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Fatality Analysis Reporting System Analytical User's Manual, 1975-2021

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Introduction

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

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

This multi-year analytical user's manual provides documentation on the historical coding practices of FARS from 1975 to 2021. In other words, this manual presents the evolution of FARS coding from inception through present. It includes the data elements that are contained in FARS and other useful information that will enable the users to become familiar with the data system. The FARS/NASS GES and FARS/CRSS Coding and Validation Manuals provide more detailed definitions for each data element and attribute for a given year. NHTSA's National Center for Statistics and Analysis (NCSA) publishes these manuals for each year of data collection, and they are available at [NCSA Publications — Manuals and Documentation — FARS.](#)

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

New in 2021 FARS

New and Noteworthy

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

New Vehicle Underride/Override Data Element

The data element *Underride/Override* is discontinued in 2021 and replaced with *Vehicle Underride/Override*. The new data element is like the previous one, but the approach to coding is different and they should not be compared across years. The new data element considers the entire underride/override event and if there is a vehicle in the crash that underrides there needs to be at least one that overrides. The previous data element required the coder to “determine the vehicle performing the action” in an underride/override event and that vehicle would be coded with underride or override while the other vehicle would be coded as “No Underride or Override Noted.” Another difference is that the new data element separates out vehicles that are not underride/override applicable like motorcycles, ATV/ATCs, and snowmobiles as “7 (Not Applicable).” The original data element coded non-applicable vehicles as not having an underride/override.

Data Elements With Changes

Below is a list of FARS data elements that have substantial changes for 2021. Changes are denoted in ***bold/italics*** for additions and strikethrough for deletions. Additional detailed information on each data element can be found in the FARS/CRSS Coding and Validation Manual. The NCSA publishes these manuals for each year of data collection and they can be found at [NCSA Publications — Manuals and Documentation](#).

Data Element ID	Data Element Name	SAS Table.NAME	Comments
C32	Related Factors - Crash Level	Crashrf.CRASHRF	<ul style="list-style-type: none"> ▪ New attribute: 10 (Emergency Vehicle Related)
V9	Vehicle Identification Number	Vehicle.VIN, Parkwork.PVIN	<ul style="list-style-type: none"> ▪ Revised attribute label: 0s (No VIN Required, <i>Not a Vehicle for Road Use</i>)
V13	vPIC Body Class	Vehicle.VPICBODYCLASS, Parkwork.PVPICBODYCLASS	<ul style="list-style-type: none"> ▪ New attributes: <ul style="list-style-type: none"> ○ 128 (Ambulance) ○ 129 (Street Sweeper) ○ 130 (Fire Apparatus)
V17	Final Stage Body Class	Vehicle.ICFINALBODY, Parkwork.PICFINALBODY	<ul style="list-style-type: none"> ▪ New attributes: <ul style="list-style-type: none"> ○ 128 (Ambulance) ○ 129 (Street Sweeper) ○ 130 (Fire Apparatus)
V20	Trailer VIN	Vehicle.TRLR1VIN, Vehicle.TRLR2VIN, Vehicle.TRLR3VIN, Parkwork.PTRLR1VIN, Parkwork.PTRLR2VIN, Parkwork.PTRLR3VIN	<ul style="list-style-type: none"> ▪ Revised attribute label: 0s (No VIN Required, <i>Not a Vehicle for Road Use</i>)
V24	Vehicle Configuration	Vehicle.V_CONFIG, Parkwork.PV_CONFIG	<ul style="list-style-type: none"> ▪ Revised attribute label: 19 (Truck Vehicle More Than 10,000 lbs., Cannot Classify Other) ▪ New attribute: 88 (Qualifying Vehicle, Unknown Configuration)
V28	Special Use	Vehicle.SPEC_USE, Parkwork.PSP_USE	<ul style="list-style-type: none"> ▪ Revised attribute label: 00 (No Special Use <i>Noted</i>) ▪ Removed attribute: 98 (Not Reported)
OLD V31	Underride/Override	Vehicle.UNDERIDE, Parkwork.PUNDERIDE	<ul style="list-style-type: none"> ▪ Data element removed
V31	Vehicle Underride/Override	Vehicle.UNDER OVERRIDE, Parkwork.PUNDER OVERRIDE	<ul style="list-style-type: none"> ▪ New data element
V41	Related Factors - Vehicle Level	Pvehiclesf.PVEHICLESF	<ul style="list-style-type: none"> ▪ Revised attribute label: 032 (Vehicle Registration for <i>Handicapped a Person with a Disability</i>)

Data Element ID	Data Element Name	SAS Table.NAME	Comments
D23	Condition (Impairment) at Time of Crash	Drimpair.DRIMPAIR	<ul style="list-style-type: none"> ▪ Revised attribute label: <ul style="list-style-type: none"> ○ 06 (Deaf/Hard of Hearing) ○ 07 (Blind/Low Vision)
D24	Related Factors - Driver Level	Driverrf.DRIVERRF	<ul style="list-style-type: none"> ▪ Removed attribute label: 094 (<i>Non Traffic Violation Charged (Manslaughter, Homicide, or Other Assault Offense Committed Without Malice)</i>) ▪ Revised attribute label: 013 (<i>Mentally Challenged Person with an Intellectual, Cognitive, or Developmental Disability</i>)
P17/NM17	Method of Alcohol Determination by Police	Person.ALC_DET	<ul style="list-style-type: none"> ▪ New attribute: 6 (<i>Breath Test, Unknown Type</i>)
P26/NM26	Related Factors - Person (Motor Vehicle Occupant) Level	Personrf.PERSONRF	<ul style="list-style-type: none"> ▪ Revised attribute label: 008 (<i>Mentally Challenged Person with an Intellectual, Cognitive, or Developmental Disability</i>) ▪ Revised attribute label: 056 (<i>Non-Driver Non-Operator Flees Scene</i>)
NM12	Non-Motorist Contributing Circumstances	Nmcrash.NMCC	<ul style="list-style-type: none"> ▪ New attribute: 92 (<i>Contributing Circumstance - No Details</i>)
NM15	Condition (Impairment) at Time of Crash	Nmimpair.NMIMPAIR	<ul style="list-style-type: none"> ▪ Revised attribute label: <ul style="list-style-type: none"> ○ 06 (Deaf/Hard of Hearing) ○ 07 (Blind/Low Vision)

Summary of SAS Naming Changes

Data Element ID	2020 SAS Name	New 2021 SAS Name	Data Element Name
V31	N/A	<i>Vehicle.UNDER OVERRIDE,</i> <i>Parkwork.PUNDER OVERRIDE</i>	<i>Vehicle UnderOverride/Override</i>

The data elements in ***bold/italics*** are new to 2021 FARS.

The data elements in *italics* are changed in 2021 FARS.

FARS Operations

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

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

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

- Police crash reports
- Death certificates
- State vehicle registration files
- Coroner/medical examiner reports
- State driver licensing files
- State highway or transportation department data
- Emergency Medical Services reports
- Vital statistics and other State records

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

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

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

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

FARS SAS Data Files

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

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

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

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

The SAS data files and years of availability are:

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

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

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

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

Discontinued Data Files

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

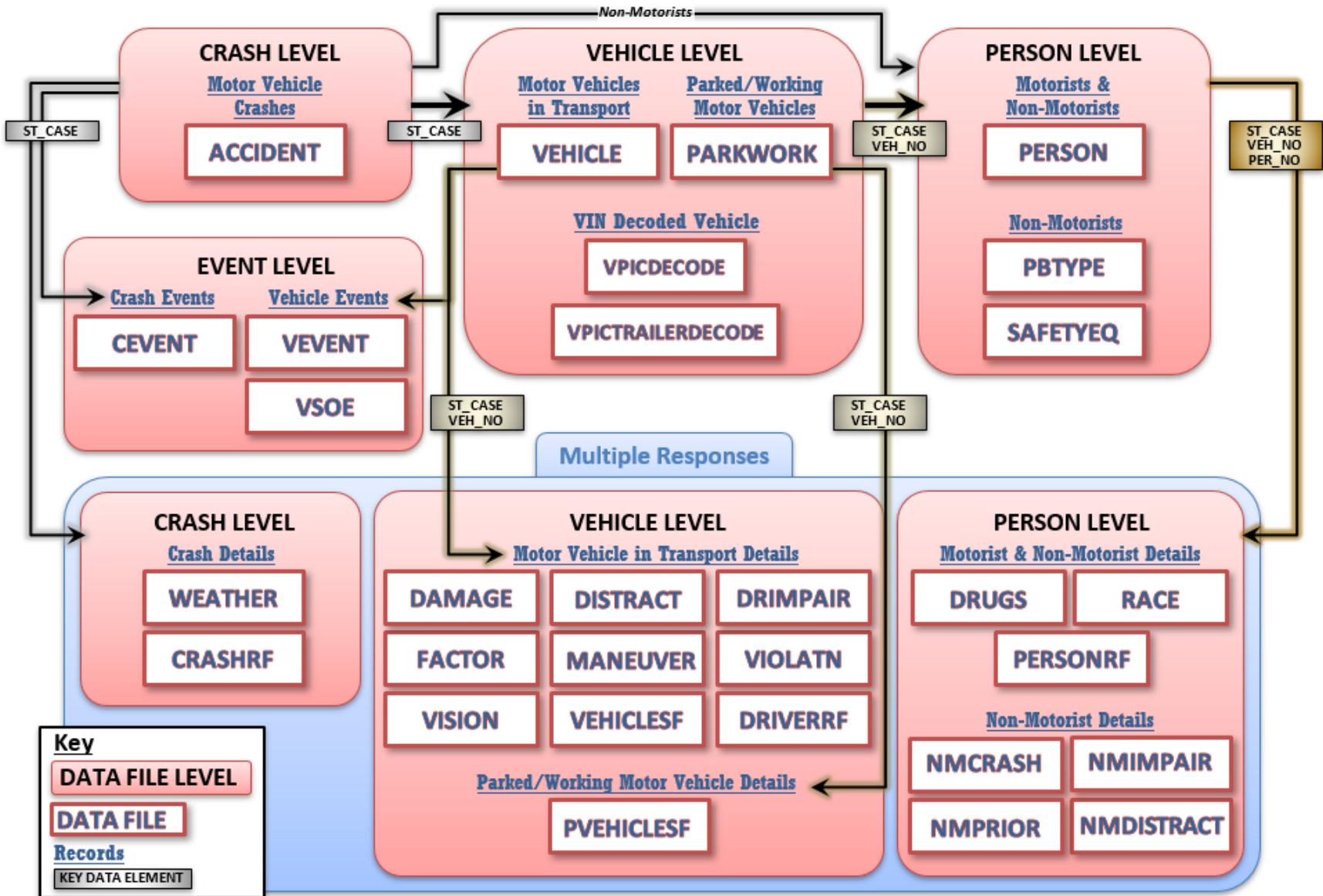


Figure 1. FARS Schema Diagram

FARS Data Element List

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

<i>Key Data Elements</i>		28	
C1/V1/D1/PC1/			
P1/NM1	State Number	STATE	28
C2/V2/D2/PC2/			
P2/NM2	Consecutive Number	ST_CASE	29
V3/D3/PC3/			
P3/NM4	Vehicle Number	VEH_NO	30
P4/NM3	Person Number	PER_NO	31
C18	Event Number	EVENTNUM	32
C18	Vehicle Event Number	VEVENTNUM	32
<i>The ACCIDENT Data File</i>		33	
C3	Number of Forms Submitted for Persons Not in Motor Vehicles	PEDS	34
C3A	Number of Persons Not in Motor Vehicles In-Transport (MVIT)	PERNOTMVIT	34
C4	Number of Vehicle Forms Submitted- ALL	VE_TOTAL	35
C4A	Number of Motor Vehicles In-Transport (MVIT)	VE_FORMS	36
C4B	Number of Parked/Working Vehicles	PVH_INVL	37
C5	Number of Forms Submitted for Persons in Motor Vehicles	PERSONS	38
C5A	Number of Persons in Motor Vehicles In-Transport (MVIT)	PERMVIT	39
C6	County	COUNTY	40
C7	City	CITY	41
C8A	Month of Crash	MONTH	42
C8B	Day of Crash	DAY	42
C8C	Day of Week	DAY_WEEK	43
C8D	Year of Crash	YEAR	43
C9A	Hour of Crash	HOUR	44
C9B	Minute of Crash	MINUTE	44
C10	Trafficway Identifier	TWAY_ID	45
C10	Trafficway Identifier	TWAY_ID2	45
C11	Route Signing	ROUTE	46
C12A	Land Use	RUR_URB	47
C12B	Functional System	FUNC_SYS	47

C13	Ownership	RD_OWNER	48
C14	National Highway System	NHS	49
C15	Special Jurisdiction	SP_JUR	50
C16	Milepoint	MILEPT	51
C17A	Latitude	LATITUDE	52
C17B	Longitude	LONGITUD	53
C19	First Harmful Event	HARM_EV	54
C20	Manner of Collision of the First Harmful Event	MAN_COLL	58
C21A	Relation to Junction- Within Interchange Area	RELJCT1	60
C21B	Relation to Junction- Specific Location	RELJCT2	61
C22	Type of Intersection	TYP_INT	63
C23	Relation to Trafficway	REL_ROAD	64
C24	Work Zone	WRK_ZONE	65
C25	Light Condition	LGT_COND	66
C26	Atmospheric Conditions	WEATHER	67
C27	School Bus Related	SCH_BUS	69
C28	Rail Grade Crossing Identifier	RAIL	70
C29A	Hour of Notification	NOT_HOUR	71
C29B	Minute of Notification	NOT_MIN	71
C30A	Hour of Arrival at Scene	ARR_HOUR	72
C30B	Minute of Arrival at Scene	ARR_MIN	72
C31A	Hour of EMS Arrival at Hospital	HOSP_HR	73
C31B	Minute of EMS Arrival at Hospital	HOSP_MN	73
C101	Fatalities	FATALS	74
	Atmospheric Conditions (discontinued)	WEATHER1	75
	Atmospheric Conditions (discontinued)	WEATHER2	75
	Federal Highway (discontinued)	FED_AID	76
	Hit-and-Run (discontinued)	HIT_RUN	77
	Land Use (discontinued)	LAND_USE	78
	Number of Drinking Drivers (discontinued)	DRUNK_DR	79
	Related Factors- Crash Level (discontinued)	CF1	80
	Related Factors- Crash Level (discontinued)	CF2	80
	Related Factors- Crash Level (discontinued)	CF3	80
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Data Element Definitions and Codes

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

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

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

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

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

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

- C13 Trafficway Identifier (TWAY_ID, TWAY_ID2) *[30 characters]*
- C27 Rail Grade Crossing Identifier (RAIL) *[7 characters]*
- V13 Vehicle Identification Number (VIN, PVIN) *[12 characters]*
- V16 and V16B Motor Carrier ID (MCARR_ID) *[11 characters]*, (MCARR_I2) *[9 characters]*
- V101-V112 VIN Characters 1-12 (VIN_1, VIN_2, VIN_3, VIN_4, VIN_5, VIN_6, VIN_7, VIN_8, VIN_9, VIN_10, VIN_11, VIN_12, PVIN_1, PVIN_2, PVIN_3, PVIN_4, PVIN_5, PVIN_6, PVIN_7, PVIN_8, PVIN_9, PVIN_10, PVIN_11, PVIN_12) *[1 character]*
- D6 Driver's ZIP Code (DR_ZIP) *[5 characters]*
- NM9-PB37 Pedestrian Scenario (PEDSNR) *[10 characters]*

Key Data Elements

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

State Number

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

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

SAS Name: **STATE**

Attribute Codes

1975-Later

1 Alabama	31 Nebraska
2 Alaska	32 Nevada
4 Arizona	33 New Hampshire
5 Arkansas	34 New Jersey
6 California	35 New Mexico
8 Colorado	36 New York
9 Connecticut	37 North Carolina
10 Delaware	38 North Dakota
11 District of Columbia	39 Ohio
12 Florida	40 Oklahoma
13 Georgia	41 Oregon
15 Hawaii	42 Pennsylvania
16 Idaho	43 Puerto Rico
17 Illinois	44 Rhode Island
18 Indiana	45 South Carolina
19 Iowa	46 South Dakota
20 Kansas	47 Tennessee
21 Kentucky	48 Texas
22 Louisiana	49 Utah
23 Maine	50 Vermont
24 Maryland	52 Virgin Islands (since 2004)
25 Massachusetts	51 Virginia
26 Michigan	53 Washington
27 Minnesota	54 West Virginia
28 Mississippi	55 Wisconsin
29 Missouri	56 Wyoming
30 Montana	

Consecutive Number

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

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

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

SAS Name: **ST_CASE**

Attribute Codes

1975-Later

xxxxxx	Two Characters for State Code Followed by Four Characters for Case Number
--------	---

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

Vehicle Number

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

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

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

SAS Name: **VEH_NO**

Attribute Codes

1975-	2009-
2008	Later
0-99	0-999

Assigned Number of Motor Vehicle

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

Person Number

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

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

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

SAS Name: **PER_NO**

Attribute Codes

1975-	2009-
2008	<i>Later</i>
1-99	1-999 Assigned Person Number

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

Event Number

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

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

Prior to 2015 the Data Element ID was C17.

SAS Name: **EVENTNUM**

Attribute Codes

2010-Later

1-999 Event Number

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

Vehicle Event Number

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

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

Prior to 2015 the Data Element ID was C17.

SAS Name: **VEVENTNUM**

Attribute Codes

2010-Later

1-999 Vehicle Event Number

The ACCIDENT Data File

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

ST_CASE is the unique case identifier for each record.

C3 Number of Forms Submitted for Persons Not in Motor Vehicles

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

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

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

SAS Name: **PEDS**

Attribute Codes

1991-	2011-
2010	Later
1-99	0-99

Number of Persons Not in Motor Vehicles

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

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

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

SAS Name: **PERNOTMVIT**

Attribute Codes

2011-Later

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

C4 Number of Vehicle Forms Submitted- ALL

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

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

SAS Name: **VE_TOTAL**

Attribute Codes

2005-	2009-
2008	<i>Later</i>
1-99	1-999 Number of Vehicles in Crash

C4A Number of Motor Vehicles In-Transport (MVIT)

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

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

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

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

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

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

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

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

SAS Name: VE_FORMS

Attribute Codes

1976-	1982-	2009-
1981	2008	Later
0-99	1-99	1-999

Number of Vehicle Forms

C4B Number of Parked/Working Vehicles

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

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

SAS Name: **PVH_INVL**

Attribute Codes

2011-Later

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

C5 Number of Forms Submitted for Persons in Motor Vehicles

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

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

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

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

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

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

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

SAS Name: PERSONS

Attribute Codes

1975-	2009-
2008	<i>Later</i>
0-99	0-999 Number of Person Forms

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

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

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

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

SAS Name: PERMVIT

Attribute Codes

2011-Later

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

C6 County

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

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

This data element also appears in the Person data file.

SAS Name: **COUNTY**

Attribute Codes

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

C7 City

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

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

SAS Name: CITY

Attribute Codes

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

C8 Crash Date

C8A Month of Crash

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

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

SAS Name: MONTH

Attribute Codes

1975- 2009-

2008 Later

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

C8B Day of Crash

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

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

SAS Name: DAY

Attribute Codes

1975- 2010-

2009 Later

1-31	1-31	Day of the Month of the Crash
99	--	Unknown

C8C Day of Week

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

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

SAS Name: **DAY_WEEK**

Attribute Codes

1975- 2010-

2009 Later

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

C8D Year of Crash

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

Additional Information:

SAS Name: **YEAR**

Attribute Codes

1975- 1998-

1997 Later

xx xxxx Year of the Crash

More information on [Date of Crash](#)

C9 Crash Time

C9A Hour of Crash

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

Additional Information: All time is 24-hour military time.

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

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

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

SAS Name: HOUR

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

C9B Minute of Crash

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

Additional Information: All time is 24-hour military time.

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

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

SAS Name: MINUTE

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

C10 Trafficway Identifier

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

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

SAS Name: **TWAY_ID** *1982-Later*
TWAY_ID2 *2004-Later*

Attribute Codes

1982-1997

xxxxxxxxxx

Actual Posted Number, Assigned Number,
or Common Name (10 characters)
Unknown

999999999

1998-2011

xxxxxxxxxxxxxxxxxxxxxx

Actual Posted Number, Assigned Number,
or Common Name (20 characters)
Unknown

999999999999999999

2012-Later

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

Actual Posted Number, Assigned Number,
or Common Name (30 characters)
Unknown

9999999999999999999999999999

More information on [Trafficway Identifier](#)

C11 Route Signing

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

Additional Information: Prior to 2015 the Data Element ID was C12.

SAS Name: **CL_TWAY 1975-1986**
ROUTE 1987-Later

Attribute Codes

1975- 1982-

1980 1986

1	1	Interstate
2	--	Other Limited Access
3	2	Other U.S. Route
4	3	Other State Route
5	--	Other Major Artery
6	4	County Road
7	5	Local Street
8	8	Other Road
9	9	Unknown

1981

Data were not available for this data element in 1981.

1987-Later

1	Interstate
2	U.S. Highway
3	State Highway
4	County Road
5	Local Street – Township
6	Local Street – Municipality
7	Local Street – Frontage Road (Since 1994)
8	Other
9	Unknown

C12A Land Use

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

Additional Information: From 1975 to 1986 there was a similar Land Use (LAND_USE) data element. From 1987 to 2014 urban and rural classifications can be obtained from the data element Roadway Function Class.

SAS Name: **RUR_URB**

Attribute Codes

2015-Later

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

More information on [Land Use](#)

C12B Functional System

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

Additional Information:

SAS Name: **FUNC_SYS**

Attribute Codes

2015-Later

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

C13 Ownership

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

Additional Information:

SAS Name: **RD_OWNER**

Attribute Codes

2015-Later

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

C14 National Highway System

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

Additional Information: Prior to 2015 the Data Element ID was C10.

SAS Name: **NHS**

Attribute Codes

1994-Later

- 0 This Section Is Not on the National Highway System
- 1 This Section Is on the National Highway System
- 9 Unknown

C15 Special Jurisdiction

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

Additional Information: Prior to 2015 the Data Element ID was C16.

SAS Name: **SP_JUR**

Attribute Codes

1975-Later

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

More information on [Indian Reservation](#)

C16 *Milepoint*

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

Additional Information: Five digits are always coded.

EXAMPLES:

<i>Milepoint</i>	<i>Code</i>
10	00100
39.89	00399
404	04040
73.1	00731

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

SAS Name: **MILEPT**

Attribute Codes

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

C17 Global Position

C17A Latitude

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

Additional Information: Prior to 2015 the Data Element ID was C15A.

SAS Name: LATITUDE

Attribute Codes

1999-2009

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

17-71	DD – Actual Degrees
88	Not Available (if State Exempt)
99	Unknown

0-59	MM – Actual Minutes
88	Not Available (if State Exempt)
99	Unknown

0.0-59.99	SS.SS – Actual Seconds
88.88	Not Available (if State Exempt)
99.99	Unknown

2010-2017

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

C17B Longitude

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

Additional Information: Prior to 2015 the Data Element ID was C15B.

SAS Name: **LONGITUD**

Attribute Codes

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

1999-2009

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

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

2010-2017

2018-Later

-DDD.DDDDDDD	-DDD.DDDDDDD	Actual Decimal Degrees
777.7777000	777.7777000	Not Reported
888.8888000	888.8888000	Not Available (if State Exempt)
999.9999000	--	Unknown
--	999.9999000	Reported as Unknown

C19 First Harmful Event

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

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

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

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

Prior to 2015 the Data Element ID was C18.

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

SAS Name: **HARM_EV**

Attribute Codes

1975-1981

- 1 Overturn
- 2 Fire/Explosion
- 3 Immersion
- 4 Gas Inhalation
- 5 Fell From Vehicle
- 6 Injured in Vehicle
- 7 Other Non-Collision
- 8 Pedestrian
- 9 Pedalcycle
- 10 Railway Train
- 11 Animal
- 12 Motor Vehicle In-Transport
- 13 Motor Vehicle In-Transport in Other Roadway
- 14 Parked Motor Vehicle
- 15 Other Type Non-Motorist
- 16 Other Object
- 17 Bridge or Overpass (1975-1978)
- 18 Building
- 19 Culvert
- 20 Curb or Wall
- 21 Divider
- 22 Embankment

- 23 Fence
- 24 Guard Rail
- 25 Light Support
- 26 Sign Post
- 27 Tree/Shrubbery
- 28 Utility Pole
- 29 Other Pole/Support
- 30 Impact Attenuator
- 31 Other Fixed Object
- 32 Bridge or Overpass [Passing Under] (1979-1981)
- 33 Bridge or Overpass [Passing Over] (1979-1981)
- 99 Unknown

1982- 2003	2004- 2009	2010- 2015	2016	2017	2018- Later	
1	1	1	1	1	1	Rollover/Overtur
2	2	2	2	2	2	Fire/Explosion
3	3	3	--	--	--	Immersion
--	--	3	3	3	3	Immersion or Partial Immersion (Since 2012)
4	4	4	4	4	4	Gas Inhalation
5	5	5	5	5	5	Fell/Jumped From Vehicle
6	6	--	--	--	--	Injured in Vehicle
--	--	6	6	6	6	Injured in Vehicle (Non-Collision)
7	7	7	7	7	7	Other Non-Collision
8	8	8	8	8	8	Pedestrian
9	9	--	--	--	--	Pedalcycle
--	--	9	9	9	9	Pedalcyclist
10	10	--	--	--	--	Railway Train
--	--	10	10	10	10	Railway Vehicle
11	11	--	--	--	--	Animal
--	--	11	11	11	11	Live Animal
12	12	--	--	--	--	Motor Vehicle In-Transport on Same Roadway
--	--	12	12	12	12	Motor Vehicle In-Transport
13	13	--	--	--	--	Motor Vehicle In-Transport on Other Roadway
14	14	14	14	14	14	Parked Motor Vehicle (Not In-Transport)
15	--	--	--	--	--	Other Type Non-Motorist
--	15	15	15	15	15	Non-Motorist on Personal Conveyance
16	16	16	16	16	16	Thrown or Falling Object
17	17	17	17	17	17	Boulder
18	18	18	18	18	18	Other Object (Not Fixed)

19	19	19	19	19	19	Building
20	20	20	20	20	20	Impact Attenuator/Crash Cushion
21	21	--	--	--	--	Bridge Pier or Abutment
--	--	21	21	21	21	Bridge Pier or Support
22	22	--	--	--	--	Bridge Parapet End
23	23	--	--	--	--	Bridge Rail
--	--	23	23	23	23	Bridge Rail (Includes Parapet)
24	24	24	24	24	24	Guardrail Face
25	25	25	25	25	25	Concrete Traffic Barrier
26	26	26	26	26	26	Other Traffic Barrier
27	27	--	--	--	--	Highway/Traffic Sign Post
28	28	--	--	--	--	Overhead Sign Support/Sign
29	29	--	--	--	--	Luminary/Light Support
30	30	--	--	--	--	Utility Pole
--	--	30	30	30	30	Utility Pole/Light Support
31	31	31	--	--	--	Other Post, Other Pole, or Other Supports
--	--	--	31	31	31	Post, Pole, or Other Supports
32	32	32	32	32	32	Culvert
33	33	33	33	33	33	Curb
34	34	34	34	34	34	Ditch
35	35	--	--	--	--	Embankment – Earth
--	--	35	35	35	35	Embankment
36	36	--	--	--	--	Embankment – Rock, Stone, or Concrete
37	37	--	--	--	--	Embankment – Material Type Unknown
38	38	38	38	38	38	Fence
39	39	39	39	39	39	Wall
40	40	40	40	40	40	Fire Hydrant
41	41	41	41	41	41	Shrubbery
42	42	42	42	42	42	Tree (Standing Only)
43	43	43	43	43	43	Other Fixed Object
44	--	--	--	--	--	Pavement Surface Irregularity (1993 Only)
--	44	--	--	--	--	Pavement Surface Irregularity
--	--	44	44	44	44	Pavement Surface Irregularity (Ruts, Potholes, Grates, etc.)
45	--	--	--	--	--	Transport Device Used as Equipment (1993-2003)
--	45	--	--	--	--	Working Construction, Maintenance or Utility Vehicles
--	--	45	45	45	45	Working Motor Vehicle
46	46	46	46	46	46	Traffic Signal Support
47	47	--	--	--	--	Vehicle Occupant Struck or Run Over by Own Vehicle (1997-2009)
48	48	--	--	--	--	Collision With Snow Bank (1997-2009)
--	--	48	48	48	48	Snow Bank

49	49	49	49	49	49	Ridden Animal or Animal-Drawn Conveyance (Since 1998)
50	50	50	50	50	50	Bridge Overhead Structure
--	51	--	--	--	--	Jackknife
--	--	51	51	51	51	Jackknife (Harmful to This Vehicle)
--	52	52	52	52	52	Guardrail End
--	53	53	53	53	53	Mail Box
--	54	--	--	--	--	Motor Vehicle Struck by Falling/Shifting Cargo or Anything Set in Motion by Another Motor Vehicle In-Transport
--	--	54	54	54	54	Motor Vehicle In-Transport Strikes or Is Struck by Cargo, Persons or Objects Set-in-Motion From/by Another Motor Vehicle In-Transport
--	55	--	--	--	--	Other Not In-Transport Motor Vehicle (2005-2007)
--	55	55	55	55	55	Motor Vehicle in Motion Outside the Trafficway (Since 2008)
--	57	57	57	57	57	Cable Barrier (Since 2008)
--	--	58	58	58	58	Ground
--	--	59	59	59	59	Traffic Sign Support
--	--	72	72	72	--	Cargo/Equipment Loss or Shift (Harmful to This Vehicle)
--	--	--	--	--	72	Cargo/Equipment Loss, Shift, or Damage (Harmful)
--	--	73	--	--	--	Object Fell From Motor Vehicle In-Transport (2013-2015)
--	--	--	73	73	73	Object That Had Fallen From Motor Vehicle In-Transport
--	--	--	74	74	74	Road Vehicle on Rails
--	--	--	--	91	91	Unknown Object Not Fixed
--	--	--	--	93	93	Unknown Fixed Object
--	--	98	--	--	--	Not Reported (2010 Only)
--	--	--	--	--	98	Harmful Event, Details Not Reported (Since 2019)
99	99	99	99	99	--	Unknown
--	--	--	--	--	99	Reported as Unknown

C20 Manner of Collision of the First Harmful Event

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

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

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

SAS Name: **MAN_COLL**

Attribute Codes

1975- 1978-

1977 2001

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

2002- 2010- 2019-

2009 2017 2018 Later

0	0	0	--	Not Collision with Motor Vehicle In-Transport (Not Necessarily In-Transport for 2005-2009)
--	--	--	0	First Harmful Event was Not a Collision with Motor Vehicle In-Transport
1	1	1	1	Front-to-Rear
2	2	2	2	Front-to-Front
3	--	--	--	Angle – Front-to-Side, Same Direction
4	--	--	--	Angle – Front-to-Side, Opposite Direction
5	--	--	--	Angle – Front-to-Side, Right Angle (Includes Broadside)
6	--	--	--	Angle – Front-to-Side/Angle-Direction Not Specified
--	6	6	6	Angle
7	7	7	7	Sideswipe – Same Direction
8	8	8	8	Sideswipe – Opposite Direction
9	9	9	9	Rear-to-Side
10	10	10	10	Rear-to-Rear

11	11	11	11	Other (End-Swipes and Others)
--	98	98	98	Not Reported
99	99	--	--	Unknown
--	--	99	99	Reported as Unknown

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

C21 Relation to Junction

C21A Relation to Junction: Within Interchange Area

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

Additional Information: Prior to 2015 the Data Element ID was C20A.

SAS Name: RELJCT1

Attribute Codes

2010- 2018-

2017 Later

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

C21B Relation to Junction: Specific Location

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

Additional Information: Prior to 2015 the Data Element ID was C20B.

SAS Name: **REL_JUNC 1975-2009**
RELJCT2 2010-Later

Attribute Codes

1975-1990

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

1991-2009

- 0 None

NON-INTERCHANGE AREA

- 1 Non-Junction
- 2 Intersection
- 3 Intersection-Related
- 4 Driveway, Alley Access, etc.
- 5 Entrance/Exit Ramp-Related
- 6 Railway Grade Crossing
- 7 In Crossover
- 8 Driveway Access Related (Since 2003)
- 9 Unknown, Non-Interchange

INTERCHANGE AREA

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

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

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

C22 Type of Intersection

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

Additional Information: Prior to 2015 the Data Element ID was C21.

SAS Name: **TYP_INT**

Attribute Codes

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

C23 Relation to Trafficway

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

Additional Information: Prior to 2015 the Data Element ID was C22.

SAS Name: REL_ROAD

Attribute Codes

1975-1997

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

1998- 2010- 2018-

2009 2017 Later

1	1	1	On Roadway
2	2	2	On Shoulder
3	3	3	On Median
4	4	4	On Roadside
5	--	--	Outside Trafficway/Outside Right-Of-Way
--	5	5	Outside Trafficway
6	6	6	Off Roadway – Location Unknown
7	--	--	In Parking Lane (1998-2006)
7	7	7	In Parking Lane/Zone (Since 2007)
8	8	8	Gore
10	10	10	Separator
11	--	--	Two-way Continuous Left-Turn Lane (Since 2001)
--	11	11	Continuous Left-Turn Lane
--	--	12	Pedestrian Refuge Island or Traffic Island
--	98	98	Not Reported
99	99	--	Unknown
--	--	99	Reported as Unknown

More information on [Relation to Trafficway](#)

C24 Work Zone

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

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

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

SAS Name: **C_M_ZONE 1975-2008**
WRK_ZONE 2009-Later

Attribute Codes

1975-1979

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

1980- 1982- 2010- 2012-
1981 2009 2011 Later

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

C25 Light Condition

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

Additional Information: Prior to 2015 the Data Element ID was C24.

SAS Name: **LGT_COND**

Attribute Codes

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

C26 Atmospheric Conditions

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

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

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

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

Prior to 2015 the Data Element ID was C25.

SAS Name: **WEATHER**

Attribute Codes

1975- 1979	1980- 1981	1982- 2006	2007- 2009	2010- 2012	2013- Later	
1	--	--	--	1	1	Clear
--	1	--	--	--	--	Normal
--	--	1	0	--	--	No Adverse Atmospheric Conditions
--	--	--	1	--	--	Clear/Cloud (No Adverse Conditions)
2	2	--	--	2	2	Rain
--	--	2	2	--	--	Rain (Mist)
3	3	--	--	--	--	Sleet
--	--	3	3	--	--	Sleet (Hail)
--	--	--	--	3	--	Sleet, Hail (Freezing Rain or Drizzle)
--	--	--	--	--	3	Sleet, Hail
4	4	4	--	4	4	Snow
--	--	--	4	--	--	Snow or Blowing Snow
--	5	5	--	--	--	Fog
--	--	--	5	5	5	Fog, Smog, Smoke
--	--	6	--	--	--	Rain and Fog
--	--	--	6	6	6	Severe Crosswinds
--	--	7	--	--	--	Sleet and Fog
--	--	--	7	7	7	Blowing Sand, Soil, Dirt
--	8	8	--	--	--	Other: Smog, Smoke, Blowing Sand or Dust
--	--	--	8	8	8	Other
7	--	--	--	10	10	Cloudy
--	--	--	--	11	11	Blowing Snow

--	--	--	--	--	12	Freezing Rain or Drizzle
--	--	--	--	98	98	Not Reported
9	9	9	9	99	99	Unknown/ Reported as Unknown (Since 2018)

C27 School Bus Related

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

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

Prior to 2015 the Data Element ID was C26.

This data element also appears on the Person data file.

SAS Name: **SCH_BUS**

Attribute Codes

<i>1977-</i>	<i>2010-</i>	<i>2013-</i>	
<i>2009</i>	<i>2012</i>	<i>Later</i>	
0	0	0	No
1	1	1	Yes
--	8	--	Not Reported

C28 Rail Grade Crossing Identifier

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

Additional Information: Prior to 2015 the Data Element ID was C27.

SAS Name: RAIL

Attribute Codes

1979-Later

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

C29 *Notification Time EMS*

C29A *Hour of Notification*

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

Additional Information: All time is 24-hour military time.

Prior to 2015 the Data Element ID was C28A.

SAS Name: **NOT_HOUR**

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

C29B *Minute of Notification*

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

Additional Information: Prior to 2015 the Data Element ID was C28B.

SAS Name: **NOT_MIN**

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

C30 Arrival Time EMS

C30A Hour of Arrival at Scene

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

Additional Information: All time is 24-hour military time.

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

Prior to 2015 the Data Element ID was C29A.

SAS Name: ARR_HOUR

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

C30B Minute of Arrival at Scene

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

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

Prior to 2015 the Data Element ID was C29B.

SAS Name: ARR_MIN

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

C31 EMS Time at Hospital

C31A Hour of EMS Arrival at Hospital

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

Additional Information: All time is 24-hour military time.

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

Prior to 2015 the Data Element ID was C30A.

SAS Name: **HOSP_HR**

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

C31B Minute of EMS Arrival at Hospital

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

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

Prior to 2015 the Data Element ID was C30B.

SAS Name: **HOSP_MN**

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

C101 Fatalities

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

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

SAS Name: **FATALS**

Attribute Codes

1975-Later

1-99 Number of Fatalities That Occurred in the Crash

Discontinued ACCIDENT Data Elements

Atmospheric Conditions (discontinued)

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

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

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

Prior to 2015 the Data Element ID was C25.

SAS Name: **WEATHER** **1975-2006**
WEATHER1, WEATHER2 **2007-2019**

Attribute Codes

1975- 1979	1980- 1981	1982- 2006	2007- 2009	2010- 2012	2013- 2019	
1	--	--	--	1	1	Clear
--	1	--	--	--	--	Normal
--	--	1	0	--	--	No Adverse Atmospheric Conditions
--	--	--	--	0	0	No Additional Atmospheric Conditions
--	--	--	1	--	--	Clear/Cloud (No Adverse Conditions)
2	2	--	--	2	2	Rain
--	--	2	2	--	--	Rain (Mist)
3	3	--	--	--	--	Sleet
--	--	3	3	--	--	Sleet (Hail)
--	--	--	--	3	--	Sleet, Hail (Freezing Rain or Drizzle)
--	--	--	--	--	3	Sleet, Hail
4	4	4	--	4	4	Snow
--	--	--	4	--	--	Snow or Blowing Snow
--	5	5	--	--	--	Fog
--	--	--	5	5	5	Fog, Smog, Smoke
--	--	6	--	--	--	Rain and Fog
--	--	--	6	6	6	Severe Crosswinds
--	--	7	--	--	--	Sleet and Fog
--	--	--	7	7	7	Blowing Sand, Soil, Dirt
--	8	8	--	--	--	Other: Smog, Smoke, Blowing Sand or Dust

--	--	--	8	8	8	Other
7	--	--	--	10	10	Cloudy
--	--	--	--	11	11	Blowing Snow
--	--	--	--	--	12	Freezing Rain or Drizzle
--	--	--	--	98	98	Not Reported
9	9	9	9	99	99	Unknown/ Reported as Unknown (Since 2018)

Federal Highway (discontinued)

Definition:

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

This data element was discontinued after 1993.

SAS Name: **TA_1_CL 1975-1981**
FED_AID 1982-1993

Attribute Codes

1975- 1977	1978- 1981	1982- 1986	1987 1993	
--	1	1	1	Interstate
--	2	2	--	Other Federal Aid Primary
--	--	--	2	Federal Aid Primary (Other Than Interstate)
--	3	3	--	Federal Aid Secondary
--	--	--	3	Federal Aid Urban
--	4	4	--	Federal Aid Urban Arterials
--	--	--	4	Federal Aid Secondary (Rural Only)
--	5	5	--	Federal Aid Urban Collectors
--	--	--	5	Non-Federal Aid
--	6	6	--	Non-Federal Aid Arterials
--	7	7	--	Non-Federal Aid Collectors
--	8	8	--	Non-Federal Aid Local
--	9	9	9	Unknown

Hit-and-Run (discontinued)

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

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

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

SAS Name: **HIT_RUN**

Attribute Codes

1975-	1977-	1982-	
1976	1981	2008	
0	--	--	Not Applicable
--	0	0	No Hit-and-Run
1	1	--	With Motor Vehicle
--	--	1	Hit Motor Vehicle In-Transport
2	--	--	With Non-Occupant
--	2	--	Hit Non-Motorist
--	--	2	Hit Pedestrian or Non-Motorist
--	3	--	Left Scene
--	--	3	Hit Parked Vehicle (Working Vehicle, Since 2004) or Object
--	--	4	Occupant Is Struck by or Fell From Own Hit-and-Run Vehicle (2002 Only)
--	--	4	Driver Leaves Scene after Non-Collision Event (Since 2004)
--	--	5	Driver/Occupant Leaves Scene after a Non-Collision Event (2003 Only)
--	--	5	Other Involved Person, not a driver, left Scene (2005-2006)
--	--	5	Hit-and-Run, Other Involved Person Left Scene (Since 2007)

Land Use (discontinued)

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

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

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

SAS Name: **LAND_USE**

Attribute Codes

1975-1986

- | | |
|---|---------|
| 1 | Urban |
| 2 | Rural |
| 9 | Unknown |

Number of Drinking Drivers (discontinued)

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

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

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

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

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

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

NOTES:

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

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

SAS Name: **DRUNK_DR**

Attribute Codes

1975-2015

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

Related Factors- Crash Level (discontinued)

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

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

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

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

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

SAS Name: **CF1, CF2, CF3**

Attribute Codes

1975-1981

0 None

VISION OBSCURED BY:

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

SWERVING DUE TO:

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

ROADWAY FEATURES:

- 40 Traffic Controls Not Functioning Properly
- 41 Inadequate Warning of Exits, Lanes Narrowing, Traffic Controls, etc.

- 42 Uncontrolled Intersection or Railroad Crossing
 43 Shoulder Too Low or High
 44 Shoulders Too Narrow or No Shoulders for Emergency Use
 47 Other Construction
 48 No or Obscured Pavement Markings
 49 Surface Underwater (Since 1979)
 50 Inadequate Construction or Poor Design of Roadway, Bridge, etc. (Since 1979)
 51 Surface Washed out (Caved in, Road Slippage, Since 1979)
 99 Unknown

1982-	2013-			
2012	2017	2018	2019	
0	0	0	0	None
1	1	1	1	Inadequate Warning of Exits, Lanes Narrowing, Traffic Controls, etc.
2	2	2	2	Shoulder Related (Design or Condition, Since 2002)
3	3	3	3	Other Maintenance or Construction-Created Condition
4	4	4	4	No or Obscured Pavement Marking
5	5	5	5	Surface Under Water
6	6	6	6	Inadequate Construction or Poor Design of Roadway, Bridge, etc.
7	7	7	7	Surface Washed out (Caved in, Road Slippage)
--	--	12	12	Distracted Driver of a Non-Contact Vehicle
13	13	13	13	Aggressive Driving/Road Rage by Non-Contact Vehicle Driver (Since 2006)
14	14	14	14	Motor Vehicle (In-Transport 1983-2004) Struck by Falling Cargo or Something That Came Loose From or Something That Was Set in Motion by a Vehicle (Since 1983)
15	15	15	15	Non-Occupant Struck by Falling Cargo, or Something Came Loose From or Something That Was Set in Motion by a Vehicle (Since 1983)
16	16	16	16	Non-Occupant Struck Vehicle (Since 1983)
17	17	17	17	Vehicle Set in Motion by Non-Driver (Since 1983)
18	18	18	18	Date of Crash and Date of EMS Notification Were Not Same Day (Since 1988)
19	19	19	19	Recent Previous Crash Scene Nearby (Since 1989)
20	20	20	20	Police-Pursuit-Involved (Since 1994)
21	21	21	21	Within Designated School Zone (Since 1995)
22	22	22	22	Speed Limit Is a Statutory Limit as Recorded or Was Determined as This State's "Basic Rule" (Since 1999)
23	23	23	23	Indication of a Stalled/Disabled Vehicle (Since 2008)
24	24	24	24	Unstabilized Situation Began and All Harmful Events Occurred off of the Roadway (Since 2012)
25	--	--	--	Toll Plaza Related (2012 Only)

--	25	25	25	Toll Booth/Plaza Related
--	26	26	--	Backup Due to Prior Non-Recurring Incident
--	--	--	26	Prior Non-Recurring Incident
--	27	27	27	Backup Due to Prior Crash
--	28	28	--	Backup Due to Regular Congestion
--	--	--	28	Regular Congestion
--	--	--	30	Obstructed Crosswalks
--	--	--	31	Related to a Bus Stop
99	99	--	--	Unknown
--	--	99	99	Reported as Unknown

Roadway Alignment (discontinued)

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

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

SAS Name: **ALIGNMNT**

Attribute Codes

1975-2009

- 1 Straight
- 2 Curved
- 9 Unknown

Roadway Function Class (discontinued)

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

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

SAS Name: **ROAD_FNC**

Attribute Codes

1975-1980

This data element is included in the format, but is not initialized. Do not use it.

1981-1986

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

1987-Later

RURAL

- 1 Principal Arterial – Interstate
- 2 Principal Arterial – Other
- 3 Minor Arterial
- 4 Major Collector
- 5 Minor Collector
- 6 Local Road or Street
- 9 Unknown

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

- 99 Unknown

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

Roadway Profile (discontinued)

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

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

SAS Name: **PROFILE**

Attribute Codes

1975-1981

- 1 Level
- 2 Grade
- 9 Unknown

1982-2009

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

Roadway Surface Condition (discontinued)

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

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

SAS Name: **SUR_COND**

Attribute Codes

1975- 2007-

2006 2009

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

Roadway Surface Type (discontinued)

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

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

SAS Name: **PAVE_TYP**

Attribute Codes

1975-2009

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

Speed Limit (discontinued)

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

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

SAS Name: **SP_LIMIT**

Attribute Codes

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

Total Lanes in Roadway (discontinued)

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

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

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

SAS Name: **NO_LANES**

Attribute Codes

1975- 1980-

1979 2009

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

Traffic Control Device (discontinued)

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

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

SAS Name: **TRA_CONT**

Attribute Codes

1975-1981

- 0 No Controls
- 1 Flashing Traffic Signals
- 2 On Colors Traffic Signal
- 3 Stop Sign
- 4 Yield Sign
- 5 Physically Controlled Railroad Crossing
- 6 Stop Sign for Railroad Crossing
- 7 Other Railroad Crossing
- 8 School Zone Sign
- 9 Traffic Controls Not Functioning
- 10 Pedestrian Signal (Since 1978)
- 98 Other
- 99 Unknown

1982-2009

- 0 No Controls

NOT AT RAILROAD GRADE CROSSINGS

HIGHWAY TRAFFIC SIGNALS

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

REGULATORY SIGNS

- 20 Stop Sign
- 21 Yield Sign
- 28 Other Regulatory Sign

29 Unknown Type Regulatory Sign

SCHOOL ZONE SIGNS

- 30 School Speed Limit Sign
- 31 School Advance or Crossing Sign
- 38 Other School-Related Sign
- 39 Unknown Type School Zone Sign

WARNING SIGN

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

MISCELLANEOUS NOT AT RAILROAD CROSSING

- 50 Officer, Crossing Guard, Flagman, etc.

AT RAILROAD GRADE CROSSINGS

ACTIVE DEVICES

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

PASSIVE DEVICES

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

MISCELLANEOUS DEVICES AT RAILROAD CROSSING

- 80 Grade Crossing Controlled, Type Unknown

WHETHER OR NOT AT RAILROAD GRADE CROSSING

- 98 Other
- 99 Unknown

Traffic Control Device Functioning (discontinued)

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

Additional Information: Data not collected prior to 1982.

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

SAS Name: **T_CONT_F**

Attribute Codes

1982-2009

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

Trafficway Description (discontinued)

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

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

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

SAS Name: **ROAD_FLO 1975-1981**

TWAY_FLO 1982-1986

TRAF_FLO 1987-2009

Attribute Codes

1975-1981

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

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

Vehicles In-Transport (discontinued)

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

Additional Information: This data element was discontinued after 1981.

SAS Name: VEHICLES

Attribute Codes

1976-1981

01-99

The VEHICLE Data File

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

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

V4 Number of Occupants

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

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

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

SAS Name: **OCUPANTS 1975-2008**
NUMOCCS 2009-Later

Attribute Codes

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

V5 Unit Type

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

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

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

SAS Name: **UNITTYPE**

Attribute Codes

2005- 2008-

2007 Later

- 1 -- Motor Vehicle In-Transport
- 1 Motor Vehicle In-Transport (Inside or Outside the Trafficway)

V6 Hit-and-Run

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

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

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

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

SAS Name: HIT_RUN

Attribute Codes

1975-		1977-		1982-	
1976	1981	1981	2008		
0	--	--		Not Applicable	
--	0	0		No Hit-and-Run	
1	1	--		With Motor Vehicle	
--	--	1		Hit Motor Vehicle In-Transport	
2	--	--		With Non-Occupant	
--	2	--		Hit Non-Motorist	
--	--	2		Hit Pedestrian or Non-Motorist	
--	3	--		Left Scene	
--	--	3		Hit Parked Vehicle (Working Vehicle, Since 2004) or Object	
--	--	4		Occupant Is Struck by or Fell From Own Hit-and-Run Vehicle (2002 Only)	
--	--	4		Driver Leaves Scene after Non-Collision Event (Since 2004)	
--	--	5		Driver/Occupant Leaves Scene after a Non-Collision Event (2003 Only)	
--	--	5		Other Involved Person, not a driver, left Scene (2005-2006)	
--	--	5		Hit-and-Run, Other Involved Person Left Scene (Since 2007)	
2010-		2012-	2018-	2020-	
2009	2011	2017	2019	Later	
0	0	0	0	0	No
1	1	1	1	1	Yes
--	8	--	--	--	Not Reported
9	9	9	--	--	Unknown
--	--	--	9	--	Reported as Unknown

V7 Registration State

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

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

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

SAS Name: REG_STAT

Attribute Codes

1975-Later

1 Alabama	30 Montana
2 Alaska	31 Nebraska
3 American Samoa	32 Nevada
4 Arizona	33 New Hampshire
5 Arkansas	34 New Jersey
6 California	35 New Mexico
8 Colorado	36 New York
9 Connecticut	37 North Carolina
10 Delaware	38 North Dakota
11 District of Columbia	39 Ohio
12 Florida	40 Oklahoma
13 Georgia	41 Oregon
14 Guam	42 Pennsylvania
15 Hawaii	43 Puerto Rico
16 Idaho	44 Rhode Island
17 Illinois	45 South Carolina
18 Indiana	46 South Dakota
19 Iowa	47 Tennessee
20 Kansas	48 Texas
21 Kentucky	49 Utah
22 Louisiana	50 Vermont
23 Maine	51 Virginia
24 Maryland	52 Virgin Islands (Since 2004)
25 Massachusetts	53 Washington
26 Michigan	54 West Virginia
27 Minnesota	55 Wisconsin
28 Mississippi	56 Wyoming
29 Missouri	

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

V8 Registered Vehicle Owner

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

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

SAS Name: OWNER

Attribute Codes

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

V9 Vehicle Identification Number (VIN)

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

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

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

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

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

SAS Name: **VIN**

Attribute Codes

1975-1993	1994-2008	2009	2010-2017	
XXXXXXXXXXXX	--	--	--	First 10 Characters
--	XXXXXXXXXXXXXX	XXXXXXXXXXXXXX	XXXXXXXXXXXXXX	First 12 Characters
--	--	000000000000	000000000000	No VIN Required
--	--	--	888888888888	Not Reported
--	--	--	999999999999	Unknown
2018-2020	2021-Later			
000000000000	--		No VIN Required	
--	000000000000		No VIN Required, Not a Vehicle for Road Use	
XXXXXXXXXXXX	XXXXXXXXXXXX		First 12 Characters	
888888888888	888888888888		Not Reported	
999999999999	999999999999		Reported as Unknown	
*	*		VIN Character Missing or Not Decipherable	

V10 Vehicle Model Year

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

Additional Information: Prior to 2020 the Data Element ID was V12.

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

SAS Name: **MOD_YEAR**

Attribute Codes

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

V11 vPIC Make

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

Additional Information: For more information on NHTSA's Product Information Catalog and Vehicle Listing (vPIC), go to <https://vpic.nhtsa.dot.gov/>.

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

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

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

SAS Name: **VPICMAKE**

Attribute Codes

*2020-
Later*

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

V12 vPIC Model

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

Additional Information: For more information on NHTSA's Product Information Catalog and Vehicle Listing (vPIC), go to <https://vpic.nhtsa.dot.gov/>.

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

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

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

Use **Buick** Make ID **468** as parameter:

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

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

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

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

Use **Toyota** Make ID **448** as parameter:

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

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

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

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

SAS Name: **VPICMODEL**

Attribute Codes

2020-

Later

xxxxx	Actual Model (up to five digits)
99997	Other
99998	Not Reported
99999	Unknown

V13 vPIC Body Class

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

Additional Information: For more information on NHTSA's Product Information Catalog and Vehicle Listing (vPIC), go to <https://vpic.nhtsa.dot.gov/>.

Attributes with an asterisk (*) have the finished body class for an incomplete vehicle captured under Final Stage Body Class.

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

SAS Name: **VPICBODYCLASS**

Attribute Codes

		2021-
2020		Later
1	1	Convertible/Cabriolet
2	2	Minivan
3	3	Coupe
4	4	Low Speed Vehicle (LSV)/Neighborhood Electric Vehicle (NEV)
5	5	Hatchback/Liftback/Notchback
6	6	Motorcycle - Standard
7	7	Sport Utility Vehicle (SUV)/Multi-Purpose Vehicle (MPV)
8	8	Crossover Utility Vehicle (CUV)
9	9	Van
10	10	Roadster
11	11	Truck
12	12	Motorcycle - Scooter
13	13	Sedan/Saloon
15	15	Wagon
16	16	Bus
60	60	Pickup
62	62	Incomplete - Cutaway*
63	63	Incomplete - Chassis Cab (Single Cab)*
64	64	Incomplete - Glider*
65	65	Incomplete*
66	66	Truck-Tractor
67	67	Incomplete - Stripped Chassis*
68	68	Streetcar/Trolley
69	69	Off-Road Vehicle - All Terrain Vehicle (ATV) (Motorcycle-Style)
70	70	Incomplete - Chassis Cab (Double Cab)*
71	71	Incomplete - School Bus Chassis*
72	72	Incomplete - Commercial Bus Chassis*
73	73	Bus - School Bus

74	74	Incomplete - Chassis Cab (Number of Cab Unknown)*
75	75	Incomplete - Transit Bus Chassis*
76	76	Incomplete - Motor Coach Chassis*
77	77	Incomplete - Shuttle Bus Chassis*
78	78	Incomplete - Motor Home Chassis*
80	80	Motorcycle - Sport
81	81	Motorcycle - Touring/Sport Touring
82	82	Motorcycle - Cruiser
83	83	Motorcycle - Trike
84	84	Off-Road Vehicle - Dirt Bike/Off-Road
85	85	Motorcycle - Dual Sport/Adventure/Supermoto/On/Off-Road
86	86	Off-Road Vehicle - Enduro (Off-road long-distance racing)
87	87	Motorcycle - Small/Minibike
88	88	Off-Road Vehicle - Go Kart
90	90	Motorcycle - Side Car
94	94	Motorcycle - Custom
95	95	Cargo Van
97	97	Off-Road Vehicle - Snowmobile
98	98	Motorcycle - Street
100	100	Motorcycle - Enclosed Three Wheeled/Enclosed Autocycle
103	103	Motorcycle - Unenclosed Three Wheeled/Open Autocycle
104	104	Motorcycle - Moped
105	105	Off-Road Vehicle - Recreational Off-Road Vehicle (ROV)
107	107	Incomplete - Bus Chassis*
108	108	Motorhome
109	109	Motorcycle - Cross Country
110	110	Motorcycle - Underbone
111	111	Step Van/Walk-in Van
112	112	Incomplete - Commercial Chassis*
113	113	Off-Road Vehicle - Motocross (Off-Road Short-Distance, Closed-Track Racing)
114	114	Motorcycle - Competition
117	117	Limousine
119	119	Sport Utility Truck (SUT)
124	124	Off-Road Vehicle - Golf Cart
125	125	Motorcycle - Unknown Body Type
126	126	Off-Road Vehicle - Farm Equipment
127	127	Off-Road Vehicle - Construction Equipment
--	128	Ambulance
--	129	Street Sweeper
--	130	Fire Apparatus
996	996	Motorized Bicycle
997	997	Other

998	998	Not Reported
999	999	Unknown

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

V14 NCSA Make

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

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

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

SAS Name: **MAKE**

Attribute Codes

1975-1990

- 1 American Motors
- 2 Jeep
- 3 AM General
- 6 Chrysler
- 7 Dodge
- 8 Imperial
- 9 Plymouth
- 10 Eagle (Since 1988)
- 12 Ford
- 13 Lincoln
- 14 Mercury
- 18 Buick
- 19 Cadillac
- 20 Chevrolet
- 21 Oldsmobile
- 22 Pontiac
- 23 GMC
- 29 Other Domestic
- 30 Volkswagen
- 31 Alfa Romeo
- 32 Audi
- 33 Austin-Healey
- 35 Datsun
- 36 Fiat
- 37 Honda
- 38 Isuzu
- 39 Jaguar
- 40 Lancia
- 41 Mazda
- 42 Mercedes-Benz
- 43 MG
- 44 Peugeot

- 45 Porsche
- 46 Renault
- 47 Saab
- 48 Subaru
- 49 Toyota
- 50 Triumph
- 51 Volvo
- 52 Mitsubishi (Since 1982)
- 53 Suzuki (Since 1987)
- 57 Lexus (Since 1988)
- 58 Infiniti (Since 1988)
- 59 Other Imports
- 60 BSA
- 61 Ducati
- 62 Harley-Davidson
- 63 Kawasaki
- 64 Moto Guzzi
- 65 Norton
- 67 Yamaha
- 69 Other Motor Cycle
- 70 Moped
- 80 Brockway
- 81 Diamond Reo
- 82 Freightliner
- 83 FWD
- 84 International Harvester
- 85 Kenworth
- 86 Mack
- 87 Peterbilt
- 88 White
- 95 Other Truck/Bus
- 98 Other Make
- 99 Unknown Make

1991-Later

- 1 American Motors
- 2 Jeep/Kaiser-Jeep/Willys Jeep
- 3 AM General
- 6 Chrysler
- 7 Dodge
- 8 Imperial
- 9 Plymouth
- 10 Eagle
- 12 Ford

- 13 Lincoln
- 14 Mercury
- 18 Buick/Opel
- 19 Cadillac
- 20 Chevrolet
- 21 Oldsmobile
- 22 Pontiac
- 23 GMC
- 24 Saturn
- 25 Grumman
- 26 Coda (Since 2013)
- 29 Other Domestic
 - Avanti
 - Checker
 - DeSoto
 - Excalibur
 - Hudson
 - Packard
 - Panoz
 - Saleen
 - Studebaker
 - Stutz
- Tesla (Since 2014)
- 30 Volkswagen
- 31 Alfa Romeo
- 32 Audi
- 33 Austin/Austin Healey
- 34 BMW
- 35 Datsun/Nissan
- 36 Fiat
- 37 Honda
- 38 Isuzu
- 39 Jaguar
- 40 Lancia
- 41 Mazda
- 42 Mercedes-Benz
- 43 MG
- 44 Peugeot
- 45 Porsche
- 46 Renault
- 47 Saab
- 48 Subaru
- 49 Toyota

50 Triumph
51 Volvo
52 Mitsubishi
53 Suzuki
54 Acura
55 Hyundai
56 Merkur
57 Yugo
58 Infiniti
59 Lexus
60 Daihatsu
61 Sterling
62 Land Rover
63 Kia
64 Daewoo
65 Smart (Since 2010)
66 Mahindra (2011-2013)
67 Scion (Since 2012)
69 Other Imports

Aston Martin
Bentley
Bertone
Bricklin
Bugatti
Caterham
Citroën
DeLorean
Desta
Ferrari
Fisker
Gazelle
Hillman
Jensen
Koenigsegg
Lada
Lamborghini
Lotus
Mahindra (Since 2013)
Maserati
Maybach
McLaren
Mini Cooper
Morgan

	Morris
	Reliant (British)
	Rolls-Royce
	Simca
	Singer
	Spyker
	Sunbeam
	TVR
70	BSA
71	Ducati
72	Harley-Davidson
73	Kawasaki
74	Moto Guzzi
75	Norton
76	Yamaha
77	Victory
78	Other Make Moped (Since 2010)
79	Other Make Motored Cycle (Since 2010)
80	Brockway
81	Diamond Reo/Reo
82	Freightliner
83	FWD
84	International Harvester/Navistar
85	Kenworth
86	Mack
87	Peterbilt
88	Iveco/Magirus
89	White/Autocar, White/GMC
90	Bluebird
91	Eagle Coach
92	Gillig
93	MCI
94	Thomas Built
97	Not Reported (Since 2010)
98	Other Make
	Auto-Union-DKW
	Carpenter
	Collins Bus
	DINA
	Divco
	Hino
	Mid Bus
	Neoplan

Orion
Oshkosh
Scania
Sterling
UD
Van Hool
Western Star

99 Unknown Make

V15 NCSA Model

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

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

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

SAS Name: **MODEL**

Attribute Codes

1975-Later

See the current [FARS/CRSS Coding and Validation Manual](#) for vehicle model codes.

V16 NCSA Body Type

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

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

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

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

Utility vehicles are also part of the light truck category.

