dead Fetus		Fetus dies in or as a result of this crash.
Miscellaneous Factors: **15** Seat Back Not In Normal Upright Position, Seat Back Reclined		
18 Traveling on Prohibited Trafficways		Driving on prohibited trafficway/roadway (example: mopeds on interstate). Trucks prohibited on this trafficway.
19 Legally Driving on Suspended or Revoked License		Individual with suspended/revoked license allowed to drive only to and from work. License restricted/occupational license issued. Modification of conditions/restrictions.
20 Leaving Vehicle Unattended with Engine Running. Leaving Vehicle Unattended in Roadway.	Parked double. Parked on bridge, tunnel. Parking within intersection.	"Unattended" signifies "driverless."
21 Overloading or Improper Loading of Vehicle With Passengers or Cargo	Unsecured or uncovered load violation.	Having more than 3 passengers in the front seat. Trunk open with extra large cargo protruding. Sitting/standing on rails, tailgate of pickup or improperly sitting in bed of pickup. Overweight/over length/oversize.
22 Towing or Pushing Improperly	Push vehicle in dangerous manner.	Towing with improper connection (e.g., only a cable, etc.) Using vehicle to push another vehicle.

Related Factors	Driver Violations Cited or Noted by Police	Examples/Notes
23 Failure to Dim Lights or to Have Lights on When Required	Fail to use proper headlight beam. Fail to dim headlights for, approaching vehicle, when following another. Using fog lights when prohibited.	Headlamps adjusted improperly, causing glare. Failing to have headlights on in tunnels. Motorcycle not using lights as required.
24 Operating Without Required Equipment	Defective or no lamps, brakes, mirrors, muffler, flares, wipers, horn, snow tires, chains, etc.	Only to be used for failure to use restraints, child restraints or motorcycle helmets if officer makes an issue that it is a factor in this case. Not for PAR box marked "not used."
26 Following Improperly	Following fire truck too closely. Failure to maintain safe passing distance between trucks. Following vehicles in caravan too closely to allow entry. Following too close, generally.	Following too closely for weather conditions. **NOTE:** Improper Lane Change signifies "in the process," while **Following Improperly** denotes "after or before the process of lane change."
27 Improper or Erratic Lane Changing	Unsafe lane change. Failure to obey "no lane change" sign.	Weaving in and out of traffic.
28 Failure to Keep in Proper Lane	Trucks and buses, slower vehicles to keep right.	Vehicle going straight in turn lane. Vehicle using more than one lane on its side of a multi-lane highway. Does not apply to vehicles that run off the roadway or that cross the median. See **Driving on Wrong Side of Road (Intentional or Unintentional)** for Driving on Wrong Side of Road.

Related Factors	Driver Violations Cited or Noted by Police	Examples/Notes
29	Illegal Driving on Road Shoulder, in Ditch, on Sidewalk or on Median		Driving off pavement or roadway. Physically driving on shoulder, etc.
30	Making Improper Entry To or Exit From Trafficway	Driving onto or from controlled access highway where prohibited.	Entering highway from adjacent pasture, field. Entering highway on exit ramp, or exiting on entrance ramp, going the wrong way. **NOTE:** Don't confuse with **Driving on the Wrong Side of Road**.
31	Starting or Backing Improperly	Unsafe start from parked position.	Backing up on one-way. Starting onto highway from parked position on shoulder.
32	Opening Closure into Moving Traffic or While Vehicle is in Motion	Opening door into moving traffic.	Opening trunk while vehicle is in motion.
33	Passing Where Prohibited by Posted Signs, Pavement Markings, Hill or Curve, or School Bus Displaying Warning Not to Pass Line	Overtaking streetcar on left or right. Overtaking vehicle stopped to allow pedestrian movement.	Passing stopped school bus. Crossing over solid line to pass. Passing uphill; mainly violations as designated by traffic controls.
34	Passing on Wrong Side	Passing on right prohibited.	Passing on right. Passing on right shoulder, emergency lane, or roadside.
35	Passing With Insufficient Distance, or Inadequate Visibility, or Failing to Yield to Overtaking Vehicle	Passing with insufficient sight distance.	Mainly passing violations based on faulty judgment.

	Related Factors	Driver Violations Cited or Noted by Police	Examples/Notes
36	Operating the Vehicle in an Erratic, Reckless or Negligent Manner Operating at Erratic or Suddenly Changing Speeds	Driving to endanger, willful or wanton disregard. Reckless driving reduced from DUI.	Must be explicitly stated on police record. Acceleration followed by sudden braking.
16	Police or Law Enforcement Officer		Federal, state or local law enforcement officer working at the time of the crash. Includes military and park police, border patrol and all other sworn law enforcement officers.
37	Police Pursuing This Driver or Police Officer in Pursuit	Fleeing or attempting to elude police officer.	"Hot pursuit." This officer in pursuit of motorists or this motorist being pursued by police.
38	Failure to Yield Right-of-Way	Failure to yield to pedestrian. Failure to yield to emergency vehicles. Failure to yield to streetcar already in intersection.	Primarily intersection-related. Care should be used to distinguish yield violations from lane violations.

Related Factors	Driver Violations Cited or Noted by Police	Examples/Notes
39 Failure to Obey Actual Traffic Signs, Traffic Control Devices or Traffic Officers. Failure to Obey Safety Zone Traffic Laws.	Failure to obey flashing signal. Violation of turn on red. Failure to obey lane use control signal. Failure to obey stop signs. Failure to obey yield sign.	Often times incorrectly coded in conjunction with **Failure to Yield Right-of-Way**. Care must be used to distinguish from **Failure to Yield Right-of-Way**. When vehicle does not stop when required by traffic control. When vehicle stops, but fails to yield, code **Failure to Yield Right-of-Way** (4-way stops). Violating yield sign, code as **Failure to Yield Right-of-Way** and **Failure to Obey Actual Traffic Signs, Traffic Control Devices or Traffic Officers. Failure to Obey Safety Zone Traffic Laws.** Passing around railroad gates.
40 Passing Through or Around Barrier	Driving in prohibited area (play street, construction, etc.).	Denotes "demarcated" area.
41 Failure to Observe Warnings or Instructions on Vehicles Displaying Them		Failure to follow construction instructions (e.g., arrows directing traffic mounted on vehicle), instructions on emergency vehicles (ambulances, fire trucks, police cars). Failure to observe right-turn warning on trucks, buses. Failure to heed hazard lights on disabled vehicle, school bus arm.
42 Failure to Signal Intentions	Failure to sound horn at curve on mountain road. Failure to signal upon stopping to turn.	Failure to signal by either lamp turn signal or hand.

Related Factors		Driver Violations Cited or Noted by Police	Examples/Notes
45	Driving Less Than Posted Minimum		Driving too slowly, so as to impede traffic.
47	Making Right Turn From Left-Turn Lane, Left Turn from Right-Turn Lane		To distinguish from **Improper or Erratic Lane Changing** police officer must have knowledge of driver's intention.
48	Making Other Improper Turn	Too wide right or left turn. Unsafe U-turn (from shoulder, etc.).	To distinguish from **Failure to Obey Actual Traffic Signs, Traffic Control Devices or Traffic Officers. Failure to Obey Safety Zone Traffic Laws, Making Other Improper Turn** implies judgment-oriented actions, not those explicitly stated by the law. (Too wide at right or left turn unsafe U-turn.)
50	Driving Wrong Way on One-Way Traffic		To distinguish from **Driving on Wrong Side of Road**. On a divided highway, although each side is "one-way," driving against traffic should be coded as **Driving on Wrong Side of Road** not **Driving Wrong Way on One-Way Traffic**.
51	Driving on Wrong Side of Road (Intentional or Unintentional)	Driving on wrong side of highway.	Driving wrong way on Rotary Intersection. Driving on left half of approaching bridge, tunnel.
52	Operator Inexperience		New drivers, new truck/bus driver; based on the judgment of the police officer. Unfamiliar with vehicle.

Related Factors		Driver Violations Cited or Noted by Police	Examples/Notes
53	Unfamiliar with Roadway		Possibly out-of-state licenses. New stretch of road, based on the judgment of the police officer.
54	Stopped in Roadway (Vehicle Not Abandoned)		This attribute signifies both in the process of stopping and "stopped" vehicles. Usually implies unusual condition. Excludes stopping in traffic or stopping for traffic control.
57	Locked Wheel		Occurs when braking too suddenly as noted by police officer. Can't be inferred just from skid marks.
58	Overcorrecting		Based on the judgment of the police officer, with knowledge of driver's intention. Oversteering
59	Getting Off/Out of or On/In to a Vehicle		Applies for either moving or non-moving vehicles. To distinguish from **Opening Vehicle Closure into Moving Traffic**. This attribute takes precedence, not to be coded in conjunction with **Opening Vehicle Closure into Moving Traffic.**
	Skidding, Swerving, <u>Sliding Due To:</u>		
77	Severe Crosswind		
78	Wind From Passing Truck		
79	Slippery or Loose Surface		Refers to actual condition of roadway surface, e.g., loose gravel roadway. Slippery or old worn blacktop. Newly paved surface.

Related Factors		Driver Violations Cited or Noted by Police	Examples/Notes
80	Tire Blowout or Flat		
81	Debris or Objects in Road		Nails, glass, trash cans, tire retread, trash, dead animals, pile of sand, barricades, etc.
82	Ruts, Holes, Bumps in Road		
83	Live Animals in Road		
84	Vehicle in Road		Includes both contact and non-contact vehicles that remain at the scene.
85	Phantom Vehicle		Non-contact vehicle that leaves the scene as described by the police officer.
86	Pedestrian, Pedal Cyclist, or Other Non-Motorist		
87	Ice, Snow, Slush, Water, Sand, Dirt, Oil, Wet Leaves on Road		This is for the substances on roadway that causes roadway to be slick, which may interfere with traction. These are not part of the roadway design (see **Slippery or Loose Surface**).
88	Trailer Fishtailing or Swaying		Describes where a trailer fishtails or sways causing vehicle to weave in traffic or swerve. Includes trucks & cars pulling a trailer. This may or may not result in a jackknife.

Related Factors	Driver Violations Cited or Noted by Police	Examples/Notes
Special Circumstances		
73 Driver Has Not Complied With Learner's Permit or Intermediate Driver License Restrictions (GDL Restrictions)		Learner's/Intermediate nighttime restrictions (e.g., midnight – 6 AM). Learner's/Intermediate unsupervised driving restrictions. Learner's/Intermediate passenger restriction. Mandatory Seat Belt Use Restriction.
74 Driver Has Not Complied With Physical or Other Imposed Restrictions (not including GDL Restrictions)		Driving without corrective lenses when required. Driving without required equipment (e.g., automatic transmission, adaptive controls, etc.). Driving on a suspended/revoked license for other than permitted activities (e.g., driving permitted only to and from work). Driving vehicle without "Interlock System" when required.
89 Driver has a Driving Record or Driver's License from More Than One State		Any combination of a state license or record. Regardless of the status of the license or the driving privilege.
91 Non-Traffic Violation Charged (manslaughter, homicide, or other assault offense committed without malice)		Driver charged with intoxicated assault. Driver charged with vehicular manslaughter.
92 Other Non-Moving Traffic Violations		
99 Unknown		

Remarks:

Code information provided in the narrative by the investigating officer. It is the officer's assessment.

This is a nominal list only and does NOT imply a hierarchy.

NOTE: RELATED FACTORS-DRIVER LEVEL SHOULD BE CODED <u>ONLY FOR "IN-TRANSPORT VEHICLES"</u> (UNIT TYPE "1").

RELATED FACTORS FOR PARKED/STOPPED OFF ROADWAY/WORKING MOTOR VEHICLES AND MOTOR VEHICLES IN MOTION OFF THE TRAFFICWAY SHOULD BE CODED UNDER RELATED FACTORS-PERSON LEVEL (UNIT TYPES "2, 3 AND 4".)

<u>**Use of None**</u>
Use when no factors are noted; zero-fill all fields. **None** implies that the investigating officer indicated "no factors." Also, use **None** to complete remaining fields when you will be recording less than four related factors. DO NOT leave any remaining fields blank.

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

In a case involving **Police Pursuit, Police Pursuing This Driver or Police Officer in Pursuit** should be used when pursuit has been initiated by police and is active at the time of the crash (also see Related Factors-Crash Level, for use of **Police Pursuit Involved**). It can be used for either the pursued driver or the pursuing police officer.

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

Driver Has Not Complied With Learner's Permit or Intermediate Driver License Restrictions(GDL Restrictions) is used to indicate that a young driver was not in compliance with a Learner's Permit or Intermediate Driver License restriction under a state's Graduated Driver's License (GDL) program. (See table for examples.) This should not be used for restrictions for eyeglasses, lenses, equipment or other physical restrictions (see **Driver Has Not Complied With Other Imposed Restrictions [not including GDL Restrictions**]). Call Coding Assistance Program for coding guidance and see FARShelf for examples.

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PRECRASH DATA OVERVIEW

Precrash data elements are completed for each of the in-transport vehicles in the case. This means that the entire crash is first completed from the perspective of one vehicle, then from the perspective of a second vehicle, if any, and so forth. The precrash data elements are:

> Driver Distracted By,
> Pre-Event Movement (Prior to Recognition of Critical Event),
> Critical Precrash Category,
> Critical Precrash Event,
> Attempted Avoidance Maneuver,
> Pre-Impact Stability,
> Pre-Impact Location,
> Crash Type

The precrash data elements are designed to identify the following:

> what was this vehicle doing just prior to the critical precrash event,
> what made this vehicle's situation critical,
> what was the avoidance response, if any, to this critical situation, and
> what was the movement of the vehicle just prior to impact?

The most important determination that must be made for each in-transport vehicle is: what was this vehicle's Critical Precrash Event, (i.e., what action by this vehicle, another vehicle, person, animal, or non-fixed object was critical to this vehicle's crash?). Once the critical event is determined, the remaining precrash data elements are coded relative to this selected **Critical Precrash Event.**

Do not consider culpability as a factor for determining precrash data. Many crash scenarios will suggest fault, but this is considered coincidental rather than by design.

Critical Crash Envelope

The critical crash envelope begins at the point where:

(1)   the driver recognizes an impending danger (e.g., deer runs into the roadway), or

(2)   the vehicle is in an imminent path of collision with another vehicle, pedestrian, pedalcyclist, other non-motorist, object, or animal.

The critical crash envelope ends when:

(1)   (a) the driver has made a successful avoidance maneuver, and
          (b) has full steering control, and
          (c) the vehicle is tracking; or

(2)   the driver's vehicle impacts another vehicle, pedestrian, pedalcyclist,
          other non-motorist, object or animal.

Simple Single Critical Crash Envelope

Most crashes involve only a single critical crash envelope in which the object contacted is captured under the Critical Precrash Event, (e.g., a vehicle is traveling straight on a roadway and a deer runs into the roadway and is struck by the vehicle). This scenario, and similar ones, are very straightforward and will not present many problems.

Complex Single Critical Crash Envelope

However, some single critical crash envelopes are more complex.

Example A*:* A driver avoids one obstacle and ***immediately*** impacts another vehicle, person, object, or animal. Because ***immediate*** is defined as **not** having an opportunity, or sufficient time, to take any additional avoidance actions, the Critical Precrash Event is related to the vehicle, person, object, or animal which the driver successfully avoided instead of the vehicle's first harmful event (*i.e.*, its impact); see examples 3 and 5 below.

Example B: The driver avoids an obstacle only to (a) lose steering control and/or (b) have the vehicle stop tracking, and the vehicle subsequently impacts another vehicle, person, object, or animal. Regardless of whether the driver:
          1) attempted to regain steering control
          2) caused the vehicle to resume a tracking posture or
          3) avoided the impacted vehicle, person, object, or animal,

the Critical Precrash Event is similarly related to the vehicle, person, object or animal which the driver successfully avoided because the driver's critical crash envelope was never stabilized.

In both examples above, the Attempted Avoidance Maneuver records the successful action taken to avoid the Critical Precrash Event.
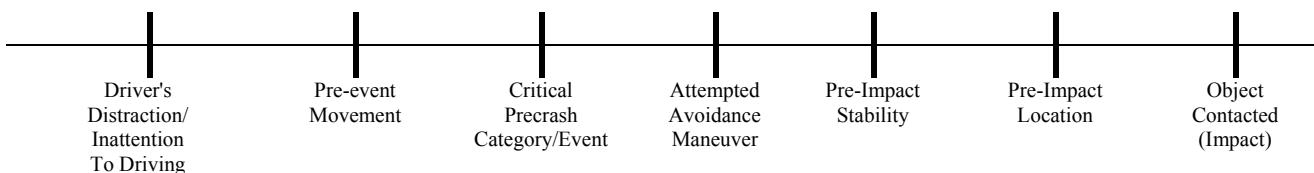
Vehicles that are not involved in an impact with another vehicle, person, object, or animal in the sequence of crash events (that define this crash) are not included.

The coding order for a single critical crash envelope is illustrated below.
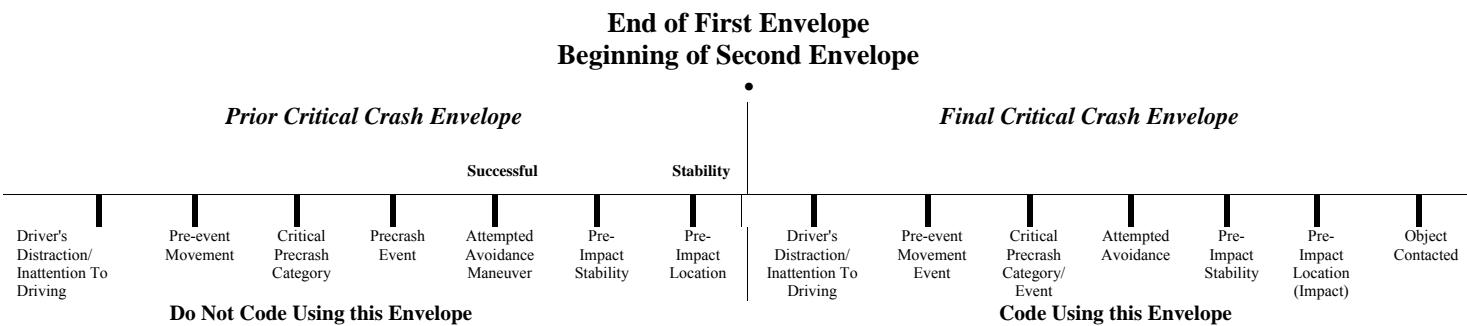
Multiple Critical Crash Envelopes

When a case involves multiple critical crash envelopes, select only the final critical crash envelope. In this situation, encode the element Pre-Event Movement (Prior to Recognition of Critical Event) as: **Successful avoidance maneuver to a previous critical event**. The final critical crash envelope is the one that resulted in this vehicle's first harmful event (*i.e.*, its impact) as shown in the following illustration.

Typical Order of a Single Critical Crash Envelope

Driver's Distraction/ Inattention To Driving	Pre-event Movement	Critical Precrash Category/Event	Attempted Avoidance Maneuver	Pre-Impact Stability	Pre-Impact Location	Object Contacted (Impact)

Typical Order of Multiple Critical Crash Envelopes

End of First Envelope
Beginning of Second Envelope

Prior Critical Crash Envelope | *Final Critical Crash Envelope*

Successful | **Stability**

Driver's Distraction/ Inattention To Driving	Pre-event Movement	Critical Precrash Category	Precrash Event	Attempted Avoidance Maneuver	Pre-Impact Stability	Pre-Impact Location	Driver's Distraction/ Inattention To Driving	Pre-event Movement Event	Critical Precrash Category/ Event	Attempted Avoidance	Pre-Impact Stability	Pre-Impact Location (Impact)	Object Contacted

Do Not Code Using this Envelope | **Code Using this Envelope**

When there is doubt as to whether this vehicle had experienced a complex single, or multiple critical crash envelopes, choose the Critical Precrash Category/Event, to the vehicle, person, object, or animal which the driver successfully avoided (i.e., default to Complex Single). See Complex Single Critical Crash Envelope examples A and B above.

The following pages have: a method protocol, a flowchart illustrating the proper method and protocol for determining the precrash data elements, and seven examples of various crash event sequences which contain one or more critical crash envelopes.

Method Protocol

Consider the information obtained from the Police Report, and any supplemental documents as inputs to your decision making process.

1. Determine Critical Precrash Category / Critical Precrash Event.

What action by this vehicle, another vehicle, person, animal, or object was critical to this driver becoming involved in the crash (*i.e.*, use the "BUT FOR"* test)?

ASK yourself questions (a) through (f) below. Proceed through each question that applies to the crash you are researching. Stop when the answer to the questions is "Yes". This is the Critical Precrash Category.

> (a) Did the vehicle exhibit a control loss?
> (b) Does the evidence suggest that the vehicle was in an environmentally dangerous position?
> (c) Was another vehicle "in" this vehicle's lane?
> (d) Was another vehicle entering into this vehicle's lane?
> (e) Was a pedestrian, pedalcyclist, or other nonmotorist in or approaching this vehicle's path?
> (f) Was an animal in or approaching this vehicle's path or was an object in this vehicle's path?

2.   Determine Driver Distracted By

3.   Pre-Event Movement (Prior to Recognition of Critical Event).

4.   Determine Attempted Avoidance Maneuver.
      What does your information indicate that the driver tried to do to avoid the crash?

5.   Determine Pre-Impact Stability

6.   Determine Pre-Impact Location

* **FOR EXAMPLE:**
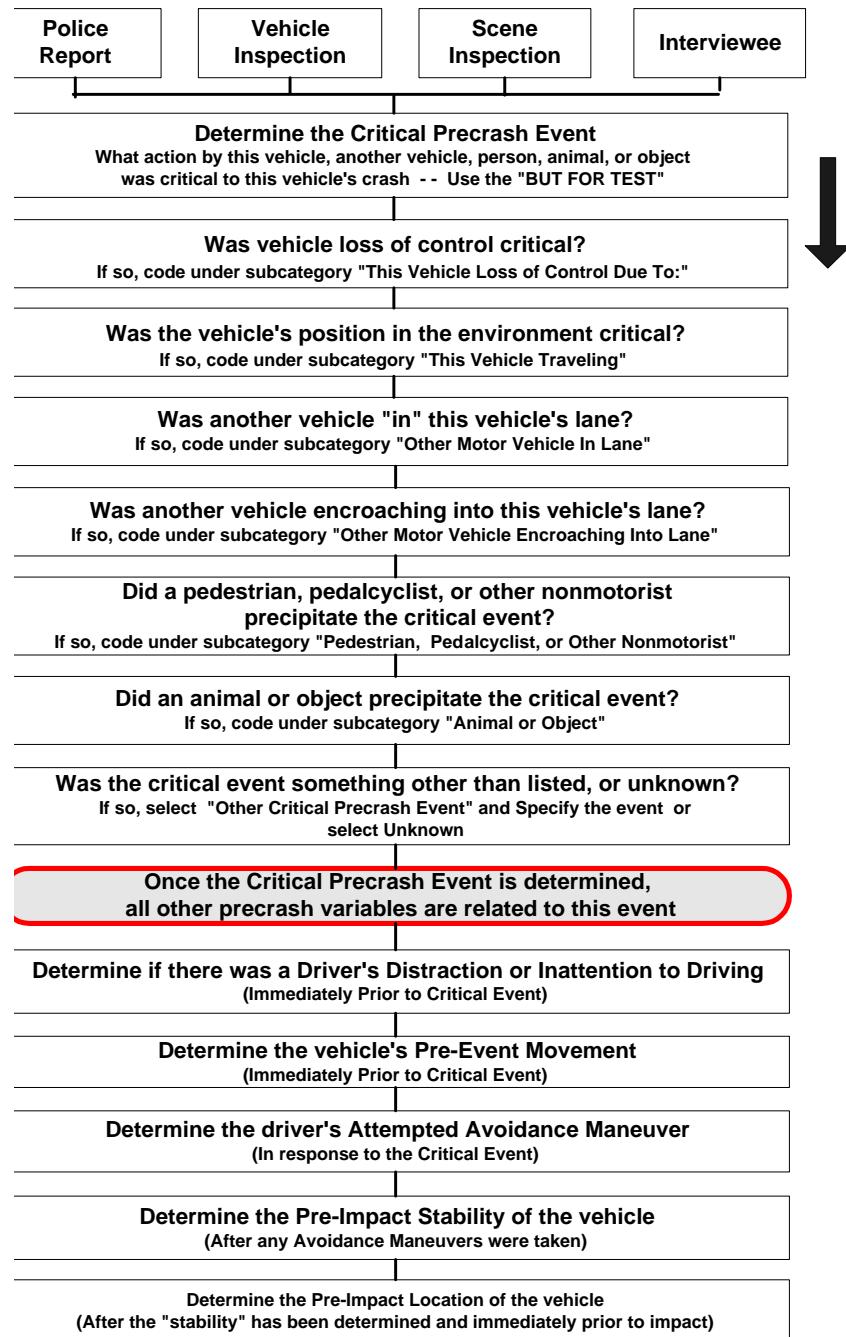
"But for" Vehicle # going left-of-center, this vehicle would not have been involved in this crash.

"But for" having entered into the intersection, this vehicle would not have been involved in this crash.

Precrash Methodology Flowchart

* FOR EXAMPLE :

"***But for***" Vehicle # going left-of-center, this vehicle would not have been involved in this crash.

Police Report	Vehicle Inspection	Scene Inspection	Interviewee

Determine the Critical Precrash Event
What action by this vehicle, another vehicle, person, animal, or object
was critical to this vehicle's crash - - Use the "BUT FOR TEST"

Was vehicle loss of control critical?
If so, code under subcategory "This Vehicle Loss of Control Due To:"

Was the vehicle's position in the environment critical?
If so, code under subcategory "This Vehicle Traveling"

Was another vehicle "in" this vehicle's lane?
If so, code under subcategory "Other Motor Vehicle In Lane"

Was another vehicle encroaching into this vehicle's lane?
If so, code under subcategory "Other Motor Vehicle Encroaching Into Lane"

**Did a pedestrian, pedalcyclist, or other nonmotorist
precipitate the critical event?**
If so, code under subcategory "Pedestrian, Pedalcyclist, or Other Nonmotorist"

Did an animal or object precipitate the critical event?
If so, code under subcategory "Animal or Object"

Was the critical event something other than listed, or unknown?
If so, select "Other Critical Precrash Event" and Specify the event or
select Unknown

**Once the Critical Precrash Event is determined,
all other precrash variables are related to this event**

Determine if there was a Driver's Distraction or Inattention to Driving
(Immediately Prior to Critical Event)

Determine the vehicle's Pre-Event Movement
(Immediately Prior to Critical Event)

Determine the driver's Attempted Avoidance Maneuver
(In response to the Critical Event)

Determine the Pre-Impact Stability of the vehicle
(After any Avoidance Maneuvers were taken)

Determine the Pre-Impact Location of the vehicle
(After the "stability" has been determined and immediately prior to impact)

<u>Precrash General Rules</u>

1. Attempted Avoidance Maneuver assesses what the driver's action(s) were during the critical crash envelope in response to his/her realization of impending danger.

2. A traffic control signal/sign can never make the situation critical when determining Critical Precrash Event.

3. When you know the Critical Precrash Category, but are unable to select a specific Critical Precrash Event, use the following guideline:

   Default to one of the "Other" or unknown attributes within each Critical Precrash Event category, rather than coding the entire Critical Precrash Category as "Other critical precrash event".

4. If control is loss due to driver illness such as heart attacks, diabetic comas, etc., then CriticalPrecrash Event should be coded as "Other cause of control loss."

5. When coding Critical Precrash Category as "This vehicle loss of control", the loss of control must have occurred prior to the driver doing any avoidance maneuver. If the driver attempts a maneuver (*i.e.*, brakes, steers, etc.) as a result of the driver's perception of a vehicle, object, pedestrian, or nonmotorist, then select the vehicle, object, pedestrian, or nonmotorist as the critical event because that is what made the situation critical. If the vehicle is in a yaw prior to the driver taking an avoidance action, then loss-of-control is what made it critical (*e.g.*, critical curve scuff, hydroplaning, etc.).

6. When determining Critical Precrash Category/Event if you do not know from available sources which driver had the right-of-way at a controlled or uncontrolled intersection, then use the following as a guideline:

   a. If the junction is controlled by a 3-way / 4-way stop sign, or is uncontrolled, then use the common rule that ***the vehicle on the right has the right-of-way*** for determining encroachment.

   b. If the junction is controlled by an on-colors traffic control device, and both drivers claim a green light, then both vehicles are in an environmentally dangerous position, and Critical Precrash Event for both vehicles should be **This Vehicle Traveling** (Critical Precrash category) Crossing over (passing through) intersection (Critical Precrash Event).

7. When two vehicles are initially traveling on the same trafficway and one executes a left turn with the right-of-way (i.e. green arrow), use **Other Motor Vehicle Encroaching Into Lane - From opposite direction-over right lane line** for the turning vehicle's critical event. This applies to Crash Types 68-69.

   If the vehicles were initially on different trafficways (Crash types 76-77 and 82-83) the critical event for the vehicle turning left with the right-of-way should be **Other Motor Vehicle Encroaching – From crossing street across path.**

8. "Fixed" objects (e.g., trees, poles, fire hydrants, etc.,) cannot be in the roadway.

9. A motor vehicle is stopped in a travel lane and is impacted by another motor vehicle ricocheting off a vehicle. The Critical Precrash Event for the vehicle stuck by the ricocheting vehicle is in the category of either: **Other Motor Vehicle In Lane** or **Other Motor Vehicle Encroaching Into Lane**.

10. Pre-Impact stability should be indicated as "**Tracking**" if the following are met:
    a. no skid marks are present on the diagram or mentioned in the narrative.
    b. the case materials do not indicate skidding *AND*
    c. the vehicle did not rotate 30 degrees or more (either clockwise or counterclockwise).

Trafficway and its component definitions (i.e., roadway, road, shoulder and median) can be found in the ANSI D16.1 Manual on the Classification of Motor Vehicle Traffic Accidents.

Example 1
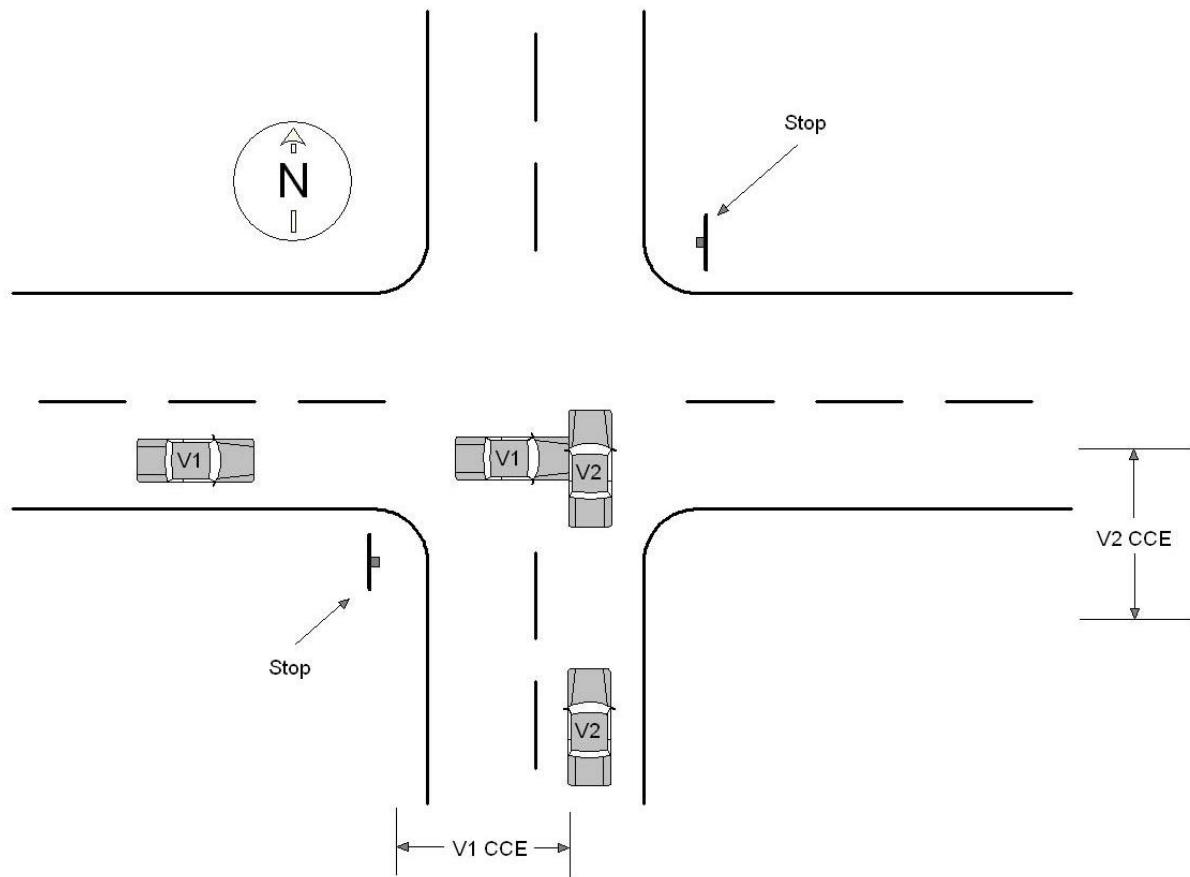
Vehicle 2 is northbound and passing through an intersection on a roadway without a traffic control. The driver of vehicle 1 is dialing on a cellular phone. Vehicle 1 is eastbound on a crossing roadway with a stop sign but did not see it. Driver of Vehicle 2 was attentive but did not see Vehicle 1 approaching. Vehicle 1 crashes into the side of vehicle 2. Vehicle 1 braked (leaving skid marks) just prior to impact, without any steering.

	Vehicle 1	*Vehicle 2*
Driver Distracted By	(Distracted) while dialing cellular phone	Looked but did not see
Pre-Event Movement	Going straight	Going straight
Critical Pre-Crash Category	This Vehicle Traveling	Other motor vehicle encroaching into lane
Critical Pre-Crash Event	Crossing over (passing through) intersection	From crossing street across path
Attempted Avoidance Maneuver	Braking (lockup)	No avoidance maneuver
Pre-Impact Stability	Skidding longitudinally - rotation less than 30 degrees	Tracking
Pre-Impact Location	Stayed in original travel lane	Stayed in original travel lane
Crash Type	88	89

In this example, vehicle 1 has one **critical crash envelope** (V_1CCE) which begins at the point where driver 1 recognizes that vehicle 1 is in an imminent collision path with vehicle 2. Vehicle 1's critical crash envelope ends at the point of impact with vehicle 2.

Vehicle 2 has one **critical crash envelope** (V_2CCE). Although the driver of vehicle 2 did not recognize the danger, vehicle 2's critical crash envelope begins at the point where vehicle 2 is in an imminent path of collision with vehicle 1. Vehicle 2's critical crash envelope ends at the point of impact with vehicle 1.

Example 1 (Diagram)
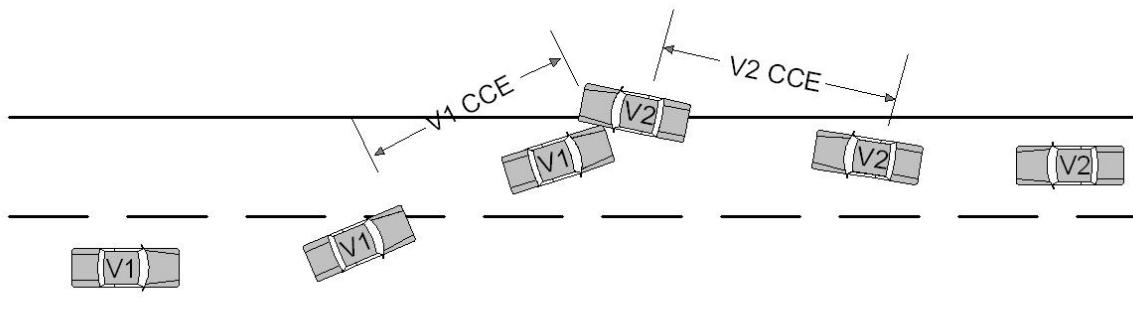
Example 2

Vehicle 1 and vehicle 2 are traveling in opposite directions on the same roadway. The driver of vehicle 1 was texting on cell phone and crosses over the center line into the travel lane of vehicle 2. Vehicle 2 attempted to avoid vehicle 1 by steering right onto the shoulder and accelerating. Vehicle 1 impacted vehicle 2 in the side.

	Vehicle 1	*Vehicle 2*
Driver Distracted By	Dialing a cellular phone	Not distracted
Pre-Event Movement	Going straight	Going straight
Critical Pre-Crash Category	This vehicle traveling	Other motor vehicle encroaching into lane
Critical Pre-Crash Event	Over the lane line on left side of travel lane	From opposite direction over left lane line
Attempted Avoidance Maneuver	No avoidance maneuver	Accelerating and steering right
Pre-Impact Stability	Tracking	Tracking
Pre-Impact Location	Stayed on roadway, but left original travel lane	Departed roadway
Crash Type	64	65

In this example, vehicle 1 has one ***critical crash envelope*** (V_1CCE) which begins at the point where vehicle 1 crosses over the lane line and ends at the point of impact with vehicle 2.

Vehicle 2 has one ***critical crash envelope*** (V_2CCE) which begins at the point where driver 2 recognizes vehicle 1 encroaching into his/her travel lane. Vehicle 2's critical crash envelope ends at the point of impact with vehicle 1.
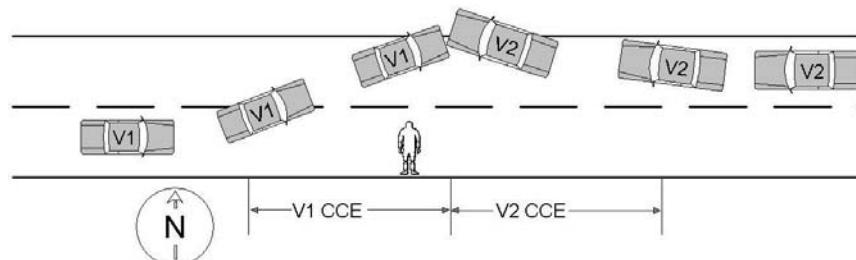
<u>Example 3</u>

Vehicle 1 and vehicle 2 are traveling in opposite directions on the same roadway. The driver of vehicle 1 brakes (without lockup) and steers left to avoid a pedestrian who darted into his/her travel lane. Vehicle 1 crosses over the center line into the travel path of vehicle 2. The driver of vehicle 2 was talking with a passenger and not paying close attention to driving and at the last second attempted to avoid vehicle 1 by braking and steering right off the road. Vehicle 2 skids and rotates clockwise about 45 degrees before it is impacted in the front by vehicle 1.

	Vehicle 1	*Vehicle 2*
Driver Distracted By	Not distracted	(Distracted) by other occupant
Pre-Event Movement	Going straight	Going straight
Critical Pre-Crash Category	Pedestrian, Pedacyclist, or other nonmotorist	Other Motor Vehicle encroaching into lane
Critical Pre-Crash Event	Pedestrian in roadway	From opposite direction over left lane line
Attempted Avoidance Maneuver	Braking and steering left	Braking and steering right
Pre-Impact Stability	Tracking	Skidding laterally - clockwise rotation
Pre-Impact Location	Stayed on roadway but left original travel lane	Departed Roadway
Crash Type	60	61

In this example, vehicle 1 has one critical crash envelope (V$_1$CCE). Vehicle 1's critical crash envelope involved a successful avoidance of a pedestrian [*i.e.*, Critical Precrash Event equals **Pedestrian in roadway**"] which resulted in an *immediate* impact to vehicle 2. Therefore, the pedestrian is coded as the critical precrash event for vehicle 1. Vehicle 1's avoidance maneuver is for this example, the action taken to avoid the pedestrian.

Vehicle 2 has one ***critical crash envelope*** (V$_2$CCE) which begins at the point where driver 2 recognized and reacted to vehicle 1 in his/her travel lane and ends at the point of impact with vehicle 1.

Example 4

Vehicle 1 and vehicle 2 are traveling in the same direction in adjacent lanes on a divided highway (with a painted median). While the driver of vehicle 1 was using an electric razor, the vehicle has a blow out, driver 1 loses control, crosses the left lane line and impacts the right rear of vehicle 2. Vehicle 2 is redirected across the painted median, skidding and rotating clockwise, and subsequently impacts vehicle 3. Vehicle 3 attempted to avoid vehicle 2 by steering right and accelerating.

	Vehicle 1	*Vehicle 2*
Driver Distracted By	[Distracted] while using or reaching for device/object brought into in vehicle	Not Reported
Pre-Event Movement	Going straight	Going straight
Critical Pre-Crash Category	This vehicle loss control due to	Other motor vehicle encroaching into lane
Critical Pre-Crash Event	Blow out or flat tire	From adjacent lane (same direction) - over right lane line
Attempted Avoidance Maneuver	No avoidance maneuver	No avoidance maneuver
Pre-Impact Stability	Tracking	Tracking
Pre-Impact Location	Stayed on roadway, but left original travel lane	Stayed in original travel lane
Crash Type	45	44
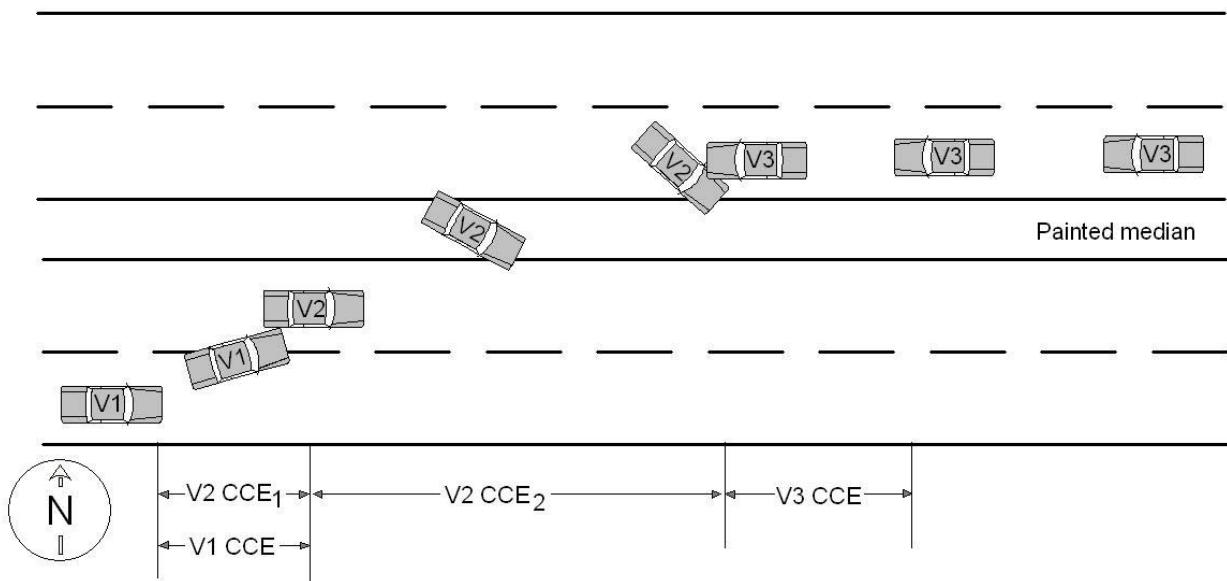
	Vehicle 3
Driver Distracted By	Not distracted
Pre-Event Movement	Going straight
Critical Pre-Crash Category	Other motor vehicle encroaching into lane
Critical Pre-Crash Event	From opposite direction - over left lane line
Attempted Avoidance Maneuver	Accelerating and steering right
Pre-Impact Stability	Tracking
Pre-Impact Location	Stayed in original travel lane
Crash Type	98

Example 4 (cont'd)

In this example, vehicle 1 has one **critical crash envelope** (V_1CCE) which begins with control loss due to the blow out and ends at the point of impact with vehicle 2. The blow out is the critical precrash event.

Vehicle 2 has two critical crash envelopes (V_2CCE_1 and V_2CCE_2). Vehicle 2's first **critical crash envelope** (V_2CCE_1) begins when vehicle 1 enters vehicle 2's travel lane and ends at the point of impact with vehicle 1. Vehicle 2's second **critical crash envelope** (V_2CCE_2) begins immediately after the first impact and ends at the point of impact with vehicle 3. Use the critical crash envelope which resulted in vehicle 2's first impact (V_2CCE_1), because NHTSA is only interested in coding the critical crash envelope which leads to a vehicle's first harmful event.

For this example, Vehicle 3 has one critical crash envelope (V_3CCE) which begins when driver 3 recognizes and reacts to vehicle 2 which is in an imminent path of collision with vehicle 3 and ends at the point of impact with vehicle 2.