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

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

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

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

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

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

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

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

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

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

SAS Name: **BODY_TYP**

Attribute Codes

1975-1981

- 1 Convertible
- 2 2-Door Sedan HT/Coupe
- 3 4-Door Sedan HT
- 4 Hatchback
- 5 Car-Pickup Body

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

1982-1990

- 1 Convertible
- 2 2-Door Sedan/Ht/Coupe
- 3 3-Door/2-Door Hatchback
- 4 4-Door Sedan/Ht
- 5 5-Door/4-Door Hatchback
- 6 Station Wagon

- 7 Hatchback/Number of Doors Unknown
- 8 Other Auto
- 9 Unknown Auto Type
- 10 Auto Pickup
- 11 Auto Panel
- 12 Short Utility/Not Truck-Based
- 13 Large Limousine
- 14 3-Wheel Vehicle Unknown Body Type
- 20 Motorcycle
- 21 Moped
- 27 3-Wheel Motorcycle or Moped
- 28 Other Cycle
- 29 Unknown Cycle
- 30 School Bus
- 31 Cross-Country/Intercity
- 32 Transit Bus
- 38 Other Bus
- 39 Unknown Bus
- 40 Van
- 41 Van Commercial Cutaway
- 42 Van Motorhome
- 48 Other Van Type
- 49 Unknown Van Type
- 50 Pickup
- 51 Pickup W/Slide-in Camper
- 52 Pickup-Based Motorhome
- 53 Cab Chassis Based
- 54 Truck-Based Panel
- 55 Truck-Based Station Wagon
- 56 Truck-Based Utility
- 58 Other Light Conventional Truck
- 59 Unknown Light Convent Truck
- 67 Utility, Base Body Unknown
- 69 Unknown Light Truck
- 70 Straight Truck, Low GVW
- 71 Straight Truck, Medium GVW
- 72 Straight Truck, High GVW
- 73 Medium/Heavy Truck Motorhome
- 74 Truck/Tractor
- 75 Unknown Medium Truck
- 76 Unknown Heavy Truck
- 77 Camper/Motorhome
- 78 Single Unit Straight Truck GVW Unknown

- 79 Unknown Truck Type
- 80 Snowmobile
- 81 Farm Equipment/Not Trucks
- 82 ATV, Dune/Swamp Buggy
- 83 Construction Equipment/Not Trucks
- 88 Other
- 89 Unknown Other Vehicle
- 90 3-Wheel Vehicle Unknown Body Type
- 99 Unknown Body Type

1991- 2009	2010- 2016	2018- 2019	2020- Later	
1	1	1	1	Convertible (Excludes Sunroof, T-Bar)
2	2	2	2	2-Door Sedan/Hardtop/Coupe
3	3	3	3	3-Door/2-Door Hatchback
4	4	4	4	4-Door Sedan/Hardtop
5	5	5	5	5-Door/4-Door Hatchback
6	6	6	6	Station Wagon (Excluding Van- and Truck-Based)
7	7	7	7	Hatchback, Number of Doors Unknown
8	--	--	--	Other Auto (1991-1993)
8	8	8	8	Sedan/Hardtop, Number of Doors Unknown (Since 1994)
9	--	--	--	Unknown Auto Type (1991-1993)
9	9	9	9	Other or Unknown Automobile Type (Since 1994)
10	10	10	10	Auto-Based Pickup
11	11	11	11	Auto-Based Panel (Cargo Station Wagon, Auto-Based Ambulance or Hearse)
12	12	12	12	Large Limousine – More Than Four Side Doors or Stretch Chassis
13	13	13	13	Three-Wheel Automobile or Automobile Derivative
14	14	14	14	Compact Utility (ANSI D-16 Utility Vehicle Categories “Small” and “Midsize”)
15	15	15	15	Large Utility (ANSI D-16 Utility Vehicle Categories “Full Size” and “Large”)
16	16	16	16	Utility Station Wagon
--	17	17	17	3-Door Coupe
19	19	19	19	Utility Unknown Body
20	20	20	20	Minivan
21	21	21	21	Large Van – Includes Van-Based Buses
22	22	22	22	Step Van or Walk-in Van (GVWR ≤ 10,000 lbs)
23	--	--	--	Van Motorhome (1991-2002)
24	--	--	--	Van-Based School Bus (1993-2002)
25	--	--	--	Van-Based Transit Bus (1993-2002)
28	28	28	28	Other Van Type (Hi-Cube Van)

29	29	29	29	29	Unknown Van Type
30	30	--	--	--	Compact Pickup (GVWR, < 4,500 lbs)
31	31	--	--	--	Standard Pickup (4,500 lbs <= GVWR < 10,000 lbs)
32	32	32	--	--	Pickup With Slide-in Camper
33	33	33	33	33	Convertible Pickup
--	--	34	34	34	Light Pickup
39	39	39	39	39	Unknown (Pickup Style) Light Conventional Truck Type
40	40	40	40	40	Cab Chassis-Based (Includes Light Stake, Light Dump, Light Tow, Rescue Vehicles)
41	41	41	41	41	Truck-Based Panel
42	42	42	42	--	Light Truck-Based Motorhome (Chassis Mounted)
--	--	--	--	42	Light Vehicle-Based Motorhome (Chassis Mounted)
45	45	45	45	45	Other Light Conventional Truck Type (Includes Stretched Suburban Limousine)
48	48	--	--	--	Unknown Light-Truck Type (Not a Pickup, 1991-2012)
--	48	48	48	48	Unknown Light Truck Type (Since 2013)
49	49	49	49	49	Unknown Light-Vehicle Type (Automobile, Utility Vehicle, Van or Light Truck)
50	50	50	50	50	School Bus
51	51	51	51	51	Cross-Country/Intercity Bus (i.e., Greyhound)
52	52	52	52	52	Transit Bus (City Bus)
--	55	55	55	55	Van-Based Bus (GVWR > 10,000 lbs) (Since 2011)
58	58	58	58	58	Other Bus Type
59	59	59	59	59	Unknown Bus Type
60	60	60	60	60	Step Van (GVWR > 10,000 lbs)
61	61	--	--	--	Single-Unit Straight Truck (10,000 lbs < GVWR <= 19,500 lbs) (1991-2010)
--	61	61	61	61	Single-Unit Straight Truck or Cab-Chassis (GVWR range 10,001 to 19,500 lbs) (Since 2011)
62	62	--	--	--	Single-Unit Straight Truck (19,500 lbs < GVWR <= 26,000 lbs) (1991-2010)
--	62	62	62	62	Single-Unit Straight Truck or Cab-Chassis (GVWR range 19,501 to 26,000 lbs) (Since 2011)
63	63	--	--	--	Single-Unit Straight Truck (GVWR > 26,000 lbs) (1991-2010)
--	63	63	63	63	Single-Unit Straight Truck or Cab-Chassis (GVWR > 26,000 lbs) (Since 2011)
64	--	--	--	--	Single-Unit Straight Truck
--	64	64	64	64	Single Unit Straight Truck or Cab-Chassis (GVWR Unknown) (Since 2011)

65	65	65	65	--	Medium/Heavy Truck-Based Motorhome
--	--	--	--	65	Medium/Heavy Vehicle-Based Motorhome
66	66	66	66	66	Truck/Tractor (Cab Only, or With Any Number of Trailing Units: Any Weight)
67	67	67	67	67	Medium/Heavy Pickup (GVWR > 10,000 lbs) (Since 2001)
--	68	--	--	--	Single-Unit Straight Truck (GVWR Unknown) (2010 Only)
71	71	71	71	71	Unknown if Single-Unit or Combination-Unit Medium Truck (GVWR range 10,001 to 26,000 lbs)
72	72	72	72	72	Unknown if Single-Unit or Combination-Unit Heavy Truck (GVWR > 26,000 lbs)
73	73	73	73	--	Camper or Motorhome, Unknown Truck Type
--	--	--	--	73	Camper or Motorhome, Unknown GVWR
78	78	78	78	78	Unknown Medium/Heavy Truck Type
79	79	79	79	79	Unknown Truck Type
80	80	--	--	--	Motorcycle
--	--	80	80	80	Two Wheel Motorcycle (excluding motor scooters)
81	81	--	--	--	Moped (Motorized Bicycle)
--	--	81	81	81	Moped or Motorized Bicycle
82	82	--	--	--	Three-Wheel Motorcycle/Moped- Not All-Terrain Vehicle
--	--	82	82	82	Three-Wheel Motorcycle (2 Rear Wheels)
83	83	--	--	--	Off-Road Motorcycle (2-Wheel) (Since 1993)
--	--	83	83	83	Off-Road Motorcycle
--	--	84	84	84	Motor Scooter
--	--	85	85	85	Unenclosed Three-Wheel Motorcycle/Unenclosed Autocycle (1 Rear Wheel)
--	--	86	86	86	Enclosed Three-Wheel Motorcycle/Enclosed Autocycle (1 Rear Wheel)
--	--	87	87	87	Unknown Three-Wheel Motorcycle Type
88	--	--	--	--	Other Motored Cycle Type (Mini-Bikes, Motor Scooters) (1991-2007)
88	88	--	--	--	Other Motored Cycle Type (Mini-Bikes, Motor Scooters, Pocket Motorcycles, "Pocket Bikes") (Since 2008)
--	--	88	88	88	Other Motored Cycle Type (Mini-Bikes, Pocket Motorcycles, "Pocket Bikes")
89	89	89	89	89	Unknown Motored Cycle Type
90	90	90	90	90	ATV (All-Terrain Vehicle; Includes 3 or 4 Wheels)
91	91	91	91	91	Snowmobile
92	92	92	92	92	Farm Equipment Other Than Trucks

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

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

V17 Final Stage Body Class

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

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

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

SAS Name: **ICFINALBODY**

Attribute Codes

2020	2021- Later	
0	0	Not Applicable
2	2	Minivan
4	4	Low-Speed Vehicle (LSV)
7	7	Sport Utility Vehicle (SUV)/Multi-Purpose Vehicle (MPV)
8	8	Crossover Utility Vehicle (CUV)
9	9	Van
11	11	Truck
15	15	Wagon
16	16	Bus
60	60	Pickup
66	66	Truck-Tractor
68	68	Streetcar/Trolley
73	73	Bus-School Bus
95	95	Cargo Van
108	108	Motorhome
111	111	Step Van/Walk-in Van
117	117	Limousine
119	119	Sport Utility Truck
--	128	Ambulance
--	129	Street Sweeper
--	130	Fire Apparatus
997	997	Other
998	998	Not Reported
999	999	Unknown

V18 Power Unit Gross Vehicle Weight Rating (GVWR)

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

Additional Information: These data elements also appear in the Person data file and in Parkwork data file as PGVWR_FROM and PGVWR_TO.

SAS Name: **GVWR_FROM, GVWR_TO**

Attribute Codes

2020-

Later

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

V19 Vehicle Trailing

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

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

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

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

SAS Name: **TOW_VEH**

Attribute Codes

1975- 1981	1982	1983- 2003	2004- 2008	2009- Later	
0	0	0	0	0	No Trailing Units
1	--	--	--	--	Yes
--	1	1	1	1	Yes, One Trailing Unit
--	--	2	2	2	Yes, Two Trailing Units
--	--	3	3	3	Yes, Three or More Trailing Units
--	4	4	4	4	Yes, Number of Trailing Units Unknown
--	5	--	--	--	Yes, Two or More Trailing Units
--	--	--	5	--	Vehicle Towing Another Motor Vehicle
--	--	--	--	5	Vehicle Towing Another Motor Vehicle – Fixed Linkage
--	--	--	--	6	Vehicle Towing Another Motor Vehicle – Non-Fixed Linkage
--	--	9	9	9	Unknown

V20 Trailer Vehicle Identification Number

Definition: This data element records the Vehicle Identification Number (VIN) of any trailing units of a combination vehicle.

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

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

SAS Name: **TRLR1VIN, TRLR2VIN, TRLR3VIN**

Attribute Codes

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

V21 *Trailer Gross Vehicle Weight Rating (GVWR)*

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

Additional Information:

These data elements also appear in the Parkwork data file as PTRLR1GVWR, PTRLR2GVWR, and PTRLR3GVWR.

SAS Name: **TRLR1GVWR, TRLR2GVWR, TRLR3GVWR**

Attribute Codes

2020-

Later

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

V22 Jackknife

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

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

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

SAS Name: **J_KNIFE**

Attribute Codes

1980- 1982-

1981 Later

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

V23 Motor Carrier Identification Number (MCID)

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

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

The Carrier Identification Number is found only on vehicles of interstate for-hire or private carriers in the transportation business. It is the unique number assigned to the Carrier by the United States Department of Commerce Commission or the State. The number can be either a U.S. DOT number (on interstate private carriers) or an ICC MC number (interstate for-hire carriers). Collected only for buses and trucks over 4,500 kg GVWR (Bodytype (V5)= 60, 64, 66-79), this data element is applicable to the following vehicles:

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

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

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

SAS Name: **MCARR_ID**

Attribute Codes

1998-2009	2010-Later	
00000000000	00000000000	Not Applicable
XXXXXXXXXXXX	XXXXXXXXXXXX	11-Character (Combination of MCARR_I1 followed by MCARR_I2)
--	77777777777	Not Reported
88888888888	88888888888	None
99999999999	99999999999	Unknown (Reported as Unknown, 2018-2019)

V23A MCID Issuing Authority

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

Additional Information: This data element is only applicable for the following vehicles:

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

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

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

SAS Name: **MCARR_I1**

Attribute Codes

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

(Reported as Unknown, 2018-2019)

V23B MCID Identification Number

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

Additional Information: The Carrier Identification Number is found only on vehicles of interstate for-hire or private carriers in the transportation business. It is the unique number assigned to the Carrier by the United States Department of Commerce Commission, or the State. The number can be either a U.S. DOT number (on interstate private carriers) or an ICC MC number (interstate for-hire carriers). Collected only for buses and trucks over 4,500 kg GVWR (Bodytype [V5]= 60, 64, 66-79), this data element is applicable to the following vehicles:

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

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

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

SAS Name: MCARR_I2

Attribute Codes

2007-Later

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

V24 Vehicle Configuration

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

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

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

SAS Name: V_CONFIG

Attribute Codes

1991- 1994	1995- 2000	2001- 2009	2010- 2020	2021- Later	
0	0	--	--	--	Not Applicable, Not a Medium/Heavy Truck or Bus
--	--	0	--	--	Not Applicable, Not a Medium/Heavy Truck or Bus or Vehicle Displaying a Hazardous Materials Placard
--	--	--	0	0	Not Applicable
1	1	1	--	--	Single-Unit Truck (2 Axles, 6 Tires)
--	--	--	1	1	Single-Unit Truck (2 Axles and GVWR More Than 10,000 lbs)
2	2	2	2	2	Single-Unit Truck (3 or More Axles)
--	3	3	--	--	Single-Unit Truck (Unknown Number of Axles, Tires)
3	4	4	--	--	Truck/Trailer(s)
--	--	--	4	4	Truck Pulling Trailer(s)
4	5	5	5	5	Truck Tractor (Bobtail)
5	6	--	--	--	Truck Tractor/Semi-Trailer
--	--	6	--	--	Truck Tractor/Semi-Trailer (One Trailer)
--	--	--	6	6	Truck Tractor/Semi-Trailer
--	--	7	--	--	Truck Tractor/Doubles (Two Trailers)
--	--	--	7	7	Truck Tractor/Double
--	--	8	--	--	Tractor/Triples (Three Trailers)
--	--	--	8	8	Truck Tractor/Triple
--	--	--	10	10	Vehicle 10,000 lbs. or Less Placarded for Hazardous Materials
6	7	19	--	--	Medium/Heavy Trucks, Cannot Classify
--	--	--	19	--	Truck More Than 10,000 lbs., Cannot Classify
--	--	--	--	19	Vehicle More Than 10,000 lbs., Other
7	8	--	--	--	Bus
--	--	20	--	--	Bus (Seats for 9-15 Occupants, Including Driver)
--	--	--	20	20	Bus/Large Van (Seats for 9-15 Occupants, Including Driver)
--	--	21	--	--	Bus (Seats for More Than 15 People, Including Driver, 2001-2006)

--	--	21	--	--	Bus (Seats for 16 or More People, Including Driver, 2007-2009)
--	--	--	21	21	Bus (Seats for More Than 15 Occupants, Including Driver, 2010-Later)
--	--	70	--	--	Light Truck (Van, Mini-Van, Panel, Pickup, Sport Utility Vehicle Displaying a Hazardous Materials Placard)
--	--	80	--	--	Passenger Car (Only When Displaying a Hazardous Materials Placard)
--	--	--	--	88	Qualifying Vehicle, Unknown Configuration
--	--	--	98	98	Not Reported (2010-2012)
9	--	--	99	99	Unknown (Reported as Unknown, 2018-2019)
--	9	99	--	--	Unknown if Light or Medium/Heavy Truck/Bus

V25 Cargo Body Type

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

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

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

SAS Name: CARGO_BT

Attribute Codes

1991- 1994	1995- 2000	2001- 2008	2009- Later	
0	0	--	--	Not Applicable Not a Truck or Bus
--	--	0	--	Not Applicable, Not a Medium/Heavy Truck or Bus
--	--	--	0	Not Applicable
1	1	1	1	Van/Enclosed Box
2	2	2	2	Cargo Tank
3	3	3	3	Flatbed
4	4	4	4	Dump
5	5	5	5	Concrete Mixer
6	6	6	6	Auto Transporter
7	7	7	7	Garbage/Refuse
8	--	--	--	Medium/Heavy Truck, Other Body Type
9	8	--	--	Bus
--	--	8	8	Grain, Chips, Gravel
--	--	9	--	Pole
--	--	--	9	Pole-Trailer
--	--	10	10	Log (Since 2007)
--	--	11	--	Intermodal Chassis (2007-2008)
--	--	--	11	Intermodal Container Chassis
--	--	12	12	Vehicle Towing Another Motor Vehicle (Since 2007)
--	--	20	--	Bus (Seats 9-15 People, Including Driver)
--	--	21	--	Bus (Seats More Than 15 People, Including Driver, 2001-2006)
--	--	21	--	Bus (Seats for 16 or More People, Including Driver, 2007-2008)
--	--	--	22	Bus
--	--	--	28	Not Reported (2010-2012)
--	--	96	96	No Cargo Body Type
--	97	--	--	Medium/Heavy Truck, Other Cargo Body Type
--	--	97	--	Medium/Heavy Truck, or Bus, Other Cargo Body Type (Not Data elements 01-12, 20-21)
--	--	--	97	Other

--	98	--	--	Medium/Heavy Truck, Unknown Cargo Body Type
--	--	98	--	Medium/Heavy Truck, or Bus, Unknown Cargo Body Type
--	--	--	98	Unknown Cargo Body Type
99	--	--	--	Unknown Vehicle Type
--	99	99	--	Unknown if Light or Medium/Heavy Truck/Bus
--	--	--	99	Unknown (Reported as Unknown, 2018-2019)

V26A/HM1 Hazardous Material Involvement

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

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

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

SAS Name: HAZ_INV

2007-Later

- 1 No
- 2 Yes

V26B/HM2 Hazardous Material Placard

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

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

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

SAS Name: **HAZ_PLAC**

2007-Later

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

V26C/HM3 Hazardous Material Identification Number

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

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

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

SAS Name: HAZ_ID

2007-Later

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

V26D/HM4 Hazardous Material Class Number

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

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

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

SAS Name: **HAZ_CNO**

2007

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

2008-Later

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

V26E/HM5 Release of Hazardous Material From the Cargo Compartment

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

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

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

SAS Name: **HAZ_REL**

2007-Later

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

V27 Bus Use

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

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

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

SAS Name: **BUS_USE**

Attribute Codes

2000-2009

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

2010- 2018-

2017 Later

- 0 0 Not a Bus
- 1 1 School
- 4 4 Intercity
- 5 5 Charter/Tour
- 6 6 Transit/Commuter
- 7 7 Shuttle
- 8 8 Modified for Personal/Private Use
- 98 98 Not Reported
- 99 -- Unknown
- 99 Reported as Unknown

V28 Special Use

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

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

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

SAS Name: **SPEC_USE**

Attribute Codes

1975- 2009	2010- 2011	2012	2013- 2018	2019	2020	2021- Later	
0	0	0	0	0	0	--	No Special Use
--	--	--	--	--	--	0	No Special Use Noted
1	1	1	1	1	1	1	Taxi
2	2	--	--	--	--	--	Vehicle Used for School Bus
--	--	2	2	2	2	2	Vehicle Used as School Transport
3	3	3	3	3	3	3	Vehicle Used as Other Bus
4	4	4	4	4	4	4	Military
5	5	5	5	5	5	5	Police
6	6	6	6	6	6	6	Ambulance (Since 1980)
7	7	7	7	7	7	7	Fire Truck (Since 1982)
8	8	8	--	--	--	--	Emergency Services Vehicle (2009-2012)
--	--	--	8	8	8	8	Non-Transport Emergency Services Vehicle
--	--	--	--	10	10	10	Safety Service Patrols – Incident Response
--	--	--	--	11	11	11	Other Incident Response
--	--	--	--	12	12	12	Towing – Incident Response
--	--	--	13	--	--	--	Incident Response
--	--	--	--	--	19	19	Motor Vehicle Used for Vehicle Sharing Mobility
--	--	--	--	20	--	--	Vehicle Used for Electronic Ride-Hailing (Transportation Network Company)
--	--	--	--	--	20	20	Motor Vehicle Used for Electronic Ride-Hailing
--	--	--	--	21	21	21	Mail Carrier
--	--	--	--	22	22	22	Public Utility
--	--	--	--	23	23	23	Rental Truck Over 10,000 lbs
--	--	--	--	24	24	24	Truck Operating With Crash Attenuator Equipment

--	98	98	98	98	98	--	Not Reported
9	99	99	99	--	--	--	Unknown
--	--	--	99	99	99	99	Reported as Unknown (since 2018)

V29 Emergency Motor Vehicle Use

Definition: This data element identifies whether this vehicle was engaged in emergency use. Emergency Motor Vehicle Use indicates operation of any motor vehicle that is legally authorized by a government authority to respond to emergencies with or without the use of emergency warning equipment, such as a police vehicle, fire truck, or ambulance while actually engaged in such response.

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

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

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

SAS Name: **EMER_USE**

Attribute Codes

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

V30 Travel Speed

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

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

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

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

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

SAS Name: **TRAV_SP**

Attribute Codes

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

V31 Vehicle Underride/Override

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

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

SAS Name: **UNDER OVERRIDE**

Attribute Codes

2021-Later

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

V32 Rollover

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

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

This data element also appears in the Person data file.

SAS Name: **ROLLOVER**

Attribute Codes

1978- 2009-

2008 Later

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

V33 *Location of Rollover*

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

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

SAS Name: **ROLINLOC**

Attribute Codes

2009- 2011-

2010 Later

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

V34A Area of Impact – Initial Contact Point

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

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

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

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

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

SAS Name: IMPACT1

Attribute Codes

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

--	--	--	--	--	19	Other Objects or Person Set-in-Motion (Since 2019)
--	--	--	--	--	20	Object Set in Motion, Unknown if Cargo/Vehicle Parts or Other
--	--	61	61	61	61	Left
--	--	62	--	--	--	Left-Front Half
--	--	--	62	62	62	Left-Front Side
--	--	63	--	--	--	Left-Back Half
--	--	--	63	63	63	Left-Back Side
--	--	81	81	81	81	Right
--	--	82	--	--	--	Right-Front Half
--	--	--	82	82	82	Right-Front Side
--	--	83	--	--	--	Right-Back Half
--	--	--	83	83	83	Right-Back Side
--	--	98	98	98	98	Not Reported
99	99	99	99	99	99	Unknown/ Reported as Unknown (Since 2018)

V35 Extent of Damage

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

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

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

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

SAS Name: **DEFORMED**

Attribute Codes

1975-2008

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

2009 2010- 2018- **2017 Later**

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

V36 Vehicle Removal

Definition: This data element describes the mode by which this vehicle left the scene of the crash.

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

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

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

SAS Name: **TOWAWAY 1975-2008**
TOWED 2009-Later

Attribute Codes

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

V38 Most Harmful Event

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

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

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

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

SAS Name: **M_HARM**

Attribute Codes

1979-1981

- 1 Overturn
- 2 Fire/Explosion
- 3 Immersion
- 4 Gas Inhalation
- 5 Fell From Vehicle
- 6 Injured in Vehicle
- 7 Other Non-Collision
- 8 Pedestrian
- 9 Pedalcycle
- 10 Railway Train
- 11 Animal
- 12 Motor Vehicle In-Transport
- 13 Motor Vehicle In-Transport in Other Roadway
- 14 Parked Motor Vehicle
- 15 Other Type Non-Motorist
- 16 Other Object
- 18 Building
- 19 Culvert
- 20 Curb or Wall
- 21 Divider
- 22 Embankment
- 23 Fence
- 24 Guard Rail
- 25 Light Support
- 26 Sign Post

- 27 Tree/Shrubbery
 28 Utility Pole
 29 Other Pole/Support
 30 Impact Attenuator
 31 Other Fixed Object
 32 Bridge or Overpass (Passing Under)
 33 Bridge or Overpass (Passing Over)
 99 Unknown

1982- 2003	2004- 2009	2010- 2012	2013- 2015	2016	2017- Later	
1	1	1	1	1	1	Rollover/Overtur
2	2	2	2	2	2	Fire/Explosion
3	3	3	3	3	3	Immersion (or Partial Immersion, Since 2012)
4	4	4	4	4	4	Gas Inhalation
5	5	5	5	5	5	Fell/Jumped From Vehicle
6	6	--	--	--	--	Injured in Vehicle
--	--	6	6	6	6	Injured in Vehicle (Non-Collision)
7	7	7	7	7	7	Other Non-Collision
8	8	8	8	8	8	Pedestrian
9	9	--	--	--	--	Pedalcycle
--	--	9	9	9	9	Pedalcyclist
10	10	--	--	--	--	Railway Train
--	--	10	10	10	10	Railway Vehicle
11	11	--	--	--	--	Animal
--	--	11	11	11	11	Live Animal
12	12	--	--	--	--	Motor Vehicle In-Transport on Same Roadway
--	--	12	12	12	12	Motor Vehicle In-Transport
13	13	--	--	--	--	Motor Vehicle In-Transport on Other Roadway
14	14	14	14	14	14	Parked Motor Vehicle
15	--	--	--	--	--	Other Type Non-Motorist
--	15	15	15	15	15	Non-Motorist on Personal Conveyance
16	16	16	16	16	16	Thrown or Falling Object
17	17	17	17	17	17	Boulder
18	18	18	18	18	18	Other Object (Not Fixed)
19	19	19	19	19	19	Building
20	20	20	20	20	20	Impact Attenuator/Crash Cushion
21	21	--	--	--	--	Bridge Pier or Abutment
--	--	21	21	21	21	Bridge Pier or Support
22	22	--	--	--	--	Bridge Parapet End

23	23	--	--	--	--	Bridge Rail
--	--	23	23	23	23	Bridge Rail (Includes Parapet)
24	24	24	24	24	24	Guardrail Face
25	25	25	25	25	25	Concrete Traffic Barrier
26	26	26	26	26	26	Other Traffic Barrier
27	27	--	--	--	--	Highway/Traffic Sign Post
28	28	--	--	--	--	Overhead Sign Support/Sign
29	29	--	--	--	--	Luminary/Light Support
30	30	--	--	--	--	Utility Pole
--	--	30	30	30	30	Utility Pole/Light Support
31	31	31	31	--	--	Other Post, Other Pole, or Other Support
--	--	--	--	31	31	Post, Pole or Other Support
32	32	32	32	32	32	Culvert
33	33	33	33	33	33	Curb
34	34	34	34	34	34	Ditch
35	35	--	--	--	--	Embankment – Earth
--	--	35	35	35	35	Embankment
36	36	--	--	--	--	Embankment – Rock, Stone, or Concrete
37	37	--	--	--	--	Embankment – Material Type Unknown
38	38	38	38	38	38	Fence
39	39	39	39	39	39	Wall
40	40	40	40	40	40	Fire Hydrant
41	41	41	41	41	41	Shrubbery
42	42	42	42	42	42	Tree (Standing Only)
43	43	43	43	43	43	Other Fixed Object
44	--	--	--	--	--	Pavement Surface Irregularity (1993 Only)
--	44	--	--	--	--	Pavement Surface Irregularity
--	--	44	44	44	44	Pavement Surface Irregularity (Ruts, Potholes, Grates, etc.)
45	--	--	--	--	--	Transport Device Used as Equipment (1993-2003)
--	45	--	--	--	--	Working Construction, Maintenance or Utility Vehicles
--	--	45	45	45	45	Working Motor Vehicle
46	46	46	46	46	46	Traffic Signal Support
47	47	--	--	--	--	Vehicle Occupant Struck or Run Over by Own Vehicle (Since 1997)
48	48	--	--	--	--	Collision With Snow Bank (Since 1997)
--	--	48	48	48	48	Snow Bank
49	49	49	49	49	49	Ridden Animal or Animal-Drawn Conveyance (Since 1998)
50	50	50	50	50	50	Bridge Overhead Structure
--	51	--	--	--	--	Jackknife
--	--	51	51	51	51	Jackknife (Harmful to This Vehicle)

--	52	52	52	52	52	Guardrail End
--	53	53	53	53	53	Mail Box
--	54	--	--	--	--	Motor Vehicle Struck by Falling/Shifting Cargo or Anything Set in Motion by Another Motor Vehicle In-Transport
--	--	54	54	54	54	Motor Vehicle In-Transport Strikes or Is Struck by Cargo, Persons or Objects Set-in-Motion From/by Another Motor Vehicle In-Transport
--	55	--	--	--	--	Other Not In-Transport Motor Vehicle (2005-2007)
--	55	55	55	55	55	Motor Vehicle in Motion Outside the Trafficway (Since 2008)
--	57	57	57	57	57	Cable Barrier (Since 2008)
--	--	58	58	58	58	Ground
--	--	59	59	59	59	Traffic Sign Support
--	--	72	72	72	72	Cargo/Equipment Loss or Shift (Harmful to This Vehicle)
--	--	--	--	--	72	Cargo/Equipment Loss, Shift, or Damage (Harmful) (Since 2018)
--	--	--	73	--	--	Object Fell From Motor Vehicle In-Transport
--	--	--	--	73	73	Object That Had Fallen From Motor Vehicle In-Transport
--	--	--	--	74	74	Road Vehicle on Rails
--	--	--	--	--	91	Unknown Object Not Fixed
--	--	--	--	--	93	Unknown Fixed Object
--	--	98	--	--	--	Not Reported (2010 Only)
--	--	--	--	--	98	Harmful Event, Details Not Reported (Since 2019)
99	99	99	99	99	99	Unknown / Reported as Unknown (Since 2018)

V39 Fire Occurrence

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

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

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

SAS Name: FIRE_EXP

Attribute Codes

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

V40 Motor Vehicle Automated Driving Systems

V40A Automation System or Systems Present in Vehicle

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

Additional Information: An automation system is the hardware and software that are collectively capable of performing part of or all the dynamic driving task on a sustained basis. Automated Driving System (ADS), is used generically to describe any system capable of SAE level 1-5 driving automation.

Prior to 2020 the Data Element ID was V35A.

SAS Name: **ADS_PRES**

Attribute Codes

2019-Later

- | | |
|----|---------------------|
| 0 | No |
| 1 | Yes |
| 98 | Not Reported |
| 99 | Reported as Unknown |

V40B Highest Automation System Level Present in Vehicle

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

Additional Information: These systems do not have to be engaged in this vehicle at the time of the crash.

Prior to 2020 the Data Element ID was V35B.

SAS Name: **ADS_LEV**

Attribute Codes

2019-Later

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

V40C Highest Automation System Level Engaged at Time of Crash

Definition: This data element indicates the highest level of automation that was known to have been engaged in this vehicle at the time of the crash.

Additional Information: Prior to 2020 the Data Element ID was V35C.

SAS Name: **ADS_ENG**

Attribute Codes

2019-Later

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

V100 NCSA Make Model Combined

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

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

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

SAS Name: **MAK_MOD**

Attribute Codes

1975-Later

See the current [FARS/CRSS Coding and Validation Manual](#) for vehicle make and model codes.

V101 VIN Character 1

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

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

SAS Name: **VIN_1**

Attribute Codes

1975-Later

- x First Character in the VIN String

V102 VIN Character 2

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

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

SAS Name: **VIN_2**

Attribute Codes

1975-Later

- x Second Character in the VIN String

V103 VIN Character 3

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

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

SAS Name: **VIN_3**

Attribute Codes

1975-Later

- x Third Character in the VIN String

V104 VIN Character 4

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

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

SAS Name: **VIN_4**

Attribute Codes

1975-Later

- x Fourth Character in the VIN String

V105 VIN Character 5

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

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

SAS Name: **VIN_5**

Attribute Codes

1975-Later

- x Fifth Character in the VIN String

V106 VIN Character 6

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

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

SAS Name: **VIN_6**

Attribute Codes

1975-Later

- x Sixth Character in the VIN String

V107 VIN Character 7

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

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

SAS Name: **VIN_7**

Attribute Codes

1975-Later

- x Seventh Character in the VIN String

V108 VIN Character 8

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

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

SAS Name: **VIN_8**

Attribute Codes

1975-Later

- x Eighth Character in the VIN String

V109 VIN Character 9

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

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

SAS Name: **VIN_9**

Attribute Codes

1975-Later

- x Ninth Character in the VIN String

V110 VIN Character 10

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

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

SAS Name: **VIN_10**

Attribute Codes

1975-Later

- x Tenth Character in the VIN String

V111 VIN Character 11

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

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

SAS Name: **VIN_11**

Attribute Codes

1994-Later

- x Eleventh Character in the VIN String

V112 VIN Character 12

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

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

SAS Name: **VIN_12**

Attribute Codes

1994-Later

- x Twelfth Character in the VIN String

V150 Fatalities in Vehicle

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

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

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

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

SAS Name: DEATHS

Attribute Codes

1975-Later

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

V151 Driver Drinking

Definition: This data element records whether the driver was drinking.

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

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

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

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

SAS Name: DR_DRINK

Attribute Codes

1975- 1982-

1981 Later

0	0	No Drinking
1	1	Drinking
9	--	Unknown

D4 Driver Presence

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

Additional Information:

SAS Name: **DR_PRES**

Attribute Codes

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

D5 Driver's License State

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

Additional Information:

SAS Name: L_STATE

Attribute Codes

1975-Later

1 Alabama	30 Montana
2 Alaska	31 Nebraska
3 American Samoa	32 Nevada
4 Arizona	33 New Hampshire
5 Arkansas	34 New Jersey
6 California	35 New Mexico
8 Colorado	36 New York
9 Connecticut	37 North Carolina
10 Delaware	38 North Dakota
11 District of Columbia	39 Ohio
12 Florida	40 Oklahoma
13 Georgia	41 Oregon
14 Guam	42 Pennsylvania
15 Hawaii	43 Puerto Rico
16 Idaho	44 Rhode Island
17 Illinois	45 South Carolina
18 Indiana	46 South Dakota
19 Iowa	47 Tennessee
20 Kansas	48 Texas
21 Kentucky	49 Utah
22 Louisiana	50 Vermont
23 Maine	51 Virginia
24 Maryland	52 Virgin Islands (Since 2004)
25 Massachusetts	53 Washington
26 Michigan	54 West Virginia
27 Minnesota	55 Wisconsin
28 Mississippi	56 Wyoming
29 Missouri	
0 No Driver Present (Since 2010)	97 Other Foreign Country
57 Other U.S. Driver's License (Since 2018)	98 Not Reported (Since 2010)
93 Indian Nation (Since 2009)	99 Unknown/Reported as Unknown (Since 2018)
94 Military (1975-2006)	
94 U.S. Government (Since 2007)	
95 Canada	
96 Mexico	

D6 Driver's ZIP Code

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

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

SAS Name: **DR_ZIP**

Attribute Codes

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

D7 Non-CDL License Type/Status

D7A Non-CDL License Type

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

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

SAS Name: L_TYPE

Attribute Codes

2004- 2011-

2010 Later

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

D7B Non-CDL License Status

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

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

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

SAS Name: L_STATUS

Attribute Codes

1975-1981

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

<i>1982- 1986</i>	<i>1987- 1992</i>	<i>1993- 2003</i>	<i>2004- 2009</i>	<i>2010</i>	<i>2011- Later</i>	
0	--	--	--	--	--	None Required
--	0	0	0	0	0	Not Licensed
1	--	--	--	--	--	None
2	--	--	--	--	--	Valid
3	1	1	1	1	1	Suspended
4	2	2	2	2	2	Revoked
5	3	3	3	3	3	Expired
6	4	4	4	4	4	Cancelled or Denied
--	5	--	--	--	--	Single-Class License
--	6	--	--	--	--	Multiple-Class License
--	--	6	6	6	6	Valid
7	7	--	--	--	--	Learner's Permit
--	--	7	--	--	--	Learner's Permit/Restricted
--	--	--	--	--	7	No Driver Present/Unknown if Driver Present
8	8	8	--	--	--	Temporary
9	9	9	--	--	--	Unknown
--	--	--	9	9	9	Unknown License Status

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

D8 Commercial Motor Vehicle License Status

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

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

SAS Name: **CDL_STAT**

Attribute Codes

1991-1992

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

1993- 2012-

2009 2010 2011 Later

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

D9 Compliance With CDL Endorsements

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

Additional Information: Data was not collected prior to 1991.

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

SAS Name: L_ENDORS

Attribute Codes

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

D10 License Compliance With Class of Vehicle

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

Additional Information: Data not available before 1982.

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

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

SAS Name: **L_CL_VEH 1982-1986**
L_COMPL 1987-Later

1982-1986

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

1987- 1993-

1992 2009 2010 2011 Later

0	0	0	0	0	Not Licensed
1	1	1	1	1	No License Required for This Class Vehicle
2	2	2	2	2	No Valid License for This Class Vehicle
3	3	3	3	3	Valid License for This Class Vehicle
--	--	--	6	6	No Driver Present/Unknown if Driver Present
--	--	7	7	--	Not Reported
--	8	8	8	8	Unknown if CDL and/or CDL Endorsement Required for This Vehicle
9	9	9	9	9	Unknown

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

D11 Compliance With License Restrictions

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

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

SAS Name: L_RESTRI

Attribute Codes

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

D12 Driver Height

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

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

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

SAS Name: **DR_HGT**

Attribute Codes

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

D13 Driver Weight

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

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

SAS Name: **DR_WGT**

Attribute Codes

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

D14 Previous Recorded Crashes

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

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

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

SAS Name: **PREV_ACC**

Attribute Codes

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

D15 Previous Recorded Suspensions, Revocations, and Withdrawals

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

D15A Previous Underage Administrative Per Se for BAC

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

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

SAS Name: **PREV_SUS1**

Attribute Codes

2018-Later

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

D15B Previous Administrative Per Se for BAC (Not Underage)

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

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

SAS Name: **PREV_SUS2**

Attribute Codes

2018-Later

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

D15C Previous Recorded Other Suspensions, Revocations, or Withdrawals

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

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

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

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

SAS Name: **PREV_SUS3**

Attribute Codes

2018-Later

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

D16 Previous DWI Convictions

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

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

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

SAS Name: **PREV_DWI**

Attribute Codes

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

D17 Previous Speeding Convictions

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

Additional Information: Speeding violations count going too slow as well as going too fast.

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

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

SAS Name: **PREV_SPD**

Attribute Codes

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

D18 Previous Other Moving Violation Convictions

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

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

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

SAS Name: **PREV_OTH**

Attribute Codes

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

D19 Date of Oldest Crash, Suspension or Conviction

D19A Month of Oldest Crash, Suspension or Conviction

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

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

SAS Name: FIRST_MO

Attribute Codes

1975- 2011-

2010 Later

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

D19B Year of Oldest Crash, Suspension or Conviction

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

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

SAS Name: FIRST_YR

Attribute Codes

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

D20 Date of Most Recent Crash, Suspension or Conviction

D20A Month of Most Recent Crash, Suspension or Conviction

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

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

SAS Name: LAST_MO

Attribute Codes

1975- 2011-

2010 Later

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

D20B Year of Most Recent Crash, Suspension or Conviction

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

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

SAS Name: **LAST_YR**

Attribute Codes

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

D22 Speeding Related

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

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

SAS Name: **SPEEDREL**

Attribute Codes

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

More information on [Speeding](#)

PC5 Trafficway Description

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

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

SAS Name: **VTRAFWAY**

Attribute Codes

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

PC6 Total Lanes in Roadway

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

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

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

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

SAS Name: **VNUM_LAN**

Attribute Codes

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

PC7 Speed Limit

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

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

SAS Name: **VSPD_LIM**

Attribute Codes

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

PC8 Roadway Alignment

Definition: This data element identifies the attribute that best represents the roadway alignment prior to this vehicle's critical precrash event.

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

SAS Name: **VALIGN**

Attribute Codes

2010- 2012	2013- 2017	2018- Later	
0	--	--	Non-Trafficway Area
--	0	0	Non-Trafficway or Driveway Access
1	1	1	Straight
2	2	2	Curve Right
3	3	3	Curve Left
4	4	4	Curve – Unknown Direction
8	8	8	Not Reported
9	9	--	Unknown
--	--	9	Reported as Unknown

PC9 Roadway Grade

Definition: This data element identifies the attribute that best represents the roadway grade prior to this vehicle's critical precrash event.

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

Prior to 2010 this data element's name was Roadway Profile.

SAS Name: **VPROFILE**

Attribute Codes

2010- 2012	2013- 2017	2018- Later	
0	--	--	Non-Trafficway Area
--	0	0	Non-Trafficway or Driveway Access
1	1	1	Level
2	2	2	Grade, Unknown Slope
3	3	3	Hillcrest
4	4	4	Sag (Bottom)
5	5	5	Uphill
6	6	6	Downhill
8	8	8	Not Reported
9	9	--	Unknown
--	--	9	Reported as Unknown

PC10 Roadway Surface Type

Definition: This data element identifies the attribute that best represents the roadway surface type prior to this vehicle's critical precrash event.

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

SAS Name: **VPAVETYP**

Attribute Codes

2010- 2012	2013- 2017	2018- Later	
0	--	--	Non-Trafficway Area
--	0	0	Non-Trafficway or Driveway Access
1	1	1	Concrete
2	2	2	Blacktop, Bituminous, or Asphalt
3	3	3	Brick or Block
4	4	4	Slag, Gravel or Stone
5	5	5	Dirt
7	7	7	Other
8	8	8	Not Reported
9	9	--	Unknown
--	--	9	Reported as Unknown

PC11 Roadway Surface Condition

Definition: This data element identifies the attribute that best represents the roadway surface condition prior to this vehicle's critical precrash event.

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

SAS Name: **VSURCOND**

Attribute Codes

2010- 2012	2013- 2017	2018- Later	
0	--	--	Non-Trafficway Area
--	0	0	Non-Trafficway Area or Driveway Access
1	1	1	Dry
2	2	2	Wet
3	3	3	Snow
4	4	4	Ice/Frost
5	5	5	Sand
6	6	6	Water (Standing or Moving)
7	7	7	Oil
8	8	8	Other
10	10	10	Slush
11	11	11	Mud, Dirt, Gravel
98	98	98	Not Reported
99	99	--	Unknown
--	--	99	Reported as Unknown

PC12 Traffic Control Device

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

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

SAS Name: VTRAFCON

Attribute Codes

	2011-	2018-	
2010	2017	Later	
0	0	0	No Controls
<i>TRAFFIC SIGNALS</i>			
1	1	1	Traffic Control Signal (on Colors) Without Pedestrian Signal
2	2	2	Traffic Control Signal (on Colors) With Pedestrian Signal
3	3	3	Traffic Control Signal (on Colors) Not Known if Pedestrian Signal
4	4	4	Flashing Traffic Control Signal
7	7	7	Lane Use Control Signal
8	8	8	Other Highway Traffic Signal
9	9	9	Unknown Highway Traffic Signal
<i>REGULATORY SIGNS</i>			
20	20	20	Stop Sign
21	21	21	Yield Sign
28	28	28	Other Regulatory Sign
29	29	29	Unknown Regulatory Sign
32	23	23	School Zone Sign/Device
<i>OTHER SIGNS AND SIGNALS</i>			
40	40	40	Warning Sign
50	50	50	Person
65	65	65	Railway Crossing Device
98	98	98	Other
<i>NOT REPORTED AND UNKNOWN</i>			
97	97	97	Not Reported
99	99	--	Unknown
--	--	99	Reported as Unknown

PC13 Traffic Control Device Functioning

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

Additional Information: Data not collected prior to 1982.

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

SAS Name: VTCONT_F

Attribute Codes

<i>2010-</i> <i>2017</i>	<i>2018</i>	<i>2019-</i> <i>Later</i>	
0	0	0	No Controls
1	1	1	Device Not Functioning
2	2	2	Device Functioning – Functioning Improperly
3	3	3	Device Functioning Properly
--	--	4	Device Not Functioning or Device Functioning Improperly, Specifics Unknown
8	8	8	Not Reported
9	--	--	Unknown
--	9	9	Reported as Unknown

PC17 Pre-Event Movement (Prior to Recognition of Critical Event)

Definition: This data element identifies the attribute that best describes this vehicle's activity prior to the driver's realization of an impending critical event or just prior to impact if the driver took no action or had no time to attempt any evasive maneuvers.

Additional Information:

SAS Name: P_CRASH1

Attribute Codes

2010	2011-	2013-	
	2012	Later	
0	0	--	No Driver Present
--	--	0	No Driver Present/Unknown if Driver Present
1	1	1	Going Straight
2	--	--	Decelerating in Traffic Lane
--	2	2	Decelerating in Road
3	--	--	Accelerating in Traffic Lane
--	3	3	Accelerating in Road
4	--	--	Starting in Traffic Lane
--	4	4	Starting in Road
5	--	--	Stopped in Traffic Lane
--	5	5	Stopped in Roadway
6	6	6	Passing or Overtaking Another Vehicle
7	7	7	Disabled or "Parked" in Travel Lane
8	8	8	Leaving a Parking Position
9	9	9	Entering a Parking Position
10	10	10	Turning Right
11	11	11	Turning Left
12	12	12	Making a U-Turn
13	13	13	Backing up (Other Than for Parking Position)
14	14	14	Negotiating a Curve
15	15	15	Changing Lanes
16	16	16	Merging
17	17	17	Successful Avoidance Maneuver to a Previous Critical Event
98	98	98	Other
99	99	99	Unknown

PC19 Critical Event- Precrash

Definition: This data element identifies the attribute that best describes the critical event that made this crash imminent (i.e., something occurred that made the collision possible).

Additional Information:

SAS Name: **P_CRASH2**

Attribute Codes

	2011-	2016-	2019-	
	2010	2015	2018	Later

THIS VEHICLE LOSS OF CONTROL DUE TO:

1	1	1	1	Blow Out/Flat Tire
2	2	2	2	Stalled Engine
3	3	3	3	Disabling Vehicle Failure (e.g., Wheel Fell off)
4	4	4	4	Non-Disabling Vehicle Problem (e.g., Hood Flew up)
5	5	5	--	Poor Road Conditions (Puddle, Pothole, Ice, etc.)
--	--	--	5	Suddenly Encountered Poor Road Conditions (Puddle, Pothole, Ice, etc.)
6	6	6	--	Traveling Too Fast for Conditions
--	--	--	6	Traveling Too Fast for Conditions or Road Configuration
8	8	8	8	Other Cause of Control Loss
9	9	9	9	Unknown Cause of Control Loss

THIS VEHICLE TRAVELING

10	10	10	10	Over the Lane Line on Left Side of Travel Lane
11	11	11	11	Over the Lane Line on Right Side of Travel Lane
12	12	12	12	Off the Edge of the Road on the Left Side
13	13	13	13	Off the Edge of the Road on the Right Side
14	14	14	14	End Departure
15	--	--	--	Turning Left at Intersection
--	15	--	--	Turning Left at Junction
--	--	15	15	Turning Left
16	--	--	--	Turning Right at Intersection
--	16	--	--	Turning Right at Junction
--	--	16	16	Turning Right
17	17	17	17	Crossing Over (Passing Through) Intersection
18	18	18	18	This Vehicle Decelerating
19	19	19	19	Unknown Travel Direction
--	--	20	20	Backing
--	--	21	21	Making a U-Turn

OTHER MOTOR VEHICLE IN LANE

50	50	50	50	Other Vehicle Stopped
51	51	51	51	Traveling in Same Direction With Lower Steady Speed
52	52	52	52	Traveling in Same Direction While Decelerating
53	53	53	53	Traveling in Same Direction With Higher Speed
54	54	54	54	Traveling in Opposite Direction
55	55	55	55	In Crossover
56	56	56	56	Backing
59	59	59	--	Unknown Travel Direction of the Other Motor Vehicle in Lane
--	--	--	59	Unknown Travel Direction/Speed of Other Motor Vehicle in Lane

OTHER MOTOR VEHICLE ENCROACHING INTO LANE

60	60	60	60	From Adjacent Lane (Same Direction) Over Left Lane Line
61	61	61	61	From Adjacent Lane (Same Direction) Over Right Lane Line
62	62	62	62	From Opposite Direction Over Left Lane Line
63	63	63	63	From Opposite Direction Over Right Lane Line
64	64	--	--	From Parking Lane, Median, Shoulder, Roadside
--	--	64	64	From Parking Lane/Shoulder, Median/Crossover, Roadside
65	65	65	65	From Crossing Street, Turning Into Same Direction
66	66	66	66	From Crossing Street, Across Path
67	67	67	67	From Crossing Street, Turning Into Opposite Direction
68	68	68	68	From Crossing Street, Intended Path Unknown
70	70	70	70	From Driveway, Turning Into Same Direction
71	71	71	71	From Driveway, Across Path
72	72	72	72	From Driveway, Turning Into Opposite Direction
73	73	73	73	From Driveway, Intended Path Unknown
74	74	74	74	From Entrance to Limited Access Highway
78	78	78	78	Encroachment by Other Vehicle – Details Unknown

PEDESTRIAN OR PEDALCYCLIST OR OTHER NON-MOTORIST

80	--	--	--	Pedestrian in Roadway
--	80	80	80	Pedestrian in Road
81	--	--	--	Pedestrian Approaching Roadway
--	81	81	81	Pedestrian Approaching Road
82	82	82	82	Pedestrian Unknown Location
83	--	--	--	Pedalcyclist/Other Non-Motorist in Roadway
--	83	83	83	Pedalcyclist/Other Non-Motorist in Road
84	--	--	--	Pedalcyclist/Other Non-Motorist Approaching Roadway
--	84	84	84	Pedalcyclist/Other Non-Motorist Approaching Road
85	85	85	85	Pedalcyclist/Other Non-Motorist Unknown Location

OBJECT OR ANIMAL

87	--	--	--	Animal in Roadway
--	87	87	87	Animal in Road
88	--	--	--	Animal Approaching Roadway
--	88	88	88	Animal Approaching Road
89	89	89	89	Animal – Unknown Location
90	--	--	--	Object in Roadway
--	90	90	90	Object in Road
91	--	--	--	Object Approaching Roadway
--	91	91	91	Object Approaching Road
92	92	92	92	Object Unknown Location

OTHER

98	98	98	98	Other Critical Precrash Event
99	99	99	99	Unknown

PC20 Attempted Avoidance Maneuver

Definition: This data element identifies the attribute that best describes the movements/actions taken by this driver, within a critical crash envelope, in response to the “Critical Precrash Event.”

Additional Information: This data element identifies the actions taken by the driver in response to the impending danger. Because this data element focuses upon the driver’s action just prior to the first harmful event it is coded independently of any maneuvers associated with this vehicle’s “Crash Type.”

SAS Name: **P_CRASH3**

Attribute Codes

2010- 2012	2013- 2015	2016- Later	
0	--	--	No Driver Present
--	0	0	No Driver Present/Unknown if Driver Present
1	1	1	No Avoidance Maneuver
2	2	--	Braking (No Lockup)
3	3	--	Braking (Lockup)
4	4	--	Braking (Lockup Unknown)
5	5	5	Releasing Brakes
6	6	6	Steering Left
7	7	7	Steering Right
8	8	8	Braking and Steering Left
9	9	9	Braking and Steering Right
10	10	10	Accelerating
11	11	11	Accelerating and Steering Left
12	12	12	Accelerating and Steering Right
--	--	15	Braking and Unknown Steering Direction
--	--	16	Braking
98	98	98	Other Actions
99	99	--	Unknown
--	--	99	Unknown/Not Reported

PC21 Pre-Impact Stability

Definition: This data element identifies the attribute that best describes the stability of this vehicle after the “Critical Precrash Event,” but before the impact.

Additional Information:

SAS Name: **PCRASH4**

Attribute Codes

2010- 2013-

2012 Later

0	--	No Driver Present
--	0	No Driver Present/Unknown if Driver Present
1	1	Tracking
2	2	Skidding Longitudinally – Rotation Less Than 30 Degrees
3	3	Skidding Laterally – Clockwise Rotation
4	4	Skidding Laterally – Counterclockwise Rotation
--	5	Skidding Laterally – Rotation Direction Unknown
7	7	Other Vehicle Loss-of-Control
9	9	Precrash Stability Unknown

PC22 Pre-Impact Location

Definition: This data element identifies the attribute that best describes the location of this vehicle after the “Critical Precrash Event,” but before the impact.

Additional Information:

SAS Name: **PCRASH5**

Attribute Codes

2010- 2013-

2012 Later

0	--	No Driver Present
--	0	No Driver Present/Unknown if Driver Present
1	1	Stayed in Original Travel Lane
2	2	Stayed on Roadway, but Left Original Travel Lane
3	3	Stayed on Roadway, Not Known if Left Original Travel Lane
4	4	Departed Roadway
5	5	Remained off Roadway
6	6	Returned to Roadway
7	7	Entered Roadway
9	9	Unknown

PC23 Crash Type

Definition: This data element identifies the attribute that best describes the type of crash this vehicle was involved in based on the “First Harmful Event” and the precrash circumstances. For graphic descriptions of possible values see [Appendix A: PC23 Crash Type Diagram](#).

Additional Information:

SAS Name: **ACC_TYPE**

Attribute Codes

2010-Later

- 0 No Impact

CATEGORY I: SINGLE DRIVER

CONFIGURATION A: RIGHT ROADSIDE DEPARTURE

- 1 Drive off Road
- 2 Control/Traction Loss
- 3 Avoid Collision With Vehicle, Pedestrian, Animal
- 4 Specifics Other
- 5 Specifics Unknown

CONFIGURATION B: LEFT ROADSIDE DEPARTURE

- 6 Drive off Road
- 7 Control/Traction Loss
- 8 Avoid Collision With Vehicle, Pedestrian, Animal
- 9 Specifics Other
- 10 Specifics Unknown

CONFIGURATION C: FORWARD IMPACT

- 11 Parked Vehicle
- 12 Stationary Object
- 13 Pedestrian/Animal
- 14 End Departure
- 15 Specifics Other
- 16 Specifics Unknown

CATEGORY II: SAME TRAFFICWAY, SAME DIRECTION

CONFIGURATION D: REAR END

- 20 Stopped
- 21 Stopped, Straight
- 22 Stopped, Left
- 23 Stopped, Right
- 24 Slower
- 25 Slower, Going Straight
- 26 Slower, Going Left
- 27 Slower, Going Right

- 28 Decelerating (Slowing)
- 29 Decelerating (Slowing), Going Straight
- 30 Decelerating (Slowing), Going Left
- 31 Decelerating (Slowing), Going Right
- 32 Specifics Other
- 33 Specifics Unknown

CONFIGURATION E: FORWARD IMPACT

- 34 Control/Traction Loss, Avoiding Non-Contact Vehicle- Vehicle's Frontal Area Impacts Another Vehicle
- 35 Control/Traction Loss, Avoiding Non-Contact Vehicle- Vehicle Is Impacted by Frontal Area of Another Vehicle
- 36 Control/Traction Loss, Avoiding Non-Fixed Object- Vehicle's Frontal Area Impacts Another Vehicle
- 37 Control/Traction Loss, Avoiding Non-Fixed Object- Vehicle Is Impacted by Frontal Area of Another Vehicle
- 38 Avoiding Non-Contact Vehicle- Vehicle's Frontal Area Impacts Another Vehicle
- 39 Avoiding Non-Contact Vehicle- Vehicle Is Impacted by Frontal Area of Another Vehicle
- 40 Avoiding Non-Fixed Object- Vehicle's Frontal Area Impacts Another Vehicle
- 41 Avoiding Non-Fixed Object- Vehicle Is Impacted by Frontal Area of Another Vehicle
- 42 Specifics Other
- 43 Specifics Unknown

CONFIGURATION F: SIDESWIPE/ANGLE

- 44 Straight Ahead on Left
- 45 Straight Ahead on Left/Right
- 46 Changing Lanes to the Right
- 47 Changing Lanes to the Left
- 48 Specifics Other
- 49 Specifics Unknown

CATEGORY III: SAME TRAFFICWAY, OPPOSITE DIRECTION

CONFIGURATION G: HEAD-ON

- 50 Lateral Move (Left/Right)
- 51 Lateral Move (Going Straight)
- 52 Specifics Other
- 53 Specifics Unknown

CONFIGURATION H: FORWARD IMPACT

- 54 Control/Traction Loss, Avoiding Non-Contact Vehicle- Vehicle's Frontal Area Impacts Another Vehicle
- 55 Control/Traction Loss, Avoiding Non-Contact Vehicle- Vehicle Is Impacted by Frontal Area of Another Vehicle
- 56 Control/Traction Loss, Avoiding Non-Fixed Object- Vehicle's Frontal Area Impacts Another Vehicle

- 57 Control/Traction Loss, Avoiding Non-Fixed Object- Vehicle Is Impacted by Frontal Area of Another Vehicle
- 58 Avoiding Non-Contact Vehicle- Vehicle's Frontal Area Impacts Another Vehicle
- 59 Avoiding Non-Contact Vehicle- Vehicle Is Impacted by Frontal Area of Another Vehicle
- 60 Avoiding Non-Fixed Object- Vehicle's Frontal Area Impacts Another Vehicle
- 61 Avoiding Non-Fixed Object- Vehicle Is Impacted by Frontal Area of Another Vehicle
- 62 Specifics Other
- 63 Specifics Unknown

CONFIGURATION I: SIDESWIPE/ANGLE

- 64 Lateral Move (Left/Right)
- 65 Lateral Move (Going Straight)
- 66 Specifics Other
- 67 Specifics Unknown

CATEGORY IV: CHANGING TRAFFICWAY, VEHICLE TURNING

CONFIGURATION J: TURN ACROSS PATH

- 68 Initial Opposite Directions (Left/Right)
- 69 Initial Opposite Directions (Going Straight)
- 70 Initial Same Directions (Turning Right)
- 71 Initial Same Directions (Going Straight)
- 72 Initial Same Directions (Turning Left)
- 73 Initial Same Directions (Going Straight)
- 74 Specifics Other
- 75 Specifics Unknown

CONFIGURATION K: TURN INTO PATH

- 76 Turn Into Same Direction (Turning Left)
- 77 Turn Into Same Direction (Going Straight)
- 78 Turn Into Same Direction (Turning Right)
- 79 Turn Into Same Direction (Going Straight)
- 80 Turn Into Opposite Directions (Turning Right)
- 81 Turn Into Opposite Directions (Going Straight)
- 82 Turn Into Opposite Directions (Turning Left)
- 83 Turn Into Opposite Directions (Going Straight)
- 84 Specifics Other
- 85 Specifics Unknown

CATEGORY V: INTERSECTING PATHS (VEHICLE DAMAGE)

CONFIGURATION L: STRAIGHT PATHS

- 86 Striking From the Right
- 87 Struck on the Right
- 88 Striking From the Left
- 89 Struck on the Left

- 90 Specifics Other
- 91 Specifics Unknown

CATEGORY VI: MISCELLANEOUS

CONFIGURATION M: BACKING, ETC.

- 92 Backing Vehicle
- 93 Other Vehicle or Object (2010-2012)
- 93 Other Vehicle (2013-Later)
- 98 Other Crash Type
- 99 Unknown Crash Type

Discontinued VEHICLE Data Elements

Axle (*discontinued*)

Definition: This data element counts the total number of axles on the vehicle (and converter dolly), including the trailing units (includes raised axles).

Additional Information: The major change in this data element from 1994 to 1995 is the count of axles on the vehicle rather than the deployed axles on the ground. From 1991 to 1994 this data element counts the total number of deployed axles on the *ground* for the vehicle including trailing units. From 1995 to 2007 this data element counts the total number of axles on the *vehicle* for the vehicle including trailing units.

This data element was discontinued after 2007.

SAS Name: **AXLES**

Attribute Codes

1991- 1994	1995- 2007	
0	0	Not Applicable, Not a Medium/Heavy Truck or Bus
2-97	2-97	Number of Axles
98	98	Medium/Heavy Truck or Bus, Number of Axles Unknown
99	--	Unknown Vehicle Type
--	99	Unknown if Light or Medium/Heavy Truck or Bus

Carburetion (discontinued)

Definition: This data element identifies the number of barrels for the engine of this vehicle or a code indicating that the engine is high-performance, fuel-injected, turbocharged, or electronically controlled.

Additional Information: This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

This data element, formerly V129, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PCARBUR.

SAS Name: **CARBUR**

Attribute Codes

2011-2012

0-8	Actual Number of Barrels
A	1 Barrel, Lower HP
B	1 Barrel, Higher HP
C	1 Barrel, Turbo
D	1 Barrel, Turbo Low HP
E	1 Barrel, Turbo High HP
F	Number of Barrels Not Specified, Fuel injection
G	1 Barrel, Electronically Controlled
H	Number of Barrels Not Specified, High performance
J	2 Barrels, Lower HP
K	2 Barrels, Higher HP
L	2 Barrels, Turbo
M	2 Barrels, Turbo Low HP
N	2 Barrels, Turbo High HP
P	2 Barrels, Electronically Controlled
Q	Number of Barrels Not Specified, Electronically Controlled
R	4 Barrels, Electronically Controlled
S	4 Barrels, Lower HP
T	1, 2 or 4 Barrels, Turbo Fuel Injected
U	4 Barrels, Higher HP
V	4 Barrels, Turbo
W	4 Barrels, Turbo Low HP
X	4 Barrels, Turbo High HP
Y	Number of Barrels Not Specified, Turbo
Z	Number of Barrels Not Specified, Super Charged

Crash Avoidance Maneuver (discontinued)

Definition: This data element is collected to indicate if an avoidance maneuver was taken by the driver to avoid the crash.

Additional Information: AVOID is the maneuver that the driver executed to attempt to avoid the crash. See VEH_MAN, Vehicle Maneuver for the maneuver the driver was executing just prior to entering a crash situation.

This data element was discontinued after 2009.

SAS Name: **AVOID**

Attribute Codes

1991-2009

- 0 No Avoidance Maneuver Reported
- 1 Braking (Skid Marks Evident)
- 2 Braking (No Skid Marks; Driver Stated)
- 3 Braking (Other Reported Evidence)
- 4 Steering (Evidence or Stated)
- 5 Steering and Braking (Evidence or Stated)
- 6 Other Avoidance Maneuver
- 8 Not Reported (Inconclusive Since 1999, by Police)

Cubic Inch Displacement (discontinued)

Definition: This data element identifies the manufacturer's cubic inch displacement of the engine pistons for this vehicle.

Additional Information: This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

This data element, formerly V127, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PDISPLACE.

SAS Name: **DISPLACE**

Attribute Codes

2011-2012

- xxx Actual Cubic Inch Displacement (cid)

Curb Weight (discontinued)

Definition: This data element identifies the base weight of the series for this vehicle. This is available for Passenger Type Vehicles only (VINTYPE="P").

Additional Information: This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

This data element, formerly V118, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PVIN_WGT.

SAS Name: **VIN_WGT**

Attribute Codes

1975-2012

0	Not Available
1-9998	Actual Weight of Automobile (lbs)
9999	Unavailable

Driver Training (discontinued)

Definition: This data element was discontinued after 1986.

Additional Information:

SAS Name: **DR_TRAIN**

Attribute Codes

1975-1986

0	None
1	High School
2	Commercial
3	School Bus
4	Traffic School
5	Two or More Types
6	Training, Type Unknown (Since 1977)
9	Unknown

Driver's Vision Obscured by (discontinued)

Definition: This data element records impediments to a driver's visual field that were noted in the case material.

Additional Information: Most of these data elements can be found in "Related Factor – Driver Level" from 1982 to 2008. This data element was added here in 2009. In 2010 the data element was changed to identify all that apply in the crash and was therefore moved to its own data file, Vision.

SAS Name: **D_VISION1**

Attribute Codes

2009

- 0 No Obstruction Noted
- 1 Rain, Snow, Fog, Smoke, Sand, Dust
- 2 Reflected Glare, Bright Sunlight, Headlights
- 3 Curve, Hill, or Other Roadway Design Features
- 4 Building, Billboard, or Other Structure
- 5 Trees, Crops, Vegetation
- 6 In-Transport Motor Vehicle (Including Load)
- 7 Not In-Transport Motor Vehicle (Parked, Working)
- 8 Splash or Spray of Passing Vehicle
- 9 Inadequate Defrost or Defog System
- 10 Inadequate Vehicle Lighting System
- 11 Obstructing Interior to the Vehicle
- 12 External Mirrors
- 13 Broken or Improperly Cleaned Windshield
- 14 Obstructing Angles on Vehicle
- 97 Vision Obscured – No Details
- 98 Other Visual Obstruction
- 99 Unknown

Fuel Code (discontinued)

Definition: This data element identifies the fuel type for this vehicle determined by the manufacturer specification and recommendation.

Additional Information: This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

Prior to 2010 this data element was derived for trucks only. Since 2010 this data element is coded for all vehicles.

This data element, formerly V121, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PFUECODE.

SAS Name: **FLDCD_TR 1975-2009**
FUELCODE 2010-2012

Attribute Codes

1975- 2010-
2009 2012

--	B	Electric and Gasoline Hybrid Engine
C	C	Gasoline Engine That Can Be Easily Converted to Gaseous-Powered Engine (Powered by Natural Gas, Propane, etc.)
D	D	Diesel
E	E	Electric
F	F	Flexible Fuel
G	G	Gas
H	H	Ethanol Fuel Only
M	M	Methanol Gas Only
N	N	Compressed Natural Gas
P	P	Propane
9	9	Unknown

Gross Vehicle Weight Rating (discontinued)

Definition: This data element identifies the gross vehicle weight rating of this vehicle if applicable.

Additional Information: The gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) is a value specified by the manufacturer for a single-unit truck, truck tractor, or trailer. In the absence of a gross vehicle weight rating, an estimate of the gross weight of a fully loaded unit can be substituted.

In 2000 the GVWR was the sum of the weight of the power unit and its trailers. Since 2001 this data element is the gross vehicle weight of the power unit only. The weight of trailers is not added.

Prior to 2016 the Data Element ID was V17. Beginning in 2020 this data element is replaced by two data elements, Power Unit GVWR and Trailer GVWR, which are derived from their VINs.

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

SAS Name: **GVWR**

Attribute Codes

2000- 2009	2010- 2017	2018- 2019	
0	0	0	Not Applicable
1	1	1	10,000 lbs or Less
2	2	2	10,001 lbs - 26,000 lbs
3	3	3	26,001 lbs or More
--	8	8	Not Reported
9	9	--	Unknown
--	--	9	Reported as Unknown

Hazardous Cargo (discontinued)

Definition: This data element identifies the presence of hazardous cargo for this vehicle and records information about the hazardous cargo when present.

Additional Information: The data element HAZ_CARG is no longer in FARS. It has been replaced with the following five data elements HAZ_INV, HAZ_PLAC, HAZ_ID, HAZ_CNO, and HAZ_REL.

SAS Name: **HAZ_CARG**

Attribute Codes

1982- 1991-

1990 2006

0	0	No
1	--	Yes
--	1	Yes, Placarded
--	2	Yes, Not Placarded
--	3	Yes, Unknown if Placarded
9	9	Unknown

Most Damaged Area (discontinued)

Definition: This data element identifies the area on this vehicle that was most damaged during an event in the crash.

Additional Information: Prior to 2010 this data element's name was "Principal Point of Impact." In 2010 and 2011 it was called "Most Damaged Area." This data element was replaced with "Damaged Areas" (MDAREAS) in 2012 and records all damaged areas to this vehicle in the Damage data file.

The attributes Underride and Override were discontinued in 1993 and "Underride/Override" became its own data element in 1994. Prior to 1994 the striking vehicle, not the vehicle struck, determined the underride/override condition. After the crash, in the case of an override or underride one vehicle is over the other. If the striking vehicle is over the other, then the crash is an override. If the striking vehicle is under the other, the crash is an underride. See the information under "Underride/Override" about using and interpreting the data element UNDERIDE.

This data element also appears in the Person data file and in the Parkwork data file as PIMPACT2.

SAS Name: IMPACT2

Attribute Codes

1975- 1993	1994- 2009	2010- 2011	
0	0	0	Non-Collision
1-12	1-12	1-12	Clock Points
13	13	13	Top
14	14	14	Undercarriage
15	--	--	Underride (1980-1993)
16	--	--	Override (1982-1993)
--	18	--	This Vehicle Set Something in Motion Causing Injury or Damage (Not a Clock Point, Since 2004)
--	--	18	Set-in-Motion (Not a Clock Point)
--	--	61	Left
--	--	62	Left-Front Half
--	--	63	Left-Back Half
--	--	81	Right
--	--	82	Right-Front Half
--	--	83	Right-Back Half
--	--	98	Not Reported
99	99	99	Unknown

More information on [Impact](#)

Motorcycle Dry Weight (discontinued)

Definition: This data element identifies the dry weight of this motorcycle model.

Additional Information: This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

This data element, formerly V135, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PMCYCL_WT.

SAS Name: **MCYCL_WT**

Attribute Codes

2011-2012

xxxx Weight (lbs)

Motorcycle Engine Displacement (CC) (discontinued)

Definition: This data element identifies the piston bore measured in cubic centimeters for this motorcycle.

Additional Information: This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

This data element, formerly V124, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PMCYCL_DS.

SAS Name: **MCYCL_DS**

Attribute Codes

1975-2012

xxxx Actual Displacement (cc)

Motorcycle Type (discontinued)

Definition: This is the VINA Body Type (example, Dirt Bike).

Additional Information: This data element was discontinued after 1981.

SAS Name: **MCYCL_TY**

Attribute Codes

1975-1981

xx Two-character representation of the motorcycle type

Number of Cylinders (discontinued)

Definition: This data element identifies the number of cylinders for the engine of this vehicle.

Additional Information: This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

This data element, formerly V128, was discontinued in 2013. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PCYLINDER.

SAS Name: **CYLINDER**

Attribute Codes

2011-2012

0-18 Number of Cylinders
R Rotary Engine

Number of Motorcycle Engine Cycles (discontinued)

Definition: This data element identifies the number of engine cycles for this motorcycle model.

Additional Information: This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

This data element, formerly V136, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PMCYCL_CY.

SAS Name: **MCYCL_CY**

Attribute Codes

2011-2012

2 Two-Stroke Engine
4 Four-Stroke Engine
R Rotary Engine

Number of Wheels/Drive Wheels (discontinued)

Definition: This data element identifies the number of wheels/driving wheels for this truck (trucks only, VINTYPE="T"). The length of this data element is two digits; the first position represents the number of axles on the vehicle times two and the second position represents the number of drive axles times two.

Additional Information: This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

This data element, formerly V130, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PWHLDRWHL.

SAS Name: **WHLDRWHL**

Attribute Codes

2011-2012

xx Number of Wheels (1st Digit) Followed by the Number of Drive Wheels (2nd Digit)

Original Tire Size (discontinued)

Definition: This data element identifies the manufacturer's original equipment specified tire size for the series of this vehicle. The length of this data element is six characters; the first two positions represent rim size and the remaining four positions represent tire size.

Additional Information: This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

This data element, formerly V126, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PTIRE_SZE.

SAS Name: **TIRE_SZE**

Attribute Codes

2011-2012

xxxxxx 6-Character Tire Size

Previous Recorded Suspensions and Revocations (discontinued)

Definition: This data element records any previous license suspensions or revocations for this driver that occurred within 5* years of the crash date.

Additional Information: If a driver has been disqualified for a CDL, this event is recorded in Previous Recorded Suspensions and Revocations.

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

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

SAS Name: **PREV_SUS**

Attribute Codes

1975-	1994-	2011-	
1993	2010	2017	
0	0	0	None
1-97	1-97	1-97	Actual Value
98	--	--	CDL Disqualified
99	99	99	Unknown
--	--	998	No Driver Present/Unknown if Driver Present

Related Factors- Driver Level (discontinued)

Definition: This data element records factors related to this driver expressed in the case material.

Additional Information: There are also crash level related factors in the Accident data file (CF1, CF2, and CF3), vehicle level related factors in the Vehicle data file (VEH_SC1 and VEH_SC2), and person level related factors in the Person data file (P_SF1, P_SF2, and P_SF3).

The person-related factors P_SF1, P_SF2, and P_SF3 are all set to 0 for drivers.

The FARS analyst may have used any of the three data elements (1975-1996) or four data elements (1997-later) to code a driver related factor. One must test all of these data elements to ensure that the selected related factor is included.

Early data files are not consistent with the documentation of the time. The following interpretation is suggested for current/future analysis.

A police pursuit is an event that is initiated when a law enforcement officer, operating an authorized emergency vehicle, gives notice to stop (either through the use of visual or audible emergency signals or a combination of emergency devices) to a motorist who the officer is attempting to apprehend and that motorist fails to comply with the signal by either maintaining speed, increasing speed, or taking other evasive action to elude the officer's continued attempts to stop the motorist. This is recorded if any "Related Factor – Driver Level" is coded as 37.

From 1975 to 1981, see "Related Factors- Crash Level" for attributes under *Swerving Due to* and *Vision Obscured By*.

Some information that had been collected under "Related Factors- Driver Level" is now captured in "Condition (Impairment) at Time of Crash- Driver or in two Non-Motor Vehicle Occupant data elements, "Non-Motorist Action/Circumstances Prior to Crash" and "Non-Motorist Action/Circumstances at Time of Crash."

Beginning in 2020 this data element was no longer collected at the Vehicle level. It is now collected in the Driverrf data file as DRIVERRF.

SAS Name:	DR_CF1, DR_CF2, DR_CF3	1975-1996
	DR_CF1, DR_CF2, DR_CF3, DR_CF4	1997-2009
	DR_SF1, DR_SF2, DR_SF3, DR_SF4	2010-2019

Attribute Codes

1975-1981

0 None

PHYSICAL/MENTAL CONDITION

- 1 Drowsy, Sleepy, Asleep, Fatigued
- 2 Ill, Blackout
- 3 Depression
- 4 Reaction to Drugs/Medication
- 5 Other Drugs (Marijuana, Cocaine, etc.)
- 6 Inattentive (Talking, Eating, etc.)
- 7 Physical Impairments

8 Died Prior to Crash

MISCELLANEOUS CAUSES

- 20 Leaving Vehicle Unattended With Engine Running/Leaving Vehicle Unattended in Roadway
- 21 Overloading or Improper Loading of Vehicle With Passengers or Cargo
- 22 Towing or Pushing Vehicle Improperly
- 23 Failing to Dim Lights or to Have Lights on When Required
- 24 Operating Without Required Equipment
- 25 Creating Unlawful Noise or Using Equipment Prohibited by Law
- 26 Following Improperly
- 27 Improper or Erratic Lane Changing
- 28 Failure to Keep in Proper Lane or Running off Road
- 29 Illegal Driving on Road Shoulder, in Ditch or Sidewalk or on Median
- 30 Making Improper Entry to or Exit From Trafficway
- 31 Starting or Backing Improperly
- 32 Opening Vehicle Closure Into Moving Traffic or Vehicle Is in Motion
- 33 Passing Where Prohibited by Posted Signs, Pavement Markings, Hill or Curve, or School Bus Displaying Warning Not to Pass
- 34 Passing on Wrong Side
- 35 Passing With Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle
- 36 Operating the Vehicle in an Erratic, Reckless, Careless, or Negligent Manner
- 37 High-Speed Chase With Police in Pursuit (Since 1978)
- 38 Failure to Yield Right-of-Way
- 39 Failure to Obey Traffic Signs, Traffic Control Devices, or Traffic Officers, Failure to Observe Safety Zone
- 40 Passing Through or Around Barrier
- 41 Failure to Observe Warnings or Instructions on Vehicle Displaying Them
- 42 Failure to Signal Intentions
- 43 Giving Wrong Signal
- 44 Driving Too Fast for Conditions or in Excess of Posted Speed Limit
- 45 Driving Less Than Posted Minimum
- 46 Operating at Erratic or Suddenly Changing Speeds
- 47 Making Right Turn From Left Turn-Lane; Making Left-Turn From Right-Turn Lane
- 48 Making Improper Turn
- 49 Failure to Comply With Physical Restrictions of License
- 50 Driving Wrong Way on One-Way Trafficway
- 51 Driving on Wrong Side of Road
- 52 Operator Inexperience
- 53 Unfamiliar With Roadway
- 54 Stopping in Roadway (Since 1979)
- 99 Unknown

Attribute Codes

1982- 2009	2010- 2014	2015- 2016	2017	2018	2019	
0	0	0	0	0	0	None
1	--	--	--	--	--	Drowsy, Sleepy, Asleep, Fatigued
2	--	--	--	--	--	Ill, Passed out/Blackout
3	--	--	--	--	--	Emotional (e.g., Depression, Angry, Disturbed)
4	4	4	4	4	4	Reaction to or Failure to Take Drugs/Medication
5	--	--	--	--	--	Other Drugs (Marijuana, Cocaine, etc., 1982-1994)
5	--	--	--	--	--	Under the Influence of Alcohol, Drugs, or Medication (2003-2009)
6	--	--	--	--	--	Inattentive/Careless (Talking, Eating, Car Phones, etc.)
--	6	6	6	6	6	Careless Driving (Since 2012)
7	--	--	--	--	--	Restricted to Wheelchair
8	--	--	--	--	--	Paraplegic (1982-1994)
8	8	8	8	8	8	Road Rage/Aggressive Driving (Since 2004)
9	--	--	--	--	--	Impaired Due to Previous Injury
--	--	--	--	9	--	Emergency Services Personnel
10	--	--	--	--	--	Deaf (1982-1994)
--	--	--	--	10	10	Looked but Did Not See
11	--	--	--	--	--	Other Physical Impairment (Includes Paraplegic, 1995-2009)
12	12	12	12	12	12	Mother of Dead Fetus/Mother of Infant Born Post Crash
13	13	13	13	13	13	Mentally Challenged (Since 1995)
14	--	--	--	--	--	Failure to Take Drugs/Medication (1995-2004)
15	15	15	15	15	15	Seat Back Not in Normal Position, Seat Back Reclined (Since 2002)
16	16	16	16	16	16	Police or Law Enforcement Officer (Since 2002)
17	--	--	--	--	--	Running off Road (2000-2003)
18	18	18	18	18	18	Traveling on Prohibited Trafficways (Since 1995)
19	19	19	19	19	19	Legally Driving on Suspended or Revoked License
20	20	20	20	20	20	Leaving Vehicle Unattended With Engine Running; Leaving Vehicle Unattended in Roadway

21	21	21	21	21	21	Overloading or Improper Loading of Vehicle With Passenger or Cargo
22	22	22	22	22	22	Towing or Pushing Vehicle Improperly
23	23	23	23	23	23	Failing to Dim Lights or to Have Lights on When Required
24	24	24	24	24	24	Operating Without Required Equipment
25	--	--	--	--	--	Creating Unlawful Noise or Using Equipment Prohibited by Law
26	26	26	26	26	26	Following Improperly
27	27	27	27	27	27	Improper or Erratic Lane Changing
28	--	--	--	--	--	Failure to Keep in Proper Lane or Running off Road (1982-1999)
28	28	--	--	--	--	Failure to Keep in Proper Lane (Since 2000)
--	--	28	28	28	28	Improper Lane Usage
29	29	--	--	--	--	Illegal Driving on Road Shoulder, in Ditch, or Sidewalk, or on Median
--	29	29	29	29	--	Intentional Illegal Driving on Road Shoulder, in Ditch, or Sidewalk, or on Median (Since 2014)
--	--	--	--	--	29	Intentional Illegal Driving off the Roadway
30	30	30	30	30	30	Making Improper Entry to or Exit From Trafficway
31	31	31	31	31	31	Starting or Backing Improperly
32	32	32	32	32	32	Opening Vehicle Closure Into Moving Traffic or Vehicle Is in Motion
33	33	--	--	--	--	Passing Where Prohibited by Posted Signs, Pavement Markings, Hill or Curve, or School Bus Displaying Warning Not to Pass
--	--	33	33	33	33	Passing Where Prohibited by Posted Signs, Pavement Markings, or School Bus Displaying Warning Not to Pass
34	34	--	--	--	--	Passing on Wrong Side
--	--	34	34	34	34	Passing on Right Side
35	35	35	35	35	35	Passing With Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle
36	36	--	--	--	--	Operating the Vehicle in an Erratic, Reckless, Careless, or Negligent Manner or Operating at Erratic or Suddenly Changing Speeds
--	--	36	36	36	36	Operating the Vehicle in an Erratic, Reckless, Careless or Negligent Manner

37	--	--	--	--	--	High-Speed Chase With Police in Pursuit (See Police Pursuits in Appendix C: Additional Data Element Information)
37	37	37	37	37	37	Police Pursuing This Driver or Police Officer in Pursuit (Since 1994) (See Police Pursuits in Appendix C: Additional Data Element Information)
38	38	38	38	38	38	Failure to Yield Right-of-Way
39	39	39	39	39	39	Failure to Obey Actual Traffic Signs, Traffic Control Devices or Traffic Officers, Failure to Observe Safety Zone Traffic Laws
40	40	40	40	40	40	Passing Through or Around Barrier
41	41	41	41	41	41	Failure to Observe Warnings or Instructions on Vehicle Displaying Them
42	42	42	42	42	42	Failure to Signal Intentions
43	--	--	--	--	--	Driving too Fast for Conditions (2008 Only)
44	--	--	--	--	--	Driving too Fast for Conditions or in Excess of Posted Speed Limit (1982-2007)
44	--	--	--	--	--	Driving in Excess of Posted Speed Limit (2008 Only)
45	45	45	45	45	45	Driving Less Than Posted Maximum
46	--	--	--	--	--	Operating at Erratic or Suddenly Changing Speeds (1982-1994)
46	--	--	--	--	--	Not Used (1995-1997)
46	--	--	--	--	--	Racing (1998-2008)
47	47	47	47	47	47	Making Right Turn From Left-Turn Lane or Making Left Turn From Right-Turn Lane
48	48	48	48	48	48	Making Improper Turn
49	--	--	--	--	--	Failure to Comply With Physical Restrictions of License (1982-2004)
50	50	50	50	50	50	Driving Wrong Way on One-Way Trafficway
51	51	--	--	--	--	Driving on Wrong Side of Road (Intentionally or Unintentionally)
--	51	51	51	51	51	Driving on Wrong Side of Two-way Trafficway (Intentionally or Unintentionally)(Since 2014)
52	52	52	52	52	52	Operator Inexperience
53	53	53	53	53	53	Unfamiliar With Roadway

54	54	54	54	54	54	Stopping in Roadway (Vehicle Not Abandoned)
55	--	--	--	--	--	Underriding a Parked Truck (1982-2008)
--	--	--	55	55	55	Improper Management of Vehicle Controls
56	--	--	--	--	--	Improper Tire Pressure (1982-2005)
--	--	--	56	56	56	Object Interference With Vehicle Controls
57	57	--	--	--	--	Locked Wheel
--	--	--	57	57	57	Driving With Tire-Related Problems
58	58	58	58	58	58	Over Correcting
59	--	--	--	--	--	Getting off/out of or on/Into Moving Vehicle (1982-2004)
59	59	--	--	--	--	Getting off/out of or on/Into a Vehicle (2004-2014)
--	--	59	59	59	59	Getting off/out of a Vehicle
60	--	--	--	--	--	Getting off/out of or on/Into Non-Moving Vehicle (1982-2004)
--	--	--	60	60	60	Alcohol and/or Drug Test Refused
61	--	--	--	--	--	Rain, Snow, Fog, Smoke, Sand, Dust (1982-2008)
62	--	--	--	--	--	Reflected Glare, Bright Sunlight, Headlights (1982-2008)
63	--	--	--	--	--	Curve, Hill, or Other Design Features (Including Traffic Signs, Embankment 1982-2008)
64	--	--	--	--	--	Building, Billboard, etc. (1982-2008)
65	--	--	--	--	--	Trees, Crops, Vegetation (1982-2008)
66	--	--	--	--	--	Motor Vehicle (Including Load 1982-2008)
67	--	--	--	--	--	Parked Vehicle (1982-2008)
68	--	--	--	--	--	Splash or Spray of Passing Vehicle (1982-2008)
69	--	--	--	--	--	Inadequate Defrost or Defog System (1982-2008)
70	--	--	--	--	--	Inadequate Vehicle Lighting System (1982-2008)
71	--	--	--	--	--	Obstructing Angles on Vehicle (1982-2008)
72	--	--	--	--	--	Mirrors- Rear View (1982-2008)
73	--	--	--	--	--	Mirrors- Other (1982-2001)
73	73	73	73	73	73	Driver Has Not Complied With Learners Permit or Intermediate Driver License Restrictions (GDL Restrictions, Since 2004)
74	--	--	--	--	--	Head Restraints (1982-2001)

74	74	74	74	74	74	Driver Has Not Complied With Physical or Other Imposed Restrictions (Since 2004)
75	--	--	--	--	--	Broken or Improperly Cleaned Windshield (1982-2008)
76	--	--	--	--	--	Other Obstruction (1982-2008)
77	77	77	77	77	77	Severe Crosswind
78	78	78	78	78	78	Wind From Passing Truck
79	79	79	79	79	79	Slippery or Loose Surface
80	80	80	80	80	80	Tire Blow-Out or Flat
81	81	81	81	81	81	Debris or Objects in Road
82	82	82	82	82	82	Ruts, Holes, Bumps in Road
83	83	83	83	83	83	Live Animals in Road
84	84	84	84	84	84	Vehicle in Road
85	85	85	85	85	85	Phantom Vehicle
86	86	86	86	86	86	Pedestrian, Pedalcyclist, or Other Non-Motorist in Road
87	87	87	87	87	87	Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road
88	88	88	88	88	88	Trailer Fishtailing or Swaying (Since 2001)
89	--	--	--	--	--	Carrying Hazardous Cargo Improperly (1994-2009)
--	89	89	89	89	89	Driver has a Driving Record or Driver's License From More Than One State
90	--	--	--	--	--	Hit-and-Run Vehicle Driver
91	91	91	91	91	91	Non-Traffic Violation Charged (Manslaughter, Homicide, or Other Assault Offense Committed Without Malice, Since 1986)
92	92	--	--	--	--	Other Non-Moving Traffic Violation (1986-2011)
93	--	--	--	--	--	Cellular Telephone (1991-2009)
94	--	--	--	--	--	Fax Machine (1991-2001)
94	--	--	--	--	--	Cellular Telephone in Use in Vehicle (2002-2009)
--	--	--	--	--	94	Emergency Medical Service Personnel
95	--	--	--	--	--	Computer (1991-2001)
95	--	--	--	--	--	Computer Fax Machines/Printers (2002-2009)
--	--	--	--	--	95	Fire Personnel
96	--	--	--	--	--	On-Board Navigation System (1991-2009)
--	--	--	--	--	96	Tow Operator
97	--	--	--	--	--	Two-Way Radio (1991-2009)

--	--	--	--	--	97	Transportation (i.e., Maintenance Workers, Safety Service Patrol Operators, etc.)
98	--	--	--	--	--	Head-Up Display (1991-2009)
99	99	99	99	--	--	Unknown
--	--	--	--	99	99	Reported as Unknown

Related Factors—Vehicle Level (discontinued)

Definition: This data element records factors related to this vehicle expressed in the case material.

Additional Information: There are also crash level related factors in the Accident data file (CF1, CF2, and CF3), driver level related factors in the Vehicle data file (DR_SF1, DR_SF2, DR_SF3, and DR_SF4) and person level related factors in the Person data file (P_SF1, P_SF2, and P_SF3).

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

The set of *Pre-Existing Vehicle Defects* that had been collected under “Related Factors- Vehicle Level” is now captured in the precrash level data element “Contributing Circumstances, Motor Vehicle” (Factor.MFACTOR).

These data elements also appear in the Parkwork data file as PVEH_CF1 and PVEH_CF2 in 2009 and prior and as PVEH_SC1 and PVEH_SC2 in 2010 and later.

Prior to 2016 the Data Element ID was V33. From 2017 to 2018 the Data Element ID was V34. Beginning in 2020 this data element was no longer collected at the Vehicle level. It is now collected in the Vehicles data file as VEHICLESF.

SAS Name:	VEH_CF1, VEH_CF2	1975-2009
	VEH_SC1, VEH_SC2	2010-2019

Attribute Codes

1975- 1981	1982- 2009	2010- 2013	2014- 2017	2018	2019	
0	0	0	0	0	0	None
1	--	--	--	--	--	Tires and Wheels
--	1	--	--	--	--	Tires (Does Not Include Wheels, See Value 16)
2	2	--	--	--	--	Brake System
3	3	--	--	--	--	Steering System- Tie Rod, Kingpin, Ball Joint, etc.
4	4	--	--	--	--	Suspension- Springs, Shock Absorbers, MacPherson Struts, Axle Bearing, Control Arms, etc.

5	5	--	--	--	--	Power Train (Power Train/Engine, 2001-2009)- Universal Joint, Drive Shaft, Transmission, etc.
6	6	--	--	--	--	Exhaust System
7	7	--	--	--	--	Headlights
8	8	--	--	--	--	Signal Lights
9	9	--	--	--	--	Other Lights
10	10	--	--	--	--	Horn
11	11	--	--	--	--	Mirrors
12	12	--	--	--	--	Wipers
13	13	--	--	--	--	Driver Seating and Control
14	14	--	--	--	--	Body, Doors, Hood, Other
15	15	--	--	--	--	Trailer Hitch
--	16	--	--	--	--	Wheels
--	17	--	--	--	--	Air Bags (1995-2009)
--	18	--	--	--	--	Other Vehicle Defects
--	19	--	--	--	--	Safety Belts (2002-2009)
--	--	--	--	29		Default Code Used for Vehicle Numbering
--	--	30	--	--	--	3-Wheeled Motorcycle Conversion (Since 2012)
--	--	--	30	30	30	Multi-Wheeled Motorcycle Conversion (Since 2012)
--	31	--	--	--	--	Hit-and-Run Vehicle (1982-2008)
--	32	32	32	32	32	Vehicle Registration for Handicapped
--	33	33	33	33	33	Vehicle Being Pushed by Non-Motorist
--	34	--	--	--	--	Vehicle Impact Point- the Result of Something Set in Motion (1998-2003)
--	35	--	--	--	--	Reconstructed Vehicle (1998-2007)
--	35	35	35	35	35	Reconstructed/Altered Vehicle (Since 2008)
--	36	36	--	--	--	Electric/Alternative Fuel Vehicle (Since 1999)
--	37	37	37	37	37	Transporting Children to/From Head Start/Day Care (Since 2000)
--	38	--	--	--	--	Vehicle Went Airborne During Crash (2001-2003)
--	39	39	39	39	39	Highway Construction, Maintenance, or Utility Vehicle, In-Transport (Inside or Outside Work Zone) (Since 2002)
--	40	40	40	40	--	Highway Incident Response Vehicle (Since 2002)
--	41	41	41	41	41	Police, Fire, or EMS Vehicle Working at the Scene of an Emergency or

						Performing Other Traffic Control Activities (Since 2004)
--	42	42	42	42	42	Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle, Since 2004)
--	43	--	--	--	--	Hazardous Materials/Cargo Released From This Vehicle (2005-2006)
--	44	44	44	44	44	Adaptive Equipment (Since 2007)
--	--	--	--	45	45	Slide-in Camper
99	99	99	99	--	--	Unknown
--	--	--	--	99	99	Reported as Unknown

Sequence of Events (discontinued)

Definition: The events in sequence related to this motor vehicle, regardless of injury and/or property damage. Events for the vehicle are recorded in the order in which they occur, time-wise, from the police crash report narrative and diagram.

Additional Information: Starting in 2004 HARM_EV, M_HARM, and the sequence of events data elements have the same values. The harmful event values were modified to be consistent with the sequence of event data elements.

SAS Name: **SEQ1, SEQ2, SEQ3, SEQ4, SEQ5, SEQ6**

Attribute Codes

2004-2009

- 1 Rollover/Overtturn
- 2 Fire/Explosion
- 3 Immersion
- 4 Gas Inhalation
- 5 Fell/Jumped From Vehicle
- 6 Injured in Vehicle
- 7 Other Non-Collision
- 8 Pedestrian
- 9 Pedalcycle
- 10 Railway Train
- 11 Animal
- 12 Motor Vehicle In-Transport on Same Roadway
- 13 Motor Vehicle In-Transport on Other Roadway
- 14 Parked Motor Vehicle
- 15 Non-Motorist on Personal Conveyance
- 16 Thrown or Falling Object
- 17 Boulder
- 18 Other Object (Not Fixed)
- 19 Building
- 20 Impact Attenuator/Crash Cushion

- 21 Bridge Pier or Abutment
- 22 Bridge Parapet End
- 23 Bridge Rail
- 24 Guardrail Face
- 25 Concrete Traffic Barrier
- 26 Other Traffic Barrier
- 27 Highway/Traffic Sign Post
- 28 Overhead Sign Support/Sign
- 29 Luminary/Light Support
- 30 Utility Pole
- 31 Other Post, Other Pole, or Other Support
- 32 Culvert
- 33 Curb
- 34 Ditch
- 35 Embankment – Earth
- 36 Embankment – Rock, Stone, or Concrete
- 37 Embankment – Material Type Unknown
- 38 Fence
- 39 Wall
- 40 Fire Hydrant
- 41 Shrubbery
- 42 Tree (Standing Only)
- 43 Other Fixed Object
- 44 Pavement Surface Irregularity
- 45 Working Construction, Maintenance or Utility Vehicles
- 46 Traffic Signal Support
- 47 Vehicle Occupant Struck or Run Over by Own Vehicle
- 48 Collision With Snow Bank
- 49 Ridden Animal or Animal-Drawn Conveyance
- 50 Bridge Overhead Structure
- 51 Jackknife
- 52 Guardrail End
- 53 Mail Box
- 54 Motor Vehicle Struck by Falling/Shifting Cargo or Anything Set in Motion by Another Motor Vehicle In-Transport
- 55 Other Not In-Transport Motor Vehicle (2005-2007)
- 55 Motor Vehicle in Motion Outside the Trafficway (Since 2008)
- 57 Cable Barrier (Since 2008)
- 60 Cargo/Equipment Loss or Shift
- 61 Equipment Failure (Blown Tire, Brake Failure, etc.)
- 62 Separation of Units
- 63 Ran off Road – Right
- 64 Ran off Road – Left

- 65 Cross Median/Centerline
- 66 Downhill Runaway
- 67 Vehicle Went Airborne
- 99 Unknown

Truck Shipping Weight (discontinued)

Definition: This data element identifies the shipping weight for the shortest wheel base of this truck model.

Additional Information: This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

This data element, formerly V132, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PTRK_WT.

SAS Name: **TRK_WT**

Attribute Codes

2011-2012

xxxxx	Actual Shipping Weight (lbs)
-------	------------------------------

Truck Shipping Weight Variance (discontinued)

Definition: This data element identifies the difference (coded in 100 pound increments) between the shipping weights of the shortest wheel base and the longest wheel base for this truck model. (e.g., a 200 lb difference appears as "02.") Incremental weights for optional equipment are not included.

Additional Information: This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

This data element, formerly V133, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PTRKWTVAR.

SAS Name: **TRKWTVAR**

Attribute Codes

2011-2012

xx	Shipping Weight Variance (100 lbs)
----	------------------------------------

Truck Ton Rating (discontinued)

Definition: This data element identifies the payload capacity of this vehicle based on manufacturer's specifications. The length of this data element is two characters. A single code indicates a single capacity rating. Two codes indicate a range of capacity rating. For example, a Ford F150 pickup truck with a payload capacity from $\frac{1}{2}$ to $\frac{3}{4}$ tons would have a rating of "BC."

Additional Information: This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

This data element, formerly V131, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PTON_RAT.

SAS Name: **TON_RAT**

Attribute Codes

2011-2012

A	$\frac{1}{4}$
B	$\frac{1}{2}$
C	$\frac{3}{4}$
D	1
E	$1\frac{1}{2}$
F	$1\frac{3}{4}$
G	2
H	$2\frac{1}{2}$
I	3
J	$3\frac{1}{2}$
K	4
L	$4\frac{1}{2}$
M	5
N	6
O	7
P	8
Q	9
R	10 and Over

Truck VIN Restraint Type (discontinued)

Definition: This data element identifies restraint type information for this truck. This includes information about vehicle seat belts and air bags.

Additional Information: This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

This data element, formerly V134, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PVIN_REST.

SAS Name: **VIN_REST**

Attribute Codes

2011-2012

- A Active (Manual) Belts
- B Driver Front Air Bag/Passenger Side Belt Unknown
- C Dual Front Air Bags/Belt System Unknown
- D Dual Front Air Bag/Passenger Side Passive Belts
- E Dual Front Air Bags/Active Belts
- F Dual Front Air Bags/Passive Belts
- G Dual Air Bags Front and Side/Belts Unknown
- H Dual Air Bags Front, Head and Sides/Belts Unknown
- I Dual Air Bags Front, Head and Sides/Passive Belts
- J Dual Air Bags Front and Sides/Passive Belts
- K Dual Air Bags Front and Sides/Active Belts
- L Dual Air Bags Front, Head and Sides/Active Belt
- M Driver Front Air Bag/Passenger Side Active Belt
- N If Unable to Determine
- P Passive (Automatic) Belts
- R Dual Air Bags Front and Side/Active Belts With Automatic Passenger Sensor
- S Dual Air Bags Front, Head, and Side/Active Belts With Automatic Passenger Sensor
- T Dual Air Bags Front/Active Belts/Rear Passenger Side Air Bag
- U Dual Front Air Bags/Active Belts With Passenger Side Deactivation Cutoff Switch
- V Dual Air Bags Front, Head and Side/Active Belts/Rear Dual Side Air Bags
- W Dual Air Bags Front, Head and Side/Active Belts With Automatic Passenger Sensor/Rear Dual Side Air Bags
- X Dual Air Bags Front/Side Air Bag, Driver-Side Only/Active Belts
- Y Dual Front and Side Air Bags With Passenger Deactivation Switch
- 3 Dual Front and Head Air Bags With Passenger Sensor; Active Belts
- 4 Dual Front Air Bags With Passenger Sensor; Active Belts
- 7 Dual Front, Side and Head Air Bags, Rear Head Air Bags; Active Belts
- 9 Unknown

Truck Weight Rating (discontinued)

Definition: This data element identifies weight ranges for this truck of model year 1966 and later based on manufacturer specifications.

Additional Information: This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

Often coded as 9 for buses.

This data element, formerly V123, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PWGTCD_TR.

SAS Name: **WGTCD_TR**

Attribute Codes

1975-2012

- 1 6,000 lbs or Less
- 2 6,001 - 10,000 lbs
- 3 10,001 - 14,000 lbs
- 4 14,001 - 16,000 lbs
- 5 16,001 - 19,500 lbs
- 6 19,501 - 26,000 lbs
- 7 26,001 - 33,000 lbs
- 8 33,001 and Up
- 9 Unknown

Underride/Override (discontinued)

Definition: This data element identifies this vehicle's involvement in an underride or override during the crash.

Additional Information: Note the striking vehicle, not the vehicle struck, determines the underride/override condition. From 1975 to 1993 both the initial and principal impacts were counted. In the event and only in the event, that the initial or principal impact point was an underride/override were the data element IMPACT1 or IMPACT2 flagged/collected as such. However, all other underrides/overrides were not counted, nor should they have been counted. Impacts were counted, not underrides. Therefore, the data element UNDERIDE was added to the FARS in 1994.

The data element UNDERIDE is dependent on the data contained in the police crash report. The NASS CDS is based on the efforts of professional crash investigators performing detailed analysis of crashes. An analysis of the 1994-1996 FARS and NASS CDS data systems and the 1997 Trucks in Fatal Accident file revealed that underrides and overrides are generally not identified on the crash reports.

Prior to 2016 the Data Element ID was V25. From 2016 to 2019 the Data Element ID was V26. This data element, formerly V31, was discontinued after 2020 and replaced with Vehicle Underride/Override in 2021. The new data element is like the previous one, but the approach to coding the data elements is different and they are not comparable across years. For more details see [New Vehicle Underride/Override Data Element](#).

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

SAS Name: **UNDERIDE**

Attribute Codes

1994-2020

- 0 No Underride or Override (1994-2011)
- 0 No Underride or Override Noted (2012-Later)

WITH MOTOR VEHICLE IN-TRANSPORT

- 1 Underride (Compartment Intrusion)
- 2 Underride (No Compartment Intrusion)
- 3 Underride (Compartment Intrusion Unknown)

WITH MOTOR VEHICLE NOT IN-TRANSPORT

- 4 Underride (Compartment Intrusion)
- 5 Underride (No Compartment Intrusion)
- 6 Underride (Compartment Intrusion Unknown)

- 7 Override, Motor Vehicle In-Transport
- 8 Override, Motor Vehicle Not In-Transport
- 9 Unknown if Underride or Override

Vehicle Maneuver (discontinued)

Definition: This data element captures the driver's action, or intended action, prior to the commencement of the unstabilized event as indicated on the crash report.

Additional Information: This data element was discontinued after 2009.

VEH_MAN is the maneuver that the driver was executing just prior to entering a crash situation. For the maneuver that the driver executed to attempt to avoid the crash, see the data element AVOID under Crash Avoidance Maneuver.

SAS Name: VEH_MAN

Attribute Codes

1982-2009

- 1 Going Straight
- 2 Slowing or Stopping in Traffic Lane
- 3 Starting in Traffic Lane
- 4 Stopped in Traffic Lane
- 5 Passing or Overtaking Another Vehicle
- 6 Leaving a Parked Position
- 7 Parked
- 8 Entering a Parked Position
- 9 Maneuvering to Avoid
- 10 Turning Right: Right Turn on Red Permitted
- 11 Turning Right: Right Turn on Red Not Permitted
- 12 Turning Right: Right Turn on Red Not Applicable or Not Known if Permitted
- 13 Turning Left
- 14 Making a U-Turn
- 15 Backing up (Not Parking)
- 16 Changing Lanes or Merging
- 17 Negotiating a Curve
- 98 Other
- 99 Unknown

Vehicle Role (discontinued)

Definition: This data element Indicates the vehicle's role in single or multi-vehicle crashes.

Additional Information: This data element was discontinued after 2009.

Note when a vehicle is both striking and struck, i.e., Value = 3, the event cannot simultaneously be at the same point of the vehicle. A vehicle must have at least one striking impact point and a struck impact point. A classic example is a chain reaction rear-end crash, where a vehicle that is both striking and struck is located within the chain.

SAS Name: IMPACTS

Attribute Codes

1975-2009

- 0 Non-Collision
- 1 Striking
- 2 Struck
- 3 Both
- 9 Unknown

Violations Charged (discontinued)

Definition: This data element identifies violations charged to this driver in this crash.

Additional Information: This data element was changed in 2010 to identify all violations charged in the crash and was therefore moved to its own data file, Violatn.

SAS Name: **VIOL_CHG** **1975-1996**
VIOLCHG1, VIOLCHG2, VIOLCHG3 **1997-2009**

Attribute Codes

1975- 1982-

1981 1996

0	0	None
1	--	Yes
--	1	Alcohol or Drugs
2	--	Pending
--	2	Speeding
--	3	Alcohol or Drugs and Speeding
--	4	Reckless Driving
--	5	Driving With Suspended or Revoked License
--	6	Other Moving Violation
--	7	Non-Moving Violation
--	8	Violation, Type Unknown or Other Violation
9	9	Unknown

1997-2009

0	None
---	------

RECKLESS/CARELESS/HIT-AND-RUN OFFENSES

1	Manslaughter or Homicide
2	Willful Reckless Driving; Driving to Endanger; Negligent Driving
3	Unsafe Reckless (Not Willful, Wanton Reckless) Driving
4	Inattentive, Careless, Improper Driving
5	Fleeing or Eluding Police
6	Fail to Obey Police, Fireman, Authorized Person Directing Traffic
7	Hit-and-Run, Fail to Stop After Crash
8	Fail to Give Aid, Information, Wait for Police After Crash
9	Serious Violation Resulting in Death

IMPAIRMENT OFFENSES

11	Driving While Intoxicated (Alcohol or Drugs) or BAC Above Limit (Any Detectable BAC for CDLs)
12	Driving While Impaired; Driving Under Influence of Substance Not Intended to Intoxicate
13	Driving Under Influence of Substance Not Intended to Intoxicate
14	Drinking While Operating

- 15 Illegal Possession of Alcohol or Drugs
- 16 Driving With Detectable Alcohol
- 18 Refusal to Submit to Chemical Test
- 19 Alcohol, Drug, or Impairment Violations Generally

SPEED-RELATED OFFENSES

- 21 Racing
- 22 Speeding (Above the Speed Limit)
- 23 Speed Greater Than Reasonable and Prudent (Not Necessarily Over the Limit)
- 24 Exceeding Special Speed Limit (for Trucks, Buses, Cycles, or on Bridge, in School Zone, etc.)
- 25 Energy Speed (Exceeding 55 mph, Non-Pointable)
- 26 Driving Too Slowly
- 29 Speed-Related Violations Generally

RULES OF THE ROAD – TRAFFIC SIGN AND SIGNALS

- 31 Fail to Stop for Red Signal
- 32 Fail to Stop for Flashing Red
- 33 Violation of Turn on Red (Fail to Stop and Yield, Yield to Pedestrians Before Turning)
- 34 Fail to Obey Flashing Signal (Yellow or Red)
- 35 Fail to Obey Signal Generally
- 36 Violate RR Grade Crossing Device/Regulations
- 37 Fail to Obey Stop Sign
- 38 Fail to Obey Yield Sign
- 39 Fail to Obey Traffic Control Device Generally

RULES OF THE ROAD – TURNING, YIELDING, SIGNALING

- 41 Turn in Violation of Traffic Control (Disobey Signs, Turn Arrow, or Pavement Markings; This Is Not a Right-on-Red Violation)
- 42 Improper Method and Position of Turn (Too Wide, Wrong Lane)
- 43 Fail to Signal for Turn or Stop
- 45 Fail to Yield to Emergency Vehicle
- 46 Fail to Yield Generally
- 48 Enter Intersection When Space Insufficient
- 49 Turn, Yield, Signaling Violations Generally

RULES OF THE ROAD – WRONG SIDE, PASSING AND FOLLOWING

- 51 Driving Wrong Way on One-Way Road
- 52 Driving on Left, Wrong Side of Road Generally
- 53 Improper, Unsafe Passing
- 54 Pass on Right (Drive off Pavement to Pass)
- 55 Pass Stopped School Bus
- 56 Fail to Give Way When Overtaken
- 58 Following Too Closely
- 59 Wrong Side, Passing, Following Violations Generally

RULES OF THE ROAD – LANE USAGE

- 61 Unsafe or Prohibited Lane Change
- 62 Improper Use of Lane (Enter of 3-Lane Road, HOV Designated Lane)
- 63 Certain Traffic to Use Right Lane (Trucks, Slow Moving, etc.)
- 66 Motorcycle Lane Violations (More Than two per Lane, Riding Between Lanes, etc.)
- 67 Motorcyclist Attached to another Vehicle
- 69 Lane Violations Generally

NON-MOVING – LICENSE AND REGISTRATION VIOLATIONS

- 71 Driving While License Withdrawn
- 72 Other Driver License Violations
- 73 Commercial Driver Violations
- 74 Vehicle Registration Violations
- 75 Fail to Carry Insurance Card
- 76 Driving Uninsured Vehicle
- 79 Non-Moving Violations Generally

EQUIPMENT

- 81 Lamp Violations
- 82 Brake Violations
- 83 Failure to Require Restraint Use (by Self or Passenger)
- 84 Motorcycle Equipment Violations (Helmet, Special Equipment)
- 85 Violation of Hazardous Cargo Regulations
- 86 Size, Weight, Load Violations
- 89 Equipment Violations Generally

OTHER VIOLATIONS

- 91 Parking
- 92 Theft, Unauthorized Use of Motor Vehicle
- 93 Driving Where Prohibited (Sidewalk, Limited Access, off Truck Route)
- 98 Other Moving Violation
- 99 Unknown Violation

VIN Body Type (discontinued)

Definition: This data element identifies the two-character representation of this vehicle's body style.

Additional Information: This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers. The VINA program decodes these data and partitions vehicles into three classes, passenger vehicles, trucks, and motorcycles.

This data element, formerly V116, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PVIN_BT.

SAS Name: **VIN_BT**

Attribute Codes

1982- 2010-

2009 2012

2D	2D	Passenger Vehicle Sedan 2-Door
2F	2F	Passenger Vehicle Formal Hardtop 2-Door
2H	2H	Passenger Vehicle Hatchback 2-Door
2L	2L	Passenger Vehicle Liftback 3-Door
2P	2P	Passenger Vehicle Pillard Hardtop 2-Door
2T	2T	Passenger Vehicle Hardtop 2-Door
2W	2W	Truck 2-Door Wagon/Sport Utility
2W	2W	Passenger Vehicle Wagon 2-Door
--	3B	Truck 3-Door Extended Cab/Chassis
--	3C	Truck 3-Door Extended Cab Pickup
3D	3D	Passenger Vehicle Runabout 3-Door
--	3P	Passenger Vehicle Coupe 3-Door
--	4B	Truck 4-Door Extended Cab/Chassis
--	4C	Truck 4-Door Extended Cab Pickup
4D	4D	Passenger Vehicle Sedan 4-Door
4H	4H	Passenger Vehicle Hatchback 4-Door
4L	4L	Passenger Vehicle Liftback 5-Door
4P	4P	Passenger Vehicle Pillard Hardtop 4-Door
4T	4T	Passenger Vehicle Hardtop 4-Door
4W	4W	Truck 4-Door Wagon/Sport Utility
4W	4W	Passenger Vehicle Wagon 4-Door
5D	5D	Passenger Vehicle Sedan 5-Door
8V	8V	Truck 8-Passenger Sport Van
AC	AC	Truck Auto Carrier
AM	AM	Passenger Vehicle Ambulance
AR	AR	Truck Armored Truck
AT	AT	Motorcycle All-Terrain

BU	BU	Bus
--	C4	Passenger Vehicle Coupe 4-Door
CB	CB	Truck Chassis and Cab
CB	CB	Passenger Vehicle Cab and Chassis (Luv)
CC	CC	Truck Conventional Cab
CG	CG	Truck Cargo Van
CH	CH	Truck Crew Chassis
CL	CL	Truck Club Chassis
CM	CM	Truck Concrete or Transit Mixer
CP	CP	Truck Crew Pickup
CP	CP	Passenger Vehicle Coupe
CR	CR	Truck Crane
CS	CS	Truck Super Cab/Chassis Pickup
CU	CU	Truck Custom Pickup
CV	CV	Truck Convertible (Jeep Commando, Suzuki Samurai, Dodge Dakota)
CV	CV	Passenger Vehicle Convertible
CY	CY	Truck Cargo Cutaway
DP	DP	Truck Dump
DS	DS	Truck Tractor Truck (Diesel)
EC	EC	Truck Extended Cargo Van
EN	EN	Motorcycle Enduro
ES	ES	Truck Extended Sport Van
EV	EV	Truck Extended Van
EW	EW	Truck Extended Window Van
FB	FB	Truck Flat-bed or Platform
FC	FC	Truck Forward Control
FT	FT	Truck Fire Truck
GG	GG	Truck Garbage or Refuse
GL	GL	Truck Gliders
GN	GN	Truck Grain
HB	HB	Passenger Vehicle Hatchback Number Doors Unknown
HO	HO	Truck Hopper
HR	HR	Passenger Vehicle Hearse
HT	HT	Passenger Vehicle Hardtop Number Doors Unknown
IC	IC	Truck Incomplete Chassis
IE	IE	Truck Incomplete Ext Van
--	IN	Passenger Vehicle Incomplete Passenger
LB	LB	Passenger Vehicle Liftback
LG	LG	Truck Logger
LL	LL	Truck Suburban and Carry-All
LM	LM	Passenger Vehicle Limousine
--	LM	Truck Limousine
MH	MH	Truck Motorized Home

MK	MK	Motorcycle Mini-Bike
MN	MM	Motorcycle Mini-Motocross
MM	MP	Motorcycle Moped
MP	MP	Truck Multipurpose
MR	MR	Motorcycle Mini Road/Trail
MS	MS	Motorcycle Motor Scooter
MV	MV	Truck Maxi-Van
--	MW	Truck Maxi-Wagon
MX	MX	Motorcycle Motocross
MY	MY	Truck Motorized Cutaway
MY	MY	Motorcycle Mini-Cycle
NB	NB	Passenger Vehicle Notchback
--	P2	Passenger Vehicle 2-Passenger Low-Speed
--	P2	Passenger Vehicle 4-Passenger Low-Speed
PC	PC	Truck Club Cab Pickup
PD	PD	Truck Parcel Delivery
PK	PK	Truck Pickup
PK	PK	Passenger Vehicle Pickup, Truck Commonly Registered Passengers
PM	PM	Truck Pickup With Camper Mounted on Bed
PN	PN	Truck Panel
PS	PS	Truck Super Cab Pickup
RC	RC	Motorcycle Racer
PN	PN	Passenger Vehicle Panel, Truck Commonly Registered as Passengers
RD	RD	Truck Roadster (Jeep, Jeep Commando)
RD	RD	Passenger Vehicle Roadster
RS	RS	Motorcycle Road/Street
RT	RT	Motorcycle Road/Trail
S1	S1	Truck One-Seat
S2	S2	Truck Two-Seat
SB	SB	Passenger Vehicle Sport Hatchback
SC	SC	Passenger Vehicle Sport Coupe
SD	SD	Passenger Vehicle Sedan, number doors unknown
SN	SN	Truck Step Van
SP	SP	Truck Sport Pickup
ST	ST	Truck Stake or Rack
SV	SV	Truck Sports Van
SV	SV	Passenger Vehicle Sport Van
SW	SW	Passenger Vehicle Station Wagon
SW	SW	Truck Station Wagon (Jeep Wagoneer, etc.)
T	T	Motorcycle Dirt
TB	TB	Truck Tilt Cab
TL	TL	Truck Tilt Tandem
TL	TL	Motorcycle Trail/Dirt

TM	TM	Truck Tandem
TN	TN	Truck Tank
TR	TR	Motorcycle Trails
TR	TR	Truck Tractor (Gasoline)
UT	UT	Passenger Vehicle Utility, truck commonly registered as passenger
UT	UT	Truck Utility (Blazer, Jimmy, Scout, etc.)
VC	VC	Truck Van Camper
VD	VD	Truck Display Van
VN	VN	Truck Van
VT	VT	Truck Vanette (Includes Metro and Handy Van)
VW	VW	Truck Window Van
WK	WK	Truck Tow Truck Wrecker
WW	WW	Truck Wide Wheel Wagon
WW	WW	Passenger Vehicle Wide-Wheel Wagon
XT	XT	Truck Travel-all
YY	YY	Truck Cutaway
99	99	Unknown

VIN Length (discontinued)

Definition: This data element identifies the actual length of the VIN for this vehicle.

Additional Information: This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

This data element, formerly V125, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Parkwork data file as PVIN_LNGT.

SAS Name: **VIN_LNGT**

Attribute Codes

1981-2012

1-17	Actual Value
99	Unknown VIN Length

VIN Make (*discontinued*)

Definition: This data element identifies the National Crime Information Center (NCIC) Standard Make Abbreviation for this vehicle.

Additional Information: This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers. For a listing of these codes, please refer to the R. L. Polk & Company VINtelligence Manual.

This data element, formerly V114, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PVINMAKE.

SAS Name: **VINMAKE**

Attribute Codes

2010-2012

xxxx 4-Character Make Abbreviation

VIN Model (*discontinued*)

Definition: This data element identifies the VIN model for this vehicle obtained from the VINA program.

Additional Information: This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers. For a listing of these codes, please refer to the Polk VINtelligence Manual.

If one needs to select cars based on make and model the data element of choice is VINA_MOD rather than MAK_MOD.

The VINA_MOD is only unique within the vehicle make. That is, different makes of vehicles can have the same VINA_MOD. To ensure that the correct vehicle is selected the data element MAKE or VIN_MAKE (available 2010 and later) must be used in conjunction with VINA_MOD. The data elements VINA_MOD, MAKE and VINMAKE are in the Vehicle data file and the Person data file.

This data element, formerly V115, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PVINA_MOD.

SAS Name: **VINA_MOD**

Attribute Codes

1975-2012

xxx 3-Character Model (Series) Abbreviation

VIN Model Year (discontinued)

Definition: This data element identifies the model year of this vehicle.

Additional Information: This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

This data element, formerly V117, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PVINMODYR.

SAS Name: **VINMODYR**

Attribute Codes

2010-2012

xx 2-Digit Model Year

VIN Truck Series (discontinued)

Definition: This data element identifies the model (series) of this truck.

Additional Information: This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers. For a listing of these codes, please refer to the Polk VINtelligence Manual.

This data element, formerly V122, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PSER_TR.

SAS Name: **SER_TR**

Attribute Codes

1975-2012

xxx 3-Character Model (Series) Abbreviation

VIN Vehicle Type (discontinued)

Definition: This data element identifies the basic vehicle type of his vehicle from the VINA program.

Additional Information: This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

This data element, formerly V113, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PVINTYPE.

SAS Name: **VINTYPE**

Attribute Codes

2010-2012

P	Passenger Vehicle
T	Truck
M	Motorcycle
U	Unknown

Wheelbase Short (discontinued)

Definition: This data element identifies the shortest wheelbase respectively for the manufactured model of this vehicle.

Additional Information: This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

This data element, formerly V119, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PWHLBS_SH.

SAS Name: **WHLBS_SH**

Attribute Codes

1975-2012

0	Value Not Available From the VINA Program
1-9998	Actual Value (in)
9999	Value Not Coded

Wheelbase Long (discontinued)

Definition: This data element identifies the longest wheelbase respectively for the manufactured model of this vehicle.

Additional Information: This data element is derived by the VINA analysis system scanning the VIN for vehicles of model year 1966 and later that have verifiable VIN numbers.

This data element, formerly V120, was discontinued after 2012. See the Vindecode data file for VIN-decoded data elements. Prior to 2013 this data element also appeared in the Person data file and in the Parkwork data file as PWHLBS_LG.

SAS Name: **WHLBS_LG**

Attribute Codes

1975-2012

0	Value Not Available From the VINA Program
1-9998	Actual Value (in)
9999	Value Not Coded

The PERSON Data File

The Person data file includes motorist and non-motorist data. It contains the data elements ST_CASE, STATE, VEH_NO, and PER_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The Person data file also contains the data elements on the following pages.

ST_CASE, VEH_NO, and PER_NO are the unique identifiers for each record. ST_CASE should be used to merge the Person data file with the Accident data file for a set of all motorists and non-motorists. ST_CASE and VEH_NO should be used to merge the Person data file with the Vehicle and Parkwork data files for a set of all motor vehicle occupants. ST_CASE and PER_NO should be used to merge the Person data file with non-motorist person level data files.

In the Person data file, motor vehicle occupants are PER_TYPE = 1, 2, 3, 9. Motor vehicle occupants have assigned vehicle numbers starting with 1. When PER_TYPE = 3, the occupied vehicle will be found in the PARKWORK data file. Non-motor vehicle occupants are PER_TYPE = 4, 5, 6, 7, 8, 10, 11, 12, 13, or 19. VEH_NO = 0 for non-motor vehicle occupants.

P5/NM5 Age

Definition: This data element identifies this person's age at the time of the crash in years with respect to their last birthday.

Additional Information:

SAS Name: AGE

Attribute Codes

1975-2008

0	Up to One Year
1-96	Age in Years
97	97 Years Old or Older
99	Unknown

2009	2010-	2018-	
	2017	Later	
0	0	0	Less Than One Year
1-120	1-120	1-120	Age in Years
--	998	998	Not Reported
999	999	--	Unknown
--	--	999	Reported as Unknown

P6/NM6 Sex

Definition: This data element identifies the sex of this person involved in the crash.

Additional Information: From 1975 to 1981, if no information was known about the hit-and-run vehicle and/or driver, then neither the vehicle form nor the driver form were filled out and were not counted in the FARS census. Starting in 1982 both a vehicle and a driver form were filled out and the data were identified as unknown. This is why there were approximately only 20 to 40 drivers with unknown sex listed in the FARS data file from 1975 to 1981 and 700 to 1000 drivers with unknown sex from 1982 on.

On March 22, 1995, a quick review of the 1994 Annual Report File revealed that of the 768 people in the 1994 data file with unknown sex; over 90 percent were involved in hit-and-run crashes.

SAS Name: SEX

Attribute Codes

<i>1975-</i>	<i>2010-</i>	<i>2018-</i>	
<i>2009</i>	<i>2017</i>	<i>Later</i>	
1	1	1	Male
2	2	2	Female
--	8	8	Not Reported
9	9	--	Unknown
--	--	9	Reported as Unknown

P7/NM7 Person Type

Definition: This data element describes the role of this person involved in the crash.

Additional Information:

SAS Name: PER_TYP

Attribute Codes

1975-1981

- 1 Driver
- 2 Passenger
- 3 Non-Motorist: Pedestrian
- 4 Non-Motorist: Pedalcyclist
- 5 Non-Motorist: Occupant of Non-Traffic-Unit Vehicle
- 8 Non-Motorist: Other or Unknown
- 9 Occupant: Unknown Type

1982-1993

- 1 Driver of a Motor Vehicle In-Transport
- 2 Passenger of a Motor Vehicle In-Transport
- 3 Occupant of a Motor Vehicle Not In-Transport
- 4 Occupant of a Non-Motor Vehicle Transport Device (e.g., Horse and Buggy)
- 5 Non-Occupant Pedestrian
- 6 Non-Occupant Bicyclist
- 7 Non-Occupant Other Cyclist
- 8 Non-Occupant Other or Unknown
- 9 Unknown Occupant Type in a Motor Vehicle In-Transport

1994-	2011-	2020-	
2009	2010	2019	Later

1	1	1	1	Driver of a Motor Vehicle In-Transport
2	2	2	2	Passenger of a Motor Vehicle In-Transport
3	3	3	3	Occupant of a Motor Vehicle Not In-Transport
4	4	4	4	Occupant of a Non-Motor Vehicle Transport Device
5	5	5	5	Pedestrian
6	6	6	6	Bicyclist
7	7	7	7	Other Cyclist
8	--	--	--	Other Pedestrian (Includes Persons on Personal Conveyances, 1994-2006)
8	8	8	--	Person on Personal Conveyances (Since 2007)
9	9	9	9	Unknown Occupant Type in a Motor Vehicle In-Transport
10	10	10	10	Persons in/on Buildings (Since 2007)
--	--	--	11	Person on Motorized Personal Conveyance
--	--	--	12	Person on Non-Motorized Personal Conveyance

--	--	--	13	Person on Personal Conveyance, Unknown if Motorized or Non-Motorized
19	19	19	19	Unknown Type of Non-Motorist
--	88	--	--	Not Reported
99	--	--	--	Unknown

More information on [Person Type](#)

P8/NM8 Injury Severity

Definition: This data element describes the severity of the injury to this person in the crash using the KABCO scale.

Additional Information: It is important to realize that some States do not always collect data on people who were in a crash but were not injured. If the analysis being performed depends on non-injured occupants—for example some paired comparisons—check the data at the State level.

SAS Name: **INJ_SEV**

Attribute Codes

1975- 2012	2013- 2015	2016- Later	
0	--	--	No Injury (O)
--	0	0	No Apparent Injury (O)
1	1	1	Possible Injury (C)
2	--	--	Non-Incapacitating Evident Injury (B)
--	2	2	Suspected Minor Injury (B)
3	--	--	Incapacitating Injury (A)
--	3	3	Suspected Serious Injury (A)
4	4	4	Fatal Injury (K)
5	5	5	Injured, Severity Unknown (U) (Since 1978)
6	6	6	Died Prior to Crash
8	--	--	Not Reported (2010 Only)
9	9	--	Unknown
--	--	9	Unknown/Not Reported

P9 Seating Position

Definition: This data element identifies the location of this person in or on the vehicle.

Additional Information:

SAS Name: **SEAT_POS**

Attribute Codes

1975-1981

- 0 Non-Motorist
- 1 Front Seat – Left Side (Driver’s Side)
- 2 Front Seat – Middle
- 3 Front Seat – Right Side
- 4 Second Seat – Left Side (Driver’s Side)
- 5 Second Seat – Middle
- 6 Second Seat – Right Side
- 7 Third Seat – Left Side (Driver’s Side)
- 8 Third Seat – Middle
- 9 Third Seat – Right Side
- 10 Front Seat – Other
- 11 Second Seat – Other
- 12 Third Seat – Other
- 13 Other Passenger
- 14 Cab Sleeper
- 15 Vehicle Exterior
- 99 Unknown

1982- 2010-

2009 2018 Later

- 0 -- -- Non-Motorist (1982-2004)
- 0 0 0 Not a Motor Vehicle Occupant (2005-Later)
- 11 11 11 Front Seat – Left Side (Driver’s Side)
- 12 12 12 Front Seat – Middle
- 13 13 13 Front Seat – Right Side
- 18 18 18 Front Seat – Other
- 19 19 19 Front Seat – Unknown
- 21 21 21 Second Seat – Left Side
- 22 22 22 Second Seat – Middle
- 23 23 23 Second Seat – Right Side
- 28 28 28 Second Seat – Other
- 29 29 29 Second Seat – Unknown
- 31 31 31 Third Seat – Left Side
- 32 32 32 Third Seat – Middle
- 33 33 33 Third Seat – Right Side
- 38 38 38 Third Seat – Other

39	39	39	Third Seat – Unknown
41	41	41	Fourth Seat – Left Side
42	42	42	Fourth Seat – Middle
43	43	43	Fourth Seat – Right Side
48	48	48	Fourth Seat – Other
49	49	49	Fourth Seat – Unknown
50	50	50	Sleeper Section of Cab (Truck)
51	--	--	Other Passenger in Enclosed Passenger or Cargo Area [Includes Passengers in 5th Row of 15-Seat, 5-Row Vans] [Includes Injured Full-Size-Bus Occupants] (2002-2008)
51	51	51	Other Passenger in Enclosed Passenger or Cargo Area (Since 2009)
52	52	52	Other Passenger in Unenclosed Passenger or Cargo Area
53	53	53	Other Passenger in Passenger or Cargo Area, Unknown Whether or Not Enclosed
54	54	54	Trailing Unit
55	55	55	Riding on Vehicle Exterior
--	--	56	Appended to a Motor Vehicle for Motion
--	98	98	Not Reported
99	99	99	Unknown/Reported as Unknown (Since 2018)

More information on [Seat Position](#)

P10A Restraint System Use

Definition: This data element records the restraint equipment in use by this occupant at the time of the crash.

Additional Information: Prior to 2019 this data element's name was "Restraint System/Helmet Use" that included helmet use, and the Data Element ID was P10. Starting in 2019 helmet use is captured as part of the data element "Helmet Use."

SAS Name: REST_USE

Attribute Codes

1991-1993

- 0 None Used – Vehicle Occupant/Not Applicable-Non-Motorist
- 1 Shoulder Belt
- 2 Lap Belt
- 3 Lap and Shoulder Belt
- 4 Child Safety Seat
- 5 Motorcycle Helmet
- 8 Restraint Used – Type Unknown or Other Including Other Helmet
- 9 Unknown

1994-	2010-	2013-	2017-	2019-
2009	2012	2016	2018	Later

0	--	--	--	--	None Used- Vehicle Occupant; Not Applicable (1994-2004)
0	--	--	--	--	None Used/Not Applicable – Not a Motor Vehicle Occupant (2005-2009)
--	0	0	--	--	Not Applicable
1	1	1	1	1	Shoulder Belt Only Used
2	2	2	2	2	Lap Belt Only Used
3	3	3	3	3	Shoulder and Lap Belt Used
4	--	--	--	--	Child Safety Seat (1994-2007)
4	--	--	--	--	Child Safety Seat/Booster Seat – Type Unknown/Not Reported (2008-2009)
--	4	4	4	4	Child Restraint – Type Unknown
5	--	--	--	--	Motorcycle Helmet
--	5	5	5	--	DOT-Compliant Motorcycle Helmet
6	--	--	--	--	Bicycle Helmet
--	--	--	--	6	Racing-Style Harness Used
--	7	--	--	--	None Used – Motor Vehicle Occupant
--	--	7	--	--	None Used
8	8	8	8	8	Restraint Used – Type Unknown
10	10	10	10	10	Child Restraint System – Forward Facing (Since 2008)
11	11	11	11	11	Child Restraint System – Rear Facing (Since 2008)

12	--	--	--	--	Booster Seat With Lap/Shoulder Belt Used Properly (2008-2009)
--	12	12	12	12	Booster Seat
13	--	--	--	--	Safety Belt Used Improperly
14	--	--	--	--	Child Safety Seat Used Improperly (1994-2007)
14	--	--	--	--	Child Safety Seat/Booster Seat Used Improperly (2008-2009)
15	--	--	--	--	Helmets Used Improperly
--	16	--	--	--	Other Helmet
--	--	16	16	--	Helmet, Other than DOT-Compliant Motorcycle Helmet
--	17	17	17	--	No Helmet
--	--	19	19	--	Helmet, Unknown if DOT-Compliant
--	--	--	20	20	None Used/Not Applicable
--	--	29	29	--	Unknown if Helmet Worn
--	96	96	96	96	Not a Motor Vehicle Occupant
--	97	97	97	97	Other
--	98	98	98	98	Not Reported
99	99	99	99	99	Unknown/Reported as Unknown (Since 2018)

More information on [Restraint Use](#)

P10B Indication of Restraint System Misuse

Definition: This data element identifies any mis-use of the available restraint system used by this person.

Additional Information: Prior to 2019 this data element's name was "Indication of Misuse of Restraint System/Helmet" that included helmet misuse, and the Data Element ID was P11. Starting in 2019 helmet misuse is captured as part of the data element "Indication of Helmet Misuse."

SAS Name: REST_MIS

Attribute Codes

2010- 2019-

2018 Later

0	--	No
--	0	No Indication of Misuse
1	--	Yes
--	1	Yes, Indication of Misuse
--	7	None Used/Not Applicable
8	8	Not a Motor Vehicle Occupant

P11A Helmet Use

Definition: This data element records the helmet use by this occupant at the time of the crash.

Additional Information: This data element is applicable to occupants of body types 80-91, 96, and 97. (See Body Type.)

Prior to 2019 this data was collected as part of the data element “Restraint System/Helmet Use,” and the Data Element ID was P10.

Bicycle helmets are sometimes worn while riding a variety of personal conveyances.

SAS Name: **HELM_USE**

Attribute Codes

2019-Later

- 5 DOT-Compliant Motorcycle Helmet
- 16 Helmet, Other than DOT-Compliant Motorcycle Helmet
- 17 No Helmet
- 19 Helmet, Unknown if DOT-Compliant
- 20 Not Applicable
- 96 Not a Motor Vehicle Occupant
- 98 Not Reported
- 99 Unknown/Reported as Unknown if Helmet Worn

More information on [Helmet Use](#)

P11B Indication of Helmet Misuse

Definition: This data element identifies any mis-use of the helmet used by this person.

Additional Information: This data element is applicable to occupants of body types 80-91, 96, and 97.

Prior to 2019 this data was collected as part of the data element “Indication of Misuse of Restraint System/Helmet,” and the Data Element ID was P11.

SAS Name: **HELM_MIS**

Attribute Codes

2019-Later

- 0 No Indication of Misuse
- 1 Yes, Indication of Misuse
- 7 None Used/Not Applicable
- 8 Not a Motor Vehicle Occupant

P12 Air Bag Deployed

Definition: This data element records air bag availability and deployment for this person as reported in the case material.

Additional Information: This data element is designed to collect both air bag availability and deployment for each occupied seat position. Variation in the presentation of the source data on the State crash report forms and the selections coded on the police crash report may produce unlikely combinations or missing data. For example:

1. If the seat position does not have an air bag at the time of manufacture, but the information on the police crash report indicates an air bag was available or deployed, the information on the police crash report may have taken precedence.
2. If the seat position has an air bag installed at the time of manufacture and the police crash report indicates there is no air bag available, then the police crash report information may have taken precedence.