<u>Example 5</u>

Vehicle 1 and vehicle 2 are traveling in opposite directions on the same roadway. A noncontact vehicle is parked in front of a noncontact truck-tractor (with a trailer) on the road shoulder and suddenly enters the roadway into vehicle 1's travel lane. The driver of vehicle 1 instantly brakes (with lockup) and steers left (with counterclockwise rotation) to avoid the noncontact vehicle. Vehicle 1 crosses over the center line and ***immediately*** impacts vehicle 2. Vehicle 2 had no avoidance maneuvers.
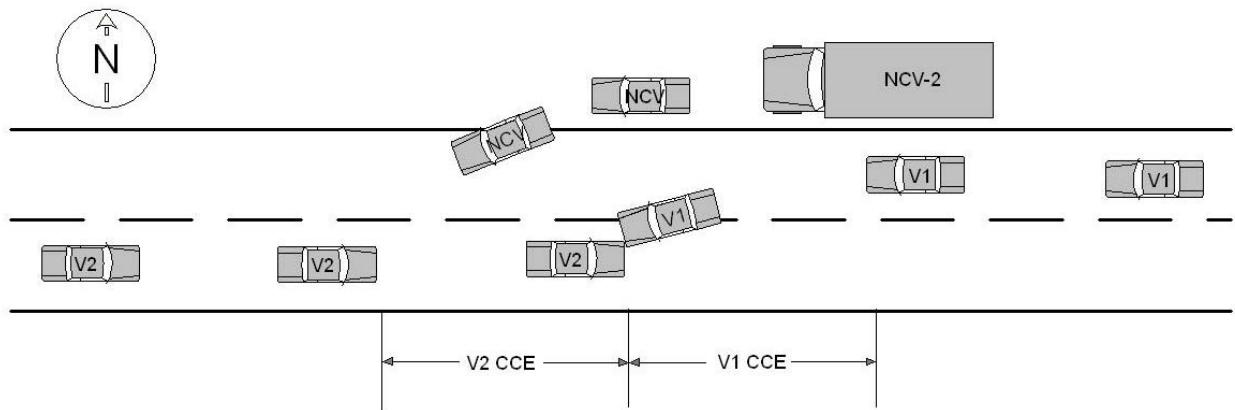
	Vehicle 1	*Vehicle 2*
Driver Distracted By	Not distracted	Not Reported
Pre-Event Movement	Going Straight	Going Straight
Critical Pre-Crash Category	Other motor vehicle encroaching into lane	Other motor vehicle encroaching into lane
Critical Pre-Crash Event	From parking lane, median, shoulder or roadside	From opposite direction over left lane line
Attempted Avoidance Maneuver	Braking and steering left	No avoidance actions
Pre-Impact Stability	Skidding laterally - counterclockwise rotation	Tracking
Pre-Impact Location	Stayed on roadway but left original travel lane	Stayed in original travel lane
Crash Type	58	59

In this example, vehicle 1 has one critical crash envelope (V_1CCE). Vehicle 1's critical crash envelope involved a successful avoidance of a noncontact vehicle and resulted in an ***immediate*** impact to vehicle 2. Vehicle 1's critical crash envelope was initiated by the noncontact vehicle; afterwards there was no opportunity for subsequent avoidance actions. Therefore, the encroachment of the noncontact vehicle into vehicle 1's travel lane is coded as the critical precrash event for vehicle 1. Vehicle 1's avoidance maneuver is coded as the action taken to avoid the noncontact vehicle.

Vehicle 2 has one ***critical crash envelope*** (V_2CCE) which begins at the point where vehicle 1 is in an imminent path of collision with vehicle 2 and ends at the point of impact with vehicle 1.

The noncontact vehicle and the noncontact truck were not involved in an impact in the sequence of crash events and are therefore not coded.

Example 5 (Diagram)

<u>Example 6</u>

Vehicle 1 is traveling eastbound. A noncontact vehicle (NCV) is westbound and attempts to turn left in front of Vehicle 1 into an intersecting private driveway. Vehicle 1 braked (without lockup) and steered left to avoid the noncontact vehicle. The driver of Vehicle 1 successfully avoided the noncontact vehicle and maintained full control, but crossed into the westbound lane. Now traveling the wrong way in the westbound lane, Vehicle 1 attempted to steer right and return to the eastbound lane but struck Vehicle 2 head on. Vehicle 2 attempted to avoid the crash by braking and steering right.

	Vehicle 1	*Vehicle 2*
Driver Distracted By	Not distracted	Not distracted
Pre-Event Movement	Successful avoidance maneuver to a previous critical event	Going straight
Critical Pre-Crash Category	Other motor vehicle in lane	Other motor vehicle in lane
Critical Pre-Crash Event	Traveling in opposite direction	Traveling in opposite direction
Attempted Avoidance Maneuver	Steering right	Braking and steering right
Pre-Impact Stability	Tracking	Tracking
Pre-Impact Location	Stayed in original travel lane	Stayed in original travel lane
Crash Type	52	52
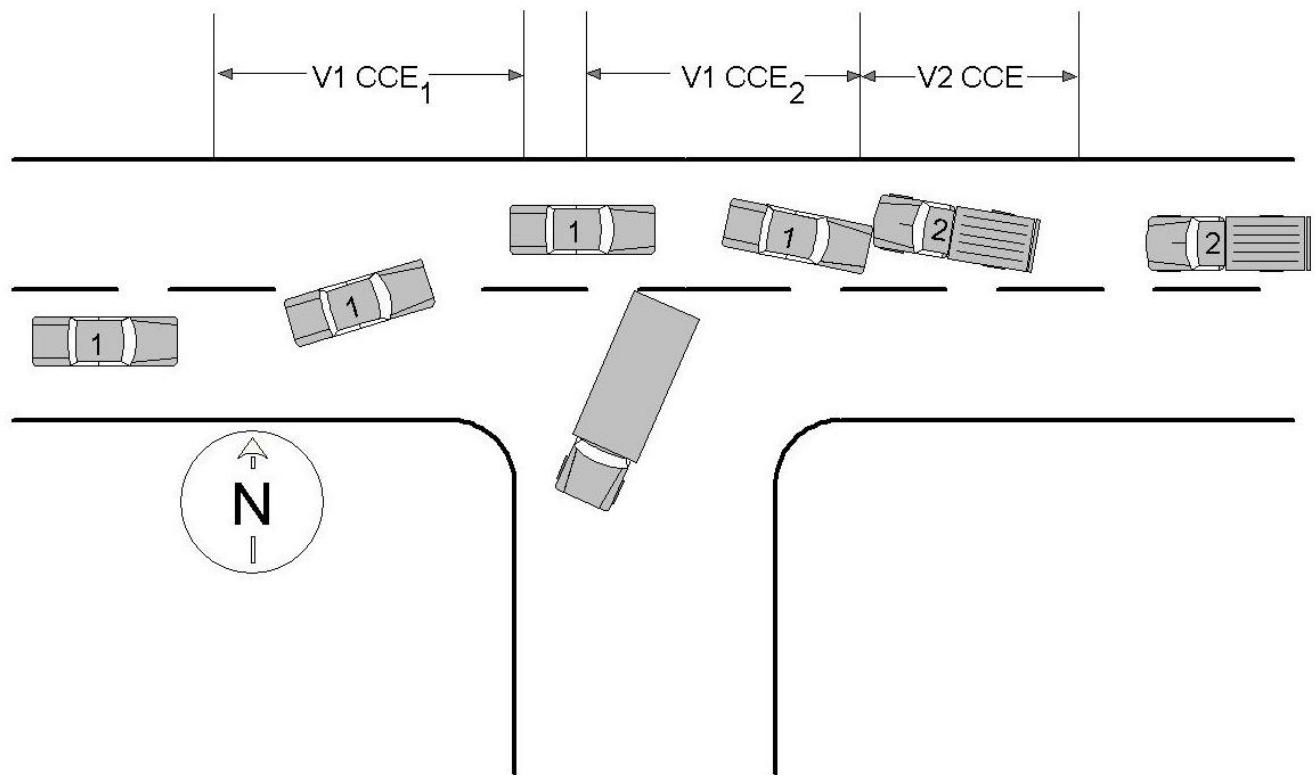
In this example, Vehicle 1 has two critical crash envelopes, (V1CCE$_1$, and V1CCE$_2$). Vehicle 1's first critical crash envelope (V1CCE$_1$) ends at the point where the driver of Vehicle 1 made a successful avoidance maneuver and maintained full control of the vehicle. Vehicle 1's second critical crash envelope (V1CCE$_2$) begins immediately following the successful avoidance maneuver and ends at the point of impact with Vehicle 2. Use the critical crash envelope which resulted in Vehicle 1's first impact (V1CCE$_2$).

Vehicle 2 has one critical crash envelope (V2CCE$_1$) which begins at the point where the driver of Vehicle 2 recognizes Vehicle 1 in his/her lane and ends at the point of impact with Vehicle 1.

The noncontact vehicle was not involved in an impact with another vehicle, person, animal, or object in the sequence of crash events and is therefore not included.

Example 6 (cont'd)
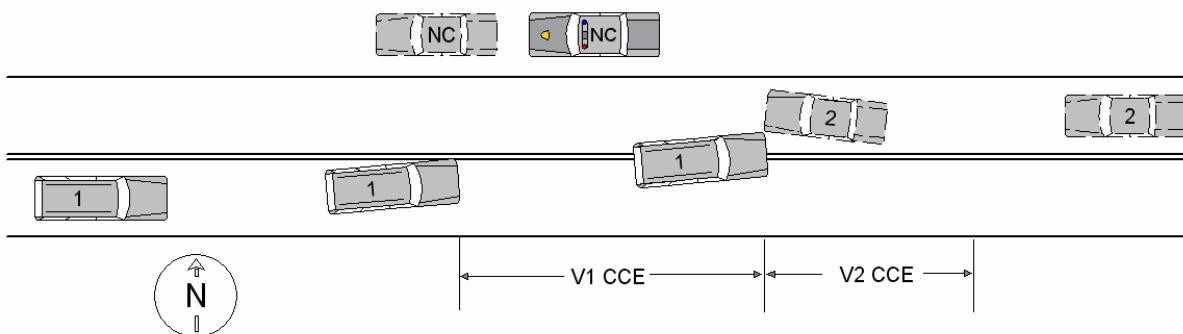
Vehicle 2 has one ***critical crash envelope*** (V$_2$CCE) which begins at the point where driver 2 recognizes vehicle 1 in his/her travel lane and ends at the point of impact with vehicle 1. The noncontact vehicle was not involved in an impact with another vehicle, person, animal, or object.

Example 7

Vehicle 1 and Vehicle 2 are traveling in opposite directions on the same roadway. A police car (with lights activated) is making a traffic stop on the side of the road. The driver of Vehicle 1 is looking at the activity on his left. Before he can react, Vehicle 1 crosses the centerline and the front of vehicle 1 strikes the front of Vehicle 2. The driver of Vehicle 2 also noticed the police activity, but he was attentive to the slowing traffic ahead. Vehicle 2 attempted to avoid the crash by braking and steering right.

	Vehicle 1	*Vehicle 2*
Driver Distracted By	Distracted by outside person, object, or event	Not distracted
Pre-Event Movement	Going straight	Going straight
Critical Pre-Crash Category	This vehicle traveling	Other motor vehicle encroaching into lane
Critical Pre-Crash Event	Over the lane line on left side of travel lane	From opposite direction over left lane line.
Attempted Avoidance Maneuver	No avoidance maneuver	Braking and steering right
Pre-Impact Stability	Tracking	Skidding longitudinally rotation less than 30 degrees
Pre-Impact Location	Stayed on roadway but left original travel lane	Stayed in original travel lane
Crash Type	50	51

PRECRASH LEVEL

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VEHICLE NUMBER – PRECRASH LEVEL

GES: XXX

Screen Heading: Not a GES Element

Screen Name:

Long Name:

SAS Name:

Oracle Name:

FARS:PC3

Format: 3 numeric

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS
X	X	X	*001-999*

Remarks:

Each motor vehicle in a crash must be assigned a unique number by the Analyst. Order is not important.

Numbers assigned to vehicles must be consecutive, starting with '001' with no missing numbers.

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CONTRIBUTING CIRCUMSTANCES, MOTOR VEHICLE

GES: V12

Screen Heading: Contributing Circumstances, Motor Vehicle

Screen Name: Vehicle Contributing Factors (450-E)

Long Name: Enter all contributing factors for this vehicle.

SAS Name: Vehicle.Factor

Oracle Name: GES.Contributors.ContributorID

FARS:*PC4*

Format: 2 numeric. Enter all the apply.

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
1	26802	00	*00*	*None*
2	26803	01	*01*	*Tires*
3	26804	02	*02*	*Brake System*
4	26805	03	*03*	*Steering*
5	26806	04	*04*	*Suspension*
6	26807	05	*05*	*Power Train*
7	26808	06	*06*	*Exhaust System*
8	26809	07	*07*	*Head Lights*
9	26810	08	*08*	*Signal Lights*
10	26811	09	*09*	*Other Lights*
11	26812	10	*10*	*Wipers*
12	26813	11	*11*	*Wheels*
13	26814	12	*12*	*Mirrors*
17	26822	17	*13*	*Windows/Windshield*
15	26816	14	*14*	*Body, Doors*
16	26817	15	*15*	*Truck Coupling / Trailer Hitch / Safety Chains*
14	26823	16	*16*	*Safety Systems*
18	26819	97	*17*	*Vehicle Contributing Factors - No Details*
19	26820	98	*97*	*Other*
97	26824	77	*98*	*Not Reported*
19	26820	98	*99*	*Unknown*

Remarks:

Rationale: Important for determining the significance of pre-existing problems, including equipment and operation, in motor vehicles involved in crashes that could be useful in

determining the need for improvements in manufacturing and consumer alerts. This element describes the possible pre-existing motor vehicle defects or maintenance conditions that may have contributed to the crash.

None is used:
- when the case materials make a positive statement that the vehicle had no defects or "none" was indicated on the PAR.
- when the case materials do not indicate a defect in an available field and not reporting a defect in that field indicates None.
- when the investigating officer is limited in selection and cannot select a defect in addition to another factor relevant to crash and no other indication of a defect exists in the case materials.
- For omission of information see Not Reported guidance below.

Tires include any defect of a tire. If the contributing factor is of the wheel (e.g., a lug nut comes off), then use the attribute **Wheels.**

Brake System includes parking brakes.

Steering is used when the case materials indicate the following may have contributed to the crash: tie rod ends, kingpins, power steering components and ball joints.

Suspension is used when the case materials indicate that the vehicle's suspension components may have contributed to the crash. These include, springs, shock absorbers, struts and control arms.

Power Train is used when the case materials indicate that the vehicles power train components may have contributed to the crash. Examples are: universal joints, drive shaft and transmission. This also includes engine, differential and stuck throttles.

Exhaust System includes exhaust manifold(s), headers, muffler, catalytic converter, tailpipe, etc.

Other Lights is used for an indication of the tail lights contributing to the crash. It also used when the case materials indicated the "lights" of the vehicle contributed to the crash and when the case materials are coded as "other."

Wheels include loss of lug nuts.

Windows/Windshield is used when there is a pre-existing defect to the windows or windshied such as improper tinting or cracks.

Body, Doors includes trunk, hood, tailgate, rear doors of cargo vans, etc.

Truck Coupling/Trailer Hitch/Safety Chains applies to a defective trailer hitch or an improper trailer hitch. If the case material cites this attribute.

Safety Systems is used when the case materials indicate that the air bags failed to deploy or the air bag deployed inappropriately. Also, use this when a seat belt failure is described, such as webbing excessively worn or came unlatched. Excludes: improper use.

Other includes any other component described in the case materials that is not listed in the above attribute list, such as, horns.

Vehicle Contributing Factors - No Details is used if a vehicle "factor" or "defect" is indicated the case materials but no information is given concerning the nature of the "factor."

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

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

Unknown is used only if the case material specifically indicates an "unknown defect" or "unknown contributing factor."

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TRAFFICWAY *DESCRIPTION*

GES: V41   **FARS:*PC5***

Screen Heading: Environmental Conditions   Format: 1 numeric

Screen Name: Traffic Flow (170-E)

Long Name: Describe this vehicle's trafficway.

SAS Name:

Oracle Name: GES.Roadway.TrafficFlowID

ELEMENT VALUES

SCN	ORACLE	GES	SAS FARS	
0	8	8	*0*	***Non-Trafficway Area***
1	1	1	1	Two-Way, Not Divided
5	0	0	5	Two-Way, Not Divided With a Continuous Left-Turn Lane
4	3	4	*2*	***Two-Way, Divided, Unprotected (Painted > 4 Feet) Median***
2	2	2	3	Two-Way, Divided, Positive Median Barrier
3	4	3	4	One-Way Trafficway
6	6	6	*6*	***Entrance/Exit Ramp***
7	7	7	*8*	***Not Reported***
4	5	9	9	Unknown

Remarks:

Enter the value indicated in the case materials which best describes the trafficway flow just prior to this vehicle's critical precrash event. The trafficway selected for classification is the one this vehicle departed if it is off the trafficway just prior to its critical precrash event. If this vehicle is in a junction just prior to its critical precrash event, the trafficway selected for classification is the <u>one it is on before entering the junction</u>.

Non-Trafficway Area is used when this vehicle was not on a trafficway prior to its critical precrash event.

A trafficway may include several roadways if it is a physically divided highway. Trafficways are not physically divided unless the divider is a median, barrier, or other constructed device. **Pavement markings do qualify when they meet the definition of a median.** Refer to the definition of **On Median** under Relation To Trafficway.

A channelized lane should be considered a turn lane of the roadway it is part of, not a separate one-way roadway. Therefore, crashes occurring in a channelized lane should not be coded as a separate trafficway.

Two-Way, Not Divided is used whenever there is no median. Generally, medians are not designed to legally carry traffic. **NOTE:** Although gores are separate roadways, and traffic islands (associated with channels) separate travel lanes, neither is involved in the determination of trafficway division.

Two-Way, Not Divided, With a Continuous Left Turn Lane is used whenever the trafficway has a two-way left turn lane positioned between opposing straight-through travel lanes. It is designed to allow left turns to driveways, shopping centers, businesses, etc., while at the same time providing a separation of opposing straight-through travel lanes.

Two-Way, Divided, Unprotected (Painted > 4 Feet) Median is used whenever the trafficway is physically divided, however, the division is unprotected [e.g., vegetation, gravel, paved medians, trees, water, embankments and ravines that separate a trafficway (i.e., all non-manufactured barriers)]. NOTE: Raised curbed median **DO NOT** constitute a positive barrier in and by themselves. The unprotected medians can be of any width, however, painted paved flush areas, must be at least 4 feet in width to constitute a median strip.

Two-Way, Divided, Positive Median Barrier is used whenever the traffic is physically divided and the division is protected by any concrete, metal, or other type of longitudinal barrier (i.e., all manufactured barriers). For underpass support structures and bridge rails acting as a barrier, use this attribute.

Traffic Barrier refers to a physical structure such as a guardrail, a concrete safety barrier or a rock wall which has the primary function of preventing cross-median travel by deflecting and redirecting vehicles along the roadway on which they were traveling. Therefore, trees, curbing, rumble strips and drain depressions are not barriers.

All traffic barriers are constructed on a median strip; therefore, if a traffic barrier exists on a divided highway, **Two-Way, Divided, Positive Median Barrier** must be used. <u>If it is not known whether or not a barrier exists, assume one does and use **Two-Way, Divided, Positive Median Barrier** (that is, if a median is known to exist).</u>

One Way Trafficway is used whenever the trafficway is undivided and traffic flows in but one direction (e.g., one-way streets).

Entrance/Exit Ramp is an auxiliary or connecting roadway used for entering or exiting through-traffic lanes of a limited access roadway.

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

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

Unknown is used when police indicate unknown.

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TOTAL LANES IN ROADWAY

GES: A12/V_A12   FARS:_PC6_

Screen Heading: Environmental Conditions   Format: 1 numeric

Screen Name: Number Travel Lanes (180-E)

Long Name: What is the number of travel lanes for this
vehicle's roadway?

SAS Name: Accident.Num_Lan, Vehicle.VNum_Lan

Oracle Name: GES.Roadway.NumLanes

ELEMENT VALUES

| | | SAS | | |
SCN	ORACLE	GES	FARS	
0	0	0	_0_	_Non-Trafficway Area_
1	1	1	1	One lane
2	2	2	2	Two lanes
3	3	3	3	Three lanes
4	4	4	4	Four lanes
5	5	5	5	Five lanes
6	6	6	6	Six lanes
7	7	7	7	Seven or more lanes
9	9	8	_8_	_Not Reported_
8	8	9	9	Unknown

Remarks:

Enter the value indicated in the case materials which best represents the number of travel
lanes just prior to this vehicle's critical precrash event. The roadway selected for classification
is the one this vehicle departed if it is off the roadway just prior to its critical precrash event. If
this vehicle is in a junction just prior to its critical precrash event, the roadway selected for
classification is the one it is on before entering the junction.

Non-Trafficway Area is used when this vehicle was not on a trafficway prior to its critical
precrash event.

A roadway (through lanes only) is one part of a divided trafficway or, if undivided, the same as
the through lanes of the trafficway. A lane that can be used for through or turning traffic (dual
purpose) will be considered a through lane.

Only lanes open for travel should be counted. Turn lanes are therefore excluded. This also excludes continuous left-turn lanes (which are considered "turn lanes").

If traffic flows in both directions and is undivided, code the total number of lanes in both directions. If the trafficway is divided into two or more roadways, code only the number of lanes for the roadway on which this vehicle was traveling. Be aware that the case materials may indicate the total number of lanes on the divided trafficway.

The number of lanes counted does not include any that are rendered unusable by restriction of the right-of-way (e.g., closed due to construction).

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

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

Unknown is used when police indicate unknown.

<u>SPEED LIMIT</u>

GES: A18/V_A18   FARS:*PC7*

<u>Screen Heading</u>: Environmental Conditions   <u>Format:</u> 2 numeric

<u>Screen Name:</u> Speed Limit (250-E)

<u>Long Name:</u> What is the legal speed limit for this vehicle's roadway?

<u>SAS Name:</u> Accident.Spd_Lim, Vehicle.VSpd_Lim

<u>Oracle Name:</u> GES.Roadway.SpeedLimit

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
0	0	0	00	No Statutory Limit/**Non-Trafficway Area**
5-75	5-75	5-75	01-97	Actual Speed Limit
97	-9997	97	**98**	**Not Reported**
*	9999	99	99	Unknown

<u>Remarks:</u>

Enter the value indicated in the case materials that best represents the speed limit just prior to this vehicle's critical precrash event. The roadway selected for classification is the one this vehicle departed if it is off the roadway just prior to its critical precrash event. If this vehicle is in a junction just prior to its critical precrash event, the roadway selected for classification is the one it is on before entering the junction.

Furthermore, do not confuse advisory signs on entrance/exit ramps or near intersections with the actual legal maximum speed limit. If a state has a statute that uniformly reduces the maximum allowable speed within or near a construction zone, then code the indicated reduced limit.

Refers to the highway speed limit that is operational at the time and place of the crash whether physically displayed or not. Disregard advisory or other speed signs since they do not indicate the legal speed limit.

Acceptable speed limits are in 5 mph increments.

No Statutory Limit/Non-Trafficway Area is used when there is no posted speed limit and no law that governs the maximum speed you can drive (dirt roads, private roads open to the

public). Also in cases when this vehicle was not on a trafficway prior to its critical precrash event.

When coding Speed Limit for roadways with two different speed limits (for north and south-bound lanes), use the speed limit for the direction of travel where the critical precrash event begins.

When a roadway has a different speed limit for different types of vehicles, code the speed limit that is applicable to passenger cars.

Example:
A rural Interstate highway has a speed limit of 65 MPH for passenger cars, but the same road has a 55 MPH speed limit for heavy trucks/buses.

Circumstance 1: A single-vehicle (passenger car) crash. Speed Limit = 65 MPH
Circumstance 2: A single-vehicle (heavy truck/bus) crash. Speed Limit = 65 MPH
Circumstance 3: A two-vehicle crash, (passenger car and heavy truck/bus) crash.
                    Speed Limit = 65 MPH

Logic:
Our statisticians feel that it would be more representative to code the Speed Limit of the majority of the traffic, namely the passenger car. In addition, they feel that by identifying the car speed limit of 65 MPH, they can then determine the truck speed limit by reviewing the state's speed limit law. (The reverse is not necessarily true.)

Unknown is used when police indicate unknown.

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

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

<u>FARS SPECIAL INSTRUCTION:</u>

Accurate coding of Speed Limit is extremely important. Do not rely solely on the PAR. Check with the State Highway Department as well.

When coding Speed Limit on On-Off Ramps (i.e., when the critical precrash event occurs on the ramp), consider the following:

A. When a ramp has a posted Speed Limit - a regulatory (black on white) sign, not an advisory (black on yellow) one - the posted speed should be coded.

B. When there is an advisory speed limit or no sign at all, you should:

1. Check with your State Highway Department to see if there is an implicit speed limit for all unmarked ramps. If there is, code speed limit.
2. If there is not; code the speed limit of the controlled access highway.

Values less than 15 mph are unlikely occurrences and will raise an error flag.

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ROADWAY *ALIGNMENT*

GES: A13 / V_A13   FARS:*PC8*
Screen Heading: Environmental Conditions   Format: 1 numeric

Screen Name: Alignment (190-E)

Long Name: What is the roadway alignment for this vehicle's roadway?

SAS Name: Accident.Align, Vehicle.VAlign

Oracle Name: GES.Roadway.AlignmentID

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
0	0	0	*0*	*Non-Trafficway Area*
1	1	1	1	Straight
2	5	5	2	Curve *Right*
3	6	6	*3*	*Curve Left*
4	4	4	*4*	*Curve - Unknown Direction*
7	7	7	*8*	*Not Reported*
9	3	9	9	Unknown

Remarks:

Enter the value indicated on the PAR which best represents the roadway alignment just prior to this vehicle's critical precrash event. The roadway selected for classification is the one this vehicle departed if it is off the roadway just prior to its critical precrash event.

The PAR information is prioritized as follows:
1) Narrative
2) If a curved roadway section is shown in the diagram, code **Curve**.
3) If the roadway section shown in the diagram is straight, but only a small roadway section is depicted, use check-box if it is filled out. If the check box is not filled out or does not exist, code **Straight**.
4) If the roadway section on the diagram is straight and a large roadway section is depicted, code **Straight**.
5) If the roadway is not described in the narrative or shown in the diagram, use the checkbox information.

Non-Trafficway Area is used when this vehicle was not on a trafficway prior to its critical precrash event.

Straight is selected if the case materials indicate this vehicle's roadway is straight.

Curve Right or **Curve Left** is selected if the case materials indicate this vehicle's roadway is curved or there is any curvature discernable on the diagram.

Curve - Unknown Direction is selected if the case materials indicate a curve, but no curve direction (left/right) is indicated.

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

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

Unknown is used when police indicate unknown.

ROADWAY GRADE

GES: A14 / V_A14

Screen Heading: Environmental Conditions

Screen Name: Profile (200-E)

Long Name: What is the roadway profile for this vehicle's roadway?

SAS Name: Accident.Profile, Vehicle.VProfile

Oracle Name: GES.Roadway.ProfileID

FARS:*PC9*

Format: 1 numeric

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
0	0	0	*0*	***Non-Trafficway Area***
1	1	1	1	Level
3	4	4	3	Hillcrest
5	5	5	*5*	***Uphill***
6	6	6	*6*	***Downhill***
7	4	4	*2*	***Grade, Unknown Slope***
4	8	8	4	Sag ***(Bottom)***
8	7	7	*8*	***Not Reported***
9	9	9	9	Unknown

Remarks:

Enter the value indicated on the PAR which best represents the roadway grade just prior to this vehicle's critical precrash event. The roadway selected for classification is the one this vehicle departed if it is off the roadway just prior to its critical precrash event. If this vehicle is in a junction just prior to its critical precrash event, the roadway selected for classification is the one it is on before entering the junction.
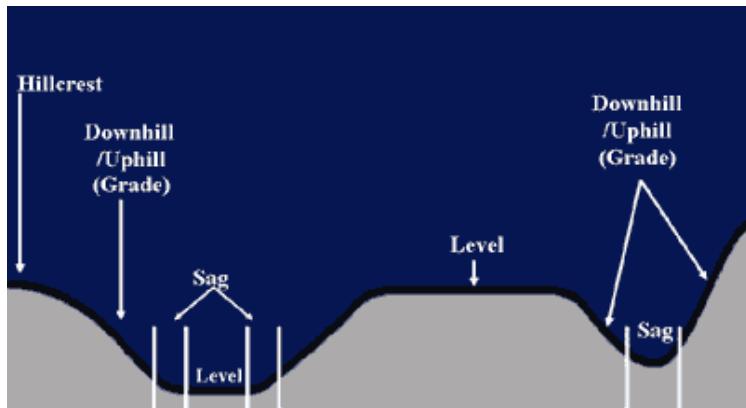
Non-Trafficway Area is used when this vehicle was not on a trafficway prior to its critical precrash event.

Hillcrest refers to the area of transition between an uphill and a downhill grade as in the illustration on the following page.

Grade, Unknown Slope is used if the case materials indicate a grade, but uphill/downhill is not indicated.

Sag (Bottom) is a designed transition feature between a change of grade at the bottom of a hill. It is not a dip, which is a flaw.

A dip on the road is not the same as a sag . A sag is a design feature whereas a dip is a flaw. The minimum length of a sag is 100 feet.

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

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

Unknown is used when police indicate unknown.

ROADWAY SURFACE TYPE

GES: XXX   FARS:***PC10***

Screen Heading: Not a GES Element   Format: 1 numeric

Screen Name:

Long Name:

SAS Name:

Oracle Name:

ELEMENT VALUES

SCN	ORACLE	GES	SAS FARS	
X	X	X	*0*	***Non-Trafficway Area***
X	X	X	1	Concrete
X	X	X	2	Blacktop, Bituminous, or Asphalt
X	X	X	3	Brick or Block
X	X	X	4	Slag, Gravel or Stone
X	X	X	5	Dirt
X	X	X	7	Other
X	X	X	*8*	***Not Reported***
X	X	X	9	Unknown

Remarks:

Enter the value indicated on the case materials which best represents the roadway surface type just prior to this vehicle's critical precrash event. The roadway selected for classification is the one this vehicle departed if it is off the roadway just prior to its critical precrash event. If this vehicle is in a junction just prior to its critical precrash event, the roadway selected for classification is the one it is on before entering the junction.

Should be obtained from the crash report or the State Highway Department.

If the Police Accident Report (PAR) lists more than one type, choose the type with the lowest number. For example, if the PAR indicates Dirt/Gravel, then use **Slag, Gravel or Stone**.

Non-Trafficway Area is used when this vehicle was not on a trafficway prior to its critical precrash event.

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

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

ROADWAY SURFACE CONDITIONS

GES: A15/V_A15

Screen Heading: Environmental Conditions

Screen Name: Condition (210-E)

Long Name: What is the roadway surface condition for this vehicle's roadway?

SAS Name: Accident.Sur_Cond, Vehicle.VSurCond

Oracle Name: GES.Roadway.SurfaceID

FARS:*PC11*

Format: *2 numeric*

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
0	0	0	00	*Non-Trafficway Area*
1	1	1	01	Dry
2	2	2	02	Wet
3	8	3	03	*Snow*
5	10	10	10	*Slush*
4	9	4	04	Ice/Frost
6	11	6	06	Water *(Standing, Moving)*
7	12	5	05	Sand
8	13	11	11	*Mud, Dirt, Gravel*
9	14	7	07	Oil
6	6	8	08	Other
97	15	97	98	*Not Reported*
7	7	9	99	Unknown

Remarks:

Enter the value indicated on the case materials which best represents the roadway surface condition just prior to this vehicle's critical precrash event. The roadway selected for classification is the one this vehicle departed if it is off the roadway just prior to its critical precrash event. If this vehicle is in a junction just prior to its critical precrash event, the roadway selected for classification is the one it is on before entering the junction. These conditions may have been present but did not necessarily contribute to the crash.

If more than one surface condition is indicated for this vehicle select the condition that would have most affected the vehicle's traction.

Non-Trafficway Area is used when this vehicle was not on a trafficway prior to its critical precrash event.

A road made of sand or dirt would be coded **Dry** under normal conditions, not **Sand, Dirt, Oil**.

Wet describes a roadway surface that is covered with water from rain or melted snow.

Snow describes a roadway surface that is covered with snow.

Slush describes a roadway surface that is covered with melting snow.

Ice/Frost includes a roadway covered with ice from freezing rain or water runoff that has pooled on the roadway and turned to ice.

Sand includes sand on the roadway as a result of sand blown by wind or sand discharged on the roadway by highway trucks.

Mud, Dirt, Gravel indicates these substances present on the surface of the roadway at the crash location, not the surface type of the roadway by design.

Water (Standing, Moving) describes a roadway surface that is covered with water and typically localized.

FARS SPECIAL INSTRUCTION:

See Related Factors-Crash Level attribute **Surface Under Water** to see if it applies.

Oil includes fuel spilled on the roadway.

Other is used for roadway surface conditions not described above.

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

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

Unknown is used when police indicate unknown.

TRAFFIC CONTROL DEVICE

GES: A16/V_A16

Screen Heading: Regarding Vehicle # ___

Screen Name: Traffic Control Devices (245-E)

Long Name: What traffic control devices are applicable to this vehicle?

SAS Name: A16-Accident.Traf_Con, V_A16-Vehicle.VtrafCon

Oracle Name: GES.TrafficDevices.DeviceID

FARS:*PC12*

Format: 2 numeric

ELEMENT VALUES

		SAS		
SCN	ORACLE	GES	FARS	
n/a	26623	00	00	No Controls
				Traffic Signals
2	26650	1	01	Traffic Control Signal (on colors) without Pedestrian Signal
3	26651	2	02	Traffic Control Signal (on colors) with Pedestrian Signal
4	26652	3	03	Traffic Control Signal (on colors) not known whether or not Pedestrian Signal
6	26626	8	08	Other Highway Traffic Signal
7	26627	9	09	Unknown Highway Traffic Signal
2	26625	4	04	Flashing Traffic Control Signal
				Regulatory Signs
1	26628	21	20	Stop Sign
2	26629	22	21	Yield Sign
11	26631	28	28	Other Regulatory Sign
12	26632	29	29	Unknown Regulatory Sign
13	26630	23	*32*	*School Zone Sign/Device*
8	26653	5	07	Lane Use Control Signal
14	26654	44	40	Warning Sign
15	26655	63	*65*	*Railway Crossing Device*
1	26638	51	50	*Person*
2	26642	98	98	Other
97	26656	97	*97*	*Not Reported*
3	26643	99	99	Unknown

Remarks:

Enter the attribute indicated in the case materials which best describes the traffic controls in the vehicle's environment just prior to this vehicle's critical precrash event. The roadway used for coding this element is the one this vehicle departed if it is off the roadway just prior to its critical precrash event. If this vehicle is in a junction just prior to its critical precrash event, this element is coded based on the roadway this vehicle was on before entering the junction. Code the attribute indicated in the case materials if it directly matches.

Code this element whether the device was functioning or not. If more than one device is present, code the highest device (lowest number on list) most related to the crash.

There are two exceptions:
1. One exception is **Person** which includes a law enforcement officer, crossing guard, flagman, etc. **Person** takes precedence over the entire list.
2. The other exception is an **Other Regulatory Sign** which includes a Regulatory Speed Limit Sign.

No Controls is used if, at the time of the crash, there was no intent to control (regulate or warn) vehicle traffic. Use this attribute if statutory controls apply (e.g., state law requires that when two vehicles meet at an uncontrolled intersection, the one on the right has the right-of-way).

When a traffic control is deactivated (e.g., traffic signal that emits no signals) during certain times of the day and was deactivated at the time of the crash, code **No Controls**. A traffic control that has just been installed and not yet activated is also coded **No Controls**.

However, a traffic control that is out (e.g., due to a power failure) and was reported as such in the case materials is coded, unless a temporary control (e.g., stop sign, police officer, etc.) has been inserted, in which case the temporary control should be coded.

Traffic Control Signal (on colors) without Pedestrian Signal refers to any highway traffic signal by which traffic is alternatively directed to stop and permitted to proceed, utilizing the colors of red, yellow and green. This traffic control signal does not have a pedestrian control signal. The source of actuation is of no concern.

Traffic Control Signal (on colors) with Pedestrian Signal refers to any highway traffic signal by which traffic is alternatively directed to stop and permitted to proceed, utilizing the colors of red, yellow and green. This traffic control signal does have a pedestrian control signal. The source of actuation is of no concern.

Traffic Control Signal (on colors) not known whether or not Pedestrian Signal any highway traffic signal by which traffic is alternatively directed to stop and permitted to proceed, utilizing the colors of red, yellow and green. It is unknown if this traffic control signal has a pedestrian control signal. The source of actuation is of no concern.

Other Highway Traffic Signal should be coded for traffic signals that are not covered in the preceding attributes. Use this attribute when a School Bus uses flashing lights to control traffic around the bus, regardless of any additional signs the school bus uses. For example, a school bus uses flashing lights and a stop sign on an arm to stop traffic around the school bus. This should only be used if the crash occurred during the time the sign was in effect.

Unknown Highway Traffic Signal is used with the investigating officer reported that the highway traffic signal was unknown at the time of crash.

Flashing Traffic Control Signal usually has a single colored head and flashes. Use this attribute if it is a Highway Traffic Signal that is flashing. This includes a flashing beacon. If a flashing red beacon appears with a stop sign, use this attribute.

Guide signs do not constitute traffic controls.

You may have a Regulatory Speed Limit Sign along with another Traffic Control Device (for example, a Warning Sign for a dangerous condition in which the Warning Sign is more relevant in the crash). In this case, the Warning Sign is more appropriate to code.

Another set of questions arises from the issue of proximity of the device to the crash. Judgment must be applied in these situations. Typical signs which create such problems are:

- Speed limit signs where a party to the crash may be speeding
- "Do Not Pass" signs where a no passing zone extends for miles but is only marked at the beginning of the zone
- Pedestrians Prohibited signs at entrances to freeways but a pedestrian crash occurs on the freeway between interchanges
- And other such signs which may pertain to a significant length of road.

In these instances, if the crash occurs within reasonably close proximity of the sign and the sign type is relevant to the crash then it may be appropriate to code the sign.

If there is a question as to which type a sign is, consult the Manual of Uniform Traffic Control Devices (MUTCD). Generally, the appropriate code should be used if a party to the crash failed to heed the sign, was in a position to be controlled by the sign, or the sign has some relationship to the crash. For example, for a crash at a four-legged, two-way stop intersection where a driver fails to stop at the stop sign and collides with another vehicle, use the attribute **Stop Sign**. Conversely, at the same intersection, a driver on an approach not controlled by a stop sign loses control and strikes a utility pole. In this case, **Stop Sign** would not be appropriate.

Pavement markings are not considered as traffic control devices.

Stop Sign is a traffic sign used to control vehicular traffic, usually erected at road junctions, that instructs drivers to stop and then to proceed only if the way ahead is clear.

Yield Sign indicates that a vehicle driver must slow down and prepare to stop if necessary usually while merging into traffic on another road but needn't stop if the way is clear.

Other Regulatory Sign
Regulatory signs inform highway users of traffic laws or regulations and indicate the applicability of legal requirements that would not otherwise be apparent.

Examples of Regulatory Signs other than **Stop Sign** or **Yield Sign** are:

- Speed Limit signs
- Turn Prohibition signs
- Do Not Pass
- Do Not Enter signs
- Wrong-way
- One-way signs
- Road Closed signs
- Hazardous Cargo signs.

Unknown Regulatory Sign is used with the investigating officer reported that the regulatory sign was unknown at the time of crash.

School Zone Sign/Device is used when the first harmful event occurred during the time the sign was in effect. If the sign was in effect, it does not matter whether or not children were present. Some **School Zone Signs/Devices** can be flashing, if this is the case, use this attribute before using **Flashing Traffic Control Signal**.

Lane Use Control Signal is for permanent lane control electronic devices (i.e., overhead lights or "X" indicating lane open or closed for rush hour lanes, bridges or at tollbooths).

Warning Signs is used when it is deemed necessary to warn traffic of existing or potentially hazardous conditions on or adjacent to a highway or street. Examples of **Warning Signs** are: Changes in Horizontal Alignment signs (Hill, Curve, etc.), Road Narrows, Divided Road/Divided Road Ends, Low Clearance, Road Surface Condition signs (Bump, Slippery When Wet, etc.), Traffic Flow signs (Merge, Two-way Traffic, No Passing Zone etc.). This includes electronic warning signs such as portable signs, (i.e., attached to a vehicle), or stationary devices. Also use **Warning Signs** for the flashing lights on an approaching train.

Railway Crossing Device is used to control or warn vehicular traffic at a railway crossing. Examples:

- Flashing Lights
- Wigwags
- Bells
- Cross Bucks

Person is someone, (e.g., police officer, crossing guard, flagman or officially designated person), that is in the act of controlling both vehicular and pedestrian traffic.

Other includes: any other device, which (a) functions as a traffic control device which is not listed as an attribute of this data element and (b) is not excluded by the manual and (c) is related to the crash. Some examples are: barricades, cones, drums and object markers.

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

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

Unknown is used if the investigating officer reported that the traffic control device at the time of crash was not known.

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DEVICE FUNCTIONING

GES: A17/V_A17

Screen Heading: Traffic Control Device Functioning

Screen Name: Traffic Control Devices (245-E)

Long Name: Was the traffic control device functioning properly?

SAS Name: Accident.Traf_Fun,Vehicle.T_Cont_F

Oracle Name: GES.Vehicle.Trafficdevicefunct

FARS:*PC13*

Format: 1 numeric

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
1	1	1	0	No Controls
2	2	2	1	Device Not Functioning
3	3	3	2	Device Functioning - Functioning Improperly
4	4	4	3	Device Functioning Properly
7	7	7	*8*	*Not Reported*
9	9	9	9	Unknown

Remarks:

This data element is coded with respect to the control selected in the element Traffic Control Device.

Device Not Functioning is used when the device is not functioning at all (e.g., signal out, sign knocked down).

Device Functioning - **Functioning Improperly** is used when the device was functioning to an extent but not as intended (e.g., red signal lamp burned out, sign twisted or obscured by vegetation).

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

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

Unknown is used if the investigating officer reported that it was unknown if the traffic control device was functioning at the time of crash.

DRIVER'S VISION OBSCURED BY

GES: D04

Screen Heading: Visual Obstructions

Screen Name: Visual Obstructions (700-E)

Long Name: What visual obstructions may contribute to the crash?

SAS Name: D04-Vehicle.Vis_Obsc, M_D04-Vision.MVisObsc

Oracle Name: GES.DriverVision.VisionID

FARS: *PC14*

Format: 2 numeric. ***Enter all the apply.***

ELEMENT VALUES

SCN	ORACLE	SAS GES	SAS FARS	
1	1	00	00	No Obstruction Noted
2	2	01	01	Rain, Snow, Fog, Smoke, Sand, Dust
3	3	02	02	Reflected Glare, Bright Sunlight, Headlights
4	4	03	03	Curve, Hill or Other Roadway Design Feature
5	5	04	04	Building, Billboard, Other Structure
6	6	05	05	Trees, Crops, Vegetation
7	7	06	06	In-Transport Motor Vehicle (including load)
8	8	07	07	Not In-Transport Motor Vehicle (parked, working)
9	9	08	08	Splash or Spray of Passing Vehicle
10	10	09	09	Inadequate Defrost or Defog System
11	11	10	10	Inadequate Vehicle Lighting System
12	12	11	11	Obstruction Interior to the Vehicle
13	13	12	12	External Mirrors
17	17	13	13	Broken or Improperly Cleaned Windshield
18	18	14	14	Obstructing Angles on Vehicle
24	26671	95	***95***	***No Driver Present***
19	26460	97	97	Vision Obscured – No Details
20	26669	98	98	Other Visual Obstruction
21	26670	99	99	Unknown

Remarks:

This data element records impediments to a driver's visual field that were noted in the case materials. These "visual obstructions" can appear anywhere in the case materials. Examples include a field on the PAR (e.g., "Contributing Factors"), in the narrative section, in the violations section, or in witness statements.

No Obstruction Noted is used when the case materials give no indication of a visual obstruction for this driver.

Rain, Snow, Fog, Smoke, Sand, Dust is used when one or more of these conditions exist AND are noted to have obstructed the view of the driver. Do not use this code when only the vehicle windshield is described as "fogged". (See **Inadequate Defrost or Defog System** or **Broken or Improperly Cleaned Windshield**.)

Reflected Glare, Bright Sunlight, Headlights is used when one or more of these conditions are noted to have obstructed the view of the driver.

Curve, Hill or Other Roadway Design Feature is used when any of these roadway features or design elements is noted to have obstructed the view of the driver (including embankment, sag, etc.).

Building, Billboard or Other Structure is used when any of these man-made structures are noted to have obstructed the view of the driver (including traffic signs, poles, signals, etc.).

Trees, Crops, Vegetation is used when any of these natural features are noted to have obstructed the view of the driver.