SAS Name: **AIR_BAG**

Attribute Codes

1991-1997

- 0 Non-Motorist
- 3 Deployed Air Bag
- 4 Non-Deployed Air Bag
- 9 Unknown or Not Applicable

1998-2008

- 0 Non-Motorist (Not a Motor Vehicle Occupant, Since 2005)

DEPLOYED (FOR THIS SEAT)

- 1 Deployed Air Bag From Front (1998-2006)
- 1 From Front (Steering Wheel, Dashboard, Since 2007)
- 2 Deployed Air Bag From Side (1998-2006)
- 2 From Side (Door, Seat, Canopy, Since 2007)
- 7 Deployed Air Bag Other Direction (1998-2006)
- 7 From Other Direction (Knee, Airbelt, etc, Since 2007)
- 8 Deployed Air Bag Multiple Directions
- 9 Deployed Air Bag Direction Unknown

NOT DEPLOYED (FOR THIS SEAT)

- 20 Air Bag Available but Not Deployed for This Seat
- 28 Air Bag Available and Switched off

UNKNOWN IF DEPLOYED

- 29 Air Bag Available, Deployment Not Known for This Seat

NOT AVAILABLE

- 30 Air Bag Not Available for This Seat
- 31 Air Bag Previously Deployed and Not Replaced
- 32 Air Bag Disabled or Removed
- 99 Unknown (if Air Bag Available)

	<i>2010-</i>	<i>2018-</i>	
<i>2009</i>	<i>2016</i>	<i>2017</i>	<i>Later</i>
0	--	--	-- Not a Motor Vehicle Occupant/Not Applicable
--	0	--	-- Not Applicable
1	1	1	1 Deployed – Front
2	2	2	2 Deployed – Side (Door, Seat Back)
3	3	3	3 Deployed – Curtain (Roof)
7	7	7	7 Deployed – Other (Knee, Air Belt, etc.)
8	8	8	8 Deployed – Combination
9	9	9	9 Deployment – Unknown Location
20	20	20	20 Not Deployed
28	28	--	-- Switched off
--	97	97	97 Not a Motor Vehicle Occupant
--	98	98	98 Not Reported
99	99	99	-- Deployment Unknown
--	--	--	99 Reported as Deployment Unknown

P13 Ejection

Definition: This data element describes the ejection status and degree of ejection for this person, excluding motorcycle occupants.

Additional Information: In the mid 1970's there were a large number of people coded as ejection unknown and a corresponding small number of people coded as not ejected. However, the totally ejected and partially ejected counts are the same magnitude as in later years.

Starting in 2011 "Not Applicable" includes people not in motor vehicles (pedestrians, bicyclists, etc.)

SAS Name: **EJECTION**

Attribute Codes

1975-2006

- | | |
|---|-------------------------------|
| 0 | Not Ejected or Not Applicable |
| 1 | Totally Ejected |
| 2 | Partially Ejected |
| 9 | Unknown |

2007- 2010- 2018-

2009 2017 Later

0	0	0	Not Ejected
1	1	1	Totally Ejected
2	2	2	Partially Ejected
3	3	3	Ejected – Unknown Degree (Since 2008)
--	7	7	Not Reported
8	8	8	Not Applicable
9	--	--	Unknown (2007-2008)
9	9	--	Unknown if Ejected (2009-2017)
--	--	9	Reported as Unknown if Ejected

More information on [Ejection](#)

P14 Ejection Path

Definition: This data element identifies the path by which this person was ejected from the vehicle.

Additional Information:

SAS Name: **EJ_PATH**

Attribute Codes

1991- 2015-

2014 Later

0	--	Not Ejected/Not Applicable
--	0	Ejection Path Not Applicable
1	1	Through Side Door Opening
2	2	Through Side Window
3	3	Through Windshield
4	4	Through Back Window
5	5	Through Back Door/Tailgate Opening
6	6	Through Roof Opening (Sun Roof, Convertible Top Down)
7	7	Through Roof (Convertible Top Up)
8	8	Other Path (e.g., Back of Pickup Truck)
9	--	Unknown/Unknown Path
--	9	Ejection Path Unknown

P15 Extrication

Definition: This data element identifies if equipment was used to remove this person from the vehicle.

Additional Information: In Massachusetts, if an occupant is not injured, data for Protection system use and ejection are not coded on the police crash report.

From 1975 to 1976 the EXTRICAT and EJECTION data elements were combined in a single field. The data files were changed in 1977 to the current format. In 1975 and 1976 there are fewer people identified as not extricated than in later years. Both the count of extricated people and unknowns seem high for these years. From 1977 to 1981 there was not an edit check to prevent one coding an occupant as being both ejected and extricated. There are 69, 48, 83, 98, and 88 people coded as both totally ejected and extricated in the 1977, 1978, 1979, 1980, and 1981 respectively.

SAS Name: **EXTRICAT**

Attribute Codes

1975-Later

- 0 Not Extricated/Not Applicable
- 1 Extricated
- 9 Unknown

P16/NM16 Police Reported Alcohol Involvement

Definition: This data element records whether alcohol was involved for this person and reflects the judgment of law enforcement.

Additional Information: This data element does not indicate that alcohol was a cause of the crash. If a police crash report indicates that opened or unopened alcohol bottles were found in the vehicle, then this information does not by itself constitute involvement.

Prior to 2019 the Data Element ID was P16/NM15.

SAS Name: DRINKING

Attribute Codes

1975- 2018-

2017 Later

0	0	No (Alcohol Not Involved)
1	1	Yes (Alcohol Involved)
8	8	Not Reported
9	--	Unknown (Police Reported)
--	9	Reported as Unknown

More information on [Alcohol](#)

P17/NM17 Method of Alcohol Determination by Police

Definition: This data element describes the method by which the police made the determination as to whether alcohol was involved for this person.

Additional Information: 1975 to 1979 data on the type of blood alcohol test were collected, but this data has since been removed from the analysis data files.

Prior to 2019 the Data Element ID was P17/NM16.

SAS Name: **ALC_DET**

Attribute Codes

1987- 2018	2019- 2020	2021- Later	
1	1	1	Evidential Test (Breath, Blood, Urine)
2	2	2	Preliminary Breath Test (PBT)
3	--	--	Behavioral
--	3	3	Standard Field Sobriety Test (SFST)
4	4	4	Passive Alcohol Sensor (PAS)
5	5	5	Observed
--	--	6	Breath Test, Unknown Type
8	8	8	Other (e.g., Saliva Test)
9	9	9	Not Reported

P18/NM18 Alcohol Test

P18A/NM18A Alcohol Test Status

Definition: This data element identifies whether an alcohol test was given to this person.

Additional Information: Prior to 2019 the Data Element ID was P18A/NM17A.

SAS Name: **ALC_STATUS**

Attribute Codes

	2009	2010-	2016	2017	2018-	
						Later
0	0	0	0	0	Test Not Given	
1	1	--	--	--	Test Refused	
2	2	2		2	Test Given	
--	8	8		8	Not Reported	
9	--	--	--	--	Unknown if Tested/Not Reported	
--	9	9		--	Unknown if Tested	
--	--	--		9	Reported as Unknown if Tested	

P18B/NM18B Alcohol Test Type

Definition: This data element identifies the type of alcohol test that was given to this person.

Additional Information: Prior to 2019 the Data Element ID was P18B/NM17B.

SAS Name: **ATST_TYP**

Attribute Codes**1998-2003**

- | | |
|---|-----------------------------------|
| 0 | Not Tested for Alcohol |
| 1 | Whole Blood |
| 2 | Breath "BAC" |
| 3 | Urine |
| 4 | Vitreous |
| 5 | Blood Plasma/Serum |
| 6 | Blood Clot |
| 7 | Liver |
| 8 | Other Test Type |
| 9 | Unknown/Not Reported (Since 2001) |

**2004-
2009 2010-
2014 2015-
2017 2018-
Later**

0	0	0	0	Not Tested for Alcohol
1	1	1	1	Blood Test
2	2	--	--	Breathalyzer "BAC"
--	--	2	2	Breath Test (AC)
3	3	3	3	Urine
4	4	4	4	Vitreous
5	5	5	5	Blood Plasma/Serum
6	6	6	6	Blood Clot
7	7	7	7	Liver
8	8	8	8	Other Test Type
9	--	--	--	Unknown/Not Reported
10	10	10	10	Preliminary Breath Test (PBT)
--	--	--	11	Breath Test, Unknown Type
--	95	95	95	Not Reported
98	--	--	--	Positive Reading With No Actual Value (2006-2008)
98	98	98	98	Unknown Test Type (Since 2009)
99	--	--	--	Unknown if Tested/Not Reported (2009 Only)
--	99	99	--	Unknown if Tested
--	--	--	99	Reported as Unknown if Tested

P18C/NM18C Alcohol Test Result

Definition: This data element identifies the alcohol test result for this person.

Additional Information: In 2015 this data element changed from a two-digit field to a three-digit field. Prior to 2015 the third digit was truncated—not rounded. A BAC of .10 is coded as 10 prior to 2015 and as 100 in 2015 and later. The decimal is implied. The BAC is expressed in grams per deciliter (g/dL) or a clinical evaluation of the same.

Prior to 2019 the Data Element ID was P18C/NM17C.

SAS Name: **TEST_RES 1975-1990**
ALC_RES 1991-Later

Attribute Codes**1975-1990**

0-94	Actual Value of BAC Test		
95	Test Refused		
96	None Given		
97	AC Test Performed, Results Unknown		
99	Unknown		

1991-	2010-	2015-	2018-	
2009	2014	2017	Later	
0-93	0-93	0-939	0-939	Actual Value of BAC Test
94	94	940	940	0.94 or Greater (the Value Should Be Interpreted as 0.94 or Greater, Since 1995)
95	--	--	--	Test Refused (1991-2008)
--	95	995	995	Not Reported
96	96	996	996	None Given
97	97	997	997	AC Test Performed, Results Unknown
98	98	998	998	PBT Positive Reading With No Actual Value (Since 2004)
99	--	--	--	Unknown if Tested/Not Reported
--	99	999	--	Unknown if Tested
--	--	--	999	Reported as Unknown if Tested

More information on [Alcohol Test Result](#)

P19/NM19 Police Reported Drug Involvement

Definition: This data element records whether drugs were involved for this person and reflects the judgment of law enforcement.

Additional Information: Prior to 2019 the Data Element ID was P19/NM18.

SAS Name: DRUGS

Attribute Codes

1991- 2018-

2017 Later

0	0	No (Drugs Not Involved)
1	1	Yes (Drugs Involved)
8	8	Not Reported
9	--	Unknown (Police Reported)
--	9	Reported as Unknown

P20/NM20 Method of Drug Determination by Police

Definition: This data element identifies the method by which the police made the determination as to whether drugs were involved for this person.

Additional Information: Prior to 2019 the Data Element ID was P20/NM19.

SAS Name: **TOXCLGY 1987-1990**
DRUG_DET 1991-Later

Attribute Codes

1987-1990

0 No Blood Test Given

BLOOD TEST GIVEN, RESULTS KNOWN

1 No Drugs Reported

2 Drugs Reported (Excluding Nicotine, Aspirin)

3 Not Tested for Drugs

BLOOD TEST GIVEN, RESULTS UNKNOWN

7 Test for Drugs, Results, Unknown

8 Unknown if Tested for Drugs

9 Unknown if Drug Test Given

1991- 2016- 2019-

2015 2018 Later

1 1 1 Evidential Test (Blood, Urine)

2 -- -- Drug Recognition Technician (DRT) Determination

-- 2 2 Drug Recognition Expert/Evaluator (DRE) Determination

3 3 -- Behavioral

-- -- 3 Observed Behavior or Standard Field Sobriety Test (SFST)

7 7 7 Other

8 8 8 Not Reported

P21/NM21 Drug Toxicology Results

P21A/NM21A Drug Test Status

Definition: This data element identifies whether a drug test was given to this person.

Additional Information: Prior to 2019 the Data Element ID was P21A/NM20A.

SAS Name: **DSTATUS**

Attribute Codes

2009	2010-		2018-	
	2016	2017	Later	
0	0	0	0	Test Not Given
1	1	--	--	Test Refused
2	2	2	2	Test Given
--	8	8	8	Not Reported
9	--	--	--	Unknown if Tested/Not Reported
--	9	9	--	Unknown if Tested
--	--	--	9	Reported as Unknown if Tested

For the Drug Specimen and Drug Test Result data elements, see the [DRUGS Data File](#).

P22/NM22 Transported to First Medical Facility By

Definition: This data element identifies the mode of transportation to a hospital or medical facility provided for this person.

Additional Information: Prior to 2008 this data element's name was "Taken to Hospital or Treatment Facility." From 2008 to 2009 this data element was called "Transported for Treatment By." From 2010 to 2012 this data element's name was "Transported to Medical Facility By." Prior to 2019 the Data Element ID was P22/NM21.

This field exists in the 1975 and 1976 data file, but is not initialized, i.e., it has no values.

SAS Name: HOSPITAL

Attribute Codes

1977- 2000	2001- 2006	2007- 2009	2010- 2017	2018- 2019	2020- Later	
0	0	--	--	--	--	No
--	--	0	0	0	--	Not Transported
--	--	--	--	--	0	Not Transported for Treatment
1	1	--	--	--	--	Yes
--	--	1	--	--	--	Yes, EMS
--	--	--	1	1	1	EMS Air
--	--	2	--	--	--	Yes, Law Enforcement
--	--	--	2	2	2	Law Enforcement
--	--	3	--	--	--	Yes, Other
--	--	--	3	3	3	EMS Unknown Mode
--	--	4	--	--	--	Yes, Transported by Unknown Source
--	--	--	4	4	4	Transported Unknown Source
--	--	--	5	5	5	EMS Ground
--	--	--	6	6	6	Other
7	--	--	--	--	--	Died at the Scene (1999-2000)
8	--	--	--	--	--	Died En Route (1999-2000)
--	--	--	8	8	8	Not Reported
9	9	9	9	--	--	Unknown
--	--	--	--	9	9	Reported as Unknown

P23/NM23 Died at Scene/En Route

Definition: This data element identifies if this person died at the scene of the crash or en route to a hospital/medical facility.

Additional Information: Prior to 2019 the Data Element ID was P23/NM22.

SAS Name: DOA

Attribute Codes

2001-Later

- 0 Not Applicable
- 7 Died at Scene
- 8 Died En Route
- 9 Unknown

P24/NM24 Death Date

P24A/NM24A Month of Death

Definition: This data element records the month of this person's death.

Additional Information: Prior to 2019 the Data Element ID was P24A/NM23A.

In 2019 Iowa entered this data using sources other than the official death certificate. In 2020 Iowa FARS analysts regained access to and entered official death certificate data. However, in compliance with Iowa's State Confidentiality Policy, death certificate data cannot be disclosed or re-released to the public. Therefore, starting in 2020, all data fields with death certificate-related data for Iowa will be redacted. For more information go to [Redacted Death Certificate-Related Data in Iowa](#).

SAS Name: DEATH_MO

Attribute Codes

1975- 2008-

2007 Later

0	88	Not Applicable (Non-Fatal)
1	1	January
2	2	February
3	3	March
4	4	April
5	5	May
6	6	June
7	7	July
8	8	August
9	9	September
10	10	October
11	11	November
12	12	December
--	99	Unknown (Except 2009)

P24B/NM24B Day of Death

Definition: This data element records the day of the month of this person's death.

Additional Information: Prior to 2019 the Data Element ID was P24B/NM23B.

In 2019 Iowa entered this data using sources other than the official death certificate. In 2020 Iowa FARS analysts regained access to and entered official death certificate data. However, in compliance with Iowa's State Confidentiality Policy, death certificate data cannot be disclosed or re-released to the public. Therefore, starting in 2020, all data fields with death certificate-related data for Iowa will be redacted. For more information go to [Redacted Death Certificate-Related Data in Iowa](#).

SAS Name: **DEATH_DA**

Attribute Codes

1975-	2009-	
2008	Later	
0	88	Not Applicable (Non-Fatal)
1-31	1-31	Day of the Month of the Death
99	99	Unknown (Since 2008)

P24C/NM24C Year of Death

Definition: This data element records the year of this person's death.

Additional Information: A person can die the year after the crash year.

Prior to 2019 the Data Element ID was P24C/NM23C.

In 2019 Iowa entered this data using sources other than the official death certificate. In 2020 Iowa FARS analysts regained access to and entered official death certificate data. However, in compliance with Iowa's State Confidentiality Policy, death certificate data cannot be disclosed or re-released to the public. Therefore, starting in 2020, all data fields with death certificate-related data for Iowa will be redacted. For more information go to [Redacted Death Certificate-Related Data in Iowa.](#)

SAS Name: **DEATH_YR**

Attribute Codes

1975-	1998-	2009-	
1997	2008	Later	
--	0	8888	Not Applicable (Non-Fatal)
xx	xxxx	xxxx	Year of the Death
99	9999	9999	Unknown

P25/NM25 Death Time

Definition: This data element records the hour and minute of this person's death utilizing the 24-hour clock format.

Additional Information: Four digits; DEATH_HR followed by DEATH_MN, e.g., Valid Military Times 0643 for 6:43 a.m.

Prior to 2019 the Data Element ID was P25/NM24.

In 2019 Iowa entered this data using sources other than the official death certificate. In 2020 Iowa FARS analysts regained access to and entered official death certificate data. However, in compliance with Iowa's State Confidentiality Policy, death certificate data cannot be disclosed or re-released to the public. Therefore, starting in 2020, all data fields with death certificate-related data for Iowa will be redacted. For more information go to [Redacted Death Certificate-Related Data in Iowa](#).

SAS Name: **DEATH_TM**

Attribute Codes

1975-	2009-	
2008	Later	
2400	0	Midnight
1-2359	1-2359	Time of Death in HHMM format
--	8888	Not Applicable (Non-Fatal)
9999	9999	Unknown

P25A/NM25A Hour of Death

Definition: This data element records the hour of this person's death utilizing the 24-hour clock format.

Additional Information: Prior to 2019 the Data Element ID was P25A/NM24A.

In 2019 Iowa entered this data using sources other than the official death certificate. In 2020 Iowa FARS analysts regained access to and entered official death certificate data. However, in compliance with Iowa's State Confidentiality Policy, death certificate data cannot be disclosed or re-released to the public. Therefore, starting in 2020, all data fields with death certificate-related data for Iowa will be redacted. For more information go to [Redacted Death Certificate-Related Data in Iowa](#).

SAS Name: **DEATH_HR**

Attribute Codes

1975-	2009-	
2008	Later	
0-24	0-23	Valid Military Times
--	88	Not Applicable
99	99	Unknown

P25B/NM25B Minute of Death

Definition: This data element records the minutes after the hour of this person's death.

Additional Information: Prior to 2019 the Data Element ID was P25B/NM24B.

In 2019 Iowa entered this data using sources other than the official death certificate. In 2020 Iowa FARS analysts regained access to and entered official death certificate data. However, in compliance with Iowa's State Confidentiality Policy, death certificate data cannot be disclosed or re-released to the public. Therefore, starting in 2020, all data fields with death certificate-related data for Iowa will be redacted. For more information go to [Redacted Death Certificate-Related Data in Iowa](#).

SAS Name: **DEATH_MN**

Attribute Codes

1975-	2009-	
2008	Later	
0-59	0-59	Valid Military Times
--	88	Not Applicable
99	99	Unknown

P100 Lag Time

P100A Lag Hours

Definition: This data element records the hours between the time of the crash and this person's time of death.

Additional Information: This is a computed data element.

SAS Name: **LAG_HRS**

Attribute Codes

1975-	2009-
2008	Later
0-24	0-719 Hours
99	999 Unknown

P100B Lag Minutes

Definition: This data element records the minutes, in addition to hours ("Lag Hours"), between the time of the crash and this person's time of death.

Additional Information: This is a computed data element.

SAS Name: **LAG_MINS**

Attribute Codes

1975-Later	
0-59	Minutes
99	Unknown

NM4 Number of Motor Vehicle Striking Non-Motorist

Definition: This data element identifies the “Vehicle Number” (VEH_NO) of the motor vehicle in-transport that made contact with this non-motorist.

Additional Information: This data element applies only to non-motorists/non-occupants and reflects the vehicle that made contact with the non-motorist/non-occupant identified by the Person Number (PER_NO).

The number must match the vehicle number of the striking vehicle. This number is similar to VEH_NO, except that the non-motorist/non-occupant was struck by the vehicle, rather than being within the vehicle.

If a non-motorist is hit as a result of a vehicle-to-vehicle collision and it could not be determined which vehicle struck the non-motorist, the lowest vehicle number of the vehicle involved is used. In the element Related Factors – Person Level, the attribute 31 (Default Code Used for Vehicle Numbering) will be coded.

SAS Name: **N_MOT_NO 1982-2010**
STR_VEH 2011-Later

Attribute Codes

1982-	2009-	2018-	
2008	2017	Later	
0	0	0	Occupant of a Motor Vehicle
1-98	1-998	1-998	Vehicle Number of Striking Vehicle
99	999	--	Unknown

NM10 Non-Motorist Location at Time of Crash

Definition: This data element identifies the attribute that best describes the location of this non-motorist with respect to the roadway at the time of the crash.

Additional Information:

SAS Name: LOCATION

Attribute Codes

1975-1981

- 0 Not Applicable-Vehicle Occupant
- 1 Intersection-in Crosswalk
- 2 Intersection-Sidewalk, Median, Island, Shoulder, Other
- 3 Intersection-On Roadway
- 4 Intersection-Unknown
- 5 Non-Intersection-in Crosswalk
- 6 Non-Intersection-Sidewalk, Median, Island, Shoulder, Other
- 7 Non-Intersection-Bike Path
- 8 Non-Intersection-On Road Shoulder
- 9 Non-Intersection-Outside Trafficway
- 10 Non-Intersection-On Roadway
- 11 Non-Intersection-in Parking Lane (Since 1980)
- 12 Non-Intersection-Unknown
- 99 Unknown

1982- 2009 2010- 2013 2014- 2017 2018- Later

- 0 0 0 0 Occupant of a Motor Vehicle (Includes Railway Train Occupants Since 2006)
- 1 -- -- -- Intersection-In Crosswalk
- 1 -- -- Intersection-In Marked Crosswalk
- -- 1 1 At Intersection-In Marked Crosswalk
- 2 -- -- -- Intersection-On Roadway, Not in Crosswalk
- 2 -- -- Intersection-Unmarked Crosswalk
- -- 2 2 At Intersection-Unmarked/Unknown if Marked Crosswalk
- 3 -- -- -- Intersection-On Roadway, Crosswalk Not Available
- 3 -- -- Intersection-Not in Crosswalk
- -- 3 3 At Intersection-Not in Crosswalk
- 4 -- -- -- Intersection-On Roadway, Crosswalk Availability Unknown
- 5 -- -- -- Intersection-Not on Roadway
- 9 9 -- -- Intersection-Unknown Location
- -- 9 9 At Intersection-Unknown Location
- 10 -- -- -- Non-Intersection-In Crosswalk
- 10 -- -- Non-Intersection-In Marked Crosswalk
- -- 10 10 Not at Intersection-In Marked Crosswalk

11	--	--	--	Non-Intersection-On Roadway, Not in Crosswalk
--	11	--	--	Non-Intersection-On Roadway, Not in Marked Crosswalk
--	--	11	11	Non at Intersection-On Roadway, Not in Marked Crosswalk
12	--	--	--	Non-Intersection-On Roadway, Crosswalk Not Available
13	13	--	--	Non-Intersection-On Roadway, Crosswalk Availability Unknown
--	--	13	13	Not at Intersection-On Roadway, Crosswalk Availability Unknown
14	--	--	--	Non-Intersection-In Parking Lane
--	14	14	14	Parking Lane/Zone
15	--	--	--	Non-Intersection-On Road Shoulder
16	--	--	--	Non-Intersection-Bike Path
--	16	16	16	Bicycle Lane
17	--	--	--	Non-Intersection-Outside Trafficway
18	--	--	--	Non-Intersection-Other, Not a Roadway
19	--	--	--	Non-Intersection-Unknown
--	20	20	20	Shoulder/Roadside
--	21	21	21	Sidewalk
--	22	22	22	Median/Crossing Island
--	23	23	23	Driveway Access
--	24	--	--	Shared-Use Path/Trail
--	--	24	24	Shared-Use Path
--	25	25	25	Non-Trafficway Area
--	28	28	28	Other
--	98	98	98	Not Reported
99	99	99	--	Unknown Location
--	--	--	99	Reported as Unknown Location

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

SP2 Fatal Injury at Work

Definition: This data element records whether the death certificate indicated this person was "at work" at the time of the crash.

Additional Information: In 2019 Iowa entered this data using sources other than the official death certificate. In 2020 Iowa FARS analysts regained access to and entered official death certificate data. However, in compliance with Iowa's State Confidentiality Policy, death certificate data cannot be disclosed or re-released to the public. Therefore, starting in 2020, all data fields with death certificate-related data for Iowa will be redacted. For more information go to [Redacted Death Certificate-Related Data in Iowa](#).

SAS Name: **WORK_INJ**

Attribute Codes

1987-Later

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

SP3B Hispanic Origin

Definition: This data element records the Hispanic origin of this person from the death certificate.

Additional Information: This data element is only coded for fatalities.

In 2019 Iowa entered this data using sources other than the official death certificate. In 2020 Iowa FARS analysts regained access to and entered official death certificate data. However, in compliance with Iowa's State Confidentiality Policy, death certificate data cannot be disclosed or re-released to the public. Therefore, starting in 2020, all data fields with death certificate-related data for Iowa will be redacted. For more information go to [Redacted Death Certificate-Related Data in Iowa](#).

SAS Name: **HISPANIC**

Attribute Codes

1999- 2001-

2000 Later

0	0	Not a Fatality (Not Applicable)
1	1	Mexican
2	2	Puerto Rican
3	3	Cuban
4	4	Central or South American
5	--	Other or Unknown Hispanic (1999 Only)
5	5	European Spanish (Since 2000)
6	--	Hispanic, Origin Not Specified (1999 Only)
6	--	Other Hispanic Origin (Since 2000)
--	6	Hispanic, Origin Not Specified or Other Origin
7	7	Non-Hispanic
99	99	Unknown

Discontinued PERSON Data Elements

Automatic Restraint (discontinued)

Definition: This data element was discontinued after 1990.

Additional Information:

SAS Name: **AUT_REST**

Attribute Codes

1975-1989

- | | |
|---|---|
| 0 | Non-Motorist or Not Applicable |
| 1 | Automatic Belt in Use |
| 2 | Automatic Belt Not in Use |
| 3 | Deployed Air Bag (No Data 1983-1985) |
| 4 | Non-Deployed Air Bag (No Data 1983-1987) |
| 5 | Passive Belt (i.e., Passive Belt in Use, 1977-1979) |
| 9 | Unknown |

1990

- | | |
|---|----------------------|
| 0 | Non-Motorist |
| 3 | Deployed Air Bag |
| 4 | Non-Deployed Air Bag |
| 9 | Unknown |

Drug Test Type (discontinued)

Definition: This data element identifies the type of drug test that was given to this person.

Additional Information: Starting in 2018 DRUGTST1, DRUGTST2, and DRUGTST3 were discontinued and Drug Specimen (DRUGSPEC) is available in the Drugs data file.

SAS Name: **DRUGTEST**

1991-1992

DRUGTST1, DRUGTST2, DRUGTST3 **1993-2017**

Attribute Codes

1991- 1993- 2010-

1992 2009 2017

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

9 -- 9 Unknown if Tested

Drug Test Result (discontinued)

Definition: This data element identifies the drug test result for this person.

Additional Information: The FARS analyst may have used any of the three data elements to code a result of a drug test. One must test all three data elements to ensure that the selected result is included. *See Specific Drug Listing in the [FARS/NASS GES/CRSS Coding and Validation Manual](#).

Starting in 2018 DRUGRES1, DRUGRES2, and DRUGRES3 were discontinued and Drug Test Result (DRUGRES) is available in the Drugs data file.

SAS Name: **DRUG_RES** **1991-1992**
DRUGRES1, DRUGRES2, DRUGRES3 **1993-2017**

Attribute Codes

1991-1992

- 0 Not Tested for Drugs
- 1 No Drugs Reported
- 2 Narcotic
- 3 Depressant
- 4 Stimulant
- 5 Hallucinogen
- 6 Cannabinol
- 7 Phencyclidine (PCP)
- 8 Inhalant
- 9 Multiple Drugs (From Data Elements 02 to 08)
- 10 Other Drugs (All Other Drugs Excluding Nicotine, Aspirin, Alcohol)
- 97 Tested for Drugs, Results Unknown
- 98 Tested for Drugs, Drugs Found, Type Unknown
- 99 Unknown if Tested for Drugs

1993- 2009 **2010- 2017**

- | | | |
|---------|---------|----------------------------|
| 0 | 0 | Not Tested for Drugs |
| 1 | 1 | No Drugs Reported/Negative |
| -- | 95 | Not Reported |
| 100-295 | 100-295 | Narcotic* |
| 300-395 | 300-395 | Depressant* |
| 400-495 | 400-495 | Stimulant* |
| 500-595 | 500-595 | Hallucinogen* |
| 600-695 | 600-695 | Cannabinoid* |
| 700-795 | 700-795 | Phencyclidine (PCP) * |
| 800-895 | 800-895 | Anabolic Steroid* |

900-995	900-995	Inhalant*
996	996	Other Drugs
997	997	Tested for Drugs, Results Unknown
998	998	Tested for Drugs, Drugs Found, Type Unknown/Positive
999	--	Unknown if Tested/Not Reported
--	999	Unknown if Tested

Death Certificate Number (discontinued)

Definition: This data element records the sequence number from the death certificate for this person as assigned by the State Vital Statistics or Vital Records Department. This 12-digit data element is a combination of the four-digit GSA code for the city where the death occurred, the two-digit State number, and the six-digit death certificate number.

Additional Information: .

SAS Name: **CERT_NO**

Attribute Codes

1991-2014

000000000000	Not Applicable (Not a Fatality) 12 0s
xxxxxxxxxxxx	Any 12 digits
9997xxxxxxxx	No GSA Element for the City
9999xxxxxxxx	City Where Death Occurred Cannot Be Found on Death Certificate
999999999999	Unknown

Manual Restraint (discontinued)

Definition: This data element was discontinued after 1990.

Additional Information:

SAS Name: **MAN_REST**

Attribute Codes

1975-1990

- 0 None Used – Vehicle Occupant; Not Applicable – Non-Motorist
- 1 Shoulder Belt
- 2 Lap Belt
- 3 Lap and Shoulder Belt
- 4 Child Safety Seat
- 5 Motorcycle Helmet
- 8 Restraint Used – Type Unknown or Other Including Other Helmet
- 9 Unknown

Race (discontinued)

Definition: This data element records the race of this person from the death certificate.

Additional Information: This data element is only coded for fatalities.

Prior to 2019 if more than one race was listed on the death certificate or report, the race listed first was recorded; the exception is attribute 6 (Hawaiian [includes part-Hawaiian]). Attribute 6 (Hawaiian [includes part-Hawaiian]) was coded for any person listed as Hawaiian, even if another race is listed as well.

SAS Name: RACE

Attribute Codes

1999- 2001-

2000 2018

0	0	Not a Fatality (Not Applicable)
1	1	White
2	2	Black
3	3	American Indian (Includes Alaska Native)
4	4	Chinese
5	5	Japanese
6	6	Hawaiian (Includes Part-Hawaiian)
7	7	Filipino
18	18	Asian Indian
19	19	Other Indian (Includes South and Central America, Since 2000)
28	28	Korean
38	38	Samoan
48	48	Vietnamese
58	58	Guamanian
68	68	Other Asian or Pacific Islander
78	--	Combined Other Asian or Pacific Islander, Includes Data Elements 18-68 for Areas That Do Not Report Them Separately
--	78	Asian or Pacific Islander, No Specific (Individual) Race
97	97	Multiple Races (Individual Races Not Specified; ex., "Mixed," Since 2000)
--	98	All Other Races
99	99	Unknown

Related Factors- Person Level (discontinued)

Definition: This data element records factors related to motor vehicle occupants other than drivers and people not in motor vehicles as expressed in the case material.

Additional Information: There are also crash level related factors in the Accident data file (CF1, CF2, and CF3), vehicle level related factors in the Vehicle data file (VEH_SC1 and VEH_SC2), and driver level related factors, also in the Vehicle data file (DR_SF1, DR_SF2, DR_SF3, and DR_SF4).

Any of the three data elements may have been used to code a related factor. One must test all three data elements to ensure that the selected related factor is included.

Person-related factors for all drivers are coded 00. Person-related factors for non-drivers can have non-zero values as listed below.

For 1975 to 1981 values 02 to 06 correspond to 01 to 05 for the 1982 to 2009 data. Values of 20 and higher correspond directly the same values for 1982 to 2009.

Prior to 2019 the Data Element ID was P26/NM25. Beginning in 2020 this data element was no longer collected at the Person level. It is now collected in the Personrf data file as PERSONRF.

SAS Name: **P_CF1, P_CF2, P_CF3** **1975-2009**
P_SF1, P_SF2, P_SF3 **2010-2019**

Attribute Codes

1975-1981

- 0 Not Applicable – Driver/None – All Other Persons
- 1 Physical Impairments
- 2 Not Visible
- 3 Darting or Running Into Road
- 4 Improper Crossing of Roadway or Intersection
- 5 Walking/Riding With or Against Traffic, Playing, Working, Sitting, Lying, Standing, etc., in Roadway
- 6 Interfering With Driver (Since 1976)

NON-MOTOR-VEHICLE-OPERATOR-RELATED FACTORS:

- 20 Leaving Vehicle Unattended in Roadway
- 21 Overloading or Improper Loading of Vehicle With Passengers or Cargo
- 22 Towing or Pushing Vehicle Improperly
- 23 Failing to Have Lights on When Required
- 24 Operating Without Required Equipment
- 25 Creating Unlawful Noise or Using Equipment Prohibited by Law
- 26 Following Improperly
- 27 Improper or Erratic Lane-Changing
- 28 Failure to Keep in Proper Lane or Running off Road
- 29 Illegal Driving on Road Shoulder, in Ditch, on Sidewalk, on Median
- 30 Making Improper Entry to or Exit From Trafficway

- 33 Passing Where Prohibited by Posted Signs, Pavement Markings, Hill, or Curve, or School Bus Displaying Warning Not to Pass
 34 Passing on Wrong Side
 35 Passing With Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle
 36 Operating the Vehicle in Other Erratic, Reckless, Careless or Negligent Manner
 38 Failure to Yield Right-of-Way
 39 Failure to Obey Traffic Signs, Traffic Control Devices or Traffic Officers, Failure to Observe Safety Zone
 40 Passing Through or Around Barrier Positioned to Prohibit or Channel Traffic
 41 Failure to Observe Warnings or Instructions on Vehicles Displaying Them
 42 Failure to Signal Intentions
 43 Giving Wrong Signal
 44 Driving Too Fast for Conditions or in Excess of Posted Speed Limit
 45 Driving Less Than Posted Maximum
 46 Operating at Erratic or Suddenly Changing Speeds
 47 Making Right Turn From Left Turn Lane or Making Left Turn From Right Turn Lane
 48 Making Improper Turn
 49 Driving Wrong Way on One-Way Roadway
 50 Driving on Wrong Side of Road
 51 Operator Inexperience
 52 Unfamiliar With Roadway
 99 Unknown

1982- 2009	2010-		2016-				
	2014	2015	2017	2018	2019		
0	0	0	0	0	0	None/Not Applicable-Driver	
1	--	--	--	--	--	Not Visible	
2	--	--	--	--	--	Darting, Running, or Stumbling Into Roadway (1995-2009)	
3	--	--	--	--	--	Improper Crossing or Roadway or Intersection	
4	--	--	--	--	--	Walking/Riding With or Against Traffic, Playing, Working, Sitting, Lying, Standing, etc., in Roadway	
5	5	5	5	5	5	Interfering With Driver*	
6	--	--	--	--	--	Ill, Passed out/Blackout (1995-2009)	
7	--	--	--	--	--	Emotional (e.g., Depression, Angry, Disputed)	
8	8	8	8	8	8	Mentally Challenged (Since 1995)	
9	9	9	9	9	9	Construction/Maintenance/Utility Worker (Since 1995) Highway Department, Contractor, Utility Company Personnel, etc.	

10	--	--	--	--	--	Inattentive
--	--	--	10	10	10	Alcohol and/or Drug Test Refused (Since 2017)
11	--	--	--	--	--	Walking With Cane or Crutches
12	--	--	--	--	--	Restricted to Wheelchair
13	--	--	--	--	--	Paraplegic (1982-1994)
13	13	13	13	13	13	Motorized Wheelchair Rider**
14	--	--	--	--	--	Impaired Due to Previous Injury
15	--	--	--	--	--	Deaf (1982-1994)
15	--	--	--	--	--	Under the Influence of Alcohol, Drugs, or Medication (2008-2009)
16	--	--	--	--	--	Blind
17	--	--	--	--	--	Other Physical Impairment
18	18	--	--	--	--	Mother of Dead Fetus (1982-2010)
--	18	18	18	18	18	Mother of Dead Fetus/Mother of Infant Born Post Crash (Since 2011)
19	--	--	--	--	--	Pedestrian
20	--	--	--	--	--	Leaving Vehicle Unattended in Roadway (1982-1994)
20	--	--	--	--	--	Running off Road (2000-2001)
21	21	21	21	21	21	Overloading or Improper Loading of Vehicle With Passengers or Cargo
22	--	--	--	--	--	Towing or Pushing Vehicle Improperly (1982-2003)
23	--	--	--	--	--	Failing to [Dim Lights or, Since 1995] Have Lights on When Required
24	--	--	--	--	--	Operating Without Required Equipment
25	--	--	--	--	--	Creating Unlawful Noise or Using Equipment Prohibited by Law (1982-2002)
26	26	26	26	26	26	Following Improperly
27	--	--	--	--	--	Improper or Erratic Lane Changing
28	--	--	--	--	--	Failure to Keep in Proper Lane or Running off Road (1982-1999)*
28	28	--	--	--	--	Failure to Keep in Proper Lane (2000-2014)*
--	--	28	28	28	28	Improper Lane Usage*
29	29	--	--	--	--	Illegal Driving on Road Shoulder, in Ditch, on Sidewalk, on Median*
--	--	29	29	29	29	Intentional Illegal Driving on Road Shoulder, in Ditch, on Sidewalk, on Median*
30	--	--	--	--	--	Making Improper Entry to or Exit From Trafficway

--	--	--	--	31	31	Default Code Used for Vehicle Numbering**
32	32	32	32	32	32	Opening Vehicle Closure Into Moving Traffic or While Vehicle is in Motion (Since 2001)*
33	33	--	--	--	--	Passing Where Prohibited by Posted Signs, Pavement Markings, Hill or Curve, or School Bus Displaying Warning Not to Pass Line*
--	--	33	33	33	33	Passing Where Prohibited by Posted Signs, Pavement Markings, or School Bus Displaying Warning not to Pass*
34	--	--	--	--	--	Passing on Wrong Side
35	--	--	--	--	--	Passing With Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle
36	--	--	--	--	--	Operating the Vehicle in Other Erratic, Reckless, Careless, or Negligent Manner (or Operating at Erratic or Suddenly Changing Speeds, 1995-2009)
37	37	37	37	37	37	Traveling on Prohibited Trafficway (Since 1995)
38	--	--	--	--	--	Failure to Yield Right-of-Way
39	--	--	--	--	--	Failure to Obey Actual Traffic Signs, Traffic Control Devices or Traffic Officers; Failure to Obey Safety Zone Traffic Laws
40	40	40	40	40	40	Passing Through or Around Barrier Positioned to Prohibit or Channel Traffic
41	41	41	41	41	41	Failure to Observe Warnings or Instructions on Vehicles Displaying Them
42	42	42	42	42	42	Failure to Signal Intentions
43	--	--	--	--	--	Giving Wrong Signal (1982-1996)
44	44	44	44	44	44	Driving Too Fast for Conditions or in Excess of Posted Maximum*
45	45	45	45	45	45	Driving Less Than Posted Maximum*
46	--	--	--	--	--	Operating at Erratic or Suddenly Changing Speeds (1982-1996)
47	47	47	47	47	47	Making Right Turn From Left-Turn Lane, Left Turn From Right-Turn Lane*
48	--	--	--	--	--	Making Other Improper Turn
49	--	--	--	--	--	Driving Wrong Way on One-Way Trafficway

50	--	--	--	--	--	Driving on Wrong Side of Road (Intentional or Unintentional, 1995-2009)
51	51	51	51	51	51	Operator Inexperience
52	52	52	52	52	52	Unfamiliar With Roadway
53	--	--	--	--	--	Stopping in Roadway (Vehicle Not Abandoned)
--	--	--	--	--	53	Non-Motorist Previously Used a Motor Vehicle for Motion**
54	--	--	--	--	--	Underriding a Parked Truck (1982-1996)
--	--	--	--	--	54	Non-Motorist Attempting to Use a Motor Vehicle for Motion**
55	--	--	--	--	--	Getting off/out of or on/into Moving Transport Vehicle
--	--	--	--	--	55	Non-Motorist Attempting to Use or Previously Used a Motor Vehicle for Motion, Details Not Reported**
56	--	--	--	--	--	Getting off/out of or on/into Non-Moving Transport Vehicle (1982-2001)
56	56	56	56	56	56	Non-Driver Flees Scene (Since 2005)
57	57	57	57	57	57	Improper Tire Pressure (Since 1995)
58	58	--	--	--	--	Locked Wheel (1995-2014)
59	59	59	59	59	59	Overcorrecting (Since 1995)*
<i>VISION OBSCURED BY</i>						
60	60	60	60	60	60	Rain, Snow, Fog, Smoke, Sand, Dust
61	61	61	61	61	61	Reflected Glare, Bright Sunlight, Headlights
62	62	62	62	62	62	Curve, Hill, or Other Design Features (Including Traffic Signs, Embankment)
63	63	63	63	63	63	Building, Billboard, Other Structures (Since 1995)
64	64	64	64	64	64	Trees, Crops, Vegetation
65	65	65	65	65	65	Motor Vehicle (Including Load)
66	66	66	66	66	66	Parked Vehicle
67	67	67	67	67	67	Splash or Spray or Passing Vehicle
68	68	68	68	68	68	Inadequate Lighting System
69	69	69	69	69	69	Obstructing Angles on Vehicle
70	70	70	70	70	70	Mirrors
71	--	--	--	--	--	Mirrors-Other (1982-2002)
72	72	72	72	72	72	Other Visual Obstruction
<i>SKIDDING, SWERVING, OR SLIDING DUE TO</i>						
73	73	73	73	73	73	Severe Crosswind
74	74	74	74	74	74	Wind From Passing Truck

75	75	75	75	75	75	Slippery or Loose Surface
76	76	76	76	76	76	Tire Blow-Out or Flat
77	77	77	77	77	77	Debris or Objects in Road
78	78	78	78	78	78	Ruts, Holes, Bumps in Road
79	--	--	--	--	--	Live Animals in Road
80	80	80	80	80	80	Vehicle in Road
81	81	81	81	81	81	Phantom Vehicle
82	--	82	82	82	82	Pedestrian, Pedalcyclist, or Other Non-Motorist
--	82	--	--	--	--	Pedestrian, Pedalcyclist, or Person on Personal Conveyance
83	83	83	83	83	83	Ice, Snow, Slush, Water, Sand, Dirt, Oil, Wet Leaves on Road (Since 1995)

OTHER FACTORS

84	--	--	--	--	--	Jaywalk (1982-1994)
85	--	--	--	--	--	Jog (1982-1994)
86	86	86	86	86	--	Emergency Services Personnel (Since 2007)
87	87	87	87	87	87	Police or Law Enforcement Officer (Since 2002)
88	88	88	88	88	88	Seat Back Not in Normal Upright Position, Seat Back Reclined (Since 2002)*
--	89	89	89	89	89	Parked Motor Vehicle With Equipment Extending Into the Travel Lane (Since 2013)*
90	90	90	90	90	90	Non-Motorist Pushing a Vehicle**
91	91	91	91	91	91	Portable Electronic Devices (Since 2008)
--	92	92	92	92	92	Person in Ambulance Treatment Compartment (Since 2013)*
--	--	--	93	93	93	Non-Motorist Wearing Motorcycle Helmet**
--	--	--	--	--	94	Emergency Medical Services Personnel
--	--	--	--	--	95	Fire Personnel
--	--	--	--	--	96	Tow Operator
--	--	--	--	--	97	Transportation (Maintenance Workers, Safety Service Patrol Operators, etc.)
99	99	99	99	--	--	Unknown
--	--	--	--	99	99	Reported as Unknown

* Attribute is only applicable to occupants (other than drivers) of motor vehicles.

** Attribute is only applicable to people not in motor vehicles.

The PARKWORK Data File

The Parkwork data file includes Vehicle data elements applicable to Parked and Working Vehicles. It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The Parkwork data file also contains the data elements on the following pages.

ST_CASE and VEH_NO are the unique identifiers for each record. ST_CASE should be used to merge the Parkwork data file with the Accident data file. ST_CASE and VEH_NO should be used to merge the Parkwork data file with the Vindecode and Person data files.

The Parkwork data file replaced the Vehnit data file in 2010. The Vehnit data file ran from 2005 to 2009 and its element and attribute history is also provided below.

C4A Number of Motor Vehicles In-Transport (MVIT)

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

Additional Information: See this data element in the Accident data file section for more information.

SAS Name: **VE_FORMS** *2005-2009*
PVE_FORMS *2010-Later*

Attribute Codes

2005-	2009-
2008	Later
1-99	1-999

Number of Vehicle Forms

C8 Crash Date

C8A Month of Crash

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

Additional Information: See this data element in the Accident data file section for more information.

SAS Name: **MONTH** *2005-2009*
PMONTH *2010-Later*

Attribute Codes

2005-Later

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

C8B Day of Crash

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

Additional Information: See this data element in the Accident data file section for more information.

SAS Name: **DAY** *2009*
PDAY *2010-Later*

Attribute Codes

2005-Later

- 1-31 Day of the Month of the Crash

C9 Crash Time

C9A Hour of Crash

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

Additional Information: See this data element in the Accident data file section for more information.

SAS Name: **HOUR** 2009
PHOUR 2010-Later

Attribute Codes

2005-Later

0-23 Hour
99 Unknown

C9B Minute of Crash

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

Additional Information: See this data element in the Accident data file section for more information.

SAS Name: **MINUTE** 2009
PMINUTE 2010-Later

Attribute Codes

2005-Later

0-59 Minute
99 Unknown

C19 First Harmful Event

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

Additional Information: See this data element in the Accident data file section for more information.

SAS Name: **HARM_EV 2005-2009**
PHARM_EV 2010-Later

Attribute Codes

2005- 2009	2010- 2015	2010- 2015	2016	2017	2018- Later	
1	1	1	1	1	1	Rollover/Overtur
2	2	2	2	2	2	Fire/Explosion
3	3	3	3	3	3	Immersion (or Partial Immersion, Since 2012)
4	4	4	4	4	4	Gas Inhalation
5	5	5	5	5	5	Fell/Jumped From Vehicle
6	--	--	--	--	--	Injured in Vehicle
--	6	6	6	6	6	Injured in Vehicle (Non-Collision)
7	7	7	7	7	7	Other Non-Collision
8	8	8	8	8	8	Pedestrian
9	--	--	--	--	--	Pedalcycle
--	9	9	9	9	9	Pedalcyclist
10	--	--	--	--	--	Railway Train
--	10	10	10	10	10	Railway Vehicle
11	--	--	--	--	--	Animal
--	11	11	11	11	11	Live Animal
12	--	--	--	--	--	Motor Vehicle In-Transport on Same Roadway
--	12	12	12	12	12	Motor Vehicle In-Transport
13	--	--	--	--	--	Motor Vehicle In-Transport on Other Roadway
14	14	14	14	14	14	Parked Motor Vehicle (Not In-Transport)
15	15	15	15	15	15	Non-Motorist on Personal Conveyance
16	16	16	16	16	16	Thrown or Falling Object
17	17	17	17	17	17	Boulder
18	18	18	18	18	18	Other Object (Not Fixed)
19	19	19	19	19	19	Building
20	20	20	20	20	20	Impact Attenuator/Crash Cushion
21	--	--	--	--	--	Bridge Pier or Abutment
--	21	21	21	21	21	Bridge Pier or Support
22	--	--	--	--	--	Bridge Parapet End
23	--	--	--	--	--	Bridge Rail
--	23	23	23	23	23	Bridge Rail (Includes Parapet)
24	24	24	24	24	24	Guardrail Face
25	25	25	25	25	25	Concrete Traffic Barrier
26	26	26	26	26	26	Other Traffic Barrier

27	--	--	--	--	Highway/Traffic Sign Post
28	--	--	--	--	Overhead Sign Support/Sign
29	--	--	--	--	Luminary/Light Support
30	--	--	--	--	Utility Pole
--	30	30	30	30	Utility Pole/Light Support
31	31	--	--	--	Other Post, Other Pole, or Other Support
--	--	31	31	31	Post, Pole or Other Support
32	32	32	32	32	Culvert
33	33	33	33	33	Curb
34	34	34	34	34	Ditch
35	--	--	--	--	Embankment – Earth
--	35	35	35	35	Embankment
36	--	--	--	--	Embankment – Rock, Stone, or Concrete
37	--	--	--	--	Embankment – Material Type Unknown
38	38	38	38	38	Fence
39	39	39	39	39	Wall
40	40	40	40	40	Fire Hydrant
41	41	41	41	41	Shrubbery
42	42	42	42	42	Tree (Standing Only)
43	43	43	43	43	Other Fixed Object
44	--	--	--	--	Pavement Surface Irregularity
--	44	44	44	44	Pavement Surface Irregularity (Ruts, Potholes, Grates, etc.)
45	--	--	--	--	Working Construction, Maintenance or Utility Vehicles
--	45	45	45	45	Working Motor Vehicle
46	46	46	46	46	Traffic Signal Support
47	--	--	--	--	Vehicle Occupant Struck or Run Over by Own Vehicle (2005-2009)
48	--	--	--	--	Collision With Snow Bank (2005-2009)
--	48	48	48	48	Snow Bank
49	49	49	49	49	Ridden Animal or Animal-Drawn Conveyance
50	50	50	50	50	Bridge Overhead Structure
51	--	--	--	--	Jackknife
--	51	51	51	51	Jackknife (Harmful to This Vehicle)
52	52	52	52	52	Guardrail End
53	53	53	53	53	Mail Box
54	--	--	--	--	Motor Vehicle Struck by Falling/Shifting Cargo or Anything Set in Motion by Another Motor Vehicle In-Transport
--	54	54	54	54	Motor Vehicle In-Transport Strikes or Is Struck by Cargo, Persons or Objects Set-in-Motion From/By Another Motor Vehicle In-Transport
55	--	--	--	--	Other Not In-Transport Motor Vehicle (2005-2007)

55	55	55	55	55	Motor Vehicle in Motion Outside the Trafficway (Since 2008)
57	57	57	57	57	Cable Barrier (Since 2008)
--	58	58	58	58	Ground
--	59	59	59	59	Traffic Sign Support
--	72	72	72	--	Cargo/Equipment Loss or Shift (Harmful to This Vehicle)
--	--	--	--	72	Cargo/Equipment Loss, Shift, or Damage (Harmful)
--	73	--	--	--	Object Fell From Motor Vehicle In-Transport (2013-2015)
--	--	73	73	73	Object That Had Fallen From Motor Vehicle In- Transport
--	--	74	74	74	Road Vehicle on Rails
--	--	--	91	91	Unknown Object Not Fixed
--	--	--	93	93	Unknown Fixed Object
--	98	--	--	--	Not Reported (2010 Only)
--	--	--	--	98	Harmful Event, Details Not Reported (Since 2019)
99	99	99	99	--	Unknown
--	--	--	--	99	Reported as Unknown

C20 Manner of Collision of the First Harmful Event

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

Additional Information: See this data element in the Accident data file section for more information.

SAS Name: **MAN_COLL** **2005-2009**
PMAN_COLL **2010-Later**

Attribute Codes

2005- 2009	2010- 2017	2019- 2018	Later	
0	0	0	--	Not Collision With Motor Vehicle In-Transport (Not Necessarily In-Transport for 2005-2009)
--	--	--	0	First Harmful Event Was Not a Collision With Motor Vehicle In-Transport
1	1	1	1	Front-to-Rear
2	2	2	2	Front-to-Front
3	--	--	--	Angle – Front-to-Side, Same Direction
4	--	--	--	Angle – Front-to-Side, Opposite Direction
5	--	--	--	Angle – Front-to-Side, Right Angle (Includes Broadside)
6	--	--	--	Angle – Front-to-Side/Angle-Direction Not Specified
--	6	6	6	Angle
7	7	7	7	Sideswipe – Same Direction
8	8	8	8	Sideswipe – Opposite Direction
9	9	9	9	Rear-to-Side
10	10	10	10	Rear-to-Rear
11	11	11	11	Other
--	98	98	98	Not Reported
99	99	--	--	Unknown
--	--	99	99	Reported as Unknown

V4 Number of Occupants

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **OCUPANTS 2005-2008**

NUMOCCS 2009

PNUMOCCS 2010-Later

Attribute Codes

2005- 2015	2016- Later	
0	0	None
1-95	1-98	The Actual Number of Occupants in the Vehicle
96	--	96 or More Occupants in the Vehicle
98	--	Not Reported (2010 Only)
99	99	Unknown

V5 ***Unit Type***

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

Additional Information: This data element also appears in the Vehicle data file as UNITTYPE. The only valid attribute for UNITTYPE is 1 (Motor Vehicle In-Transport [*Inside or Outside the Trafficway*]).

SAS Name: **UNITTYPE** *2005-2009*
PTYPE *2010-Later*

Attribute Codes

2005-Later

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

V6 Hit-and-Run

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: HIT_RUN 2005-2009
PHIT_RUN 2010-Later

Attribute Codes

2005- 2008	2009	2010- 2011	2012- 2017	2018- 2019	2020 Later	
0	0	0	0	0	0	No
1	--	--	--	--	--	Hit Motor Vehicle In-Transport
--	1	1	1	1	1	Yes
2	--	--	--	--	--	Hit Pedestrian or Non-Motorist
3	--	--	--	--	--	Hit Parked Vehicle (Working Vehicle, Since 2004) or Object
5	--	--	--	--	--	Other Involved Person, Not a Driver, Left Scene (2005-2006)
5	--	--	--	--	--	Hit-and-Run, Other Involved Person Left Scene (2007-2008)
--	--	8	--	--	--	Not Reported
--	9	9	9	--	--	Unknown
--	--	--	--	9	--	Reported as Unknown

V7 Registration State

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: REG_STAT 2005-2009
PREG_STAT 2010-Later

Attribute Codes

2005-Later

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

2010- 2017-

2016 Later

0	0	Not Applicable
91	91	Not Reported
92	92	No Registration

93	93	Multiple State Registrations
94	94	U.S. Government Tags (Includes Military)
95	95	Canada
96	96	Mexico
97	97	Other Foreign Country
98	--	Other Registration (Includes Native American/Indian Nations)
--	98	Other Registration
99	99	Unknown/

Reported as Unknown (Since 2018)

V8 Registered Vehicle Owner

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **OWNER** **2005-2009**
POWNER **2010-Later**

Attribute Codes

2005- 2007	2008- 2019	2020- Later	
0	0	0	Not Applicable, Vehicle Not Registered
1	1	1	Driver (of This Vehicle) Was Registered Owner
2	2	2	Driver (of This Vehicle) Not Registered Owner (Other Private Owner)
3	3	--	Vehicle Registered as Business/Company/Government Vehicle
--	--	3	Vehicle Registered as Commercial/Business/Company/Government Vehicle
4	4	4	Vehicle Registered as Rental Vehicle
5	5	5	Vehicle Was Stolen (Reported by Police)
6	--	--	Driverless Vehicle
--	6	6	Driverless/Motor Vehicle Parked/Stopped off Roadway
9	9	9	Unknown

V9 Vehicle Identification Number (VIN)

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **VIN** *2005-2009*
PVIN *2010-Later*

Attribute Codes

2005-2008	2009	2010-2017	
--	000000000000	000000000000	No VIN Required
XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	First 12 Characters
--	--	888888888888	Not Reported
--	--	999999999999	Unknown

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

V10 Vehicle Model Year

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **MOD_YEAR 2005-2009**
PMODYEAR 2010-Later

Attribute Codes

2005-Later

0-9997	Actual Model Year
9998	Not Reported
9999	Unknown

V11 vPIC Make

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **PVPICMAKE**

Attribute Codes

2020-

Later

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

V12 vPIC Model

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **PVPICMODEL**

Attribute Codes

2020-

Later

xxxxx	Actual Model (up to five digits)
99997	Other
99998	Not Reported
99999	Unknown

V13 vPIC Body Class

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **PVPICBODYCLASS**

Attribute Codes

2020	2021- Later	
1	1	Convertible/Cabriolet
2	2	Minivan
3	3	Coupe
4	4	Low Speed Vehicle (LSV)/Neighborhood Electric Vehicle (NEV)
5	5	Hatchback/Liftback/Notchback
6	6	Motorcycle - Standard
7	7	Sport Utility Vehicle (SUV)/Multi-Purpose Vehicle (MPV)
8	8	Crossover Utility Vehicle (CUV)
9	9	Van
10	10	Roadster
11	11	Truck
12	12	Motorcycle - Scooter
13	13	Sedan/Saloon
15	15	Wagon
16	16	Bus
60	60	Pickup
62	62	Incomplete - Cutaway*
63	63	Incomplete - Chassis Cab (Single Cab)*
64	64	Incomplete - Glider*
65	65	Incomplete*
66	66	Truck-Tractor
67	67	Incomplete - Stripped Chassis*
68	68	Streetcar/Trolley
69	69	Off-Road Vehicle - All Terrain Vehicle (ATV) (Motorcycle-Style)
70	70	Incomplete - Chassis Cab (Double Cab)*
71	71	Incomplete - School Bus Chassis*
72	72	Incomplete - Commercial Bus Chassis*
73	73	Bus - School Bus
74	74	Incomplete - Chassis Cab (Number of Cab Unknown)*
75	75	Incomplete - Transit Bus Chassis*
76	76	Incomplete - Motor Coach Chassis*
77	77	Incomplete - Shuttle Bus Chassis*
78	78	Incomplete - Motor Home Chassis*

80	80	Motorcycle - Sport
81	81	Motorcycle - Touring/Sport Touring
82	82	Motorcycle - Cruiser
83	83	Motorcycle - Trike
84	84	Off-Road Vehicle - Dirt Bike/Off-Road
85	85	Motorcycle - Dual Sport/Adventure/Supermoto/On/Off-Road
86	86	Off-Road Vehicle - Enduro (off-road long-distance racing)
87	87	Motorcycle - Small/Minibike
88	88	Off-Road Vehicle - Go Kart
90	90	Motorcycle - Side Car
94	94	Motorcycle - Custom
95	95	Cargo Van
97	97	Off-Road Vehicle - Snowmobile
98	98	Motorcycle - Street
100	100	Motorcycle - Enclosed Three Wheeled/Enclosed Autocycle
103	103	Motorcycle - Unenclosed Three Wheeled/Open Autocycle
104	104	Motorcycle - Moped
105	105	Off-Road Vehicle - Recreational Off-Road Vehicle (ROV)
107	107	Incomplete - Bus Chassis*
108	108	Motorhome
109	109	Motorcycle - Cross Country
110	110	Motorcycle - Underbone
111	111	Step Van/Walk-in Van
112	112	Incomplete - Commercial Chassis*
113	113	Off-Road Vehicle - Motocross (Off-Road Short-Distance, Closed-Track Racing)
114	114	Motorcycle - Competition
117	117	Limousine
119	119	Sport Utility Truck (SUT)
124	124	Off-Road Vehicle - Golf Cart
125	125	Motorcycle - Unknown Body Type
126	126	Off-Road Vehicle - Farm Equipment
127	127	Off-Road Vehicle - Construction Equipment
--	128	Ambulance
--	129	Street Sweeper
--	130	Fire Apparatus
996	996	Motorized Bicycle
997	997	Other
998	998	Not Reported
999	999	Unknown

V14 NCSA Make

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **MAKE** *2005-2009*
PMAKE *2010-Later*

Attribute Codes

2005-Later

1 American Motors

2 Jeep/Kaiser-Jeep/Willys Jeep

3 AM General

6 Chrysler

7 Dodge

8 Imperial

9 Plymouth

10 Eagle

12 Ford

13 Lincoln

14 Mercury

18 Buick/Opel

19 Cadillac

20 Chevrolet

21 Oldsmobile

22 Pontiac

23 GMC

24 Saturn

25 Grumman

26 Coda (Since 2013)

29 Other Domestic

Avanti

Checker

DeSoto

Excalibur

Hudson

Packard

Panoz

Saleen

Studebaker

Stutz

Tesla (Since 2014)

30 Volkswagen

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

- Caterham
 - Citroen
 - DeLorean
 - Desta
- 69 Other Imports (continued)
- Ferrari
 - Fisker
 - Gazelle
 - Hillman
 - Jensen
 - Koenigsegg
 - Lada
 - Lamborghini
 - Lotus
 - Mahindra (Since 2013)
 - Maserati
 - Maybach
 - McLaren
 - Mini Cooper
 - Morgan
 - Morris
 - Reliant (British)
 - Rolls-Royce
 - Simca
 - Singer
 - Spyker
 - Sunbeam
 - TVR
- 70 BSA
- 71 Ducati
- 72 Harley-Davidson
- 73 Kawasaki
- 74 Moto Guzzi
- 75 Norton
- 76 Yamaha
- 77 Victory
- 78 Other Make Moped (Since 2010)
- 79 Other Make Motored Cycle (Since 2010)
- 80 Brockway
- 81 Diamond Reo/Reo
- 82 Freightliner
- 83 FWD
- 84 International Harvester/Navistar

- 85 Kenworth
- 86 Mack
- 87 Peterbilt
- 88 Iveco/Magirus
- 89 White/Autocar, White/GMC
- 90 Bluebird
- 91 Eagle Coach
- 92 Gillig
- 93 MCI
- 94 Thomas Built
- 97 Not Reported (Since 2010)
- 98 Other Make
 - Auto-Union-DKW
 - Carpenter
 - Collins Bus
 - DINA
 - Divco
 - Hino
 - Meyers Motors
 - Mid Bus
 - Neoplan
 - Orion
 - Oshkosh
 - Scania
 - Sterling
 - Think
 - UD
 - Van Hool
 - Western Star
- 99 Unknown Make

V15 NCSA Model

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **MODEL** *2005-2009*
PMODEL *2010-Later*

Attribute Codes

2005-Later

See the current [FARS/CRSS Coding and Validation Manual](#) for vehicle model codes.