In-Transport Motor Vehicle (including load) is used when a vehicle that is in motion or stopped on the roadway is noted to have obstructed the view of the driver. The vehicle may be but does not have to be a contact vehicle in the case.

Not In-Transport Motor Vehicle (parked, working) is used when a vehicle that is parked in a designated parking area or space, stopped in an area off the roadway or is a working motor vehicle is noted to have obstructed the view of the driver. The vehicle may be but does not have to be a contact vehicle in the case.

Splash or Spray of Passing Vehicle is used when this condition is noted to have obstructed the view of the driver. The splash or spray can come from water or mud, however the use of this attribute does not require it to be raining at the time of the crash.

Inadequate Defrost or Defog System is used when the presence of frost or fog on the windshield was noted as being due to an inadequate system. The case materials must state specifically that the system was not operating properly. If the case material states the presence of frost or fog alone on the windshield you should use **Broken or Improperly Cleaned Windshield**.

Inadequate Vehicle Lighting System is used when the case materials indicate this driver's vision was impaired because the exterior lighting system (including head-lights, fog-lights, etc., of the driver's vehicle was deficient in some way. This would include being turned off or not operating properly. This response should not be used to describe inadequate lighting systems of other vehicles (e.g., oncoming motor vehicles) or for inadequate highway lighting.

Obstruction Interior to the Vehicle is used when the case materials indicate this driver's vision was impaired because of a feature in the interior of their vehicle (including head restraint, rear-view mirror, window stickers, sun shades, ornaments, windshield tinting).

External Mirrors is used when the case materials indicate that an exterior mirror on this driver's vehicle created a visual obstruction.

Broken or Improperly Cleaned Windshield is used when this condition is noted to have obstructed the view of the driver. The presence of frost or fog on the windshield would apply. For a "fogged" or "frosted" windshield due to an inadequate or inoperable system see **Inadequate Defrost or Defog System**.

Obstructing Angles on Vehicle is used when the case materials indicate that the size or shape of a driver's own vehicle created a visual obstruction (including trailer, vehicle height, blind spot). Not to be confused with visual obstructions from other vehicles or a vehicle's interior components such as head restraints, sun shades, etc.

Vision Obscured - No Details is used when the case materials indicate that a vision impediment exists but does not clearly indicate the nature of the impediment.

Other Visual Obstruction is used when the case materials indicate the nature of a vision impediment that cannot be attributed to one of the other attributes above. For example, an unattached trailer left on the road shoulder.

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DRIVER MANEUVERED TO AVOID

GES: D06

Screen Heading: What the Driver Maneuvered to Avoid

Screen Name: What the Driver Maneuvered to Avoid (710-E)

Long Name: Encode the attribute(s) which indicate what the driver attempted to avoid.

SAS Name: Vehicle.Drman_Av

Oracle Name: GES.DriverManveuver.ManeuverID

FARS: *PC15*

Format: *2 numeric*
Enter all that apply

ELEMENT VALUES

SCN	ORACLE	GES	SAS FARS	
1	26240	00	*00*	*Driver Did Not Maneuver To Avoid*
2	26241	01	*01*	*Object*
3	26242	02	*02*	*Poor Road Conditions (Puddle, Ice, Pothole, etc.)*
4	26405	03	*03*	*Live Animal*
5	26685	04	*04*	*Motor Vehicle*
6	26686	05	*05*	*Pedestrian, Pedalcyclist or Other Non-Motorist*
14	26693	92	*92*	*Phantom/Non-Contact Motor Vehicle*
11	26690	95	*95*	*No Driver Present*
12	26701	93	*98*	*Not Reported*
10	26689	99	*99*	*Unknown*

Remarks:

This data element identifies the thing(s) the driver attempted to avoid while the vehicle was on the road portion of the trafficway, just prior to the first harmful event for this vehicle. The "road" by definition includes the roadway and shoulder/parking lane portions, when a shoulder/ parking lane is present. The source for this data is the crash report narrative or related crash report form fields as completed by the investigating officer. It is the officer's assessment. Consequently, do not consider items noted only in driver or witness statement documentation unless verified by being reported in the crash report narrative.

Code the thing(s) the driver tried to avoid whether the maneuver was successful or not (i.e., whether or not the driver was able to avoid the object, poor road condition, animal, vehicle or non-motorist).

Driver Did Not Maneuver to Avoid is used when:
- The crash report indicates that no avoidance maneuvers were taken by the driver.
- The avoidance maneuver(s) occurred after the first harmful event for the vehicle.
- The avoidance maneuver occurred when the vehicle was not on a roadway, shoulder or parking lane.

Object is used when the driver attempted to avoid a non-fixed object such as; an animal carcass, an unattached trailer, a bicycle without a rider, downed tree limbs or power lines, debris from a previous crash, rocks that fall from an adjacent hillside, a load that fell from another vehicle, debris left from a tire blowout, etc.

Poor Road Conditions (Puddle, Ice, Pothole, etc.) is used when the driver maneuvered to avoid the location of a road condition. Treat the condition as if it were an object. Do not use this attribute if the driver lost control while traveling on/over the road condition but made no maneuver to avoid it.

Live Animal is used when the driver attempted to avoid a live animal that is stationary or moving. A dead animal carcass is considered debris and coded as **Object**.

Motor Vehicle is used when the driver attempted to avoid another <u>contact</u> motor vehicle in the crash. This includes in-transport, parked or working motor vehicles. A trailer not connected to a motor vehicle would be considered an **Object.**

Pedestrian, Pedalcyclist or Other Non-Motorist is used when the driver attempts to avoid a pedestrian, pedalcyclist or other non-motorist. Other Non-motorist would include persons riding on an animal, or in an animal drawn conveyance or on a personal conveyance. A person killed in a previous crash or an unoccupied pedalcycle or personal conveyance would be considered an **Object.**

Phantom/Non-contact Motor Vehicle is used when the driver attempted to avoid another motor vehicle in the crash that was reported as a <u>non-contact</u> or phantom vehicle. This includes in-transport, parked or working motor vehicles. A trailer not connected to a motor vehicle would be considered an **Object.**

No Driver Present is used when there is no driver for this vehicle.

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

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

Unknown is used when the information about a particular vehicle's circumstances are reported as "unknown". Examples include a hit-and-run driver that is not apprehended, or a fatal crash discovered weeks after the crash occurred.

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DRIVER DISTRACTED BY

GES: D07

Screen Heading: Driver Distractions

Screen Name: Driver Distractions (720-E)

Long Name: Encode the driver distraction(s).

SAS Name: Vehicle.Dr_Dstrd

Oracle Name: GES.DriverDistraction.DistractionID

FARS:*PC16*

Format: *2 numeric. Enter all the apply.*

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
1	26268	0	00	**Not Distracted**
2	17133	1	01	**Looked But Did Not See**
3	26270	3	03	**By Other Occupant(s)**
4	26271	4	04	**By Moving Object in Vehicle**
5	26398	5	05	**While Talking or Listening to Cellular Phone**
6	26690	6	06	**While Dialing Cellular Phone**
8	26703	16	07	**Adjusting Audio And/Or Climate Controls**
9	26693	9	09	**While Using Other Device/Controls Integral to Vehicle**
10	26694	10	10	**While Using or Reaching For Device/Object Brought Into Vehicle**
12	16912	12	12	**Distracted by Outside Person, Object or Event**
13	16913	13	13	**Eating or Drinking**
14	16914	14	14	**Smoking Related**
23	26700	15	15	**Other Cellular Phone Related**
19	26696	95	16	**No Driver Present**
22	26699	92	92	**Distraction/Inattention, Details Unknown**
97	26702	77	96	**Not Reported**
16	16910	97	97	**Inattentive or Lost in Thought**
17	16915	98	98	**Other Distraction**
18	26695	99	99	**Unknown if Distracted**

Remarks:

Record the attribute(s) which best describe this driver's attention to driving prior to the driver's realization of an impending critical event or just prior to impact if realization of an impending critical event does not occur. If this driver's vehicle has two critical crash envelopes, record the attribute(s) which best describe the driver's attention prior to the first Critical Precrash Event

(i.e., prior to realization of the impending danger which the driver successfully avoided). Intoxication, Ill, Blackout, Asleep or Fatigued are not considered distractions. This information is captured under the data element Driver Condition.

Not Distracted
- When the case materials indicate that the individual was completely attentive to driving
- When the case materials do not indicate a distraction in an available field and not reporting a distraction in that field indicates **Not Distracted**.
- When the investigating officer is limited in selection and cannot select a distraction in addition to another factor relevant to crash and no other indication of distraction exists in the case materials.
- For omission of information see **Not Reported** guidance below.

   Note: If it is unknown if the device or object was brought into the vehicle or was original equipment on this vehicle, default to **Object Brought Into Vehicle**.

Intoxication, asleep, fatigue, illness and other physical impairments are not considered distractions. These conditions are captured in the **Condition (Impairment) at Time of Crash** variable.

Looked But Did Not See is used when the driver is paying attention to driving, but does not see the relevant vehicle, object, etc. This attribute should be used when a driver has an opportunity to take some action prior to impact, but the driver takes no action and no other distractions apply. This situation frequently occurs when an overtaking vehicle is in the driver's "blind spot" or at intersections when a crossing vehicle is not noticed. If the driver sees the vehicle, object, etc., but does not consider it a danger, and no other distractions apply then the attribute **Not Distracted** would be used.

By Other Occupant(s) is used when the driver was distracted by another occupant in this driver's vehicle prior to realization of impending danger. Examples of other occupant distraction include conversing with or looking at another occupant.

By Moving Object in Vehicle is used when the driver was distracted by a moving object in this driver's vehicle prior to realization of impending danger. Examples include a dropped object, a moving pet, insect or cargo.

While Talking or Listening to Cellular Phone is used when the driver is talking or listening on a cellular phone.

While Dialing Cellular Phone is used when the driver is dialing or text messaging (texting) on a cellular phone. This includes dialing or text messaging on any wireless e-mail device.

Adjusting Audio or Climate Controls is used when someone is distracted from the driving task while adjusting the air conditioner, heater, radio, cassette, using the radio, using the cassette or CD that are mounted in the vehicle.

While Using Other Device/Controls Integral to Vehicle is used when the driver is distracted while using a device in the vehicle including adjusting windows (power or manual) adjusting door locks (power or manual), adjusting side view mirrors (power or manual), adjusting rear view mirror, adjusting seat (power or manual), adjusting steering wheel and adjusting seat belt, on-board navigational devices, etc. (OEM equipment).

While Using or Reaching For Device/Object Brought Into Vehicle is used when the driver is distracted while using or reaching for a device in the vehicle including a radar detector, CDs, razors, portable CD player, headphones, a navigational device, cigarette lighter, etc. The use of another device to light a cigarette other than the vehicle's cigarette lighter should be coded **Smoking Related**. This attribute is also used when it can not be determined if the involved device was OEM, brought into the vehicle, or a function of a cell phone (i.e. GPS).

If it is unknown if the device or object was brought into the vehicle or was original equipment on this vehicle default to brought into vehicle.

Distracted By Outside Person, Object or Event is used when the driver was distracted by an outside person, object or event prior to realization of impending danger. Examples include animals on the roadside or a previous crash. Do not use this attribute for a person, object or event that the driver has recognized and for which the driver has taken some action (e.g., avoiding a pedestrian on the roadway).

Eating or Drinking is used when the driver is eating or drinking or involved in an activity related to these actions (e.g., picking food from carton placed on passenger seat, reaching to throw out used food wrapper, etc.)

Smoking Related is used when the driver is smoking or involved in an activity related to smoking, such as lighting his cigarette, putting his ashes in the ash tray, etc. Any method of lighting the cigarette would be coded **Smoking Related**.

Other Cellular Phone Related is used when the case material indicates the driver is distracted from the driving task due to cellular phone involvement, but none of the specified codes are applicable (e.g., reaching for cellular phone, etc.). This attribute is also applied when specific details regarding cellular phone distraction / usage are not provided.

No Driver Present is used when there is no driver in this vehicle.

Distraction/Inattention, Details Unknown is used when distraction and/or inattention are noted in the case materials, but the specifics are unknown.

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

Code **Not Reported** in these situations:
- No coded data block exists on the report, and/or

- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Inattentive or Lost in Thought is used when the driver is thinking about items other than the driving task (daydreaming).

Other Distraction is used when details regarding this driver's distraction are known but none of the specified codes are applicable.

Unknown if Distracted is used when the case materials specifically indicates unknown. Also use this response when hit-and-run drivers are involved, unless the case material provides information about driver distraction/inattention.

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

GES: V21   FARS:*PC17*

Screen Heading: Vehicle Crash   Format: 2 numeric

Screen Name: Pre Movement (520-E)

Long Name: What is this vehicle's movement prior to the critical event?

SAS Name: Vehicle.P_Crash1

Oracle Name: GES.Precrash.PriorMovementID

ELEMENT VALUES

		SAS		
SCN	ORACLE	GES	FARS	
1	0	0	00	*No Driver Present*
2	1	1	01	*Going Straight*
3	2	2	02	*Decelerating in traffic lane*
4	3	3	03	*Accelerating in traffic lane*
5	4	4	04	*Starting in traffic lane*
6	5	5	05	*Stopped in traffic lane*
7	6	6	06	*Passing or overtaking another vehicle*
8	7	7	07	*Disabled or parked in travel lane*
9	8	8	08	*Leaving a parking position*
10	9	9	09	*Entering a parking position*
11	10	10	10	*Turning right*
12	11	11	11	*Turning left*
13	12	12	12	*Making a U-turn*
14	13	13	13	*Backing up (other than for parking position)*
15	14	14	14	*Negotiating a curve*
16	15	15	15	*Changing lanes*
17	16	16	16	*Merging*
18	17	17	17	*Successful avoidance maneuver to a previous critical event*
19	18	18	98	*Other (specify:)*
20	19	19	99	*Unknown*

Remarks:

Record the attribute that best describes this vehicle's activity prior to the driver's realization of an impending critical event or just prior to impact if the driver took no action or had no time to attempt any evasive maneuvers.

Actions taken by the driver, of this vehicle, **after realization** of an impending danger are captured in Attempted Avoidance Maneuver.

No Driver Present is pre-coded for in-transport motor vehicles when the element Driver Presence is coded as **No Driver Present/Not Applicable**.

Going straight is used when this vehicle's path of travel was straight ahead on the roadway without any attempted or intended changes.

Decelerating in traffic lane is used when this vehicle was traveling straight ahead within the traffic lane and was decelerating.

Accelerating in traffic lane is used when this vehicle was traveling straight ahead within the traffic lane and was accelerating.

Starting in traffic lane is used when this vehicle was in the process of starting forward from a stopped position within the traffic lane (e.g., start up from traffic signal).

Stopped in traffic lane is used when this vehicle was stopped momentarily, with the motor running within the traffic lane (e.g., stopped for traffic signal).

Passing or overtaking another vehicle is used when this vehicle was traveling straight ahead and was in the process of passing or overtaking another vehicle on the left or right.

Disabled or parked in travel lane is used when this vehicle was parked in a travel lane (e.g., double parked, disabled) with a driver present in the vehicle.

Leaving a parking position is used this vehicle was entering the travel lane from a parking area adjacent to the traffic lanes.

Entering a parking position is used when this vehicle was leaving the travel lane to a parking area adjacent to the traffic lanes (i.e., in the process of parking).

Turning right is used when this vehicle was moving forward and turned right, changing lanes from one roadway to a different roadway (e.g., from or to a driveway, parking lot or intersection).

Turning left is used when this vehicle was moving forward and turned left, changing lanes from one roadway to a different roadway (e.g., from or to a driveway, parking lot or intersection).

Making a U-turn is used when this vehicle was making a U-turn on the trafficway.

Backing up (other than for parking position) is used when this vehicle was traveling backwards within the trafficway. Do not use this attribute if the vehicle was backing into a parking space (See **Entering Parking Position**)

Negotiating a curve is used when this vehicle was continuing along a roadway that curved to the right or left.

Changing lanes is used when this vehicle was traveling straight ahead and changed travel lanes to the right or left while on the same roadway.

Merging is used when this vehicle was moving forward and merging from the left or right into a traffic lane (e.g., roadway narrows, exit/entrance ramps).

Successful avoidance maneuver to a previous critical event is used when this vehicle responded to a previous critical event and successfully avoided an impact. However, this maneuver precipitated a subsequent critical crash envelope, which resulted in this vehicle's first impact.

Other (specify:) is used when this vehicle's pre-event movement is known but none of the specified attributes are applicable. For example, vehicles traveling on off-roadway locations would be coded as "Other". The movement must be specified in the "specify box".

Unknown is used when the vehicle's movement prior to the driver's realization of an impending critical event is unknown.

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CRITCAL EVENT – PRECRASH (CATEGORY)

GES: V26

FARS:*PC18*

Format: 1 numeric

Screen Heading: Precrash Events

Screen Name: Critical Category (570-E)

Long Name: What is the critical event category for this vehicle's first impact?

SAS Name: None

Oracle Name: GES.Precrash.CrashCatEventID

ELEMENT VALUES

| | | SAS | | |
SCN	ORACLE	GES	FARS	
1	*1*	*N/A*	*1*	*This Vehicle Loss of Control Due To:*
2	*2*	*N/A*	*2*	*This Vehicle Traveling*
3	*3*	*N/A*	*3*	*Other Motor Vehicle in Lane*
4	*4*	*N/A*	*4*	*Other Motor Vehicle Encroaching into Lane*
5	*5*	*N/A*	*5*	*Pedestrian or Pedalcyclist or Other Non-Motorist*
6	*6*	*N/A*	*6*	*Object or Animal*
7	*7*	*N/A*	*7*	*Other (specify:)*
8	*8*	*N/A*	*9*	*Unknown*

Remarks:

When more than one condition applies and it cannot be determined which one had a greater effect, choose the higher listed attribute (e.g., **This Vehicle Loss of Control Due To:** takes precedence over **This Vehicle Traveling**).

This Vehicle Loss of Control Due To: is used to identify situations where the critical factor leading to the collision involved control loss of this vehicle. Control loss can be related to either mechanical failure or environmentally induced vehicle instability.

This Vehicle Traveling is used to identify situations where the critical factor leading to the collision involves the travel path of this vehicle.

Other Motor Vehicle In Lane is used to identify situations where the critical factor leading to the collision involved the travel of the other vehicle in the same lane as this vehicle.

Other Motor Vehicle Encroaching Into Lane is used to identify situations where the critical factor leading to the collision involves the other vehicle's movement into or across this vehicle's travel lane from another lane, intersection, driveway or ramp.

Pedestrian or Pedalcyclist or Other Non-Motorist is used to identify situations where the critical factor leading to the collision for this vehicle involved a pedestrian, pedalcyclist or other non-motorist. A pedalcyclist is defined as a person riding a pedal power conveyance (e.g., bicycle, tricycle, etc.). A non-motorist is defined as a person riding on or in a conveyance which is not motorized or propelled by pedaling (e.g., baby carriage, skate board, roller blades, etc.).

Object or Animal is used to identify situations where the critical factor leading to the collision for this vehicle involved an object or animal.

Other (Specify:) is used when a critical factor not previously listed resulted in the collision for this vehicle. Previous impacts in the crash are not considered as other critical precrash events. For example, use this attribute if the critical event developed from this vehicle's departure from a driveway.

Unknown is used when the critical precrash event which resulted in the collision is unknown. Missing interviews do not automatically result in the use of the "Unknown" attribute.

CRITICAL EVENT – PRECRASH (EVENT)

GES: V26   FARS:*PC19*

Screen Heading: Precrash Events   Format: 2 numeric

Screen Name: Critical Event (575-E)

Long Name: Enter the critical event for this vehicle's first
impact.

SAS Name: Vehicle.P_Crash2

Oracle Name: GES.Precrash.CriticalEventID

ELEMENT VALUES

		SAS		
SCN	ORACLE	GES	FARS	

THIS VEHICLE LOSS OF CONTROL DUE TO:

SCN	ORACLE	GES	FARS	
1	10390	1	01	**Blow out/flat tire**
2	10391	2	02	**Stalled engine**
3	10392	3	03	**Disabling vehicle failure (e.g., wheel fell off) (specify:)**
4	10393	4	04	**Non-disabling vehicle problem (e.g., hood flew up) (specify:)**
5	10394	5	05	**Poor road conditions (puddle, pothole, ice, etc.) (specify:)**
6	10395	6	06	**Traveling too fast for conditions**
7	10396	8	08	**Other cause of control loss (specify:)**
8	17547	9	09	**Unknown cause of control loss**

THIS VEHICLE TRAVELING

SCN	ORACLE	GES	FARS	
1	10397	10	10	**Over the lane line on left side of travel lane**
2	10398	11	11	**Over the lane line on right side of travel lane**
3	10399	12	12	**Off the edge of the road on the left side**
4	10400	13	13	**Off the edge of the road on the right side**
5	10425	14	14	**End departure**
6	10426	15	15	**Turning left at intersection**
7	10427	16	16	**Turning right at intersection**
8	10428	17	17	**Crossing over (passing through) intersection**
9	10429	18	18	**This vehicle decelerating**
10	10430	19	19	**Unknown travel direction**

OTHER MOTOR VEHICLE IN LANE

1	10401	50	50	Other vehicle stopped
2	10402	51	51	Traveling in same direction with lower or steady speed
3	10403	52	52	Traveling in same direction while decelerating
4	10404	53	53	Traveling in same direction with higher speed
5	10405	54	54	Traveling in opposite direction
6	10406	55	55	In crossover
7	10422	56	56	Backing
8	10423	59	59	Unknown travel direction of the other motor vehicle in lane

OTHER MOTOR VEHICLE ENCROACHING INTO LANE

1	10407	60	60	From adjacent lane (same direction) over left lane line
2	10408	61	61	From adjacent lane (same direction) over right lane line
3	10409	62	62	From opposite direction over left lane line
4	10410	63	63	From opposite direction over right lane line
5	10411	64	64	From parking lane, median, shoulder, roadside
6	10412	65	65	From crossing street, turning into same direction
7	10413	66	66	From crossing street, across path
8	10414	67	67	From crossing street, turning into opposite direction
9	10415	68	68	From crossing street, intended path not known
10	10416	70	70	From driveway, turning into same direction
11	10417	71	71	From driveway, across path
12	10418	72	72	From driveway, turning into opposite direction
13	10419	73	73	From driveway, intended path not known
14	10420	74	74	From entrance to limited access highway
15	10421	78	78	Encroachment by other vehicle - details unknown

PEDESTRIAN OR PEDALCYCLIST OR OTHER NON-MOTORIST

1	10447	80	80	Pedestrian in roadway
2	10448	81	81	Pedestrian approaching roadway
3	10438	82	82	Pedestrian unknown location
4	10449	83	83	Pedalcyclist or other non-motorist in roadway (specify:)
5	10450	84	84	Pedalcyclist or other non-motorist approaching roadway (specify:)
6	10451	85	85	Pedalcyclist or other non-motorist unknown location (specify:)

OBJECT OR ANIMAL

1	10452	87	87	Animal in roadway
2	10453	88	88	Animal approaching roadway
3	10454	89	89	Animal - unknown location

4	*10455*	*90*	*90*	*Object in roadway*
5	*10456*	*91*	*91*	*Object approaching roadway*
6	*10457*	*92*	*92*	*Object unknown location*

OTHER (SPECIFY:)

7	*10445/58*	*98*	*98*	*Other critical precrash event (specify:)*
8	*10446*	*99*	*99*	*Unknown*

Remarks:

The selection of the Critical Precrash Category will determine what Critical Precrash Events are available to select.

When more than one condition applies and it cannot be determined which one had a greater effect, choose the higher listed element.

This variable identifies the critical event which made the crash imminent (i.e., something occurred which made the collision possible). Responsive actions to this situation, if any, are coded under Attempted Avoidance Maneuver.

A Critical Precrash Event is coded for each vehicle and identifies the circumstances leading to this vehicle's first impact in the crash.

Do not refer to culpability. Many crash scenarios will suggest fault, but this should be coincidental rather than by design. As an example, vehicle 1 was speeding when vehicle 2 crossed vehicle 1's path from a driveway. The situation which made the precrash event critical for vehicle 1 (since it did not lose control) was vehicle 2's movement across vehicle 1's path **and not** vehicle 1's speed.

This Vehicle Loss Of Control Due To:

Blow out or flat tire is used when a vehicle in motion loses control as the result of an immediate tire disruption. Examples include blow out, rapid air loss, tread separation, etc.

Stalled engine refers to a vehicle which is in motion and loses engine power. A stalled engine situation must precipitate a collision to be coded in this variable. A vehicle that is stopped as the result of an engine malfunction does not take this attribute.

Disabling vehicle failure (e.g., wheel fell off) (specify:) is selected when a mechanical malfunction, such as a component of the vehicle suspension or steering system, leads to the critical reason for the collision.

Non-disabling vehicle problem (e.g., hood flew up) (specify:) is selected when some mechanical abnormality occurred to this vehicle which leads to the critical reason for the collision. The abnormality must not be disabling damage.

Poor road conditions (puddle, pot hole, ice, etc.) (specify:) captures control loss due to environmental conditions of the roadway. These conditions must have initiated the precrash event which resulted in the collision.

Traveling too fast for conditions identifies this vehicle's movement relative to its surroundings in which the subsequent loss of control lead to the collision. An example is a roadway departure on a curve where the driver failed to negotiate and departed the roadway resulting in an impact. If the driver merely steered straight while in a curve and departed the roadway, then the category **This Vehicle Traveling** may apply.

Other cause of control loss (specify:) is selected when it was determined that this vehicle's loss of control was the primary reason which made the event critical and the above attributes do not adequately identify the control loss condition.

Unknown cause of control loss is selected when it is known control loss made the situation critical, but it is unknown whether the vehicle or the environment caused the control loss.

This Vehicle Traveling

These attributes identify situations where the critical factor leading to the collision involved the travel path of this vehicle.

Over the lane line on left side of travel lane is selected when this vehicle departs its lane to the left and is entering or had entered the adjoining lane or shoulder. The change of travel path by this vehicle must precipitate the critical event for the collision. As an example, this vehicle attempts to pass another vehicle on the other vehicle's left and is struck by a vehicle traveling within its travel lane in the opposite direction.

However, by modifying the scenario slightly, the lane change may not always be the factor leading to the precrash event. Consider the same situation where this vehicle is passing to the left of the lead vehicle. If an animal runs into the roadway and is struck by this vehicle, then the correct choice would be **Animal in Roadway**.

Over the lane line on right side of travel lane is selected when this vehicle departs its lane to the right and is entering or had entered the adjoining lane or shoulder. To use this attribute, change of travel path by this vehicle must precipitate the critical event for the collision. As an example, this vehicle attempts to pass another vehicle on the other vehicle's right and is struck in the rear by a vehicle traveling within its travel lane in the same direction. The correct choice for this vehicle would be **Over the lane line on right side of travel lane**.

However, by modifying the scenario slightly the lane change may not always be the factor leading to the precrash event. Consider the same situation where this vehicle is passing to the right of the lead vehicle. If an animal runs into the roadway and is struck by this vehicle, then the correct choice would be **Animal in roadway**.

Off the edge of the road on the left side identifies a situation where the initial precrash event occurred beyond the left side shoulder area. This also includes departure into a median.

Off the edge of the road on the right side identifies a situation where the initial precrash event occurred beyond the right side shoulder area.

End departure is used when the vehicle departs the end of the roadway (e.g., "T" intersection).

Turning left at intersection is used when this vehicle attempts a left turn from its roadway to another roadway or driveway.

Turning right at intersection is used when this vehicle attempts a right turn from its roadway to another roadway or driveway.

Crossing over (passing through) intersection identifies this vehicle's travel as proceeding through the intersection without any planned turning.

This vehicle decelerating is used when the vehicle is decelerating, or has just stopped and was immediately struck.

Unknown travel direction is used for those occasions where this vehicle's travel made the situation critical, but it is unknown which travel direction this vehicle was moving.

Other Motor Vehicle In Lane

These attributes identify situations where the critical factor leading to the collision involved the travel of the other vehicle in the same lane as this vehicle.

Other vehicle stopped identifies a situation where the other vehicle is not in motion (i.e., stopped, parked, disabled) and in this vehicle's travel lane. This attribute should not be used if the other vehicle just stopped and was immediately struck.

Traveling in same direction with lower steady speed is used when the other vehicle was the lead vehicle in the same travel lane, traveling in the same direction, and was traveling slower than this vehicle

Traveling in same direction while decelerating is used when the other vehicle was the lead vehicle in the same travel lane, traveling in the same direction, and was decelerating.

Traveling in same direction with higher speed is used when the speed of the other vehicle was higher than this vehicle or accelerating. The other vehicle must be overtaking this vehicle.

Traveling in opposite direction is used when the other vehicle was in this vehicle's travel lane and traveling head-on in the opposite direction of this vehicle.

In crossover is used when the other vehicle enters a crossover already occupied by this vehicle. A crossover is defined as a designated opening within a median used primarily for "u-turns".

Backing identifies a situation where the other vehicle was in the process of backing up while in this vehicle's travel lane.

Unknown travel direction of other motor vehicle in lane is used for situations where the other vehicle's activity (while in the same lane as this vehicle) precipitated the precrash event, but the travel direction and/or speed could not be determined.

Other Motor Vehicle Encroaching Into Lane

These attributes identify situations where the critical factor leading to the collision involved the other vehicle's movement into or across this vehicle's travel lane from another lane, intersection, driveway or ramp.

From adjacent lane (same direction) over left lane line is used when the other vehicle was traveling in the same direction as this vehicle and crosses the left lane line with respect to this vehicle's travel lane (i.e., other vehicle crosses its right lane line).

From adjacent lane (same direction) over right lane line is used when the other vehicle was traveling in the same direction as this vehicle and crosses the right lane line with respect to this vehicle's travel lane (i.e., other vehicle crosses its left lane line).

From opposite direction over left lane line identifies a situation where the other vehicle crosses the left lane line while traveling in the opposite direction from this vehicle.

From opposite direction over right lane line identifies a situation where the other vehicle crosses the right lane line while traveling in the opposite direction from this vehicle.

From parking lane, median, shoulder, roadside is selected when the other vehicle was departing one of these trafficway components and entering the travel lane of this vehicle.

From crossing street, turning into same direction is used when the other vehicle was turning from another roadway onto this vehicle's roadway and attempted to travel in the same

direction as this vehicle. Use this attribute for entrance ramps leading onto limited access highways.

From crossing street, across path is used when the other vehicle was continuing straight through the intersection and attempted to cross over this vehicle's roadway.

From crossing street, turning into opposite direction is used when the other vehicle was entering an intersection from another roadway and was turning or attempting to turn onto this vehicle's roadway in the opposite travel direction of this vehicle.

From crossing street, intended path not known is used when the other vehicle's entrance into the intersection was the critical factor which led to the collision, however, the other vehicle's travel direction could not be determined.

From driveway, turning into same direction is used when the other vehicle was turning from a driveway onto this vehicle's roadway and attempted to travel in the same direction as this vehicle.

From driveway, across path is used when the other vehicle was entering this vehicle's roadway from a driveway and was continuing straight across to another driveway or roadway.

From driveway, turning into opposite direction is used when the other vehicle was entering this vehicle's roadway from a driveway and was attempting to turn into the opposite travel direction of this vehicle.

From driveway, intended path not known is used to identify driveway-related precrash events where details surrounding the other vehicle's intended path are not known.

From entrance to limited access highway is used for entrance ramp situations where the other vehicle was attempting to enter (merge) onto the limited access highway that was being traveled by this vehicle.

Encroachment by other vehicle details unknown is used for situations where the other vehicle initiated the critical precrash event, but circumstances surrounding the other vehicle's encroachment are unknown.

Pedestrian or Pedalcyclist or Other Non-Motorist

These attributes identify situations where the critical factor leading to the collision for this vehicle involved a pedestrian, pedalcyclist, or other non-motorist. A pedalcyclist is defined as a person riding a pedal powered conveyance (e.g., bicycle, tricycle, etc.). A non-motorist is defined as a person riding on or in a conveyance which is not motorized or propelled by pedaling (e.g., baby carriage, skate board, roller blades, etc.).

Pedestrian in roadway is used when a pedestrian was present (e.g., sitting, standing, walking or running, etc.) in the roadway.

Pedestrian approaching roadway identifies situations where a pedestrian was within the trafficway and moving toward the roadway or attempting to enter the roadway, but was not on the roadway.

Pedestrian unknown location is used when it was determined the presence or action of a pedestrian was the critical factor which lead to this vehicle's collision, but the location or action of the pedestrian was not known.

Pedalcyclist or other non-motorist in roadway, (specify:) is selected when a pedalcyclist or other non-motorist was present in the roadway (irrespective of relative motion).

Pedalcyclist or other non-motorist approaching roadway (specify:) identifies situations where the pedalcyclist or other non-motorist was within the trafficway and moving toward the roadway or attempting to enter the roadway, but was not on the roadway.

Pedalcyclist or other non-motorist unknown location (specify:) is used when it was determined the presence or action of a pedalcyclist or other non-motorist was the critical factor which led to this vehicle's collision, but the action of the pedalcyclist or other non-motorist was not known.

Object or Animal

These attributes identify situations where the critical factor leading to the collision for this vehicle involved an object or animal.

Animal in roadway is used when an animal was present (i.e., stationary or moving) in the roadway.

Animal approaching roadway identifies situations where an animal was within the trafficway and moving toward the roadway or attempting to enter the roadway, but not on the roadway.

Animal - unknown location is used when it was determined the presence or action of an animal was the critical factor which led to this vehicle's collision, but the action of the animal was not known.

Object in roadway is used when an object was present in the roadway. An object is defined as being either fixed or non-fixed (only non-fixed objects are captured in this attribute).

Object approaching roadway identifies situations where an object was within the trafficway and moving toward the roadway, but not on the roadway.

Object unknown location is selected when it was determined the presence or movement of an object was the critical factor which led to this vehicle's collision, but details surrounding the location of the object were not known.

Other (specify:)

These attributes identify situations where the critical factor leading to the collision for this vehicle was not previously listed.

Other Critical Precrash Event (specify:) is used when a critical factor not previously listed resulted in the collision for this vehicle. Previous impacts in the crash **are not** considered as "other critical precrash events".   For example, use this code if the critical event developed from this vehicle's departure from a driveway.

Unknown is used when the critical precrash event that resulted in the collision is not known.

Precrash Event Scenarios for Different Rear-End Collision Situations

Two Vehicle Collisions

			Trail Vehicle	**Lead Vehicle**
1)	Both vehicles in motion. Leading vehicle, traveling at steady speed, is struck from behind by trailing vehicle.	Pre-Event Movement	Going straight	Going straight
		Critical Precrash Category	Other motor vehicle in Lane	Other motor vehicle In lane
		Critical Precrash Event	Traveling in same direction with lower steady speed	Traveling in same direction with higher speed
2)	Both vehicles traveling at same speed. Lead vehicle decelerates and trailing vehicle continues at initial speed. Trailing vehicle eventually applies brakes before striking the lead vehicle.	Pre-Event Movement	Going straight	Going straight
		Critical Precrash Category	Other motor vehicle in lane	This vehicle traveling
		Critical Precrash Event	Traveling in same direction while decelerating	This vehicle decelerating
3)	Both vehicles traveling at same speed. Lead vehicle stops and is immediately struck by trailing vehicle.	Pre-Event Movement	Going straight	Going straight
		Critical Precrash Category	Other motor vehicle in lane	Other motor vehicle in lane
		Critical Precrash Event	Traveling in same direction while decelerating	Traveling in same direction with higher speed
4)	Lead vehicle is stopped on roadway and is struck by a trailing vehicle.	Pre-Event Movement	Going straight	Stopped in traffic
		Critical Precrash Category	Other motor vehicle in lane	Other motor vehicle in lane
		Critical Precrash Event	Other vehicle stopped	Traveling in same direction with higher speed
5)	Lead and trailing vehicle stopped on roadway. Lead vehicle backs into trailing vehicle.	Pre-Event Movement	Stopped in traffic lane	Stopped in traffic lane
		Critical Precrash Category	Other motor vehicle in lane	Other motor vehicle in lane
		Critical Precrash Event	Backing	Other vehicle stopped

Three Vehicle Collisions

			Trail Vehicle	**Middle Vehicle**	**Lead Vehicle**
6)	Two vehicles stopped in traffic, struck by decelerating trailing vehicle	Pre-Event Movement	Decelerating	Stopped in traffic	Stopped in traffic
		Critical Precrash Category	Other motor vehicle in lane	Other motor vehicle in lane	Other motor vehicle in lane
		Critical Precrash Event	Other vehicle stopped	Traveling in same direction while decelerating	Traveling in same direction with higher speed
7)	Lead vehicle stopped in traffic, middle vehicle decelerating, trailing vehicle strikes middle vehicle which strikes lead vehicle.	Pre-Event Movement	Going straight	Decelerating	Stopped in traffic
		Critical Precrash Category	Other motor vehicle in lane	Other motor vehicle in lane	Other motor vehicle in lane
		Critical Precrash Event	Traveling in same direction while decelerating	Traveling in same direction with higher speed	Traveling in same direction with higher speed

ATTEMPTED AVOIDANCE MANEUVER

GES: V27

Screen Heading: Attempted Avoidance Maneuver

Screen Name: Corrective Action (585-E)

Long Name: What corrective action(s) are attempted by this driver?

SAS Name: Vehicle.P_Crash3

Oracle Name: GES.CorrectiveAction.CorrectActionID

FARS:*PC20*

Format: 2 numeric

ELEMENT VALUES

SCN	ORACLE	SAS GES	SAS FARS	
1	17132	0	*00*	*No Driver Present*
2	26375	1	*01*	*No Avoidance Maneuver*
3	26376	2	*02*	*Braking (no lockup)*
4	26383	3	*03*	*Braking (lockup)*
5	17127	4	*04*	*Braking (lockup unknown)*
6	17128	5	*05*	*Releasing brakes*
7	26380	6	*06*	*Steering left*
8	26381	7	*07*	*Steering right*
9	26406	8	*08*	*Braking and steering left*
10	26620	9	*09*	*Braking and steering right*
11	26382	10	*10*	*Accelerating*
12	17130	11	*11*	*Accelerating and steering left*
13	17131	12	*12*	*Accelerating and steering right*
14	26621	98	*98*	*Other actions (specify:)*
15	26622	99	*99*	*Unknown*

Remarks:

Attempted avoidance maneuvers are movements/actions taken by the driver, within a critical crash envelope, in response to a Critical Precrash Event. See **Precrash Data Overview** for an expanded discussion on precrash definitions. Attempted avoidance maneuvers occur after the driver has realization of an impending danger. This element assesses what the driver's action(s) was in response to his/her realization.

This variable may be used independently: (1) of any maneuvers associated with this driver's Crash Type, and (2) this vehicle's first associated crash event.

Select the attribute which best describes the actions taken by the driver in response to the Critical Precrash Event, within the critical crash envelope that occurred just prior to this vehicle's impact. When there was a known action (e.g., braking), but you cannot determine whether there was more than one action (e.g., braking and steering left), default to the known action (e.g., braking).

No Driver Present is pre-coded for in-transport motor vehicles when the element Driver Presence is coded as **No Driver Present/Not Applicable**.

No Avoidance Maneuver is selected whenever the driver did not attempt any evasive (pre-impact) maneuvers.

Braking (no lockup) is selected when there is no indication that the brakes locked up. This attribute can be used with vehicles equipped with anti-lock braking systems (ABS) that perform as designed.

Braking (lockup) is selected when there is indication that the brakes locked up. This attribute is generally not a valid choice for vehicles with anti-lock braking systems (ABS) unless definite evidence of lockup exists.

GES SPECIAL INSTRUCTION:

Other Actions, (Specify:) is used when the Police Accident Report indicates the driver took certain avoidance actions, but none of the specified attributes apply. This value also applies when there are reported movements / actions taken by the driver with no information provided about the driver's specific actions. (e.g., "The driver of Vehicle 2 attempted to avoid the collision, but was unsuccessful").

Unknown is used when it cannot be determined from any section of the PAR if the driver attempted an avoidance maneuver.

PRE-IMPACT STABILITY

GES: V28

Screen Heading: Regarding Vehicle # ___

FARS:**PC21**

Format: 1 numeric

Screen Name: Vehicle Control (590-E)

Long Name: What is the pre-impact stability of this vehicle?

SAS Name: Vehicle.PCrash4

Oracle Name:
VEHILCEPRECRASH.PICKPREIMPACTSTABILITY

ELEMENT VALUES

SCN	ORACLE	SAS GES	SAS FARS	
1	10207	0	*0*	*No Driver Present*
2	10208	1	*1*	*Tracking*
3	10209	2	*2*	*Skidding longitudinally rotation less than 30 degrees*
4	10210	3	*3*	*Skidding laterally clockwise rotation*
5	10211	4	*4*	*Skidding laterally counterclockwise rotation*
6	10215	7	*7*	*Other vehicle loss-of-control (specify:)*
7	10216	9	*9*	*Precrash stability unknown*

Remarks:

The purpose of this variable is to assess the stability of the vehicle **after** the critical event, but before the impact. The stability of the vehicle prior to an avoidance action is not considered except in the following situation:

A vehicle that is out of control (e.g., yawing clockwise) prior to an avoidance maneuver is indicated as **Other vehicle loss-of-control (specify:)** only if an avoidance action was taken in response to an impending danger.

Thus, this variable focuses upon this vehicle's dynamics after the critical event.

No Driver Present is pre-coded for in-transport motor vehicles when the element Driver Presence is coded as **No Driver Present/Not Applicable**.

Tracking is used when there is no brake lockup and the vehicle continued along its intended path without rotation. Stopped, slowing, turning or accelerating to avoid a rear-end collision are examples.

Skidding longitudinally rotation less than 30 degrees is selected when there is brake lockup or whenever tire marks are apparent without brake lockup (braking or non-braking) and rotation is less than 30 degrees clockwise or counterclockwise. If there is no information to support rotation greater than or equal to 30 degrees, then use this attribute.

Skidding laterally clockwise rotation is selected when the vehicle rotates clockwise, relative to the driver's seating position. The vehicle must rotate 30 degrees or more. This attribute also applies when the driver attempts a steering input (i.e., steers right), but the vehicle rotates clockwise.

Skidding laterally counterclockwise rotation is selected when the vehicle rotates counterclockwise, relative to the driver's seating position. The vehicle must rotate 30 degrees or more. This attribute also applies when the driver attempts a steering input (i.e., swerves left), but the vehicle rotates counterclockwise.

Other vehicle loss-of-control (specify:) is selected when a driver loses control of a vehicle prior to the critical event.

Precrash stability unknown is selected when the stability of the vehicle, after the Critical Event, cannot be determined.

PRE-IMPACT LOCATION

GES: V29   FARS:*PC22*

Screen Heading: Regarding Vehicle # ___   Format: 1 numeric

Screen Name: Vehicle Location (600-E)

Long Name: What is the pre-impact location of this vehicle?

SAS Name: Vehicle.PCrash5

Oracle Name: GES.Precrash.LocationID

ELEMENT VALUES

		SAS		
SCN	**ORACLE**	**GES**	**FARS**	
1	*1*	*0*	*0*	*No Driver Present*
2	*2*	*1*	*1*	*Stayed in original travel lane*
3	*3*	*2*	*2*	*Stayed on roadway, but left original travel lane*
4	*4*	*3*	*3*	*Stayed on roadway, not known if left original travel lane*
5	*5*	*4*	*4*	*Departed roadway*
6	*6*	*5*	*5*	*Remained off roadway*
7	*7*	*6*	*6*	*Returned to roadway*
8	*8*	*7*	*7*	*Entered roadway*
9	*9*	*99*	*9*	*Unknown*

Remarks:

The purpose of this variable is to assess the location of the vehicle **after** the critical event, but before the impact. Select the attribute which best describes the location of the vehicle (i.e., perimeter of the vehicle from the case diagram).

No Driver Present is used when there is no driver in this vehicle.

Stayed in original travel lane is selected when the vehicle remained within the boundaries of its initial travel lane.

Stayed on roadway but left original travel lane is selected when the perimeter of the vehicle departed its initial travel lane; however, the vehicle remained within the boundaries of the roadway (travel lanes).

Stayed on roadway, not known if left original travel lane is selected when it cannot be ascertained whether the vehicle remained within its initial travel lane. To use this attribute, the vehicle must have remained within the boundaries of the roadway.

Departed roadway is selected when the vehicle departed the roadway as a result of a precrash motion. The roadway departure must not be related to the post-impact trajectory of a crash within the roadway.

Remained off roadway the precrash motion occurred outside the boundaries of the roadway. This includes traveling on the shoulders, within the median, on the roadside, or off the trafficway.

Returned to roadway is selected when the vehicle was on the roadway, went off the roadway and then returned to the roadway during precrash motion.

Entered roadway is selected when the vehicle was not previously on the roadway and then the vehicle enters the roadway during precrash motion.

Unknown the precrash motion of the vehicle cannot be determined.

CRASH TYPE

GES: V23

Screen Heading: Vehicle Crash

FARS:*PC23*

Format: 2 numeric

Screen Name: Category (540-E)

Long Name: What is the crash type category for the first harmful event?

SAS Name: None / None / Vehicle.Acc_Type

Oracle Name: GES.Vehicle.CrashConfigID, GES.Vehicle.CrashCatID, GES.Vehicle.CrashTypeID

ELEMENT VALUES
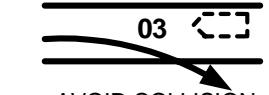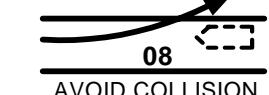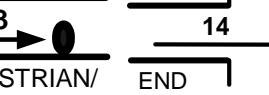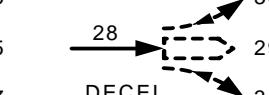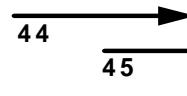
		SAS		
SCN	ORACLE	GES	FARS	
				As assigned by the selection on the next screens
1	*00*	*00*	*00*	*No Impact*
				01-93
3	*98*	*98*	*98*	*Other Crash Type*
4	*99*	*99*	*99*	*Unknown*
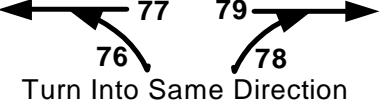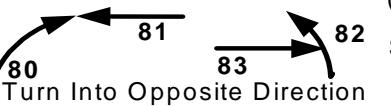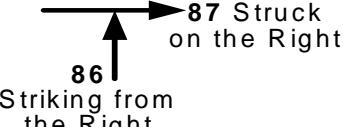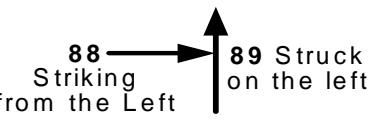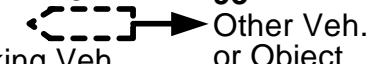
Remarks:

The Crash Type is a numeric value assigned by selecting the **Crash Category** and the **Crash Configuration** on the next screens/pages. The number can be directly entered or edited here, however, the two-step process of selecting the Crash Category And Crash Configuration is preferred to visualize the crash scenario.

The first harmful event may include a collision between a vehicle and some object, accompanied by property damage or human injury. The object may be another vehicle, a person, an animal, a fixed object, the road surface or the ground. If the first collision is a rollover, the impact is with the ground or road surface. The collision may also involve plowing into soft ground, if severe vehicle deceleration results in damage or injury. A road departure without damage or injury is not defined as a harmful event.

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Cate-gory	Config-uration	CRASH TYPES (includes intent)				
I Single Driver	**A** Right Roadside Departure	**01** DRIVE OFF ROAD	**02** CONTROL/ TRACTION LOSS	**03** AVOID COLLISION WITH VEH., PED., ANIM.	**04** SPECIFICS OTHER	**05** SPECIFICS UNKNOWN
	B Left Roadside Departure	**06** DRIVE OFF ROAD	**07** CONTROL/ TRACTION LOSS	**08** AVOID COLLISION WITH VEH., PED., ANIM.	**09** SPECIFICS OTHER	**10** SPECIFICS UNKNOWN
	C Forward Impact	**11** PARKED VEH.	**12** STA. OBJECT	**13** PEDESTRIAN/ ANIMAL	**14** END DEPARTURE	**15** SPECIFICS OTHER / **16** SPECIFICS UNKNOWN
II Same Trafficway Same Direction	**D** Rear End	**20** **22** **21** **23** STOPPED 21, 22, 23	**24** **26** **25** **27** SLOWER 25, 26, 27	**28** **30** **29** **31** DECEL. 29, 30, 31	(EACH - **32**) SPECIFICS OTHER	(EACH - **33**) SPECIFICS UNKNOWN
	E Forward Impact	**34** **35** CONTROL/ TRACTION LOSS	**36** **37** CONTROL/ TRACTION LOSS	**38** **39** AVOID COLLISION WITH VEH.	**40** **41** AVOID COLLISION WITH OBJECT	(EACH - **42**) SPECIFICS OTHER / (EACH - **43**) SPECIFICS UNKNOWN
	F Angle, Sideswipe	**44** **45** **46** **45** **47**			(EACH - **48**) SPECIFICS OTHER	(EACH - **49**) SPECIFICS UNKNOWN
III Same Trafficway Opposite Direction	**G** Head-On	**50** **51**	(EACH - **52**) SPECIFICS OTHER	(EACH - **53**) SPECIFICS UNKNOWN		
	H Forward Impact	**54** **55** CONTROL/ TRACTION LOSS	**56** **57** CONTROL/ TRACTION LOSS	**58** **59** AVOID COLLISION WITH VEH.	**60** **61** AVOID COLLISION WITH OBJECT	(EACH - **62**) SPECIFICS OTHER / (EACH - **63**) SPECIFICS UNKNOWN
	I Angle, Sideswipe	**64** **65** Lateral Moves	(EACH - **66**) SPECIFICS OTHER	(EACH - **67**) SPECIFICS UNKNOWN		

IV Change Trafficway Vehicle Turning	**J** Turn Across Path	**68** **69** Initial Opposite Directions	**71** **70** **73** **72** Initial Same Directions	(EACH **- 74**) SPECIFICS OTHER	(EACH **- 75**) SPECIFICS UNKNOWN
	K Turn Into Path	**76** **77** **79** **78** Turn Into Same Direction	**80** **81** **83** **82** Turn Into Opposite Direction	(EACH **- 84**) SPECIFICS OTHER	(EACH **- 85**) SPECIFICS UNKNOWN
V Intersect Paths	**L** Straight Paths	**87** Struck on the Right **86** Striking from the Right	**88** Striking from the Left **89** Struck on the left	(EACH **- 90**) SPECIFICS OTHER	(EACH **- 91**) SPECIFICS UNKNOWN
VI Misc.	**M** Backing, Etc.	**92** **93** Other Veh. Backing Veh. or Object	**98** Other Accident Type **99** Unknown Accident Type **00** No Impact		
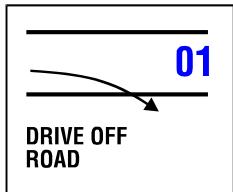
CRASH TYPES (includes intent)

Category I. Single Driver

Configuration A. Right Roadside Departure
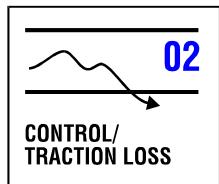
The vehicle departed the right side of the road with the first harmful event occurring off the road.

01 Right Roadside Departure: Drive Off Road
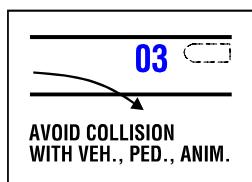
Use **Right Roadside Departure: Drive Off Road** when the vehicle departed the road under a controlled situation (e.g., the driver was distracted, fell asleep, intentionally departed, etc.)

02 Right Roadside Departure: Control/Traction Loss

Use **Right Roadside Departure: Control/Traction** when there is evidence that the vehicle lost traction or "got away" from the driver in some other way (e.g., the vehicle spun off the road as a result of surface conditions, oversteer phenomena or mechanical malfunctions). If doubt exists, use **Right Roadside Departure, Drive Off Road**.

03 Right Roadside Departure: Avoid Collision With Vehicle, Pedestrian, Animal
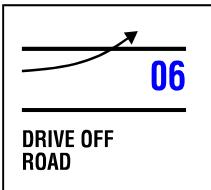
Use **Right Roadside Departure: Avoid Collision With Vehicle, Pedestrian, Animal** when the vehicle departed the road to avoid something on the road. Phantom vehicle situations, pedestrians, bicyclists, and other cyclists and non-motorists are included here.

04 Right Roadside Departure: Specifics Other

04
**SPECIFICS
OTHER**
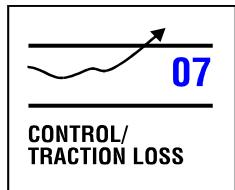
Use **Right Roadside Departure: Specifics Other** if the vehicle departed the road to avoid something on the road other than a vehicle, pedestrian or animal. Also use "Specifics Other" for crashes involving a driverless in-transport vehicle.

05 Right Roadside Departure: Specifics Unknown

05
**SPECIFICS
UNKNOWN**

Use **Right Roadside Departure: Specifics Unknown** if the vehicle departed the right side of the road for unknown reasons.

Configuration B. Left Roadside Departure

06 Left Roadside Departure: Drive Off Road
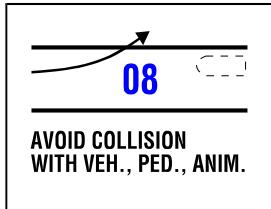
06
**DRIVE OFF
ROAD**

Use **Left Roadside Departure: Drive Off Road** when the vehicle departed the road under a controlled situation (e.g., the driver was distracted, fell asleep, intentionally departed, etc.)

07 Left Roadside Departure: Control/Traction Loss

07
**CONTROL/
TRACTION LOSS**

Use **Left Roadside Departure: Control/Traction Loss** if there is evidence that the vehicle lost traction or "got away" from the driver in some other way (e.g., the vehicle spun off the road

as a result of surface conditions, oversteer phenomena or mechanical malfunctions.) If doubt exists, use **Left Roadside Departure, Drive Off Road**.

08 Left Roadside Departure: Avoid Collision With Vehicle, Pedestrian, Animal

Use **Left Roadside Departure: Avoid Collision With Vehicle, Pedestrian, Animal** when the vehicle departed the road to avoid something on the road. Phantom vehicle situations, pedestrians, bicyclists, and other cyclists and non-motorists are included here.

09 Left Roadside Departure: Specifics Other

Use **Left Roadside Departure: Specifics Other** if the vehicle departed the road to avoid something on the road other than a vehicle, pedestrian or animal. Also, use "Specifics Other" for crashes involving a driverless in-transport vehicle.

10 Left Roadside Departure: Specifics Unknown
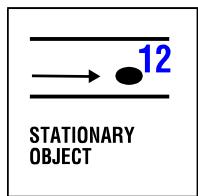
Use **Left Roadside Departure: Specifics Unknown** if the vehicle departed the left side of the road for unknown reasons.

Configuration C. Forward Impact
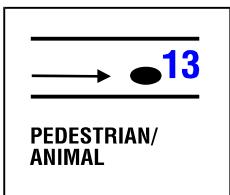
The vehicle struck an object on the road or off the end of a trafficway while moving forward.

11 Forward Impact: Parked Vehicle
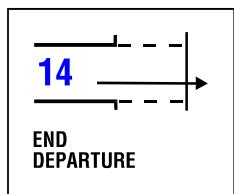
Use **Forward Impact: Parked Vehicle** if the crash involves impact with a parked vehicle on either side of the road.

12 Forward Impact: Stationary Object

Use **Forward Impact: Stationary Object** if the crash involves impact with a stationary object on either side of the road.

13 Forward Impact: Pedestrian/Animal

Use **Forward Impact: Pedestrian/Animal** if the first harmful event involves impact with a pedestrian or animal on either side of the road. Pedestrians, bicyclists, and other cyclists and non-motorists are included here. Vehicle plane of contact is NOT a consideration.

14 Forward Impact: End Departure

Use **Forward Impact: End Departure** when the vehicle ran off the end of the road and crashed into something.

15 Forward Impact: Specifics Other

```
15
SPECIFICS
OTHER
```

Use **Forward Impact: Specifics Other** for impacted (striking or struck) trains and non-stationary objects on the road. Also use "Specifics Other" for crashes involving a driverless in-transport vehicle.

16 Forward Impact: Specifics Unknown

```
16
SPECIFICS
UNKNOWN
```
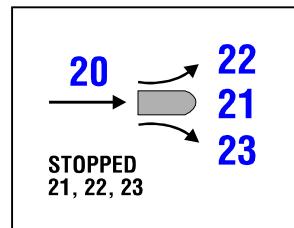
Use **Forward Impact: Specifics Unknown** when the PAR indicates a single driver was involved in a forward impact collision, but no further classification is possible.

Category II. Same Trafficway, Same Direction
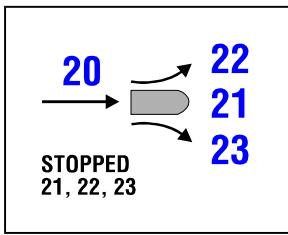
Configuration D. Rear-End

The front of the overtaking vehicle impacted the rear of the other vehicle. Note, even if the rear-impacted vehicle had started to make a turn, code here (not in Category IV - Change in Trafficway, Vehicle Turning).

20 Rear-End: Stopped

```
20      22
        21
        23
STOPPED
21, 22, 23
```
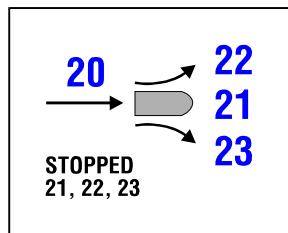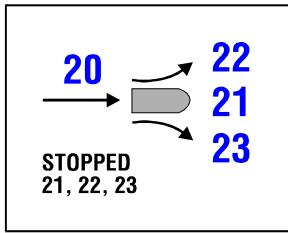
Use **Rear-End: Stopped** for a vehicle that impacts another vehicle from the rear when the impacted vehicle was stopped in the trafficway.

21 Rear-End: Stopped, Straight

Use **Rear-End: Stopped, Straight** for a rear-impacted vehicle that was stopped in the trafficway, and was intending to proceed straight ahead.
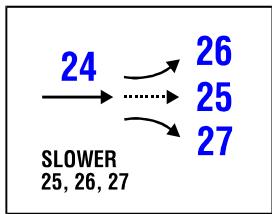
22 Rear-End: Stopped, Left

Use **Rear-End: Stopped, Left** for a rear-impacted vehicle that was stopped in the trafficway, intending to make a left turn.

23 Rear-End: Stopped, Right
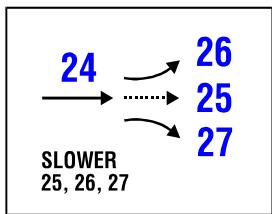
Use **Rear-End: Stopped, Right** for a rear-impacted vehicle that was stopped in the trafficway, intending to make a right turn.

24 Rear-End: Slower
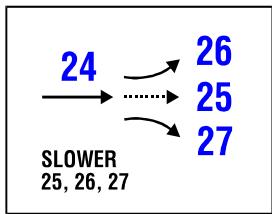
Use **Rear-End: Slower** for a vehicle that impacts another vehicle from the rear when the impacted vehicle was going slower than the striking vehicle.

25 Rear-End: Slower, Going Straight
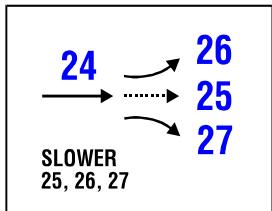
Use **Rear-End: Slower, Going Straight** for a rear-impacted vehicle that was going slower than the other vehicle while proceeding straight ahead.

26 Rear-End: Slower, Going Left
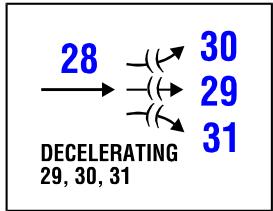
Use **Rear-End: Slower, Going Left** for a rear-impacted vehicle that was going slower than the other vehicle while intending to turn left.
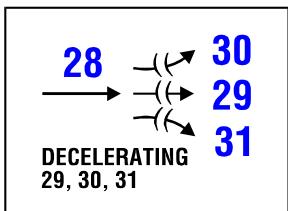
27 Rear-End: Slower, Going Right
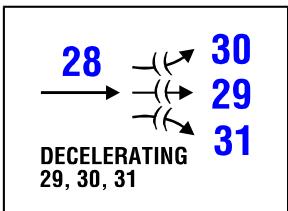
Use **Rear-End: Slower, Going Right** for a rear-impacted vehicle that was going slower than the other vehicle while intending to turn right.

28 Rear-End: Decelerating (Slowing)
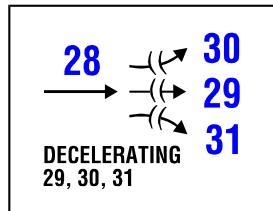
Use **Rear-End: Decelerating (Slowing**) for a vehicle which impacts another vehicle from the rear when the impacted vehicle was slowing down.

29 Rear-End: Decelerating (Slowing), Going Straight

Use **Rear-End: Decelerating (Slowing), Going Straight** for a rear-impacted vehicle that was slowing down while proceeding straight ahead.

30 Rear-End: Decelerating (Slowing), Going Left

Use **Rear-End: Decelerating (Slowing), Going Left** for a rear-impacted vehicle that was slowing down while intending to turn left.

31 Rear-End: Decelerating (Slowing), Going Right

Use **Rear-End: Decelerating (Slowing), Going Right** for a rear-impacted vehicle that was slowing down while intending to turn right.

32 Rear-End: Specifics Other

```
EACH: 32
SPECIFICS
OTHER
```

Use **Rear-End: Specifics Other** for rear-end collisions which cannot be described in "20-31."
Enter "Specifics Other" for crashes involving a driverless in-transport vehicle.

33 Rear-End: Specifics Unknown
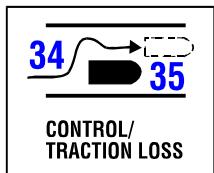
```
EACH: 33
SPECIFICS
UNKNOWN
```

Use **Rear-End: Specifics Unknown** when the PAR indicates a rear-end collision occurred,
but no further classification is possible.

Configuration E. Forward Impact
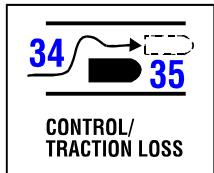
The front of the overtaking vehicle impacted the rear of the other vehicle, following a steering
maneuver around a noninvolved vehicle or object.

34 Forward Impact: Control/Traction Loss

```
34      35
CONTROL/
TRACTION LOSS
```

Use **Forward Impact: Control/Traction Loss** for a vehicle that's frontal area impacts another
vehicle due to loss of control or traction (during a maneuver to avoid a collision with a
non-involved vehicle) while both are traveling on the same trafficway in the same direction.

35 Forward Impact: Control/Traction Loss

```
34      35
CONTROL/
TRACTION LOSS
```
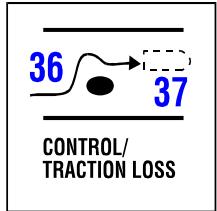
Use **Forward Impact: Control/Traction Loss** for a vehicle that is impacted by the frontal
area of another vehicle due to loss of control or traction (during a maneuver to avoid a collision
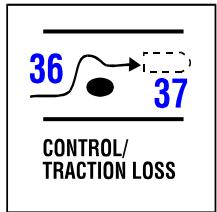
with a non-involved vehicle) while both are traveling on the same trafficway in the same direction.

36 Forward Impact: Control/Traction Loss
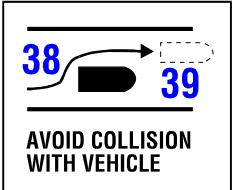
Use **Forward Impact: Control/Traction Loss** for a vehicle that's frontal area impacts another vehicle due to loss of control or traction (during a maneuver to avoid a collision with an object) while both are traveling on the same trafficway in the same direction.

37 Forward Impact: Control/Traction Loss
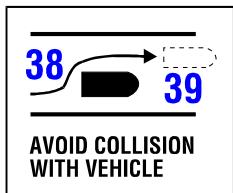
Use **Forward Impact: Control/Traction Loss** for a vehicle that is impacted by the frontal area of another vehicle due to loss of control or traction (during a maneuver to avoid a collision with an object) while both are traveling on the same trafficway in the same direction.

38 Forward Impact: Avoid Collision with Vehicle
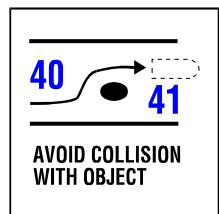
Use **Forward Impact: Avoid Collision with Vehicle** for a vehicle that struck the rear of another vehicle with its front plane while maneuvering to avoid collision with a non-involved vehicle, when loss of control or traction was not a factor, and both were traveling on the same trafficway, in the same direction.

39 Forward Impact: Avoid Collision with Vehicle
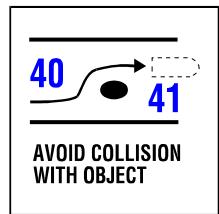
AVOID COLLISION
WITH VEHICLE

Use **Forward Impact: Avoid Collision with Vehicle** for a vehicle that was impacted by the frontal area of another vehicle which was maneuvering to avoid a collision with a non-involved vehicle, when loss of control or traction was not a factor, and both were traveling on the same trafficway, in the same direction.

40 Forward Impact: Avoid Collision with Object

AVOID COLLISION
WITH OBJECT

Use **Forward Impact: Avoid Collision with Object** for a vehicle that struck the rear of another vehicle with its front plane while maneuvering to avoid collision with an object, when loss of control or traction was not a factor, and both were traveling on the same trafficway, in the same direction.

41 Forward Impact: Avoid Collision with Object

AVOID COLLISION
WITH OBJECT

Use **Forward Impact: Avoid Collision with Object** for a vehicle that was impacted by the frontal area of another vehicle that was maneuvering to avoid a collision with an object, when loss of control or traction was not a factor, and both were traveling on the same trafficway, in the same direction.

42 Forward Impact: Specifics Other

```
EACH: 42
SPECIFICS
OTHER
```

Use **Forward Impact: Specifics Other** (for both vehicles) for a forward impact collision that occurred while both vehicles were traveling on the same trafficway, in the same direction, and the striking vehicle was attempting to avoid a vehicle or an object that cannot be described by "34 - 40."

Also, use this code for crashes involving a driverless in-transport vehicle that would otherwise qualify for this configuration.

43 Forward Impact: Specifics Unknown

```
EACH: 43
SPECIFICS
UNKNOWN
```

Use **Forward Impact: Specifics Unknown** when the PAR indicates that a forward impact collision occurred while both vehicles were traveling on the same trafficway and in the same direction, but no further classification was possible.

Configuration F. Sideswipe/Angle

The two vehicles are involved in an impact involving the side of one or both vehicles.

The following four attributes, **Sideswipe/Angle, straight ahead on left**, **Sideswipe/Angle, straight ahead on left/right**, **Sideswipe/Angle, changing lanes to the right** and **Sideswipe/Angle, changing lanes to the left** identify relative vehicle positions (left versus right) and lane of travel intentions (straight ahead versus changing lanes). From these four codes, four combinations are permitted. They are:

1. **Sideswipe/Angle, straight ahead on left** and **Sideswipe/Angle, straight ahead on left/right.**
2. **Sideswipe/Angle, changing lanes to the right** and **Sideswipe/Angle, straight ahead on left/right.**
3. **Sideswipe/Angle, straight ahead on left/right** and **Sideswipe/Angle, changing lanes to the left.**
4. **Sideswipe/Angle, changing lanes to the right** and **Sideswipe/Angle, changing lanes to the left.**

When used in combination, these codes refer to a sideswipe or angle collision that involved a vehicle to the left of a vehicle to the right where:

1. neither vehicle (**Sideswipe/Angle, straight ahead on left** and **Sideswipe/Angle, straight ahead on left/right**) intended to change its lane;
2. the vehicle on the left (**Sideswipe/Angle, changing lanes to the right**) was changing lanes to the right, and the vehicle on the right (**Sideswipe/Angle, straight ahead on left/right**) was not intending to change its lane;
3. the vehicle on the left (**Sideswipe/Angle, straight ahead on left/right**) was not intending to change its lane, and the vehicle on the right (**Sideswipe/Angle, changing lanes to the left**) was changing lanes to the left, and
4. the vehicle on the left (**Sideswipe/Angle, changing lanes to the right**) was changing lanes to the right, and the vehicle on the right (**Sideswipe/Angle, changing lanes to the left**) was changing lanes to the left.

In addition, when:

1. the right sides of the two vehicles impact following a 180 degree rotation of the vehicle on the right, or
2. the left sides of the two vehicles impact following a 180 degree rotation of the vehicle on the left.

Select the appropriate combination depending upon:
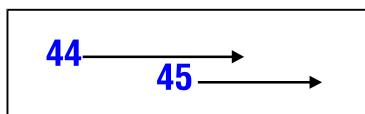
1. their positions (i.e., left versus right) and
2. the intended lane of travel (straight ahead versus changing lanes) of their drivers.

44 Sideswipe/Angle: Straight Ahead on Left
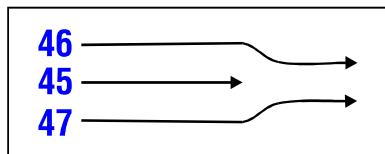
See discussion under Configuration F. Sideswipe/Angle, above for an explanation of when this attribute applies.
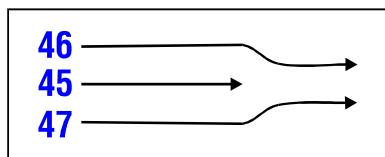
45 Sideswipe/Angle: Straight Ahead on Left/Right

See discussion under Configuration F. Sideswipe/Angle, above for an explanation of when this attribute applies.

46 Sideswipe/Angle: Changing Lanes to the Right

See discussion under Configuration F. Sideswipe/Angle, above for an explanation of when this attribute applies.

47 Sideswipe/Angle: Changing Lanes to the Left

See discussion under Configuration F. Sideswipe/Angle, above for an explanation of when this attribute applies.

48 Sideswipe/Angle: Specifics Other

Use **Sideswipe/Angle: Specifics Other** if one vehicle was behind the other prior to a sideswipe/angle collision occurring while both vehicles were traveling on the same trafficway and in the same direction.

For example, use this code when two vehicles are on the same trafficway and going the same direction, and one loses control and is struck in the side by the front of the other vehicle. However, if one vehicle rotates such that the impact is front to front, then use code "98" (Other crash type).

Use **Sideswipe/Angle: Specifics Other** for crashes involving a driverless in-transport vehicle.

49 Sideswipe/Angle: Specifics Unknown

```
EACH: 49

SPECIFICS
UNKNOWN
```
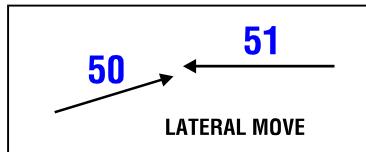
Use **Sideswipe/Angle: Specifics Unknown** for sideswipe/angle collisions that occur while both vehicles are traveling on the same trafficway and in the same direction, when no further classification is possible.

Category III. Same Trafficway, Opposite Direction

Configuration G. Head-On
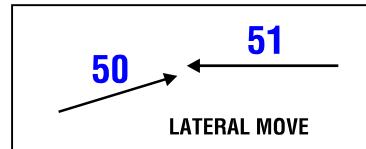
The frontal area of one vehicle impacted the frontal area of another.

50 Head-On: Lateral Move (Left/Right)

```
      51
50  ←
  →
   LATERAL MOVE
```

Use **Head-On: Lateral Move (Left/Right)** for a vehicle that LEAVES ITS LANE [moves laterally (sideways)] immediately before colliding head-on with another vehicle, when the vehicles are traveling on the same trafficway in opposite directions.

51 Head-On: Lateral Move (Going Straight)

```
      51
50  ←
  →
   LATERAL MOVE
```

Use **Head-On: Lateral Move (Going Straight)** for a vehicle that collides head-on with another vehicle which has IMMEDIATELY LEFT ITS LANE (moved laterally), when the vehicles are traveling on the same trafficway in opposite directions.

52 Head-On: Specifics Other

Use **Head-On: Specifics Other** for a head-on collision that cannot be described by "50-51", when the vehicles are traveling on the same trafficway in opposite directions. Clarification: Enter "52" for both vehicles involved in a head-on collision when one is traveling the wrong way on a one way roadway.

Enter "Specifics Other" for crashes involving a driverless in-transport vehicle.
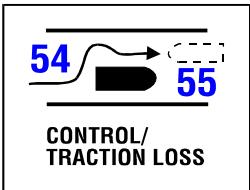
53 Head-On: Specifics Unknown

Use **Head-On: Specifics Unknown** when the PAR indicates a head-on collision occurred between two vehicles traveling on the same trafficway in opposite directions, when no further classification is possible.
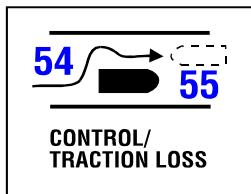
Configuration H. Forward Impact

The frontal area of one vehicle impacted the frontal area of another following a steering maneuver around a noninvolved vehicle or an object.

**54 Forward Impact: Control/Traction Loss**
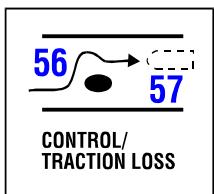
Use **Forward Impact: Control/Traction Loss** for a vehicle whose frontal area impacts another vehicle due to loss of control or traction (during a maneuver to avoid a collision with a third vehicle) while the vehicles are traveling on the same trafficway in opposite directions.

## 55 Forward Impact: Control/Traction Loss
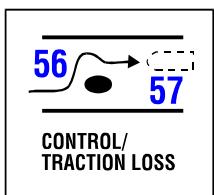
Use **Forward Impact: Control/Traction Loss** for a vehicle that is impacted by the frontal area of another vehicle due to loss of control or traction (during a maneuver to avoid a collision with a third vehicle) while the vehicles are traveling on the same trafficway in opposite directions.

## 56 Forward Impact: Control/Traction Loss
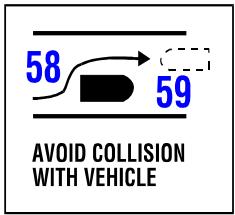
Use **Forward Impact: Control/Traction Loss** for a vehicle whose frontal area impacts another vehicle due to loss of control or traction (during a maneuver to avoid a collision with an object) while the vehicles are traveling on the same trafficway in opposite directions.

57 Forward Impact: Control/Traction Loss
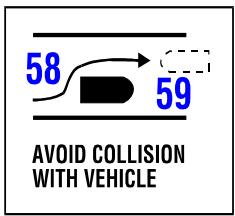
Use **Forward Impact: Control/Traction Loss** for a vehicle that is impacted by the frontal area of another vehicle due to loss of control or traction (during a maneuver to avoid a collision with an object) while the vehicles are traveling on the same trafficway in opposite directions.

58 Forward Impact: Avoid Collision with Vehicle


AVOID COLLISION
WITH VEHICLE
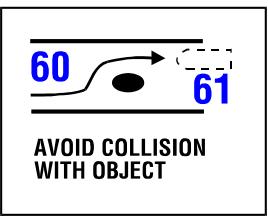
Use **Forward Impact: Avoid Collision with Vehicle** for a vehicle whose frontal area impacts another vehicle while maneuvering to avoid a collision with a non-involved vehicle, when loss of control or traction was not a factor, and the vehicles were traveling on the same trafficway, in opposite directions.

59 Forward Impact: Avoid Collision with Vehicle
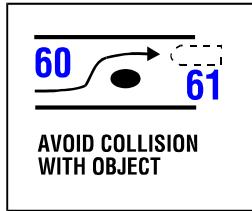

AVOID COLLISION
WITH VEHICLE

Use **Forward Impact: Avoid Collision with Vehicle** for a vehicle that was impacted by the frontal area of another vehicle which was maneuvering to avoid collision with a non-involved vehicle, when loss of control or traction was not a factor, and the vehicles were traveling on the same trafficway, in opposite directions.

60 Forward Impact: Avoid Collision with Object


AVOID COLLISION
WITH OBJECT

Use **Forward Impact: Avoid Collision with Object** for a vehicle that struck the front of another vehicle with the frontal plane while maneuvering to avoid collision with an object, when loss of control or traction was not a factor, and the vehicles were traveling on the same trafficway, in opposite directions.

61 Forward Impact: Avoid Collision with Object

60 **61**
AVOID COLLISION
WITH OBJECT

Use **Forward Impact: Avoid Collision with Object** for a vehicle that was impacted by the frontal area of another vehicle that was maneuvering to avoid collision with an object, when loss of control or traction was not a factor, and the vehicles were traveling on the same trafficway, in opposite directions.

62 Forward Impact: Specifics Other

EACH: **62**

SPECIFICS
OTHER

Use **Forward Impact: Specifics Other** for forward impact collisions occurring while the vehicles were traveling on the same trafficway in opposite directions that cannot be described by "54-61". Enter "Specifics Other" for crashes involving a "driverless in-transport vehicle."

63 Forward Impact: Specifics Unknown

EACH: **63**
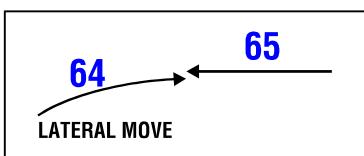
SPECIFICS
UNKNOWN

Use **Forward Impact: Specifics Unknown** when the PAR indicates a forward impact collision occurred while the vehicles were traveling on the same trafficway in opposite directions, but no further classification is possible.

Configuration I. Sideswipe/Angle
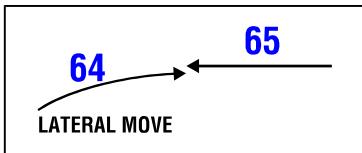
The two vehicles are involved in an impact involving the side of one or both vehicles.

64 Sideswipe/Angle: Lateral Move (Left/Right)

65
64
LATERAL MOVE

Use **Sideswipe/Angle: Lateral Move (Left/Right)** identifies the vehicle which infringed upon the other vehicle (code "65") in a Category III, Configuration I collision; i.e., enter "64" for the vehicle which left its lane (moved laterally) leading to the collision.

65 Sideswipe/Angle: Lateral Move (Going Straight)

Use **Sideswipe/Angle: Lateral Move (Going Straight)** for the vehicle that was infringed upon by the other vehicle (code "64") in a Category III, Configuration I collision.

66 Sideswipe/Angle: Specifics Other

Use **Sideswipe/Angle: Specifics Other** for sideswipe/angle collisions occurring while both vehicles were traveling on the same trafficway in opposite directions that cannot be described by "64-65". Enter "Specifics Other" for crashes involving a "driverless in-transport vehicle."

## 67 Sideswipe/Angle: Specifics Unknown
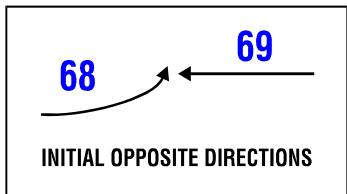
Use **Sideswipe/Angle: Specifics Unknown** when the PAR indicates a sideswipe/angle collision occurred while both vehicles were traveling on the same trafficway in opposite directions, but no further classification is possible.

Category IV. Changing Trafficway, Vehicle Turning

Configuration J. Turn Across Path
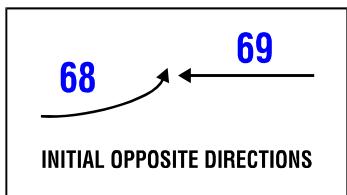
The two vehicles were initially on the same trafficway when one vehicle tried to turn onto another trafficway and pulled in front of the other vehicle. Vehicles making a "U" turn are identified in Category VI. Miscellaneous.

68 Turn Across Path: Initial Opposite Directions (Left/Right)

INITIAL OPPOSITE DIRECTIONS
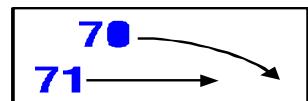
Use **Turn Across Path: Initial Opposite Directions (Left/Right)** identifies the vehicle which turned across the path of another vehicle (**Turn Across Path: Initial Opposite Directions (Going Straight)**) in a Category IV, Configuration J collision, in which the vehicles were initially traveling in opposite directions.

69 Turn Across Path: Initial Opposite Directions (Going Straight)
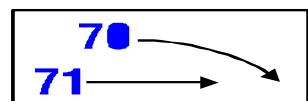
INITIAL OPPOSITE DIRECTIONS

Use **Turn Across Path: Initial Opposite Directions (Going Straight)** for a vehicle involved in a collision in which another vehicle (**Turn Across Path: Initial Opposite Directions (Left/Right)**) across its Path, and in which the vehicles were initially traveling in opposite directions.

70 Turn Across Path: Initial Same Directions (Turning Right)
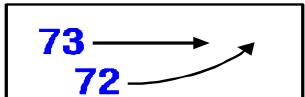
Use **Turn Across Path: Initial Same Directions (Turning Right)** for a vehicle that turned right, across the path of another vehicle (**Turn Across Path: Initial Same Directions (Going Straight)**), when both vehicles were initially traveling in the same direction.
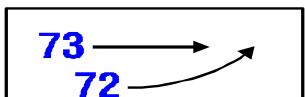
71 Turn Across Path: Initial Same Directions (Going Straight)

Turn Across Path: Initial Same Directions (Going Straight) for a vehicle whose path was crossed by a vehicle turning right (**Turn Across Path: Initial Same Directions (Turning Right)**, when both vehicles were initially traveling in the same direction.

72 Turn Across Path: Initial Same Directions (Turning Left)

Use **Turn Across Path: Initial Same Directions (Turning Left)** for a vehicle that turned left, across the path of another vehicle (**Turn Across Path: Initial Same Directions (Going Straight)**), when both vehicles were initially traveling in the same direction.

73 Turn Across Path: Initial Same Directions (Going Straight)

Use **Turn Across Path: Initial Same Directions (Going Straight)**" for a vehicle whose path was crossed by a vehicle turning left (**Turn Across Path: Initial Same Directions (Turning Left)**), when both vehicles were initially traveling in the same direction.

74 Turn Across Path: Specifics Other

Use **Turn Across Path: Specifics Other** for collisions in which one vehicle turned across another's path, which cannot be described by "68-72". Enter "Specifics Other" for crashes involving a driverless in-transport vehicle.

75 Turn Across Path: Specifics Unknown
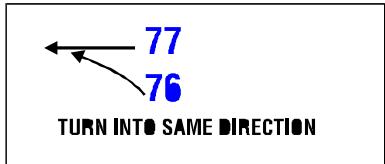
Use **Turn Across Path: Specifics Unknown** when the PAR indicates one vehicle turned across another's path, causing a collision, but no further classification is possible.

Configuration K. Turn Into Path

The two vehicles were initially on different trafficways when one attempted to turn into the same trafficway as the other vehicle.
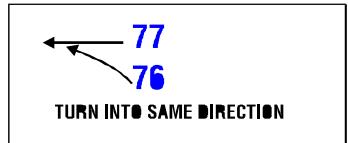
Note, the focus of this configuration is on the turning maneuver from one trafficway to another and not on the vehicles' plane of contact.

76 Turn Into Same Direction (Turning Left)
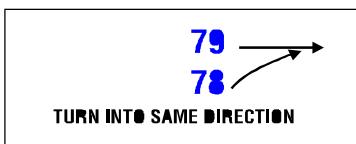
Use **Turn Into Same Direction (Turning Left)** for a vehicle that turned left, into the path of another vehicle (**Turn Into Same Direction (Going Straight)**), so that both vehicles were traveling in the same direction at the time of the collision.

77 Turn Into Same Direction (Going Straight)
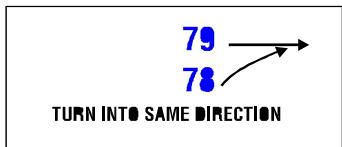
Use **Turn Into Same Direction (Going Straight)** for a vehicle involved in a collision in which another vehicle (**Turn Into Same Direction (Turning Left)**) turned left, into its path, so that both vehicles were traveling in the same direction at the time of the collision.
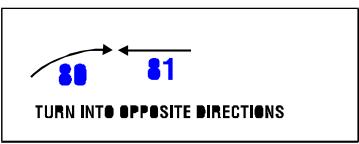
78 Turn Into Same Direction (Turning Right)
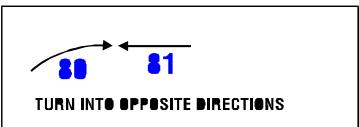

Use **Turn Into Same Direction (Turning Right)** for a vehicle that turned right, into the path of another vehicle (**Turn Into Same Direction (Going Straight)**), so that both vehicles were traveling in the same direction at the time of the collision.

79 Turn Into Same Direction (Going Straight)

Use **Turn Into Same Direction (Going Straight)** for a vehicle involved in a collision in which another vehicle (**Turn Into Same Direction (Turning Right)**) turned right, into its path, so that both vehicles were traveling in the same direction at the time of the collision.

80 Turn Into Opposite Directions (Turning Right)

Use **Turn Into Opposite Directions (Turning Right)** for a vehicle that turned right, into the path of another vehicle (**Turn Into Opposite Directions (Going Straight)**), so that the vehicles were traveling in opposite directions at the time of the collision.

81 Turn Into Opposite Directions (Going Straight)

Use **Turn Into Opposite Directions (Going Straight)** for a vehicle involved in a collision in which another vehicle (**Turn Into Opposite Directions (Turning Right)**) turned right, into its path, so that the vehicles were traveling in opposite directions at the time of the collision.

82 Turn Into Opposite Directions (Turning Left)

Use **Turn Into Opposite Directions (Turning Left)** for a vehicle that turned left, into the path of another vehicle (**Turn Into Opposite Directions (Going Straight)**), so that the vehicles were traveling in opposite directions at the time of the collision.

Turn Into Opposite Directions (Turning Left) is used when the driver's vehicle was in the act of making a left turn (e.g., from a driveway, parking lot or intersection). Do not confuse this
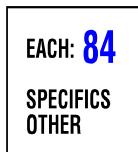
situation with "Configuration L - Straight Paths." The driver's intended path is the prime concern.

### 83 Turn Into Opposite Directions (Going Straight)
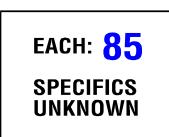
Use **Turn Into Opposite Directions (Going Straight)** for a vehicle involved in a collision in which another vehicle (**Turn Into Opposite Directions (Turning Left)**) turned left, into its path, so that the vehicles were traveling in opposite directions at the time of the collision.

84 Turn Into Path: Specifics Other

Use **Turn Into Path: Specifics Other** for collisions in which one vehicle turned across another's path, which cannot be described by "76-83". Enter "Specifics Other" for crashes involving a driverless in-transport vehicle.

85 Turn Into Path: Specifics Unknown
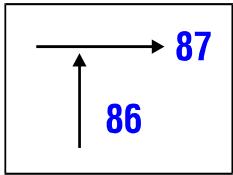
Use **Turn Into Path: Specifics Unknown** when the PAR indicates one vehicle turned into another's path, causing a collision, but no further classification is possible.
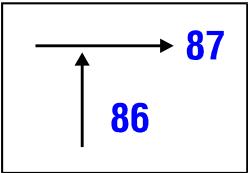
Category V. Intersecting Paths (Vehicle Damage)

Configuration L. Straight Paths
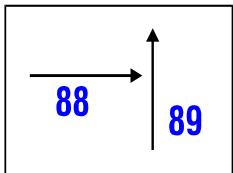
The two vehicles were proceeding (or attempting to proceed) straight ahead.

86 Straight Paths: Striking from the Right

Use **Straight Paths: Striking from the Right** for a vehicle that strikes the right side of another vehicle (code "87") from the right when both vehicles were going straight at the time of the collision, i.e., right side damage to 87, front damage to 86.
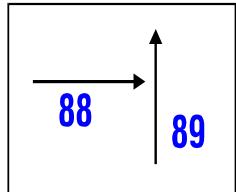
87 Straight Paths: Struck on the Right

Use **Straight Paths: Struck on the Right** for a vehicle that is struck on the right side by another vehicle (**Straight Paths: Striking from the Right**) from the right when both vehicles were going straight at the time of the collision, i.e., right side damage to 87, front damage to 86.

88 Straight Paths: Striking from the Left
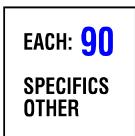
Use **Straight Paths: Striking from the Left** for a vehicle that strikes another vehicle (**Straight Paths: Struck on the Left**) from the left when both vehicles were going straight at the time of the collision, i.e., left side damage to 89, front damage to 88.

89 Straight Paths: Struck on the Left

Use **Straight Paths: Struck on the Left** for a vehicle that is struck on the left side by another vehicle (**Straight Paths: Striking from the Left**) from the left when both vehicles were going straight at the time of the collision, i.e., left side damage to 89, front damage to 88.

90 Straight Paths: Specifics Other

Use **Straight Paths: Specifics Other** for collisions in which two vehicles, both going straight, collide when their paths intersect, which cannot be described by "86-89". Enter "Specifics Other" for crashes involving a driverless in-transport vehicle.

91 Straight Paths: Specifics Unknown
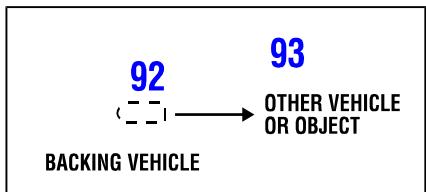
Use **Straight Paths: Specifics Unknown** when the PAR indicates two vehicles, both going straight, collided when their paths intersected, but no further classification is possible.

Category VI. Miscellaneous
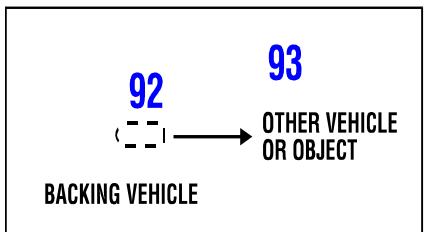
Configuration M. Backing, Etc.