V16 NCSA Body Type

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **BODY_TYP 2005-2009**
PBODYTYP 2010-Later

Attribute Codes

2005- 2009	2010- 2016	2017	2018- 2019	2020- Later	
1	1	1	1	1	Convertible (Excludes Sunroof, T-Bar)
2	2	2	2	2	2-Door Sedan/Hardtop/Coupe
3	3	3	3	3	3-Door/2-Door Hatchback
4	4	4	4	4	4-Door Sedan/Hardtop
5	5	5	5	5	5-Door/4-Door Hatchback
6	6	6	6	6	Station Wagon (Excluding Van and Truck-Based)
7	7	7	7	7	Hatchback, Number of Doors Unknown
8	--	--	--	--	Other Auto (1991-1993)
8	8	8	8	8	Sedan/Hardtop, Number of Doors Unknown (Since 1994)
9	--	--	--	--	Unknown Auto Type (1991-1993)
9	9	9	9	9	Other or Unknown Automobile Type (Since 1994)
10	10	10	10	10	Auto-Based Pickup
11	11	11	11	11	Auto-Based Panel (Cargo Station Wagon, Auto-Based Ambulance or Hearse)
12	12	12	12	12	Large Limousine – More Than 4 Side Doors or Stretch Chassis
13	13	13	13	13	Three-Wheel Automobile or Automobile Derivative
14	14	14	14	14	Compact Utility (ANSI D-16 Utility Vehicle Categories “Small” and “Midsize”)
15	15	15	15	15	Large Utility (ANSI D-16 Utility Vehicle Categories “Full Size” and “Large”)
16	16	16	16	16	Utility Station Wagon
--	17	17	17	17	3-Door Coupe
19	19	19	19	19	Utility Unknown Body
20	20	20	20	20	Minivan
21	21	21	21	21	Large Van – Includes Van-Based Buses
22	22	22	22	22	Step Van or Walk-in Van (GVWR ≤ 10,000 lbs)
28	28	28	28	28	Other Van Type (Hi-Cube Van)
29	29	29	29	29	Unknown Van Type
30	30	--	--	--	Compact Pickup (GVWR, < 4,500 lbs)

31	31	--	--	--	Standard Pickup (4,500 lbs <= GVWR < 10,000 lbs)
32	32	32	--	--	Pickup With Slide-in Camper
33	33	33	33	33	Convertible Pickup
--	--	34	34	34	Light Pickup
39	39	39	39	39	Unknown (Pickup Style) Light Conventional Truck Type
40	40	40	40	40	Cab Chassis-Based (Includes Light Stake, Light Dump, Light Tow, Rescue Vehicles)
41	41	41	41	41	Truck-Based Panel
42	42	42	42	--	Light Truck-Based Motorhome (Chassis Mounted)
--	--	--	--	42	Light Vehicle-Based Motorhome (Chassis Mounted)
45	45	45	45	45	Other Light Conventional Truck Type (Includes Stretched Suburban Limousine)
48	48	--	--	--	Unknown Light-Truck Type (Not a Pickup, 1991-2012)
--	48	48	48	48	Unknown Light Truck Type (Since 2013)
49	49	49	49	49	Unknown Light-Vehicle Type (Automobile, Utility Vehicle, Van or Light Truck)
50	50	50	50	50	School Bus
51	51	51	51	51	Cross-Country/Intercity Bus (i.e., Greyhound)
52	52	52	52	52	Transit Bus (City Bus)
--	55	55	55	55	Van-Based Bus (GVWR > 10,000 lbs) (Since 2011)
58	58	58	58	58	Other Bus Type
59	59	59	59	59	Unknown Bus Type
60	60	60	60	60	Step Van (GVWR > 10,000 lbs)
61	61	--	--	--	Single-Unit Straight Truck (10,000 lbs < GVWR <= 19,500 lbs) (1991-2010)
--	61	61	61	61	Single-Unit Straight Truck or Cab-Chassis (GVWR range 10,001 to 19,500 lbs) (Since 2011)
62	62	--	--	--	Single-Unit Straight Truck (19,500 lbs < GVWR <= 26,000 lbs) (1991-2010)
--	62	62	62	62	Single-Unit Straight Truck or Cab-Chassis (GVWR range 19,501 to 26,000 lbs) (Since 2011)
63	63	--	--	--	Single-Unit Straight Truck (GVWR > 26,000 lbs) (1991-2010)
--	63	63	63	63	Single-Unit Straight Truck or Cab-Chassis (GVWR > 26,000 lbs) (Since 2011)
64	--	--	--	--	Single-Unit Straight Truck
--	64	64	64	64	Single Unit Straight Truck or Cab-Chassis (GVWR Unknown) (Since 2011)
65	65	65	65	--	Medium/Heavy Truck-Based Motorhome
--	--	--	--	65	Medium/Heavy Vehicle-Based Motorhome

66	66	66	66	66	Truck/Tractor (Cab Only, or With Any Number of Trailing Units: Any Weight)
67	67	67	67	67	Medium/Heavy Pickup (GVWR > 10,000 lbs) (Since 2001)
--	68	--	--	--	Single-Unit Straight Truck (GVWR Unknown) (2010 Only)
71	71	71	71	71	Unknown if Single-Unit or Combination-Unit Medium Truck (GVWR range 10,001 to 26,000 lbs)
72	72	72	72	72	Unknown if Single-Unit or Combination-Unit Heavy Truck (GVWR > 26,000 lbs)
73	73	73	73	--	Camper or Motorhome, Unknown Truck Type
--	--	--	--	73	Camper or Motorhome, Unknown GVWR
78	78	78	78	78	Unknown Medium/Heavy Truck Type
79	79	79	79	79	Unknown Truck Type
80	80	--	--	--	Motorcycle
--	--	80	80	80	Two Wheel Motorcycle (excluding motor scooters)
81	81	--	--	--	Moped (Motorized Bicycle)
--	--	81	81	81	Moped or Motorized Bicycle
82	82	--	--	--	Three-Wheel Motorcycle/Moped- Not All-Terrain Vehicle
--	--	82	82	82	Three-Wheel Motorcycle (2 Rear Wheels)
83	83	--	--	--	Off-Road Motorcycle (2 Wheels) (Since 1993)
--	--	83	83	83	Off-Road Motorcycle
--	--	84	84	84	Motor Scooter
--	--	85	85	85	Unenclosed Three-Wheel Motorcycle/Unenclosed Autocycle (1 Rear Wheel)
--	--	86	86	86	Enclosed Three-Wheel Motorcycle/Enclosed Autocycle (1 Rear Wheel)
--	--	87	87	87	Unknown Three-Wheel Motorcycle Type
88	--	--	--	--	Other Motored Cycle Type (Mini-Bikes, Motor Scooters) (1991-2007)
88	88	--	--	--	Other Motored Cycle Type (Mini-Bikes, Motor Scooters, Pocket Motorcycles, "Pocket Bikes") (Since 2008)
--	--	88	88	88	Other Motored Cycle Type (Mini-Bikes, Pocket Motorcycles, "Pocket Bikes")
89	89	89	89	89	Unknown Motored Cycle Type
90	90	90	90	90	ATV (All-Terrain Vehicle)
91	91	91	91	91	Snowmobile
92	92	92	92	92	Farm Equipment Other Than Trucks
93	93	93	93	93	Construction Equipment Other Than Trucks (Includes Graders)
94	--	--	--	--	Motorized Wheel Chair (1997 Only)

--	94	94	94	94	Low-Speed Vehicle (LSV)/Neighborhood Electric Vehicle (NEV) (Since 2011)
--	95	95	95	95	Golf Cart (Since 2012)
--	--	96	96	96	Recreational Off-Highway Vehicle
97	97	97	97	97	Other Vehicle Type (Includes Go-Cart, Fork-Lift, City Street Sweeper, Dune/Swamp Buggy)
--	98	98	98	98	Not Reported
99	99	99	99	99	Unknown Body Type

V17 Final Stage Body Class

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **PICFINALBODY**

Attribute Codes

2020	2021- Later	
0	0	Not Applicable
2	2	Minivan
4	4	Low-Speed Vehicle (LSV)
7	7	Sport Utility Vehicle (SUV)/Multi-Purpose Vehicle (MPV)
8	8	Crossover Utility Vehicle (CUV)
9	9	Van
11	11	Truck
15	15	Wagon
16	16	Bus
60	60	Pickup
66	66	Truck-Tractor
68	68	Streetcar/Trolley
73	73	Bus-School Bus
95	95	Cargo Van
108	108	Motorhome
111	111	Step Van/Walk-in Van
117	117	Limousine
119	119	Sport Utility Truck
--	128	Ambulance
--	129	Street Sweeper
--	130	Fire Apparatus
997	997	Other
998	998	Not Reported
999	999	Unknown

V18 Power Unit Gross Vehicle Weight Rating (GVWR)

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **PGVWR_FROM, PGVWR_TO**

Attribute Codes

2020-

Later

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

V19 Vehicle Trailing

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

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

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

SAS Name: **TOW_VEH 2005-2009**
PTRAILER 2010-Later

Attribute Codes

2005- 2009-

2008 Later

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

V20 Trailer Vehicle Identification Number

Definition: This data element records the Vehicle Identification Number (VIN) of any trailing units of a combination vehicle.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **PTRLR1VIN, PTRLR2VIN, PTRLR3VIN**

Attribute Codes

2016-2017	2018-2020	2021-Later	
0000000000000	0000000000000	--	No VIN Required
--	--	0000000000000	No VIN Required, Not a Vehicle for Road Use
XXXXXXXXXXXXXX	XXXXXXXXXXXXXX	XXXXXXXXXXXXXX	First 12 Characters of the VIN
777777777777	777777777777	777777777777	No Trailing Units
888888888888	888888888888	888888888888	Not Reported
999999999999	--	--	Unknown
--	999999999999	999999999999	Reported as Unknown
--	*	*	VIN Character Missing or Not Decipherable

V21 Trailer Gross Vehicle Weight Rating (GVWR)

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **PTRLR1GVWR**, **PTRLR2GVWR**, **PTRLR3GVWR**

Attribute Codes

2020-

Later

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

V23 Motor Carrier Identification Number

Definition: This data element records the issuing authority and motor carrier identification number if applicable to this vehicle. This data element is the combination of two data elements, MCARR_I1 and MCARR_I2.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **MCARR_ID 2005-2009**
PMCARR_ID 2010-Later

Attribute Codes

2005-2009	2010-Later	
00000000000	00000000000	Not Applicable
xxxxxxxxxxxxx	xxxxxxxxxxxxx	11-Character Combination of MCARR_I1 followed by MCARR_I2
--	77777777777	Not Reported
88888888888	88888888888	None
99999999999	99999999999	Unknown (Reported as Unknown, 2018-2019)

V23A MCID Issuing Authority

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **MCARR_I1 2007-2009**
PMCARR_I1 2010-Later

Attribute Codes

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

(Reported as Unknown, 2018-2019)

V23B MCID Identification Number

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **MCARR_I2 2007-2009**
PMCARR_I2 2010-Later

Attribute Codes

2007-2009	2010-Later	
00000000000	00000000000	Not Applicable
xxxxxxxxxxxx	xxxxxxxxxxxx	11 Characters (Combination of MCARR_I1 followed by MCARR_I2)
--	77777777777	Not Reported
88888888888	88888888888	None
99999999999	99999999999	Unknown (Reported as Unknown, 2018-2019)

V24 Vehicle Configuration

Definition: This data element identifies the general configuration of this vehicle if applicable.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **V_CONFIG 2005-2009**
PV_CONFIG 2010-Later

Attribute Codes

2005-	2010-	2021-	
2009	2020	Later	
0	--	--	Not Applicable, Not a Medium/Heavy Truck or Bus or Vehicle Displaying a Hazardous Materials Placard
--	0	0	Not Applicable
1	--	--	Single-Unit Truck (2 Axles, 6 Tires)
--	1	1	Single-Unit Truck (2 Axles and GVWR More Than 10,000 lbs.)
2	2	2	Single-Unit Truck (3 or More Axles)
3	--	--	Single-Unit Truck (Unknown Number of Axles, Tires)
4	--	--	Truck/Trailer(s)
--	4	4	Truck Pulling Trailer(s)
5	5	5	Truck Tractor (Bobtail)
6	--	--	Truck Tractor/Semi-Trailer (One Trailer)
--	6	6	Truck Tractor/Semi-Trailer
7	--	--	Truck Tractor/Doubles (Two Trailers)
--	7	7	Truck Tractor/Double
8	--	--	Tractor/Triples (Three Trailers)
--	8	8	Truck Tractor/Triple
--	10	10	Vehicle 10,000 lbs. or Less Placarded for Hazardous Materials
19	--	--	Medium/Heavy Trucks, Cannot Classify
--	19	--	Truck More Than 10,000 lbs., Cannot Classify
--	--	19	Vehicle More Than 10,000 lbs., Other
20	--	--	Bus (Seats for 9-15 Occupants, Including Driver)
--	20	20	Bus/Large Van (Seats for 9-15 Occupants, Including Driver)
21	--	--	Bus (Seats for More Than 15 People, Including Driver, 2005-2006)
21	--	--	Bus (Seats for 16 or More People, Including Driver, 2007-2009)
--	21	21	Bus (Seats for More Than 15 Occupants, Including Driver, 2010-Later)
70	--	--	Light Truck (Van, Mini-Van, Panel, Pickup, Sport Utility Vehicle Displaying a Hazardous Materials Placard)
80	--	--	Passenger Car (Only When Displaying a Hazardous Materials Placard)
--	--	88	Qualifying Vehicle, Unknown Configuration
--	98	98	Not Reported (2010-2012)
99	--	--	Unknown if Light or Medium/Heavy Truck/Bus

-- 99 99 Unknown (Reported as Unknown, 2018-2019)

V25 Cargo Body Type

Definition: This data element identifies the primary cargo carrying capability of this vehicle if applicable.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **CARGO_BT 2005-2009**
PCARGTYP 2010-Later

Attribute Codes

2005- 2009-

2008 Later

0	--	Not Applicable, Not a Medium/Heavy Truck or Bus
--	0	Not Applicable
1	1	Van/Enclosed Box
2	2	Cargo Tank
3	3	Flatbed
4	4	Dump
5	5	Concrete Mixer
6	6	Auto Transporter
7	7	Garbage/Refuse
8	8	Grain, Chips, Gravel
9	--	Pole
--	9	Pole-Trailer
10	10	Log (Since 2007)
11	--	Intermodal Chassis (2007-2008)
--	11	Intermodal Container Chassis
12	12	Vehicle Towing Another Motor Vehicle (Since 2007)
20	--	Bus (Seats 9-15 People, Including Driver)
21	--	Bus (Seats More Than 15 People, Including Driver, 2005-2006)
21	--	Bus (Seats for 16 or More People, Including Driver, 2007-2008)
--	22	Bus
--	28	Not Reported (2010-2012)
96	96	No Cargo Body Type
97	--	Medium/Heavy Truck, or Bus, Other Cargo Body Type
--	97	Other
98	--	Medium/Heavy Truck, or Bus, Unknown Cargo Body Type
--	98	Unknown Cargo Body Type
--	--	Unknown Vehicle Type
99	--	Unknown if Light or Medium/Heavy Truck/Bus
--	99	Unknown (Reported as Unknown, 2018-2019)

V26A/HM1 Hazardous Material Involvement

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **HAZ_INV** *2007-2009*
PHAZ_INV *2010-Later*

Attribute Codes

2007-Later

- 1 No
- 2 Yes

V26B/HM2 Hazardous Material Placard

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **HAZ_PLAC 2007-2009**
PHAZPLAC 2010-Later

Attribute Codes

2007-Later

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

V26C/HM3 Hazardous Material Identification Number

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **HAZ_ID** *2007-2009*
PHAZ_ID *2010-Later*

Attribute Codes

2007-Later

- | | |
|------|-----------------------|
| 0 | Not Applicable |
| xxxx | Actual 4-Digit Number |
| 8888 | Not Reported |

V26D/HM4 Hazardous Material Class Number

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **HAZ_CNO 2007-2009**
PHAZ_CNO 2010-Later

Attribute Codes

2007

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

2008-Later

0	Not Applicable
1-9	Actual Number
88	Not Reported

V26E/HM5 Release of Hazardous Material From the Cargo Compartment

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **HAZ_REL 2007-2009**
PHAZ_REL 2010-Later

Attribute Codes

2007-Later

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

V27 Bus Use

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **BUS_USE 2005-2009**
PBUS_USE 2010-Later

Attribute Codes

2005-2009

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

2010- 2018-

2017 Later

- 0 0 Not a Bus
- 1 1 School
- 4 4 Intercity
- 5 5 Charter/Tour
- 6 6 Transit/Commuter
- 7 7 Shuttle
- 8 8 Modified for Personal/Private Use
- 98 98 Not Reported
- 99 -- Unknown
- 99 Reported as Unknown

V28 Special Use

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **SPEC_USE 2005-2009**
PSP_USE 2010-Later

Attribute Codes

2005- 2009	2010- 2011	2012	2013- 2018	2019	2020	2021- Later	
0	0	0	0	0	0	--	No Special Use
--	--	--	--	--	--	0	0 No Special Use Noted
1	1	1	1	1	1	1	Taxi
2	2	--	--	--	--	--	Vehicle Used for School Bus
--	--	2	2	2	2	2	Vehicle Used as School Transport
3	3	3	3	3	3	3	Vehicle Used as Other Bus
4	4	4	4	4	4	4	Military
5	5	5	5	5	5	5	Police
6	6	6	6	6	6	6	Ambulance (Since 1980)
7	7	7	7	7	7	7	Fire Truck (Since 1982)
8	8	8	--	--	--	--	Emergency Services Vehicle (2009-2012)
--	--	--	8	8	8	8	Non-Transport Emergency Services Vehicle
--	--	--	--	10	10	10	Safety Service Patrols – Incident Response
--	--	--	--	11	11	11	Other Incident Response
--	--	--	--	12	12	12	Towing – Incident Response
--	--	--	13	--	--	--	Incident Response
--	--	--	--	--	19	19	Motor Vehicle Used for Vehicle Sharing Mobility
--	--	--	--	20	--	--	Vehicle Used for Electronic Ride-Hailing (Transportation Network Company)
--	--	--	--	--	20	20	Motor Vehicle Used for Electronic Ride-Hailing
--	--	--	--	21	21	21	Mail Carrier
--	--	--	--	22	22	22	Public Utility
--	--	--	--	23	23	23	Rental Truck Over 10,000 lbs
--	--	--	--	24	24	24	Truck Operating With Crash Attenuator Equipment
--	98	98	98	98	98	--	Not Reported

9	99	99	99	--	--	--	Unknown
--	--	--	99	99	99	99	Reported as Unknown (since 2018)

V29 Emergency Motor Vehicle Use

Definition: This data element identifies whether this vehicle was engaged in emergency use. Emergency Use indicates operation of any motor vehicle that is legally authorized by a government authority to respond to emergencies with or without the use of emergency warning equipment, such as a police vehicle, fire truck, or ambulance while actually engaged in such response.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **EMER_USE 2005-2009**
PEM_USE 2010-Later

Attribute Codes

2005- 2009	2010- 2012	2013	2014- 2017	2018- Later	
0	0	--	--	--	No
--	--	0	0	0	Not Applicable
1	1	--	--	--	Yes
--	--	2	2	2	Non-Emergency, Non-Transport
--	--	3	3	3	Non-Emergency Transport
--	--	4	4	4	Emergency Operation, Emergency Warning Equipment Not in Use
--	--	5	5	5	Emergency Operation, Emergency Warning Equipment in Use
--	--	--	6	6	Emergency Operation, Emergency Warning Equipment in Use Unknown
--	8	8	8	8	Not Reported
--	9	9	9	--	Unknown
--	--	--	--	9	Reported as Unknown

V31 Vehicle Underride/Override

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

Additional Information:

SAS Name: **PUNDEROVERRIDE**

Attribute Codes

2021-Later

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

V34A Area of Impact – Initial Contact Point

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: IMPACT1 2005-2009
PIMPACT1 2010-Later

Attribute Codes

2005- 2009	2010- 2011	2012	2013- 2016	2017- Later	
0	0	0	0	0	Non-Collision
1-12	1-12	1-12	1-12	1-12	Clock Points
13	13	13	13	13	Top
14	14	14	14	14	Undercarriage
18	--	--	--	--	This Vehicle Set Something in Motion Causing Injury or Damage (Not a Clock Point)
--	18	--	--	--	Set-in-Motion (Not a Clock Point)
--	--	18	--	--	Set-in-Motion (Not a Clock Value)
--	--	--	18	18	Cargo/Vehicle Parts Set-in-Motion
--	--	--	19	19	Other Objects Set-in-Motion
--	--	--	--	19	Other Objects or Person
--	--	--	--	20	Set-in-Motion (Since 2019)
--	--	--	--	20	Object Set in Motion, Unknown if Cargo/Vehicle Parts or Other
--	61	61	61	61	Left
--	62	--	--	--	Left-Front Half
--	--	62	62	62	Left-Front Side
--	63	--	--	--	Left-Back Half
--	--	63	63	63	Left-Back Side
--	81	81	81	81	Right
--	82	--	--	--	Right-Front Half
--	--	82	82	82	Right-Front Side
--	83	--	--	--	Right-Back Half
--	--	83	83	83	Right-Back Side
--	98	98	98	98	Not Reported
99	99	99	99	99	Unknown/ Reported as Unknown (Since 2018)

V35 Extent of Damage

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **VEH_SEV 2005-2009**
PVEH_SEV 2010-Later

Attribute Codes

2005-2008

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

2010- 2018- **2009 2017 Later**

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

V36 Vehicle Removal

Definition: This data element describes the mode by which this vehicle left the scene of the crash.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **TOWAWAY** *2005-2008*
TOWED *2009*
PTOWED *2010-Later*

Attribute Codes

2005- 2008	2010- 2009	2013- 2012	2018- 2017	2020- 2019	Later	
1	1	1	--	--	--	Driven Away
2	--	--	--	--	--	Towed Away
--	2	2	2	2	2	Towed Due to Disabling Damage
3	--	--	--	--	--	Abandoned/Left Scene
--	3	3	3	3	--	Towed Not Due to Disabling Damage
--	--	--	--	--	3	Towed but Not Due to Disabling Damage
--	4	4	--	--	--	Abandoned/Left Scene
--	--	--	5	5	5	Not Towed
--	--	--	--	7	7	Towed, Unknown Reason
--	--	8	8	8	8	Not Reported
9	9	9	9	--	--	Unknown
--	--	--	--	9	9	Reported as Unknown

V38 Most Harmful Event

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **M_HARM 2005-2009**
PM_HARM 2010-Later

Attribute Codes

2005- 2009	2010- 2012	2013- 2015	2016	2017- Later	
1	1	1	1	1	Rollover/Overtur
2	2	2	2	2	Fire/Explosion
3	3	3	3	3	Immersion (or Partial Immersion, Since 2012)
4	4	4	4	4	Gas Inhalation
5	5	5	5	5	Fell/Jumped From Vehicle
6	--	--	--	--	Injured in Vehicle
--	6	6	6	6	Injured in Vehicle (Non-Collision)
7	7	7	7	7	Other Non-Collision
8	8	8	8	8	Pedestrian
9	--	--	--	--	Pedalcycle
--	9	9	9	9	Pedalcyclist
10	--	--	--	--	Railway Train
--	10	10	10	10	Railway Vehicle
11	--	--	--	--	Animal
--	11	11	11	11	Live Animal
12	--	--	--	--	Motor Vehicle In-Transport on Same Roadway
--	12	12	12	12	Motor Vehicle In-Transport
13	--	--	--	--	Motor Vehicle In-Transport on Other Roadway
14	14	14	14	14	Parked Motor Vehicle
15	15	15	15	15	Non-Motorist on Personal Conveyance
16	16	16	16	16	Thrown or Falling Object
17	17	17	17	17	Boulder
18	18	18	18	18	Other Object (Not Fixed)
19	19	19	19	19	Building
20	20	20	20	20	Impact Attenuator/Crash Cushion
21	--	--	--	--	Bridge Pier or Abutment
--	21	21	21	21	Bridge Pier or Support
22	--	--	--	--	Bridge Parapet End
23	--	--	--	--	Bridge Rail
--	23	23	23	23	Bridge Rail (Includes Parapet)
24	24	24	24	24	Guardrail Face
25	25	25	25	25	Concrete Traffic Barrier

26	26	26	26	26	Other Traffic Barrier
27	--	--	--	--	Highway/Traffic Sign Post
28	--	--	--	--	Overhead Sign Support/Sign
29	--	--	--	--	Luminary/Light Support
30	--	--	--	--	Utility Pole
--	30	30	30	30	Utility Pole/Light Support
31	31	31	--	--	Other Post, Other Pole, or Other Support
--	--	--	31	31	Post, Pole or Other Support
32	32	32	32	32	Culvert
33	33	33	33	33	Curb
34	34	34	34	34	Ditch
35	--	--	--	--	Embankment – Earth
--	35	35	35	35	Embankment
36	--	--	--	--	Embankment – Rock, Stone, or Concrete
37	--	--	--	--	Embankment – Material Type Unknown
38	38	38	38	38	Fence
39	39	39	39	39	Wall
40	40	40	40	40	Fire Hydrant
41	41	41	41	41	Shrubbery
42	42	42	42	42	Tree (Standing Only)
43	43	43	43	43	Other Fixed Object
44	--	--	--	--	Pavement Surface Irregularity
--	44	44	44	44	Pavement Surface Irregularity (Ruts, Potholes, Grates, etc.)
45	--	--	--	--	Working Construction, Maintenance or Utility Vehicles
--	45	45	45	45	Working Motor Vehicle
46	46	46	46	46	Traffic Signal Support
47	--	--	--	--	Vehicle Occupant Struck or Run Over by Own Vehicle
48	--	--	--	--	Collision With Snow Bank
--	48	48	48	48	Snow Bank
49	49	49	49	49	Ridden Animal or Animal-Drawn Conveyance
50	50	50	50	50	Bridge Overhead Structure
51	--	--	--	--	Jackknife
--	51	51	51	51	Jackknife (Harmful to This Vehicle)
52	52	52	52	52	Guardrail End
53	53	53	53	53	Mail Box
54	--	--	--	--	Motor Vehicle Struck by Falling/Shifting Cargo or Anything Set in Motion by Another Motor Vehicle In-Transport
--	54	54	54	54	Motor Vehicle In-Transport Strikes or Is Struck by Cargo, Persons or Objects Set-in-Motion From/by Another Motor Vehicle In-Transport

55	--	--	--	--	Other Not In-Transport Motor Vehicle (2005-2007)
55	55	55	88	88	Motor Vehicle in Motion Outside the Trafficway (Since 2008)
57	57	57	57	57	Cable Barrier (Since 2008)
--	58	58	58	58	Ground
--	59	59	59	59	Traffic Sign Support
--	72	72	72	72	Cargo/Equipment Loss or Shift (Harmful to This Vehicle)
--	--	--	--	72	Cargo/Equipment Loss, Shift, or Damage (Harmful) (Since 2018)
--	--	73	--	--	Object Fell From Motor Vehicle In-Transport
--	--	--	73	73	Object That Had Fallen From Motor Vehicle In- Transport
--	--	--	74	74	Road Vehicle on Rails
--	--	--	--	91	Unknown Object Not Fixed
--	--	--	--	93	Unknown Fixed Object
--	98	--	--	--	Not Reported (2010 Only)
--	--	--	--	98	Harmful Event, Details Not Reported (Since 2019)
99	99	99	99	99	Unknown/ Reported as Unknown (Since 2018)

V39 Fire Occurrence

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **FIRE_EXP** *2005-2009*
PFIRE *2010-Later*

Attribute Codes

<i>2005-</i> <i>2007</i>	<i>2009-</i> <i>2008</i>	<i>Later</i>	
0	0	--	No Fire
--	--	0	No or Not Reported
1	1	--	Fire Occurred in This Vehicle during Crash
--	--	1	Yes
--	2	--	Fire Occurred in This Vehicle and Initiated Fire/Explosion in Another Vehicle

V100 NCSA Make Model Combined

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

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

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

SAS Name: **MAK_MOD 2005-2009**
PMAK_MOD 2010-Later

Attribute Codes

2005-Later

See the current [FARS/CRSS Coding and Validation Manual](#) for vehicle make and model codes.

V101 VIN Character 1

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

Additional Information:

SAS Name: **VIN_1** *2005-2009*
PVIN_1 *2010-Later*

Attribute Codes

2005-Later

x First Character in the VIN String

V102 VIN Character 2

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

Additional Information:

SAS Name: **VIN_2** *2005-2009*
PVIN_2 *2010-Later*

Attribute Codes

2005-Later

x Second Character in the VIN String

V103 VIN Character 3

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

Additional Information:

SAS Name: **VIN_3** *2005-2009*
PVIN_3 *2010-Later*

Attribute Codes

2005-Later

x Third Character in the VIN String

V104 VIN Character 4

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

Additional Information:

SAS Name: **VIN_4** *2005-2009*
PVIN_4 *2010-Later*

Attribute Codes

2005-Later

x Fourth Character in the VIN String

V105 VIN Character 5

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

Additional Information:

SAS Name: **VIN_5** *2005-2009*
PVIN_5 *2010-Later*

Attribute Codes

2005-Later

x Fifth Character in the VIN String

V106 VIN Character 6

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

Additional Information:

SAS Name: **VIN_6** *2005-2009*
PVIN_6 *2010-Later*

Attribute Codes

2005-Later

x Sixth Character in the VIN String

V107 VIN Character 7

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

Additional Information:

SAS Name: **VIN_7** *2005-2009*
PVIN_7 *2010-Later*

Attribute Codes

2005-Later

x Seventh Character in the VIN String

V108 VIN Character 8

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

Additional Information:

SAS Name: **VIN_8** *2005-2009*
PVIN_8 *2010-Later*

Attribute Codes

2005-Later

x Eighth Character in the VIN String

V109 VIN Character 9

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

Additional Information:

SAS Name: **VIN_9** *2005-2009*
PVIN_9 *2010-Later*

Attribute Codes

2005-Later

x Ninth Character in the VIN String

V110 VIN Character 10

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

Additional Information:

SAS Name: **VIN_10** *2005-2009*
PVIN_10 *2010-Later*

Attribute Codes

2005-Later

x Tenth Character in the VIN String

V111 VIN Character 11

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

Additional Information:

SAS Name: **VIN_11** *2005-2009*
PVIN_11 *2010-Later*

Attribute Codes

2005-Later

x Eleventh Character in the VIN String

V112 VIN Character 12

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

Additional Information:

SAS Name: **VIN_12** *2005-2009*
PVIN_12 *2010-Later*

Attribute Codes

2005-Later

x Twelfth Character in the VIN String

V150 Fatalities in Vehicle

Definition: This derived data element records the number of fatalities that occurred in this vehicle and is derived by counting all people with “Injury Severity” of 4 in the vehicle.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **DEATHS** *2005-2009*
PDEATHS *2010-Later*

Attribute Codes

2005-Later

0-99 Number of Fatalities That Occurred in the Vehicle.

Discontinued PARKWORK Data Elements

Axle (discontinued)

Definition: This data element counts the total number of axles on the vehicle (and converter dolly), including the trailing units (includes raised axles).

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: AXLES

Attribute Codes

2005-2007

0	Not Applicable, Not a Medium/Heavy Truck or Bus
2-97	Number of Axles
98	Medium/Heavy Truck or Bus, Number of Axles Unknown
99	Unknown if Light or Medium/Heavy Truck or Bus

Carburetion (discontinued)

Definition: This data element identifies the number of barrels for the engine of this vehicle or a code indicating that the engine is high-performance, fuel-injected, turbocharged, or electronically controlled.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **PCARBUR**

Attribute Codes

2011-2012

0-8	Actual Number of Barrels
A	1 Barrel, Lower HP
B	1 Barrel, Higher HP
C	1 Barrel, Turbo
D	1 Barrel, Turbo Low HP
E	1 Barrel, Turbo High HP
F	Number of Barrels Not Specified, Fuel injection
G	1 Barrel, Electronically Controlled
H	Number of Barrels Not Specified, High performance
J	2 Barrels, Lower HP
K	2 Barrels, Higher HP
L	2 Barrels, Turbo
M	2 Barrels, Turbo Low HP
N	2 Barrels, Turbo High HP
P	2 Barrels, Electronically Controlled
Q	Number of Barrels Not Specified, Electronically Controlled
R	4 Barrels, Electronically Controlled
S	4 Barrels, Lower HP
T	1, 2, or 4 Barrels, Turbo Fuel Injected
U	4 Barrels, Higher HP
V	4 Barrels, Turbo
W	4 Barrels, Turbo Low HP
X	4 Barrels, Turbo High HP
Y	Number of Barrels Not Specified, Turbo
Z	Number of Barrels Not Specified, Super Charged

Crash Avoidance Maneuver (discontinued)

Definition: This data element is collected to indicate if an avoidance maneuver was taken by the driver to avoid the crash.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **AVOID**

Attribute Codes

2005-2009

- 0 No Avoidance Maneuver Reported
- 1 Braking (Skid Marks Evident)
- 2 Braking (No Skid Marks; Driver Stated)
- 3 Braking (Other Reported Evidence)
- 4 Steering (Evidence or Stated)
- 5 Steering and Braking (Evidence or Stated)
- 6 Other Avoidance Maneuver
- 8 Not Reported (Inconclusive Since 1999, by Police)

Commercial Motor Vehicle License Status (discontinued)

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **CDL_STAT**

Attribute Codes

2005-2009

- 0 No Commercial Driver's License (CDL)
- 1 Suspended
- 2 Revoked
- 3 Expired
- 4 Cancelled or Denied
- 5 Disqualified
- 6 Valid
- 7 Learner's Permit
- 8 Other – Not Valid
- 9 Unknown CDL

Compliance With CDL Endorsements (discontinued)

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: L_ENDORS

Attribute Codes

2005-2009

- 0 No Endorsements Required for This Vehicle
- 1 Endorsements Required, Complied With
- 2 Endorsements Required, Not Complied With
- 3 Endorsements Required, Compliance Unknown
- No Driver Present/Unknown if Driver Present
- Not Reported
- 9 Unknown, if Required

Compliance With License Restrictions (discontinued)

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: L_RESTRI

Attribute Codes

1975-2009

- 0 No Restrictions or Not Applicable
- 1 Restrictions Complied With
- 2 Restrictions Not Complied With
- 3 Restrictions, Compliance Unknown
- 9 Unknown

Cubic Inch Displacement (discontinued)

Definition: This data element identifies the manufacturer's cubic inch displacement of the engine pistons for this vehicle.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **PDISPLACE**

Attribute Codes

2011-2012

xxx Actual Cubic Inch Displacement (cid)

Curb Weight (discontinued)

Definition: This data element identifies the base weight of the series for this vehicle. This is available for Passenger Type Vehicles only (VINTYPE="P").

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **VIN_WGT 2005-2009**

PVIN_WGT 2010-2012

Attribute Codes

2005-2012

0	Not Available
1-9998	Actual Weight of Automobile (lbs)
9999	Value Not Coded

Driver Drinking (discontinued)

Definition: This data element records whether the driver was drinking and is derived from data elements in the Vehicle and Person data files.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **DR_DRINK**

Attribute Codes

2005-2009

0	No Drinking
1	Drinking

Driver Height (discontinued)

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: DR_HGT

Attribute Codes

2005-2009

24-107	Actual Height in Inches
999	Unknown

Driver Presence (discontinued)

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: DR_PRES

Attribute Codes

2005-

2008 2009

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

Driver Weight (discontinued)

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: DR_WGT

Attribute Codes

2005-2009

40-700	Actual Weight in Pounds
998	Other
999	Unknown

Driver's License State (discontinued)

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

Additional Information:

SAS Name: L_STATE

Attribute Codes

2005-2009

1 Alabama	30 Montana
2 Alaska	31 Nebraska
3 American Samoa	32 Nevada
4 Arizona	33 New Hampshire
5 Arkansas	34 New Jersey
6 California	35 New Mexico
8 Colorado	36 New York
9 Connecticut	37 North Carolina
10 Delaware	38 North Dakota
11 District of Columbia	39 Ohio
12 Florida	40 Oklahoma
13 Georgia	41 Oregon
14 Guam	42 Pennsylvania
15 Hawaii	43 Puerto Rico
16 Idaho	44 Rhode Island
17 Illinois	45 South Carolina
18 Indiana	46 South Dakota
19 Iowa	47 Tennessee
20 Kansas	48 Texas
21 Kentucky	49 Utah
22 Louisiana	50 Vermont
23 Maine	51 Virginia

- | | | | |
|----|------------------------------|----|-----------------------------|
| 24 | Maryland | 52 | Virgin Islands (Since 2004) |
| 25 | Massachusetts | 53 | Washington |
| 26 | Michigan | 54 | West Virginia |
| 27 | Minnesota | 55 | Wisconsin |
| 28 | Mississippi | 56 | Wyoming |
| 29 | Missouri | | |
| 94 | Military (2005-2006) | | |
| 94 | U.S. Government (Since 2007) | | |
| 95 | Canada | | |
| 96 | Mexico | | |
| 97 | Other Foreign Country | | |
| 99 | Unknown | | |

Driver's Vision Obscured by (discontinued)

Definition: This data element records impediments to a driver's visual field that were noted in the case material.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **D_VISION1, D_VISION2, D_VISION3**

Attribute Codes

2009

- 0 No Obstruction Noted
- 1 Rain, Snow, Fog, Smoke, Sand, Dust
- 2 Reflected Glare, Bright Sunlight, Headlights
- 3 Curve, Hill, or Other Roadway Design Features
- 4 Building, Billboard, or Other Structure
- 5 Trees, Crops, Vegetation
- 6 In-Transport Motor Vehicle (Including Load)
- 7 Not In-Transport Motor Vehicle (Parked, Working)
- 8 Splash or Spray of Passing Vehicle
- 9 Inadequate Defrost or Defog System
- 10 Inadequate Vehicle Lighting System
- 11 Obstructing Interior to the Vehicle
- 12 External Mirrors
- 13 Broken or Improperly Cleaned Windshield
- 14 Obstructing Angles on Vehicle
- 97 Vision Obscured – No Details
- 98 Other Visual Obstruction
- 99 Unknown

Driver's ZIP Code (discontinued)

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: DR_ZIP

Attribute Codes

2005-2009

00000	Not a Resident of U.S. or Territories
xxxxx	Actual ZIP Code, Five Numeric
99999	Unknown

Fuel Code (discontinued)

Definition: This data element identifies the fuel type for this vehicle determined by the manufacturer specification and recommendation.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: FLDCD_TR 2005-2009
PFUECODE 2010-2012

Attribute Codes

2005- 2010-

2009 2012

--	B	Electric and Gasoline Hybrid Engine
C	C	Gasoline Engine That Can Be Easily Converted to Gaseous-Powered Engine (Powered by Natural Gas, Propane, etc.)
D	D	Diesel
E	E	Electric
F	F	Flexible Fuel
G	G	Gas
H	H	Ethanol Fuel Only
M	M	Methanol Gas Only
N	N	Compressed Natural Gas
P	P	Propane
9	9	Unknown

Gross Vehicle Weight Rating (discontinued)

Definition: This data element identifies the gross vehicle weight rating of this vehicle if applicable.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **GVWR** **2005-2009**
PGVWR **2010-2019**

Attribute Codes

2005-	2010-	2018-	
2009	2017	2019	
0	0	0	Not Applicable
1	1	1	10,000 lbs or Less
2	2	2	10,001 lbs - 26,000 lbs
3	3	3	26,001 lbs or More
--	8	8	Not Reported
9	9	--	Unknown
--	--	9	Reported as Unknown

Hazardous Cargo (discontinued)

Definition: This data element identifies the presence of hazardous cargo for this vehicle and records information about the hazardous cargo when present.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **HAZ_CARG**

Attribute Codes

2005-2006	
0	No
--	Yes
1	Yes, Placarded
2	Yes, Not Placarded
3	Yes, Unknown if Placarded
9	Unknown

Jackknife (discontinued)

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **J_KNIFE**

Attribute Codes

2005-2009

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

License Compliance With Class of Vehicle (discontinued)

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **L_COMPL**

2005-2009

- 0 Not Licensed
- 1 No License Required for This Class Vehicle
- 2 No Valid License for This Class Vehicle
- 3 Valid License for This Class Vehicle
- 8 Unknown if CDL and/or CDL Endorsement Required for This Vehicle
- 9 Unknown

Location of Rollover (discontinued)

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **ROLINLOC**

Attribute Codes

2009

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

Month of First Crash, Suspension or Conviction (discontinued)

Definition: This data element records the month of the first crash, suspension, or conviction for this driver that occurred within 3 years of the crash date.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **FIRST_MO**

Attribute Codes

2005-2009

- 0 No Record
- 1 January
- 2 February
- 3 March
- 4 April
- 5 May
- 6 June
- 7 July
- 8 August
- 9 September
- 10 October
- 11 November
- 12 December
- 99 Unknown

Month of Last Crash, Suspension or Conviction (discontinued)

Definition: This data element records the month of the last crash, suspension, or conviction for this driver that occurred within 3 years of the crash date.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: LAST_MO

Attribute Codes

2005-2009

0	No Record
1	January
2	February
3	March
4	April
5	May
6	June
7	July
8	August
9	September
10	October
11	November
12	December
99	Unknown

Most Damaged Area (discontinued)

Definition: This data element identifies the area on this vehicle that was most damaged during an event in the crash.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **PIMPACT2**

Attribute Codes

2005- 2009	2010- 2011	
0	0	Non-Collision
1-12	1-12	Clock Points
13	13	Top
14	14	Undercarriage
18	--	This Vehicle Set Something in Motion Causing Injury or Damage (Not a Clock Point)
--	18	Set-in-Motion (Not a Clock Point)
--	61	Left
--	62	Left-Front Half
--	63	Left-Back Half
--	81	Right
--	82	Right-Front Half
--	83	Right-Back Half
--	98	Not Reported
99	99	Unknown

Motorcycle Dry Weight (discontinued)

Definition: This data element identifies the dry weight of this motorcycle model.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **PMCYCL_WT**

Attribute Codes

2011-2012

xxxx Weight (lbs)

Motorcycle Engine Displacement (CC) (discontinued)

Definition: This data element identifies the piston bore measured in cubic centimeters for this motorcycle.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **MCYCL_DS** **2005-2009**
PMCYCL_DS **2010-2012**

Attribute Codes

2005-2012

xxxx Actual Displacement (cc)

Non-CDL License Status (discontinued)

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

Additional Information:

SAS Name: **L_STATUS**

Attribute Codes

2005-2009

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

Non-CDL License Type (discontinued)

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

Additional Information:

SAS Name: **L_TYPE**

Attribute Codes

2005-2009

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

Number of Cylinders (discontinued)

Definition: This data element identifies the number of cylinders for the engine of this vehicle.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **PCYLINDER**

Attribute Codes

2011-2012

- 0-18 Number of Cylinders
- R Rotary Engine

Number of Motorcycle Engine Cycles (discontinued)

Definition: This data element identifies the number of engine cycles for this motorcycle model.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **PMCYCL_CY**

Attribute Codes

2011-2012

- 2 Two-Stroke Engine
- 4 Four-Stroke Engine
- R Rotary Engine

Number of Wheels/Drive Wheels (discontinued)

Definition: This data element identifies the number of wheels/driving wheels for this truck (trucks only, VINTYPE="T"). The length of this data element is two digits; the first position represents the number of axles on the vehicle times two and the second position represents the number of drive axles times two.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: PWHLDRWHL

Attribute Codes

2011-2012

xx Number of Wheels (1st Digit) Followed by the Number of Drive Wheels (2nd Digit)

Original Tire Size (discontinued)

Definition: This data element identifies the manufacturer's original equipment specified tire size for the series of this vehicle. The length of this data element is six characters; the first two positions represent rim size and the remaining four positions represent tire size.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: PTIRE_SZE

Attribute Codes

2011-2012

xxxxxx 6-Character Tire Size

Previous DWI Convictions (discontinued)

Definition: This data element records any previous DWI convictions for this driver that occurred within 3 years of the crash date.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: PREV_DWI

Attribute Codes

2005-2009

0	None
1-97	Actual Value
99	Unknown

Previous Other Harmful Moving Violation Convictions (discontinued)

Definition: This data element records any other previous moving violations or convictions for this driver that occurred within 3 years of the crash date.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **PREV_OTH**

Attribute Codes

2005-2009

0	None
1-97	Actual Value
99	Unknown

Previous Recorded Crashes (discontinued)

Definition: This data element records any previous crashes for this driver that occurred within 3 years of the crash date.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **PREV_ACC**

Attribute Codes

2005-2009

0	None
1-97	Actual Value
98	Not Reported on Driving Record
99	Unknown

Previous Recorded Suspensions and Revocations (discontinued)

Definition: This data element records any previous license suspensions or revocations for this driver that occurred within 3 years of the crash date.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **PREV_SUS**

Attribute Codes

2005-2009

0	None
1-97	Actual Value
99	Unknown

Previous Speeding Convictions (discontinued)

Definition: This data element records any previous speeding convictions for this driver that occurred within 3 years of the crash date.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **PREV_SPD**

Attribute Codes

2005-2009

0	None
1-97	Actual Value
99	Unknown

Related Factors- Driver Level (discontinued)

Definition: This data element records factors related to this driver expressed by the investigating officer.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **DR_CF1, DR_CF2, DR_CF3, DR_CF4**

Attribute Codes

2005-2009

0	None
---	------

PHYSICAL/MENTAL CONDITION

- 1 Drowsy, Sleepy, Asleep, Fatigued
- 2 Ill, Passed out/Blackout
- 3 Emotional (e.g., Depression, Angry, Disturbed)
- 4 Reaction to or Failure to Take Drugs/Medication
- 5 Under the Influence of Alcohol, Drugs, or Medication
- 6 Inattentive/Careless (Talking, Eating, Car Phones, etc.)
- 7 Restricted to Wheelchair
- 8 Road Rage/Aggressive Driving
- 9 Impaired Due to Previous Injury
- 11 Other Physical Impairment (Includes Paraplegic)
- 12 Mother of Dead Fetus/Mother of Infant Born Post Crash
- 13 Mentally Challenged
- 15 Seat Back Not in Normal Position, Seat Back Reclined

MISCELLANEOUS FACTORS

- 16 Police or Law Enforcement Officer
- 18 Traveling on Prohibited Trafficways
- 19 Legally Driving on Suspended or Revoked License
- 20 Leaving Vehicle Unattended With Engine Running; Leaving Vehicle Unattended in Roadway
- 21 Overloading or Improper Loading of Vehicle With Passenger or Cargo
- 22 Towing or Pushing Vehicle Improperly
- 23 Failing to Dim Lights or to Have Lights on When Required
- 24 Operating Without Required Equipment
- 25 Creating Unlawful Noise or Using Equipment Prohibited by Law
- 26 Following Improperly
- 27 Improper or Erratic Lane Changing
- 28 Failure to Keep in Proper Lane
- 29 Illegal Driving on Road Shoulder, in Ditch, or Sidewalk, or on Median
- 30 Making Improper Entry to or Exit From Trafficway
- 31 Starting or Backing Improperly
- 32 Opening Vehicle Closure Into Moving Traffic or Vehicle Is in Motion
- 33 Passing Where Prohibited by Posted Signs, Pavement Markings, Hill or Curve, or School Bus Displaying Warning Not to Pass
- 34 Passing on Wrong Side
- 35 Passing With Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle
- 36 Operating the Vehicle in an Erratic, Reckless, Careless or Negligent Manner or Operating at Erratic or Suddenly Changing Speeds
- 37 High-Speed Chase With Police in Pursuit (See Police Pursuit Note)
- Police Pursuing This Driver or Police Officer in Pursuit
- 38 Failure to Yield Right-of-Way
- 39 Failure to Obey Actual Traffic Signs, Traffic Control Devices or Traffic Officers, Failure to Observe Safety Zone Traffic Laws
- 40 Passing Through or Around Barrier
- 41 Failure to Observe Warnings or Instructions on Vehicle Displaying Them
- 42 Failure to Signal Intentions
- 43 Driving too Fast for Conditions (2008 Only)
- 44 Driving too Fast for Conditions or in Excess of Posted Speed Limit (2005-2007)
- 44 Driving in Excess of Posted Speed Limit (2008 Only)
- 45 Driving Less Than Posted Maximum
- 46 Racing (2005-2008)
- 47 Making Right Turn From Left-Turn Lane or Making Left Turn From Right-Turn Lane
- 48 Making Improper Turn
- 50 Driving Wrong Way on One-Way Trafficway
- 51 Driving on Wrong Side of Road (Intentionally or Unintentionally)
- 52 Operator Inexperience
- 53 Unfamiliar With Roadway

- 54 Stopping in Roadway (Vehicle Not Abandoned)
- 55 Underriding a Parked Truck (2005-2008)
- 56 Improper Tire Pressure (2005 Only)
- 57 Locked Wheel
- 58 Over Correcting
- 59 Getting off/out of or on/Into Moving Vehicle

VISION OBSCURED BY

- 61 Rain, Snow, Fog, Smoke, Sand, Dust (2005-2008)
- 62 Reflected Glare, Bright Sunlight, Headlights (2005-2008)
- 63 Curve, Hill, or Other Design Features (Including Traffic Signs, Embankment 2005-2008)

SPECIAL CIRCUMSTANCES

- 73 Driver Has Not Complied With Learners Permit or Intermediate Driver License Restrictions (GDL Restrictions)
- 74 Driver Has Not Complied With Physical or Other Imposed Restrictions
- 75 Broken or Improperly Cleaned Windshield (2005-2008)
- 76 Other Obstruction (2005-2008)

SKIDDING, SWERVING, OR SLIDING DUE TO

- 77 Severe Crosswind
- 78 Wind From Passing Truck
- 79 Slippery or Loose Surface
- 80 Tire Blow-Out or Flat
- 81 Debris or Objects in Road
- 82 Ruts, Holes, Bumps in Road
- 83 Live Animals in Road
- 84 Vehicle in Road
- 85 Phantom Vehicle
- 86 Pedestrian, Pedalcyclist, or Other Non-Motorist in Road
- 87 Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road
- 88 Trailer Fishtailing or Swaying

OTHER MISCELLANEOUS FACTORS

- 89 Carrying Hazardous Cargo Improperly (2005-2009)
- Driver has a Driving Record or Driver's License From More Than One State
- 90 Hit-and-Run Vehicle Driver
- 91 Non-Traffic Violation Charged (Manslaughter, Homicide or Other Assault Offense Committed Without Malice)
- 92 Other Non-Moving Traffic Violation

POSSIBLE DISTRACTIONS INSIDE VEHICLE

- 93 Cellular Telephone
- 94 Cellular Telephone in Use in Vehicle
- 95 Computer Fax Machines/Printers
- 96 On-Board Navigation System

97	Two-Way Radio
98	Head-Up Display
99	Unknown

Related Factors—Vehicle Level (discontinued)

Definition: This data element records factors related to this vehicle expressed in the case material.

Additional Information: Beginning in 2020 this data element was no longer collected at the Vehicle level. It is now collected in the Pvehiclesf data file as PVEHICLESF.

SAS Name: **VEH_CF1, VEH_CF2** **2005-2009**
PVEH_SC1, PVEH_SC2 **2010-2019**

Attribute Codes

2005- 2009	2010- 2013	2014- 2017	2018	2019	
0	0	0	0	0	None
1	--	--	--	--	Tires (Does Not Include Wheels, See Value 16)
2	--	--	--	--	Brake System
3	--	--	--	--	Steering System- Tie Rod, Kingpin, Ball Joint, etc.
4	--	--	--	--	Suspension- Springs, Shock Absorbers, MacPherson Struts, Axle Bearing, Control Arms, etc.
5	--	--	--	--	Power Train (Power Train/Engine)- Universal Joint, Drive Shaft, Transmission, etc.
6	--	--	--	--	Exhaust System
7	--	--	--	--	Headlights
8	--	--	--	--	Signal Lights
9	--	--	--	--	Other Lights
10	--	--	--	--	Horn
11	--	--	--	--	Mirrors
12	--	--	--	--	Wipers
13	--	--	--	--	Driver Seating and Control
14	--	--	--	--	Body, Doors, Hood, Other
15	--	--	--	--	Trailer Hitch
16	--	--	--	--	Wheels
17	--	--	--	--	Air Bags
18	--	--	--	--	Other Vehicle Defects
19	--	--	--	--	Safety Belts
--	--	--	--	29	Default Code Used for Vehicle Numbering
--	30	--	--	--	3-Wheeled Motorcycle Conversion (2012-2013)
--	--	30	30	30	Multi-Wheeled Motorcycle Conversion
31	--	--	--	--	Hit-and-Run Vehicle (2005-2008)
32	32	32	32	32	Vehicle Registration for Handicapped

33	33	33	33	33	Vehicle Being Pushed by Non-Motorist
35	--	--	--	--	Reconstructed Vehicle (2005-2007)
35	35	35	35	35	Reconstructed/Altered Vehicle (Since 2008)
36	36	--	--	--	Electric/Alternative Fuel Vehicle
37	37	37	37	37	Transporting Children to/From Head Start/Day Care
39	39	39	39	39	Highway Construction, Maintenance or Utility Vehicle, In-Transport (Inside or Outside Work Zone)
40	40	40	40	--	Highway Incident Response Vehicle
41	41	41	41	41	Police Fire or EMS Vehicle Working at the Scene of an Emergency or Performing Other Traffic Control Activities
42	42	42	42	42	Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle)
43	--	--	--	--	Hazardous Materials/Cargo Released From This Vehicle (2005-2006)
44	44	44	44	44	Adaptive Equipment (Since 2007)
--	--	--	45	45	Slide-in Camper
99	99	99	--	--	Unknown
--	--	--	99	99	Reported as Unknown

Rollover *(discontinued)*

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **ROLLOVER**

Attribute Codes

2005-	2008	2009	
0	0		No Rollover
1	--		First Event
--	1		Rollover, Tripped by Object/Vehicle
2	--		Subsequent Event
--	2		Rollover, Untripped
--	9		Rollover, Unknown Type

Sequence of Events (discontinued)

Definition: The events in sequence related to this motor vehicle, regardless of injury and/or property damage. Events for the vehicle are recorded in the order in which they occur, time-wise, from the police crash report narrative and diagram.

Additional Information: See this data element in the Vehicle data file section for more information..

SAS Name: **SEQ1, SEQ2, SEQ3, SEQ4, SEQ5, SEQ6**

Attribute Codes

2005-2009

- 1 Rollover/Overtur
- 2 Fire/Explosion
- 3 Immersion
- 4 Gas Inhalation
- 5 Fell/Jumped From Vehicle
- 6 Injured in Vehicle
- 7 Other Non-Collision
- 8 Pedestrian
- 9 Pedalcycle
- 10 Railway Train
- 11 Animal
- 12 Motor Vehicle In-Transport on Same Roadway
- 13 Motor Vehicle In-Transport on Other Roadway
- 14 Parked Motor Vehicle
- 15 Non-Motorist on Personal Conveyance
- 16 Thrown or Falling Object
- 17 Boulder
- 18 Other Object (Not Fixed)
- 19 Building
- 20 Impact Attenuator/Crash Cushion
- 21 Bridge Pier or Abutment
- 22 Bridge Parapet End
- 23 Bridge Rail
- 24 Guardrail Face
- 25 Concrete Traffic Barrier
- 26 Other Traffic Barrier
- 27 Highway/Traffic Sign Post
- 28 Overhead Sign Support/Sign
- 29 Luminary/Light Support
- 30 Utility Pole
- 31 Other Post, Other Pole, or Other Support
- 32 Culvert

Speeding Related (discontinued)

Definition: This data element records whether the driver's speed was related to the crash as indicated by law enforcement.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **SPEEDREL**

Attribute Codes

2009

0	No
1	Yes
9	Unknown

Travel Speed (discontinued)

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

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **TRAV_SP**

Attribute Codes

2005-

2008 2009

0	0	Stopped Motor Vehicle In-Transport
1-96	1-151	Reported Speed Up to 151 mph
97	--	Speed Greater Than 96 mph
--	997	Speed Greater Than 151 mph
98	998	Not Reported
99	999	Unknown

Truck Ton Rating (discontinued)

Definition: This data element identifies the payload capacity of this vehicle based on manufacturer's specifications. The length of this data element is two characters. A single code indicates a single capacity rating. Two codes indicate a range of capacity rating. For example, a Ford F150 pickup truck with a payload capacity from $\frac{1}{2}$ to $\frac{3}{4}$ tons would have a rating of "BC."

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: PTON_RAT

Attribute Codes

2011-2012

A	$\frac{1}{4}$
B	$\frac{1}{2}$
C	$\frac{3}{4}$
D	1
E	$1\frac{1}{2}$
F	$1\frac{3}{4}$
G	2
H	$2\frac{1}{2}$
I	3
J	$3\frac{1}{2}$
K	4
L	$4\frac{1}{2}$
M	5
N	6
O	7
P	8
Q	9
R	10 and Over

Truck Shipping Weight (discontinued)

Definition: This data element identifies the shipping weight for the shortest wheel base of this truck model.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: PTRK_WT

Attribute Codes

2011-2012

xxxxx Actual Shipping Weight (lbs)

Truck Shipping Weight Variance (discontinued)

Definition: This data element identifies the difference (coded in 100-lb increments) between the shipping weights of the shortest wheel base and the longest wheel base for this truck model (e.g., a 200 lb. difference appears as “02”). Incremental weights for optional equipment are not included.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: PTRKWTVAR

Attribute Codes

2011-2012

xx Shipping Weight Variance (100 lbs)

Truck VIN Restraint Type (discontinued)

Definition: This data element identifies restraint type information for this truck. This includes information about vehicle seat belts and air bags.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: PVIN_REST

Attribute Codes

2011-2012

- A Active (Manual) belts
- B Driver front air bag/passenger side belt unknown
- C Dual front air bags/belt system unknown
- D Dual front air bag/passenger side passive belts
- E Dual front air bags/active belts
- F Dual front air bags/passive belts
- G Dual air bags front and side/belts unknown
- H Dual air bags front, head and sides/belts unknown
- I Dual air bags front, head and sides/passive belts
- J Dual air bags front and sides/passive belts
- K Dual air bags front and sides/active belts
- L Dual air bags front, head and sides/active belt
- M Driver front air bag/passenger side active belt
- N If unable to determine
- P Passive (Automatic) belts
- R Dual air bags front and side/active belts with automatic passenger sensor
- S Dual air bags front, head, and side/active belts with automatic passenger sensor
- T Dual air bags front/active belts/rear passenger side air bag
- U Dual front air bags/active belts with passenger side deactivation cutoff switch
- V Dual air bags front, head and side/active belts/rear dual side air bags

- W Dual air bags front, head and side/active belts with automatic passenger sensor/rear dual side airbags
- X Dual air bags front/side air bag, driver-side only/active belts
- Y Dual front and side air bags with passenger deactivation switch
- 3 Dual front & head airbags with passenger sensor; active belts
- 4 Dual front airbags with passenger sensor; active belts
- 7 Dual front, side & head airbags, Rear head airbags; active belts
- 9 Unknown

Truck Weight Rating (discontinued)

Definition: This data element identifies weight ranges for this truck of model year 1966 and later based on manufacturer specifications.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name:	WGTC_D_TR	2005-2009
	PWGTC_D_TR	2010-2012

Attribute Codes

2005-2012

- 1 6,000 lbs or Less
- 2 6,001 - 10,000 lbs
- 3 10,001 - 14,000 lbs
- 4 14,001 - 16,000 lbs
- 5 16,001 - 19,500 lbs
- 6 19,501 - 26,000 lbs
- 7 26,001 - 33,000 lbs
- 8 33,001 and up
- 9 Unknown

Underride/Override (discontinued)

Definition: This data element identifies this vehicle's involvement in an underride or override during the crash.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **UNDERIDE 2005-2009**
PUNDERIDE 2010-2020

Attribute Codes

2005-2020

- 0 No Underride or Override (2005-2011)
- 0 No Underride or Override Noted (2012-Later)

WITH MOTOR VEHICLE IN-TRANSPORT

- 1 Underride (Compartment Intrusion)
- 2 Underride (No Compartment Intrusion)
- 3 Underride (Compartment Intrusion Unknown)

WITH MOTOR VEHICLE NOT IN-TRANSPORT

- 4 Underride (Compartment Intrusion)
- 5 Underride (No Compartment Intrusion)
- 6 Underride (Compartment Intrusion Unknown)

- 7 Override, Motor Vehicle In-Transport
- 8 Override, Motor Vehicle Not In-Transport
- 9 Unknown if Underride or Override

Vehicle Maneuver (discontinued)

Definition: This data element captures the driver's action, or intended action, prior to the commencement of the unstabilized event as indicated on the crash report.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: VEH_MAN

Attribute Codes

2005-2009

- 1 Going Straight
- 2 Slowing or Stopping in Traffic Lane
- 3 Starting in Traffic Lane
- 4 Stopped in Traffic Lane
- 5 Passing or Overtaking another Vehicle
- 6 Leaving a Parked Position
- 7 Parked
- 8 Entering a Parked Position
- 9 Maneuvering to Avoid
- 10 Turning Right: Right Turn on Red Permitted
- 11 Turning Right: Right Turn on Red Not Permitted
- 12 Turning Right: Right Turn on Red Not Applicable or Not Known if Permitted
- 13 Turning Left
- 14 Making a U-Turn
- 15 Backing up (Not Parking)
- 16 Changing Lanes or Merging
- 17 Negotiating a Curve
- 98 Other
- 99 Unknown

Vehicle Role (discontinued)

Definition: This data element Indicates the vehicle's role in single or multi-vehicle crashes.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: IMPACTS

Attribute Codes

2005-2009

- 0 Non-Collision
- 1 Striking
- 2 Struck
- 3 Both

9 Unknown

VIN Body Type (discontinued)

Definition: This data element identifies the two-character representation of this vehicle's body style.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **VIN_BT** **2005-2009**
PVIN_BT **2010-2012**

Attribute Codes

2005- 2010-

2009 2012

2D	2D	Passenger Vehicle Sedan 2-Door
2F	2F	Passenger Vehicle Formal Hardtop 2-Door
2H	2H	Passenger Vehicle Hatchback 2-Door
2L	2L	Passenger Vehicle Liftback 3-Door
2P	2P	Passenger Vehicle Pillard Hardtop 2-Door
2T	2T	Passenger Vehicle Hardtop 2-Door
2W	2W	Truck 2-Door Wagon/Sport Utility
2W	2W	Passenger Vehicle Wagon 2-Door
--	3B	Truck 3-Door Extended Cab/Chassis
--	3C	Truck 3-Door Extended Cab Pickup
3D	3D	Passenger Vehicle Runabout 3-Door
--	3P	Passenger Vehicle Coupe 3-Door
--	4B	Truck 4-Door Extended Cab/Chassis
--	4C	Truck 4-Door Extended Cab Pickup
4D	4D	Passenger Vehicle Sedan 4-Door
4H	4H	Passenger Vehicle Hatchback 4-Door
4L	4L	Passenger Vehicle Liftback 5-Door
4P	4P	Passenger Vehicle Pillard Hardtop 4-Door
4T	4T	Passenger Vehicle Hardtop 4-Door
4W	4W	Truck 4-Door Wagon/Sport Utility
4W	4W	Passenger Vehicle Wagon 4-Door
5D	5D	Passenger Vehicle Sedan 5-Door
8V	8V	Truck 8-Passenger Sport Van
AC	AC	Truck Auto Carrier
AM	AM	Passenger Vehicle Ambulance
AR	AR	Truck Armored Truck
AT	AT	Motorcycle All-Terrain
BU	BU	Bus
--	C4	Passenger Vehicle Coupe 4-Door

CB	CB	Truck Chassis and Cab
CB	CB	Passenger Vehicle Cab and Chassis (Luv)
CC	CC	Truck Conventional Cab
CG	CG	Truck Cargo Van
CH	CH	Truck Crew Chassis
CL	CL	Truck Club Chassis
CM	CM	Truck Concrete or Transit Mixer
CP	CP	Truck Crew Pickup
CP	CP	Passenger Vehicle Coupe
CR	CR	Truck Crane
CS	CS	Truck Super Cab/Chassis Pickup
CU	CU	Truck Custom Pickup
CV	CV	Truck Convertible (Jeep Commando, Suzuki Samurai, Dodge Dakota)
CV	CV	Passenger Vehicle Convertible
CY	CY	Truck Cargo Cutaway
DP	DP	Truck Dump
DS	DS	Truck Tractor Truck (Diesel)
EC	EC	Truck Extended Cargo Van
EN	EN	Motorcycle Enduro
ES	ES	Truck Extended Sport Van
EV	EV	Truck Extended Van
EW	EW	Truck Extended Window Van
FB	FB	Truck Flat-bed or Platform
FC	FC	Truck Forward Control
FT	FT	Truck Fire Truck
GG	GG	Truck Garbage or Refuse
GL	GL	Truck Gliders
GN	GN	Truck Grain
HB	HB	Passenger Vehicle Hatchback Number Doors Unknown
HO	HO	Truck Hopper
HR	HR	Passenger Vehicle Hearse
HT	HT	Passenger Vehicle Hardtop Number Doors Unknown
IC	IC	Truck Incomplete Chassis
IE	IE	Truck Incomplete Ext Van
--	IN	Passenger Vehicle Incomplete Passenger
LB	LB	Passenger Vehicle Liftback
LG	LG	Truck Logger
LL	LL	Truck Suburban and Carry-All
LM	LM	Passenger Vehicle Limousine
--	LM	Truck Limousine
MH	MH	Truck Motorized Home
MK	MK	Motorcycle Mini-Bike

MN	MM	Motorcycle Mini-Motocross
MM	MP	Motorcycle Moped
MP	MP	Truck Multipurpose
MR	MR	Motorcycle Mini Road/Trail
MS	MS	Motorcycle Motor Scooter
MV	MV	Truck Maxi-Van
--	MW	Truck Maxi-Wagon
MX	MX	Motorcycle Motocross
MY	MY	Truck Motorized Cutaway
MY	MY	Motorcycle Mini-Cycle
NB	NB	Passenger Vehicle Notchback
--	P2	Passenger Vehicle 2-Passenger Low-Speed
--	P2	Passenger Vehicle 4-Passenger Low-Speed
PC	PC	Truck Club Cab Pickup
PD	PD	Truck Parcel Delivery
PK	PK	Truck Pickup
PK	PK	Passenger Vehicle Pickup, Truck Commonly Registered Passengers
PM	PM	Truck Pickup With Camper Mounted on Bed
PN	PN	Truck Panel
PS	PS	Truck Super Cab Pickup
RC	RC	Motorcycle Racer
PN	PN	Passenger Vehicle Panel, Truck Commonly Registered as Passengers
RD	RD	Truck Roadster (Jeep, Jeep Commando)
RD	RD	Passenger Vehicle Roadster
RS	RS	Motorcycle Road/Street
RT	RT	Motorcycle Road/Trail
S1	S1	Truck One-Seat
S2	S2	Truck Two-Seat
SB	SB	Passenger Vehicle Sport Hatchback
SC	SC	Passenger Vehicle Sport Coupe
SD	SD	Passenger Vehicle Sedan, number doors unknown
SN	SN	Truck Step Van
SP	SP	Truck Sport Pickup
ST	ST	Truck Stake or Rack
SV	SV	Truck Sports Van
SV	SV	Passenger Vehicle Sport Van
SW	SW	Passenger Vehicle Station Wagon
SW	SW	Truck Station Wagon (Jeep Wagoneer, etc.)
T	T	Motorcycle Dirt
TB	TB	Truck Tilt Cab
TL	TL	Truck Tilt Tandem
TL	TL	Motorcycle Trail/Dirt

TM	TM	Truck Tandem
TN	TN	Truck Tank
TR	TR	Motorcycle Trails
TR	TR	Truck Tractor (Gasoline)
UT	UT	Passenger Vehicle Utility, truck commonly registered as passenger
UT	UT	Truck Utility (Blazer, Jimmy, Scout, etc.)
VC	VC	Truck Van Camper
VD	VD	Truck Display Van
VN	VN	Truck Van
VT	VT	Truck Vanette (Includes Metro and Handy Van)
VW	VW	Truck Window Van
WK	WK	Truck Tow Truck Wrecker
WW	WW	Truck Wide Wheel Wagon
WW	WW	Passenger Vehicle Wide-Wheel Wagon
XT	XT	Truck Travel-all
YY	YY	Truck Cutaway
99	99	Unknown

VIN Length (discontinued)

Definition: This data element identifies the actual length of the VIN for this vehicle.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **VIN_LNGT 2005-2009**
PVIN_LNGT 2010-2012

Attribute Codes

2005-2012

1-17	Actual Value
99	Unknown VIN Length

VIN Make (discontinued)

Definition: This data element identifies the National Crime Information Center (NCIC) Standard Make Abbreviation for this vehicle.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **PVINMAKE**

Attribute Codes

2010-2012

xxxx 4-Character Make Abbreviation

VIN Model (discontinued)

Definition: This data element identifies the VIN model for this vehicle obtained from the VINA program.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **VINA_MOD 2005-2009**
PVINA_MOD 2010-2012

Attribute Codes

2005-2012

xxx 3-Character Model (Series) Abbreviation

VIN Model Year (discontinued)

Definition: This data element identifies the model year of this vehicle.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **PVINMODYR**

Attribute Codes

2010-2012

xx 2-Digit Model Year

VIN Truck Series (discontinued)

Definition: This data element identifies the model (series) of this truck.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **SER_TR 2005-2009**
PSER_TR 2010-2012

Attribute Codes

2005-2012

xxx 3-Character Model (Series) Abbreviation

VIN Vehicle Type (discontinued)

Definition: This data element identifies the basic vehicle type of his vehicle from the VINA program.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **PVINTYPE**

Attribute Codes

2010-2012

- P Passenger Vehicle
- T Truck
- M Motorcycle
- U Unknown

Violations Charged (discontinued)

Definition: This data element identifies violations charged to this driver in this crash.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **VIOLCHG1, VIOLCHG2, VIOLCHG3**

Attribute Codes

2005-2009

- 0 None

RECKLESS/CARELESS/HIT-AND-RUN OFFENSES

- 1 Manslaughter or Homicide
- 2 Willful Reckless Driving; Driving to Endanger; Negligent Driving
- 3 Unsafe Reckless (Not Willful, Wanton Reckless) Driving
- 4 Inattentive, Careless, Improper Driving
- 5 Fleeing or Eluding Police
- 6 Fail to Obey Police, Fireman, Authorized Person Directing Traffic
- 7 Hit-and-Run, Fail to Stop After Crash
- 8 Fail to Give Aid, Information, Wait for Police After Crash
- 9 Serious Violation Resulting in Death

IMPAIRMENT OFFENSES

- 11 Driving While Intoxicated (Alcohol or Drugs) or BAC above Limit (Any Detectable BAC for CDLs)
- 12 Driving While Impaired; Driving Under Influence of Substance Not Intended to Intoxicate
- 13 Driving Under Influence of Substance Not Intended to Intoxicate
- 14 Drinking While Operating

- 15 Illegal Possession of Alcohol or Drugs
- 16 Driving With Detectable Alcohol
- 18 Refusal to Submit to Chemical Test
- 19 Alcohol, Drug, or Impairment Violations Generally

SPEED-RELATED OFFENSES

- 21 Racing
- 22 Speeding (Above the Speed Limit)
- 23 Speed Greater Than Reasonable and Prudent (Not Necessarily Over the Limit)
- 24 Exceeding Special Speed Limit (for Trucks, Buses, Cycles, or on Bridge, in School Zone, etc.)
- 25 Energy Speed (Exceeding 55 mph, Non-Pointable)
- 26 Driving Too Slowly
- 29 Speed-Related Violations Generally

RULES OF THE ROAD – TRAFFIC SIGN AND SIGNALS

- 31 Fail to Stop for Red Signal
- 32 Fail to Stop for Flashing Red
- 33 Violation of Turn on Red (Fail to Stop and Yield, Yield to Pedestrians Before Turning)
- 34 Fail to Obey Flashing Signal (Yellow or Red)
- 35 Fail to Obey Signal Generally
- 36 Violate RR Grade Crossing Device/Regulations
- 37 Fail to Obey Stop Sign
- 38 Fail to Obey Yield Sign
- 39 Fail to Obey Traffic Control Device Generally

RULES OF THE ROAD – TURNING, YIELDING, SIGNALING

- 41 Turn in Violation of Traffic Control (Disobey Signs, Turn Arrow or Pavement Markings; This Is Not a Right-on-Red Violation)
- 42 Improper Method and Position of Turn (Too Wide, Wrong Lane)
- 43 Fail to Signal for Turn or Stop
- 45 Fail to Yield to Emergency Vehicle
- 46 Fail to Yield Generally
- 48 Enter Intersection When Space Insufficient
- 49 Turn, Yield, Signaling Violations Generally

RULES OF THE ROAD – WRONG SIDE, PASSING AND FOLLOWING

- 51 Driving Wrong Way on One-Way Road
- 52 Driving on Left, Wrong Side of Road Generally
- 53 Improper, Unsafe Passing
- 54 Pass on Right (Drive off Pavement to Pass)
- 55 Pass Stopped School Bus
- 56 Fail to Give Way When Overtaken
- 58 Following Too Closely
- 59 Wrong Side, Passing, Following Violations Generally

RULES OF THE ROAD – LANE USAGE

- 61 Unsafe or Prohibited Lane Change
- 62 Improper Use of Lane (Enter of 3-Lane Road, HOV Designated Lane)
- 63 Certain Traffic to Use Right Lane (Trucks, Slow Moving, etc.)
- 66 Motorcycle Lane Violations (More Than Two per Lane, Riding Between Lanes, etc.)
- 67 Motorcyclist Attached to Another Vehicle
- 69 Lane Violations Generally

NON-MOVING – LICENSE AND REGISTRATION VIOLATIONS

- 71 Driving While License Withdrawn
- 72 Other Driver License Violations
- 73 Commercial Driver Violations
- 74 Vehicle Registration Violations
- 75 Fail to Carry Insurance Card
- 76 Driving Uninsured Vehicle
- 79 Non-Moving Violations Generally

EQUIPMENT

- 81 Lamp Violations
- 82 Brake Violations
- 83 Failure to Require Restraint Use (by Self or Passenger)
- 84 Motorcycle Equipment Violations (Helmet, Special Equipment)
- 85 Violation of Hazardous Cargo Regulations
- 86 Size, Weight, Load Violations
- 89 Equipment Violations Generally

OTHER VIOLATIONS

- 91 Parking
- 92 Theft, Unauthorized Use of Motor Vehicle
- 93 Driving Where Prohibited (Sidewalk, Limited Access, off Truck Route)
- 98 Other Moving Violation
- 99 Unknown Violation

Wheelbase Long (discontinued)

Definition: This data element identifies the longest wheelbase respectively for the manufactured model of this vehicle.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **WHLBS_LG** **2005-2009**
PWHLBS_LG **2010-2012**

Attribute Codes

2005-2012

0	Value Not Available From the VINA Program
1-9998	Actual Value (in)
9999	Value Not Coded

Wheelbase Short (discontinued)

Definition: This data element identifies the shortest wheelbase respectively for the manufactured model of this vehicle.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **WHLBS_SH** **2005-2009**
PWHLBS_SH **2010-2012**

Attribute Codes

2005-2012

0	Value Not Available From the VINA Program
1-9998	Actual Value (in)
9999	Value Not Coded

Year of First Crash, Suspension or Conviction (discontinued)

Definition: This data element records the year of the first crash, suspension, or conviction for this driver that occurred within 3 years of the crash date.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: **FIRST_YR**

Attribute Codes

2005-2009

0	No Record
xxxx	Actual Year
9999	Unknown

Year of Last Crash, Suspension or Conviction (discontinued)

Definition: This data element records the year of the last crash, suspension, or conviction for this driver that occurred within 3 years of the crash date.