One of the two vehicles involved was a backing vehicle, regardless of its location on the trafficway or the damage location on the vehicles.
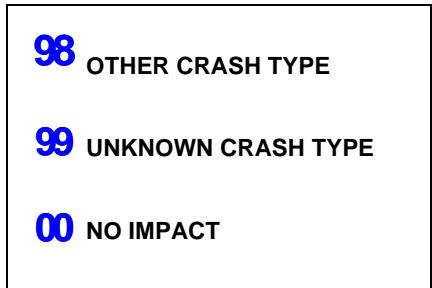
Any crash configuration that cannot be described in Category I. through V. is included here.

92 Backing, Etc.: Backing Vehicle

Use **Backing, Etc.: Backing Vehicle** for a backing vehicle which was involved with another vehicle (code 93) or object.

93 Backing, Etc.: Other Vehicle or Object

Use **Backing, Etc.: Other Vehicle or Object** for the vehicle that was involved with the backing vehicle (code 92).

98 Backing, Etc.: Other Crash Type

Other Crash Type is used for those events and collisions that do not reasonably fit any of the specified types. This code includes (but is not limited to): rollovers on the road; U-turns; crashes initiated by objects set in motion by an in-transport motor vehicle; third or subsequent vehicles involved in a crash; or the second involved vehicle, when the first harmful event involves a vehicle-to-object collision or a non-collision.

99 Backing, Etc.: Unknown Crash Type

98 OTHER CRASH TYPE

99 UNKNOWN CRASH TYPE

00 NO IMPACT

Use **Unknown Crash Type** when the crash category or configuration is unknown.

00 No Impact

98 OTHER CRASH TYPE

99 UNKNOWN CRASH TYPE

00 NO IMPACT

No Impact identifies the non-collision events fire, immersion, gas inhalation, jackknife, injured in vehicle, pavement surface irregularity, other non-collision, thrown or falling object, cargo equipment loss or shift, or fell/jumped from vehicle. Rollovers on the road should be coded **Other Crash Type.**

The following crash types require clarification:

No impact identifies non-collision events (i.e., fire, immersion, gas inhalation, jackknife, non-collision injury, other non-collision or non-collision - no details). Rollovers on the road should be coded as **Other Crash Type**.

Right roadside departure, drive off road and **Left roadside departure, drive off road** are used when the vehicle departed the road under a controlled situation (e.g., the driver was distracted, fell asleep, intentionally departed, etc.).

Right roadside departure, control/traction loss and **Left roadside departure, control/traction loss** are used if there is some evidence that the vehicle lost traction or in some other manner "got away" from the driver (i.e., the vehicle spun off the road as a result of surface conditions, oversteer phenomena or mechanical malfunctions). If doubt exists, use **Right roadside departure, drive off road** or **Left roadside departure, drive off road** respectively.

Right roadside departure; avoid collision with vehicle, pedestrian, animal and **Left roadside departure; avoid collision with vehicle, pedestrian, animal** are used when the vehicle departed the road as a result of avoiding something in the road. "Phantom" situations are included here.

Right roadside departure, specifics other and **Left roadside departure, specifics other** are used for any other stationary or nonstationary objects if the avoidance characteristics of codes "03" or "08" are present.

Forward impact, parked vehicle, **Forward impact, stationary object**, and **Forward impact, pedestrian/animal** involves an impact with an object that can be located on either side of the road.

Forward impact, stationary object includes a hole in the road, an overhead object (e.g., overpass) or an object projecting over the road edge (e.g., support column of elevated railway).

Forward impact, pedestrian/animal is used when a pedestrian, non-motorist or animal is involved with the first harmful event. Vehicle plane of contact is not a consideration.

Forward impact, specifics other is used for impacted (striking or struck) trains and nonstationary objects on the road.

Sideswipe/Angle, straight ahead on left, **Sideswipe/Angle, straight ahead on left/right**, **Sideswipe/Angle, changing lanes to the right**, and **Sideswipe/Angle, changing lanes to the left** identify relative vehicle positions (left versus right) and lane of travel intentions (straight ahead versus changing lanes).

From these four codes, four combinations are permitted. They are:

1. "44" and "45",
2. "46" and "45",
3. "45" and "47", and
4. "46" and "47".

When used as a combination these codes refer to a sideswipe or angle collision which involved a vehicle to the left of a vehicle to the right where:

1. neither vehicle (codes "44" and "45") intended to change its lane;

2. the vehicle on the left (code "46") was changing lanes to the right, and the vehicle on the right (code "45") was not intending to change its lane;

3. the vehicle on the left (code "45") was not intending to change its lane, and the vehicle on the right (code "47") was changing lanes to the left; and

4. the vehicle on the left (code "46") was changing lanes to the right, and the vehicle on the right (code "47") was changing lanes to the left.

In addition, when:

1. the right sides of the two vehicles impact following a 180 degree rotation of the vehicle on the right, or

2. the left sides of the two vehicles impact following a 180 degree rotation of the vehicle on the left; select the appropriate combination ("44-45", "46-45", "45-47" or "46-47") depending upon:

3. their positions (i.e., left versus right), and

4. the intended lane of travel (straight ahead versus changing lanes) of their drivers.

Sideswipe/Angle, specifics other is used if one vehicle was behind the other prior to their Category II, Configuration F collision. For example, use this code when two vehicles are on the same trafficway and going the same direction, and one loses control and is struck in the side by the front of the other vehicle. However, if one vehicle rotates such that the impact is front to front, then use code "98" (Other crash type).

Sideswipe/Angle, lateral move-infringing vehicle identifies the vehicle that infringed upon the other (code 65) in a Category III, Configuration I collision.

Codes 68 through 85 (**Turn Across Path and Turn Into Path**) are used in Configurations J and K where the vehicle's action is the controlling factor, and the plane of contact is irrelevant.

Left Turn Into Opposite Direction is used when the driver's vehicle was in the act of making a left turn (e.g., from a driveway, parking lot or intersection). Do not confuse this situation with Configuration L. Straight Paths. The driver's intended path is the prime concern.

Codes 86 through 89 (**Straight Paths**) must not be confused with crash types in Configuration K. Turn Into Path. For these codes the vehicles are proceeding (or attempting to proceed) straight ahead, usually at a junction.

Other Crash Type is used for those events and collisions that do not reasonably fit any of the specified types. This code includes (but is not limited to): rollovers on the road; U-turns; crashes initiated by objects set in motion by an in-transport motor vehicle; third or subsequent vehicles involved in a crash; or the second involved vehicle when the first harmful event involved a vehicle-to-object collision.

PERSON (MOTOR VEHICLE OCCUPANT) LEVEL

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VEHICLE NUMBER – PERSON LEVEL (MV OCCUPANT)

GES: P01

Screen Heading: Regarding Vehicle # __ Occupant # __

Screen Name: None (N)

Long Name: None

SAS Name: Person.Vehno

Oracle Name: GES.Person.VehicleID,
GES.Vehicle.VehicleNumber

FARS:P3

Format: 3 numeric

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS
		1-30	001-999

Remarks:

FARS SPECIAL INSTRUCTION:

001-999 is used for motor vehicle occupants (In-Transport, Parked/Stopped Off Roadway/ Working Motor Vehicles and Motor Vehicles in Motion Outside the Trafficway). This is the number assigned to the vehicle this person occupied.

GES SPECIAL INSTRUCTION:

The in-transport motor vehicles within a crash are numbered sequentially by the computer beginning with 1; no numbers are skipped. Numbers are assigned in accordance with the PAR's assignment unless a number is skipped.

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PERSON NUMBER

GES: XXX
Screen Heading: Not a GES Element

FARS: P4/*NM3*
Format: 3 numeric

Screen Name:

Long Name:

SAS Name:

Oracle Name:

ELEMENT VALUES

SCN	ORACLE	GES	SAS FARS	
X	X	X	001-999	Assigned Number

Remarks:

Person Level (Motor Vehicle Occupant) must be numbered consecutively beginning with "001" for each motor vehicle occupant. Drivers do not have to be "001." Numbers must not be skipped.

Person Level (Not a Motor Vehicle Occupant) must be numbered consecutively beginning with "001" for persons not in motor vehicles. Numbers must not be skipped.

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AGE

GES: P07   FARS: *P5*/*NM5*

Screen Heading: Occupant Characteristics and Non-Motorist   Format: 3 numeric
Data

Screen Name: Age (790-E) and Age (900-E)

Long Name: Enter the person's age.

SAS Name: Person.Age

Oracle Name: GES.Person.Age

ELEMENT VALUES

| | | SAS | | |
SCN	ORACLE	GES	FARS	
				Blank
0	0	0	000	Less than One Year
000-120	000-120	000-120	001-120	Actual Age*
997	997	997	*998*	*Not Reported*
999	-9999	999	999	Unknown

Remarks:

The person's age at the time of the crash is recorded with respect to the person's last birthday.
Age is recorded in years.

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

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

FARS SPECIAL INSTRUCTION:

* Values greater than "094" are unlikely occurrences, and they will raise an error flag.
* Values greater than "120" are not permitted.

For drivers, verify age with data on Licensing File. Licensing data takes precedence over crash report data.

SEX

GES: P08   FARS:*P6/NM6*
Screen Heading: Occupant Characteristics/Non-motorist Data   Format: 1 numeric

Screen Name: Sex (800-E)/ Sex (910-E)

Long Name: What is the person's sex?

SAS Name: Person.Sex

Oracle Name: GES.Person.SexID

ELEMENT VALUES

		SAS		
SCN	ORACLE	GES	FARS	
1	26712	1	1	Male
2	26713	2	2	Female
7	26717	7	*8*	*Not Reported*
3	26714	9	9	Unknown

Remarks:

Self-Explanatory.

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

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

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PERSON TYPE

GES: P03

Screen Heading: Vehicle Occupants

Screen Name: Person Type (760-R)

Long Name: What is the person type of this occupant?

SAS Name: Person.Per_type

Oracle Name: GES.Person.PersonTypeID

FARS: *P7*

Format: 2 numeric

ELEMENT VALUES

		SAS		
SCN	ORACLE	GES	FARS	
1	26704	1	01	Driver of a Motor Vehicle In-Transport
2	26705	2	02	Passenger of a Motor Vehicle In-Transport
1	26800	3	03	Occupant of a Motor Vehicle Not In-Transport
7	26707	7	*88*	*Not Reported*
9	26711	9	09	Unknown Occupant Type in a Motor Vehicle In-Transport

Remarks:

An involved person in a crash must maintain Person Type during the crash. Once the unstabilized situation begins, a driver, passenger or non-motorist/non-occupant cannot change Person Type until the accident stabilizes.

If a person is entering or exiting a vehicle before the unstabilized situation begins, try to determine if the person has successfully changed type before control is lost. (e.g., a pedestrian getting into an automobile that begins to move, a passenger stepping off of a bus as it begins to pull away, etc.).

Codes 01, 02 and 09 are used for occupants of a motor vehicle in-transport. This includes occupants of motor vehicles that are in motion outside the trafficway.

Unknown Occupant Type in a Motor Vehicle In-Transport is used when it cannot be determined if the person was the driver or passenger, but it is known that the person was an occupant of a motor vehicle in-transport.

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

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

GES SPECIAL INSTRUCTION:

Hit-and-run vehicles are assumed to have only one occupant (unless reliable evidence to the contrary exists), and that person is assumed to be the driver. All other persons riding in or on the vehicle are considered to be passengers.

Enter **Unknown Occupant Type in a Motor Vehicle In-Transport** when it is unknown whether this occupant was a driver or passenger.

INJURY SEVERITY

GES: P09

Screen Heading: Occupant Characteristics/Non-Motorist Chacteristics

Screen Name: Injury Severity (810-E)/Injury Severity (920-E)

Long Name: What is the police reported injury severity for this occupant? / What is the police reported injury severity for this person?

SAS Name: Person.Inj_Sev

Oracle Name: GES.Person.InjurySeverityID

FARS:*P8/NM8*

Format: 2 numeric

ELEMENT VALUES

		SAS		
SCN	ORACLE	GES	FARS	
1	26746	0	0	No Injury (O)
2	26747	1	1	Possible Injury (C)
3	26748	2	2	Non-incapacitating Evident Injury (B)
4	26749	3	3	Incapacitating Injury (A)
5	26750	4	4	Fatal Injury (K)
6	26751	5	5	Injured, Severity Unknown
7	26752	6	6	Died Prior to Crash*
0	26777	7	*8*	*Not Reported*
8	26753	9	9	Unknown

Remarks:

Each case must have at least one Person Level form with Injury Severity attribute Fatal injury.

Possible Injury is any injury reported or claimed that is not a fatal injury, incapacitating injury or non-incapacitating evident injury. This includes: momentary unconsciousness, claim of injuries not evident, limping, complaint of pain, nausea and hysteria.

Non-incapacitating Evident Injury is any injury, other than a fatal injury or an incapacitating injury, which is evident to observers at the scene of the crash in which the injury occurred. This includes: lump on head, abrasions, bruises and minor lacerations. This does not include limping (the injury cannot be seen). (See **Possible Injury**).

Incapacitating Injury is any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred. This includes: severe lacerations, broken or distorted limbs, skull or chest injuries, abdominal injuries, unconsciousness at or when taken from the crash scene, and unable to leave the crash scene without assistance. This does not include momentary unconsciousness. (See **Possible Injury**).

Fatal Injury must only be used if the death occurred within thirty consecutive 24-hour time periods from the time of the crash. Every effort should be made to determine that the Death Date was within thirty consecutive 24-hour time periods from the Crash Time.

Died Prior To Crash refers to non-motor vehicle fatalities that are involved in an crash resulting in a motor vehicle fatality; e.g., a heart attack victim, a homicide victim, a suicide or person involved in a legal intervention that is involved in an crash in which another person dies (innocent victim).

In suicide incidents, use the following criteria:

1. If the only fatality is the suicide victim and it can be ascertained that the crash was a suicide, do not code the case.
2. If other fatalities occur, code the case as appropriate. The suicide victim's Injury Severity should be coded **Died Prior to Crash** if the death occurred at the time of the crash (or prior) or **No Injury** if the death occurred after the crash.

* This value is an unlikely occurrence and will raise an edit flag

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

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

FARS SPECIAL INSTRUCTION:

Definition: ANSI D16.1; 2.3.1 and 2.3.2

GES SPECIAL INSTRUCTION:

Enter the police reported injury severity for this person (i.e., occupant, pedestrian or non-motorist). Most jurisdictions use the KABCO injury coding scheme.

K = Killed
A = Incapacitating Injury

B = Non-incapacitating Injury
C = Possible Injury
O = No Injury

If the police report contains a detailed description of the injuries but does not translate the injuries into the KABCO codes, use the police method for doing so. For example, injuries that are considered to be of an incapacitating nature are classified as "A", Non-incapacitating-evident injuries are classified as "B", and possible injuries are classified as "C". Property damage only (i.e., no injury) is classified as "O".

Enter **Injured, Severity Unknown** if the police report indicates a "U" or in any other way communicates the idea that the person was injured but the severity is unknown.

Enter **Died Prior to Crash** only if the police explicitly states the person died prior to the crash. This attribute is also used if the police report indicates the person died as a result of natural causes (e.g., heart attack), disease, drug overdose or alcohol poisoning. This attribute does not apply if the police report specifically states that the cause of death is a result of crash-related injury or that on-set occurred after the crash. Further clarification: this attribute applies if the police report indicates that the person died as a result of natural causes (e.g., heart attack), disease, drug overdose or alcohol poisoning, but is silent about the time of on-set and if on-set is the result of injuries sustained in the crash.

As a general rule, if the PAR is "blank" where the injury severity is assessed and the person was at the scene during the police investigation, enter **No Injury (O).** If the PAR is "blank" and the person was not present during the police investigation, enter **Unknown**.

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SEATING POSITION

GES: P04
Screen Heading: Occupant Characteristics

Screen Name: Seat Position (770-R)

Long Name: What Is This Occupant's Seating Position?

SAS Name: Person.Seat_Pos
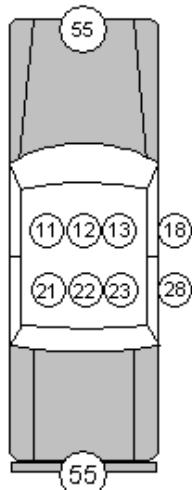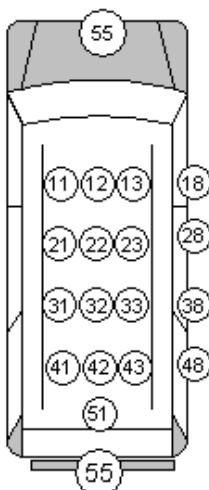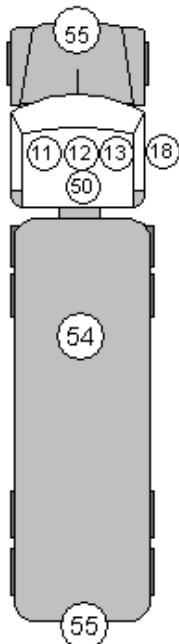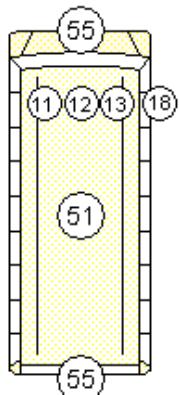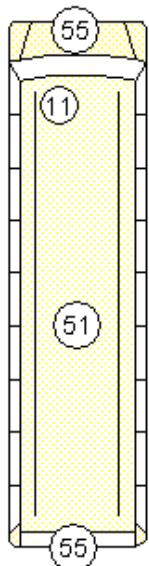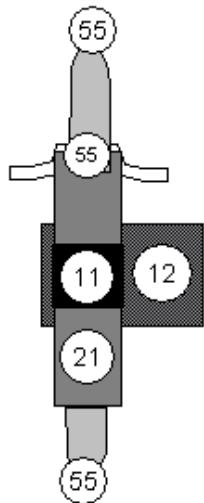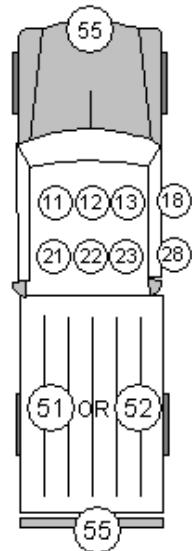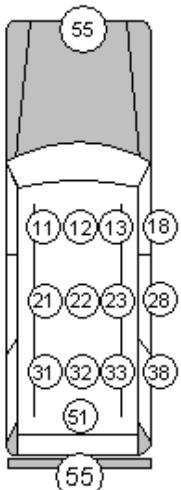
Oracle Name: GES.Person.SeatID

FARS: P9
Format: 2 numeric

ELEMENT VALUES

SCN	ORACLE	GES	SAS FARS	
n/a	null	00	XX	Not a Motor Vehicle Occupant*
1	26726	11	11	Front Seat, Left Side
2	26727	12	12	Front Seat, Middle
3	26728	13	13	Front Seat, Right Side
4	26729	18	18	Front Seat, Other
5	26730	19	19	Front Seat, Unknown
6	26731	21	21	Second Seat, Left Side
7	26732	22	22	Second Seat, Middle
8	26733	23	23	Second Seat, Right Side
9	26734	28	28	Second Seat, Other
10	26735	29	29	Second Seat, Unknown
11	26736	31	31	Third Seat, Left Side
12	26737	32	32	Third Seat, Middle
13	26738	33	33	Third Seat, Right Side
14	26739	38	38	Third Seat, Other
15	26740	39	39	Third Seat, Unknown
16	26746	41	41	Fourth Seat, Left Side
17	26747	42	42	Fourth Seat, Middle
18	26748	43	43	Fourth Seat, Right Side
18	26749	48	48	Fourth Seat, Other
20	26750	49	49	Fourth Seat, Unknown
21	26741	50	50	Sleeper Section of Cab (Truck)
22	26742	51	51	Other Passenger in enclosed passenger or cargo area
25	26751	52	52	Other Passenger in unenclosed passenger or cargo area
26	26753	53	53	Other Passenger in passenger or cargo area, unknown whether or not enclosed
23	26754	54	54	Trailing Unit

24	26755	55	55	Riding on Exterior of Vehicle
97	26757	97	*98*	*Not Reported*
29	26745	99	99	Unknown

CAR   **VAN**   **SUV**   **PICKUP/SINGLE TRUCK (ENCLOSED OR UNENCLOSED BED)**

* For van-based buses, use the actual seating position if known, or use code "51" for the 2nd, 3rd & 4th rows, if actual seating position is not known.

Remarks:

Seating Position is determined by the location of the occupant in relation to the seat row and the forward longitudinal axis of the vehicle.

More than one person may be assigned the same seating position; however, this is allowed only when a person is sitting on someone's lap (e.g., child on mother's lap).

If the PAR does not specifically state that one person was on the lap of another, then see the discussion below under attributes **Front Seat, Other; Second Seat Other; Third Seat, Other; and Fourth Seat, Other**.

In seating rows designated for only two passengers, use **Front Seat, Left Side; Front Seat, Right Side; Second Seat, Left Side; Second Seat, Right Side; Third Seat, Left Side; Third Seat, Right Side; Fourth Seat, Left Side; Fourth Seat, Right Side** or **Other Passenger in enclosed passenger or cargo area.**

Front Seat, Left Side is used if there is an assumed driver of a hit-and-run vehicle unless evidence indicates a different position for the person or persons.

Front Seat, Other; Second Seat, Other; Third Seat, Other and **Fourth Seat, Other** are used to record the position of someone sitting on the floor or lying across the seat. In addition, enter these attributes when two or more persons are sitting abreast of one another in the same seating location (as opposed to on or in someone's lap), since only one occupant can be assigned the seat's position. If the PAR provides enough specific information, then assign the seat position to the person using the restraint; if no restraint was used, then assign the seat position to the older person.

Front Seat, Other is used if the only seat in the front seating area is a driver's seat (e.g., bucket, pedestal, etc.), and the occupant was in the area but not in the seat. This situation could occur because of vehicle design or seat removal. The same logic applies to other seat areas.

Sleeper Section of Cab (Truck) is used if the occupant's vehicle is a medium or heavy truck and has a cab sleeper, and this occupant is in the sleeper section at the time of the crash.

Other Passenger in enclosed passenger or cargo area is used when an occupant is in the fifth or higher numbered seat row, in an enclosed area where no defined seating exists or using a fold-down type seat in its folded-down position. This attribute is also used for bus passengers in undetermined seating (not driver).

Enter **Other Passenger in unenclosed passenger or cargo area** when an occupant is in the fifth or higher numbered seat area, in an unenclosed area where no defined seating exists or using a fold-down type seat in its folded-down position. Examples include passenger riding in an open pickup bed, top of open double-decker bus, etc.

If seating in the vehicle is longitudinal rather than lateral, use the basic idea of a vehicle interior being divided laterally into roughly equal thirds and visualize lateral rows of seats to determine what seat position is the best descriptor.

For rearward facing seats, use the basic idea described in the previous paragraph to describe the occupant's seat position.

If a seat row has more than three designated seat positions, the occupants should have their positions assigned as usual for the left and right positions, while the two center positions would be entered as **Other** (i.e., **Front Seat, Other**; **Second Seat, Other**; **Third Seat, Other**; **Fourth Seat, Other** or **Other Passenger in enclosed passenger or cargo area**) depending upon the seat row.

For motorcycles, enter the driver **Front Seat, Left**; sidecar passenger **Front Seat, Right**; passenger behind the driver **Second Seat, Left** and passenger on the lap of the driver (in front of) **Front Seat, Left**.

Trailing Unit is used when an occupant is in or on a trailing unit (i.e., Vehicle Trailing, for this occupant's vehicle must be coded $\geq$ 1, one or more trailing units).

Riding on Vehicle Exterior of Vehicle is used when an occupant is riding on a fender, the boot of a convertible, etc.

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

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

Unknown is used if the investigating officer indicates that this occupant's seating position is unknown.

GES SPECIAL INSTRUCTION:

Persons appended to the vehicle for motion are not considered to be occupants of the vehicle. For example, a bicyclist holding onto a motor vehicle for motion.

***Not A Motor Vehicle Occupant** is used for any person who is not an occupant of a motor vehicle.

RESTRAINT SYSTEM/HELMET USE

GES: P15
Screen Heading: Restraints Used

Screen Name: Restraints Used (845-E)

Long Name: What restraints are being used by this occupant immediately prior to the crash?

SAS Name: Person.Rest_Sys

Oracle Name: GES.Restraint.RestraintID

FARS:*P10*
Format: 2 numeric

ELEMENT VALUES

		SAS		
SCN	ORACLE	GES	FARS	
1	10330	30	00	*Not Applicable**
2	10331	31	*07*	*None Used – Motor Vehicle Occupant*
3	10316	01	03	*Shoulder and Lap Belt Used*
4	10318	03	01	Shoulder Belt *Only Used*
5	10317	02	02	Lap Belt *Only Used*
6	10324	08	08	Restraint Used - Type Unknown
7	10337	37	10	Child *Restraint System* - Forward Facing
8	10338	38	11	Child *Restraint System* - Rear Facing
9	10339	39	12	*Booster Seat*
10	10440	40	04	*Child Restraint Type Unknown*
12	10442	42	05	*DOT-Compliant Motorcycle Helmet*
13	10443	43	16	*Other Helmet*
11	10441	41	17	*No Helmet*
98	10498	98	97	*Other*
97	10497	97	*98*	*Not Reported*
99	10499	99	99	Unknown

Remarks:

The restraint equipment in use by the occupant, or the helmet in use by a motorcyclist, at the time of the crash.

Not Applicable is used when the case material indicates that no restraint was available in the seat position of this occupant. Use this attribute for persons who are riding in the sleeper section of the cab of a truck and persons who are riding on the exterior of the vehicle, such as a bed of a pick up truck.

None Used – Motor Vehicle Occupant is used when the case materials indicate that the occupant did not use a restraint. In order to code this value, the case materials first have to indicate that there was a restraint available and that the occupant of that seat position did not use the available restraint. In the case of a motorcycle occupant without a helmet, use **No Helmet**.

Shoulder and Lap Belt Used is used when the occupant restraint system consists of both the shoulder belt and lap belt portions and is connected to a buckle.

Shoulder Belt Only Used is used for a two-part occupant restraint system and only the shoulder belt portion is connected to a buckle.

Example:
You are coding a driver in the vehicle that is indicated by the PAR to have an automatic shoulder harness and a manual belt. The police state that the shoulder harness was used at the time of the crash, but the lap belt was not. Code as **Shoulder Belt Only Used**.

Lap Belt Only Used is used when the occupant is using a lap safety belt either because the motor vehicle is equipped only with a lap belt or because the shoulder belt is not in use.

Note: The presence of an air bag system does not mean that there are no active belts present. In fact, most air bag equipped vehicles also have some belt restraint system installed in the seat positions protected by the air bags.

Restraint Used – Type Unknown is used when the investigating officer indicates that some type of restraint was in use but the type of restraint is not clear.

The attribute scheme on some PARs may offer a choice, such as "seatbelt/harness" or "lap/shoulder" but does not distinguish between "lap belt only," "shoulder belt only," or "combination lap and shoulder belt." If your PAR has such a coding scheme and the officer checks. e.g.; "seat belt/harness," then the attribute should be **Restraint Used - Type Unknown** unless the narrative clarifies which type of restraint was used.

Child Restraint System - Forward Facing is used when a child passenger is seated in a forward facing child safety seat. This does not imply correct use or placement of the seat.

Child Restraint System - Rear Facing is used when a child passenger is seated in a rearward facing child safety seat. This does not imply correct use or placement of the seat.

Booster Seat is used when a child passenger is seated in a "belt-positioning seat" that positions a child on a vehicle seat to improve the fit of the child in a lap and shoulder seat belt system.

Child Restraint Type Unknown is used when the investigating officer indicates that some type of child restraint was in use, but the type of restraint is not clear.

DOT-Compliant Motorcycle Helmet is a motorcycle helmet that is compliant with Federal Motor Vehicle Safety Standards. Indication of a DOT sticker alone is not sufficient to code this attribute. It must be specifically indicated to be "DOT-Compliant" in the case materials to code this attribute, otherwise use **Other Helmet**.

Other Helmet is used when the case materials indicate that a motorcycle helmet was used but it could not be determined if it was a **DOT-Compliant Helmet** or wearing a helmet not designed for motorcyclists (e.g., a bicycle helmet).

No Helmet is used when the investigating officer indicates that the occupant of a motorcycle was not wearing a helmet or wearing a helmet not designed for motorcyclists (e.g. bicycle helmet).

Other is used when the case materials indicated that some other type of restraint not listed was being used at the time of the crash.

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

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

Unknown is used when the investigating officer indicates that the restraint system or helmet use was unknown at the time of the crash.

FARS SPECIAL INSTRUCTION:

Prior to 2007, this data element was called "Restraint" System Use before being changed to "Protection System Use." In 2010, this element was changed to Restraint System/Helmet Use to align with MMUCC.

Code this element regardless of whether the vehicle is equipped with manual systems, automatic belts or harnesses, air bags, or any combination of these. Whether the restraint was manual or automatic will be determined via the VIN. Even if the VIN is unknown, use this rule.

Guidelines When Police and EMS/M.E. Differ:

Occasionally, information from EMS personnel or medical examiners (M.E.) includes statements about protection/restraint use or presence. If these people were in a position to have information when the investigating officer(s) could not (e.g., EMS arrived and removed victims from vehicles before police arrived or the medical examiner reports definite indications of belt usage), then the EMS/M.E. assessment may override the PAR assessment of Restraint

System/Helmet Use. **Make sure to note the arrival times of Police and EMS before making a decision.**

Rules of thumb are as follows, unless you have information to the contrary:

If the M.E./EMS report that a restraint was used but the PAR/Police report "NOT USED" or "UNKNOWN," then accept the EMS/M.E. assessment. On the other hand, if the M.E./EMS report "NOT USED" but the PAR/Police report that a restraint was used, then try to verify the police assessment that a restraint was used. If the PAR/Police report that a restraint was used or was not used but the M.E./EMS report "UNKNOWN," then accept the Police assessment.

GES SPECIAL INSTRUCTION:

*Not Applicable is used for any person who is not an occupant of a motor vehicle.

ANY INDICATION OF MIS-USE OF RESTRAINTS/HELMET USE

GES: P24   FARS:*P11*

Screen Heading: Indication of Restraints/Helmet Mis-Use   Format: 1 numeric

Screen Name:

Long Name: Were there any indications of Restraint/Helmet
mis-use?

SAS Name: Person.Rest_Mis

Oracle Name: GES.Restraint.Misuse

ELEMENT VALUES

		SAS		
SCN	**ORACLE**	**GES**	**FARS**	
1	1	1	*0*	*No*
2	2	2	*1*	*Yes*

Remarks:

No is used when the case materials indicate that the restraints or helmet use were not mis-used.   Also, included in **No** is Unknown. If the investigating officer states that the restraints were being used but it couldn't be determined if they were mis-used use this attribute

Yes is used when the case materials indicate that the restraints or helmet use were mis-used at the time of the crash.

Examples:
- The investigating officer states in the crash report that the driver of Vehicle 1 had the shoulder belt portion of the seatbelt behind his back.
- The investigating officer states the operator of the motorcycle had the helmet on backwards.
- The investigating officer states in the crash report that two persons were secured in one restraint.

An indication of **Yes** requires a positive response in the case materials, if not default to **No**.

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AIR BAG DEPLOYED

GES: P21   FARS:*P12*

Screen Heading: Occupant Characteristics   Format: 2 numeric

Screen Name: Bag Available (870-E)

Long Name: Did the air bag deploy for this occupant's seat position?

SAS Name: Person.Airbag

Oracle Name: GES.AirBag.AirbagavailID

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
1	10	0	00	Not Applicable*
2	11	1	01	Deployed-Front
3	12	2	02	Deployed-Side (door, seatback)
4	13	3	03	Deployed-Curtain (roof)
5	14	4	07	Deployed-Other (knee, air belt, etc.)
6	15	5	08	Deployed-Combination
7	16	6	09	Deployment-Unknown Location
8	17	7	20	Not Deployed
9	18	8	28	Switched Off
97	97	97	*98*	*Not Reported*
10	19	9	99	Deployment Unknown

Remarks:

This element is used to record air bag availability and deployment for this person as reported in the case materials. Code this element regardless of the motor vehicle's Body Type or the age of the motor vehicle.

Not Applicable is used when the case materials indicate there was no air bag available for this person. Examples include any of the following terms.
- Not Applicable, No Air bag, Not Equipped, Not Present, None, Not available/Unavailable, Not Installed

GES SPECIAL INSTRUCTION:

***Not Applicable** is used for any person who is not an occupant of a motor vehicle.

Not Deployed is used only if the available information indicates the vehicle is equipped with an air bag (air bags) for this occupant's position, but it (they) did not deploy in this crash.

Deployed-Front, Deployed-Side, Deployed-Curtain, Deployed-Other, Deployed-Combination, and **Deployment-Unknown Location** are used only if you have indication in the available information that an air bag deployed for this occupant's seat position (not for others in the vehicle.) There may be multiple air bags available for this occupant's seat position. **Deployed-Front**, **Deployed-Side** and **Deployed-Curtain** are used if case materials indicate that at least one air bag deployed for this person from only one of these directions. **Deployed-Combination** is used if case materials indicate that air bags deployed from more than one direction (e.g., SIDE and FRONT) for this seat position. **Deployment-Unknown Location** is used if an air bag did deploy for this person, but the origin of the air bag is not known.

Switched Off is used when the case materials indicate that any air bag for this occupant's position was manually switched off and did not deploy. This attribute takes precedence over all other codes for this seating position.

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

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

Deployment Unknown is used if the investigating officer indicates that deployment of an air bag was unknown.

EJECTION

GES: P06

Screen Heading: Occupant Characteristics

Screen Name: Ejection (780-E)

Long Name: Was the occupant totally or partially thrown from
the vehicle as a result of the crash?

SAS Name: Person.Eject

Oracle Name: GES.Person.EjectionID

FARS:*P13*

Format: 1 numeric

ELEMENT VALUES

		SAS		
SCN	ORACLE	GES	FARS	
1	26754	0	0	Not Ejected
2	26755	1	1	Totally Ejected
3	26756	2	2	Partially Ejected
6	26762	3	3	Ejected - Unknown Degree
8	26763	7	*7*	***Not Reported***
7	26759	8	8	Not Applicable
4	26758	9	9	Unknown if Ejected

Remarks:

Ejection refers to occupants being totally or partially thrown from the vehicle (including the bed of pickup trucks) during the course of the crash. This includes occupants of jeeps, go carts, snowmobiles, three- or four-wheel ATVs. Note: This variable excludes occupants of motorcycles.

Partial ejection refers to those instances where some part but not all of an occupant's body is, at some time during the crash sequence, outside the occupant compartment.

Not Ejected is used if the case materials specifically so state for a given occupant. Use this attribute for occupants of a hit-and-run vehicle, unless the case materials specifically indicate that an ejection occurred.

If the case materials do not show the ejection status of uninjured drivers or passengers and there is no other information about ejection, e.g., in the narrative/diagram, then use **Not Reported**.

Totally Ejected is used when the occupant's body is entirely outside the vehicle but may be in contact with the vehicle. This includes occupants who are not initially in the seating compartment of the vehicle (e.g., pickup beds, boot of a convertible and persons riding on open tailgates).

Partially Ejected refers to those instances where some part but not all of an occupant's body is, at some time during the crash sequence, outside the occupant compartment. This does not apply to occupants who are not initially in the seating compartment of the vehicle (e.g., pickup beds, boot of a convertible and persons riding on open tailgates), since any ejection for them is coded as **Totally Ejected**.

Ejected - Unknown Degree is used when the case materials indicate that an occupant is ejected but fails to discriminate between total and partial ejection.

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

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

Not Applicable is used for persons who are riding on the exterior of a vehicle, motorcycle occupants or non-motorists. Exterior of the vehicle includes running boards, roof, fenders and bumpers, but not the bed of pickup trucks, open tail gate or boot of a convertible.

Enter **Unknown if Ejected** when the case materials specifically indicate unknown.

EJECTION PATH

GES: XXX   FARS: *P14*

Screen Heading: Not a GES Element   Format: 1 numeric

Screen Name:

Long Name:

SAS Name:

Oracle Name:

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
X	X	X	0	Not Ejected/Not Applicable
X	X	X	1	Through Side Door Opening
X	X	X	2	Through Side Window
X	X	X	3	Through Windshield
X	X	X	4	Through Back Window
X	X	X	5	Through Back Door/Tailgate Opening
X	X	X	6	Through Roof Opening (sun-roof, convertible top down)
X	X	X	7	Through Roof (convertible top up)
X	X	X	8	Other Path (e.g., back of pick-up truck)
X	X	X	9	Unknown/Unknown Path

Remarks:

If no information is provided in the crash reports, assume that EJECTION is not applicable. Use the following table as a guideline:

Ejection Path Guidelines	
Path	**Guideline**
1. Through side door opening	all side doors
2. Through side window	all side windows, bus side windows
3. Through windshield	front windshield only
4. Through back window	standard rear window, back window of bronco, van
5. Through back door/tailgate opening	station wagon tailgate, back door of truck, back door of bronco, van
6. Through roof opening	(sun-roof, convertible top down) t-top, targa top
7. Through roof	(convertible top up)
8. Other path	(back of pick-up truck) torn-off roof, car cut in half
9. Unknown/Unknown Path	driver's side, unspecified; passenger's side unspecified.

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EXTRICATION

GES: XXX   FARS: *P15*

<u>Screen Heading</u>: Not a GES Element   <u>Format</u>: 1 numeric

<u>Screen Name</u>:

<u>Long Name</u>:

<u>SAS Name</u>:

<u>Oracle Name</u>:

ELEMENT VALUES

		SAS		
<u>SCN</u>	<u>ORACLE</u>	<u>GES</u>	<u>FARS</u>	
X	X	X	0	Not Extricated or Not Applicable
X	X	X	1	Extricated
X	X	X	9	Unknown

Remarks:

If no information is provided in the crash reports, assume that EXTRICATION is not applicable.

Extrication refers to the use of equipment or other force to remove persons from the vehicles; i.e., more than just lifting or carrying person out of wreckage. If the police officer uses the word "extricated" to indicate occupant removal, then this is sufficient information to use **Extricated** even if no mention of equipment is made. The only exception to this is if the analyst knows the officer used the term "extrication" incorrectly. However, if the officer uses the term "pinned" or "wedged" or something similar, then the officer must indicate that equipment was used to remove the occupant.

Unknown is to be used when the officer states that the occupant is "pinned" or "wedged," etc., and suggests that the occupant may have been removed with force, but does not make it clear whether equipment was used or not.

This field is not applicable to motorcycle riders or to non-motorists.

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POLICE REPORTED ALCOHOL INVOLVEMENT

GES: P11

Screen Heading: Occupant Characteristics/Non-Motorist Data

Screen Name: Alcohol (830-E)/Alcohol (940-E)

Long Name: Did the police report alcohol presence or involvement for this person?

SAS Name: Person.Per_Alch

Oracle Name: GES.Person.Police_AlcoholID

FARS:P16/*NM15*

Format: 1 numeric

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
1	26730	0	0	No (Alcohol Not Involved)
2	26731	1	1	Yes (Alcohol Involved)
3	26732	8	8	Not Reported
4	26733	9	9	Unknown (Police Reported)

Remarks:

This data element reflects only the judgment of law enforcement as to whether alcohol was involved or not for this person.

The phrase "alcohol involved" means that alcohol is present in the person or presumed to be present by the police. Consequently, this data element may not agree with the alcohol test results for this person. Involvement is not an indication that alcohol was in any way a cause of the crash.

If the case materials indicate that open or unopened alcoholic beverages were found in the vehicle, then this information does not by itself constitute involvement unless the police indicate that this was the basis for a determination of involvement. If the case materials indicate that a preliminary breath test (PBT) was given and the officer's judgment contradicts the preliminary test, the officer's judgment will be the determining factor.

No (Alcohol Not Involved) applies if the judgment of law enforcement is that alcohol is not present.

In some circumstances it is possible for the police to give sufficient information in the report fields (such as contributing circumstances, driver/pedestrian condition, alcohol presence or

use, alcohol test, etc.) or narrative to indicate that they believe alcohol is not involved without specifically mentioning "no" alcohol. In such cases, use **No (Alcohol Not Involved)**. However, if there is any question that the officer's position on alcohol involvement is "no alcohol" because of lack of information, then use **Not Reported.**

Yes (Alcohol Involved) applies only if the judgment of the law enforcement is that alcohol was present. For example, the police indicate alcohol involvement via:
- a specific data element on the police report form such as Driver Condition,
- the police charge the driver with an alcohol-related offense,
- the police mention in the narrative section of the report that the person had been drinking,
- the police report has a positive BAC test result (BAC>.00).

Some PARs have a block labeled "Alcohol/Drugs." If use is indicated, and it cannot be determined which was used (e.g., narrative, arrest/charged section, etc.), then assume alcohol is present. If the police report indicates that a driver was charged with DWI/DUI (driving while intoxicated, driving while impaired or driving under the influence), and no clarification is offered to indicate if the DWI/DUI was alcohol related or other drug related (e.g., a specific data element; mentioned in the narrative section; BAC results), then assume alcohol presence.

Not Reported applies when law enforcement makes no mention of alcohol involvement in either narrative or data fields. For example, there is a specific location on the police report for assessment of alcohol but the investigating officer fails to make either a positive or negative assessment by leaving the field blank. Also use **Not Reported** if no block exists on the PAR for reporting alcohol presence and no other information is available.

There are instances when the police do not indicate in the PAR whether alcohol was involved or not, but they do mention that a test was given or ordered. For example, the police may only say that an evidential test was ordered for a driver without indicating that they suspected alcohol or providing a result. The use of passive alcohol sensors (PAS) may also be mentioned as used by the police, without mention of the result. Use **Not Reported** for these instances.

Unknown (Police Reported) applies when law enforcement indicates in either narrative or data fields that alcohol involvement is "unknown" for this person. In general, crash reports have blocks to indicate either positive or negative alcohol involvement. However if a crash report has a provision for the investigating officer to respond "unknown involvement," then enter this attribute. Also enter this attribute for hit-and-run drivers or passengers unless clear evidence to the contrary exists.

FARS SPECIAL INSTRUCTION:

Important Guidelines:

- Do not change the coding of this element because a positive alcohol test is obtained form the coroner, medical examiner or state toxicology lab. A positive or negative

BAC test submitted from the toxicology lab or coroner directly to the FARS analyst is not evidence of the officer's judgment.

- The police accident report, including any supplemental reports or direct contact with the police are the only valid sources.

When Police-Reported Alcohol Involvement **Not Reported** or **Unknown (Police Reported)**, Method of Alcohol by Police Determination attributes "1-8" are allowed. However, this should only happen when the method is stated by the police, but the involvement is not mentioned at all or stated as unknown.

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METHOD OF ALCOHOL DETERMINATION BY POLICE

GES: XXX   FARS:P17/*NM16*

Screen Heading: Not a GES Element   Format: 1 numeric

Screen Name:

Long Name:

SAS Name:

Oracle Name:

ELEMENT VALUES

		SAS		
SCN	ORACLE	GES	FARS	
X	X	X	1	Evidential Test (breath, blood, urine)
X	X	X	2	Preliminary Breath Test (PBT)
X	X	X	3	Behavioral
X	X	X	4	Passive Alcohol Sensor (PAS)
X	X	X	5	Observed
X	X	X	8	Other (e.g., Saliva test)
X	X	X	9	Not Reported

Remarks:

This variable is coded for each person involved in the crash. The Police Accident Report (PAR) and supplements are the source of information.

The purpose of this variable is to record the method by which the police made the determination as to whether alcohol was involved or not.

It is used primarily when the Police-Reported Alcohol Involvement variable is coded as **No (Alcohol Not Involved)** or **Yes (Alcohol Involved)**.

Whenever Police-Reported Alcohol Involvement is **No (Alcohol Not Involved)**, try to find out how the police knew this. When Police-Reported Alcohol Involvement is **Yes (Alcohol Involved)**, try to determine how the police knew this.

If Police-Reported Alcohol Involvement is **Not Reported** or **Unknown (Police Reported)**, then Method of Alcohol Determination by Police is **Not Reported**. If more than one method is used by the police to determine alcohol involvement choose the method the police refer to when they record their assessment. If more than one method is used and they do not state which

method was the basis for their alcohol determination, code the highest-ranking method used from the hierarchy (the highest ranking is "1"; the lowest is "5").

Evidential Test (breath, blood, urine)

This attribute is used if Police-Reported Alcohol Involvement is **No (Alcohol Not Involved)** or **Yes (Alcohol Involved)** <u>and</u> the police indicate that <u>they</u> ordered an evidential test and their determination of alcohol involvement was based on the results of that test.

An evidential test can be a breath test on a state-approved breath test device, a blood test, or a urine test. No other tests are considered evidential.

The key in coding evidential test as the basis for the police alcohol assessment is the ordering of the test by the police. A routine test performed by a coroner or medical examiner that was not ordered by the police is not considered as evidential for the purposes of the variable.

Preliminary Breath Test (PBT)

This attribute is used if Police-Reported Alcohol Involvement is **No (Alcohol Not Involved)** or **Yes (Alcohol Involved)** <u>and</u> the police indicate that alcohol involvement was based upon the results of a preliminary breath test, or PBT. Preliminary breath testing devices are not yet considered evidential tests, but merely as tools for the police to help them determine whether alcohol is present or not. Many PBTs only indicate whether alcohol is present in the breath by pass (green) or fail (red) lights. Other PBTs indicate the approximate BAC in numbers. Some PBTs are of evidential quality in some States. But if the device was used only as a preliminary test and not the evidential test, then this value should be coded.

The key to coding this is the definite indication **<u>by the police</u>** that a PBT **<u>was used</u>** and was the basis (or the clinching evidence) that a driver had been drinking or not.

Behavioral

This attribute is used if Police-Reported Alcohol Involvement is **No (Alcohol Not Involved)** or **Yes (Alcohol Involved)** <u>and</u> the police indicate that the basis for that alcohol assessment was the behavior by the driver during a field sobriety test.

Examples of field sobriety tests include the gaze nystagmus test, walking in a straight line, one leg stand, etc.

<u>Do not confuse Behavioral with Observed.</u>

Passive Alcohol Sensor (PAS)

This attribute is used if Police-Reported Alcohol Involvement is **No (Alcohol Not Involved)** or **Yes (Alcohol Involved)** <u>and</u> the police indicate that alcohol involvement was based upon the results of a passive alcohol sensor, or "sniffer."

The PAS devices available and in use by police are devices that look like flashlights and when held within 6 inches of the driver's mouth will detect alcohol in the breath while the driver is talking. The PAS is not considered an evidential test nor a PBT. It is not really a test, but a detector or an extension of the police officer's senses. The PAS devices are usually PASS/FAIL indicators with a red light indicating alcohol on the breath.

The key to coding this attribute is the indication by the police that a PAS was used and was the basis for coding **No** or **Yes** for Police-Reported Alcohol Involvement.

Observed

This **attribute** is used if Police-Reported Alcohol Involvement is **No (Alcohol Not Involved)** or **Yes (Alcohol Involved)** and the police indicate that the basis for their alcohol assessment was some observation of the driver. Do Not Confuse **Observed** with **Behavioral**.

Examples of observations would be:

- smelling alcohol on the driver's breath
- staggering, slurring of speech
- the driver admitting he had been drinking
- other observations described by the police that would not be considered field sobriety tests

Be careful not to simply assume that this is the appropriate code when some other method may have been used (e.g., breath test, PBT, PAS).

Other (e.g., Saliva test)

This attribute is used if Police-Reported Alcohol Involvement is **No (Alcohol Not Involved)** or **Yes (Alcohol Involved)** and the police indicate that the basis for alcohol determination was something other than the codes "1, 2, 3, 4 and 5" described above.

Examples of Other methods include:
1. results of a saliva test
2. results of other tissue tests

The key to coding this data element is the description by the police of some other method of alcohol determination that does not fall into codes "1-5."

See the paragraph below on Witness Statements.

Not Reported

This is coded if Police-Reported Alcohol Involvement is **Not Reported** or **Unknown (Police Reported)**. It is also coded if Police-Reported Alcohol Involvement is **No (Alcohol Not**

Involved) or **Yes (Alcohol Involved)** and there is no indication in the police report or any documents as to how the police made the alcohol assessment.

See the paragraph below on Witness Statements.

Witness Statements:

Witness Statements may or may not be used by the police to make a determination of alcohol involvement. If the police did use witness statements alone to make a determination of alcohol involvement, use **Other**.

If the police mention, but did not use witness statements and there is no other indication of how a determination was made, use **Not Reported**.

There are instances when the police do not indicate in the PAR whether alcohol was involved or not, but they do mention that a test was given or ordered.

FOR EXAMPLE: The police may only say that an evidential test was ordered for a driver without indicating that they suspected alcohol or what the result was. The use of passive alcohol sensors (PAS) may also be mentioned as used by the police, without mention of the result.

Attributes 1-8 may be used for Method Of Alcohol Determination by Police when Police-Reported Alcohol Involvement is coded as **Not Reported** or **Unknown (Police Reported)**, if this fits the case.

This should only happen when the method is stated by the police, but the involvement is not mentioned at all or stated as unknown.

ALCOHOL TEST

GES: P11 A/B/C

Screen Heading: Occupant Characterists/Non-Motorist Data

Screen Name: Alcohol Test Status (832-E)/ Alcohol Test Status (942-E) Alcohol Test Type (834-E) Alcohol Test Result (836-E)

Long Name: Did the police report indicate an alcohol test was given to this person? Did the police report indicate the type of test given to this person? What is the BAC for this person?

SAS Name: Person.AlchTest/Person.Altstype/Person.Altrsult

Oracle Name: GES.Person.AlcTestGiven / GES.Person.AlcTestType / GES.Person.AlcTestResult

FARS:*P18/NM17*

Format: 3 sets, 1 set, 1 numeric, 2 sets, 2 numeric

ELEMENT VALUES

		SAS		
SCN	ORACLE	GES	FARS	
				Subfield 1 – Test Status
1	10	0	0	Test Not Given
2	11	1	1	Test Refused
3	12	2	2	Test Given
7	97	7	*8*	*Not Reported*
4	19	9	9	*Unknown if Tested*
				Subfield 2 – Test Type
1	0	00	00	Test Not Given
2	1	01	01	Blood
3	2	02	02	Breathalyzer "BAC"
6	10	10	10	Preliminary Breath Test (PBT)
4	3	03	03	Urine
X	X	XX	04	Vitreous
X	X	XX	05	Blood Plasma/Serum
X	X	XX	06	Blood Clot
X	X	XX	07	Liver
5	8	08	08	Other Test Type
7	98	98	98	Unknown Test Type
9	97	97	*95*	*Not Reported*
8	99	99	99	*Unknown if Tested*

				Subfield 3 – Test Result
00-93	00-93	00-93	00-93	Actual Value
94	94	94	94	.94 or Greater
96	96	96	96	Test Not Given
97	97	97	97	AC Test Performed, Results Unknown
98	98	98	98	Positive Reading With No Actual Value
95	95	95	*95*	*Not Reported*
99	99	99	99	*Unknown if Tested*

Remarks:

Subfield 1 – Test Status indicates whether or not a test was performed on this person to detect the presence of alcohol.

Test Not Given is used when the case materials indicate an alcohol test was not given.

Test Refused is used when the case materials indicate an alcohol test was refused.

Test Given is used when the case materials indicate an alcohol test was given.

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

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

Unknown if Tested is used when the case materials specifically indicated "Unknown if Tested."

Subfield 2 – Test Type identifies the type of test that was administered to this person as indicated in the case materials.

If more than one type of test is performed on the same person, a Blood Test is preferred over other tests. The exception is if you have information that casts clear doubt on the validity or reliability of the Blood Test when you have results from a test of another type. For example, the blood test was spoiled or contaminated. In such a case, record the Test Type for the test with the valid result. Other situations where this may occur include information that:

- the test was performed on a live victim unreasonably long after the crash; or
- the lab, coroner, or medical examiner expresses doubt in their result from a blood test.

Blood is used when the case materials indicate this was the type of test used to obtain a BAC.

Note that there are test types for **Blood** (01), **Blood Plasma or Serum** (05) and **Blood Clot** (06). If the Coroner, Medical Examiner, or State Lab reports that the test was a "blood" test (whole blood), this most likely does not refer to Blood Plasma or Blood Clot, but you should try to verify this. If the test was performed on blood, or if you know the results are already converted to a BLOOD ALCOHOL CONCENTRATION (BAC), then code TEST TYPE as **Blood.**

Breath is used when the case materials indicate this was the type of test used to obtain a BAC.

Breath is used if you have a result from an evidential breath test (a breath test performed on a State-approved breath test device). Usually, results from a **Preliminary Breath Test (PBT)** device are not considered evidential. Some PBTs are of evidential quality in some States; but if the device was used only as a preliminary test and not an evidential test, then do not use code "02."

Urine is used when the case materials indicate this was the type of test used to obtain a BAC.

Other Test Type is used when the case materials indicate a type of test used to obtain a BAC was recorded as "Other" or is indicated to be of a type other than the available attributes.

Preliminary Breath Test (PBT) is used when the case materials indicate this was the type of test used to obtain a BAC and no other test is available. Update Test Type and corresponding Result if a PBT is followed by an evidential test, other than a PBT. A breath, blood or urine test will take precedence over a PBT result unless you have information that casts clear doubt on the validity or reliability of the Evidential Test <u>AND</u> you have a valid PBT result to record.

- Example 1: You only receive a PBT with an actual value
    - Code Test Type "10 – PBT" and Test Result "the actual value received"

- Example 2: You only receive a PBT with a "negative" result returned
    - Code Test Type "10 – PBT" and Test Result "00"

- Example 3: You only receive a PBT with "positive" result, but no actual value
    - Code Test Type "10 – PBT" and Test Result code "98 – Positive Reading with no Actual Value"

- Example 4: You receive a PBT with an actual value of .10% and a blood test (whole blood) from the lab of .08%
    - Code Test Type "01 – Blood" and Test Result .08

- Example 5: You receive a PBT with an actual value of .10% and a breathalyzer test both from the police of .08%
    - Code Test Type "02 – Breathalyzer (BAC)" and Test Result .08

▪ Example 6: You receive a PBT with an actual value of .10% from the police and a blood test (whole blood) from the state lab indicating a "contaminated" sample.

– Code Test Type "10 – PBT" and Test Result .01

Unknown Test Type is used when the case materials indicate a test was given but do not specify the type of test.

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

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

Unknown if Tested is used when the case materials specifically indicated "Unknown if Tested."

Subfield 3 – Test Result records the actual value reported from a test performed on this person to detect the presence of alcohol.

A TEST RESULT of .01 is a low probability and will raise an error flag. Any BAC test result reported in 3 decimal places should be truncated, not rounded. For example, a reported BAC of **.**099 becomes **.**09. The reason for truncating is that the accuracy of most testing devices is only reliable to two decimal places, so the third decimal place is meaningless.

AC Test Performed, Results Unknown refers to alcohol content tests that were performed but the results are reported as unknown or are unobtainable (including a "Contaminated Sample" or "Insufficient Sample"). AC Test Performed, Results Unknown can be used for any Test Type.

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

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

FARS SPECIAL INSTRUCTION:

Prior to 2009, the Alcohol Test Result code "95" represented an alcohol test result that was not provided because the test was refused. This situation was identified using the

element value "95 – Test Refused". This element value was dropped in 2009 and the code "95" was reintroduced in 2010 as the element value "95 – Not Reported".

Unknown if Tested is used when the case materials specifically indicated "Unknown if Tested."

> ### FARS SPECIAL INSTRUCTION:
>
> As a general coding guideline, <u>do not</u> prematurely use Test Result "**AC Test Performed, Results Unknown**." It is recommended that you leave the information blank for drivers and non-motorists until the test results are received from the state lab, coroner or police. You need to be reasonably certain that you will never receive the test results to use attribute "97" at the time of the initial coding and case entry.

Positive Reading with No Actual Value can be used for any Test Type code where the result is indicated to be positive without a numeric value to record.   This should only be used when a final test result is returned as "positive" with no actual result to record. This can occur when a screening test is used and it is the only test result available. Some PBTs only indicate whether alcohol is present in the breath by positive (green) or negative (red) lights. Other PBTs indicate the approximate BAC in numbers. **Positive Reading with No Actual Value** should be used when a PBT result only indicates "positive" for alcohol, with no actual BAC value. A negative PBT result should be interpreted as .00.

Before recording this value make sure that this is the <u>final</u> test result and no actual value was available from a follow-up confirmatory test.

FARS SPECIAL INSTRUCTION:

Prior to 2006, this attribute read "**PBT Positive Reading with No Actual Value**" and was used strictly for recording test results for Preliminary Breath Test devices.

<u>State Law versus Practice</u>: You may be aware that your State laws require testing of certain classes of crash victims. However, you may also know that the practice in your State is that the law is not observed. In such cases, you are not bound only by what the law says. You may consider State practices in your coding decisions.

Example 1: Your state law may require all fatalities to be tested for BAC, but you know that this does not happen in your State and you are unable to locate alcohol test information for this person:
* In such a case, you cannot rely on the law for your coding decisions. Therefore, you should use attribute **Unknown If Tested** rather than **AC Test Performed, Results Unknown**, or **Test Not Given**. (Test Status equals "9" and Test Type equals "99").

Example 2: Most states' practice is that "<u>live</u>" non-drivers are not routinely tested for alcohol. Consequently, for live non-drivers when there is no mention of a test ordered by the police in the Police Accident Report (PAR):

- Code Test Status as **Test Not Given** and MDE will auto-fill Test Type as **Test Not Given** and Test Result as **Test Not Given**. However, if you happen to obtain an alcohol test result later, you may enter the appropriate test type and results.

Computed Estimates of BACs:
An expert may calculate an estimate of what the BAC would have been at the time of the crash (i.e., toxicologist uses the lapse time from crash and the victim's weight to calculate the BAC). You may accept these results if the following are <u>all</u> true:

- Results were reported by someone with the authority in your state to make this determination; and
- the result is considered official in your state; and
- you can support the result with official documentation or it is reported on the PAR (may vary from state-to-state).

POLICE REPORTED DRUG INVOLVEMENT

GES: P17

Screen Heading: Occupant Characteristics/Non-Motorist Data

FARS:P19/*NM18*

Format: 1 numeric

Screen Name: Drugs (835-E)/Drugs (945-E)

Long Name: Did the police report drug presence or
involvement for this person?

SAS Name: Person.Per_Drug

Oracle Name: GES.Person.Police_DrugID

ELEMENT VALUES

| | | SAS | | |
SCN	ORACLE	GES	FARS	
1	26730	0	0	No (drugs not involved)
2	26731	1	1	Yes (drugs involved)
3	26732	8	8	Not Reported
4	26733	9	9	Unknown

Remarks:

This data element reflects only the judgment of law enforcement as to whether drugs were involved or not for this person.

The phrase "drug involvement" means that drugs are present in the person or presumed to be present by the police. This includes prescription and over-the-counter medications, as well as illicit substances (e.g., marijuana, cocaine, heroin, etc.). It is not an indication that the drug usage was in any way a cause of the crash.

If case materials indicate that drugs were found in the vehicle, then this information does not by itself constitute involvement unless the police indicate that this was the basis for a determination of involvement.

Some PARs have a block labeled "Alcohol/Drugs." If use is indicated, and it cannot be determined which was used (e.g., narrative, arrest/charged section, etc.), then assume alcohol, not drugs. If the police report indicates that a driver was charged with DWI (driving while intoxicated or driving while impaired) and no clarification is offered to indicate if the DWI was alcohol related or drug related (e.g., a specific data element, mentioned in the narrative section, BAC results), then interpret as alcohol presence .

No (drugs not involved) applies if the judgment of law enforcement is that drugs are not present.

In some circumstances it is possible for the police to give sufficient information in the report fields (such as contributing circumstances, driver/pedestrian condition, substance use, drug test, etc.) or narrative to indicate that they believe drugs are not involved without specifically mentioning no drugs. In such cases, you may use **No**. However, if there is any question that the officer's position on drug involvement is **No** because of a lack of information, then it is best to use **Not Reported**.

Yes (drugs involved) applies only if the police assessment is that drugs were present. For example the police indicate drug involvement via:
- a specific data element on the police report form such as Driver Condition,
- the police charge the driver with an drug related offense,
- the police mention in the narrative section of the report that the person had been under the influence of a drug
- the police report has a positive test result reported for drugs

Not Reported applies when law enforcement makes no mention of drug involvement in either narrative or data fields. For example, there is a specific location on the police report for assessment of drugs but the investigating officer fails to make either a positive or negative assessment by leaving the field blank. Also use **Not Reported** if no block exists on the PAR for reporting drug presence and no other information is available.

There are instances when law enforcement do not indicate in the PAR whether drugs were involved or not, but they do mention that a test was given or ordered. For example, the police may only say that an evidential test was ordered for a driver without indicating that they suspected drugs or providing a result. Use **Not Reported** for these instances.

Unknown (Police Reported) applies when law enforcement indicate in either narrative or data fields that drug involvement is "unknown" for this person. In general, police reports have blocks to indicate either positive or negative drug involvement. However, if a crash report has a provision for the investigating officer to respond "unknown involvement," then enter this attribute. Also enter this attribute for hit-and-run drivers unless clear evidence to the contrary exists.

FARS SPECIAL INSTRUCTION:

Important Guidelines:
- Do not change the coding of this element because a positive drug test is obtained from the coroner, medical examiner or state toxicology lab. A positive or negative test result submitted from the toxicology lab or coroner directly to the FARS analyst is not evidence of the officer's judgment.

- The crash report, including any supplemental reports or direct contact with law enforcement, are the only valid sources.

When Police Reported Drug Involvement is **Not Reported** or **Unknown (Police Reported)**, all Method of Drug Determination attributes are allowed. However, this should only happen when the method is stated by the police, but the involvement is not mentioned at all or stated as unknown.

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METHOD OF DRUG DETERMINATION BY POLICE

GES: XXX   FARS:P20/***NM19***

Screen Heading: Not a GES Element   Format: 1 numeric

Screen Name:

Long Name:

SAS Name:

Oracle Name:

ELEMENT VALUES

		SAS		
SCN	**ORACLE**	**GES**	**FARS**	
X	X	X	1	Evidential Test (Blood, Urine)
X	X	X	2	Drug Recognition Technician (DRT) determination
X	X	X	3	Behavioral
X	X	X	7	Other
X	X	X	8	Not Reported

Remarks:

None.

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DRUG TEST

GES: P17A/B/C

Screen Heading: Occupant Characteristics/Non-Motorist Data

Screen Name: Drug Test Given (837-E)/ Drug Test Given (947-E) Drug Test Type (839-E) Drug Test Result (840-E)

Long Name: Did the police report indicate a drug test was given to this driver person? / Did the police report indicate the type of test given to this person? / Did the police report indicate the result of the drug test?

SAS Name: Person.DrugTest / Person.Drtstype / Person.Drtsrest

Oracle Name: GES.Person.DrugTestGiven / GES.Person.DrugTestType / GES.Person.DrugTestResult

FARS:*P21/NM20*

Format: 3 sets: 2 sets, 1 numeric; 1 set, 3 numeric

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
				Subfield 1 – Test Status
1	10	0	0	Test Not Given
2	11	1	1	Test Refused
3	12	2	2	Test Given
7	97	7	*8*	*Not Reported*
4	19	9	*9*	*Unknown if Tested*
				Subfield 2 – Test Type
1	0	00	0	Test Not Given
2	1	01	1	Blood
3	2	02	2	Urine
4	3	03	3	Both: Blood and Urine Tests
6	98	98	7	Unknown Test Type
5	8	08	8	Other Test Type
8	97	97	*6*	*Not Reported*
7	99	99	*9*	*Unknown if Tested*
				Subfield 3 – Test Result
1	0	0	000	Test Not Given
X	X	X	001	No Drugs Reported/Negative
X	X	X	100-295	Narcotic*
X	X	X	300-	Depressant*

			395	
X	X	X	400-495	Stimulant*
X	X	X	500-595	Hallucinogen*
X	X	X	600-695	Cannabinoid*
X	X	X	700-795	Phencyclidine (PCP)*
X	X	X	800-895	Anabolic Steroid*
X	X	X	900-995	Inhalant*
X	X	X	996	Other Drug
X	X	X	997	Test for Drug, Results Unknown
X	X	X	998	Tested for Drugs, Drugs Found, Type Unknown/Positive
6	5	5	*095*	*Not Reported*
5	9	9	*999*	*Unknown If Tested*

*See Specific Drug Listings

Remarks:

Subfield 1 – Test Status indicates whether or not a test was performed on this person to detect the presence of drugs.

Test Not Given is used when the case materials indicate a drug test was not given. If Test Status is **Test Not Given** then Test Type and Test Result will also be **Test Not Given**.

Test Refused is used when the case materials indicate a drug test was refused. If Test Status is **Test Refused** then Test Type and Test Result will be **Test Not Given**.

Test Given is used when the case materials indicate a drug test was given.

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

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

Unknown if Tested is used when the case materials specifically indicated "Unknown if Tested."

Subfield 2 – Test Type identifies the type of test that was administered to this person as indicated in the case materials. You may record up to 3 separate drug test types and their corresponding result.

Blood is used when the case materials indicate this was the type of test used to detect the presence of drugs.

Urine is used when the case materials indicate this was the type of test used to detect the presence of drugs.

Both: Blood and Urine Tests is used when the case materials indicate this testing combination was used to detect the presence of drugs. Typically this would be found on a toxicology report.

Other Test Type is used when the case materials indicate a type of test used to detect the presence of drugs was recorded as "Other" or is indicated to be of a type other than the available attributes.

Unknown Test Type is used when the case materials indicate a test was given but do not specify the type of test.

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

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

Unknown if Tested is used when the case materials specifically indicated "Unknown if Tested."

Subfield 3 – Test Result records the specific drug or its category identified by a test performed on this person to detect the presence of drugs. This element excludes Nicotine, Aspirin, and Alcohol. In addition, exclude drugs explicitly indicated to have been administered after the crash.

FARS SPECIAL INSTRUCTION:

You may record up to 3 separate drug test results and their corresponding test type. Use the translation table to assign the three-digit code. If the drug is not on the list, use **Other Drug**, except for drug confirmed as "post crash" administered. Caffeine and mild analgesics are coded **Other Drug** When four or more drugs are present, use the categories as a hierarchy (ex. narcotics (100-295) over depressants (300-395) over stimulants (400-495), etc.)

Test Not Given is used when the case materials indicate a drug test was not given. If Test Status is **Test Not Given** then Test Type and Test Result will also be **Test Not Given.**

Negative is used when the case materials indicate that a test for the presence of drugs was "negative" or that no drugs were found.

Tested for Drugs, Results Unknown refers to drug tests that were performed but the results are reported as unknown or are unobtainable. **Tested for Drugs, Results Unknown** can be used for any Test Type.

As a general coding guideline, <u>do not</u> prematurely use Test Result Tested for Drugs, Results Unknown. It is recommended that you leave the information blank until the test results are received from the state lab, coroner or police. You need to be reasonably certain that you will never receive the test results to use attribute "97" at the time of the initial coding and case entry. Examples of this situation would be if the test results are returned indicating a "Contaminated Sample" or "Insufficient Sample."

Tested for Drugs, Drugs Found, Type Unknown/Positive can be used for any Test Type code where the result is indicated to be positive without an actual drug identified to record.

This should only be used when a final test result is returned as "positive" with no actual result to record. This can occur when a screening test is used and it is the only test result available. Before recording this value make sure that this is the <u>final</u> test result and no actual value was available from a follow-up confirmatory test.

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

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

Unknown if Tested is used when the case materials specifically indicated "Unknown if Tested."

Alphabetical Drug Index

Ethyl-phenylcyclohexylamine	533	Hydromorphinol	156
Ethyl-pipirdylbenzilate	508	Hydromorphone	157
Ethylamine	700	*Hydroxy-Nortestosterone*	*842*
Ethylestrenol	806	Hydroxypethidine	158
Ethylmethylthiambutene	146	*Hydroxytestosterone*	*843*
Ethylmorphine	147	Hydroxzine	334
Etonitazene	148	Ibogaine	509
Etorphine	149	"Inhalants, Type Unknown"	995
Etoxerdine	150	Insecticides	942
		Isomethadone	159
Fencamfamin	411		
Fenethylline	412	Ketamine	522
Fenfluramine	413	Ketazolam	335
Fenproporex	414	Ketobemidone	160
Fentanyl	151		
Fiorinal + Codeine	152	Lacquer Thinners	904
Fiorinol	326	Levo-alphacetylmethado	228
Fludiazepam	327	Levomoramide	161
Flunitrazepam	328	Levophenacylmorphan	162
Fluoxymesterone	807	Levomethorphan	163
Flurazepam	384	Levorphanol	229
Flurazepam Hydrochloride	329	Levorphanol Tartrate	164
Formebulone (Formebolone)	808	*Lisdexamfetamine*	*436*
Frying Pan Lubricants	944	Loprazolam	336
Furazabol	*841*	Lorazepam	337
Furethidine	153	Lormetazepam	338
		LSD	510
Gamma Hydroxybutyric (GHB)	377	Lysergic Acid	511
Gamma Hydroxybutyric Acid		Lysergic Acid Amide	527
preparations	*391*	Lysergic Acid Diethylamide	528
Glass Chillers	943		
Glutethimide	330	Marijuana/Marihuana	603
		Marinol	604
Hair spray	941	Mazindol	415
Halazepam	331	Mebutamate	339
"Hallucinogens, Type Unknown"	595	Mecloqualone	340
Haloxazolam	332	Medazepam	341
Hashish	602	Mefenorex	416
Hashish Oil	601	Meperidine (Pethidine)	165
Heroin	154	*Meperidine intermediate-A*	*251*
Hexobarbital	333	*Meperidine intermediate-B*	*252*
Hydrocodone	155	*Meperidine intermediate-C*	*253*
Hydrocodone & isoquinoline		Mephobarbital	
alkaloid<15 mg/du	*249*	(Methylphenobarbital)	342
Hydrocodone combination		Meprobamate	343
product<15 mg/du	*250*	Mescaline	512
		Mestanolone	*844*

Mesterolone	809	*Morphine combination product/*	
Metazocine	166	*50 mg/100 ml or gm*	*255*
Methadone	167	Morphine methylbromide	176
Methadone intermediate	*254*	Morphine methylsulfonate	175
Methamphetamine	417	Morphine-N-oxide	231
Methandienone	810	Myrophine	178
Methandranone	811		
Methandriol	812	Nabilone	516
Methandrostenolone	813	Nethylamphetamine	419
Methaqualone	344	Nalorphine	179
Metharbital	345	Nandrolone	817
Methcathinone	432	"Narcotics, Type Unknown"	295
Methenolone	814	*N-Benzylpiperazine*	*439*
Methohexital	346	*N-Hydroxymethylenedioxy-*	
Methoxyamphetamine (PMA)	514	*amphetamine*	*538*
Methoxy-Methylenedioxy-		Nicocodeine	180
amphetamine	*437*	Nicomorphine	181
Methoxy-NN-		Nimetazepam	349
diisopropyltryptamine	*537*	Nitrazepam	350
Methylaminorex	529	Nitrous Oxide	924
Methyldesorphine	168	*N-Methylpiperidyl benzilate*	*539*
Methyldienolone	*845*	*N, N-Dimethylamphetamine*	*438*
Methyldihydromorphine	169	Noracymethadol	182
Methyl-dimethoxyamphetamine	530	*Norandrostenediol*	*847*
Methylenedioxy-N-		*Norandrostenedione*	*848*
ethylamphetamine	531	*Norbolethone*	*849*
Methylenedioxyamphetamine		*Norclostebol*	*850*
(MDA)	515	Nordiazepam	351
Methylenedioxymetham-		Norethandrolone	818
phetamine (MDMA)	513	Norlevorphanol	183
Methylfentanyl	170	Normethadone	184
Methylone	435	*Normethandrolone*	*851*
Methlphenidate	418	Normorphine	185
Methylphenylpropionoxypiperid	171	Norpipanone	186
ine (MPPP)			
Methyltestosterone	815	Opium	187
Methylthiofentanyl	230	*Opium combination product*	
Methyltrienolone	*846*	*25 mg/du*	*256*
Methyprylon	347	Opium extract	232
Metopon	172	Opium fluid extract	233
Mibolerone	816	*Opium, granulated*	*258*
Midazolam	348	Opium Poppy	234
Modafinil	433	*Opium, powdered*	*259*
Moramide	173	*Opium preparations – 100 mg/*	
Morpheridine	174	*100 ml or 100 gm*	*257*
Morphine	177	Opium Tincture	235

Alphabetical Drug Index

Alphabetical Drug Index

Drugs by Category Type

100-295 NARCOTICS

100	Acetominophen + Codeine
101	Acetorphine
102	Acetyl-alpha-methlfentanyl
103	Acetyldihydrocodeine
104	Acetylmethadol
105	Alfentanil
106	Allylprodine
107	Alpha-methylfentanyl
108	Alpha-methythiofentanyl
109	Alphameprodine
110	Alphamethadol
111	Alphaprodine
112	Anileridine
113	APC + Codeine
114	Asprin + Codeine
115	Benzethidine
116	Benzitramide
117	Benzylmorphine
118	Beta-hydroxyfentanyl
119	Betacetylmethadol
120	Betameprodine
121	Betamethadol
122	Betaprodine
123	Bexitramide
124	Buprenorphine
125	Carfentanil
126	Clonitazene
127	Codeine methylbromide
128	Codeine
129	Cyprenorphine
130	Desomorphine
131	Dextromoramide
132	Diacetylmorphine
133	Diampromide
134	Diethylthiambutene
135	Difenoxin
136	Dihydrocodeine
137	Dihydromorphine
138	Dimenoxadol
139	Dimepheptanol
140	Dimethylthiambutene
141	Dioxaphetyl Butyrate
142	Diphenoxylate

143	Dipipanone
144	Diprenorphine Hydroclhoride
145	Drotebanol
146	Ethylmethylthiambutene
147	Ethylmorphine
148	Etonitazene
149	Etorphine
150	Etoxerdine
151	Fentanyl
152	Fiorinal + Codeine
153	Furethidine
154	Heroin
155	Hydrocodone
156	Hydromorphinol
157	Hydromorphone
158	Hydroxypethidine
159	Isomethadone
160	Ketobemidone
161	Levomoramide
162	Levophenacylmorphan
163	Levormethorphan
164	Levorphanol Tartrate
165	Meperidine (Pethidine)
166	Metazocine
167	Methadone
168	Methyldesorphine
169	Methyldihydromorphine
170	Methylfentanyl
171	Methylphenylpropionoxypiperidine (MPPP)
172	Metopon
173	Moramide
174	Morpheridine
175	Morphine methylsulfonate
176	Morphine methylbromide
177	Morphine
178	Myrophine
179	Nalorphine
180	Nicocodeine
181	Nicomorphine
182	Noracymethadol
183	Norlevorphanol
184	Normethadone
185	Normorphine
186	Norpipanone

187	Opium	233	Opium Fluid Extract
188	Oxmorphone	234	Opium Poppy
189	Oxycodone	235	Opium Tincture
190	Parafluorofentanyl	236	Phenylethyl-phenyl-acetoxypiperidine
191	Paregoric	237	Poppy Straw
192	Parepectolin	238	Poppy Straw Concentrate
193	Pentazocine	239	Remifentanil
194	Pethidine (Meperidne)	*240*	*Codeine combination product 90 mg/du*
195	Phenadoxone	*241*	*Codeine preparations – 200 mg/100 ml or 100 gm*
196	Phenampromide		
197	Phenanthrine	*242*	*Difenoxin 1 mg/25ug AtSO4/du*
198	Phenazocine	*243*	*Difenoxin preparations – 0.5 mg/25 ug AtSO4/du*
199	Phenomorphan		
200	Phenoperidine	*244*	*Dihydrocodeine combination product 90 mg/du*
201	Phenylacetyloxypiperidine (PEPAP)		
202	Pholcodine	*245*	*Dihydrocodeine preparations 10 mg/100 ml or 100 gm*
203	Piminodine		
204	Piritramide	*246*	*Diphenoxylate preparations 2.5 mg/25 ug AtSO4*
205	Proheptazine		
206	Properidine	*247*	*Ethylmorphine combination product 15 mg/du*
207	Propiram		
208	Propoxyphene	*248*	*Ethylmorphine preparations 100 mg/100 ml or 100 gm*
209	Racemethorphan		
210	Racemoramide	*249*	*Hydrocodone & isoquinoline alkaloid<15 mg/du*
211	Racemorphan		
212	Sulfentanil	*250*	*Hydrocodone combination product<15 mg/du*
213	Thebacon		
214	Thebaine	*251*	*Meperidine intermediate-A*
215	Thiofentanyl	*252*	*Meperidine intermediate-B*
216	Tilidine	*253*	*Meperidine intermediate-C*
217	Trimeperidine	*254*	*Methadone intermediate*
218	Butorphanol	*255*	*Morphine combination product/ 50 mg/100 ml or gm*
220	Alphacetylmethandol		
221	Beta-Hydroxy-3-methylfentanyl	*256*	*Opium combination product 25 mg/du*
222	Codeine & Isooquinoline		
223	Codeine-N-oxide	*257*	*Opium preparations – 100 mg/ 100 ml or/100 gm*
224	Dextropropoxyphene		
225	Difenenoxin	*258*	*Opium, granulated*
226	Dihyroetrophine	*259*	*Opium, powdered*
227	Diprenorphine	*260*	*Oripavine*
228	Levo-alphacetylmethado	295	"Narcotics, Type Unknown"
229	Levorphanol		
230	Methylthiofentanyl		
231	Morphine-N-oxide		
232	Opium extract		

300-399 DEPRESSANTS

300	Alprazolam
301	Amobarbital
302	Barbitol
303	Barbiturates
304	Benzodiazepines
305	Benzylfentanyl
306	Bromazepam
307	Butabarbital
308	Butalbitol
309	Camazepam
310	Carbamate
311	Chloral betaine
312	Chloralhydrate
313	Chlordiazeproxide
314	Clorhexadol
315	Clobazam
316	Clonazepam
317	Clorazepate Dipotassium
318	Clotiazepam
319	Cloxazolam
320	Delorazepam
321	Diazepam
322	Estazolam
323	Ethchlorvynol
324	Ethinamate
325	Ethyl Ioflazepate
326	Fiorinol
327	Fludiazepam
328	Flunitrazepam
329	Flurazepam Hydrochloride
330	Glutethimide
331	Halazepam
332	Haloxazolam
333	Hexobarbital
334	Hydroxzine
335	Ketazolam
336	Loprazolam
337	Lorazepam
338	Lormetazepam
339	Mebutamate
340	Mecloqualone
341	Medazepam

342	Mephobarbital (Methylphenobarbital)
343	Meprobamate
344	Methaqualone
345	Metharbital
346	Methohexital
347	Methyprylon
348	Midazolam
349	Nimetazepam
350	Nitrazepam
351	Nordiazepam
352	Oxazepam
353	Oxazolam
354	Paraldehyde
355	Pentobarbital
356	Petrichloral
357	Phencyclohexylamine
358	Phenobarbital
359	Pinazepam
360	Prazepam
361	Quazepam
362	Secobarbital
363	Sulfondiethylmethane
364	Sulfonethylmethane
365	Sulfonmethane
366	Talbutal
367	Temazepam
368	Tetrazepam
369	Thenylfentanyl
370	Thiamylal
371	Thiopental (Pentothal)
372	Tiletamine
373	Traizolam
374	Tybamate
375	Zolazepam (Telazol)
376	Carisoprodol
377	Gamma Hydroxybutryate (GHB)
378	Amobarbital & non-controlled active ingred.
379	Aprobarbital
380	Barbituric Acid Derivative
382	Clorazepate
383	Dexfenfluramine
384	Flurazepam
385	Sibutramine

386 Zaleplon
387 Zolpidem
388 ***Amobarbital suppository dosage form***
389 ***Butobarbital (butethal)***
390 ***Embutramide***
391 ***Gamma Hydroxybutyric Acid preparations***
393 ***Pentobarbital & noncontrolled active ingred.***
394 ***Pentobarbital suppository dosage form***
395 "Depressants, Type Unknown"
396 ***Pregabalin***
397 ***Secobarbital & noncontrolled active ingred.***
398 ***Secobarbital suppository dosage form***
399 ***Zopiclone***

400-495 STIMULANTS

400 Amphetamine Sulfate
401 Amphetamine
402 Benzoylecgonine
403 Benzphetamine
404 Cathine (Norpseudoephedrine)
405 Chlorphentermine
406 Clortermine
407 Cocaine
408 Dextroamphetamine
409 Diethylpropion
410 Ecgonine
411 Fencamfamin
412 Fenethylline
413 Fenfluramine
414 Fenproporex
415 Mazindol
416 Menfenorex
417 Methamphetamine
418 Methylphenidate
419 Ne-thylamphetamine
420 Pemoline
421 Phendimetrazine
422 Phenmetrazine

423 Phentermine
424 Pipradrol
425 Propylhexedrine
426 Pyrovalerone
427 SPA
428 Aminorex
429 Cathinone
430 Coca Leaves
431 Dichloralphenazone
432 Methcathinone
433 Modafinil
434 Vinabarbital
435 Methylone
436 ***Lisdexamfetamine***
437 ***Methoxy-Methylenedioxyamphetamine***
438 ***N, N-Dimethylamphetamine***
439 ***N-Benzylpiperazine***
440 ***Stimulant compounds previously excepted***
495 "Stimulants, Type Unknown"

500-595 HALLUCINOGENS

500 Amphetamine Variants
501 Bufotenine
503 Diethyltryptamine (DET)
504 Dimethoxyamphetamine(DOM)
505 Dimethyltryptamine (DMT)
506 DMA
507 Dronabinol
508 Ethyl-pipirdylbenzilate
509 Ibogaine
510 LSD
511 Lysergic Acid
512 Mescaline
513 Methylenedioxymethamphetamine (MDMA)
514 Methoxyamphetamine (PMA)
515 Methylenedioxyamphetamine (MDA)
516 Nabilone
517 Peyote
518 Phenylacetone (P2P)
519 Psilocybin
520 Psilocyn
521 Trimethoxy amphetamine

522 Ketamine
523 Alpha-Ethyltryptamine
524 Bromo-dimethoxyamphetamine
525 Bromo-dimethoxyphenethylamine
527 Lysergic Acid Amide
528 Lysergic Acid Diethylamide
529 Methylaminorex
530 Meth-dimethoxyamphetamine
531 Methylenedioxy-N-ethylamphetamine
532 Dimethylamphetamine
533 Ethyl-phenylcyclohexylamine
534 Alpha-methyltryptamine
535 Dimethoxyethylamphetamine
536 Dimethoxy-(n)-propylthiophenethylamine
537 Methoxy-NN-diisopropyltryptamine
538 N-Hydroxymethylenedioxy-amphetamine
539 N-Methylpiperidyl benzilate
595 "Hallucinogens, Type Unknown"

600-695 CANNABINOID

600 Delta 9
601 Hashish Oil
602 Hashish
603 Marijuana
604 Marinol
605 Tetrahydrocannabinoid
606 THC
695 "Cannabinoid, Type Unknown"

700-795 PCP

700 Ethylamine
701 Parahexyl (Synhexyl)
702 Phencyclidine
703 Phencyclidine Analogs
704 Phenylcyclohexylamine
705 Piperidinocyclohexane-carbonitrile (PCC)
706 "Pyrrolidine (PCPy, PHP,TCPy) "
707 Thiophene

708 Thienylcyclohexyl/piperidine
709 Phenylcyclohexyl-Pyrrolidine
710 Thienyl Cyclohexyl Pyrrolidine
795 "PCP, Type Unknown"

800-895 ANABOLIC STEROIDS

800 Boldenone
801 Chlorotestosterone
802 Chlostebol
803 Dehydrochlormethyltestosterone
804 Dihydrotesterone
805 Drostanolone
806 Ethylestrenol
807 Fluoxymesterone
808 Formebulone (Formebolone)
809 Mesterolone
810 Methandienone
811 Methandranone
812 Methandriol
813 Methandrostenolone
814 Methenolone
815 Methyltestosterone
816 Mibolerone
817 Nandrolone
818 Norethandrolone
819 Oxandrolone
820 Oxymesterone
821 Oxymetholone
822 Stanolone
823 Stanozolol
824 Testolactone
825 Testosterone
826 Trenbolone
827 Clostebol
828 Alpha, Beta-dihydroxy-alpha-androstane
829 Alpha-methyl-alpha-beta-dihydroxy-alpha-androstane
830 Alpha-methyl-beta-beta-dihydroxy-alpha-androstane
831 Alpha-methyl-beta-beta-dihydroxy-androstene
832 Alpha-methyl-delta 1-dihydrotestosterone

833   *Alpha-methyl-hydroxynandrolone*
834   *Androstanedione*
835   *Androstenediol*
836   *Androstenedione*
837   *Beta, beta-dihydroxy-alpha-androstane*
838   *Bolasterone*
839   *Calusterone*
840   *Delta 1-dihydrotestosterone*
841   *Furazabol*
842   *Hydroxy-Nortestosterone*
843   *Hydroxytestosterone*
844   *Mestanolone*
845   *Methyldienolone*
846   *Methyltrienolone*
847   *Norandrostenediol*
848   *Norandrostenedione*
849   *Norbolethone*
850   *Norclostebol*
851   *Normethandrolone*
852   *Stenbolone*
853   *Tetrahydrogestrinone*
895   "Anabolic Steroid, Type Unknown"

996   OTHER,

997   TESTED; RESULTS UNKNOWN

998   TESTED; DRUGS FOUND; TYPE UNKNOWN

999   UNKNOWN IF TESTED FOR DRUG

900-995 INHALANT

900   Volatile Solvents (toluene)
901   Plastic Cement (airplane glue)
902   Paint and Paint Removers
903   "Petroleum Products (gasoline, kerosene)"
904   Lacquer Thinners
920   Anesthetic Gases
921   Amyl Nitrite
923   Butly Nitrite
924   Nitrous Oxide
925   Ether
926   Chloroform
940   Aerosols (hydrocarbon gases)
941   Hair spray
942   Insecticides
943   Glass Chillers
944   Frying Pan Lubricants
995   "Inhalants, Type Unknown"

TRANSPORTED TO MEDICAL FACILITY BY

GES: P10

Screen Heading: Occupant Characteristics/ Non-Motorist
Characteristics

Screen Name: Transported (820-E)

Long Name: What is the mode of transportation used to
transport this person to a hospital or other treatment facility?

SAS Name: Person.Hospital

Oracle Name: GES.Person.Treatment

FARS:*P22/NM21*

Format: 1 numeric

ELEMENT VALUES

| | | SAS | | |
SCN	ORACLE	GES	FARS	
1	4	4	0	Not Transported
3	6	6	*1*	EMS *Air*
2	5	5	*5*	*EMS Ground*
4	7	7	*3*	*EMS Unknown Mode*
5	8	8	2	Law Enforcement
6	9	9	4	Transported Unknown Source
98	98	98	6	Other
97	97	97	*8*	*Not Reported*
99	99	99	9	Unknown

Remarks:

Medical Facility refers to an injury treatment facility. The treatment facility is the first medical
facility to which the person is taken. Use appropriate attribute, even if the person dies en route
to the treatment facility. A morgue is not an injury treatment facility.

Use attributes **EMS Air**, **EMS Ground**, **Law Enforcement**, **EMS Unknown Mode** or **Other** if
the person did not go to a treatment facility directly from the scene, but was transported at a
later time for injuries sustained in this crash.

If there is an indication that both air and ground transportation were used, code **EMS Air**.

Not Transported is used for victims who are dead on the scene and for those who are not
taken (or do not go) to a treatment facility or hospital for treatment. For example, an uninjured
occupant rides along with an injured person to a treatment facility.

EMS Ground includes transport by private and county/city-owned ambulance or rescue squad vehicles.

EMS Unknown Mode is used when a person who is transported to a treatment facility by EMS, but the mode of transportation is not known.

Law Enforcement includes transport by state, county or local law enforcement agency vehicles.

Transported Unknown Source is used if you know the person was transported to a treatment facility, but you do not know the source.

Other includes transport by private citizens or individuals who drive themselves to the hospital or treatment facility. May be indicated on your crash report as "POV" (Privately/Personally Owned Vehicle).

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

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

Unknown is used when it is reported as "unknown" whether or not this victim was taken (or went) to a hospital/treatment facility for treatment.

FARS SPECIAL INSTRUCTION:

Prior to 2007, this element was called "Taken to Hospital or Treatment Facility" and only recorded whether or not the person was transported for treatment. After 2007, this element's name was changed to "Transported for Treatment By".   Beginning in 2010, this element's name is changed to "Transported to Medical Facility By" and indicates if the person was transported for treatment, and if transported, the source of transport.

GES SPECIAL INSTRUCTION:

This data element is not related to GES sampling.

DIED AT SCENE/EN ROUTE

GES: XXX   FARS:*P23/NM22*

Screen Heading: Not a GES Element   Format: 1 numeric

Screen Name:

Long Name:

SAS Name:

Oracle Name:

ELEMENT VALUES

SCN	ORACLE	GES	SAS FARS	
X	X	X	0	Not Applicable
X	X	X	7	Died at Scene
X	X	X	8	Died En Route
X	X	X	9	Unknown

Remarks:

Not Applicable is used for non-fatalities and victims dying at locations other than the scene or en route (e.g., hospital, at home, etc.).

Died at Scene is used for victims who are dead on the scene of the crash.

Died En Route is used for victims who die en route to a hospital or treatment facility by EMS or other transport.

Unknown is used when you know the victim is a fatality, but you don't know if they died at the scene, en route, or at another location (e.g., home).