Additional Information: See this data element in the Vehicle data file section for more information.

SAS Name: LAST_YR

Attribute Codes

2005-2009

0	No Record
xxxx	Actual Year
9999	Unknown

The PBTYPE Data File

The Pbtype data file includes data on pedestrians, bicyclists, and people on personal conveyances. It contains the data elements ST_CASE, STATE, VEH_NO, and PER_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The Pbtype data file also contains the data elements on the following pages.

ST_CASE, VEH_NO, and PER_NO are the unique identifiers. ST_CASE should be used to merge the Pbtype data file with the Accident data file.

P5/NM5 Age

Definition: This data element identifies the person's age in years with respect to the person's last birthday.

Additional Information:

SAS Name: **PBAGE**

Attribute Codes

2014-Later

0	Less Than 1 Year
1-120	Age in Years
998	Not Reported
999	Unknown

P6/NM6 Sex

Definition: This data element identifies the sex of the person involved in the crash

Additional Information:

SAS Name: **PBSEX**

Attribute Codes

2014-Later

- 1 Male
- 2 Female
- 8 Not Reported
- 9 Unknown

P7/NM7 Person Type

Definition: This data element describes the role of this person involved in the crash.

Additional Information:

SAS Name: **PBPTYPE**

Attribute Codes

2014- 2020-

2019 Later

5	5	Pedestrian
6	6	Bicyclist
7	7	Other Cyclist
8	--	Person on Personal Conveyances
--	11	Person on Motorized Personal Conveyance
--	12	Person on Non-Motorized Personal Conveyance
--	13	Person on Personal Conveyance, Unknown if Motorized or Non-Motorized

NM9-PB27 Marked Crosswalk Present

Definition: This data element indicates if a marked crosswalk was present at the crash site.

Additional Information: This data element is applicable to both pedestrians and bicyclists.

SAS Name: **PBCWALK**

Attribute Codes

2014-Later

- 0 None Noted
- 1 Yes
- 9 Unknown

NM9-PB28 Sidewalk Present

Definition: This data element indicates if a sidewalk was present at the crash site.

Additional Information: This data element is applicable to both pedestrians and bicyclists.

SAS Name: PBSWALK

Attribute Codes

2014-Later

- 0 None Noted
- 1 Yes
- 9 Unknown

NM9-PB29 School Zone

Definition: This data element indicates if the crash occurred in a school zone.

Additional Information: This data element is applicable to both pedestrians and bicyclists.

SAS Name: PBSZONE

Attribute Codes

2014-Later

- 0 None Noted
- 1 Yes
- 9 Unknown

NM9-PB30 Crash Type – Pedestrian

Definition: This data element summarizes the circumstances of the crash for this pedestrian.

Additional Information: This data element is applicable to pedestrians only.

SAS Name: **PEDCTYPE**

Attribute Codes

2014-	2017-	2020-	
2016	2019	Later	
0	0	0	Not a Pedestrian
120	120	120	Dispute-Related
130	130	130	Pedestrian on Vehicle
140	140	140	Vehicle Into Vehicle or Vehicle Into Object
150	150	150	Motor Vehicle Loss of Control
160	160	160	Pedestrian Loss of Control
190	190	190	Other Unusual Circumstances
211	211	211	Backing Vehicle – Non-Trafficway – Driveway
212	212	212	Backing Vehicle – Driveway Access
213	213	213	Backing Vehicle – Trafficway
214	214	214	Backing Vehicle – Non-Trafficway – Parking Lot
219	219	219	Backing Vehicle – Other/Unknown
220	220	220	Driverless Vehicle
230	230	230	Disabled Vehicle-Related
240	240	240	Emergency Vehicle-Related
250	250	250	Play Vehicle-Related
311	311	311	Working in Roadway
312	312	312	Playing in Roadway
313	313	313	Lying in Roadway
320	320	320	Entering/Exiting Parked or Stopped Vehicle
330	330	330	Mailbox-Related
341	--	--	Transit Bus-Related
--	341	341	Transit Bus Stop-Related
342	342	342	School Bus Stop-Related
360	360	360	Ice Cream/Vendor Truck-Related
410	410	410	Walking/Running Along Roadway With Traffic – From Behind
420	420	420	Walking/Running Along Roadway With Traffic – From Front
430	430	430	Walking/Running Along Roadway Against Traffic – From Behind
440	440	440	Walking/Running Along Roadway Against Traffic – From Front
459	459	459	Walking/Running Along Roadway – Direction/Position Unknown
461	461	461	Motorist Entering Driveway
465	465	465	Motorist Exiting Driveway
469	469	469	Driveway Access – Other/Unknown
510	510	510	Waiting to Cross – Vehicle Turning

520	520	520	Waiting to Cross – Vehicle Not Turning
590	590	590	Waiting to Cross – Vehicle Action Unknown
610	610	610	Standing in Roadway
620	620	620	Walking in Roadway
680	680	680	Not at Intersection – Other/Unknown
690	690	690	At Intersection – Other/Unknown
710	710	710	Multiple Threat
730	730	730	Trapped
741	741	--	Dash
--	--	741	Dash – Run, No Visual Obstruction Noted
742	742	--	Dart-out
--	--	742	Dart-out – Visual Obstruction Noted
760	760	760	Pedestrian Failed to Yield
770	770	770	Motorist Failed to Yield
781	781	781	Motorist Left Turn – Parallel Paths
782	782	782	Motorist Left Turn – Perpendicular Paths
791	791	791	Motorist Right Turn – Parallel Paths
792	792	792	Motorist Right Turn on Red – Parallel Paths
794	794	794	Motorist Right Turn on Red – Perpendicular Paths
795	795	795	Motorist Right Turn – Perpendicular Paths
799	799	799	Motorist Turn/Merge – Other/Unknown
830	830	830	Non-Trafficway – Parking Lot
890	890	890	Non-Trafficway – Other/Unknown
900	900	900	Other – Unknown Location
910	910	910	Crossing an Expressway

NM9-PB30B Crash Type – Bicycle

Definition: This data element summarizes the circumstances of the crash for this bicyclist.

Additional Information: This data element is applicable to bicyclists only.

SAS Name: BIKECTYPE

Attribute Codes

2014-Later

- 0 Not a Cyclist
- 111 Motorist Turning Error – Left Turn
- 112 Motorist Turning Error – Right Turn
- 113 Motorist Turning Error – Other
- 114 Bicyclist Turning Error – Left Turn
- 115 Bicyclist Turning Error – Right Turn
- 116 Bicyclist Turning Error – Other
- 121 Bicyclist Lost Control – Mechanical Problems
- 122 Bicyclist Lost Control – Oversteering, Improper Braking, Speed
- 123 Bicyclist Lost Control – Alcohol/Drug Impairment
- 124 Bicyclist Lost Control – Surface Conditions
- 129 Bicyclist Lost Control – Other/Unknown
- 131 Motorist Lost Control – Mechanical Problems
- 132 Motorist Lost Control – Oversteering, Improper Braking, Speed
- 133 Motorist Lost Control – Alcohol/Drug Impairment
- 134 Motorist Lost Control – Surface Conditions
- 139 Motorist Lost Control – Other/Unknown
- 141 Motorist Drive-out – Sign-Controlled Intersection
- 142 Bicyclist Ride-out – Sign-Controlled Intersection
- 143 Motorist Drive-Through – Sign-Controlled Intersection
- 144 Bicyclist Ride-Through – Sign-Controlled Intersection
- 147 Multiple Threat – Sign-Controlled Intersection
- 148 Sign-Controlled Intersection – Other/Unknown
- 151 Motorist Drive-out – Right Turn on Red
- 152 Motorist Drive-out – Signalized Intersection
- 153 Bicyclist – Ride-out – Signalized Intersection
- 154 Motorist Drive-Through – Signalized Intersection
- 155 Bicyclist Ride-Through – Signalized Intersection
- 156 Bicyclist Failed to Clear – Trapped
- 157 Bicyclist Failed to Clear – Multiple Threat
- 158 Signalized Intersection – Other/Unknown
- 159 Bicyclist Failed to Clear – Unknown
- 160 Crossing Paths – Uncontrolled Intersection
- 180 Crossing Paths – Intersection – Other/Unknown
- 211 Motorist Left Turn – Same Direction

- 212 Motorist Left Turn – Opposite Direction
- 213 Motorist Right Turn – Same Direction
- 214 Motorist Right Turn – Opposite Direction
- 215 Motorist Drive-in/out – Parking
- 216 Bus/Delivery Vehicle Pullover
- 217 Motorist Right Turn on Red – Same Direction
- 218 Motorist Right Turn on Red – Opposite Direction
- 219 Motorist Turn/Merge – Other/Unknown
- 221 Bicyclist Left Turn – Same Direction
- 222 Bicyclist Left Turn – Opposite Direction
- 223 Bicyclist Right Turn – Same Direction
- 224 Bicyclist Right Turn – Opposite Direction
- 225 Bicyclist Ride-out – Parallel Path
- 231 Motorist Overtaking – Undetected Bicyclist
- 232 Motorist Overtaking – Misjudged Space
- 235 Motorist Overtaking – Bicyclist Swerved
- 239 Motorist Overtaking – Other/Unknown
- 241 Bicyclist Overtaking – Passing on Right
- 242 Bicyclist Overtaking – Passing on Left
- 243 Bicyclist Overtaking – Parked Vehicle
- 244 Bicyclist Overtaking – Extended Door
- 249 Bicyclist Overtaking – Other/Unknown
- 250 Wrong-Way/Wrong-Side – Bicyclist
- 255 Wrong-Way/Wrong-Side – Motorist
- 259 Wrong-Way/Wrong-Side – Unknown
- 280 Parallel Paths – Other/Unknown
- 311 Bicyclist Ride-out – Residential Driveway
- 312 Bicyclist Ride-out – Commercial Driveway
- 313 Bicyclist Ride-out – Driveway, Unknown Type
- 318 Bicyclist Ride-out – Other Midblock
- 319 Bicyclist Ride-out – Unknown
- 321 Motorist Drive-out – Residential Driveway
- 322 Motorist Drive-out – Commercial Driveway
- 323 Motorist Drive-out – Driveway, Unknown Type
- 328 Motorist Drive-out – Other Midblock
- 329 Motorist Drive-out – Midblock – Unknown
- 357 Multiple Threat – Midblock
- 380 Crossing Paths – Midblock – Other/Unknown
- 610 Backing Vehicle
- 700 Play Vehicle-Related
- 800 Unusual Circumstances
- 910 Non-Trafficway

970 Unknown Approach Paths

980 Unknown Location

NM9-PB31 Crash Location – Pedestrian

Definition: This data element identifies where the pedestrian crash occurred with respect to an intersection.

Additional Information: This data element is applicable to pedestrians only.

SAS Name: **PEDLOC**

Attribute Codes

2014-Later

- 1 At Intersection
- 2 Intersection-Related
- 3 Not at Intersection
- 4 Non-Trafficway Location
- 7 Not a Pedestrian
- 9 Unknown/Insufficient Information

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

NM9-PB31B Crash Location – Bicycle

Definition: This data element identifies where the bicyclist crash occurred with respect to an intersection.

Additional Information: This data element is applicable to bicyclists only.

SAS Name: **BIKELOC**

Attribute Codes

2014-Later

- 1 At Intersection
- 2 Intersection-Related
- 3 Not at Intersection
- 4 Non-Trafficway Location
- 7 Not a Cyclist
- 9 Unknown/Insufficient Information

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

NM9-PB32 Pedestrian Position

Definition: This data element identifies the position/location of the pedestrian with respect to the trafficway when contacted.

Additional Information: This data element is applicable to pedestrians only.

SAS Name: **PEDPOS**

Attribute Codes

2014-Later

- 1 Intersection Area
- 2 Crosswalk Area
- 3 Travel Lane
- 4 Paved Shoulder/Bicycle Lane/Parking Lane
- 5 Sidewalk/Shared-Use Path/Driveway Access
- 6 Unpaved Right-of-Way
- 7 Non-Trafficway – Driveway
- 8 Non-Trafficway – Parking Lot/Other
- 9 Other/Unknown
- 77 Not a Pedestrian

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

NM9-PB32B Bicyclist Position

Definition: This data element identifies the position/location of the bicyclist with respect to the trafficway when contacted.

Additional Information: This data element is applicable to bicyclists only.

SAS Name: **BIKEPOS**

Attribute Codes

2014-Later

- 1 Travel Lane
- 2 Bicycle Lane/Paved Shoulder/Parking Lane
- 3 Sidewalk/Crosswalk/Driveway Access
- 4 Shared-Use Path
- 5 Non-Trafficway – Driveway
- 6 Non-Trafficway – Parking Lot/Other
- 7 Not a Cyclist
- 8 Other
- 9 Unknown

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

NM9-PB33 Pedestrian Initial Direction of Travel

Definition: This data element identifies the initial direction of travel of the pedestrian prior to being contacted in the crash.

Additional Information: This data element is applicable to pedestrians only.

SAS Name: **PEDDIR**

Attribute Codes

2014- 2017

2016 Later

1	1	Northbound
2	2	Eastbound
3	3	Southbound
4	4	Westbound
7	7	Not a Pedestrian
8	8	Not Applicable
9	--	Unknown Initial Direction of Travel
--	9	Not Derived/Unknown Initial Direction of Travel

NM9-PB33B Bicyclist Initial Direction of Travel

Definition: This data element identifies the initial travel direction of the bicyclist with respect to the flow of traffic prior to being contacted in the crash.

Additional Information: This data element is applicable to bicyclists only.

SAS Name: **BIKEDIR**

Attribute Codes

2014-Later

- 1 With Traffic
- 2 Facing Traffic
- 3 Not Applicable
- 7 Not a Cyclist
- 9 Unknown

NM9-PB34 Motorist Initial Direction of Travel

Definition: This data element identifies the initial direction of travel of the motorist prior to being involved in a pedestrian crash.

Additional Information: This data element is applicable to pedestrians only.

SAS Name: MOTDIR

Attribute Codes

2014-Later

- 1 Northbound
- 2 Eastbound
- 3 Southbound
- 4 Westbound
- 7 Not a Pedestrian
- 8 Not Applicable
- 9 Unknown Initial Direction of Travel

NM9-PB35 Motorist Maneuver

Definition: This data element identifies if the motorist was engaged in a turning maneuver at an intersection prior to being involved in a pedestrian crash. The data element indicates the maneuver being made by the motorist at the time of a pedestrian collision.

Additional Information: This data element is applicable to pedestrians only.

SAS Name: MOTMAN

Attribute Codes

2014-Later

- 1 Left Turn
- 2 Right Turn
- 3 Straight Through
- 7 Not a Pedestrian
- 8 Not Applicable
- 9 Unknown Motorist Maneuver

NM9-PB36 Intersection Leg

Definition: The data element identifies the leg of the intersection where the pedestrian crash occurred.

Additional Information: This data element is applicable to pedestrians only.

SAS Name: **PEDLEG**

Attribute Codes

2014- 2016-

2015 Later

1	1	Nearside
2	2	Farside
7	7	Not a Pedestrian
8	8	Not Applicable
9	--	Unknown
--	9	Unknown/None of the Above

NM9-PB37 Pedestrian Scenario

Definition: This data element identifies the location and travel directions of the motorist and pedestrian for those crashes that occur at intersections. This data element summarizes the movements of the pedestrian and motorist in an intersection area.

Additional Information: This data element is applicable to pedestrians only.

SAS Name: **PEDSNR**

Attribute Codes

2014-Later

MOTORIST TRAVELING STRAIGHT THROUGH – CRASH OCCURRED ON NEAR (APPROACH) SIDE OF INTERSECTION

- 1a Pedestrian Within Crosswalk Area, Traveled From Motorist's Left.
- 1b Pedestrian Within Crosswalk Area, Traveled From Motorist's Right.
- 1c Pedestrian Within Crosswalk Area, Approach Direction Unknown.
- 1d Pedestrian Within Crosswalk Area, Other (Since 2017)
- 2a Pedestrian Outside Crosswalk Area, Traveled From Motorist's Left.
- 2b Pedestrian Outside Crosswalk Area, Traveled From Motorist's Right.
- 2c Pedestrian Outside Crosswalk Area, Approach Direction Unknown.
- 2d Pedestrian Outside Crosswalk Area, Other (Since 2017)

MOTORIST TRAVELING STRAIGHT THROUGH – CRASH OCCURRED ON FAR SIDE OF INTERSECTION

- 3a Pedestrian Within Crosswalk Area, Traveled From Motorist's Left.
- 3b Pedestrian Within Crosswalk Area, Traveled From Motorist's Right.
- 3c Pedestrian Within Crosswalk Area, Approach Direction Unknown.
- 3d Pedestrian Within Crosswalk Area, Other (Since 2017)
- 4a Pedestrian Outside Crosswalk Area, Traveled From Motorist's Left.
- 4b Pedestrian Outside Crosswalk Area, Traveled From Motorist's Right.
- 4c Pedestrian Outside Crosswalk Area, Approach Direction Unknown.
- 4d Pedestrian Outside Crosswalk Area, Other (Since 2017)

MOTORIST TURNING RIGHT – CRASH OCCURRED ON NEAR (APPROACH) SIDE OF INTERSECTION

- 5a Pedestrian Within Crosswalk Area, Traveled From Motorist's Left.
- 5b Pedestrian Within Crosswalk Area, Traveled From Motorist's Right.
- 5c Pedestrian Within Crosswalk Area, Approach Direction Unknown.
- 5d Pedestrian Within Crosswalk Area, Other (Since 2017)
- 6a Pedestrian Outside Crosswalk Area, Traveled From Motorist's Left.
- 6b Pedestrian Outside Crosswalk Area, Traveled From Motorist's Right.
- 6c Pedestrian Outside Crosswalk Area, Approach Direction Unknown.
- 6d Pedestrian Outside Crosswalk Area, Other (Since 2017)

MOTORIST TURNING RIGHT – CRASH OCCURRED ON FAR SIDE OF INTERSECTION

- 7a Pedestrian Within Crosswalk Area, Approach Direction Same as Motorist's.
- 7b Pedestrian Within Crosswalk Area, Approach Direction Opposite Motorist's.
- 7c Pedestrian Within Crosswalk Area, Approach Direction Unknown.
- 7d Pedestrian Within Crosswalk Area, Other (Since 2017)
- 8a Pedestrian Outside Crosswalk Area, Approach Direction Same as Motorist's.
- 8b Pedestrian Outside Crosswalk Area, Approach Direction Opposite Motorist's.
- 8c Pedestrian Outside Crosswalk Area, Approach Direction Unknown.
- 8d Pedestrian Outside Crosswalk Area, Other (Since 2017)

MOTORIST TURNING LEFT – CRASH OCCURRED ON NEAR (APPROACH) SIDE OF INTERSECTION

- 9a Pedestrian Within Crosswalk Area, Traveled From Motorist's Left.
- 9b Pedestrian Within Crosswalk Area, Traveled From Motorist's Right.
- 9c Pedestrian Within Crosswalk Area, Approach Direction Unknown.
- 9d Pedestrian Within Crosswalk Area, Other (Since 2017)
- 10a Pedestrian Outside Crosswalk Area, Traveled From Motorist's Left.
- 10b Pedestrian Outside Crosswalk Area, Traveled From Motorist's Right.
- 10c Pedestrian Outside Crosswalk Area, Approach Direction Unknown.
- 10d Pedestrian Outside Crosswalk Area, Other (Since 2017)

MOTORIST TURNING LEFT – CRASH OCCURRED ON FAR SIDE OF INTERSECTION

- 11a Pedestrian Within Crosswalk Area, Approach Direction Same as Motorist's.
- 11b Pedestrian Within Crosswalk Area, Approach Direction Opposite Motorist's.
- 11c Pedestrian Within Crosswalk Area, Approach Direction Unknown.
- 11d Pedestrian Within Crosswalk Area, Other (Since 2017)
- 12a Pedestrian Outside Crosswalk Area, Approach Direction Same as Motorist's.
- 12b Pedestrian Outside Crosswalk Area, Approach Direction Opposite Motorist's.
- 12c Pedestrian Outside Crosswalk Area, Approach Direction Unknown.
- 12d Pedestrian Outside Crosswalk Area, Other (Since 2017)
- 7 Not a Pedestrian
- 8 Not Applicable
- 99 Unknown/Insufficient Information (Since 2017)

NM9-PB38 Crash Group – Pedestrian

Definition: This data element provides general groupings of the more specific individual Pedestrian Crash Types.

Additional Information: This data element is applicable to pedestrians only.

SAS Name: **PEDCGP**

Attribute Codes

2014- 2016	2017- 2019	2020- Later	
0	0	0	Not a Pedestrian
100	100	100	Unusual Circumstances
200	200	200	Backing Vehicle
310	310	310	Working or Playing in Roadway
340	--	--	Bus-Related
--	340	340	Bus Stop-Related
350	350	350	Unique Midblock
400	400	400	Walking/Running Along Roadway
460	460	460	Driveway Access/Driveway Access-Related
500	500	500	Waiting to Cross
600	600	600	Pedestrian in Roadway – Circumstances Unknown
720	720	720	Multiple Threat/Trapped
740	740	--	Dash/Dart-out
--	--	740	Dash – Run, No Visual Obstruction Noted/ Dart-out – Visual Obstruction Noted
750	750	750	Crossing Roadway – Vehicle Not Turning
790	790	790	Crossing Roadway – Vehicle Turning
800	800	800	Non-Trafficway
910	910	910	Crossing Expressway
990	990	990	Other/Unknown – Insufficient Details

NM9-PB38B Crash Group – Bicycle

Definition: This data element provides general groupings of the more specific individual Bicyclist Crash Types.

Additional Information: This data element is applicable to bicyclists only.

SAS Name: **BIKECGP**

Attribute Codes

2014-Later

- 0 Not a Cyclist
- 110 Loss of Control/Turning Error
- 140 Motorist Failed to Yield – Sign-Controlled Intersection
- 145 Bicyclist Failed to Yield – Sign-Controlled Intersection
- 150 Motorist Failed to Yield – Signalized Intersection
- 158 Bicyclist Failed to Yield – Signalized Intersection
- 190 Crossing Paths – Other Circumstances
- 210 Motorist Left Turn/Merge
- 215 Motorist Right Turn/Merge
- 219 Parking/Bus-Related
- 220 Bicyclist Left Turn/Merge
- 225 Bicyclist Right Turn/Merge
- 230 Motorist Overtaking Bicyclist
- 240 Bicyclist Overtaking Motorist
- 258 Wrong-Way/Wrong-Side
- 290 Parallel Paths – Other Circumstances
- 310 Bicyclist Failed to Yield – Midblock
- 320 Motorist Failed to Yield – Midblock
- 600 Backing Vehicle
- 850 Other/Unusual Circumstances
- 910 Non-Trafficway
- 990 Other/Unknown – Insufficient Details

The CEVENT Data File

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

ST_CASE and EVENTNUM are the unique identifiers for each record. ST_CASE should be used to merge the Cevent data file with the Accident data file.

C18A Vehicle Number (*This Vehicle*)

Definition: This data element identifies the “Vehicle Number” (VEH_NO) of this motor vehicle in-transport described in this event.

Additional Information: This is the vehicle described in “Sequence of Events” for this event.

Prior to 2015 the Data Element ID was C17.

SAS Name: **VNUMBER1**

Attribute Codes

2010-Later

1-999 Vehicle Number

C18B Area of Impact (This Vehicle)

Definition: This data element identifies the impact point, if any, on this motor vehicle in-transport that produced property damage or personal injury in this event.

Additional Information: This is the impact area of the vehicle recorded in “Vehicle Number (This Vehicle)” and described in “Sequence of Events.”

Prior to 2015 the Data Element ID was C17.

SAS Name: **AOI1**

Attribute Codes

2010- 2011	2012	2013- 2016	2017	2018	2019- Later	
0	0	0	0	0	0	Non-Collision
1-12	1-12	1-12	1-12	1-12	1-12	Clock Points
13	13	13	13	13	13	Top
14	14	14	14	14	14	Undercarriage
18	--	--	--	--	--	Set-in-Motion (Not a Clock Point)
--	18	--	--	--	--	Set-in-Motion (Not a Clock Value)
--	--	18	18	18	18	Cargo/Vehicle Parts Set-in-Motion
--	--	19	19	19	--	Other Objects Set-in-Motion
--	--	--	--	--	19	Other Objects or Person Set-in-Motion
--	--	--	20	20	20	Object Set in Motion, Unknown if Cargo/Vehicle Parts or Other
55	55	55	55	55	55	Non-Harmful Event
61	61	61	61	61	61	Left
62	--	--	--	--	--	Left-Front Half
--	62	62	62	62	62	Left-Front Side
63	--	--	--	--	--	Left-Back Half
--	63	63	63	63	63	Left-Back Side
81	81	81	81	81	81	Right
82	--	--	--	--	--	Right-Front Half
--	82	82	82	82	82	Right-Front Side
83	--	--	--	--	--	Right-Back Half
--	83	83	83	83	83	Right-Back Side
98	98	98	98	98	98	Not Reported
99	99	99	99	--	--	Unknown
--	--	--	--	99	99	Reported as Unknown

V37 Sequence of Events

Definition: This data element describes this event. A motor vehicle traffic crash is a series of events resulting from an unstabilized situation. This series of harmful and non-harmful events is recorded in chronological order based on the police crash report narrative and diagram.

Additional Information: “First Harmful Event,” “Most Harmful Event,” and the “Sequence of Events” data elements have the same harmful event attributes. The harmful event attributes were modified to be consistent. “Sequence of Events” also has non-harmful event attributes.

From 2004 to 2009 Sequence of Events was collected at the vehicle level and up to six events (SEQ1-SEQ6) were stored in the Vehicle data file. Prior to 2016 the Data Element ID was V31. From 2016 to 2019 the Data Element ID was V32.

SAS Name: **SOE**

Attribute Codes

2010- 2011	2012	2013	2014- 2015	2016	2017- Later	
1	1	1	1	1	1	Rollover/Overtur
2	2	2	2	2	2	Fire/Explosion
3	--	--	--	--	--	Immersion
--	3	3	3	3	3	Immersion or Partial Immersion
4	4	4	4	4	4	Gas Inhalation
5	5	5	5	5	5	Fell/Jumped From Vehicle
6	6	6	6	6	6	Injured in Vehicle (Non-Collision)
7	7	7	7	7	7	Other Non-Collision
8	8	8	8	8	8	Pedestrian
9	9	9	9	9	9	Pedalcyclist
10	10	10	10	10	10	Railway Vehicle
11	11	11	11	11	11	Live Animal
12	12	12	12	12	12	Motor Vehicle In-Transport
14	14	14	14	14	14	Parked Motor Vehicle
15	15	15	15	15	15	Non-Motorist on Personal Conveyance
16	16	16	16	16	16	Thrown or Falling Object
17	17	17	17	17	17	Boulder
18	18	18	18	18	18	Other Object (Not Fixed)
19	19	19	19	19	19	Building
20	20	20	20	20	20	Impact Attenuator/Crash Cushion
21	21	21	21	21	21	Bridge Pier or Support
23	23	23	23	23	23	Bridge Rail (Includes Parapet)
24	24	24	24	24	24	Guardrail Face
25	25	25	25	25	25	Concrete Traffic Barrier
26	26	26	26	26	26	Other Traffic Barrier
30	30	30	30	30	30	Utility Pole/Light Support
31	31	31	31	--	--	Other Post, Other Pole, or Other Support

--	--	--	--	31	31	Post, Pole or Other Support
32	32	32	32	32	32	Culvert
33	33	33	33	33	33	Curb
34	34	34	34	34	34	Ditch
35	35	35	35	35	35	Embankment
38	38	38	38	38	38	Fence
39	39	39	39	39	39	Wall
40	40	40	40	40	40	Fire Hydrant
41	41	41	41	41	41	Shrubbery
42	42	42	42	42	42	Tree (Standing Only)
43	43	43	43	43	43	Other Fixed Object
44	44	44	44	44	44	Pavement Surface Irregularity (Ruts, Potholes, Grates, etc.)
45	45	45	45	45	45	Working Motor Vehicle
46	46	46	46	46	46	Traffic Signal Support
48	48	48	48	48	48	Snow Bank
49	49	49	49	49	49	Ridden Animal or Animal-Drawn Conveyance
50	50	50	50	50	50	Bridge Overhead Structure
51	51	51	51	51	51	Jackknife (Harmful to This Vehicle)
52	52	52	52	52	52	Guardrail End
53	53	53	53	53	53	Mail Box
54	54	54	54	54	54	Motor Vehicle In-Transport Strikes or Is Struck by Cargo, Persons or Objects Set- in-Motion From/by Another Motor Vehicle In-Transport
55	55	55	55	55	55	Motor Vehicle in Motion Outside the Trafficway
57	57	57	57	57	57	Cable Barrier
58	58	58	58	58	58	Ground
59	59	59	59	59	59	Traffic Sign Support
60	60	60	60	60	60	Cargo/Equipment Loss or Shift (Non-Harmful)
61	61	61	61	61	61	Equipment Failure (Blown Tire, Brake Failure, etc.)
62	62	62	62	62	62	Separation of Units
63	63	63	63	63	63	Ran off Road – Right
64	64	64	64	64	64	Ran off Road – Left
65	65	65	65	65	65	Cross Median
66	66	66	66	66	66	Downhill Runaway
67	67	67	67	67	67	Vehicle Went Airborne
68	68	68	68	68	68	Cross Centerline
69	69	69	69	69	69	Re-Entering Highway
70	70	70	70	70	70	Jackknife (Non-Harmful)

--	71	71	71	71	71	End Departure
72	72	72	72	72	72	Cargo/Equipment Loss or Shift (Harmful to This Vehicle)
--	--	--	--	--	72	Cargo/Equipment Loss, Shift, or Damage (Harmful) (Since 2018)
--	--	73	73	--	--	Object Fell From Motor Vehicle In- Transport
--	--	--	--	73	73	Object That Had Fallen From Motor Vehicle In-Transport
--	--	--	--	74	74	Road Vehicle on Rails
--	--	--	79	79	79	Ran off Roadway – Direction Unknown
--	--	--	--	--	91	Unknown Object Not Fixed
--	--	--	--	--	93	Unknown Fixed Object
98	--	--	--	--	--	Not Reported (2010 Only)
--	--	--	--	--	98	Harmful Event, Details Not Reported (Since 2019)
99	99	99	99	99	99	Unknown/ Reported as Unknown (Since 2018)

C18C Vehicle Number (Other Vehicle)

Definition: This data element identifies the “Vehicle Number” (VEH_NO) of the other motor vehicle, if any, in this event.

Additional Information: This is the vehicle contacted by the motor vehicle in-transport recorded in “Vehicle Number (This Vehicle).” Another vehicle must have been involved in this event for this data element to be a valid vehicle number (i.e., “Sequence of Events” for this event must be 12, 14, 45, 54, or 55).

Prior to 2015 the Data Element ID was C17.

SAS Name: **VNUMBER2**

Attribute Codes

2010-Later

1-999	Vehicle Number
5555	Non-Harmful Event
9999	Not a Motor Vehicle

C18D Area of Impact (Other Vehicle)

Definition: This data element identifies the impact point on the other motor vehicle, if any, in this event.

Additional Information: This is the impact area of the vehicle recorded in “Vehicle Number (Other Vehicle).” Another vehicle must have been involved in this event for this data element to be a valid impact location (i.e., “Sequence of Events” for this event must be 12, 14, 45, 54, or 55).

Prior to 2015 the Data Element ID was C17.

SAS Name: **AOI2**

Attribute Codes

2010- 2011	2012	2016	2013- 2017	2018	2019- Later	
0	0	0	0	0	0	Non-Collision
1-12	1-12	1-12	1-12	1-12	1-12	Clock Points
13	13	13	13	13	13	Top
14	14	14	14	14	14	Undercarriage
18	--	--	--	--	--	Set-in-Motion (Not a Clock Point)
--	18	--	--	--	--	Set-in-Motion (Not a Clock Value)
--	--	18	18	18	18	Cargo/Vehicle Parts Set-in-Motion
--	--	19	19	19	--	Other Objects Set-in-Motion
--	--	--	--	--	19	Other Objects or Person Set-in-Motion
--	--	--	20	20	20	Object Set in Motion, Unknown if Cargo/Vehicle Parts or Other
55	55	55	55	55	55	Non-Harmful Event
61	61	61	61	61	61	Left
62	--	--	--	--	--	Left-Front Half
--	62	62	62	62	62	Left-Front Side
63	--	--	--	--	--	Left-Back Half
--	63	63	63	63	63	Left-Back Side
77	77	77	77	77	77	Not a Motor Vehicle (Since 2011)
81	81	81	81	81	81	Right
82	--	--	--	--	--	Right-Front Half
--	82	82	82	82	82	Right-Front Side
83	--	--	--	--	--	Right-Back Half

--	83	83	83	83	83	Right-Back Side
98	98	98	98	98	98	Not Reported
99	99	99	99	--	--	Unknown
--	--	--	--	99	99	Reported as Unknown

The VEVENT Data File

The Vevent data file includes harmful and non-harmful events for each motor vehicle in-transport. It contains the data elements ST_CASE, STATE, VEH_NO, EVENTNUM, and VEVENTNUM, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The Vevent data file also contains the data elements on the following pages.

ST_CASE, VEH_NO, and VEVENTNUM are the unique identifiers for each record. ST_CASE and VEH_NO should be used to merge the Vevent data file with the Vehicle data file.

C18A Vehicle Number (This Vehicle)

Definition: This data element identifies the “Vehicle Number” (VEH_NO) of this motor vehicle in-transport described in this event.

Additional Information: This is the vehicle described in “Sequence of Events” for this event.

If Vehicle #1 (V1) impacts Vehicle #2 (V2) then we have at least 2 Vevent records.

Example:

<u>VEH_NO</u>	<u>EVENTNUM</u>	<u>VNUMBER1</u>	<u>SOE</u>	<u>VNUMBER2</u>
1	1	1	12	2
2	1	1	12	2

The explanation of these 2 records is as follows:

V1 was involved in event 1 where V1 impacts V2.

V2 was involved in event 1 where V1 impacts V2.

Prior to 2015 the Data Element ID was C17.

SAS Name: **VNUMBER1**

Attribute Codes

2010-Later

1-999 Vehicle Number

C18B Area of Impact (This Vehicle)

Definition: This data element identifies the impact point, if any, on this motor vehicle in-transport that produced property damage or personal injury in this event.

Additional Information: This is the impact area of the vehicle recorded in “Vehicle Number (This Vehicle)” and described in “Sequence of Events.”

Prior to 2015 the Data Element ID was C17.

SAS Name: **AOI1**

Attribute Codes

2010- 2011	2012	2013- 2016	2017	2018	2019- Later	
0	0	0	0	0	0	Non-Collision
1-12	1-12	1-12	1-12	1-12	1-12	Clock Points
13	13	13	13	13	13	Top
14	14	14	14	14	14	Undercarriage
18	--	--	--	--	--	Set-in-Motion (Not a Clock Point)
--	18	--	--	--	--	Set-in-Motion (Not a Clock Value)
--	--	18	18	18	18	Cargo/Vehicle Parts Set-in-Motion
--	--	19	19	19	--	Other Objects Set-in-Motion
--	--	--	--	--	19	Other Objects or Person Set-in-Motion
--	--	--	20	20	20	Object Set in Motion, Unknown if Cargo/Vehicle Parts or Other
55	55	55	55	55	55	Non-Harmful Event
61	61	61	61	61	61	Left
62	--	--	--	--	--	Left-Front Half
--	62	62	62	62	62	Left-Front Side
63	--	--	--	--	--	Left-Back Half
--	63	63	63	63	63	Left-Back Side
81	81	81	81	81	81	Right
82	--	--	--	--	--	Right-Front Half
--	82	82	82	82	82	Right-Front Side
83	--	--	--	--	--	Right-Back Half
--	83	83	83	83	83	Right-Back Side
98	98	98	98	98	98	Not Reported
99	99	99	99	--	--	Unknown
--	--	--	--	99	99	Reported as Unknown

V37 Sequence of Events

Definition: This data element describes this event. A motor vehicle traffic crash is a series of events resulting from an unstabilized situation. This series of harmful and non-harmful events is recorded in chronological order based on the police crash report narrative and diagram.

Additional Information: “First Harmful Event,” “Most Harmful Event,” and the “Sequence of Events” data elements have the same harmful event attributes. The harmful event attributes were modified to be consistent. “Sequence of Events” also has non-harmful event attributes.

From 2004 to 2009 Sequence of Events was collected at the vehicle level and up to six events (SEQ1-SEQ6) were stored in the Vehicle data file. Prior to 2016 the Data Element ID was V31. From 2016 to 2019 the Data Element ID was V32.

SAS Name: **SOE**

Attribute Codes

2010-			2014-		2017-	
2011	2012	2013	2015	2016	Later	
1	1	1	1	1	1	Rollover/Overtur
2	2	2	2	2	2	Fire/Explosion
3	--	--	--	--	--	Immersion
--	3	3	3	3	3	Immersion or Partial Immersion
4	4	4	4	4	4	Gas Inhalation
5	5	5	5	5	5	Fell/Jumped From Vehicle
6	6	6	6	6	6	Injured in Vehicle (Non-Collision)
7	7	7	7	7	7	Other Non-Collision
8	8	8	8	8	8	Pedestrian
9	9	9	9	9	9	Pedalcyclist
10	10	10	10	10	10	Railway Vehicle
11	11	11	11	11	11	Live Animal
12	12	12	12	12	12	Motor Vehicle In-Transport
14	14	14	14	14	14	Parked Motor Vehicle
15	15	15	15	15	15	Non-Motorist on Personal Conveyance
16	16	16	16	16	16	Thrown or Falling Object
17	17	17	17	17	17	Boulder
18	18	18	18	18	18	Other Object (Not Fixed)
19	19	19	19	19	19	Building
20	20	20	20	20	20	Impact Attenuator/Crash Cushion
21	21	21	21	21	21	Bridge Pier or Support
23	23	23	23	23	23	Bridge Rail (Includes Parapet)
24	24	24	24	24	24	Guardrail Face
25	25	25	25	25	25	Concrete Traffic Barrier
26	26	26	26	26	26	Other Traffic Barrier
30	30	30	30	30	30	Utility Pole/Light Support
31	31	31	31	--	--	Other Post, Other Pole, or Other Support

--	--	--	--	31	31	Post, Pole or Other Support
32	32	32	32	32	32	Culvert
33	33	33	33	33	33	Curb
34	34	34	34	34	34	Ditch
35	35	35	35	35	35	Embankment
38	38	38	38	38	38	Fence
39	39	39	39	39	39	Wall
40	40	40	40	40	40	Fire Hydrant
41	41	41	41	41	41	Shrubbery
42	42	42	42	42	42	Tree (Standing Only)
43	43	43	43	43	43	Other Fixed Object
44	44	44	44	44	44	Pavement Surface Irregularity (Ruts, Potholes, Grates, etc.)
45	45	45	45	45	45	Working Motor Vehicle
46	46	46	46	46	46	Traffic Signal Support
48	48	48	48	48	48	Snow Bank
49	49	49	49	49	49	Ridden Animal or Animal-Drawn Conveyance
50	50	50	50	50	50	Bridge Overhead Structure
51	51	51	51	51	51	Jackknife (Harmful to This Vehicle)
52	52	52	52	52	52	Guardrail End
53	53	53	53	53	53	Mail Box
54	54	54	54	54	54	Motor Vehicle In-Transport Strikes or Is Struck by Cargo, Persons or Objects Set- in-Motion From/by Another Motor Vehicle In-Transport
55	55	55	55	55	55	Motor Vehicle in Motion Outside the Trafficway
57	57	57	57	57	57	Cable Barrier
58	58	58	58	58	58	Ground
59	59	59	59	59	59	Traffic Sign Support
60	60	60	60	60	60	Cargo/Equipment Loss or Shift (Non-Harmful)
61	61	61	61	61	61	Equipment Failure (Blown Tire, Brake Failure, etc.)
62	62	62	62	62	62	Separation of Units
63	63	63	63	63	63	Ran off Road – Right
64	64	64	64	64	64	Ran off Road – Left
65	65	65	65	65	65	Cross Median
66	66	66	66	66	66	Downhill Runaway
67	67	67	67	67	67	Vehicle Went Airborne
68	68	68	68	68	68	Cross Centerline
69	69	69	69	69	69	Re-Entering Highway
70	70	70	70	70	70	Jackknife (Non-Harmful)

--	71	71	71	71	71	End Departure
72	72	72	72	72	72	Cargo/Equipment Loss or Shift (Harmful to This Vehicle)
--	--	--	--	--	72	Cargo/Equipment Loss, Shift, or Damage (Harmful) (Since 2018)
--	--	73	73	--	--	Object Fell From Motor Vehicle In-Transport
--	--	--	--	73	73	Object That Had Fallen From Motor Vehicle In-Transport
--	--	--	--	74	74	Road Vehicle on Rails
--	--	--	79	79	79	Ran off Roadway – Direction Unknown
--	--	--	--	--	91	Unknown Object Not Fixed
--	--	--	--	--	93	Unknown Fixed Object
98	--	--	--	--	--	Not Reported (2010 Only)
--	--	--	--	--	98	Harmful Event, Details Not Reported (Since 2019)
99	99	99	99	99	99	Unknown / Reported as Unknown (Since 2018)

C18C Vehicle Number (Other Vehicle)

Definition: This data element identifies the “Vehicle Number” (VEH_NO) of the other motor vehicle, if any, in this event.

Additional Information: This is the vehicle contacted by the motor vehicle in-transport recorded in “Vehicle Number (This Vehicle).” Another vehicle must have been involved in this event for this data element to be a valid vehicle number (i.e., “Sequence of Events” for this event must be 12, 14, 45, 54, or 55).

Prior to 2015 the Data Element ID was C17.

SAS Name: **VNUMBER2**

Attribute Codes

2010-Later

1-999	Vehicle Number
5555	Non-Harmful Event
9999	Not a Motor Vehicle

C18D Area of Impact (Other Vehicle)

Definition: This data element identifies the impact point on the other motor vehicle, if any, in this event.

Additional Information: This is the impact area of the vehicle recorded in “Vehicle Number (Other Vehicle).” Another vehicle must have been involved in this event for this data element to be a valid impact location (i.e., “Sequence of Events” for this event must be 12, 14, 45, 54, or 55).

Prior to 2015 the Data Element ID was C17.

SAS Name: **A0I2**

Attribute Codes

2010- 2011	2012	2016	2013- 2017	2018	2019- Later	
0	0	0	0	0	0	Non-Collision
1-12	1-12	1-12	1-12	1-12	1-12	Clock Points
13	13	13	13	13	13	Top
14	14	14	14	14	14	Undercarriage
18	--	--	--	--	--	Set-in-Motion (Not a Clock Point)
--	18	--	--	--	--	Set-in-Motion (Not a Clock Value)
--	--	18	18	18	18	Cargo/Vehicle Parts Set-in-Motion
--	--	19	19	19	--	Other Objects Set-in-Motion
--	--	--	--	--	19	Other Objects or Person Set-in-Motion
--	--	--	20	20	20	Object Set in Motion, Unknown if Cargo/Vehicle Parts or Other
55	55	55	55	55	55	Non-Harmful Event
61	61	61	61	61	61	Left
62	--	--	--	--	--	Left-Front Half
--	62	62	62	62	62	Left-Front Side
63	--	--	--	--	--	Left-Back Half
--	63	63	63	63	63	Left-Back Side
77	77	77	77	77	77	Not a Motor Vehicle (Since 2011)
81	81	81	81	81	81	Right
82	--	--	--	--	--	Right-Front Half
--	82	82	82	82	82	Right-Front Side
83	--	--	--	--	--	Right-Back Half

--	83	83	83	83	83	Right-Back Side
98	98	98	98	98	98	Not Reported
99	99	99	99	--	--	Unknown
--	--	--	--	99	99	Reported as Unknown

The VSOE Data File

The Vsoe data file includes harmful and non-harmful events for each motor vehicle in-transport. It contains the data elements ST_CASE, STATE, VEVENTNUM, and VEH_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The Vsoe data file also contains the data elements on the following pages.

ST_CASE, VEH_NO, and VEVENTNUM are the unique identifiers for each record. ST_CASE and VEH_NO should be used to merge the Vsoe data file with the Vehicle data file.

C18E Area of Impact

Definition: This data element identifies the impact point, if any, on this motor vehicle in-transport that produced property damage or personal injury in this event.

Additional Information: This is the impact area of the vehicle recorded as “Vehicle Number (This Vehicle)” or “Vehicle Number (Other Vehicle)” in the crash events.

Prior to 2015 the Data Element ID was C17.

SAS Name: **AOI**

Attribute Codes

2010- 2011	2012	2013- 2016	2017	2018	2019- Later	
0	0	0	0	0	0	Non-Collision
1-12	1-12	1-12	1-12	1-12	1-12	Clock Points
13	13	13	13	13	13	Top
14	14	14	14	14	14	Undercarriage
18	--	--	--	--	--	Set-in-Motion (Not a Clock Point)
--	18	--	--	--	--	Set-in-Motion (Not a Clock Value)
--	--	18	18	18	18	Cargo/Vehicle Parts Set-in-Motion
--	--	19	19	19	--	Other Objects Set-in-Motion
--	--	--	--	--	19	Other Objects or Person Set-in-Motion
--	--	--	20	20	20	Object Set in Motion, Unknown if Cargo/Vehicle Parts or Other
55	55	55	55	55	55	Non-Harmful Event
61	61	61	61	61	61	Left
62	--	--	--	--	--	Left-Front Half
--	62	62	62	62	62	Left-Front Side
63	--	--	--	--	--	Left-Back Half
--	63	63	63	63	63	Left-Back Side
81	81	81	81	81	81	Right

82	--	--	--	--	--	Right-Front Half
--	82	82	82	82	82	Right-Front Side
83	--	--	--	--	--	Right-Back Half
--	83	83	83	83	83	Right-Back Side
98	98	98	98	98	98	Not Reported
99	99	99	99	--	--	Unknown
--	--	--	--	99	99	Reported as Unknown

V37 Sequence of Events

Definition: This data element describes this event. A motor vehicle traffic crash is a series of events resulting from an unstabilized situation. This series of harmful and non-harmful events is recorded in chronological order based on the police crash report narrative and diagram.

Additional Information: “First Harmful Event,” “Most Harmful Event,” and the “Sequence of Events” data elements have the same harmful event attributes. The harmful event attributes were modified to be consistent. “Sequence of Events” also has non-harmful event attributes.

From 2004 to 2009 Sequence of Events was collected at the vehicle level and up to six events (SEQ1-SEQ6) were stored in the Vehicle data file. Prior to 2016 the Data Element ID was V31. From 2016 to 2019 the Data Element ID was V32.

SAS Name: **SOE**

Attribute Codes

2010-			2014-		2017-	
2011	2012	2013	2015	2016	Later	
1	1	1	1	1	1	Rollover/Overtur
2	2	2	2	2	2	Fire/Explosion
3	--	--	--	--	--	Immersion
--	3	3	3	3	3	Immersion or Partial Immersion
4	4	4	4	4	4	Gas Inhalation
5	5	5	5	5	5	Fell/Jumped From Vehicle
6	6	6	6	6	6	Injured in Vehicle (Non-Collision)
7	7	7	7	7	7	Other Non-Collision
8	8	8	8	8	8	Pedestrian
9	9	9	9	9	9	Pedalcyclist
10	10	10	10	10	10	Railway Vehicle
11	11	11	11	11	11	Live Animal
12	12	12	12	12	12	Motor Vehicle In-Transport
14	14	14	14	14	14	Parked Motor Vehicle
15	15	15	15	15	15	Non-Motorist on Personal Conveyance
16	16	16	16	16	16	Thrown or Falling Object
17	17	17	17	17	17	Boulder
18	18	18	18	18	18	Other Object (Not Fixed)
19	19	19	19	19	19	Building
20	20	20	20	20	20	Impact Attenuator/Crash Cushion
21	21	21	21	21	21	Bridge Pier or Support
23	23	23	23	23	23	Bridge Rail (Includes Parapet)
24	24	24	24	24	24	Guardrail Face
25	25	25	25	25	25	Concrete Traffic Barrier
26	26	26	26	26	26	Other Traffic Barrier
30	30	30	30	30	30	Utility Pole/Light Support
31	31	31	31	--	--	Other Post, Other Pole, or Other Support
--	--	--	--	31	31	Post, Pole or Other Support

32	32	32	32	32	32	Culvert
33	33	33	33	33	33	Curb
34	34	34	34	34	34	Ditch
35	35	35	35	35	35	Embankment
38	38	38	38	38	38	Fence
39	39	39	39	39	39	Wall
40	40	40	40	40	40	Fire Hydrant
41	41	41	41	41	41	Shrubbery
42	42	42	42	42	42	Tree (Standing Only)
43	43	43	43	43	43	Other Fixed Object
44	44	44	44	44	44	Pavement Surface Irregularity (Ruts, Potholes, Grates, etc.)
45	45	45	45	45	45	Working Motor Vehicle
46	46	46	46	46	46	Traffic Signal Support
48	48	48	48	48	48	Snow Bank
49	49	49	49	49	49	Ridden Animal or Animal-Drawn Conveyance
50	50	50	50	50	50	Bridge Overhead Structure
51	51	51	51	51	51	Jackknife (Harmful to This Vehicle)
52	52	52	52	52	52	Guardrail End
53	53	53	53	53	53	Mail Box
54	54	54	54	54	54	Motor Vehicle In-Transport Strikes or Is Struck by Cargo, Persons or Objects Set- in-Motion From/by Another Motor Vehicle In-Transport
55	55	55	55	55	55	Motor Vehicle in Motion Outside the Trafficway
57	57	57	57	57	57	Cable Barrier
58	58	58	58	58	58	Ground
59	59	59	59	59	59	Traffic Sign Support
60	60	60	60	60	60	Cargo/Equipment Loss or Shift (Non-Harmful)
61	61	61	61	61	61	Equipment Failure (Blown Tire, Brake Failure, etc.)
62	62	62	62	62	62	Separation of Units
63	63	63	63	63	63	Ran off Road – Right
64	64	64	64	64	64	Ran off Road – Left
65	65	65	65	65	65	Cross Median
66	66	66	66	66	66	Downhill Runaway
67	67	67	67	67	67	Vehicle Went Airborne
68	68	68	68	68	68	Cross Centerline
69	69	69	69	69	69	Re-Entering Highway
70	70	70	70	70	70	Jackknife (Non-Harmful)
--	71	71	71	71	71	End Departure

72	72	72	72	72	72	Cargo/Equipment Loss or Shift (Harmful to This Vehicle)
--	--	--	--	--	72	Cargo/Equipment Loss, Shift, or Damage (Harmful) (Since 2018)
--	--	73	73	--	--	Object Fell From Motor Vehicle In- Transport
--	--	--	--	73	73	Object That Had Fallen From Motor Vehicle In-Transport
--	--	--	--	74	74	Road Vehicle on Rails
--	--	--	79	79	79	Ran off Roadway – Direction Unknown
--	--	--	--	--	91	Unknown Object Not Fixed
--	--	--	--	--	93	Unknown Fixed Object
98	--	--	--	--	--	Not Reported (2010 Only)
--	--	--	--	--	98	Harmful Event, Details Not Reported (Since 2019)
99	99	99	99	99	99	Unknown/ Reported as Unknown (Since 2018)

The CRASHRF Data File

The Crashrf data file identifies each crash related factor as a separate record. That is, there can be more than one record for each crash. It contains the data elements ST_CASE and STATE, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains CRASHRF that is described below.

ST_CASE and CRASHRF are the unique identifiers for each record. ST_CASE should be used to merge the Crashrf data file with the Accident data file.

C32 Related Factors- Crash Level

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

Additional Information: There are also vehicle related factors in the Vehiclesf and Pvehiclesf data files, driver related factors in the Driverrf data file, and person related factors in the Personrf data file.

Prior to 2020 this data element was collected at the Crash level and up to three factors could be selected. These three elements were discontinued and moved to the Discontinued Accident Data Elements at the end of the Accident Data File section. Refer to the discontinued element for a history of this data element's attributes.

SAS Name: CRASHRF

Attribute Codes

2020	2021- Later	
0	0	None
1	1	Inadequate Warning of Exits, Lanes Narrowing, Traffic Controls, etc.
2	2	Shoulder Design or Condition
3	3	Other Maintenance or Construction-Created Condition
4	4	No or Obscured Pavement Marking
5	5	Surface Under Water
6	6	Inadequate Construction or Poor Design of Roadway, Bridge, etc.
7	7	Surface Washed out (Caved in, Road Slippage)
--	10	Emergency Vehicle Related
12	12	Distracted Driver of a Non-Contact Vehicle
13	13	Aggressive Driving/Road Rage by Non-Contact Vehicle Driver
14	14	Motor Vehicle Struck by Falling Cargo or Something That Came Loose From or Something That Was Set in Motion by a Vehicle
15	15	Non-Occupant Struck by Falling Cargo, or Something Came Loose From or Something That Was Set in Motion by a Vehicle
16	16	Non-Occupant Struck Vehicle
17	17	Vehicle Set in Motion by Non-Driver
18	18	Date of Crash and Date of EMS Notification Were Not Same Day
19	19	Recent Previous Crash Scene Nearby
20	20	Police-Pursuit-Involved
21	21	Within Designated School Zone
22	22	Speed Limit Is a Statutory Limit as Recorded or Was Determined as This State's "Basic Rule"
23	23	Indication of a Stalled/Disabled Vehicle
24	24	Unstabilized Situation Began and All Harmful Events Occurred off of the Roadway
25	25	Toll Booth/Plaza Related
26	26	Prior Non-Recurring Incident
27	27	Backup Due to Prior Crash

28	28	Regular Congestion
30	30	Obstructed Crosswalks
31	31	Related to a Bus Stop
999	999	Reported as Unknown

The WEATHER Data File

The Weather data file identifies each atmospheric condition as a separate record. That is, there can be more than one record for each crash. It contains the data elements ST_CASE and STATE, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains WEATHER that is described below.

ST_CASE and WEATHER are the unique identifiers for each record. ST_CASE should be used to merge the Weather data file with the Accident data file.

C26 Atmospheric Conditions

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

Additional Information: Prior to 2020 this data element identified up to two values. If more than two atmospheric conditions were reported, the two conditions that most affect visibility were selected. Accident.WEATHER1 and Accident.WEATHER2 were the coded data elements, and Accident.WEATHER was derived from these two. The two coded data elements were discontinued after 2019 and moved to the Discontinued Accident Data Elements at the end of the Accident Data File section.

Beginning in 2020 all applicable atmospheric conditions are selected and stored in this data file. Only the derived data element WEATHER is still stored in the Accident data file and is now derived from the responses in this data file using the same hierarchy.

SAS Name: **WEATHER**

Attribute Codes

2020-

Later

- 1 Clear
- 2 Rain
- 3 Sleet or Hail
- 4 Snow
- 5 Fog, Smog, Smoke
- 6 Severe Crosswinds
- 7 Blowing Sand, Soil, Dirt
- 8 Other
- 10 Cloudy
- 11 Blowing Snow
- 12 Freezing Rain or Drizzle
- 98 Not Reported
- 99 Reported as Unknown

The VEHICLESF Data File

The Vehiclesf data file identifies each vehicle related factor for a motor vehicle in-transport as a separate record. That is, there can be more than one record for each vehicle. It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains VEHICLESF that is described below.

ST_CASE, VEH_NO, and VEHICLESF are the unique identifiers for each record. ST_CASE and VEH_NO should be used to merge the Vehiclesf data file with vehicles from the Vehicle data file.

V41 Related Factors- Vehicle Level (Motor Vehicles In-Transport)

Definition: This data element records factors related to this motor vehicle in-transport expressed in the case material.

Additional Information: There are also crash related factors in the Crashrf data file, vehicle related factors in the Pvehiclesf data file (for parked/working vehicles), driver related factors in the Driverrf data file, and person related factors in the Personrf data file.

Pre-existing vehicle defects are captured in the data element “Contributing Circumstances, Motor Vehicle” (Factor.MFACTOR).

Prior to 2020 this data element’s ID was V36 and it was collected at the Vehicle level with up to two factors being selected. These two elements were discontinued and moved to the Discontinued Vehicle Data Elements at the end of the Vehicle Data File section. Refer to the discontinued element for a history of this data element’s attributes.

SAS Name: **VEHICLESF**

Attribute Codes

2020	2021-	
		Later
0	0	None
29	29	Default Code Used for Vehicle Numbering
30	30	Multi-Wheeled Motorcycle Conversion
32		Vehicle Registration for Handicapped
--	32	Vehicle Registration for a Person with a Disability
33	33	Vehicle Being Pushed by Non-Motorist
35	35	Reconstructed/Altered Vehicle
37	37	Transporting Children to/From Head Start/Day Care
39	39	Highway Construction, Maintenance or Utility Vehicle, In-Transport (Inside or Outside Work Zone)
41	41	Police Fire or EMS Vehicle Working at the Scene of an Emergency or Performing Other Traffic Control Activities
42	42	Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle)
44	44	Adaptive Equipment
45	45	Slide-in Camper
999	999	Reported as Unknown

The PVEHICLESF Data File

The Pvehiclesf data file identifies each vehicle related factor for a parked/working motor vehicle as a separate record. That is, there can be more than one record for each vehicle. It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains PVEHICLESF that is described below.

ST_CASE, VEH_NO, and PVEHICLESF are the unique identifiers for each record. ST_CASE and VEH_NO should be used to merge the Pvehiclesf data file with vehicles from the Vehicle data file.