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DEATH DATE

GES: XXX

Screen Heading: Not a GES Element

Screen Name:

Long Name:

SAS Name:

Oracle Name:

FARS:*P24/NM23*

Format: 2 sets of 2 numeric, 1 set of 4 numeric

ELEMENT VALUES

		SAS		
SCN	ORACLE	GES	FARS	
				Month:
X	X	X	88	Not Applicable (Non-fatal)
X	X	X	01-12	
X	X	X	99	Unknown
				Day:
X	X	X	88	Not Applicable (Non-fatal)
X	X	X	01-31	
X	X	X	99	Unknown
				Year:
X	X	X	8888	Not Applicable (Non-fatal)
X	X	X		Actual Year of Death
X	X	X	9999	Unknown

Remarks:

The death must occur within thirty 24-hour time periods from time of the crash in order to be an applicable FARS death.

This element, although it contains three (3) pieces of information should, be treated as one element. Therefore, never leave any one portion blank when another is not.

Normally, the medical examiner or coroner is source of data for death date. If there are not data inconsistencies or errors, use the official death time as recorded on the Death Certificate. Do not change the official death date without good cause.

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DEATH TIME

GES: XXX   FARS:*P25*/*NM24*

Screen Heading: Not a GES Element   Format: 4 numeric

Screen Name:

Long Name:

SAS Name:

Oracle Name:

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
X	X	X	8888	Not Applicable (Non-fatal)
X	X	X	0000-2359	Valid Military Time
X	X	X	0099-2399	Known Hour but Unknown Minutes
X	X	X	9999	Unknown

Remarks:

If minutes are unknown, code the actual hour and "99" for the minutes. One minute after midnight is coded **0001**."

Normally, the medical examiner or coroner is source of data for death time. If there are no data inconsistencies or errors, use the official death time as recorded on the Death Certificate. Do not change the official death time without good cause.

If it is known that the person died at the scene and the official death time or "pronounced death time" (on the Death Certificate) is known to be in error, CRASH TIME is the appropriate DEATH TIME to be used.

How to Code Midnight:

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

End of Day

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

Beginning of Day

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

RELATED FACTORS – *PERSON (MV OCCUPANT) LEVEL*

GES: XXX   FARS:*P26*

Screen Heading: Not a GES Element   Format: 2 numeric
                                                  occurring 3 times

Screen Name:

Long Name:

SAS Name:

Oracle Name:

ELEMENT VALUES

SCN	ORACLE	GES	SAS FARS	
X	X	X	00	None
X	X	X	05	Interfering With Driver
X	X	X	08	Mentally Challenged
X	X	X	09	Construction/Maintenance/Utility Worker
X	X	X	18	Mother of Dead Fetus
X	X	X	21	Overloading or Improper Loading of Vehicle With Passengers or Cargo
X	X	X	26	Following Improperly
X	X	X	28	Failure to Keep in Proper Lane
X	X	X	29	Illegal Driving on Road Shoulder, in Ditch, on Sidewalk or on Median
X	X	X	32	Opening Vehicle Closure into Moving Traffic or While Vehicle is in Motion
X	X	X	33	Passing Where Prohibited by Posted Signs, Pavement Markings, Hill or Curve, or School Bus Displaying Warning Not to Pass Line
X	X	X	37	*Traveling on Prohibited Trafficways
X	X	X	40	Passing Through or Around Barrier
X	X	X	41	*Failure to Observe Warnings or Instructions on Vehicles Displaying Them
X	X	X	42	Failure to Signal Intentions
X	X	X	44	Driving Too Fast for Conditions or in Excess of Posted Maximum
X	X	X	45	Driving Less Than Posted Minimum
X	X	X	47	Making Right Turn From Left-Turn Lane, Left Turn From Right-Turn Lane
X	X	X	51	Operator Inexperience
X	X	X	52	Unfamiliar with Roadway
X	X	X	56	Non-Driver Flees Scene

X	X	X	**57**	Improper Tire Pressure
X	X	X	**58**	Locked Wheel
X	X	X	**59**	Overcorrecting
X	X	X	**60**	Rain, Snow, Fog, Smoke, Sand, Dust
X	X	X	**61**	Reflected Glare, Bright Sunlight, Headlights
X	X	X	**62**	Curve, Hill, or Other Design Features (including traffic signs, embankment)
X	X	X	**63**	Building, Billboard, Other Structures
X	X	X	**64**	Trees, Crops, Vegetation
X	X	X	**65**	Motor Vehicle (including load)
X	X	X	**66**	Parked Vehicle
X	X	X	**67**	Splash or Spray of Passing Vehicle
X	X	X	**68**	Inadequate Lighting System
X	X	X	**69**	Obstructing Angles on Vehicle
X	X	X	**70**	Mirrors
X	X	X	**72**	Other Visual Obstruction
X	X	X	**73**	Severe Crosswind
X	X	X	**74**	Wind From Passing Truck
X	X	X	**75**	Slippery or Loose Surface
X	X	X	**76**	Tire Blowout or Flat
X	X	X	**77**	Debris or Objects in Road
X	X	X	**78**	Ruts, Holes, Bumps in Road
X	X	X	**80**	Vehicle in Road
X	X	X	**81**	Phantom Vehicle
X	X	X	**82**	Pedestrian, Pedal Cyclists, or Persons on Personal Conveyances.
X	X	X	**83**	Ice, Snow, Slush, Water, Sand, Dirt, Oil, Wet Leaves on Road
X	X	X	**86**	Emergency Services Personnel
X	X	X	**87**	Police or Law Enforcement Officer
X	X	X	**88**	Seat Back Not in Normal Upright Position, Seat Back Reclined
X	X	X	**91**	Portable Electronic Devices
X	X	X	**99**	Unknown

Remarks:

Related Factors	Examples/Notes
00 Not Applicable – Driver/None – All Other Persons	

	Related Factors	Examples/Notes
05	Interfering With Driver	Obstructing driver's view. Striking driver with body or object. Rambunctious individuals who make driver inattentive, even without touching driver or controls. Motorcycle passenger (or other cyclist) shifting weight or affecting driver control.
08	Mentally Challenged	Mental illness/retardation may be included.
09	Construction/Maintenance/Utility Worker	Highway department, contractor, utility company personnel, etc. Occupant of a working motor vehicle.
18	Mother of Dead Fetus	Fetus dies in or as a result of this crash.
21	Overloading or Improper Loading of Vehicle With Passengers or Cargo	Overloading bicycle, passenger or handlebars.
26	Following Improperly	Bicyclist following too closely or attempting to grab on to vehicle. Also applies to skateboard riders, roller bladders, etc.
28	Failure to Keep in Proper Lane	Bicyclist fails to keep in bicycle lane. Persons not in motor vehicles in-transport and working motor vehicles fail to stay in proper lane. Going straight in a turn lane.
29	Illegal Driving on Road Shoulder, in Ditch, on Sidewalk or on Median	Persons not in motor vehicles in-transport driving off pavement or roadway, physically driving on shoulder, etc.
32	Opening Vehicle Closure into Moving Traffic or While Vehicle is in Motion	Opening trunk while vehicle is moving. Opening door into moving traffic.
33	Passing Where Prohibited by Posted Signs, Pavement Markings, Hill or Curve, or School Bus Displaying Warning Not to Pass Line	Passing stopped school bus. Crossing over solid line to pass. Passing uphill; mainly violations as designated by traffic controls.

	Related Factors	Examples/Notes
37	*Traveling on Prohibited Trafficways	Persons not in motor vehicles in-transport on areas prohibited by law, such as interstates. Persons not in motor vehicles in-transport on prohibited trafficways, e.g., bicyclist on interstate.
40	Passing Through or Around Barrier	Denotes "demarcated" area.
41	*Failure to Observe Warnings or Instructions on Vehicles Displaying Them	Failure to follow construction instructions (e.g., arrows directing traffic mounted on vehicle), instructions on emergency vehicles (ambulances, fire trucks, police cars). Failure to observe right-turn warning on trucks, buses. Failure to heed hazard lights on disabled vehicle, school bus arm.
42	Failure to Signal Intentions	Failure to signal by either lamp turn signal or hand.
44	Driving Too Fast for Conditions or in Excess of Posted Maximum	Conditions denote: weather, sharp curves, bridges, tunnels, school zone, traffic, person or road. Speed greater than reasonable or prudent.
45	Driving Less Than Posted Minimum	Driving too slowly, so as to impede traffic.
47	Making Right Turn From Left-Turn Lane, Left Turn From Right-Turn Lane	To distinguish from **Improper Lane Change**; police officer must have knowledge of driver's intention.
51	Operator Inexperience	Persons not in motor vehicles in-transport unfamiliar with transport device.
52	Unfamiliar with Roadway	Persons not in motor vehicles in-transport unfamiliar with roadway, based on the judgment of the police officer.

	Related Factors	**Examples/Notes**
56	Non-Driver Flees Scene	Flags the non-driver who left the scene of a Hit-and-Run crash. Examples: passenger of motor vehicle in-transport fled scene on foot. Occupant of an involved parked vehicle leaves by driving their vehicle from the scene. A bicyclist clipped by a vehicle that runs off the road and overturns, leaves the scene on their bike. An involved motor vehicle in-transport is driven away by a passenger in that vehicle.
57	Improper Tire Pressure	Signifies that improper tire pressure is not a defect, but rather the irresponsibility of the persons not in motor vehicles in-transport.
58	Locked Wheel	Occurs when braking too suddenly as noted by police officer. Can't be inferred just from skid marks.
59	Overcorrecting	Based on the judgment of the police officer, with knowledge of the intention of the person not in a motor vehicle in-transport. Over steering.
Vision Obscured by:		
60	Rain, Snow, Fog, Smoke, Sand, Dust	
61	Reflected Glare, Bright Sunlight, Headlights	
62	Curve, Hill, or Other Design Features (including traffic signs, embankment)	
63	Building, Billboard, Other Structures	
64	Trees, Crops, Vegetation	

	Related Factors	Examples/Notes
65	Motor Vehicle (including load)	Vision Obscured by: • Car stopped on roadway. • Tractor-trailer moving on road. • School bus stopped, loading or unloading children.
66	Parked Vehicle	Vision obscured by: • Vehicle stopped on shoulder, in parking lane.
67	Splash or Spray of Passing Vehicle	
68	Inadequate Lighting System	
69	Obstructing Angles on Vehicle	Vision Obscured by: • Obstructing angles on this person's vehicle. Not to be confused with visual obstructions from other vehicles. (See **Motor Vehicle (including load)** and **Parked Vehicle**.)
70	Mirrors	Vision Obscured by: • Rear view • Side mirrors • Others
72	Other Visual Obstruction	Trailer (only) left parked.
Skidding Swerving, Sliding Due To:		
73	Severe Crosswind	
74	Wind From Passing Truck	
75	Slippery or Loose Surface	Refers to actual condition of roadway surface, i.e., loose gravel roadway. Slippery or old worn blacktop. Newly paved surface.
76	Tire Blowout or Flat	
77	Debris or Objects in Road	Nails, glass, trash cans, tire retread, trash, dead animals, pile of sand, etc.

	Related Factors	Examples/Notes
78	Ruts, Holes, Bumps in Road	
80	Vehicle in Road	Includes both contact and non-contact vehicles that remain at the scene.
81	Phantom Vehicle	Non-contact vehicle that leaves the scene as described by the police officer.
82	Pedestrian, Pedal Cyclists, or Persons on Personal Conveyances	
83	Ice, Snow, Slush, Water, Sand, Dirt, Oil, Wet Leaves on Road	This is for the substances on roadway that causes roadway to be slick, which may interfere with traction. These are not part of the roadway design (see **Slippery or Loose Surface**).
	Other Non-Motorist Factors	
86	Emergency Services Personnel	Includes fire, EMS, wrecker service personnel.
87	Police or Law Enforcement Officer	Federal, State or local law enforcement officer working at the time of the crash. Includes: Military and Park Police, Border Patrol and all other sworn law enforcement officers.
88	Seat Back Not in Normal Upright Position, Seat Back Reclined	
91	Portable Electronic Devices	Cell phone, MP3 Player, PDA, etc.
99	Unknown	

Remarks:

For forms with Person Type **Driver**, zero-fill all three fields. The related factors for drivers are captured in the Related Factors-Driver Level.

Code information provided in the narrative by the investigating officer.

Use of None
Use when no factors are noted; zero-fill all fields. **None** implies that the investigating officer indicated "no factors." Also, use **None** to complete remaining fields when you will be recording less than three related factors. DO NOT leave any remaining fields blank.

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

The following lists those related factors that may be used for each person type (P7):

Person Type	Valid Related Factors
01	00
02	00, 05, 08-09,18, 32, 56, 86-88, 99
03	00, 05, 08-09,18, 21, 26, 28-29, 32-33, 37, 40-42, 44-45, 47, 51-52, 56-70, 72-78,80-83, 86-88, 91, 99
09	00, 05, 08-09,18, 32, 57-59, 86-88, 99

PERSON (NOT A MOTOR VEHICLE OCCUPANT) LEVEL

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PERSON NUMBER

GES: XXX

Screen Heading: Not a GES Element

Screen Name:

Long Name:

SAS Name:

Oracle Name:

FARS: P4/*NM3*

Format: 3 numeric

ELEMENT VALUES

SCN	ORACLE	GES	SAS FARS	
X	X	X	001-999	Assigned Number

Remarks:

This elements values and remarks are identical to Person Level (MV Occupant) Level element P4. Please see page 529 for remarks.

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NUMBER OF MOTOR VEHICLES STRIKING NON-MOTORIST

GES: P22

Screen Heading: Non-Motorist Data

Screen Name: Harming Vehicle # (1000-E?)

Long Name: Enter the non-motorist's striking vehicle number.

SAS Name: Person.Str_Veh

Oracle Name: GES.NonMotorist.StrikeVehicleID

FARS:*NM4*

Format: 3 numeric

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
n/a	n/a	00	XXX	Not Applicable-Occupant of a Motor Vehicle*
1-30	*	1-30	001-998	Assigned Vehicle Number
?	?	99	999	Unknown

Remarks:

This data element captures the vehicle that made contact with the non-motorist being coded. This only applies to those non-motorists who are not occupants of a motor vehicle.

In cases where more than one vehicle makes contact with a non-occupant, code the number of the vehicle that caused the most significant injury. If uncertain, code the number of the vehicle that made contact first.

Unknown is used when the investigating officer indicates that it is unknown which vehicle struck the non-motorist.

GES SPECIAL INSTRUCTION:

***Not Applicable** is used for vehicle occupants (Person Types 01, 02, 03, 09).

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AGE

GES: P07   FARS: *P5*/*NM5*

Screen Heading: Occupant Characteristics and Non-Motorist   Format: 3 numeric
Data

Screen Name: Age (790-E) and Age (900-E)

Long Name: Enter the person's age.

SAS Name: Person.Age

Oracle Name: GES.Person.Age

ELEMENT VALUES

		SAS		
SCN	ORACLE	GES	FARS	
				Blank
0	0	0	000	Less than One Year
000-120	000-120	000-120	001-120	Actual Age*
997	997	997	**998**	**Not Reported**
999	-9999	999	999	Unknown

Remarks:

This elements values and remarks are identical to Person Level (MV Occupant) Level element P5. Please see page 531 for remarks.

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SEX

GES: P08

Screen Heading: Occupant Characteristics/Non-motorist Data

Screen Name: Sex (800-E)/ Sex (910-E)

Long Name: What is the person's sex?

SAS Name: Person.Sex

Oracle Name: GES.Person.SexID

FARS: *P6/NM6*

Format: 1 numeric

ELEMENT VALUES

		SAS		
SCN	ORACLE	GES	FARS	
1	26712	1	1	Male
2	26713	2	2	Female
7	26717	7	*8*	*Not Reported*
3	26714	9	9	Unknown

Remarks:

This elements values and remarks are identical to Person Level (MV Occupant) Level element P6. Please see page 533 for remarks.

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PERSON TYPE

GES: P03

Screen Heading: Non-Motorist Data

Screen Name: Person Type (890-R)

Long Name: What is the person type of this non-motorist?

SAS Name: Person.Per_Type

Oracle Name: GES.Person.PersonTypeID

FARS:*NM7*

Format: 2 numeric

ELEMENT VALUES

| | | SAS | | |
SCN	ORACLE	GES	FARS	
2	26801	04	04	Occupant of a Non-Motor Vehicle Transport Device
3	26802	05	05	Pedestrian
4	26803	06	06	Bicyclist
5	26804	07	07	Other Cyclist
6	26805	08	08	Person on Personal Conveyances
7	26806	10	10	Persons In/On Buildings
0	26777	77	*88*	*Not Reported*
8	26807	19	19	Unknown

Remarks:

Occupant of a Non-Motor Vehicle Transport Device refers to persons riding in an animal-drawn conveyance, on an animal, or injured occupants of railway trains, etc.

Pedestrian is used for all pedestrians except for those in/on personal conveyances (See **Persons on Personal Conveyances** below) and in buildings. A pedestrian pushing a vehicle should be coded **Pedestrian**.

Bicyclist is used for a two-wheel, non-motorized cycle. Includes all persons (operator and passengers) on a bicycle.

Other Cyclist is used for unicycles and tricycles.

Person on Personal Conveyances: This attribute should be used for pedestrians using personal conveyances. A personal conveyance is a device, other than a transport device, used by a pedestrian for personal mobility assistance or recreation. These devices can be motorized or human powered, but not propelled by pedaling.

Inclusions:
1) Rideable toys
   — Roller Skates, In-Line skates
   — Skateboards
   — Skates
   — Baby carriage
   — Scooters
   — Toy Wagons
2) Motorized rideable toys
   — Motorized skateboard
   — Motorized toy car
3) Devices for personal mobility assistance
   — Segway-style devices
   — Motorized and non-motorized wheelchairs
   — Handicapped scooters

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

Wheelchair: use the term, "wheelchair" as follows:

"Wheelchair - A mobility aid, usable indoors, and designed for and used by individuals with mobility impairments, whether operated manually or powered." Therefore all wheelchair users, motorized or not, are **Persons on Personal Conveyances**.

<u>**RATIONALE:**</u>
Some states have passed legislation to classify operators of motorized wheelchairs as "pedestrians" and others as "motor vehicles." Also, there seems to be an increase in the variety of forms these devices take (if not in the actual number in use). Some resemble 3-wheeled scooters; others small four-wheel carts; still others look like the typical human-powered wheelchair. They are in use by individuals who are unable to walk, who have limited walking ability, or who need to avoid walking for reasons of health or stamina. Since these devices simply supply a form of assisted "walking" for such persons, their legitimate users may be seen as "other persons on personal conveyances" just as other non-motorists moving along a sidewalk, walking with or against traffic on the edge of a road, crossing the roadway, or turning into a driveway.

Persons In/On Buildings is used for a person inside of or on a building who is struck by a motor vehicle. **Persons In/On Buildings** takes precedence over attributes "05-08."

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

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

Unknown Type of Non-Motorist is used only when it cannot be determined which attribute is applicable for persons not in motor vehicles.

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INJURY SEVERITY

GES: P09

Screen Heading: Occupant Characteristics/

FARS: *P8/NM8*

Format: 2 numeric

Screen Name: Injury Severity (810-E)/Injury Severity (920-E)

Long Name: What is the police reported injury severity for this occupant? / What is the police reported injury severity for this person?

SAS Name: Person.Inj_Sev

Oracle Name: GES.Person.InjurySeverityID

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
1	26746	0	0	No Injury (O)
2	26747	1	1	Possible Injury (C)
3	26748	2	2	Non-incapacitating Evident Injury (B)
4	26749	3	3	Incapacitating Injury (A)
5	26750	4	4	Fatal Injury (K)
6	26751	5	5	Injured, Severity Unknown
7	26752	6	6	Died Prior to Crash*
0	26777	7	*8*	*Not Reported*
8	26753	9	9	Unknown

Remarks:

This elements values and remarks are identical to Person Level (MV Occupant) Level element P8. Please see page 537 for remarks.

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PEDESTRIAN/BIKE TYPING

GES: A30/A31/A32

Screen Heading: Marked Crosswalk Present / Sidewalk
Present / School Zone

Screen Name:

Long Name: Was a marked crosswalk present at the crash
site? / Was a sidewalk present at the crash site? / Did the
crash occur in a school zone?

SAS Name: Accident.Cwk_Pre / Accident.Swk_Pre /
Accident.Sch_Zon

Oracle Name: GES.Nonmotorist.Crosswalkpresent /
GES.Nonmotorist.Sidewalkpresent /
GES.Nonmotorist.Schoolzone

FARS:*NM9*

Format: *Elements
Completed in MDE*

Pedestrian and Bicycle *Crash Type* describes the pre-crash actions of the involved parties to
better define the sequence of events and precipitating actions leading to crashes between
motor vehicles and pedestrians or bicyclists.

During the 1970s, the National Highway Traffic Safety Administration developed
methodologies for *typing* pedestrian and bicycle crashes. In the 1990s, the methodologies
were applied to more than 8,000 pedestrian and bicycle crashes in six States. The results
provided a representative summary of the distribution of crash types experienced by
pedestrians and bicyclists and, over time, this method has evolved and was refined.   Ped/Bike
typing is offered as a tool to help overcome hindrances to the development of effective
countermeasures to prevent bicyclist and pedestrian crashes

In FARS and GES, Pedestrian and Bicycle Crash Typing is accomplished through a software
application so that by simply following on-screen prompts and clicking on choices, the
analyst/coder successfully enters data into the file without actually doing any coding.

Since data input is software driven, elements, attributes and remarks are not presented here in
the printed manual. The data entry system automatically presents the application at the
appropriate time when a non-motorist with an appropriate person type is entered.

The Pedestrian/Bike Typing application is presented for the following person types:

- **Pedestrian,**
- **Persons on Personal Conveyances,**
- **Bicyclist,**
- **Other Cyclist.**

Additional detail on PED/BIKE TYPING is available in the electronic version of the 2010 FARS/GES Coding and Validation Manual.

NON-MOTORIST LOCATION AT TIME OF CRASH

GES: P13

Screen Heading: Non-motorist Data

FARS: *NM10*

Format: 2 numeric

Screen Name: Location (950-E)

Long Name: What is the person's location at the time of the impact?

SAS Name: Person.Locatn

Oracle Name: GES.NonMotorist.LocusID

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
1	21	21	01	Intersection-In *Marked* Crosswalk
2	22	22	02	Intersection-*Unmarked* Crosswalk
3	23	23	03	Intersection-*Not In* Crosswalk
4	24	24	09	Intersection-Unknown *Location*
5	25	25	10	Non-Intersection-In *Marked* Crosswalk
6	26	26	11	Non-Intersection-On Roadway, Not in *Marked* Crosswalk
7	27	27	13	Non-Intersection-On Roadway, Crosswalk Availability Unknown
15	35	35	14	Parking Lane/*Zone*
8	28	28	*16*	*Bicycle Lane*
9	29	29	*20*	*Shoulder/Roadside*
10	30	30	*21*	*Sidewalk*
11	31	31	*22*	*Median/Crossing Island*
12	32	32	*23*	*Driveway Access*
13	33	33	*24*	*Shared-Use Path/Trail*
14	34	34	*25*	*Non-Trafficway Area*
98	38	38	*28*	*Other*
97	37	37	*98*	*Not Reported*
99	39	39	99	Unknown *Location*

Remarks:

The location of the non-motorist with respect to the roadway at the time of the crash.

Crosswalk is (1) that part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway, and in the absence of a sidewalk on one side of the highway, that part of the highway included within the extension of the lateral line of the existing sidewalk to the side of the highway without the sidewalk, with such extension forming a right angle to the centerline of the highway; or (2) Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface of the roadway placed in accordance with the provisions in the Manual of Uniform Traffic Control Devices.

Intersection is an area that (1) contains a crossing or connection of two or more roadways not classified as driveway access (2) is embraced within the prolongation of the lateral curb lines, or, if none, the lateral boundary lines of the roadways

Intersection - In Marked Crosswalk is that portion of a roadway at an intersection that is distinctly indicated for pedestrian crossing by lines or other markings on the surface of the roadway. This does not include crosswalks located in mid-blocks.

Intersection - In Unmarked Crosswalk is that portion of the roadway at an intersection outside of the lateral lines that connect the curbs.

Intersection - Not In Crosswalk refers to a person in a travel lane that is not using an available crosswalk or there is not a crosswalk at this location.

Intersection - Unknown Location is used when a person is known to be at an intersection, but the case materials do not give sufficient details to establish the location.

Non-Intersection – In Marked Crosswalk is used when a person is in the portion of the roadway, not at an intersection, that is distinctly indicated for pedestrian crossing by lines or other markings on the surface of the roadway.

Non-Intersection - On Roadway, Not in Crosswalk refers to a person in a travel lane that is not using an available crosswalk or there is not a crosswalk at this location.
.
Non-Intersection - On Roadway, Crosswalk Availability Unknown is used when it cannot be determined if a crosswalk was available.

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

Bicycle Lane is any road, path or way that is specifically designated as being open to bicycle travel regardless of whether such facilities are designated for the exclusive use of bicycles (Dedicated Bike Lane).

Shoulder/Roadside - Shoulder is that part of a trafficway contiguous with the roadway for emergency use, for accommodation of stopped motor vehicles, and lateral support of the roadway structure. Roadside is the outermost part of the trafficway from the property line or other boundary in to the edge of the first road.

Sidewalk is any improved surface primarily constructed for use by pedestrians.

Median/Crossing Island - Median is an area of trafficway between parallel roads separating travel in opposite directions. A median should be four or more feet wide. Crossing Island is a cement or grassy area in the middle of a trafficway.
Driveway Access is a portion of the trafficway at the end of a driveway providing access to property adjacent to a trafficway.

Shared-Use Path/Trail is a bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or an independent right-of-way. Shared-Use Paths will also be used by pedestrians, skaters, wheelchairs, joggers and other non-motorized users.

Non-Trafficway Area is not physically located on any land way open to the public as a matter of right or custom for moving persons or property from one place to another. For Example: a person in a parking lot, a yard, or in a house.

Other is used when the location stated in the case materials does not reflect the listed attributes for this data element.

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

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

Unknown Location is used when the case materials state that the location of the non-motorist was unknown at the time of the crash.

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NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH

GES: P25

Screen Heading: Non Motorist Action/Circumstances Prior to Crash

Screen Name: Non Motorist Action/Circumstances Prior to Crash

Long Name: What were the the actions/circumstances of the non-motorist immediately prior to the critical precrash event?

SAS Name: Nmac.nmprior

Oracle Name: GES.Nmactionprior.Actionid

FARS: *NM11*

Format: 2 numeric. ***Select all the apply.***

ELEMENT VALUES

		SAS		
SCN	ORACLE	GES	FARS	
1	1	1	*01*	*Going To or From School (K-12)*
2	2	2	*02*	*Waiting to Cross Roadway*
3	3	3	*03*	*Crossing Roadway*
4	4	4	*04*	*Jogging/Running*
5	5	5	*05*	*Movement Along Roadway with Traffic (In or Adjacent to Travel Lane)*
6	6	6	*06*	*Movement Along Roadway Against Traffic (In or Adjacent to Travel Lane)*
7	7	7	*07*	*Movement on Sidewalk*
8	8	8	*08*	*In Roadway – Other (Working, Playing, etc.)*
9	9	9	*09*	*Adjacent to Roadway (e.g., Shoulder, Median)*
10	10	10	*10*	*Working in Trafficway (Incident Response)*
11	11	11	*11*	*Entering/Exiting a Vehicle*
12	12	12	*12*	*Disabled Vehicle Related (Working on, Pushing, Leaving/Approaching)*
14	14	14	*14*	*Other*
0	0	0	*15*	*None*
97	97	97	*98*	*Not Reported*
99	99	99	*99*	*Unknown*

Remarks:

Select all that apply.

The action of the non-motorist immediately prior to their involvement in the crash and an indication of whether the non-motorist was walking/cycling to/from school.

Going To or From School (K-12) includes person age 5-18 or an adult supervising persons age 5 - 18 going to or from a school for any reason. Examples are going to a school dance, sports practice or extracurricular activities.

Waiting to Cross Roadway is used when the non-motorist is near the curb or the roadway edge waiting to cross a roadway anywhere along the roadway.

Crossing Roadway is used when the non-motorist was moving across the travel lanes with the goal of crossing the roadway.

Jogging/Running is used when the pedestrian was running or jogging.

Movement Along Roadway with Traffic (In or Adjacent to Travel Lane) is used when the non-motorist was not on a sidewalk and was moving in the same direction of traffic, either in the travel lane or adjacent to it.

Movement Along Roadway Against Traffic (In or Adjacent to Travel Lane) is used when the non-motorist was not on a sidewalk and was moving in the opposite direction of traffic (facing oncoming vehicles), either in the travel lane or adjacent to it.

Movement on Sidewalk is used when the non-motorist was moving (not standing) on the sidewalk.

In Roadway - Other (Working, Playing, Etc.) is used when the non-motorist was in the roadway but not crossing it. Examples include conducting maintenance, playing in the roadway, or lying in the roadway.

Adjacent to Roadway (e.g., Shoulder, Median) is used when the non-motorist was in an area immediately adjacent to the roadway, such as a median or a shoulder, but not a sidewalk.

Working in Trafficway (Incident Response) is used when the non-motorist was in the roadway as part of an official response to an incident, such as a firefighter moving between an emergency vehicle and a crash involved vehicle.

Entering/Exiting a Vehicle is used when a pedestrian was in the act of entering or had just exited a motor vehicle.

Disabled Vehicle Related (Working on, Pushing, Leaving/Approaching) is used when the pedestrian was outside of a disabled vehicle for any of a number of reasons, including working on it, pushing it, leaving it, or approaching it.

Other is used when the actions or circumstances stated in the case materials do not reflect the listed attributes for this data element.

None is used when the case materials specifically states that the non-motorist did not have any actions or circumstances prior to the crash.

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

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

Unknown is used when the case materials state that the action or circumstances of the non-motorist prior to the crash was unknown.

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NON-MOTORIST ACTION/CIRCUMSTANCES
AT TIME OF CRASH

GES: P26

Screen Heading: Non Motorist Action/Circumstances at time of Crash

Screen Name: Non Motorist Action/Circumstances at time of Crash

Long Name: What were the the actions/circumstances of the non-motorist that may have contributed to the crash?

SAS Name: GES.Nonmotoristaction.timeofcrash

Oracle Name: GES.Nonmotoristaction.timeofcrash

FARS:*NM12*

Format: 2 numeric. **Select all the apply.**

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
0	0	0	00	*No Improper Action*
1	1	1	01	*Dart/Dash*
2	2	2	02	*Failure to Yield Right-Of-Way*
3	3	3	03	*Failure to Obey Traffic Signs, Signals or Officer*
4	4	4	04	*In Roadway Improperly (Standing, Lying, Working, Playing)*
5	5	5	05	*Entering/Exiting Parked/Standing Vehicle*
6	6	6	06	*Inattentive (Talking, Eating, etc.)*
7	7	7	07	*Improper Turn/Merge*
8	8	8	08	*Improper Passing*
9	9	9	09	*Wrong-Way Riding or Walking*
10	10	10	10	*Driving on Wrong Side of Road*
12	12	12	12	*Improper Crossing of Roadway or Intersection (Jaywalking)*
13	13	13	13	*Failing to Have Lights on When Required*
14	14	14	14	*Operating Without Required Equipment*
15	15	15	15	*Improper or Erratic Lane Changing*
16	16	16	16	*Failure to Keep in Proper Lane or Running Off Road*
17	17	17	17	*Making Improper Entry to or Exit from Trafficway*
18	18	18	18	*Operating the Vehicle in Other Erratic, Reckless, Careless or Negligent Manner*

				19	Not Visible (Dark Clothing, No Lighting, etc.)
20	20	20	20		Passing with Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle
98	98	98		21	Other
97	97	97		98	Not Reported
99	99	99		99	Unknown

Remarks:

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

No Improper Action is used when the investigating officer states that no improper action was taken by the non-motorist.

Dart/Dash is used when a non-motorist either ran, rode, etc., into the roadway in front of a motorist whose view of the non-motorist was not obstructed or the non-motorist walked, ran, rode, etc., into the road and was struck by a motorist whose view of the pedestrian was blocked until an instant before impact.

For example:
1. A pedestrian runs into the roadway in front a motorist whose view of the pedestrian was blocked until an instant before impact.
2. A bicyclist enters the roadway in front of a motorist whose view of the bicyclist was not obstructed.

Not Visible (Dark Clothing, No Lighting, etc.) is used when the non-motorist was not visible to the motorist because of blocked views, insufficient lighting or other reasons.

Other is used when the case materials state that an action(s)/circumstances(s) by the non-motorist may have contributed to the crash, but are not listed in these attributes.

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

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

Unknown is used when the case materials state that the action(s)/circumstance(s) of the non-motorist was unknown at the time of the crash.

NON-MOTORIST SAFETY EQUIPMENT

GES: P20

FARS:*NM13*

Screen Heading: Non-Motorist Safety Equipment

Format: *numeric. Select all the apply.*

Screen Name: Non-Motorist Safety Equipment (990-E)

Long Name: What safety equipment did this non-motorist use?

SAS Name: Person.Saf_Eqmt

Oracle Name: GES.NonMotoristSafety.SafetyID

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
1	26759	0	*0*	*Not Applicable**
2	19430	1	*1*	*None Used*
3	26760	2	*2*	*Helmet*
4	26765	4	*4*	*Protective Pads Used (elbows, knees, shins, etc.)*
4	26761	3	*3*	*Reflective Equipment/Clothing (jacket, backpack, etc.)*
6	26766	6	*5*	*Lighting*
5	26763	8	*7*	*Other Safety Equipment*
7	26767	7	*8*	*Not Reported*
6	26764	9	*9*	*Unknown if Used*

Remarks:

Select all that apply.

Not Applicable is used for vehicle occupants, to include unknown person type.

None Used is used when the case materials specifically states that the non-motorist was not wearing or carrying any type of safety equipment.

Helmet is used when the case materials indicate that the non-motorist was wearing a safety helmet. The non-motorist does not have to be riding a bicycle at the time of the crash to use this attribute.

Protective Pads Used is used when the case materials indicate the non-motorist was wearing padded, shaped attachments to protect specific areas of the body (elbows, knees, shins, etc.) from injury.

Reflective Equipment/Clothing is used when the case materials indicate that the non-motorist was wearing or carrying some type of reflective equipment. The emphasis is on the reflective property of the equipment and does not include devices which give off light under their own power (e.g. flashlights). The equipment can be reflective tape affixed to regular clothing, special reflective clothing, a reflective device that is worn or a reflective device that is carried. It can be made by the non-motorist and does not have to be specially designed as a safety device.

Lighting is used when a non-motorist uses a light on his/her person or on a pedalcycle or personal conveyance for safety purposes, to include flashlights.

Other Safety Equipment is used when the case materials indicate that the non-motorist was using safety equipment but it does not fit into the listed attributes. Any clothing that is non-reflective but considered to be safety equipment (hi-glo orange clothing) should be coded using this attribute.

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

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

Unknown If Used if the investigating officer indicates that it is unknown if safety equipment was used.

GES SPECIAL INSTRUCTION:

*Not Applicable is used when Person Type (GES-P03) = 1, 2, 3 or 9.

CONDITION (IMPAIRMENT) AT TIME OF CRASH

GES: P18

Screen Heading: Physical Impairments

Screen Name: Condition (970-E)

Long Name: Did the police identify any contributory conditions for this person?

SAS Name: P18-Person.Impairmt, M_P18-Impair.MImpair

Oracle Name: GES.Impairment.ImpairID

FARS:*D23/NM14*

Format: 2 numeric. **Select all the apply.**

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
1	26791	0	00	*None/Apparently Normal*
2	26792	1	01	*Ill, Blackout*
3	26793	2	02	*Asleep or Fatigued*
4	26794	3	03	*Walking with a Cane or Crutches*
5	26795	4	04	*Paraplegic Or Restricted To Wheelchair*
6	26796	5	05	*Impaired Due To Previous Injury*
7	26797	6	06	*Deaf*
8	26798	7	07	*Blind*
9	26802	8	08	*Emotional (depressed, angry, disturbed, etc)*
10	26803	9	09	*Under the Influence of Alcohol, Drugs or Medication*
9	26799	97	10	*Physical Impairment – No Details*
98	26800	98	96	*Other Physical Impairment*
97	26827	97	98	*Not Reported*
99	26801	99	99	*Unknown If Physically Impaired*

Remarks:

This elements values and remarks are identical to Driver Level element D23. Please see page for remarks.

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POLICE REPORTED ALCOHOL INVOLVEMENT

GES: P11   FARS:P16/*NM15*

Screen Heading: Occupant Characteristics/Non-Motorist Data   Format: 1 numeric

Screen Name: Alcohol (830-E)/Alcohol (940-E)

Long Name: Did the police report alcohol presence or
involvement for this person?

SAS Name: Person.Per_Alch

Oracle Name: GES.Person.Police_AlcoholID

ELEMENT VALUES

| | | SAS | | |
SCN	ORACLE	GES	FARS	
1	26730	0	0	No (Alcohol Not Involved)
2	26731	1	1	Yes (Alcohol Involved)
3	26732	8	8	Not Reported
4	26733	9	9	Unknown (Police Reported)

Remarks:

This elements values and remarks are identical to Person Level (MV Occupant) Level element
P16. Please see page 559 for remarks.

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METHOD OF ALCOHOL DETERMINATION BY POLICE

GES: XXX   FARS:P17/*NM16*

Screen Heading: Not a GES Element   Format: 1 numeric

Screen Name:

Long Name:

SAS Name:

Oracle Name:

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
X	X	X	1	Evidential Test (breath, blood, urine)
X	X	X	2	Preliminary Breath Test (PBT)
X	X	X	3	Behavioral
X	X	X	4	Passive Alcohol Sensor (PAS)
X	X	X	5	Observed
X	X	X	8	Other (e.g., Saliva test)
X	X	X	9	Not Reported

Remarks:

This elements values and remarks are identical to Person Level (MV Occupant) Level element P17. Please see page 563 for remarks.

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ALCOHOL TEST

GES: P11 A/B/C

Screen Heading: Occupant Characterists/Non-Motorist Data

Screen Name: Alcohol Test Status (832-E)/ Alcohol Test Status (942-E) Alcohol Test Type (834-E) Alcohol Test Result (836-E)

Long Name: Did the police report indicate an alcohol test was given to this person? Did the police report indicate the type of test given to this person? What is the BAC for this person?

SAS Name: Person.AlchTest/Person.Altstype/Person.Altrsult

Oracle Name: GES.Person.AlcTestGiven / GES.Person.AlcTestType / GES.Person.AlcTestResult

FARS:*P18/NM17*

Format: 3 sets, 1 set, 1 numeric, 2 sets, 2 numeric

ELEMENT VALUES

| | | SAS | | |
SCN	ORACLE	GES	FARS	
				Subfield 1 – Test Status
1	10	0	0	Test Not Given
2	11	1	1	Test Refused
3	12	2	2	Test Given
7	97	7	*8*	*Not Reported*
4	19	9	9	*Unknown if Tested*
				Subfield 2 – Test Type
1	0	00	00	Test Not Given
2	1	01	01	Blood
3	2	02	02	Breathalyzer "BAC"
6	10	10	10	Preliminary Breath Test (PBT)
4	3	03	03	Urine
X	X	XX	04	Vitreous
X	X	XX	05	Blood Plasma/Serum
X	X	XX	06	Blood Clot
X	X	XX	07	Liver
5	8	08	08	Other Test Type
7	98	98	98	Unknown Test Type
9	97	97	*95*	*Not Reported*
8	99	99	99	*Unknown if Tested*

				Subfield 3 – Test Result
00-93	00-93	00-93	00-93	Actual Value
94	94	94	94	.94 or Greater
96	96	96	96	Test Not Given
97	97	97	97	AC Test Performed, Results Unknown
98	98	98	98	Positive Reading With No Actual Value
95	95	95	*95*	*Not Reported*
99	99	99	99	*Unknown if Tested*

Remarks:

This elements values and remarks are identical to Person Level (MV Occupant) Level element P18. Please see page <u>567</u> for remarks.

POLICE REPORTED DRUG INVOLVEMENT

GES: P17   FARS:P19/*NM18*

Screen Heading: Occupant Characteristics/Non-Motorist Data   Format: 1 numeric

Screen Name: Drugs (835-E)/Drugs (945-E)

Long Name: Did the police report drug presence or
involvement for this person?

SAS Name: Person.Per_Drug

Oracle Name: GES.Person.Police_DrugID

ELEMENT VALUES

| | | SAS | | |
SCN	ORACLE	GES	FARS	
1	26730	0	0	No (drugs not involved)
2	26731	1	1	Yes (drugs involved)
3	26732	8	8	Not Reported
4	26733	9	9	Unknown

Remarks:

This elements values and remarks are identical to Person Level (MV Occupant) Level element
P19. Please see page 573 for remarks.

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METHOD OF DRUG DETERMINATION BY POLICE

GES: XXX   FARS:P20/*NM19*

Screen Heading: Not a GES Element   Format: 1 numeric

Screen Name:

Long Name:

SAS Name:

Oracle Name:

ELEMENT VALUES

		SAS		
SCN	ORACLE	GES	FARS	
X	X	X	1	Evidential Test (Blood, Urine)
X	X	X	2	Drug Recognition Technician (DRT) determination
X	X	X	3	Behavioral
X	X	X	7	Other
X	X	X	8	Not Reported

Remarks:

None.

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DRUG TEST

GES: P17A/B/C

Screen Heading: Occupant Characteristics/Non-Motorist Data

Screen Name: Drug Test Given (837-E)/ Drug Test Given (947-E) Drug Test Type (839-E) Drug Test Result (840-E)

Long Name: Did the police report indicate a drug test was given to this driver person? / Did the police report indicate the type of test given to this person? / Did the police report indicate the result of the drug test?

SAS Name: Person.DrugTest / Person.Drtstype / Person.Drtsrest

Oracle Name: GES.Person.DrugTestGiven / GES.Person.DrugTestType / GES.Person.DrugTestResult

FARS:*P21/NM20*

Format: 3 sets: 2 sets, 1 numeric; 1 set, 3 numeric

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
				Subfield 1 – Test Status
1	10	0	0	Test Not Given
2	11	1	1	Test Refused
3	12	2	2	Test Given
7	97	7	*8*	*Not Reported*
4	19	9	*9*	*Unknown if Tested*
				Subfield 2 – Test Type
1	0	00	0	Test Not Given
2	1	01	1	Blood
3	2	02	2	Urine
4	3	03	3	Both: Blood and Urine Tests
6	98	98	7	Unknown Test Type
5	8	08	8	Other Test Type
8	97	97	*6*	*Not Reported*
7	99	99	*9*	*Unknown if Tested*
				Subfield 3 – Test Result
1	0	0	000	Test Not Given
X	X	X	001	No Drugs Reported/Negative
X	X	X	100-295	Narcotic*

X	X	X	300-395	Depressant*
X	X	X	400-495	Stimulant*
X	X	X	500-595	Hallucinogen*
X	X	X	600-695	Cannabinoid*
X	X	X	700-795	Phencyclidine (PCP)*
X	X	X	800-895	Anabolic Steroid*
X	X	X	900-995	Inhalant*
X	X	X	996	Other Drug
X	X	X	997	Test for Drug, Results Unknown
X	X	X	998	Tested for Drugs, Drugs Found, Type Unknown/Positive
6	5	5	*095*	*Not Reported*
5	9	9	*999*	*Unknown If Tested*

*See Specific Drug Listings

Remarks:

This elements values and remarks are identical to Person Level (MV Occupant) Level element P21. Please see page 579 for remarks.

TRANSPORTED TO MEDICAL FACILITY BY

GES: P10

Screen Heading: Occupant Characteristics

FARS:*P22/NM21*

Format: 1 numeric

Screen Name: Transported (820-E)

Long Name: What is the mode of transportation used to
transport this person to a hospital or other treatment facility?

SAS Name: Person.Hospital

Oracle Name: GES.Person.Treatment

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
1	4	4	0	Not Transported
3	6	6	*1*	EMS *Air*
2	5	5	*5*	*EMS Ground*
4	7	7	*3*	*EMS Unknown Mode*
5	8	8	2	Law Enforcement
6	9	9	4	Transported Unknown Source
98	98	98	6	Other
97	97	97	*8*	*Not Reported*
99	99	99	9	Unknown

Remarks:

This elements values and remarks are identical to Person Level (MV Occupant) Level element
P22. Please see page 595 for remarks.

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DIED AT SCENE/EN ROUTE

GES: XXX   FARS:*P23/NM22*

Screen Heading: Not a GES Element   Format: 1 numeric

Screen Name:

Long Name:

SAS Name:

Oracle Name:

ELEMENT VALUES

		SAS		
SCN	ORACLE	GES	FARS	
X	X	X	0	Not Applicable
X	X	X	7	Died at Scene
X	X	X	8	Died En Route
X	X	X	9	Unknown

Remarks:

This elements values and remarks are identical to Person Level (MV Occupant) Level element P23. Please see page <u>597</u> for remarks.