V41 Related Factors- Vehicle Level (Parked/Working Vehicles)

Definition: This data element records factors related to this parked/working motor vehicle expressed in the case material.

Additional Information: There are also crash related factors in the Crashrf data file, vehicle related factors in the Vehiclesf data file (for motor vehicles in-transport), driver related factors in the Driverrf data file, and person related factors in the Personrf data file.

Prior to 2020 this data element's ID was V36 and it was collected at the Vehicle level with up to two factors being selected. These two elements were discontinued and moved to the Discontinued Parkwork Data Elements at the end of the Parkwork Data File section. Refer to the discontinued element for a history of this data element's attributes.

SAS Name: **PVEHICLESF**

Attribute Codes

2020	2021- Later	
0	0	None
29	29	Default Code Used for Vehicle Numbering
30	30	Multi-Wheeled Motorcycle Conversion
32	--	Vehicle Registration for Handicapped
--	32	Vehicle Registration for a Person with a Disability
33	33	Vehicle Being Pushed by Non-Motorist
35	35	Reconstructed/Altered Vehicle
37	37	Transporting Children to/From Head Start/Day Care
39	39	Highway Construction, Maintenance or Utility Vehicle, In-Transport (Inside or Outside Work Zone)
41	41	Police Fire or EMS Vehicle Working at the Scene of an Emergency or Performing Other Traffic Control Activities
42	42	Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle)
44	44	Adaptive Equipment
45	45	Slide-in Camper
999	999	Reported as Unknown

The DRIVERRF Data File

The Driverrf data file identifies each driver related factor as a separate record. That is, there can be more than one record for each driver. It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains DRIVERRF that is described below.

ST_CASE, VEH_NO, and DRIVERRF are the unique identifiers for each record. ST_CASE and VEH_NO should be used to merge the Driverrf data file with drivers from the Vehicle data file.

D24 Related Factors—Driver Level

Definition: This data element records factors related to this driver expressed in the case material.

Additional Information: There are also crash related factors in the Crashrf data file, vehicle related factors in the Vehiclesf and Pvehiclesf data files, and person related factors in the Personrf data file.

Person related factors are all set to 0 for drivers.

Prior to 2020 this data element was collected at the Vehicle level and up to four factors could be selected. These four elements were discontinued and moved to the Discontinued Vehicle Data Elements at the end of the Vehicle Data File section. Refer to the discontinued element for a history of this data element's attributes.

SAS Name: **DRIVERRF**

Attribute Codes

2020	2021-	
		Later
0	0	None
4	4	Reaction to or Failure to Take Drugs/Medication
6	6	Careless Driving, Inattentive Operation, Improper Driving, Driving Without Due Care
8	8	Road Rage/Aggressive Driving
10	10	Looked but Did Not See
12	12	Mother of Dead Fetus/Mother of Infant Born Post Crash
13	--	Mentally Challenged
--	13	Person with an Intellectual, Cognitive, or Developmental Disability
15	15	Seat Back Not in Normal Position, Seat Back Reclined
16	16	Police or Law Enforcement Officer
18	18	Traveling on Prohibited Trafficways
19	19	Legally Driving on Suspended or Revoked License
20	20	Leaving Vehicle Unattended With Engine Running; Leaving Vehicle Unattended in Roadway
21	21	Overloading or Improper Loading of Vehicle With Passenger or Cargo
22	22	Towing or Pushing Vehicle Improperly
23	23	Failing to Dim Lights or to Have Lights on When Required
24	24	Operating Without Required Equipment
26	26	Following Improperly
27	27	Improper or Erratic Lane Changing
28	28	Improper Lane Usage
29	29	Intentional Illegal Driving off the Roadway
30	30	Making Improper Entry to or Exit From Trafficway
31	31	Starting or Backing Improperly
32	32	Opening Vehicle Closure Into Moving Traffic or Vehicle Is in Motion

33	33	Passing Where Prohibited by Posted Signs, Pavement Markings, or School Bus Displaying Warning Not to Pass
34	34	Improper Passing Location
35	35	Passing With Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle
36	36	Operating the Vehicle in an Erratic, Reckless, Careless or Negligent Manner
37	37	Police Pursuing This Driver or Police Officer in Pursuit (See Police Pursuits in Appendix C: Additional Data Element Information)
38	38	Failure to Yield Right-of-Way
39	39	Failure to Obey Actual Traffic Signs, Traffic Control Devices or Traffic Officers, Failure to Observe Safety Zone Traffic Laws
40	40	Passing Through or Around Barrier
41	41	Failure to Observe Warnings or Instructions on Vehicle Displaying Them
42	42	Failure to Signal Intentions
45	45	Driving Less Than Posted Maximum
47	47	Making Right Turn From Left-Turn Lane or Making Left Turn From Right-Turn Lane
48	48	Making Improper Turn
50	50	Driving Wrong Way on One-Way Trafficway
51	51	Driving on Wrong Side of Two-way Trafficway (Intentionally or Unintentionally)
52	52	Operator Inexperience
53	53	Unfamiliar With Roadway
54	54	Stopping in Roadway (Vehicle Not Abandoned)
55	55	Improper Management of Vehicle Controls
56	56	Object Interference With Vehicle Controls
57	57	Driving With Tire-Related Problems
58	58	Over Correcting
59	59	Getting off/out of a Vehicle
60	60	Alcohol and/or Drug Test Refused
73	73	Driver Has Not Complied With Learners Permit or Intermediate Driver License Restrictions (GDL Restrictions)
74	74	Driver Has Not Complied With Physical or Other Imposed Restrictions
77	77	Severe Crosswind
78	78	Wind From Passing Truck
79	79	Slippery or Loose Surface
80	80	Tire Blow-Out or Flat
81	81	Debris or Objects in Road
82	82	Ruts, Holes, Bumps in Road
83	83	Live Animals in Road
84	84	Vehicle in Road
85	85	Phantom Vehicle
86	86	Pedestrian, Pedalcyclist, or Other Non-Motorist in Road
87	87	Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road

88	88	Trailer Fishtailing or Swaying
89	89	Driver has a Driving Record or Driver's License From More Than One State
91	--	Non-Traffic Violation Charged (Manslaughter, Homicide or Other Assault Offense Committed Without Malice)
94	94	Emergency Medical Service Personnel
95	95	Fire Personnel
96	96	Tow Operator
97	97	Transportation (i.e., Maintenance Workers, Safety Service Patrol Operators, etc.)
999	999	Reported as Unknown

The DAMAGE Data File

The Damage data file identifies each area of damage as a separate record. That is, there can be more than one record for each vehicle. It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains DAMAGE that is described below.

ST_CASE, VEH_NO, and DAMAGE are the unique identifiers for each record. ST_CASE and VEH_NO should be used to merge the Damage data file with vehicles from the Vehicle data file.

V34B Area of Impact – Damaged Areas

Definition: This data element identifies all the areas on this vehicle that were damaged in the crash as reflected in the case material.

Additional Information: Prior to 2016 the Data Element ID was V28B. From 2016 to 2019 the Data Element ID was V29B.

SAS Name: **MDAREAS 2012-2019**
DAMAGE 2020-Later

Attribute Codes

2012-Later

1-12	Clock Points
13	Top
14	Undercarriage
15	No Damage
99	Damage Areas Unknown

More information on [Impact/Damaged Areas](#)

The DISTRACT Data File

The Distract data file identifies each driver distraction as a separate record. That is, there can be more than one record for each vehicle. It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains DRDISTRACT that is described below.

ST_CASE, VEH_NO, and DRDISTRACT are the unique identifiers for each record. ST_CASE and VEH_NO should be used to merge the Distract data file with drivers from the Vehicle data file.

PC16 Driver Distracted By

Definition: This data element identifies the attributes that best describe this driver's attention to driving prior to the driver's realization of an impending critical event or just prior to impact if realization of an impending critical event does not occur. This element reports on the presence of any distractions that may or may not have contributed to the crash.

Additional Information: Distraction from the primary task of driving occurs when drivers divert their attention from the driving task to some other activity. Also, driving while daydreaming or lost in thought is identified as distracted driving by NHTSA. Physical conditions/impairments (fatigue, alcohol, medical condition, etc.) or psychological states (anger, emotional, depressed, etc.) are not identified as distractions by NHTSA.

Although the attribute 1 (Looked but Did Not See) was included in this element, this attribute is not considered a distraction and therefore should not be included in any distraction analysis.

SAS Name: **MDRDSTRD** **2010-2019**
DRDISTRACT **2020-Later**

Attribute Codes

2010- 2011	2012- 2017	2018- Later	
0	0	0	Not Distracted
1	1	--	Looked but Did Not See
3	3	3	By Other Occupant(s)
4	4	4	By a Moving Object in Vehicle
5	5	5	While Talking or Listening to Mobile Phone
6	6	6	While Manipulating Mobile Phone
7	7	7	While Adjusting Audio or Climate Controls
9	9	9	While Using Other Component/Controls Integral to Vehicle
10	10	10	While Using or Reaching for Device/Object Brought Into Vehicle
12	12	12	Distracted by Outside Person, Object or Event
13	13	13	Eating or Drinking
14	14	14	Smoking Related
15	15	15	Other Mobile Phone Related
16	16	16	No Driver Present/Unknown if Driver Present
--	17	17	Distraction/Inattention
--	18	18	Distraction/Careless
--	19	19	Careless/Inattentive
92	--	--	Distraction/Inattention, Details Unknown
--	92	92	Distraction (Distracted), Details Unknown
--	93	93	Inattention (Inattentive), Details Unknown
96	96	96	Not Reported
97	--	--	Inattentive or Lost in Thought
--	97	97	Lost in Thought/Daydreaming
98	98	98	Other Distraction

99	99	--	Unknown if Distracted
--	--	99	Reported as Unknown if Distracted

The DRIMPAIR Data File

The Drimpair data file identifies each driver impairment as a separate record. That is, there can be more than one record for each vehicle. It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains DRIMPAIR that is described below.

ST_CASE, VEH_NO, and DRIMPAIR are the unique identifiers for each record. ST_CASE and VEH_NO should be used to merge the Drimpair data file with drivers from the Vehicle data file.

D23 Condition (Impairment) at Time of Crash- Driver

Definition: This data element identifies physical impairments to this driver that may have contributed to the crash as identified by law enforcement.

Additional Information: This data element attempts to identify physical impairments to this driver that may have contributed to the cause of the crash. These impairments can appear anywhere in the case material--in the narrative section, in the violations section, in a column entitled "Contributing Factors" or "Driver Action," etc.

Some information that had been collected under "Related Factors- Driver Level" is now captured under this new data element.

SAS Name: DRIMPAIR

Attribute Codes

2010	2011- 2013	2014- 2016	2017	2018- 2020	2021- Later	
0	0	0	0	0	0	None/Apparently Normal
1	1	1	1	1	1	Ill, Blackout
2	2	2	2	2	2	Asleep or Fatigued
3	3	--	--	--	--	Walking With a Cane or Crutches
--	--	3	3	3	3	Walking With a Cane or Crutches, etc.
4	4	4	--	--	--	Paraplegic or Restricted to Wheelchair
--	--	--	4	4	4	Paraplegic or in a Wheelchair
5	5	5	5	5	5	Impaired Due to Previous Injury
6	6	6	6	6	--	Deaf
6	6	6	6	--	6	Deaf/Hard of Hearing
7	7	7	7	7	--	Blind
7	7	7	7	--	7	Blind/Low Vision
8	8	8	8	8	8	Emotional (Depressed, Angry, Disturbed, etc.)
9	9	9	9	9	9	Under the Influence of Alcohol, Drugs, or Medication
10	10	10	10	10	10	Physical Impairment – No Details
--	95	95	95	95	95	No Driver Present/Unknown if Driver Present
96	96	96	96	96	96	Other Physical Impairment
98	98	98	98	98	98	Not Reported
99	99	99	99	--	--	Unknown if Impaired
--	--	--	--	99	99	Reported as Unknown if Impaired

The FACTOR Data File

The Factor data file identifies each vehicle factor as a separate record. That is, there can be more than one record for each vehicle. It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains VEHICLECC that is described below.

ST_CASE, VEH_NO, and VEHICLECC are the unique identifiers for each record. ST_CASE and VEH_NO should be used to merge the Factor data file with the Vehicle data file.

PC4 Contributing Circumstances, Motor Vehicle

Definition: This data element describes this vehicle's possible pre-existing defects or maintenance conditions that may have contributed to the crash.

Additional Information: Most of these data elements can be found in Related Factor- Vehicle Level (SAS names VEH_CF1 and VEH_CF2 in the Vehicle data file in 2009 and prior, and VEH_SC1-VEH_SC2 in 2010).

SAS Name: **MFACTOR 2010-2019**
VEHICLECC 2020-Later

Attribute Codes

2010- 2017	2018- 2019	2020- Later	
0	0	--	None
--	--	0	None Noted
1	1	1	Tires
2	2	2	Brake System
3	3	3	Steering
4	4	4	Suspension
5	5	5	Power Train
6	6	6	Exhaust System
7	7	7	Head Lights
8	8	8	Signal Lights
9	9	9	Other Lights
10	10	10	Wipers
11	11	11	Wheels
12	12	12	Mirrors
13	13	13	Windows/Windshield
14	14	14	Body, Doors
15	15	15	Truck Coupling/Trailer Hitch/Safety Chains
16	16	16	Safety Systems
17	17	17	Vehicle Contributing Factors – No Details
97	97	97	Other
98	98	--	Not Reported
99	--	--	Unknown
--	99	99	Reported as Unknown

The MANEUVER Data File

The Maneuver data file identifies each avoidance attempt as a separate record. That is, there can be more than one record for each vehicle. It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains MANEUVER that is described below.

ST_CASE, VEH_NO, and MANEUVER are the unique identifiers for each record. ST_CASE and VEH_NO should be used to merge the Maneuver data file with the Vehicle data file.

PC15 Driver Maneuvered to Avoid

Definition: This data element identifies the things this driver attempted to avoid while the vehicle was on the road portion of the trafficway, just prior to the first harmful event for this vehicle.

Additional Information:

SAS Name: **MDRMANAV 2010-2019**
MANEUVER 2020-Later

Attribute Codes

2010- 2017	2018- 2019	2020- Later	
0	0	0	Driver Did Not Maneuver to Avoid
1	1	1	Object
2	2	2	Poor Road Conditions (Puddle, Ice, Pothole, etc.)
3	3	3	Live Animal
4	4	--	Motor Vehicle
--	--	4	Contact Motor Vehicle (in This Crash)
5	5	5	Pedestrian, Pedalcyclist or Other Non-Motorist
92	92	92	Phantom/Non-Contact Motor Vehicle
95	95	95	No Driver Present/Unknown if Driver Present
98	98	98	Not Reported
99	--	--	Unknown
--	99	99	Reported as Unknown

The VIOLATN Data File

The Violatn data file identifies each violation as a separate record. That is, there can be more than one record for each vehicle. It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains VIOLATION that is described below.

ST_CASE, VEH_NO, and VIOLATION are the unique identifiers for each record. ST_CASE and VEH_NO should be used to merge the Violatn data file with the Vehicle data file.

D21 Violations Charged

Definition: This data element identifies all violations charged to this driver.

Additional Information: Prior to 2010 this data element was in the Vehicle data file. In 2010 this data element changed to identify all violations charged in the crash and was therefore moved here to its own data file.

SAS Name: **MVIOLATN 2010-2019**
VIOLATION 2020-Later

Attribute Codes

2010- 2020-

2019 Later

0 0 None

RECKLESS/CARELESS/HIT-AND-RUN OFFENSES

- | | | |
|----|----|---|
| 1 | 1 | Manslaughter or Homicide |
| 2 | 2 | Willful Reckless Driving; Driving to Endanger; Negligent Driving |
| 3 | 3 | Unsafe Reckless (Not Willful, Wanton Reckless) Driving |
| 4 | -- | Inattentive, Careless, Improper Driving |
| -- | 4 | Inattentive, Careless, Improper Driving, Driving Without Due Care |
| 5 | 5 | Fleeing or Eluding Police |
| 6 | 6 | Fail to Obey Police, Fireman, Authorized Person Directing Traffic |
| 7 | 7 | Hit-And-Run, Fail to Stop After Crash |
| 8 | 8 | Fail to Give Aid, Information, Wait for Police After Crash |
| 9 | 9 | Serious Violation Resulting in Death |
| 10 | 10 | Use of Telecommunications Device (Since 2015) |

IMPAIRMENT OFFENSES

- | | | |
|----|----|---|
| 11 | 11 | Driving While Intoxicated (Alcohol or Drugs) or BAC Above Limit (Any Detectable BAC for CDLs) |
| 12 | 12 | Driving While Impaired |
| 13 | 13 | Driving Under Influence of Substance Not Intended to Intoxicate |
| 14 | 14 | Drinking While Operating |
| 15 | 15 | Illegal Possession of Alcohol or Drugs |
| 16 | 16 | Driving With Detectable Alcohol |
| 18 | 18 | Refusal to Submit to Chemical Test |
| 19 | 19 | Alcohol, Drug or Impairment Violations Generally |

SPEED-RELATED OFFENSES

- | | | |
|----|----|---|
| 21 | 21 | Racing |
| 22 | 22 | Speeding (Above the Speed Limit) |
| 23 | 23 | Speed Greater Than Reasonable and Prudent (Not Necessarily Over the Limit) |
| 24 | 24 | Exceeding Special Speed Limit (for Trucks, Buses, Cycles, or on Bridge, in School Zone, etc.) |
| 25 | 25 | Energy Speed (Exceeding 55 mph, Non-Pointable) |

- 26 26 Driving Too Slowly
29 29 Speed-Related Violations Generally

RULES OF THE ROAD – TRAFFIC SIGN AND SIGNALS

- 31 31 Fail to Stop for Red Signal
32 32 Fail to Stop for Flashing Red
33 33 Violation of Turn on Red (Fail to Stop and Yield, Yield to Pedestrians Before Turning)
34 34 Fail to Obey Flashing Signal (Yellow or Red)
35 35 Fail to Obey Signal Generally
36 36 Violate RR Grade Crossing Device/Regulations
37 37 Fail to Obey Stop Sign
38 38 Fail to Obey Yield Sign
39 39 Fail to Obey Traffic Control Device Generally

RULES OF THE ROAD – TURNING, YIELDING, SIGNALING

- 41 41 Turn in Violation of Traffic Control (Disobey Signs, Turn Arrow or Pavement Markings; This Is Not a Right-on-Red violation)
42 42 Improper Method and Position of Turn (Too Wide, Wrong Lane)
43 43 Fail to Signal for Turn or Stop
45 45 Fail to Yield to Emergency Vehicle
46 46 Fail to Yield Generally
48 48 Enter Intersection When Space Insufficient
49 49 Turn, Yield, Signaling Violations Generally

RULES OF THE ROAD – WRONG SIDE, PASSING AND FOLLOWING

- 51 51 Driving Wrong Way on One-Way Road
52 52 Driving on Left, Wrong Side of Road Generally
53 53 Improper, Unsafe Passing
54 54 Pass on Right (Drive off Pavement to Pass)
55 55 Pass Stopped School Bus
56 56 Fail to Give Way When Overtaken
58 58 Following Too Closely
59 59 Wrong Side, Passing, Following Violations Generally

RULES OF THE ROAD – LANE USAGE

- 61 61 Unsafe or Prohibited Lane Change
62 62 Improper Use of Lane (Enter of 3-Lane Road, HOV Designated Lane)
63 63 Certain Traffic to Use Right Lane (Trucks, Slow Moving, etc.)
66 66 Motorcycle Lane Violations (More Than Two per Lane, Riding Between Lanes, etc.)
67 67 Motorcyclist Attached to Another Vehicle
69 69 Lane Violations Generally

NON-MOVING – LICENSE AND REGISTRATION VIOLATIONS

- 71 -- Driving While License Withdrawn (Including Violation of Provisions of Work Permit) (2010-2013)
- 71 71 Driving While License Withdrawn (Since 2014)
- 72 72 Other Driver License Violations
- 73 73 Commercial Driver Violations (Log Book, Hours, Permits Carried)
- 74 74 Vehicle Registration Violations
- 75 75 Fail to Carry Insurance Card
- 76 76 Driving Uninsured Vehicle
- 79 79 Non-Moving Violations Generally

EQUIPMENT

- 81 81 Lamp Violations
- 82 82 Brake Violations
- 83 83 Failure to Require Restraint Use (by Self or Passenger)
- 84 84 Motorcycle Equipment Violations (Helmet, Special Equipment)
- 85 85 Violation of Hazardous Cargo Regulations
- 86 86 Size, Weight, Load Violations
- 89 89 Equipment Violations Generally

LICENSE, REGISTRATION AND OTHER VIOLATIONS

- 91 91 Parking
- 92 92 Theft, Unauthorized Use of Motor Vehicle
- 93 93 Driving Where Prohibited (Sidewalk, Limited Access, off Truck Route)
- 95 95 No Driver Present/Unknown if Driver Present
- 97 97 Not Reported
- 98 98 Other Moving Violation
- 99 99 Unknown Violations

The VISION Data File

The Vision data file identifies each visual obstruction as a separate record. That is, there can be more than one record for each vehicle. It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains VISION that is described below.

ST_CASE, VEH_NO, and VISION are the unique identifiers for each record. ST_CASE and VEH_NO should be used to merge the Vision data file with the Vehicle data file.

PC14 Driver's Vision Obscured By

Definition: This data element records impediments to this driver's visual field that were noted in the case material.

Additional Information: Most of these data elements can be found in "Related Factor – Driver Level" from 1982 to 2008. This data element was added to the Vehicle data file in 2009. In 2010 the data element was changed to identify all that apply in the crash and was therefore moved here to its own data file.

SAS Name: **MVISOBSC** *2010-2019*
VISION *2020-Later*

Attribute Codes

2010- 2018-
2017 Later

0	0	No Obstruction Noted
1	1	Rain, Snow, Fog, Smoke, Sand, Dust
2	2	Reflected Glare, Bright Sunlight, Headlights
3	3	Curve, Hill, or Other Roadway Design Features
4	4	Building, Billboard, or Other Structure
5	5	Trees, Crops, Vegetation
6	6	In-Transport Motor Vehicle (Including Load)
7	7	Not In-Transport Motor Vehicle (Parked, Working)
8	8	Splash or Spray of Passing Vehicle
9	9	Inadequate Defrost or Defog System
10	10	Inadequate Vehicle Lighting System
11	11	Obstructing Interior to the Vehicle
12	12	External Mirrors
13	13	Broken or Improperly Cleaned Windshield
14	14	Obstructing Angles on Vehicle
95	95	No Driver Present/Unknown if Driver Present
97	97	Vision Obscured – No Details
98	98	Other Visual Obstruction
99	--	Unknown
--	99	Reported as Unknown

The PERSONRF Data File

The Personrf data file identifies each person related factor for motorists and non-motorists as a separate record. That is, there can be more than one record for each person. It contains the data elements ST_CASE, STATE, VEH_NO, and PER_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains PERSONRF that is described below.

ST_CASE, VEH_NO, PER_NO, and PERSONRF are the unique identifiers for each record. ST_CASE, VEH_NO, and PER_NO should be used to merge the Personrf data file with motorists and non-motorists from the Person data file. VEH_NO equals 0 for non-motorists in this data file.

P26/NM26 Related Factors- Person Level

Definition: This data element records factors related to motor vehicle occupants (other than drivers) and people not in motor vehicles as expressed in the case material.

Additional Information: There are also crash related factors in the Crashrf data file, vehicle related factors in the Vehiclesf and Pvehiclesf data files, and driver related factors in the Driverrf data file.

Person Related Factors are all set to 0 for drivers.

Attribute with a single asterisk (*) are only applicable to occupants (other than drivers) of motor vehicles. Attribute with a double asterisk (**) are only applicable to people not in motor vehicles.

Prior to 2020 this data element was collected at the Person level and up to three factors could be selected. These three elements were discontinued and moved to the Discontinued Person Data Elements at the end of the Person Data File section. Refer to the discontinued element for a history of this data element's attributes.

SAS Name: **PERSONRF**

Attribute Codes

		2021-
2020		Later
0	0	None/Not Applicable-Driver
5	5	Interfering With Driver*
8	--	Mentally Challenged
--	8	Person with an Intellectual, Cognitive, or Developmental Disability
9	9	Construction/Maintenance/Utility Worker
10	10	Alcohol and/or Drug Test Refused
13	13	Motorized Wheelchair Rider**
18	18	Mother of Dead Fetus/Mother of Infant Born Post-Crash
21	21	Overloading or Improper Loading of Vehicle With Passengers or Cargo
26	26	Following Improperly
28	28	Improper Lane Usage*
29	29	Intentional Illegal Driving on Road Shoulder, in Ditch, on Sidewalk, on Median*
31	31	Default Code Used for Vehicle Numbering**
32	32	Opening Vehicle Closure Into Moving Traffic or While Vehicle Is in Motion*
33	33	Passing Where Prohibited by Posted Signs, Pavement Markings, or School Bus Displaying Warning Not to Pass*
37	37	Traveling on Prohibited Trafficway
40	40	Passing Through or Around Barrier Positioned to Prohibit or Channel Traffic
41	41	Failure to Observe Warnings or Instructions on Vehicles Displaying Them
42	42	Failure to Signal Intentions
44	44	Driving Too Fast for Conditions or in Excess of Posted Maximum*
45	45	Driving Less Than Posted Maximum*

47	47	Making Right Turn From Left-Turn Lane, Left Turn From Right-Turn Lane*
51	51	Operator Inexperience
52	52	Unfamiliar With Roadway
53	53	Non-Motorist Previously Used a Motor Vehicle for Motion**
54	54	Non-Motorist Attempting to Use a Motor Vehicle for Motion**
55	55	Non-Motorist Attempting to Use or Previously Used a Motor Vehicle for Motion, Details Not Reported**
56	--	Non-Driver Flees Scene
--	56	Non-Operator Flees Scene
57	57	Improper Tire Pressure
59	59	Overcorrecting*
60	60	Rain, Snow, Fog, Smoke, Sand, Dust
61	61	Reflected Glare, Bright Sunlight, Headlights
62	62	Curve, Hill, or Other Design Features (Including Traffic Signs, Embankment)
63	63	Building, Billboard, Other Structures
64	64	Trees, Crops, Vegetation
65	65	Motor Vehicle (Including Load)
66	66	Parked Vehicle
67	67	Splash or Spray or Passing Vehicle
68	68	Inadequate Lighting System
69	69	Obstructing Angles on Vehicle
70	70	Mirrors
72	72	Other Visual Obstruction
73	73	Severe Crosswind
74	74	Wind From Passing Truck
75	75	Slippery or Loose Surface
76	76	Tire Blow-Out or Flat
77	77	Debris or Objects in Road
78	78	Ruts, Holes, Bumps in Road
80	80	Vehicle in Road
81	81	Phantom Vehicle
82	82	Pedestrian, Pedalcyclist, or Other Non-Motorist
83	83	Ice, Snow, Slush, Water, Sand, Dirt, Oil, Wet Leaves on Road
87	87	Police or Law Enforcement Officer
88	88	Seat Back Not in Normal Upright Position, Seat Back Reclined*
89	89	Parked Motor Vehicle With Equipment Extending Into the Travel Lane
90	90	Non-Motorist Pushing a Vehicle**
91	91	Portable Electronic Devices
92	92	Person in Ambulance Treatment Compartment*
93	93	Non-Motorist Wearing Motorcycle Helmet**
94	94	Emergency Medical Services Personnel
95	95	Fire Personnel
96	96	Tow Operator

97	97	Transportation (Maintenance Workers, Safety Service Patrol Operators, etc.)
100	100	Using a Shared Micromobility Device**
101	101	Obstructed Sidewalk (for this Person)**
999	999	Reported as Unknown

The DRUGS Data File

The Drugs data file identifies each specimen tested and its corresponding drug result (as a separate record). It contains the data elements ST_CASE, STATE, VEH_NO, and PER_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains DRUGSPEC and DRUGRES that are described below.

ST_CASE, VEH_NO, PER_NO, DRUGSPEC and DRUGRES are the unique identifiers for each record. ST_CASE, VEH_NO, and PER_NO should be used to merge the Drugs data file with the Person data file.

P21/NM21 Drug Toxicology Results

P21B/NM21B Drug Specimen

Definition: This element identifies the bodily tissue or fluid used to perform a chemical test for the presence of drugs in this person.

Additional Information: Prior to 2018 this data element's name was "Drug Test Type" and identified the type of drug test that was given to this person. The data element was in the Person data file and up to three drug test types could be recorded. See "Drug Test Type" under the discontinued data elements of the Person Data file for details.

Prior to 2019 the Data Element ID was P21B/NM20B.

SAS Name: DRUGSPEC

Attribute Codes

2018-Later

- 0 Test Not Given
- 1 Whole Blood
- 2 Urine
- 11 Blood Plasma/Serum
- 12 Blood Clot
- 13 Oral Fluids
- 14 Vitreous
- 15 Liver
- 96 Not Reported
- 97 Unknown Specimen
- 98 Other Specimen
- 99 Reported as Unknown if Tested

P21C/NM21C Drug Test Result

Definition: This data element identifies the drug test result for this person.

Additional Information: Prior to 2018 this data element was in the Person data file and up to three drug results could be recorded. See "Drug Test Result" under the discontinued data elements of the Person Data file for details.

See Specific Drug Listing in the [FARS/CRSS Coding and Validation Manual](#).

Caution should be used when interpreting Drug Test Result data. For details, please refer to the research note [Understanding the Limitations of Drug Test Information, Reporting, and Testing Practices in Fatal Crashes](#).

Prior to 2019 the Data Element ID was P21C/NM20C.

SAS Name: **DRUGRES**

2018-Later

0	Test Not Given
1	Tested, No Drugs Found/Negative
95	Not Reported
100-295	Narcotic
300-395	Depressant
400-495	Stimulant
500-595	Hallucinogen
600-695	Cannabinoid
700-795	Phencyclidine (PCP)
800-895	Anabolic Steroid
900-995	Inhalant
996	Other Drug
997	Tested for Drugs, Results Unknown
998	Tested for Drugs, Drugs Found, Type Unknown/Positive
999	Reported as Unknown if Tested for Drugs

The RACE Data File

The Race data file records each race listed on the death certificate (as a separate record). It contains the data elements ST_CASE, STATE, VEH_NO, and PER_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains RACE, MULTTRACE, and ORDER that are described below.

ST_CASE, VEH_NO, PER_NO, and ORDER are the unique identifiers for each record.
ST_CASE, VEH_NO, and PER_NO should be used to merge the Race data file with the Person data file.

SP3A Race

Definition: This data element records the race of this person from the death certificate.

Additional Information: This data element is only coded for fatalities.

Prior to 2019 only one attribute was coded for race and this element was stored in the Person data file.

In 2019 Iowa entered this data using sources other than the official death certificate. In 2020 Iowa FARS analysts regained access to and entered official death certificate data. However, in compliance with Iowa's State Confidentiality Policy, death certificate data cannot be disclosed or re-released to the public. Therefore, starting in 2020, all data fields with death certificate-related data for Iowa will be redacted. For more information go to [Redacted Death Certificate-Related Data in Iowa](#).

SAS Name: RACE

Attribute Codes

2019-Later

- 0 Not a Fatality (Not Applicable)
- 1 White
- 2 Black or African American
- 3 North American Indian or Alaska Native
- 4 Chinese
- 5 Japanese
- 6 Native Hawaiian
- 7 Filipino
- 18 Asian Indian
- 19 Other Indian (Includes South and Central America, any others, except North American or Asian Indians)
- 28 Korean
- 38 Samoan
- 48 Vietnamese
- 58 Guamanian or Chamorro
- 68 Other Asian or Pacific Islander
- 78 Asian or Pacific Islander, No Specific (Individual) Race
- 97 Multiple Races, Unspecified
- 98 Other Race
- 99 Unknown

SP3AA Multiple Races

Definition: This data element identifies if multiple races were listed on the death certificate.

Additional Information: This data element is only coded for fatalities.

In 2019 Iowa entered this data using sources other than the official death certificate. In 2020 Iowa FARS analysts regained access to and entered official death certificate data. However, in compliance with Iowa's State Confidentiality Policy, death certificate data cannot be disclosed or re-released to the public. Therefore, starting in 2020, all data fields with death certificate-related data for Iowa will be redacted. For more information go to [Redacted Death Certificate-Related Data in Iowa](#).

SAS Name: **MULTRACE**

Attribute Codes

2019-Later

0	No
1	Yes

SP3AB Order Listed

Definition: This data element identifies the order in which the multiple races were listed on the death certificate.

Additional Information: This data element is only coded for fatalities.

In 2019 Iowa entered this data using sources other than the official death certificate. In 2020 Iowa FARS analysts regained access to and entered official death certificate data. However, in compliance with Iowa's State Confidentiality Policy, death certificate data cannot be disclosed or re-released to the public. Therefore, starting in 2020, all data fields with death certificate-related data for Iowa will be redacted. For more information go to [Redacted Death Certificate-Related Data in Iowa](#).

SAS Name: **ORDER**

Attribute Codes

2019-Later

1-99 Order Number

The NMCRASH Data File

The Nmcrash data file identifies each non-motorist action or circumstance that may have contributed to the crash as a separate record. That is, there can be more than one record for each non-motorist. It contains the data elements ST_CASE, STATE, VEH_NO, and PER_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains NMCC that is described below.

ST_CASE, PER_NO, and NMCC are the unique identifiers for each record. ST_CASE, VEH_NO, and PER_NO should be used to merge the Nmcrash data file with non-motorists from the Person data file. VEH_NO equals 0 for all records in this data file.

NM12 Non-Motorist Contributing Circumstances

Definition: This data element describes the actions and/or circumstances of this non-motorist that law enforcement indicated may have contributed to the crash.

Additional Information: Some information that had been collected under "Related Factors-Person Level" are now captured under this new data element. Please note the "non-motorist" may include people in motor vehicles not in-transport, however this data element is only collected for people who are not occupants of motor vehicles. Prior to 2014 this data element's name was "Non-Motorist Action/Circumstances at Time of Crash."

SAS Name: **MTM_CRSH 2010-2019**
NMCC 2020-Later

Attribute Codes

2010- 2013	2014- 2017	2019- 2018	2019- 2020	2021- Later	
0	--	--	--	--	No Improper Action
--	0	0	0	0	None Noted
1	--	--	--	--	Dart/Dash
--	1	1	--	--	Dart-out
--	--	--	1	1	Dart-out – Visual Obstruction Noted
2	2	2	2	2	Failure to Yield Right-Of-Way
3	3	3	3	3	Failure to Obey Traffic Signs, Signals or Officer
4	4	4	4	4	In Roadway Improperly (Standing, Lying, Working, Playing)
5	--	--	--	--	Entering/Exiting Vehicle
--	5	5	5	5	Entering/Exiting Parked or Stopped Vehicle
6	6	6	6	6	Inattentive (Talking, Eating, etc.)
7	7	7	7	7	Improper Turn/Merge
8	8	8	8	8	Improper Passing
9	9	9	9	9	Wrong-Way Riding or Walking
10	--	--	--	--	Driving on Wrong Side of Road
--	10	10	10	10	Riding on Wrong Side of Road
--	11	11	--	--	Dash
--	--	--	11	11	Dash – Run, No Visual Obstruction Noted
12	12	12	12	12	Improper Crossing of Roadway or Intersection (Jaywalking)
13	13	13	13	13	Failing to Have Lights on When Required
14	14	14	14	14	Operating Without Required Equipment
15	15	15	15	15	Improper or Erratic Lane Changing
16	16	16	16	16	Failure to Keep in Proper Lane or Running off Road
17	17	17	17	17	Making Improper Entry to or Exit From Trafficway
18	--	--	--	--	Operating the Vehicle in Other Erratic, Reckless, Careless or Negligent Manner

--	18	18	18	18	Operating in Other Erratic, Reckless, Careless or Negligent Manner
19	19	19	19	19	Not Visible (Dark Clothing, No Lighting, etc.)
20	20	20	20	20	Passing With Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle
21	21	21	21	21	Other
--	--	--	--	92	Contributing Circumstance - No Details
98	--	--	--	--	Not Reported
99	99	--	--	--	Unknown
--	--	99	99	99	Reported as Unknown

The NMDISTRACT Data File

The Nmdistract data file identifies each non-motorist distraction as a separate record. That is, there can be more than one record for each non-motorist. It contains the data elements ST_CASE, STATE, VEH_NO, and PER_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains NMDISTRACT that is described below.

ST_CASE, PER_NO, and NMDISTRACT are the unique identifiers for each record. ST_CASE, VEH_NO, and PER_NO should be used to merge the Nmdistract data file with non-motorists from the Person data file. VEH_NO equals 0 for all records in this data file.

NM13 Non-Motorist Distracted By

Definition: This data element identifies the attributes that best describe this non-motorist's attention prior to the non-motorist's involvement in this crash. This element reports on the presence of any distractions that may or may not have contributed to the crash.

Additional Information: Distraction, for a non-motorist, occurs when a non-motorist's attention is diverted from the task of navigating in public to some other activity. Also, daydreaming or lost in thought are identified as distractions by NHTSA. Physical conditions/impairments (fatigue, alcohol, medical condition, etc.) or psychological states (anger, emotional, depressed, etc.) are not identified as distractions by NHTSA.

SAS Name: **MNMDSTRD** **2019**
NMDISTRACT **2020-Later**

Attribute Codes

2019-

Later

- 0 Not Distracted
- 2 By Other Non-Motorist(s)
- 3 By a Driver or Occupant of a Motor Vehicle
- 5 While Talking or Listening to Mobile Phone
- 6 While Manipulating Mobile Phone
- 7 Adjusting or Listening to Portable Audio Device (Other Than on a Mobile Phone)
- 8 Adjusting, Talking to, or Manipulating Other Portable Electronic Device
- 12 Distracted by Animal, Other Object, Event, or Activity
- 13 Eating or Drinking
- 14 Smoking Related
- 15 Other Mobile Phone Related
- 17 Distraction/Inattention
- 18 Distraction/Careless
- 19 Careless/Inattentive
- 92 Distraction (Distracted), Details Unknown
- 93 Inattention (Inattentive), Details Unknown
- 96 Not Reported
- 97 Lost in Thought/Daydreaming
- 98 Other Distraction
- 99 Reported as Unknown if Distracted

The NMIMPAIR Data File

The Nmimpair data file identifies each non-motorist impairment as a separate record. That is, there can be more than one record for each non-motorist. It contains the data elements ST_CASE, STATE, VEH_NO, and PER_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains NMIMPAIR that is described below.

ST_CASE, PER_NO, and NMIMPAIR are the unique identifiers for each record. ST_CASE, VEH_NO, and PER_NO should be used to merge the Nmimpair data file with non-motorists from the Person data file. VEH_NO equals 0 for all records in this data file.

NM15 Condition (Impairment) at Time of Crash - Non-Motorist

Definition: This data element identifies physical impairments to this non-motorist that may have contributed to the crash as identified by law enforcement.

Additional Information: This data element attempts to identify physical impairments to this non-motorist that may have contributed to the cause of the crash. These impairments can appear anywhere in the case material—in the narrative section, in the violations section, in a column entitled “Contributing Factors” or “Driver Action,” etc.

Some information that had been collected under “Related Factors- Person Level” is now captured under this new data element.

Prior to 2019 the Data Element ID was NM14.

SAS Name: **NMIMPAIR**

Attribute Codes

2010- 2013	2014- 2016	2017	2018- 2020	2021- Later	
0	0	0	0	0	None/Apparently Normal
1	1	1	1	1	Ill, Blackout
2	2	2	2	2	Asleep or Fatigued
--	3	3	3	3	Walking With a Cane or Crutches
3	--	--	--	--	Walking With a Cane or Crutches, etc.
4	4	--	--	--	Paraplegic or Restricted to Wheelchair
--	--	4	4	4	Paraplegic or in a Wheelchair
5	5	5	5	5	Impaired Due to Previous Injury
6	6	6	6	--	Deaf
--	--	--	--	6	Deaf/Hard of Hearing
7	7	7	7	--	Blind
--	--	--	--	7	Blind/Low Vision
8	8	8	8	8	Emotional (Depressed, Angry, Disturbed, etc.)
9	9	9	9	9	Under the Influence of Alcohol, Drugs, or Medication
10	10	10	10	10	Physical Impairment – No Details
96	96	96	96	96	Other Physical Impairment
98	98	98	98	98	Not Reported
99	99	99	--	--	Unknown if Impaired
--	--	--	99	99	Reported as Unknown if Impaired

The NMPRIOR Data File

The Nmprior data file identifies each non-motorist action at the time of their involvement in the crash as a separate record. That is, there can be more than one record for each non-motorist. It contains the data elements ST_CASE, STATE, VEH_NO, and PER_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains NMACTION that is described below.

ST_CASE, PER_NO, and NMACTION are the unique identifiers for each record. ST_CASE, VEH_NO, and PER_NO should be used to merge the Nmprior data file with non-motorists from the Person data file. VEH_NO equals 0 for all records in this data file.

NM11 Non-Motorist Action/Circumstances

Definition: This data element describes the actions of the non-motorist immediately prior to their involvement in the crash.

Additional Information: Some information that had been collected under "Related Factors-Person Level" are now captured under this new data element. Please note the "non-motorist" may include people in motor vehicles not in-transport, however this data element is only collected for people who are not occupants of motor vehicles.

Prior to 2014 this data element's name was "Non-Motorist Action/Circumstances Prior to Crash."

SAS Name: **MPR_ACT 2010-2019**
NMACTION 2020-Later

Attribute Codes

2010- 2013	2014- 2017	2018- Later	
1	1	1	Going to or From School (K-12)
2	2	2	Waiting to Cross Roadway
3	3	3	Crossing Roadway
4	4	4	Jogging/Running
5	5	5	Movement Along Roadway With Traffic (in or Adjacent to Travel Lane)
6	6	6	Movement Along Roadway Against Traffic (in or Adjacent to Travel Lane)
7	--	--	Movement on Sidewalk
8	8	8	In Roadway-Other (Working, Playing, etc.)
9	9	--	Adjacent to Roadway (e.g., Shoulder, Median)
--	--	9	Stationary and Adjacent to Roadway (e.g., Shoulder, Median, Sidewalk)
10	10	10	Working in Trafficway (Incident Response)
11	--	--	Entering/Exiting a Vehicle
--	11	11	Entering/Exiting a Parked or Stopped Vehicle
12	12	12	Disabled Vehicle Related (Working on, Pushing, Leaving/Approaching)
14	14	14	Other
15	--	--	None
16	16	16	Movement Along Roadway – Direction Unknown (Since 2012)
98	98	98	Not Reported
99	99	--	Unknown
--	--	99	Reported as Unknown

The SAFETYEQ Data File

The Safetyeq data file includes non-motorist safety equipment. It contains the data elements ST_CASE, STATE, VEH_NO, and PER_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. The data file also contains the data elements on the following pages.

ST_CASE and PER_NO are the unique identifiers for each record. ST_CASE, VEH_NO, and PER_NO should be used to merge the Safetyeq data file with non-motorists from the Person data file. VEH_NO equals 0 for all records in this data file.

Prior to 2017 the Safetyeq data file identified each item of safety equipment as a separate record. That is, there could be more than one safety equipment record for each non-motorist. The data element that captured each item of safety equipment is MSAFEQMT. This element has been moved to the Discontinued Safetyeq Data Elements.

NM14 Non-Motorist Safety Equipment Use

NM14A Non-Motorist Helmet Use

Definition: This data element indicates if the non-motorist was wearing a safety helmet.

Additional Information: This includes all helmets (e.g., bicycle helmets, motorcycle helmets, racing helmets).

Prior to 2019 the Data Element ID was NM13A.

SAS Name: **NMHELMET**

Attribute Codes

2018-		
2017	Later	
1	1	No
2	2	Yes
8	8	Not Reported
9	--	Unknown
--	9	Reported as Unknown

NM14B Non-Motorist Use of Protective Pads

Definition: This data element indicates if the non-motorist was wearing padded, shaped attachments to protect specific areas of the body (e.g., elbows, knees, shins) from injury.

Additional Information: Prior to 2019 the Data Element ID was NM13B.

SAS Name: **NMPROPAD**

Attribute Codes

2018-		
2017	Later	
1	1	No
2	2	Yes
8	8	Not Reported
9	--	Unknown
--	9	Reported as Unknown

NM14C Non-Motorist Use of Other Protective Safety Equipment

Definition: This data element indicates if the non-motorist was using protective safety equipment other than a helmet or pads (e.g., eye wear/face shields, gloves, wrist guards).

Additional Information: Prior to 2019 the Data Element ID was NM13C.

SAS Name: **NMOTHPRO**

Attribute Codes

		<i>2018-</i>
<i>2017</i>		<i>Later</i>
1	1	No
2	2	Yes
8	8	Not Reported
9	--	Unknown
--	9	Reported as Unknown

NM14D Non-Motorist Use of Reflective Clothing/Carried Item

Definition: This data element indicates if the non-motorist was wearing or carrying some type of reflective item (e.g., jacket, backpack, vest).

Additional Information: Prior to 2019 the Data Element ID was NM13D.

SAS Name: **NMREFCLO**

Attribute Codes

		<i>2018-</i>
<i>2017</i>		<i>Later</i>
1	1	No
2	2	Yes
8	8	Not Reported
9	--	Unknown
--	9	Reported as Unknown

NM14E Non-Motorist Use of Lighting

Definition: This data element indicates if the non-motorist was using a light on his/her person or on a pedalcycle or personal conveyance for safety purposes, to include flashlights.

Additional Information: Prior to 2019 the Data Element ID was NM13E.

SAS Name: **NMLIGHT**

Attribute Codes

2018-		
2017	Later	
1	1	No
2	2	Yes
8	8	Not Reported
9	--	Unknown
--	9	Reported as Unknown

NM14F Non-Motorist Use of Other Preventive Safety Equipment

Definition: This data element indicates if the non-motorist was using preventive safety equipment other than a reflective clothing/carried item or light (e.g., bicycle reflectors and flags, reflectors and triangles on a buggy, hi-glo orange clothing, rollerblade stoppers).

Additional Information: Prior to 2019 the Data Element ID was NM13F.

SAS Name: **NMOTHPRE**

Attribute Codes

2018-		
2017	Later	
1	1	No
2	2	Yes
8	8	Not Reported
9	--	Unknown
--	9	Reported as Unknown

Discontinued SAFETYEQ Data Elements

Non-Motorist Safety Equipment Use (discontinued)

Definition: This data element indicates the safety equipment that was used by this non-motorist involved in the crash.

Additional Information: There can be one or more safety equipment responses for each non-motorist.

SAS Name: **MSAFEQMT**

Attribute Codes

2010- 2015-

2014 2016

1	1	None Used
2	2	Helmet
3	--	Reflective Equipment/Clothing (Jacket, Backpack, etc.)
--	3	Reflective Clothing (Jacket, Backpack, etc.)
4	4	Protective Pads (Elbows, Knees, Shins, etc.)
5	5	Lighting
7	7	Other Safety Equipment
8	8	Not Reported
9	9	Unknown if Used

The VPICDECODE Data File

The Vpicdecode data file provides specification data for all vehicles derived from the VIN. It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. ST_CASE and VEH_NO are the unique identifiers for each record. ST_CASE and VEH_NO should be used to merge the Vpicdecode data file with the Vehicle or Parkwork data file.

The Vpicdecode data file contains approximately 200 data elements derived from the VIN using NHTSA's Product Information Catalog and Vehicle Listing, known as vPIC. There is one record for each VIN that can be cleanly decoded. If a VIN has issues and cannot be decoded cleanly, there will not be a record. For the definition of clean decoding, and descriptions of the data elements, see the *Product Information Catalog and Vehicle Listing (vPIC) Analytical User's Manual* found in the [NCSA Publications- Manuals and Documentation](#) section of NHTSA's website.

The VPICTRAILERDECODE Data File

The Vpictrailerdecode data file provides specification data for all trailers derived from the VIN. It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. ST_CASE, VEH_NO, and TRAILER_NO are the unique identifiers for each record. ST_CASE and VEH_NO should be used to merge the Vpictrailerdecode data file with the Vehicle or Parkwork data file.

The Vpictrailerdecode data file contains approximately forty data elements derived from the VIN using NHTSA's Product Information Catalog and Vehicle Listing, known as vPIC. There is one record for each trailer VIN that can be cleanly decoded. If a VIN has issues and cannot be decoded cleanly, there will not be a record. For the definition of clean decoding, and descriptions of the data elements, see the *Product Information Catalog and Vehicle Listing (vPIC) Analytical User's Manual* found in the [NCSA Publications- Manuals and Documentation](#) section of NHTSA's website.

Discontinued Data Files

The following data file has been discontinued. It has been replaced by the Vpicdecode and Vpictrailerdecode data files.

The VINDECODE Data File (*discontinued*)

The Vindecode data file provides vehicle specification data for all vehicle types, mainly passenger vehicles, trucks and motorcycles. It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in the Key Data Elements at the beginning of the Data Element Definitions and Codes section. ST_CASE and VEH_NO are the unique identifiers for each record. ST_CASE and VEH_NO should be used to merge the Vindecode data file with the Vehicle or Parkwork data file.

The Vindecode data file contains 100 data elements derived from the VIN using the R. L. Polk & Company VIN verification and decoding program, VINtelligence. Descriptions of the data elements and their contents can be found in the Polk VINtelligence Deluxe Package and Field Descriptions documentation in [Vindecode Data File—2013-2015](#).

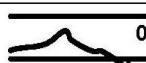
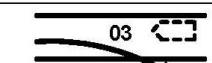
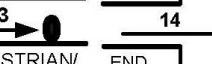
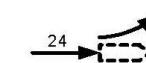
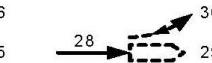
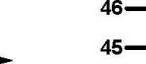
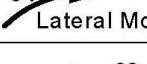
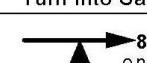
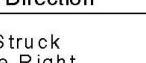
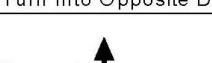
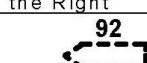
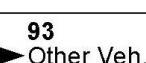
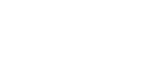
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Appendix A

PC23 Crash Type Diagram

Category		Configuration	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.	
	B Left Roadside Departure		06 DRIVE OFF ROAD		07 CONTROL/TRACTION LOSS		08 AVOID COLLISION WITH VEH., PED., ANIM.	
	C Forward Impact		11 PARKED VEH.		12 STA OBJECT		13 PEDESTRIAN/ANIMAL	
II Same Trafficway Same Direction	D Rear End		20 STOPPED 21, 22, 23		24 SLOWER 25, 26, 27		26 DECEL. 29, 30, 31	
	E Forward Impact		34 CONTROL/TRACTION LOSS		36 CONTROL/TRACTION LOSS		38 AVOID COLLISION WITH VEH.	
	F Angle, Sideswipe		44 45		46 47			
III Same Trafficway Opposite Direction	G Head-On		50 51	(EACH - 52) SPECIFICS OTHER		(EACH - 53) SPECIFICS UNKNOWN		
	H Forward Impact		54 CONTROL/TRACTION LOSS		56 CONTROL/TRACTION LOSS		58 AVOID COLLISION WITH VEH.	
	I Angle, Sideswipe		64 Lateral Moves	(EACH - 66) SPECIFICS OTHER		(EACH - 67) SPECIFICS UNKNOWN		
IV Change Trafficway Vehicle Turning	J Turn Across Path		68 Initial Opposite Directions		70 71 73 72 Initial Same Directions	(EACH - 74) SPECIFICS OTHER		
	K Turn Into Path		76 77 Turn Into Same Direction		78 80 81 83 Turn Into Opposite Direction		(EACH - 84) SPECIFICS OTHER	
	L Straight Paths		86 Striking from the Right		87 Struck on the Right		88 Striking from the Left	
V Intersect Paths	M Backing, Etc.		92 Backing Veh.		93 Other Veh. or Object	98 Other Accident Type 99 Unknown Accident Type 00 No Impact		

Appendix B

Rules for Derived Data Elements

Several derived data elements are included in the data files. A derived data element is any element that is not coded (i.e., data directly entered into the system) but translated from existing data. Derived data elements include:

- translations from coded data elements (e.g., “Number of Drinking Drivers”),
- records counted from vehicle and person levels as crash level counters (e.g., “Number of Parked/Working Vehicles”),
- data extracted across several records (e.g., “First Harmful Event”), and
- element combinations (e.g., “Motor Carrier Issuing Authority and ID Number”).

The derived data elements are provided to facilitate analyses and as a common platform for presenting findings. These elements and the translations used to derive them are described in this Appendix.

Crash Level Counts

Number of Motor Vehicles In-Transport (MVIT)

Accident. VE_FORMS

(also provided as Vehicle.VE_FORMS, Parkwork.PVE_FORMS, Person.VE_FORMS)

Logic of Derivation

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

Number of Parked/Working Vehicles

Accident. PVH_INVL

Logic of Derivation

All Vehicle records linked to the crash are used. This data element is derived as the count of all vehicles in the crash where “Unit Type” is in (2, 3, or 4). It is the number of records in the Parkwork data file.

Number of Persons in Motor Vehicles In-Transport (MVIT)

Accident. PERMVIT

Logic of Derivation

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

Number of Persons Not in Motor Vehicles In-Transport (MVIT)

Accident. PERNOTMVIT

Logic of Derivation

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

Crash and Vehicle Level Derived Data Elements

Fatalities

Accident.FATALS

Logic of Derivation

All Person records linked to the crash are used. This data element records the number of fatally injured people in the crash and is derived by counting all people with “Injury Severity” of 4 in the crash.

Fatalities in Vehicle

Vehicle.DEATHS

Logic of Derivation

All Person records linked to the vehicle are used. This data element records the number of fatally injured people in the vehicle and is derived by counting all people with “Injury Severity” of 4 in the vehicle.

Number of Drinking Drivers

Accident.DRUNK_DR

Attribute Labels	1975-1988, 2008-2015
No Drinking Drivers Involved in the Crash	0
Number of Drinking Drivers Involved in the Crash	x

Logic of Derivation

1975-1998 and 2008-2014: All Person records linked to the crash are used. The data element is derived as the sum of drivers in a crash that have (1) police-reported alcohol involvement, or (2) a positive alcohol test result. That is, it is the sum of records where “Person Type” equals 1 (Driver of a Motor Vehicle In-Transport), and “Police Reported Alcohol Involvement” equals 1 (Yes, Alcohol Involved) or “Alcohol Test Result” greater than 0 and less than 95.

2015 and Later: All Person records linked to the crash are used. The data element is derived as the sum of drivers in a crash that have (1) police-reported alcohol involvement, or (2) a positive alcohol test result. That is, it is the sum of records where “Person Type” equals 1 (Driver of a Motor Vehicle In-Transport), and “Police Reported Alcohol Involvement” equals 1 (Yes, Alcohol Involved) or “Alcohol Test Result” greater than 0 and less than **941**.

The DRUNK_DR element is unreliable for 1977, 1981, and 1999-2007, as it was incorrectly derived for those years.

Driver Drinking

Vehicle.DR_DRINK

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

Logic of Derivation

All Person records linked to the vehicle are used. Driver Drinking is derived as drivers that have (1) police-reported alcohol involvement, or (2) a positive alcohol test result. That is, if it is a vehicle where “Person Type” equals 1 (Driver of a Motor Vehicle In-Transport), and “Police Reported Alcohol Involvement” equals 1 (Yes, Alcohol Involved) or “Alcohol Test Result” is greater than 0 and less than 95 (prior to 2015)/995 (2015 and later), then 1 (Drinking), otherwise 0 (No Drinking).

Atmospheric Conditions

Accident.WEATHER

Attribute Labels	1988-2009	2010-2012	2013-2019	2020-Later
No Additional Atmospheric Conditions	1	0	0	
Clear		1	1	1
Rain	2	2	2	2
Sleet, Hail (Freezing Rain or Drizzle)	3	3		
Sleet or Hail			3	3
Snow	4	4	4	4
Blowing Snow	5	11	11	11
Fog, Smog, Smoke		5	5	5
Rain and Fog	6			
Severe Crosswinds		6	6	6
Sleet and Fog	7			
Blowing Sand, Soil, Dirt		7	7	7
Other	8	8	8	8
Cloudy		10	10	10
Freezing Rain or Drizzle			12	12
Not Reported		98	98	98
Unknown	9	99	99	99

Logic of Derivation

Prior to 2020 this data element is derived from the coded data elements, Accident.WEATHER1 and Accident.WEATHER2. Beginning in 2020 this data element is derived from Weather.WEATHER that allows the coding of all applicable attributes.

The following priority ranking of the attributes is used to derive Accident.WEATHER:

- Snow
- Blowing Snow
- Sleet or Hail
- Freezing Rain or Drizzle
- Rain
- Fog, Smog, Smoke
- Severe Crosswinds
- Blowing Sand, Soil, Dirt
- Other
- Cloudy
- Clear
- Not Reported
- Unknown
- No Additional Atmospheric Conditions

First Harmful Event

Accident.HARM_EV

(also provided as Vehicle.HARM_EV, Parkwork.PHARM_EV, Person.HARM_EV)

Logic of Derivation

Since 2010 this data element is derived from the set of all crash events. Each event in a crash is recorded in chronological order. The data element that records the event is “Sequence of Events” and includes both harmful and non-harmful events. First Harmful Event, therefore, is the first “Sequence of Events” value that is not between codes 60 and 79 (non-harmful events).

Initial Contact Point

Vehicle. IMPACT1, Parkwork.PIMPACT1

(also provided as Person.IMPACT1)

Logic of Derivation

Since 2010 this data element is derived from the set of all crash events for a vehicle. Each event in a crash is recorded in chronological order. The data element that records each impact for a vehicle is “Area of Impact (This Vehicle)” or “Area of Impact (Other Vehicle).” The area of impact is only coded for harmful events, that is “Sequence of Events” values that are not between codes 60 and 79. Initial Contact Point, therefore, is the vehicle’s first recorded Area of Impact value for a harmful event. Note that the vehicle may be “This Vehicle” or the “Other Vehicle” in the crash event.

NCSA Make Model Combined

Vehicle. MAK_MOD, Parkwork. PMAK_MOD

(also provided as Person. MAK_MOD)

Logic of Derivation

This five-digit data element is the combination of two data elements, the two-digit “Vehicle Make” code followed by the three-digit “Vehicle Model” code.

Motor Carrier Identification Number

Vehicle. MCARR_ID, Parkwork. PMCARR_ID

Logic of Derivation

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

Appendix C

Additional Data Element Information

Analytical data classifications make up the majority of information provided in this appendix. The data classifications are primarily, but not solely, based on standards established for production of NCSA's Traffic Safety Facts publications and other data products produced by NCSA. It is important to note that these classifications are only meant as references and may be deviated from as a project or request dictates. However, to maintain consistency in data reporting, NCSA tends to adhere to these classifications.

Time of Day/Day of Week

Classification	Data Year and Code
	1975-Later
Time of Day	HOUR (Military)
Daytime (6:00 am – 5:59 p.m.)	6-17
Nighttime (6:00 p.m. – 5:59 am)	0-5, 18-24*
Unknown	99
Day of Week	DAY_WEEK with HOUR
Weekday 6 am Monday thru 5:59 p.m. Friday	(DAY_WEEK=2 and 6<=HOUR<=23) or (DAY_WEEK in (3,4,5)) or (DAY_WEEK=6 and (0<= HOUR <=17 or HOUR=24*))
Weekend 6 p.m. Friday thru 5:59 am Monday	(DAY_WEEK=6 and 18<= HOUR <=23) or (DAY_WEEK in (1,7)) or (DAY_WEEK=2 and (0<= HOUR <=5 or HOUR=24*))
Unknown	(DAY_WEEK =9) or (DAY_WEEK in (2,6) and HOUR =99)

* Hour 24 is the beginning of the day. In 2009 attribute 24 was dropped since 0 means the same thing.

Holidays

The length of a "FARS holiday" depends on the day on which the legal holiday falls. NHTSA uses the following times for holiday analysis:

DAY OF HOLIDAY	TIME PERIOD USED FOR ANALYSIS
Sunday or Monday	6 p.m. Friday to 5:59 a.m. Tuesday
Tuesday	6 p.m. Friday to 5:59 a.m. Wednesday
Wednesday	6 p.m. Tuesday to 5:59 a.m. Thursday
Thursday	6 p.m. Wednesday to 5:59 a.m. Monday
Friday or Saturday	6 p.m. Thursday to 5:59 a.m. Monday

HOLIDAY DESCRIPTIONS

The following table gives a detailed description of the time periods included within the following major holidays: New Year's, Memorial Day, Fourth of July, Labor Day, Thanksgiving, and Christmas. The number of whole days in the holiday period is shown in parentheses. Since the holiday period data retrieval is associated with the alcohol-related data, the holiday periods are given from 1982 onwards to match with the BAC data.

Note: When using the Alcohol data files, the New Year's Day holiday period for 1982 will be incomplete since no Alcohol data files exist prior to 1982.