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__DEATH DATE__

GES: XXX

Screen Heading: Not a GES Element

Screen Name:

Long Name:

SAS Name:

Oracle Name:

FARS:*P24/NM23*

Format: 2 sets of 2 numeric, 1 set of 4 numeric

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
				Month:
X	X	X	88	Not Applicable (Non-fatal)
X	X	X	01-12	
X	X	X	99	Unknown
				Day:
X	X	X	88	Not Applicable (Non-fatal)
X	X	X	01-31	
X	X	X	99	Unknown
				Year:
X	X	X	8888	Not Applicable (Non-fatal)
X	X	X		Actual Year of Death
X	X	X	9999	Unknown

__Remarks:__

This elements values and remarks are identical to Person Level (MV Occupant) Level element P24. Please see page 599 for remarks.

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DEATH TIME

GES: XXX

Screen Heading: Not a GES Element

Screen Name:

Long Name:

SAS Name:

Oracle Name:

FARS:**P25**/**NM24**

Format: 4 numeric

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
X	X	X	8888	Not Applicable (Non-fatal)
X	X	X	0000-2359	Valid Military Time
X	X	X	0099-2399	Known Hour but Unknown Minutes
X	X	X	9999	Unknown

Remarks:

This elements values and remarks are identical to Person Level (MV Occupant) Level element P25. Please see page 601 for remarks.

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RELATED FACTORS – PERSON (*NOT A MOTOR VEHICLE OCCUPANT) LEVEL*

GES: XXX

Screen Heading: Not a GES Element

Screen Name:

Long Name:

SAS Name:

Oracle Name:

FARS:***NM25***

Format: 2 numeric occurring 3 times

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
X	X	X	00	None
X	X	X	08	Mentally Challenged
X	X	X	09	Construction/Maintenance/Utility Worker
X	X	X	13	Motorized Wheelchair Rider
X	X	X	18	Mother of Dead Fetus
X	X	X	21	Overloading or Improper Loading of Vehicle With Passengers or Cargo
X	X	X	26	Following Improperly
X	X	X	37	*Traveling on Prohibited Trafficways
X	X	X	40	Passing Through or Around Barrier
X	X	X	41	*Failure to Observe Warnings or Instructions on Vehicles Displaying Them
X	X	X	42	Failure to Signal Intentions
X	X	X	51	Operator Inexperience
X	X	X	52	Unfamiliar with Roadway
X	X	X	56	Non-Driver Flees Scene
X	X	X	57	Improper Tire Pressure
X	X	X	60	Rain, Snow, Fog, Smoke, Sand, Dust
X	X	X	61	Reflected Glare, Bright Sunlight, Headlights
X	X	X	62	Curve, Hill, or Other Design Features (including traffic signs, embankment)
X	X	X	63	Building, Billboard, Other Structures
X	X	X	64	Trees, Crops, Vegetation
X	X	X	65	Motor Vehicle (including load)
X	X	X	66	Parked Vehicle
X	X	X	67	Splash or Spray of Passing Vehicle

X	X	X	**68**	Inadequate Lighting System
X	X	X	**69**	Obstructing Angles on Vehicle
X	X	X	**70**	Mirrors
X	X	X	**72**	Other Visual Obstruction
X	X	X	**73**	Severe Crosswind
X	X	X	**74**	Wind From Passing Truck
X	X	X	**75**	Slippery or Loose Surface
X	X	X	**76**	Tire Blowout or Flat
X	X	X	**77**	Debris or Objects in Road
X	X	X	**78**	Ruts, Holes, Bumps in Road
X	X	X	**80**	Vehicle in Road
X	X	X	**81**	Phantom Vehicle
X	X	X	**82**	Pedestrian, Pedal Cyclists, or Persons on Personal Conveyances.
X	X	X	**83**	Ice, Snow, Slush, Water, Sand, Dirt, Oil, Wet Leaves on Road
X	X	X	**86**	Emergency Services Personnel
X	X	X	**87**	Police or Law Enforcement Officer
X	X	X	**90**	Non-Motorist Pushing a Vehicle
X	X	X	**91**	Portable Electronic Devices
X	X	X	**99**	Unknown

Element Values:

Related Factors		Examples/Notes
	Blanks	
00	None	
08	Mentally Challenged	Mental illness/retardation may be included.
09	Construction/Maintenance/Utility Worker	Highway department, contractor, utility company personnel, etc.
13	Motorized Wheelchair Rider	Pedestrian riding in a motorized wheelchair.
18	Mother of Dead Fetus	Fetus dies in or as a result of this crash.
21	Overloading or Improper Loading of Vehicle With Passengers or Cargo	Overloading bicycle, passenger or handlebars.

	Related Factors	Examples/Notes
26	Following Improperly	Bicyclist following too closely or attempting to grab on to vehicle. Also applies to skateboard riders, roller bladders, etc.
37	*Traveling on Prohibited Trafficways	Persons not in motor vehicles in-transport on areas prohibited by law, such as interstates. Persons not in motor vehicles in-transport on prohibited trafficways, e.g., bicyclist on interstate.
40	Passing Through or Around Barrier	Denotes "demarcated" area.
41	*Failure to Observe Warnings or Instructions on Vehicles Displaying Them	Failure to follow construction instructions (i.e., arrows directing traffic mounted on vehicle), instructions on emergency vehicles (ambulances, fire trucks, police cars). Failure to observe right-turn warning on trucks, buses. Failure to heed hazard lights on disabled vehicle, school bus arm.
42	Failure to Signal Intentions	Failure to signal by either lamp turn signal or hand.
51	Operator Inexperience	Persons not in motor vehicles in-transport unfamiliar with transport device.
52	Unfamiliar with Roadway	Persons not in motor vehicles in-transport unfamiliar with roadway, based on the judgment of the police officer.
56	Non-Driver Flees Scene	Flags the non-driver who left the scene of a Hit-and-Run crash. Examples: passenger of motor vehicle in-transport fled scene on foot. Occupant of an involved parked vehicle leaves by driving their vehicle from the scene. A bicyclist clipped by a vehicle that runs off the road and overturns, leaves the scene on their bike. An involved motor vehicle in-transport is driven away by a passenger in that vehicle.

	Related Factors	**Examples/Notes**
57	Improper Tire Pressure	Signifies that improper tire pressure is not a defect, but rather the irresponsibility of the persons not in motor vehicles in-transport.
Vision Obscured by:		
60	Rain, Snow, Fog, Smoke, Sand, Dust	
61	Reflected Glare, Bright Sunlight, Headlights	
62	Curve, Hill, or Other Design Features (including traffic signs, embankment)	
63	Building, Billboard, Other Structures	
64	Trees, Crops, Vegetation	
65	Motor Vehicle (including load)	Vision Obscured by: • Car stopped on roadway. • Tractor-trailer moving on road. • School bus stopped, loading or unloading children.
66	Parked Vehicle	Vision obscured by: Vehicle stopped on shoulder, in parking lane.
67	Splash or Spray of Passing Vehicle	
68	Inadequate Lighting System	
69	Obstructing Angles on Vehicle	Vision Obscured by: • Obstructing angles on this person's vehicle. Not to be confused with visual obstructions from other vehicles. (See **Motor Vehicle (including load)** and **Parked Vehicle**.)

	Related Factors	Examples/Notes
70	Mirrors	Vision Obscured by: • Rear view • Side mirrors • Others
72	Other Visual Obstruction	Trailer (only) left parked.
	Skidding Swerving, <u>Sliding Due To:</u>	
73	Severe Crosswind	
74	Wind From Passing Truck	
75	Slippery or Loose Surface	Refers to actual condition of roadway surface, e.g., loose gravel roadway. Slippery or old worn blacktop. Newly paved surface.
76	Tire Blowout or Flat	
77	Debris or Objects in Road	Nails, glass, trash cans, tire retread, trash, dead animals, pile of sand, etc.
78	Ruts, Holes, Bumps in Road	
80	Vehicle in Road	Includes both contact and non-contact vehicles that remain at the scene.
81	Phantom Vehicle	Non-contact vehicle that leaves the scene as described by the police officer.
82	Pedestrian, Pedal Cyclists, or Persons on Personal Conveyances.	
83	Ice, Snow, Slush, Water, Sand, Dirt, Oil, Wet Leaves on Road	This is for the substances on roadway that causes roadway to be slick, which may interfere with traction. These are not part of the roadway design (see **Slippery or Loose Surface**).

Related Factors		Examples/Notes
Other Non-Motorist Factors:		
86	Emergency Services Personnel	Includes fire, EMS, wrecker service personnel.
87	Police or Law Enforcement Officer	Federal, State or local law enforcement officer working at the time of the crash. Includes: Military and Park Police, Border Patrol and all other sworn law enforcement officers.
90	Non-Motorist Pushing a Vehicle	.
91	Portable Electronic Devices	Cell phone, MP3 Player, PDA, etc.
99	Unknown	

Remarks:

Code information provided in the narrative by the investigating officer.

Use of None
Use when no factors are noted; zero-fill all fields. **None** implies that the investigating officer indicated "no factors." Also, use **None** to complete remaining fields when you will be recording less than three related factors. DO NOT leave any remaining fields blank.

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

The following lists those related factors that may be used for each person type (NM7):

Person Type	Valid Related Factors
04	00, 08, 18, 21, 26, 37, 40-42, 51-52, 56-57, 60-70, 72-78, 80-83, 87, 91, 99
05	00, 08-09, 18, 37, 41, 56, 60-67, 72, 86-87, 90-91, 99
06	00, 08, 18, 21, 26, 37, 40-42, 51-52, 56-57, 60-68, 72-78, 80-83, 87, 91, 99
07	00, 08, 18, 21, 26, 37, 40-42, 51,52, 56-57, 60-68, 72-78, 80-83, 87, 91, 99
08	00, 08, 18, 21, 26, 37, 40-41, 51-52, 56-57, 60-70, 72-78, 80-83, 91, 99
10	00, 08, 13, 18, 86-87, 99
19	00, 08, 18, 21, 26, 37, 40-42, 51-52, 56-57, 60-68, 72-78, 80-83, 86-87, 90-91, 99

SUPPLEMENTAL

THESE ELEMENTS DO NOT APPEAR ON THE CODING FORMS
They are presented on-screen by the M.D.E. System.

PERSON LEVEL ELEMENTS
Including Coding Instructions

SP1 – Death Certificate Number

SP2 – Fatal Injury At Work

SP3 – Race/Hispanic Origin

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DEATH CERTIFICATE NUMBER

GES: XXX   FARS:SP1

Screen Heading: Not a GES Element   Format: *Element*
                                                           Completed in MDE

Screen Name:

Long Name:

SAS Name:

Oracle Name:

ELEMENT VALUES

		SAS		
SCN	**ORACLE**	**GES**	**FARS**	
X	X	X	0s	Not Applicable (not a fatality)
X	X	X		Any Numeric Characters
X	X	X	9s	Unknown

Remarks:

Code the sequence number from the death certificate as assigned by your State Vital Statistics Department. The sequence number is six digits in length and is part of the State File Number.

The format for coding the numbers is as follows:

First four digits _ _ _ _   City (where death occurred)
Next two digits _ _   State (where death occurred)
Last six digits   _ _ _ _ _ _   Sequence Number (as assigned by State Vital Statistics
                                           Department)

If this person is not a fatality, zero-fill this element.

Use GSA codes for the City and State where the death occurred according to the death certificate. These are the same GSA codes you use for the City variables in the Crash Level Form:

0000   Not a fatality or death not within city limits and no location code is available
0001-9996   GSA Geographical Location Codes
9997   Other (Death within city limits, but no GSA code available for this city)
9999   Unknown (City where death occurred cannot be found on death certificate).

The State codes are the same those you use for variables C1, V1, D1, PC1, P1 and NM1:

00	Not a fatality	30	Montana
01	Alabama		-
02	Alaska		-
	-		-
	-		-
	-		-
	-		-
	-		-
29	Missouri	56	Wyoming

If the fatal crash occurred in your State, but the death occurred in a hospital of another State, please attempt to obtain the death certificate from that State and code the City and State where the death occurred.

If a person dies at the crash scene, code the appropriate city code or location code for the crash location. Code "0000" if the location is not within a city, and no geographical location code is available.

If the location is not within a city, but a geographical location code is available, use the location code.

If a person is transported by EMS and dies en-route or at the hospital, use the city code for the hospital's location.

Code the exact sequence number as indicated on the death certificate. If the sequence number is less than six-digits long (e.g., it is 12345 (five digits)) right-justify your coded number and zero-fill the first (and/or second digit) (e.g., _0_ _1_ _2_ _3_ _4_ _5_).

Note that if you receive a copy of the death certificate from the Medical Examiner or Coroner, it may not contain the sequence number. The sequence number needed is the one assigned by your State Vital Statistics or Vital Records Department, which is subsequently sent to the National Center for Health Statistics. In those instances, leave the sequence number blank until you are able to obtain it in a follow-up effort with your Vital Statistics Department.

If the sequence number contains a letter in it (e.g., N12345), simply ignore the letter and code the numbers only (right-justified), (e.g., _0_ _1_ _2_ _3_ _4_ _5_).

If the death certificate number cannot be obtained, "9-fill" this element.

If the death certificate number can be obtained, but is not yet received, leave this element blank until the number is available.

FATAL INJURY AT WORK

GES: XXX

Screen Heading: Not a GES Element

FARS: SP2

Format: 1 numeric

Screen Name:

Long Name:

SAS Name:

Oracle Name:

ELEMENT VALUES

		SAS		
SCN	ORACLE	GES	FARS	
X	X	X	0	No
X	X	X	1	Yes
X	X	X	8	Not Applicable (not a fatality)
X	X	X	9	Unknown

Remarks:

THIS ELEMENT DOES NOT APPEAR ON THE CODING FORMS. It is presented on-screen by the M.D.E. System.

THE DEATH CERTIFICATE ALSO INDICATES WHETHER THE VICTIM WAS ON-THE-JOB AT THE TIME OF FATAL INJURY.

Use **No** if the injury was not at work.

Use **Yes** if the injury was on the job.

Use **Not Applicable (not a fatality)** if the victim was not a fatality use.

Use **Unknown** if the death certificate does not indicate whether the injury was at work or if you do not have access to death certificate information

FATAL INJURY AT WORK SHOULD ONLY BE DETERMINED FROM THE DEATH CERTIFICATE, NOT FROM ANY OTHER SOURCE. HOWEVER, IT IS NOT NECESSARY TO HAVE A COPY OF THE DEATH CERTIFICATE.

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RACE/HISPANIC ORIGIN

GES: XXX

Screen Heading: Not a GES Element

Screen Name:

Long Name:

SAS Name:

Oracle Name:

FARS: SP3

Format: 2 numeric

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
				Detail Race:
X	X	X	00	Not a Fatality (not applicable)
X	X	X	01	White
X	X	X	02	Black
X	X	X	03	American Indian (includes Aleuts and Eskimos)
X	X	X	04	Chinese
X	X	X	05	Japanese
X	X	X	06	Hawaiian (includes part-Hawaiian)
X	X	X	07	Filipino
X	X	X	18	Asian Indian
X	X	X	19	Other Indian (includes South and Central America, any others, except American or Asian Indians)
X	X	X	28	Korean
X	X	X	38	Samoan
X	X	X	48	Vietnamese
X	X	X	58	Guamanian
X	X	X	68	Other Asian or Pacific Islander
X	X	X	78	Asian or Pacific Islander, No Specific (individual) Race
X	X	X	97	Multiple Races (Individual races not specified; ex. "mixed")
X	X	X	98	All Other Races
X	X	X	99	Unknown
				Hispanic Origin:
X	X	X	00	Not a Fatality (not applicable)
X	X	X	01	Mexican
X	X	X	02	Puerto Rican
X	X	X	03	Cuban
X	X	X	04	Central or South American

X	X	X	05	European Spanish
X	X	X	06	Hispanic, Origin not Specified or Other Origin
X	X	X	07	Non-Hispanic
X	X	X	99	Unknown

Remarks:

Race and Hispanic Origin should be obtained from the <u>death certificate only</u>.

THIS ELEMENT DOES NOT APPEAR ON THE CODING FORMS: It is presented on-screen by the M.D.E. System.

Both RACE and HISPANIC ORIGIN are coded for fatal victims only (INJURY SEVERITY on this person must be **Fatal Injury**). If INJURY SEVERITY is coded other than **Fatal Injury** on the Person Level, the M.D.E. System will automatically enter "00's" in both the RACE and HISPANIC ORIGIN fields.

In general, the actual race will be written literally (i.e., white, black, Chinese, etc.) on the death certificate. Hispanic Origin comes directly from a check box. Within that box, if Hispanic Origin is "yes" a specific location (i.e., Cuba, Puerto Rico or Mexico) is indicated.

For translating the entries on the death certificate, refer to the table, "Detail Race and Hispanic Origin for FARS." This table is based on the guidelines provided by the Center for Disease Control (CDC). The only exception is Hawaiian. Any race with Hawaiian is coded Hawaiian (See **Hawaiian**).

DETAIL RACE

White should be coded for persons listed as White, Mexican, Puerto Rican, Cuban and Caucasian for race.

Hawaiian should be coded for any person listed as Hawaiian, even if another race is listed as well.

Other Indian includes South and Central America and any other Indians, except American or Asian Indians.

Other Asian or Pacific Islander is used when an "Other Asian" or "Pacific Island" race is specified, and it is other than **Chinese**, **Japanese**, **Hawaiian**, **Filipino**, **Asia Indian**, **Korean**, **Samoan**, **Vietnamese**, or **Guamanian**.

Asian or Pacific Islander, No Specific (individual) Race is used when the death certificate or report lists "Asian" for race.

Multiple Races is used when the death certificate indicates more than one race <u>without</u> specifying the individual races (e.g., "mixed," "multiple races," "multi-racial," etc.)

All Other Races is used if an individual race listed on the death certificate or report is not found on the translation table

If more than one race is listed on the death certificate or report, code the race entry listed <u>first</u>. An example is "American Indian/White," which should be coded **American Indian**. Again, **Hawaiian** is the exception. (See **Hawaiian**.)

HISPANIC ORIGIN

Hispanic Origin Not Specified, or Other Origin. This includes when you know they are Hispanic, but the specific origin is not specified (e.g., Hispanic, Latino, Latin American, South American).

Unknown. This person could be Hispanic, or not. You don't have enough information to determine whether or not they are Hispanic. (E.g., all you know is that Race is "White," "Black," "European," or "Indian," and no other information is provided.)

If you receive a listing from the Vital Statistics Department, be sure you request a translation table for the code structure. For FARS, we tried to match the coding structure to the National Center for Health Statistics (NCHS) coding structure for these elements; however, it was necessary to modify NCHS's structure slightly in order to be consistent with other FARS codes.   (Reference: National Center for Health Statistics. Documentation for the Mortality Public Use Data Set, 1999. Available at URL:

http://www.cdc.gov/nchs/data/dvs/Mort99doc.pdf).

Race (CDC)	Ancestry/ Ethnicity (CDC)	Country	Region	CDC Race*	CDC Ethnic*	FARS Detail Race	FARS Hispanic Origin
Aryan				1	--	01	99
	Asian	Asian		9	22	78	07
Asian Indian	Asian Indian			9	21	18	07
	Asiatic			9	--	78	07
	Assyrian	Assyrian		1	22	01	07
Athapaskan				3	--	03	07
Australian	Australian	Australia	Australasia & Pacific	1	20	01	07
Austrian	Austrian	Austria	Europe	1	16	01	07
		Azerbiajan	Europe	--	--	01	07
Azores	Azorean	Azores	Europe	1	19	01	07
Bahamian	Bahamian	Bahamas		6	99	98	07
	Bahrain	Bahrain	Middle East	--	22	01	07
	Baleanc Islands			--	05	01	05
Bangladeshi	Bangladesh	Bangladesh	Asia	9	21	68	07
		Barbados		--	--	02	07
Basque	Basque			1	05	01	05
Bavarian	Bavarian			1	16	01	07
	Belgian	Belgium	Europe	--	16	01	07
Belizian	Belizian	Belize	Central America	6	04	98	04
	Belorussian, Byelorussian	Belarus	Europe	--	18	01	07
Bengali	Bengali			6	21	98	07
	Benin	Benin	Africa	--	24	99	07
	Bermudan	Bermuda		--	15	99	07
	Bhutanese	Bhutan	Asia	--	21	68	07
Bilatian	Bilatian		Africa	2	24	02	07
Black	Black			2	24	02	07
Blanc				1	--	01	99

* SEE NATIONAL CENTER FOR HEALTH STATISTICS (NCHS) CODES

DETAIL RACE AND HISPANIC ORIGIN FOR FARS

Race (CDC)	Ancestry/ Ethnicity (CDC)	Country	Region	CDC Race*	CDC Ethnic*	FARS Detail Race	FARS Hispanic Origin
Bohemian	Bohemian			1	18	01	07
Bolivian	Bolivia (Boliviano)	Bolivia	South America	1	04	01	04
	Boricua (Borinquano)			--	05	99	05
		Bosnia-Herzegovna	Europe	--	--	01	07
	Botswana	Botswana	Africa	--	24	99	07
Brava (Bravo)				1	--	01	99
Brazilian	Brazilian	Brazil	South America	1	15	01	04
	British			--	08	99	07
British Honduran		(See Belize)		0	--	98	04
Brown				2	--	02	99
		Brunei	Asia	--	--	68	07
	Bulgarian	Bulgaria	Europe	--	18	01	07
		Burkina Faso	Africa	--	--	99	07
Burmese	Burmese	Burma (Also Myanmar)	Asia	9	20	68	07
	Burundi	Burundi	Africa	--	24	99	07
Cajun	Cajun			1	15	01	07
	California			--	05	99	05
Cambodian	Cambodian	Cambodia	Asia	9	20	68	07
Cameroon	Cameroon	Cameroon	Africa	--	24	99	07
Canadian	Canadian	Canada	North America	1	15	01	07
Canadian Indian				3	--	03	07
Canadian Mexican				3	--	03	01
	Canary Islands			--	05	99	05
	Cantonese			--	20	78	07
Cape Verde	Cape Verdean	Cape Verde	Africa	2	24	02	07
Carib				6	--	98	99
	Castillan			--	05	01	05

* SEE NATIONAL CENTER FOR HEALTH STATISTICS (NCHS) CODES

DETAIL RACE AND HISPANIC ORIGIN FOR FARS

Race (CDC)	Ancestry/ Ethnicity (CDC)	Country	Region	CDC Race*	CDC Ethnic*	FARS Detail Race	FARS Hispanic Origin
	Catalonia			--	05	01	05
Caucasian	Caucasian			1	99	01	07
		Cayman Islands		--	--	99	99
	Celtic			--	08	01	07
	Central African Republic	Central African Republic	Africa	--	24	02	07
	Central European			--	99	99	99
	Centroamericano			--	04	99	04
Ceylonese	Ceylonese			9	21	68	07
	Chad	Chad	Africa	--	24	99	07
Chamorro	Chamorro			9	20	68	07
Chicano	Chicano			1	01	01	01
Chicano/Mex/American				1	--	01	01
	Chile (Chilano)	Chile	South American	--	04	01	04
Chinese	Chinese	China	Asia	4	20	04	07
Chinese/White				4	--	04	99
Colombian	Colombia (Colombiano)	Colombia	South America	1	04	01	04
Colored				2	--	02	99
		Comoros	Africa	--	--	99	07
	Congolese	Congo (Republic of)	Africa	--	24	99	07
Costa Rican	Costa Rica (Constarricense)	Costa Rica	Central America	1	04	01	04
Creole	Creole			1	16	01	99
	Croatian	Croatia	Europe	--	19	01	07
Crucian				1	--	01	99
Cuban	Cuban	Cuba		1	03	01	03
	Cypriot	Cyprus	Europe	--	22	01	07
Czechoslovakian	Czechoslovakian	Czech Republic	Europe	1	18	01	07
	Dahomey		Africa	--	24	02	07

* SEE NATIONAL CENTER FOR HEALTH STATISTICS (NCHS) CODES

DETAIL RACE AND HISPANIC ORIGIN FOR FARS

Race (CDC)	Ancestry/ Ethnicity (CDC)	Country	Region	CDC Race*	CDC Ethnic*	FARS Detail Race	FARS Hispanic Origin
Danish	Danish	Denmark	Europe	1	12	01	07
		Djibouti	Africa	--	--	99	07
		Dominica		--	--	99	99
Dominican	Dominican Republic	Dominican Republic		2	04	02	04
	Dutch	Netherlands	Europe	--	16	01	07
Dutch East Indian				9	--	68	99
East Indian	East Indian			9	20	68	07
	Eastern European			--	18	99	07
Ebian				1	--	01	99
Ecuadorian	Ecuador (Ecuatoriano)	Ecuador	South America	1	04	01	04
Egyptian	Egyptian	Egypt	North Africa	1	23	01	07
	El Salvador	El Salvador	Central America	--	04	98	04
English	English			1	08	01	07
		England	Europe	--	--	99	99
English-French			Europe	1	--	01	07
English-Irish			Europe	1	--	01	07
	Equatorial Guinea	Equatorial Guinea	Africa	--	24	99	07
Eritrean		Eritrea	Africa	2	--	02	07
Eskimo, Eskimoan	Eskimo, Eskimoan			3	07	03	07
	Espana, (Espanol)			--	05	01	05
Estonian	Estonian	Estonia	Europe	--	18	01	07
Ethiopia(n)	Ethiopian	Ethiopia	Africa	2	24	02	07
Eurasian	Eurasian			9	22	78	99
European	European			1	99	01	99
	Falkland Islands	Falkland Islands	South America	--	04	01	07
	Fernando PO			--	05	99	05
Fijan	Fijan	Fiji	Australasia & Pacific	9	20	68	07

* SEE NATIONAL CENTER FOR HEALTH STATISTICS (NCHS) CODES

Race (CDC)	Ancestry/ Ethnicity (CDC)	Country	Region	CDC Race*	CDC Ethnic*	FARS Detail Race	FARS Hispanic Origin
Filipino	Filipino	Philippines	Asia	8	20	07	07
Finnish	Finnish	Finland	Europe	1	17	01	07
	Flemish		Europe	--	16	01	07
	Franco American			--	11	99	07
French	French	France	Europe	1	11	01	07
French Canadian	French Canadian			1	15	01	07
		French Guiana		--	--	99	99
French Indian (American)	French Indian			3	07	03	07
French Indian (India)				9	--	18	07
	French Polynesia			--	--	68	07
	Gabonese	Gabon	Africa	--	24	99	07
	Galapagos Islands			--	04	01	04
	Gambian	Gambia	Africa	--	24	99	07
	Georgian	Georgia	Europe	--	18	01	07
German	German	Germany	Europe	1	10	01	07
Ghanaian	Ghanaian	Ghana	Africa	2	24	02	07
Gilbertese				9	--	68	07
	Great Russian			--	18	01	07
Greek	Greek	Greece	Europe	1	19	01	07
	Greenland	Greenland		--	15	99	07
		Grenada		--	--	02	07
		Guadeloupe		--	--	99	99
Guamanian	Guamanian	Guam		9	20	58	07
Guatemalan	Guatemala (Guatemalteco)	Guatemala	Central America	6	04	98	04
	Guinean	Guinea	Africa	--	24	99	07
		Guinea-Bissau	Africa	--	--	99	07
Guyanese	Guyanaq	Guyana	South America	0	15	99	07

* SEE NATIONAL CENTER FOR HEALTH STATISTICS (NCHS) CODES

DETAIL RACE AND HISPANIC ORIGIN FOR FARS

Race (CDC)	Ancestry/ Ethnicity (CDC)	Country	Region	CDC Race*	CDC Ethnic*	FARS Detail Race	FARS Hispanic Origin
Gypsy	Gypsy			1	22	01	07
Haitian	Haitian	Haiti		2	15	02	07
Hamitic				2	--	02	07
Hawaiian	Hawaiian			7	20	06	07
Hawaiian/Part Hawaiian				7	--	06	07
Hebrew	Hebrew			1	22	01	07
Hindu	Hindu			9	21	78	07
Hispanic	Hispanio			1	05	01	06
Hmong	Hmong			9	20	68	07
Honduran	Honduras (Hondureno)	Honduras	Central America	6	04	98	04
	Hong Kong	Hong Kong	Asia	--	20	78	07
Hungarian	Hungarian	Hungary	Europe	1	18	01	07
	Iberian (Ibero)			--	05	01	05
Icelandic	Icelandic	Iceland	Europe	1	17	01	07
India				9	--	18	07
Indian (From India)	Indian (From India)	India	Asia	9	21	18	07
Indian (American)				3	--	03	07
Indian (Argentina)				6	--	98	04
Indian (AM,AK,CN,MX)				3	--	03	99
Indo-Aryan				9	--	78	07
Indonesian	Indonesian	Indonesia	Asia	9	20	68	07
Iran(ian)	Iranian	Iran	Middle East	1	22	01	07
Iraqi	Iraqi	Iraq	Middle East	1	22	01	07
Irish	Irish	Ireland	Europe	1	09	01	07
Islamic				1	--	01	07
Israelite	Israeli	Israel	Middle East	1	22	01	07
Italian	Italian	Italy	Europe	1	14	01	07

* SEE NATIONAL CENTER FOR HEALTH STATISTICS (NCHS) CODES

DETAIL RACE AND HISPANIC ORIGIN FOR FARS

Race (CDC)	Ancestry/ Ethnicity (CDC)	Country	Region	CDC Race*	CDC Ethnic*	FARS Detail Race	FARS Hispanic Origin
	Ivory Coast	Ivory Coast/Cote D'Ivoire	Africa	--	24	02	07
Jackson (Jack) White				6	--	98	99
Jamaican	Jamaican	Jamaica		2	15	02	07
Japanese	Japanese	Japan	Asia	5	20	05	07
Java	Javanese			9	20	68	07
Jew	Jewish			1	99	01	99
Jordanian	Jordanian	Jordan	Middle East	1	22	01	07
	Kashmirian			--	21	99	07
		Kazakhstan	Asia	--	--	68	07
Kenyan	Kenyan	Kenya	Africa	2	24	02	07
		Kiribati		--	--	99	99
Korean	Korean	Korea-North	Asia	9	20	28	07
Korean	Korean	Korea-South	Asia	9	20	28	07
Kuwaitian	Kuwaiti	Kuwait	Middle East	1	22	01	07
		Kyrgyzstan	Asia	--	--	68	07
Ladina				1	--	01	99
	La Raza			--	05	01	01
Laotian	Laotian	Laos	Asia	9	20	68	07
Latin American	American			1	05	01	06
	Latino			--	05	01	06
Latvian	Latvian	Latvia	Europe	1	18	01	07
Lebonese	Lebonese	Lebanon	Middle East	1	22	01	07
Lesotho	Lesotho	Lesotho	Africa	--	24	99	07
Liberian	Liberian	Liberia	Africa	2	24	02	07
Libyan	Libyan	Libya	North Africa	1	23	01	07
	Liechtenstein	Liechtenstein	Europe	--	--	01	07
Lithuanian	Lithuanian	Lithuania	Europe	1	18	01	07

* SEE NATIONAL CENTER FOR HEALTH STATISTICS (NCHS) CODES

DETAIL RACE AND HISPANIC ORIGIN FOR FARS

Race (CDC)	Ancestry/ Ethnicity (CDC)	Country	Region	CDC Race*	CDC Ethnic*	FARS Detail Race	FARS Hispanic Origin
		Luxembourg	Europe	--	--	01	07
		Macau		--	--	04	07
		Macedonia	Europe	--	--	01	07
	Madagascan	Madagascar	Africa	--	24	99	07
	Majorca			--	05	99	05
Malawian	Malawi	Malawi	Africa	2	24	02	07
Malayan	Malaysian	Malaysia	Asia	9	20	68	07
	Maldives		Asia	--	--	99	07
	Mali	Mali	Africa	--	24	99	07
	Mallorca (Mallorquin)			--	05	99	05
Maltese	Maltese	Malta	Europe	1	19	01	07
Maori	Maori			9	20	68	07
Marshallese		Marshall Islands	Australasia & Pacific	9	--	68	07
	Marshenese			1	--	01	99
	Martinique			--	--	02	07
	Mauritanian	Mauritania	Africa	1	24	01	07
	Mauritius	Mauritius	Africa	--	24	99	07
	Mediterranean			1	--	01	99
	Melanesian			9	20	68	07
	Mestizo			6	--	03	04
	Mestizo-Inca			6	--	03	04
Mexican	Mexican (Mexicano)	Mexico	North America	1	01	01	01
	Mexican Indian			3	--	03	01
	Mexican American			--	01	99	01
	Micronesian			9	20	68	07
	Mixed			6	99	98	99
	Mohammed Ali			6	--	98	07

* SEE NATIONAL CENTER FOR HEALTH STATISTICS (NCHS) CODES

DETAIL RACE AND HISPANIC ORIGIN FOR FARS

Race (CDC)	Ancestry/ Ethnicity (CDC)	Country	Region	CDC Race*	CDC Ethnic*	FARS Detail Race	FARS Hispanic Origin
Mohammedan (Moslem)				1	--	01	07
		Moldova	Europe	--	--	01	07
		Monaco	Europe	--	--	01	07
	Mongolian	Mongolia	Asia	--	20	68	07
		Montenegro		--	--	01	07
Moor(ish)				6	--	98	07
Morroccan	Morroccan	Morocco	North Africa	1	23	01	07
	Moslem			--	99	99	99
Mugandan				2	--	02	99
Mullato				2	--	02	99
	Muslim			1	99	01	99
		Mozambique	Africa	--	--	02	07
		Myanmar (also Burma)	Asia	--	--	68	07
		Namibia	Africa	--	--	02	07
Nassau				2	--	02	99
	Native American			--	07	03	07
		Nauru	Australasia & Pacific	--	--	78	07
Negro				2	24	02	07
Negro/Indian				2	--	02	07
Nepalese	Nepali	Nepal	Asia	9	21	68	07
		Netherlands	Europe	--	--	01	07
		Netherlands Antilles		--	--	99	99
		New Caledonia	Australasia & Pacific	--	--	78	07
	New Zelander	New Zealand	Australasia & Pacific	--	20	99	07
	Newfoundland			--	15	01	07
Nicaraguan	Nicaragua (Nicaraguense)	Nicaragua	Central America	6	04	98	04

* SEE NATIONAL CENTER FOR HEALTH STATISTICS (NCHS) CODES

DETAIL RACE AND HISPANIC ORIGIN FOR FARS

Race (CDC)	Ancestry/ Ethnicity (CDC)	Country	Region	CDC Race*	CDC Ethnic*	FARS Detail Race	FARS Hispanic Origin
	Niger	Niger	Africa	--	24	02	07
Nipponese (Nipon)	Nipponese			5	20	05	07
Nigerian	Nigerian	Nigeria	Africa	2	24	02	07
Nordic	Nordic (Icelandic)			1	17	01	07
	North American			--	15	99	99
		Northern Ireland	Europe	--	--	01	07
Norwegian	Norwegian	Norway	Europe	1	12	01	07
Nubian				2	--	02	07
Occidental				1	--	01	99
Octaroon				2	--	02	99
Okinawan	Okinawan			5	20	05	07
		Oman	Middle East	--	--	01	07
	Oriental			--	20	78	07
	Pacific Islander			--	20	78	07
Pakistani	Pakistani	Pakistan	Asia	9	21	18	07
Palauan		Palau	Australasia & Pacific	9	--	68	
Palestinian	Palestinian			1	22	01	07
Panamanian	Panama (Panameno)	Panama	Central America	6	04	98	04
		Papua New Guinea	Australasia & Pacific	--	--	99	07
	Paraguay (Paraguayo)	Paraguay	South America	--	04	98	04
Parsi				1	--	01	99
	Pennsylvania Dutch			--	10	01	07
Persian	Persian			1	22	01	07
Peruvian	Peru (Peruano)	Peru	South American	1	04	01	07
Philipino	Philipino	Philippines	Asia	8	20	07	07
Polish	Polish	Poland	Europe	1	13	01	07

* SEE NATIONAL CENTER FOR HEALTH STATISTICS (NCHS) CODES

DETAIL RACE AND HISPANIC ORIGIN FOR FARS

Race (CDC)	Ancestry/ Ethnicity (CDC)	Country	Region	CDC Race*	CDC Ethnic*	FARS Detail Race	FARS Hispanic Origin
Polynesian	Polynesian			9	20	68	07
Ponapean				9	--	68	07
Portuguese	Portuguese	Portugal	Europe	1	19	01	07
	Prussia			--	10	01	07
Puerto Rican	Puerto Rican (Puertorriqueno)	Puerto Rico		1	02	01	02
Punjabi	Punjabi			9	20	68	07
	Qatar	Qatar	Middle East	--	22	99	07
Quadroon				2	--	02	99
Red	Red			3	07	03	07
Rhodesian		Rhodesia		--	24	02	07
		Reunion	Africa	--	--	99	07
Romanian		Romania	Europe	1	--	01	07
	Romany			--	22	99	07
Rotanese				9	--	68	99
	Rumanian			--	18	99	07
Russian	Russian	Russia	Europe	1	18	01	07
Rwanda	Rwanda	Rwanda	Africa	--	24	02	07
Ryukyan				5	--	05	07
Salpanese				9	--	68	99
Salvadorian	Salvadoreno			6	04	98	04
Samoa(n)	Samoan	American Samoa	Australasia & Pacific	9	20	38	07
		Saint Kitts-Nevis		--	--	02	07
		Saint Lucia		--	--	02	07
		Saint Vincent		--	--	02	07
		San Marino		--	--	01	07
		Sao Tome and Principe	Africa	--	--	02	07

* SEE NATIONAL CENTER FOR HEALTH STATISTICS (NCHS) CODES

DETAIL RACE AND HISPANIC ORIGIN FOR FARS

Race (CDC)	Ancestry/ Ethnicity (CDC)	Country	Region	CDC Race*	CDC Ethnic*	FARS Detail Race	FARS Hispanic Origin
Saudia-Arabian	Saudi Arabian	Saudi Arabia	Middle East	1	22	01	07
Saxon(y)				1	--	01	07
Scandinavian	Scandinavian			1	12	01	07
Scotch	Scottish	Scotland	Europe	1	08	01	07
	Scotch-Irish			--	08	01	07
Selawik				3	--	03	07
Semitic				1	--	01	99
		Senegal	Africa	--	--	02	07
Serbian	Serbian	Serbia	Europe	1	19	01	07
	Serbo-Croation			--	19	01	07
Servian				1	--	01	99
Seychelloise		Seychelles	Africa	2	--	02	07
Siamese	Siamese			9	20	68	07
Sicilian	Sicilian			1	14	01	07
	Sierra Leone	Sierra Leone	Africa	--	24	02	07
Sikh	Sikhs			9	21	68	07
Singaporean	Singaporean	Singapore	Asia	--	20	68	07
Singhalease	Singhalease			9	21	68	07
Sino Burman				4	--	04	07
Slovakian	Slovak	Slovakia	Europe	1	18	01	07
	Sloavic (Slovenian)	Slovenia	Europe	--	19	01	07
	Slovikian			--	19	01	07
	Slovish			--	19	01	07
		Solomon Islands	Australasia & Pacific	--	--	68	07
	Somalian	Somalia	Africa	--	24	99	07
	South African	South Africa	Africa	--	24	99	07
South American				1	--	01	06

* SEE NATIONAL CENTER FOR HEALTH STATISTICS (NCHS) CODES

DETAIL RACE AND HISPANIC ORIGIN FOR FARS

Race (CDC)	Ancestry/ Ethnicity (CDC)	Country	Region	CDC Race*	CDC Ethnic*	FARS Detail Race	FARS Hispanic Origin
Spanish	Southern European			--	19	01	99
	Spain (Spaniard)	Spain	Europe	1	05	01	05
		Sri Lanka	Asia		--	68	07
Sudanese	Sudanese	Sudan	North Africa	2	23	02	07
Sunni				1	--	01	07
	Swaziland			--	24	02	07
Swedish	Swedish	Sweden		1	12	01	07
	Swiss	Switzerland	Europe	--	16	01	07
Syrian	Syrian	Syria	Middle East	1	22	01	07
Tahitian				9	--	68	07
Taimskin				3	--	03	99
Taiwanese	Taiwanese	Taiwan	Asia	4	20	04	07
		Tajikistan	Asia	--	--	68	07
Tamil-Ceylonese				9	--	68	07
Tamil-Malayan				9	--	68	07
Tanzanian	Tanzanian	Tanzania	Africa	2	24	02	07
Teutonic				1	--	01	07
Thai	Thai	Thailand	Asia	9	20	68	07
Tibetan		Tibet		9	--	68	07
Togolese	Togolese	Togo	Africa	--	24	02	07
Tongan		Tonga	Australasia & Pacific	9	--	68	07
Triguano				6	--	98	99
Trinidadian	Trinidadian	Trinidad and Tobago		2	15	02	07
Tunisian	Tunisian	Tunisia	North Africa	1	23	01	07
Turk	Turkish	Turkey	Middle East	1	22	01	07
		Turkmenistan	Asia	--	--	68	07

* SEE NATIONAL CENTER FOR HEALTH STATISTICS (NCHS) CODES

DETAIL RACE AND HISPANIC ORIGIN FOR FARS

Race (CDC)	Ancestry/ Ethnicity (CDC)	Country	Region	CDC Race*	CDC Ethnic*	FARS Detail Race	FARS Hispanic Origin
	Ubontilian	Tuvalu	Australasia & Pacific	--	--	68	07
	Ugandan	Uganda	Africa	9	--	68	07
	Ukrainian	Ukraine	Europe	2	24	02	07
		United Arab Emirates	Middle East	1	18	01	07
	United Kingdom			--	--	01	07
		United States of America	North America	--	08	99	07
Unknown or Blank				--	--	99	99
	Unknown			0	99	99	99
	Upper Volta		Africa	--	24	99	07
	Uruguay (Uruguayo)	Uruguay	South America	--	04	01	04
Ute				3	--	03	07
		Uzbekistan	Asia	--	--	68	07
	Valencian			--	05	01	05
		Vanuatu	Australasia & Pacific	--	--	68	07
	Venezuela (Venezolano)	Venezuela	South America	1	04	01	04
	Vietnam(ese)	Vietnam	Asia	9	20	48	07
	Viking			--	12	01	07
W				1	--	01	99
	Welsh	Wales (United Kindom)	Europe	1	08	01	07
West Indies (Indian)	West Indian			2	15	02	07
		Western Sahara	Africa	--	--	99	99
		Western Samoa	Australasia & Pacific	--	--	38	07
White	White			1	99	01	99
	White Russian			--	18	01	07
Wiam (White American)				1	--	01	99

* SEE NATIONAL CENTER FOR HEALTH STATISTICS (NCHS) CODES

DETAIL RACE AND HISPANIC ORIGIN FOR FARS

Race (CDC)	Ancestry/ Ethnicity (CDC)	Country	Region	CDC Race*	CDC Ethnic*	FARS Detail Race	FARS Hispanic Origin
Yapanes				9	--	68	07
	Yellow			--	20	78	07
	Yemen	Yemen	Middle East	--	22	99	07
Yugoslavian	Yugoslavian	Yugoslavia	Europe	1	19	01	07
	Zaire	Zaire	Africa	--	24	02	07
	Zambian	Zambia	Africa	--	24	02	07
	Zanzibar			--	24	02	07
		Zimbabwe	Africa	--	--	02	07
Zoroastrian				1	--	01	07

NCHS (NATIONAL CENTER FOR HEALTH STATISTICS) RACE CODES

CDC RACE CODE	RACE DISCRIPTION
0	Unknown/Blank
1	White/Mexican/Puerto Rican, Other Caucasian
2	Black
3	Indian (American, Canadian, Alaskan, Aleut/Eskimo)
4	Chinese
5	Japanese
6	Other Non-White
7	Hawaiian/Part Hawaiian
8	Filipino
9	Asian/Pacific Island Other

* SEE NATIONAL CENTER FOR HEALTH STATISTICS (NCHS) CODES

DETAIL RACE AND HISPANIC ORIGIN FOR FARS
NCHS (NATIONAL CENTER FOR HEALTH STATISTICS) ANCESTRY CODES

CDC ANCESTORY CODE	ANCESTRY/ETHNICITY DESCRIPTION
01	Mexican
02	Puerto Rican
03	Cuban
04	Central or South American
05	Other & Unknown Spanish
06	"American"
07	Indian (American, Alaskan, Canadian or Mexican Indian, Eskimo & Aleut)
08	English, Scottish, Welsh, Scotch-Irish
09	Irish
10	German
11	French
12	Norwegian, Swedish, Danish
13	Polish
14	Italian
15	Other North, Central and South American or Canadian
16	Other Western European
17	Other Northern European
18	Other Eastern European
19	Other Southern European (Excluding Spain)
20	Southwest Asian & Pacific Islander
21	South Central Asian
22	Other Asian
23	North African
24	Other African
99	Unknown
Blank	Blank

* SEE NATIONAL CENTER FOR HEALTH STATISTICS (NCHS) CODES