HOLIDAY TIME PERIODS

Year	New Year's Day	Memorial Day	Fourth of July	Labor Day	Thanksgiving Day	Christmas Day
1982	6:00 p.m. Thu. 12/31/1981 to 5:59 am Mon. 01/04/1982 (3)	6:00 p.m. Fri. 05/28/1982 to 5:59 am Tue. 06/01/1982 (3)	6:00 p.m. Fri. 07/02/1982 to 5:59 am Tue. 07/06/1982 (3)	6:00 p.m. Fri. 09/03/1982 to 5:59 am Tue. 09/07/1982 (3)	6:00 p.m. Wed. 11/24/1982 to 5:59 am Mon. 11/29/1982 (4)	6:00 p.m. Thu. 12/23/1982 to 5:59 am Mon. 12/27/1982 (3)
1983	6:00 p.m. Thu. 12/30/1982 to 5:59 am Mon. 01/03/1983 (3)	6:00 p.m. Fri. 05/27/1983 to 5:59 am Tue. 05/31/1983 (3)	6:00 p.m. Fri. 07/01/1983 to 5:59 am Tue. 07/05/1983 (3)	6:00 p.m. Fri. 09/02/1983 to 5:59 am Tue. 09/06/1983 (3)	6:00 p.m. Wed. 11/23/1983 to 5:59 am Mon. 11/28/1983 (4)	6:00 p.m. Fri. 12/23/1983 to 5:59 am Tue. 12/27/1983 (3)
1984	6:00 p.m. Fri. 12/30/1983 to 5:59 am Tue. 01/03/1984 (3)	6:00 p.m. Fri. 05/25/1984 to 5:59 am Tue. 05/29/1984 (3)	6:00 p.m. Tue. 07/03/1984 to 5:59 am Thu. 07/05/1984 (1)	6:00 p.m. Fri. 08/31/1984 to 5:59 am Tue. 09/04/1984 (3)	6:00 p.m. Wed. 11/21/1984 to 5:59 am Mon. 11/26/1984 (4)	6:00 p.m. Fri. 12/21/1984 to 5:59 am Wed. 12/26/1984 (4)
1985	6:00 p.m. Fri. 12/28/1984 to 5:59 am Wed. 01/02/1985 (4)	6:00 p.m. Fri. 05/24/1985 to 5:59 am Tue. 05/28/1985 (3)	6:00 p.m. Wed. 07/03/1985 to 5:59 am Mon. 07/08/1985 (4)	6:00 p.m. Fri. 08/30/1985 to 5:59 am Tue. 09/03/1985 (3)	6:00 p.m. Wed. 11/27/1985 to 5:59 am Mon. 12/02/1985 (4)	6:00 p.m. Tue. 12/24/1985 to 5:59 am Thu. 12/26/1985 (1)
1986	6:00 p.m. Tue. 12/31/1985 to 5:59 am Thu. 01/02/1986 (1)	6:00 p.m. Fri. 05/23/1986 to 5:59 am Tue. 05/27/1986 (3)	6:00 p.m. Thu. 07/03/1986 to 5:59 am Mon. 07/07/1986 (3)	6:00 p.m. Fri. 08/29/1986 to 5:59 am Tue. 09/02/1986 (3)	6:00 p.m. Wed. 11/26/1986 to 5:59 am Mon. 12/01/1986 (4)	6:00 p.m. Wed. 12/24/1986 to 5:59 am Mon. 12/29/1986 (4)
1987	6:00 p.m. Wed. 12/31/1986 to 5:59 am Mon. 01/05/1987 (4)	6:00 p.m. Fri. 05/22/1987 to 5:59 am Tue. 05/26/1987 (3)	6:00 p.m. Thu. 07/02/1987 to 5:59 am Mon. 07/06/1987 (3)	6:00 p.m. Fri. 09/04/1987 to 5:59 am Tue. 09/08/1987 (3)	6:00 p.m. Wed. 11/25/1987 to 5:59 am Mon. 11/30/1987 (4)	6:00 p.m. Thu. 12/24/1987 to 5:59 am Mon. 12/28/1987 (3)
1988	6:00 p.m. Thu. 12/31/1987 to 5:59 am Mon. 01/04/1988 (3)	6:00 p.m. Fri. 05/27/1988 to 5:59 am Tue. 05/31/1988 (3)	6:00 p.m. Fri. 07/01/1988 to 5:59 am Tue. 07/05/1988 (3)	6:00 p.m. Fri. 09/02/1988 to 5:59 am Tue. 09/06/1988 (3)	6:00 p.m. Wed. 11/23/1988 to 5:59 am Mon. 11/28/1988 (4)	6:00 p.m. Fri. 12/23/1988 to 5:59 am Tue. 12/27/1988 (3)
1989	6:00 p.m. Fri. 12/30/1988 to 5:59 am Tue. 01/03/1989 (3)	6:00 p.m. Fri. 05/26/1989 to 5:59 am Tue. 05/30/1989 (3)	6:00 p.m. Fri. 06/30/1989 to 5:59 am Wed. 07/05/1989 (4)	6:00 p.m. Fri. 09/01/1989 to 5:59 am Tue. 09/05/1989 (3)	6:00 p.m. Wed. 11/22/1989 to 5:59 am Mon. 11/27/1989 (4)	6:00 p.m. Fri. 12/22/1989 to 5:59 am Tue. 12/26/1989 (3)
1990	6:00 p.m. Fri. 12/29/1989 to 5:59 am Tue. 01/02/1990 (3)	6:00 p.m. Fri. 05/25/1990 to 5:59 am Tue. 05/29/1990 (3)	6:00 p.m. Tue. 07/03/1990 to 5:59 am Thu. 07/05/1990 (1)	6:00 p.m. Fri. 08/31/1990 to 5:59 am Tue. 09/04/1990 (3)	6:00 p.m. Wed. 11/21/1990 to 5:59 am Mon. 11/26/1990 (4)	6:00 p.m. Fri. 12/21/1990 to 5:59 am Wed. 12/26/1990 (4)
1991	6:00 p.m. Fri. 12/28/1990 to 5:59 am Wed. 01/02/1991 (4)	6:00 p.m. Fri. 05/24/1991 to 5:59 am Tue. 05/28/1991 (3)	6:00 p.m. Wed. 07/03/1991 to 5:59 am Mon. 07/08/1991 (4)	6:00 p.m. Fri. 08/30/1991 to 5:59 am Tue. 09/03/1991 (3)	6:00 p.m. Wed. 11/27/1991 to 5:59 am Mon. 12/02/1991 (4)	6:00 p.m. Tue. 12/24/1991 to 5:59 am Thu. 12/26/1991 (1)
1992	6:00 p.m. Tue. 12/31/1991 to	6:00 p.m. Fri. 05/22/1992 to	6:00 p.m. Thu. 07/02/1992 to	6:00 p.m. Fri. 09/04/1992 to	6:00 p.m. Wed. 11/25/1992 to	6:00 p.m. Thu. 12/24/1992 to

Year	New Year's Day	Memorial Day	Fourth of July	Labor Day	Thanksgiving Day	Christmas Day
	5:59 am Thu. 01/02/1992 (1)	5:59 am Tue. 05/26/1992 (3)	5:59 am Mon. 07/06/1992 (3)	5:59 am Tue. 09/08/1992 (3)	5:59 am Mon. 11/30/1992 (4)	5:59 am Mon. 12/28/1992 (3)
1993	6:00 p.m. Thu. 12/31/1992 to 5:59 am Mon. 01/04/1993 (3)	6:00 p.m. Fri. 05/28/1993 to 5:59 am Tue. 06/01/1993 (3)	6:00 p.m. Fri. 07/02/1993 to 5:59 am Tue. 07/06/1993 (3)	6:00 p.m. Fri. 09/03/1993 to 5:59 am Tue. 09/07/1993 (3)	6:00 p.m. Wed. 11/24/1993 to 5:59 am Mon. 11/29/1993 (4)	6:00 p.m. Thu. 12/23/1993 to 5:59 am Mon. 12/27/1993 (3)
1994	6:00 p.m. Thu. 12/30/1993 to 5:59 am Mon. 01/03/1994 (3)	6:00 p.m. Fri. 05/27/1994 to 5:59 am Tue. 05/31/1994 (3)	6:00 p.m. Fri. 07/01/1994 to 5:59 am Tue. 07/05/1994 (3)	6:00 p.m. Fri. 09/02/1994 to 5:59 am Tue. 09/06/1994 (3)	6:00 p.m. Wed. 11/23/1994 to 5:59 am Mon. 11/28/1994 (4)	6:00 p.m. Fri. 12/23/1994 to 5:59 am Tue. 12/27/1994 (3)
1995	6:00 p.m. Fri. 12/30/1994 to 5:59 am Tue. 01/03/1995 (3)	6:00 p.m. Fri. 05/26/1995 to 5:59 am Tue. 05/30/1995 (3)	6:00 p.m. Fri. 06/30/1995 to 5:59 am Wed. 07/05/1995 (4)	6:00 p.m. Fri. 09/01/1995 to 5:59 am Tue. 09/05/1995 (3)	6:00 p.m. Wed. 11/22/1995 to 5:59 am Mon. 11/27/1995 (4)	6:00 p.m. Fri. 12/22/1995 to 5:59 am Tue. 12/26/1995 (3)
1996	6:00 p.m. Fri. 12/29/1995 to 5:59 am Tue. 01/02/1996 (3)	6:00 p.m. Fri. 05/24/1996 to 5:59 am Tue. 05/28/1996 (3)	6:00 p.m. Wed. 07/03/1996 to 5:59 am Mon. 07/08/1996 (4)	6:00 p.m. Fri. 08/30/1996 to 5:59 am Tue. 09/03/1996 (3)	6:00 p.m. Wed. 11/27/1996 to 5:59 am Mon. 12/02/1996 (4)	6:00 p.m. Tue. 12/24/1996 to 5:59 am Thu. 12/26/1996 (1)
1997	6:00 p.m. Tue. 12/31/1996 to 5:59 am Thu. 01/02/1997 (1)	6:00 p.m. Fri. 05/23/1997 to 5:59 am Tue. 05/27/1997 (3)	6:00 p.m. Thu. 07/03/1997 to 5:59 am Mon. 07/07/1997 (3)	6:00 p.m. Fri. 08/29/1997 to 5:59 am Tue. 09/02/1997 (3)	6:00 p.m. Wed. 11/26/1997 to 5:59 am Mon. 12/01/1997 (4)	6:00 p.m. Wed. 12/24/1997 to 5:59 am Mon. 12/29/1997 (4)
1998	6:00 p.m. Wed. 12/31/1997 to 5:59 am Mon. 01/05/1998 (4)	6:00 p.m. Fri. 05/22/1998 to 5:59 am Tue. 05/26/1998 (3)	6:00 p.m. Thu. 07/02/1998 to 5:59 am Mon. 07/06/1998 (3)	6:00 p.m. Fri. 09/04/1998 to 5:59 am Tue. 09/08/1998 (3)	6:00 p.m. Wed. 11/25/1998 to 5:59 am Mon. 11/30/1998 (4)	6:00 p.m. Thu. 12/24/1998 to 5:59 am Mon. 12/28/1998 (3)
1999	6:00 p.m. Thu. 12/31/1998 to 5:59 am Mon. 01/04/1999 (3)	6:00 p.m. Fri. 05/28/1999 to 5:59 am Tue. 06/01/1999 (3)	6:00 p.m. Fri. 07/02/1999 to 5:59 am Tue. 07/06/1999 (3)	6:00 p.m. Fri. 09/03/1999 to 5:59 am Tue. 09/07/1999 (3)	6:00 p.m. Wed. 11/24/1999 to 5:59 am Mon. 11/29/1999 (4)	6:00 p.m. Thu. 12/23/1999 to 5:59 am Mon. 12/27/1999 (3)
2000	6:00 p.m. Thu. 12/30/1999 to 5:59 am Mon. 01/03/2000 (3)	6:00 p.m. Fri. 05/26/2000 to 5:59 am Tue. 05/30/2000 (3)	6:00 p.m. Fri. 06/30/2000 to 5:59 am Wed. 07/05/2000 (4)	6:00 p.m. Fri. 09/01/2000 to 5:59 am Tue. 09/05/2000 (3)	6:00 p.m. Wed. 11/22/2000 to 5:59 am Mon. 11/27/2000 (4)	6:00 p.m. Fri. 12/22/2000 to 5:59 am Tue. 12/26/2000 (3)
2001	6:00 p.m. Fri. 12/29/2000 to 5:59 am Tue. 01/02/2001 (3)	6:00 p.m. Fri. 05/25/2001 to 5:59 am Tue. 05/29/2001 (3)	6:00 p.m. Tue. 07/03/2001 to 5:59 am Thu. 07/05/2001 (1)	6:00 p.m. Fri. 08/31/2001 to 5:59 am Tue. 09/04/2001 (3)	6:00 p.m. Wed. 11/21/2001 to 5:59 am Mon. 11/26/2001 (4)	6:00 p.m. Fri. 12/21/2001 to 5:59 am Wed. 12/26/2001 (4)
2002	6:00 p.m. Fri. 12/28/2001 to 5:59 am Wed. 01/02/2002 (4)	6:00 p.m. Fri. 05/24/2002 to 5:59 am Tue. 05/28/2002 (3)	6:00 p.m. Wed. 07/03/2002 to 5:59 am Mon. 07/08/2002 (4)	6:00 p.m. Fri. 08/30/2002 to 5:59 am Tue. 09/03/2002 (3)	6:00 p.m. Wed. 11/27/2002 to 5:59 am Mon. 12/02/2002 (4)	6:00 p.m. Tue. 12/24/2002 to 5:59 am Thu. 12/26/2002 (1)

Year	New Year's Day	Memorial Day	Fourth of July	Labor Day	Thanksgiving Day	Christmas Day
2003	6:00 p.m. Tue. 12/31/2002 to 5:59 am Thu. 01/02/2003 (1)	6:00 p.m. Fri. 05/23/2003 to 5:59 am Tue. 05/27/2003 (3)	6:00 p.m. Thu. 07/03/2003 to 5:59 am Mon. 07/07/2003 (3)	6:00 p.m. Fri. 08/29/2003 to 5:59 am Tue. 09/02/2003 (3)	6:00 p.m. Wed. 11/26/2003 to 5:59 am Mon. 12/01/2003 (4)	6:00 p.m. Wed. 12/24/2003 to 5:59 am Mon. 12/29/2003 (4)
2004	6:00 p.m. Wed. 12/31/2003 to 5:59 am Mon. 01/05/2004 (4)	6:00 p.m. Fri. 05/28/2004 to 5:59 am Tue. 06/01/2004 (3)	6:00 p.m. Fri. 07/02/2004 to 5:59 am Tue. 07/06/2004 (3)	6:00 p.m. Fri. 09/03/2004 to 5:59 am Tue. 09/07/2004 (3)	6:00 p.m. Wed. 11/24/2004 to 5:59 am Mon. 11/29/2004 (4)	6:00 p.m. Thu. 12/23/2004 to 5:59 am Mon. 12/27/2004 (3)
2005	6:00 p.m. Thu. 12/30/2004 to 5:59 am Mon. 01/03/2005 (3)	6:00 p.m. Fri. 05/27/2005 to 5:59 am Tue. 05/31/2005 (3)	6:00 p.m. Fri. 07/01/2005 to 5:59 am Tue. 07/05/2005 (3)	6:00 p.m. Fri. 09/02/2005 to 5:59 am Tue. 09/06/2005 (3)	6:00 p.m. Wed. 11/23/2005 to 5:59 am Mon. 11/28/2005 (4)	6:00 p.m. Fri. 12/23/2005 to 5:59 am Tue. 12/27/2005 (3)
2006	6:00 p.m. Fri. 12/30/2005 to 5:59 am Tue. 01/03/2006 (3)	6:00 p.m. Fri. 05/26/2006 to 5:59 am Tue. 05/30/2006 (3)	6:00 p.m. Fri. 06/30/2006 to 5:59 am Wed. 07/05/2006 (4)	6:00 p.m. Fri. 09/01/2006 to 5:59 am Tue. 09/05/2006 (3)	6:00 p.m. Wed. 11/22/2006 to 5:59 am Mon. 11/27/2006 (4)	6:00 p.m. Fri. 12/22/2006 to 5:59 am Tue. 12/26/2006 (3)
2007	6:00 p.m. Fri. 12/29/2006 to 5:59 am Tue. 01/02/2007 (3)	6:00 p.m. Fri. 05/25/2007 to 5:59 am Tue. 05/29/2007 (3)	6:00 p.m. Tue. 07/03/2007 to 5:59 am Thu. 07/05/2007 (1)	6:00 p.m. Fri. 08/31/2007 to 5:59 am Tue. 09/04/2007 (3)	6:00 p.m. Wed. 11/21/2007 to 5:59 am Mon. 11/26/2007 (4)	6:00 p.m. Fri. 12/21/2007 to 5:59 am Wed. 12/26/2007 (4)
2008	6:00 p.m. Fri. 12/28/2007 to 5:59 am Wed. 01/02/2008 (4)	6:00 p.m. Fri. 05/23/2008 to 5:59 am Tue. 05/27/2008 (3)	6:00 p.m. Thu. 07/03/2008 to 5:59 am Mon. 07/07/2008 (3)	6:00 p.m. Fri. 08/29/2008 to 5:59 am Tue. 09/02/2008 (3)	6:00 p.m. Wed. 11/26/2008 to 5:59 am Mon. 12/01/2008 (4)	6:00 p.m. Wed. 12/24/2008 to 5:59 am Mon. 12/29/2008 (4)
2009	6:00 p.m. Wed. 12/31/2008 to 5:59 am Mon. 01/05/2009 (4)	6:00 p.m. Fri. 05/22/2009 to 5:59 am Tue. 05/26/2009 (3)	6:00 p.m. Thu. 07/02/2009 to 5:59 am Mon. 07/06/2009 (3)	6:00 p.m. Fri. 09/04/2009 to 5:59 am Tue. 09/08/2009 (3)	6:00 p.m. Wed. 11/25/2009 to 5:59 am Mon. 11/30/2009 (4)	6:00 p.m. Thu. 12/24/2009 to 5:59 am Mon. 12/28/2009 (3)
2010	6:00 p.m. Thu. 12/31/2009 to 5:59 am Mon. 01/04/2010 (3)	6:00 p.m. Fri. 05/28/2010 to 5:59 am Tue. 06/01/2010 (3)	6:00 p.m. Fri. 07/02/2010 to 5:59 am Tue. 07/06/2010 (3)	6:00 p.m. Fri. 09/03/2010 to 5:59 am Tue. 09/07/2010 (3)	6:00 p.m. Wed. 11/24/2010 to 5:59 am Mon. 11/29/2010 (4)	6:00 p.m. Thu. 12/23/2010 to 5:59 am Mon. 12/27/2010 (3)
2011	6:00 p.m. Thu. 12/30/2010 to 5:59 am Mon. 01/03/2011 (3)	6:00 p.m. Fri. 05/27/2011 to 5:59 am Tue. 05/31/2011 (3)	6:00 p.m. Fri. 07/01/2011 to 5:59 am Tue. 07/05/2011 (3)	6:00 p.m. Fri. 09/02/2011 to 5:59 am Tue. 09/06/2011 (3)	6:00 p.m. Wed. 11/23/2011 to 5:59 am Mon. 11/28/2011 (4)	6:00 p.m. Fri. 12/23/2011 to 5:59 am Tue. 12/27/2011 (3)
2012	6:00 p.m. Fri. 12/30/2011 to 5:59 am Tue. 01/03/2012 (3)	6:00 p.m. Fri. 05/25/2012 to 5:59 am Tue. 05/29/2012 (3)	6:00 p.m. Tue. 07/03/2012 to 5:59 am Thu. 07/05/2012 (1)	6:00 p.m. Fri. 08/31/2012 to 5:59 am Tue. 09/04/2012 (3)	6:00 p.m. Wed. 11/21/2012 to 5:59 am Mon. 11/26/2012 (4)	6:00 p.m. Fri. 12/21/2012 to 5:59 am Wed. 12/26/2012 (4)
2013	6:00 p.m. Fri. 12/28/2012 to 5:59 am Wed. 01/02/2013 (4)	6:00 p.m. Fri. 05/24/2013 to 5:59 am Tue. 05/28/2013 (3)	6:00 p.m. Wed. 07/03/2013 to 5:59 am Mon. 07/08/2013 (4)	6:00 p.m. Fri. 08/30/2013 to 5:59 am Tue. 09/03/2013 (3)	6:00 p.m. Wed. 11/27/2013 to 5:59 am Mon. 12/02/2013 (4)	6:00 p.m. Tue. 12/24/2013 to 5:59 am Thu. 12/26/2013 (1)

Year	New Year's Day	Memorial Day	Fourth of July	Labor Day	Thanksgiving Day	Christmas Day
2014	6:00 p.m. Tue. 12/31/2013 to 5:59 am Thu. 01/02/2014 (1)	6:00 p.m. Fri. 05/23/2014 to 5:59 am Tue. 05/27/2014 (3)	6:00 p.m. Thu. 07/03/2014 to 5:59 am Mon. 07/07/2014 (3)	6:00 p.m. Fri. 08/29/2014 to 5:59 am Tue. 09/02/2014 (3)	6:00 p.m. Wed. 11/26/2014 to 5:59 am Mon. 12/01/2014 (4)	6:00 p.m. Wed. 12/24/2014 to 5:59 am Mon. 12/29/2014 (4)
2015	6:00 PM Wed. 12/31/2014 to 5:59 am Mon. 01/05/2015 (4)	6:00 PM Fri. 05/22/2015 to 5:59 am Tue. 05/26/2015 (3)	6:00 PM Thu. 07/02/2015 to 5:59 am Mon. 07/06/2015 (3)	6:00 PM Fri. 09/04/2015 to 5:59 am Tue. 09/08/2015 (3)	6:00 PM Wed. 11/25/2015 to 5:59 am Mon. 11/30/2015 (4)	6:00 PM Thu. 12/24/2015 to 5:59 am Mon. 12/28/2015 (3)
2016	6:00 PM Thu. 12/31/2015 to 5:59 am Mon. 01/04/2016 (3)	6:00 PM Fri. 05/27/2016 to 5:59 am Tue. 05/31/2016 (3)	6:00 PM Fri. 07/01/2016 to 5:59 am Tue. 07/05/2016 (3)	6:00 PM Fri. 09/02/2016 to 5:59 am Tue. 09/06/2016 (3)	6:00 PM Wed. 11/23/2016 to 5:59 am Mon. 11/28/2016 (4)	6:00 PM Fri. 12/23/2016 to 5:59 am Tue. 12/27/2016 (3)
2017	6:00 PM Fri. 12/30/2016 to 5:59 am Tue. 01/03/2017 (3)	6:00 PM Fri. 05/26/2017 to 5:59 am Tue. 05/30/2017 (3)	6:00 PM Fri. 06/30/2017 to 5:59 am Wed. 07/05/2017 (4)	6:00 PM Fri. 09/01/2017 to 5:59 am Tue. 09/05/2017 (3)	6:00 PM Wed. 11/22/2017 to 5:59 am Mon. 11/27/2017 (4)	6:00 PM Fri. 12/22/2017 to 5:59 am Tue. 12/26/2017 (3)
2018	6:00 PM Fri. 12/29/2017 to 5:59 am Tue. 01/02/2018 (3)	6:00 PM Fri. 05/25/2018 to 5:59 am Tue. 05/29/2018 (3)	6:00 PM Tue. 07/03/2018 to 5:59 am Thu. 07/05/2018 (1)	6:00 PM Fri. 08/31/2018 to 5:59 am Tue. 09/04/2018 (3)	6:00 PM Wed. 11/21/2018 to 5:59 am Mon. 11/26/2018 (4)	6:00 PM Fri. 12/21/2018 to 5:59 am Wed. 12/26/2018 (4)
2019	6:00 PM Fri. 12/28/2018 to 5:59 am Wed. 01/02/2019 (4)	6:00 PM Fri. 05/24/2019 to 5:59 am Tue. 05/28/2019 (3)	6:00 PM Wed. 07/03/2019 to 5:59 am Mon. 07/08/2019 (4)	6:00 PM Fri. 08/30/2019 to 5:59 am Tue. 09/03/2019 (3)	6:00 PM Wed. 11/27/2019 to 5:59 am Mon. 12/02/2019 (4)	6:00 PM Tue. 12/24/2019 to 5:59 am Thu. 12/26/2019 (1)
2020	6:00 PM Tue. 12/31/2019 to 5:59 am Thu. 01/02/2020 (1)	6:00 PM Fri. 05/22/2020 to 5:59 am Tue. 05/26/2020 (3)	6:00 PM Thu. 07/02/2020 to 5:59 am Mon. 07/06/2020 (3)	6:00 PM Fri. 09/04/2020 to 5:59 am Tue. 09/08/2020 (3)	6:00 PM Wed. 11/25/2020 to 5:59 am Mon. 11/30/2020 (4)	6:00 PM Thu. 12/24/2020 to 5:59 am Mon. 12/28/2020 (3)
2021	6 p.m. Thu. 12/31/2000 to 5:59 a.m. Mon. 01/04/2021 (3)	6 p.m. Fri. 05/28/2021 to 5:59 a.m. Tue. 06/01/2021 (3)	6 p.m. Fri. 07/02/2021 to 5:59 a.m. Tue. 07/06/2021 (3)	6 p.m. Fri. 09/03/2021 to 5:59 a.m. Tue. 09/07/2021 (3)	6 p.m. Wed. 11/24/2021 to 5:59 a.m. Mon. 11/29/2021 (4)	6 p.m. Thu. 12/23/2021 to 5:59 a.m. Mon. 12/27/2021 (3)
2022	6 p.m. Thu. 12/30/2021 to 5:59 a.m. Mon. 01/03/2022 (3)	6 p.m. Fri. 05/27/2022 to 5:59 a.m. Tue. 05/31/2022 (3)	6 p.m. Fri. 07/01/2022 to 5:59 a.m. Tue. 07/05/2022 (3)	6 p.m. Fri. 09/02/2022 to 5:59 a.m. Tue. 09/06/2022 (3)	6 p.m. Wed. 11/23/2022 to 5:59 a.m. Mon. 11/28/2022 (4)	6 p.m. Fri. 12/23/2022 to 5:59 a.m. Tue. 12/27/2022 (3)
2023	6 p.m. Fri. 12/30/2022 to 5:59 a.m. Tue. 01/03/2023 (3)	6 p.m. Fri. 05/26/2023 to 5:59 a.m. Tue. 05/30/2023 (3)	6 p.m. Fri. 06/30/2023 to 5:59 a.m. Wed. 07/05/2023 (4)	6 p.m. Fri. 09/01/2023 to 5:59 a.m. Tue. 09/05/2023 (3)	6 p.m. Wed. 11/22/2023 to 5:59 a.m. Mon. 11/27/2023 (4)	6 p.m. Fri. 12/22/2023 to 5:59 a.m. Tue. 12/26/2023 (3)

Year	New Year's Day	Memorial Day	Fourth of July	Labor Day	Thanksgiving Day	Christmas Day
2024	6 p.m. Fri. 12/29/2023 to 5:59 a.m. Tue. 01/02/2024 (3)	6 p.m. Fri. 05/24/2024 to 5:59 a.m. Tue. 05/28/2024 (3)	6 p.m. Wed. 07/03/2024 to 5:59 a.m. Mon. 07/08/2024 (4)	6 p.m. Fri. 08/30/2024 to 5:59 a.m. Tue. 09/03/2024 (3)	6 p.m. Wed. 11/27/2024 to 5:59 a.m. Mon. 12/02/2024 (4)	6 p.m. Tue. 12/24/2024 to 5:59 a.m. Thu. 12/26/2024 (1)
2025	6 p.m. Tue. 12/31/2024 to 5:59 a.m. Thu. 01/02/2025 (1)	6 p.m. Fri. 05/23/2025 to 5:59 a.m. Tue. 05/27/2025 (3)	6 p.m. Thu. 07/03/2025 to 5:59 a.m. Mon. 07/07/2025 (3)	6 p.m. Fri. 08/29/2025 to 5:59 a.m. Tue. 09/02/2025 (3)	6 p.m. Wed. 11/26/2025 to 5:59 a.m. Mon. 12/01/2025 (4)	6 p.m. Wed. 12/24/2025 to 5:59 a.m. Mon. 12/29/2025 (4)
2026	6 p.m. Wed. 12/31/2025 to 5:59 a.m. Mon. 01/05/2026 (4)	6 p.m. Fri. 05/22/2026 to 5:59 a.m. Tue. 05/26/2026 (3)	6 p.m. Thu. 07/02/2026 to 5:59 a.m. Mon. 07/06/2026 (3)	6 p.m. Fri. 09/04/2026 to 5:59 a.m. Tue. 09/08/2026 (3)	6 p.m. Wed. 11/25/2026 to 5:59 a.m. Mon. 11/30/2026 (4)	6 p.m. Thu. 12/24/2026 to 5:59 a.m. Mon. 12/28/2026 (3)
2027	6 p.m. Thu. 12/31/2026 to 5:59 a.m. Mon. 01/04/2027 (3)	6 p.m. Fri. 05/28/2027 to 5:59 a.m. Tue. 06/01/2027 (3)	6 p.m. Fri. 07/02/2027 to 5:59 a.m. Tue. 07/06/2027 (3)	6 p.m. Fri. 09/03/2027 to 5:59 a.m. Tue. 09/07/2027 (3)	6 p.m. Wed. 11/24/2027 to 5:59 a.m. Mon. 11/29/2027 (4)	6 p.m. Thu. 12/23/2027 to 5:59 a.m. Mon. 12/27/2027 (3)
2028	6 p.m. Thu. 12/30/2027 to 5:59 a.m. Mon. 01/03/2028 (3)	6 p.m. Fri. 05/26/2028 to 5:59 a.m. Tue. 05/30/2028 (3)	6 p.m. Fri. 06/30/2028 to 5:59 a.m. Wed. 07/05/2028 (4)	6 p.m. Fri. 09/01/2028 to 5:59 a.m. Tue. 09/05/2028 (3)	6 p.m. Wed. 11/22/2028 to 5:59 a.m. Mon. 11/27/2028 (4)	6 p.m. Fri. 12/22/2028 to 5:59 a.m. Tue. 12/26/2028 (3)
2029	6 p.m. Fri. 12/29/2028 to 5:59 a.m. Tue. 01/02/2029 (3)	6 p.m. Fri. 05/25/2029 to 5:59 a.m. Tue. 05/29/2029 (3)	6 p.m. Tue. 07/03/2029 to 5:59 a.m. Thu. 07/05/2029 (1)	6 p.m. Fri. 08/31/2029 to 5:59 a.m. Tue. 09/04/2029 (3)	6 p.m. Wed. 11/21/2029 to 5:59 a.m. Mon. 11/26/2029 (4)	6 p.m. Fri. 12/21/2029 to 5:59 a.m. Wed. 12/26/2029 (4)
2030	6 p.m. Fri. 12/28/2029 to 5:59 a.m. Wed. 01/02/2030 (4)	6 p.m. Fri. 05/24/2030 to 5:59 a.m. Tue. 05/28/2030 (3)	6 p.m. Wed. 07/03/2030 to 5:59 a.m. Mon. 07/08/2030 (4)	6 p.m. Fri. 08/30/2030 to 5:59 a.m. Tue. 09/03/2030 (3)	6 p.m. Wed. 11/27/2030 to 5:59 a.m. Mon. 12/02/2030 (4)	6 p.m. Tue. 12/24/2030 to 5:59 a.m. Thu. 12/26/2030 (1)

Note: The number of whole days in the holiday period is shown in parentheses.

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Manner of Collision of the First Harmful Event

Note: From 1975 to 2001 the manner of collision is totally dependent on the directions of travel of the vehicles involved. The direction of travel of the vehicles is often misunderstood. The direction of a vehicle is determined by the precrash condition direction of travel, just before the vehicle goes out of control. Example 1: Assume two vehicles are heading toward each other on the same roadway, one going north and the other going south. If the southbound vehicle skids on a patch of ice and turns 180° and immediately is struck in the rear by the vehicle going north, then the manner of collision is “Head-on,” not “Rear-end.” Example 2: Had the vehicle going north sideswiped the southbound vehicle, which after the ice skid was pointed north, the manner of collision would be “Sideswipe Opposite Direction,” even though both vehicles are pointed north at the time of the sideswipe. The precrash condition directions of travel, for both vehicles, determine the outcome. These examples involve a rotation of a vehicle just before the crash and can account for 20 to 30 percent of the coded cases. See *Impact* also in this Appendix.

Starting in 2002 the manner of collision is dependent on the geometry of the points of impact. That is, example 1 above is now coded 01 (Front-to-Rear) and example 2, is now coded 07 (Sideswipe, Same Direction). This is a major change in the MAN_COLL data element. Care must be taken when using this data element over a time period that spans 2001 to 2002.

NHTSA Manner of Collision Convention				
Classification (MAN_COLL)	Data Year and Code			
	1975-1977	1978-2001	2002-2009	2010-Later
Not Collision With Motor Vehicle In-Transport	0	0	0	0
Rear-end	1	1	1	1
Head-on	2	2	2	2
Angle	4	4	3-6	6
Sideswipe	7	5, 6	7-8	7-8
Other	3	3	9-11	9-11
Unknown	9	9	99	98, 99

Note: Refers only to crashes in which the “First Harmful Event” is a collision between two motor vehicles in-transport.

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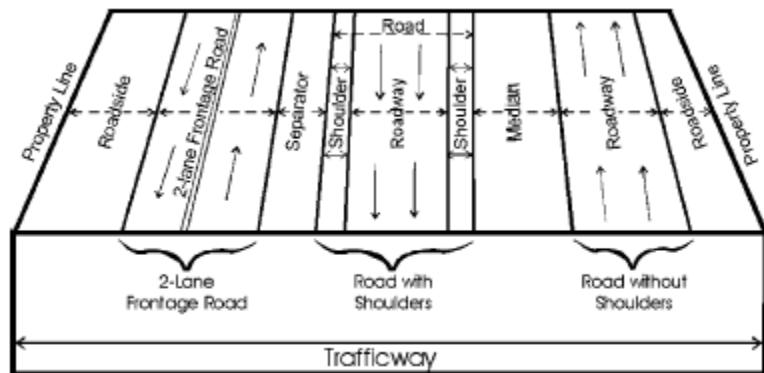
Relation to Trafficway

FARS Description (REL_ROAD)	Data Year and Code		Classification
	1975-1997	1998-Later	
On Roadway	1	1	On roadway
Two-Way Continuous Left- Turn Lane*	-	11 (since 2001)	
Shoulder	2	2	
Median	3	3	
Roadside	4	4	
Outside Right-Of- Way	5	5	
Off Roadway - Location Unknown	6	6	
In Parking Lane	7 (since 1980)	7	
Gore	8 (since 1982)	8	
Separator	-	10	
Not Reported	-	98 (since 2010)	Off roadway/other
Unknown/ Reported as Unknown	9	99	

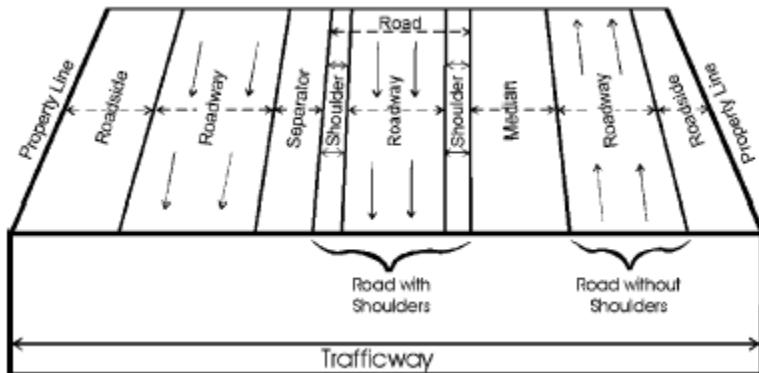
IMPORTANT: Two-way continuous left-turn lane has been reclassified as On Roadway. Previously, two-way continuous left-turn lane was classified as off roadway/median.

*The attribute two-way continuous left-turn lane was introduced in 2001 and was described as a type of median, thus they were classified as off roadway/median. However, in 2003 the attribute description was revised and the two-way continuous left-turn lane was considered on the roadway, thus not a median. For analytical purposes, consider two-way continuous left-turn lanes as on the roadway with the understanding that these instances may have been recorded under the Median attribute prior to 2001.

Trafficway with frontage road

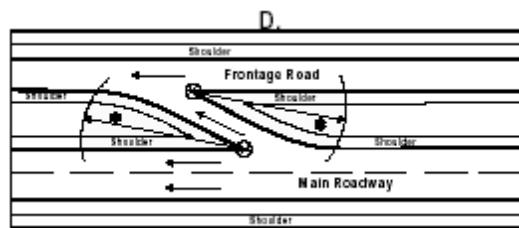
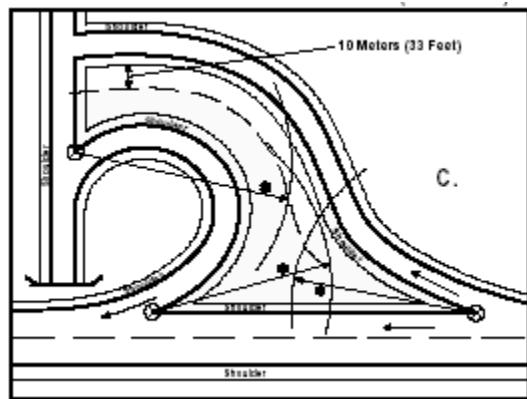
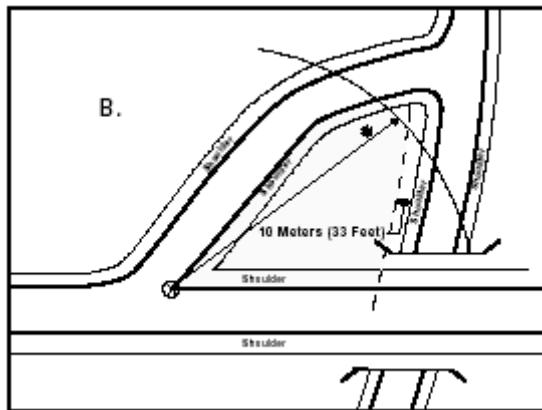
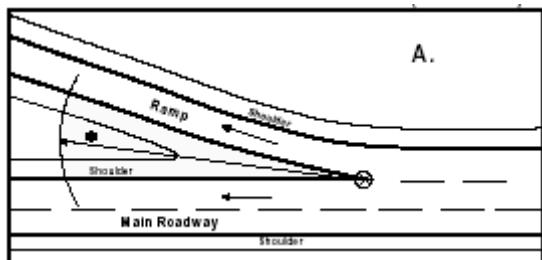


Trafficway with multiple roadways in the same direction



Gore

★ Radius of 60 Meters
(About 200 Feet)



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Roadway Function Class and Land Use

NHTSA Roadway Function Class Convention			
Classification	Data Year and Code		
	1981-1986 (ROAD_FNC)	1987-2014 (ROAD_FNC)	2015-Later (FUNC_SYS)
Interstate, principal arterial	1	1, 11	1
Freeway and expressway, principal arterial	2	12	2
Principal arterial, other	3	2, 13	3
Minor arterial	4	3, 14	4
Collector	5, 6, 7	4, 5, 15	5, 6
Local	8	6, 16	7
Unknown	9	9, 19, 99	96, 98, 99

NHTSA Land Use (Rural/Urban) Convention			
Classification	Data Year and Code		
	1975-1986 (LAND_USE)	1987-2014 (ROAD_FNC)	2015-Later (RUR_URB)
Rural	2	1-6, 9	1
Urban	1	11-16, 19	2
Unknown	9	99	6, 8, 9

NHTSA Interstate and Non-Interstate Convention				
Classification	Data Year and Code			
	1975-1980 (CL_TWAY)	1981-1986 (ROAD_FNC)	1987-2014 (ROAD_FNC)	2015-Later (FUNC_SYS)
Interstate	1	1	1, 11	1
Non-Interstate	2-8	2-8	2-6, 12-16	2-7
Unknown	9	9	9, 19, 99	96, 98, 99

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Indian Reservation

The FARS Special Jurisdiction data and the geographic location (global position) of the crash are used to identify Indian Reservations. These data can be used in conjunction to provide a more accurate representation of fatal crashes occurring on Tribal lands.

Special Jurisdiction

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

Element Values:

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

In order to code the crash as Indian Reservation (SP_JUR=3) the relevant information would need to be present on the Police Crash Report or the FARS analyst would need to have the local knowledge that the particular location of the crash was within the Bureau of Indian Affairs (BIA) land.

Derived Data Element Using Geospatial Software

Bureau of Indian Affairs (BIA) dataset: This dataset is an extraction from PAD-US 1.1 (CBI Edition) of lands owned by the Bureau of Indian Affairs, Native American Tribes and Native Alaskan Corporations. The PAD-US 1.1 (CBI Edition) data set portrays the Nation's protected areas with a standardized spatial geometry and numerous valuable attributes on land ownership, management designations, and conservation status (using national GAP and international IUCN coding systems). The PAD-US 1.1 (CBI Edition) defines protected areas to include all lands dedicated to the preservation of biological diversity and to other natural, recreation and cultural uses, and managed for these purposes through legal or other effective means (adapted from IUCN definition). PAD-US 1.1 (CBI Edition) attempts to include all available spatial data on these places. This dataset was uploaded to Data Basin and is available with additional information at: [Data Basin- Native American Lands](#)

The FARS database contains Latitude and Longitude elements. These data elements are coded by the FARS analysts based on the location information available on the Police Crash Report (either directly from a listed latitude/longitude or indirectly via the address of the crash [road name, mile marker, etc.]). Not all FARS crashes have a valid latitude/longitude and these crashes are coded as having an unknown geospatial location.

FARS crash locations were imported into Geospatial software and overlaid on a BIA land layer. FARS crashes were then coded as being within the boundaries of BIA land or not (BIA=1 or 0). When analyzing the FARS data with Geospatial software there are inconsistencies between the FARS coding and Geospatial coding.

Derived Indian Reservation Data Elements (2001 and later)

Derived Indian Reservation data elements can be found on the Accident level auxiliary file—ACC_AUX.*. The first year of data available is 2001. The following Indian reservation-related data elements can be found in ACC_AUX.*:

- BIA – 1 indicates that the crash occurred on Tribal lands. The geographic location data collected in FARS was used in conjunction with spatial data on the Bureau of Indian Affairs (BIA) land boundaries to identify Tribal lands.
- SPJ_INDIAN – derived from FARS special jurisdiction (SP_JUR=3) element. 1 indicates that the crash occurred on an Indian Reservation.
- *INDIAN_RES – 1 indicates either BIA=1 or SPJ_INDIAN=1. This provides a more accurate representation of fatal crashes occurring on Tribal lands.

*Use the INDIAN_RES data element to obtain the most complete data.

ACC_AUX.* datasets can be merged with other FARS datasets by ST_CASE to obtain additional information on the crash.

Additional Information

For further details on identifying Indian Reservations, please refer to [Methodology on Identifying Fatal Motor Vehicle Traffic Crashes That Occurred on Native American Reservations in the United States.](#)

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Summary of Fatal Crashes and Fatalities on Indian Reservations, 2001-2021

Fatal Motor Vehicle Traffic Crashes on Indian Reservations and

Fatalities in Crashes on Indian Reservations

Fatality Analysis Reporting System (FARS) 2001-2021 Final Files

Year	Fatal Crashes			Fatalities		
	Special Jurisdiction (FARS) Indian Reservation	GIS Bureau of Indian Affairs (BIA)	*BIA or Special Jurisdiction (FARS) Indian Reservation	Special Jurisdiction (FARS) Indian Reservation	GIS Bureau of Indian Affairs (BIA)	*BIA or Special Jurisdiction (FARS) Indian Reservation
2001	226	167	309	257	185	346
2002	288	254	412	342	304	490
2003	272	237	385	325	277	459
2004	264	289	376	322	351	456
2005	277	307	388	320	366	455
2006	318	328	422	368	376	484
2007	304	338	410	366	399	488
2008	213	285	330	251	333	384
2009	242	276	345	282	317	399
2010	233	246	314	274	290	364
2011	245	275	341	279	314	388
2012	217	232	305	262	287	367
2013	202	217	279	234	247	316
2014	220	257	315	259	293	359
2015	244	261	319	285	298	369
2016	247	264	314	301	324	383
2017	261	261	333	316	312	394
2018	219	260	316	266	310	377
2019	157	237	270	182	275	313
2020	143	220	260	165	255	295
2021	174	260	304	200	314	361

*Note: The FARS special jurisdiction data and the geographic location (global position) of the crash were used to identify Indian Reservations. Both of these data pieces were used to provide a more accurate representation of fatal crashes occurring on Tribal lands. The geographic location data collected in FARS was used in conjunction with spatial data on the Bureau of Indian Affairs (BIA) land boundaries to identify Tribal lands. Indian Reservations identified by the FARS special jurisdiction element and those identified by the GIS/Bureau of Indian Affairs are not mutually exclusive.

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Trafficway Identifier

If “Route Signing” is 1 (Interstate), then “I-” is in the first two spaces of “Trafficway Identifier”

If “Route Signing” is 2 (U.S. Highway), then “US-” is in the first three spaces of “Trafficway Identifier”

If “Route Signing” is 3 (State Highway), then “SR-” is in the first three spaces of “Trafficway Identifier”

If Route Signing is 4 (County Road), then “CR-” is in the first three spaces of Trafficway Identifier followed by the route number OR name if there is no number.

If Route Signing is other than 1, 2, 3 or 4, the route name or identifier is left-justified.

Immediately after the route designation (I-, US- or SR-), the corresponding highway number appears. For example, Interstate 70 should be coded as “I-70” and U.S. 66 should be coded as “US-66.” A dash is used in the highway designation between the capital letters and the number.

If one trafficway is both a State Highway and an Interstate Highway, “Route Signing” must always be coded “1-Interstate.”

(a) If the “Trafficway Identifier” and “Milepoint” are available for only the State Highway then the “Route Signing” is coded as “1-Interstate.” “I-” is in the first two spaces of “Trafficway Identifier” followed by the full State Highway Identifier as normal (including any letters.) If California business loop (CA215) is also Interstate 15, then “Trafficway Identifier” is code as “I-SR215” or “I-CA215.”

(b) If the “Trafficway Identifier” and “Milepoint” are available for both the State Highway and the Interstate Highway, then “I-” appears in the first two spaces of “Trafficway Identifier” followed by the Interstate number. The Interstate “Milepoint” is coded. For example, “I-15” (SR215) or “I-15” (CA215).

Similarly, if a State Highway is also a U.S. Highway, then the “Route Signing” is coded as “2-US Highway.”

(a) If the “Trafficway Identifier” and “Milepoint” are available only for the State Highway, then the “Route Signing” is coded as “2-US Highway.” “US-” appears in the first three spaces of “Trafficway Identifier” followed by the full State Highway Identifier as normal (including any letters). The State Highway “Milepoint” is coded. For example, if Florida Route 25 is also U.S. Route 27, then code “US-SR25” or “US-FL25.”

(b) If the “Trafficway Identifier” and “Milepoint” are available for both the U.S. Highway and the State Highway, then “US-” is in the first three spaces of “Trafficway Identifier” followed by the U.S. route number. The State Highway Identifier appears anywhere after the U.S. route number. The U.S. Route “Milepoint” is coded. For example, “US-27” (SR25) or “US-27” (FL25).

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Vehicle Classification by vPIC Data Elements

Classification	Description	2020	2021-Later
Passenger Cars	Vehicles with VPIC Body Class in the following list: <ul style="list-style-type: none"> • 1 (Convertible/Cabriolet) • 3 (Coupe) • 5 (Hatchback/Liftback/Notchback) • 10 (Roadster) • 13 (Sedan/Saloon) • 15 (Wagon) 	[VPICBODYCLASS] IN (1, 3, 5, 10, 13, 15)	[VPICBODYCLASS] IN (1, 3, 5, 10, 13, 15)
Light Trucks, Vans, and Multi-Purpose Vehicle	Vehicles with VPIC Body Class or Final Stage Body Class ⁽¹⁾ in the following list with a GVWR range in Class 1 or 2 (GVWR of 10K lbs or less): <ul style="list-style-type: none"> • 2 (Minivan) • 7 (Sport Utility Vehicle/Multi-Purpose Vehicle) • 8 (Crossover Utility Vehicle) • 9 (Van) • 11 (Truck) • 60 (Pickup) • 95 (Cargo Van) • 111 (Step Van/Walk-in Van) • 119 (Sport Utility Truck) • 128 (Ambulance) 	([VPICBODYCLASS] IN (2, 7, 8, 9, 11, 60, 95, 111, 119) OR [ICFINALBODY] IN (2, 7, 8, 9, 11, 60, 95, 111, 119, 128)) AND ([GVWR_FROM] IN (11,12) AND [GVWR_TO] IN (11,12))	([VPICBODYCLASS] IN (2, 7, 8, 9, 11, 60, 95, 111, 119, 128) OR [ICFINALBODY] IN (2, 7, 8, 9, 11, 60, 95, 111, 119, 128)) AND ([GVWR_FROM] IN (11,12) AND [GVWR_TO] IN (11,12))
Light Utility Vehicles	Vehicles with VPIC Body Class or Final Stage Body Class in the following list with a GVWR range in Class 1 or 2 (GVWR of 10K lbs or less): <ul style="list-style-type: none"> • 7 (Sport Utility Vehicle/Multi-Purpose Vehicle) • 8 (Crossover Utility Vehicle) 	([VPICBODYCLASS] IN (7, 8) OR [ICFINALBODY] IN (7, 8)) AND ([GVWR_FROM] IN (11,12) AND [GVWR_TO] IN (11,12))	([VPICBODYCLASS] IN (7, 8) OR [ICFINALBODY] IN (7, 8)) AND ([GVWR_FROM] IN (11,12) AND [GVWR_TO] IN (11,12))

Classification	Description	2020	2021-Later
Light Pickups/Trucks	<p>Vehicles with VPIC Body Class or Final Stage Body Class in the following list with a GVWR range in Class 1 or 2 (GVWR of 10K lbs or less):</p> <ul style="list-style-type: none"> • 11 (Truck) • 60 (Pickup) • 119 (Sport Utility Truck) 	$ \begin{aligned} & (\\ & [VPICBODYCLASS] \\ & IN (11, 60, 119) \\ & OR \\ & [ICFINALBODY] IN \\ & (11, 60, 119) \\ &) \\ & AND \\ & (\\ & [GVWR_FROM] IN \\ & (11,12) \\ & AND \\ & [GVWR_TO] IN (11,12) \\ &) \end{aligned} $	$ \begin{aligned} & (\\ & [VPICBODYCLASS] \\ & IN (11, 60, 119) \\ & OR \\ & [ICFINALBODY] IN \\ & (11, 60, 119) \\ &) \\ & AND \\ & (\\ & [GVWR_FROM] IN \\ & (11,12) \\ & AND \\ & [GVWR_TO] IN \\ & (11,12) \\ &) \end{aligned} $
Light Vans	<p>Vehicles with VPIC Body Class or Final Stage Body Class in the following list with a GVWR range in Class 1 or 2 (GVWR of 10K lbs or less):</p> <ul style="list-style-type: none"> • 2 (Minivan) • 9 (Van) • 95 (Cargo Van) • 111 (Step Van/Walk-in Van) • 128 (Ambulance) 	$ \begin{aligned} & (\\ & [VPICBODYCLASS] \\ & IN (2, 9, 95, 111) \\ & OR \\ & [ICFINALBODY] IN \\ & (2, 9, 95, 111) \\ &) \\ & AND \\ & (\\ & [GVWR_FROM] IN \\ & (11,12) \\ & AND \\ & [GVWR_TO] IN (11,12) \\ &) \end{aligned} $	$ \begin{aligned} & (\\ & [VPICBODYCLASS] \\ & IN (2, 9, 95, 111, 128) \\ & OR \\ & [ICFINALBODY] IN \\ & (2, 9, 95, 111, 128) \\ &) \\ & AND \\ & (\\ & [GVWR_FROM] IN \\ & (11,12) \\ & AND \\ & [GVWR_TO] IN \\ & (11,12) \\ &) \end{aligned} $

Classification	Description	2020	2021-Later
Large Trucks	<p>Vehicles with VPIC Body Class or Final Stage Body Class in the following list with a GVWR range of Class 3 or higher (GVWR greater than 10K lbs) :</p> <ul style="list-style-type: none"> • 7 (Sport Utility Vehicle/ Multi-Purpose Vehicle) • 8 (Crossover Utility Vehicle) • 9 (Van) • 11 (Truck) • 60 (Pickup) • 66 (Truck-Tractor) • 95 (Cargo Van) • 111 (Step Van/Walk-in Van) • 119 (Sport Utility Truck) • 128 (Ambulance) • 129 (Street Sweeper) • 130 (Fire Apparatus) 	<pre>([VPICBODYCLASS] IN (7, 8, 9, 11, 60, 66, 95, 111, 119) OR [ICFINALBODY] IN (7, 8, 9, 11, 60, 66, 95, 111, 119)) AND ([GVWR_FROM] IN (13,14,15,16,17,18) AND [GVWR_TO] IN (13,14,15,16,17,18,98,99))</pre>	<pre>([VPICBODYCLASS] IN (7, 8, 9, 11, 60, 66, 95, 111, 119, 128, 129, 130) OR [ICFINALBODY] IN (7, 8, 9, 11, 60, 66, 95, 111, 119, 128, 129, 130)) AND ([GVWR_FROM] IN (13,14,15,16,17,18) AND [GVWR_TO] IN (13,14,15,16,17,18,98,99))</pre>
Medium-Duty Trucks	<p>Vehicles with VPIC Body Class or Final Stage Body Class in the following list with a GVWR range in Classes 3 to 6 (GVWR between 10K and 26K lbs):</p> <ul style="list-style-type: none"> • 7 (Sport Utility Vehicle/ Multi-Purpose Vehicle) • 8 (Crossover Utility Vehicle) • 9 (Van) • 11 (Truck) • 60 (Pickup) • 66 (Truck-Tractor) • 95 (Cargo Van) • 111 (Step Van/Walk-in Van) • 119 (Sport Utility Truck) • 128 (Ambulance) • 129 (Street Sweeper) • 130 (Fire Apparatus) 	<pre>([VPICBODYCLASS] IN (7, 8, 9, 11, 60, 66, 95, 111, 119) OR [ICFINALBODY] IN (7, 8, 9, 11, 60, 66, 95, 111, 119)) AND ([GVWR_FROM] IN (13,14,15,16) AND [GVWR_TO] IN (13,14,15,16))</pre>	<pre>([VPICBODYCLASS] IN (7, 8, 9, 11, 60, 66, 95, 111, 119, 128, 129, 130) OR [ICFINALBODY] IN (7, 8, 9, 11, 60, 66, 95, 111, 119, 128, 129, 130)) AND ([GVWR_FROM] IN (13,14,15,16) AND [GVWR_TO] IN (13,14,15,16))</pre>

Classification	Description	2020	2021-Later
Heavy-Duty Trucks	<p>Vehicles with VPIC Body Class or Final Stage Body Class in the following list with a GVWR range in Class 7 or 8 (GVWR greater than 26K lbs):</p> <ul style="list-style-type: none"> • 7 (Sport Utility Vehicle/ Multi-Purpose Vehicle) • 8 (Crossover Utility Vehicle) • 9 (Van) • 11 (Truck) • 60 (Pickup) • 66 (Truck-Tractor) • 95 (Cargo Van) • 111 (Step Van/Walk-in Van) • 119 (Sport Utility Truck) • 128 (Ambulance) • 129 (Street Sweeper) • 130 (Fire Apparatus) 	([VPICBODYCLASS] IN (7, 8, 9, 11, 60, 66, 95, 111, 119) OR [ICFINALBODY] IN (7, 8, 9, 11, 60, 66, 95, 111, 119)) AND ([GVWR_FROM] IN (17,18) AND [GVWR_TO] IN (17,18))	([VPICBODYCLASS] IN (7, 8, 9, 11, 60, 66, 95, 111, 119, 128, 129, 130) OR [ICFINALBODY] IN (7, 8, 9, 11, 60, 66, 95, 111, 119, 128, 129, 130)) AND ([GVWR_FROM] IN (17,18) AND [GVWR_TO] IN (17,18))
Buses	<p>Vehicles with VPIC Body Class or Final Stage Body Class in the following list:</p> <ul style="list-style-type: none"> • 16 (Bus) • 68 (Streetcar/Trolley) • 73 (Bus - School Bus) 	[VPICBODYCLASS] IN (16, 68, 73) OR [ICFINALBODY] IN (16, 68, 73)	[VPICBODYCLASS] IN (16, 68, 73) OR [ICFINALBODY] IN (16, 68, 73)

Classification	Description	2020	2021-Later
Motorcycles	Vehicles with VPIC Body Class in the following list: <ul style="list-style-type: none">• 6 (Motorcycle – Standard)• 12 (Motorcycle – Scooter)• 80 (Motorcycle – Sport)• 81 (Motorcycle – Touring/Sport Touring)• 82 (Motorcycle – Cruiser)• 83 (Motorcycle – Trike)• 85 (Motorcycle – Dual Sport/ Adventure/Supermoto/ On/Off-Road)• 87 (Motorcycle – Small/ Minibike)• 90 (Motorcycle – Side Car)• 94 (Motorcycle – Custom)• 98 (Motorcycle – Street)• 100 (Motorcycle – Enclosed Three Wheeled/Enclosed Autocycle)• 103 (Motorcycle – Unenclosed Three Wheeled/Open Autocycle)• 104 (Motorcycle – Moped)• 109 (Motorcycle – Cross County)• 110 (Motorcycle – Underbone)• 114 (Motorcycle – Competition)• 125 (Motorcycle – Unknown Body Class)• 996 (Motorized Bicycle)	[VPICBODYCLASS] IN (6, 12, 80, 81, 82, 83, 85, 87, 90, 94, 98, 100, 103, 104, 109, 110, 114, 125, 996)	[VPICBODYCLASS] IN (6, 12, 80, 81, 82, 83, 85, 87, 90, 94, 98, 100, 103, 104, 109, 110, 114, 125, 996)

Classification	Description	2020	2021-Later
Off-Road Vehicles	Vehicles with VPIC Body Class in the following list: <ul style="list-style-type: none"> • 69 (Off-Road Vehicle – All Terrain Vehicle (ATV) [Motorcycle-style]) • 84 (Off-Road Vehicle – Dirt Bike/Off-Road) • 86 (Off-Road Vehicle – Enduro [off-road long distance racing]) • 88 (Off-Road Vehicle – Go Kart) • 97 (Off-Road Vehicle – Snowmobile) • 105 (Off-Road Vehicle – Recreational Off-Road Vehicle [ROV]) • 113 (Off-Road Vehicle – Motocross [off-road short distance, closed track racing]) • 124 (Off-Road Vehicle – Golf Cart) • 126 (Off-Road Vehicle – Farm Equipment) • 127 (Off-Road Vehicle – Construction Equipment) 	[VPICBODYCLASS] IN (69, 84, 86, 88, 97, 105, 113, 124, 126, 127)	[VPICBODYCLASS] IN (69, 84, 86, 88, 97, 105, 113, 124, 126, 127)
Low-Speed Vehicles	Vehicles with VPIC Body Class as 4 (Low-Speed Vehicle)	[VPICBODYCLASS]=4	[VPICBODYCLASS]=4
Other	Vehicles with VPIC Body Class or Final Stage Body Class in the following list: <ul style="list-style-type: none"> • 108 (Motorhome) • 117 (Limousine) • 129 (Street Sweeper) [since 2021] • 997 (Other, Specify) 	[VPICBODYCLASS] IN (108, 117) OR [ICFINALBODY] IN (108, 117, 997)	[VPICBODYCLASS] IN (108, 117, 129) OR [ICFINALBODY] IN (108, 117, 129 , 997)
Unknown	Vehicles not meeting the criteria specified above.		

⁽¹⁾ Final Stage Body Class is only applicable to vPIC Body Classes that belong to one of the incomplete vehicle classes. See [vPIC Body Class](#) for applicable incomplete body classes.

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Vehicle Classification by NCSA Data Elements

Classification	1975-1981	1982-1990	1991-Later
	(BODY_TYP)		
Passenger Cars	1-9	1-11, 67	1-11, 17 (since 2010)
Light Trucks & Vans ⁽⁴⁾	43, 50-52, or (60 and TOW_VEH=0)	12, 40, 41, 48-51, 53-56, 58, 59, 68, 69, or (79 and TOW_VEH in (0,9))	14-16, 19-22, 24 ^(1,6) , 25 ^(2,6) , 28-41 ⁽¹⁰⁾ , 45-49, or (79 and TOW_VEH in (0,9))
Large Trucks	53-59, or (60 and TOW_VEH=1)	70-72, 74-76, 78, or (79 and TOW_VEH in (1-5)) ⁽⁸⁾	60-64, 66, 67 ⁽⁵⁾ , 71, 72, 78, or (79 and TOW_VEH ⁽⁷⁾ in 1-4)
Motorcycles	15-18	20-29	80-89 ⁽⁹⁾
Buses	25-29	30-39	50-59 (55 van-based >10k lbs since 2011)
Other/Unknown Vehicles	35-42, 44, 45, 99	13, 14, 42, 52, 73, 77, 80, 81, 82, 83, 88, 89, 90, 99	12, 13, 23 ⁽⁶⁾ , 42, 65, 73, 90, 91, 92, 93, 94 ⁽³⁾ , 95 (since 2012), 96 (since 2017), 97, 99 Also, since 2004 (79 and TOW_VEH ⁽⁷⁾ =5 or 6) or 98 (since 2010)
Passenger Vehicles	1-9, 43, 50-52, or (60 and TOW_VEH=0)	1-12, 40, 41, 48-51, 53-56, 58, 59, 67-69, or (79 and TOW_VEH in (0,9))	1-11, 14-22, 24 ⁽¹⁾ , 25 ⁽²⁾ , 28-41, 45-49, or (79 and TOW_VEH in (0,9)), or 17 (since 2010)
Utility Vehicles (a.k.a. On/Off Road)	43	12, 56, 68	14-16, 19
Pickups	50	50, 51	30-39 ⁽¹⁰⁾
Vans	51	40, 41, 48, 49	20-22, 24 ^(1,6) , 25 ^(2,6) , 28, 29
Medium Trucks	53, 54, 56	70, 71, 75, 78	60-62, 64, 67 ⁽⁵⁾ , 71
Heavy Trucks	55, 57-59, or (60 and TOW_VEH=1)	72, 74, 76, or (79 and TOW_VEH in 1-5) ⁽⁸⁾	63, 66, 72, 78, or (79 and TOW_VEH ⁽⁷⁾ in 1-4)
Combination Trucks	(53-56, 60 and TOW_VEH=1) or 57-59	(70-72, 75, 76, 78, 79 and TOW_VEH in 1-5) ⁽⁸⁾ or 74	(60-64, 71, 72, 78, 79 and TOW_VEH ⁽⁷⁾ in 1-4) or 66
Single Unit Trucks	53-56, 60 and TOW_VEH =0	70-72, 75, 76, 78, 79 and TOW_VEH in (0, 9)	60-64, 67, 71, 72, 78, 79 and TOW_VEH in (0, 5, 6 ⁽⁷⁾ , 9)

⁽¹⁾ Body type code 24 (van-based school bus) was added in 1993. When solely defining School Buses be sure to include body type code 24.

⁽²⁾ Body type code 25 (van-based transit bus) was added in 1993. When solely defining Transit Buses be sure to include body type code 25.

⁽³⁾ Body type coded 94 (motorized wheelchair) was added in 1997 and deleted in 1998.

- (4) The term “Light Trucks and Vans” is frequently referred to as just “Light Trucks.”
- (5) Body type code 67 (medium/heavy pickup [Ford Super Duty 450/550]) was added in 2001. For the purposes of medium and heavy truck classifications, this body type will be considered a medium truck.
- (6) Van-based bus (24, 25) and van-based motor home (23) body type codes were deleted in 2003. These attributes were removed because a review of the FARS analyst coding revealed that they were rarely capturing them.
- (7) New code was added in 2004 for Vehicle Trailing (tow_veh) - 5 (vehicle towing another motor vehicle). In 2009 the attribute was split into two to distinguish between fixed and non-fixed linkages (5 and 6). This attribute is not a part of the selection criteria for Light, Large, Heavy, or Combination Truck classifications. Beginning with 2004 an unknown truck type (light/medium/heavy) that was towing another vehicle - (BODY_TYP=79 and TOW_VEH=5,6) - should be classified as Other/Unknown. This classification is subject to change.
- (8) From 1982 to 1990 Vehicle Trailing (TOW_VEH) attribute value 5 (yes, two or more trailing units) existed in 1982 only. Including “5” in the range from 1982 to 1990 does not affect the classification.
- (9) In 2017 new attributes were added to the motorcycle range: motor scooter (84); unenclosed three-wheel motorcycle/unenclosed autocycle (1 rear wheel) (85); enclosed three-wheel motorcycle/enclosed autocycle (1 rear wheel) (86); unknown three-wheel motorcycle type (87).
- (10) In 2017 attributes compact pickup (30) and standard pickup (31) were deleted and replaced with attribute light pickup (34). In 2018 attribute pickup with slide in camper (32) was deleted.

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Impact Area

FARS Description	Data Year and Code				Classification
	Initial/Principal Point of Impact		Areas of Impact – Initial/Most Damaged	Areas of Impact – Initial Contact Point*	
	1975-1993	1994-2009	2010-2011	2012-Later	
Non-Collision	0	0	0	0	Non-Collision
1 o'clock	1	1	1	1	Front
11 o'clock	11	11	11	11	
12 o'clock	12	12	12	12	
2 o'clock	2	2	2	2	Right Side/ Side
3 o'clock	3	3	3	3	
4 o'clock	4	4	4	4	
Right	-	81	81	81	
Right-Front Half/Side	-	82	82	82	Left Side/ Side
Right-Back Half/Side	-	83	83	83	
8 o'clock	8	8	8	8	
9 o'clock	9	9	9	9	
10 o'clock	10	10	10	10	Rear
Left	-	61	61	61	
Left-Front Half/Side	-	62	62	62	
Left-Back Half/Side	-	63	63	63	
5 o'clock	5	5	5	5	Other
6 o'clock	6	6	6	6	
7 o'clock	7	7	7	7	
Top	13	13	13	13	
Undercarriage	14	14	14	14	
Underride	15 (since 1980)	-	-	-	
Override	16 (since 1982)	-	-	-	
Special Condition: This vehicle set something in motion causing injury or damage (not a clock value)	-	18 (since 2004)	18	-	
Cargo/Vehicle Parts Set-in-Motion	-	-	-	18 (since 2013)	
Other Objects or Person Set-in-Motion	-	-	-	19 (since 2013)	

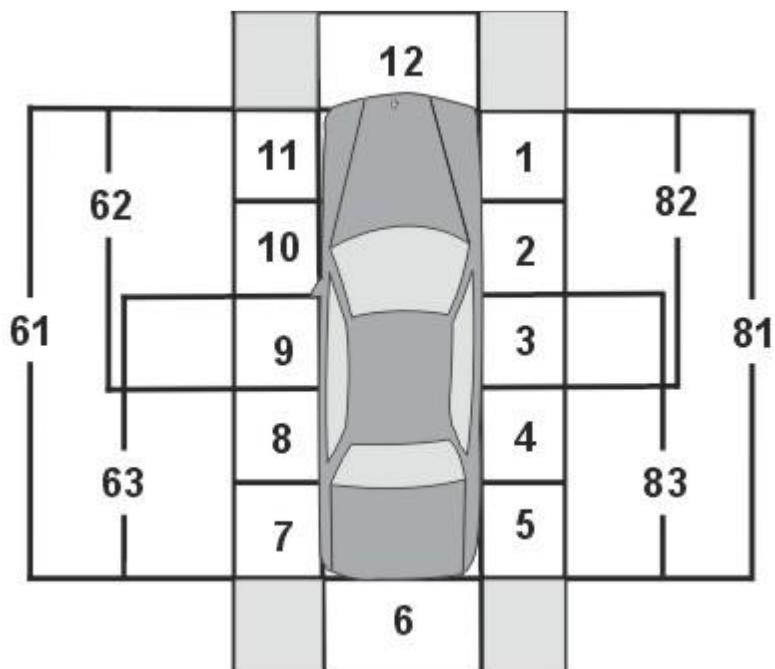
FARS Description	Data Year and Code				Classification	
	Initial/Principal Point of Impact		Areas of Impact – Initial/Most Damaged	Areas of Impact – Initial Contact Point*		
	1975-1993	1994-2009	2010-2011	2012-Later		
	Object Set in Motion, Unknown if Cargo/Vehicle Parts or Other	-	-	20 (since 2017)		
Not Reported	-	98	98	Unknown		
Unknown	99					

In 2010 “Initial Point of Impact” and “Principal Point of Impact” became “Area of Impact- Initial Damaged Area” and “Area of Impact- Most Damaged Area.”

*In 2012 “Area of Impact - Most Damaged Area” was discontinued and became “Area of Impact - Damaged Areas.” Principal Impact Point no longer exists. Use Area of Impact - Initial Contact Point for Initial Point of Impact.

2010-Later

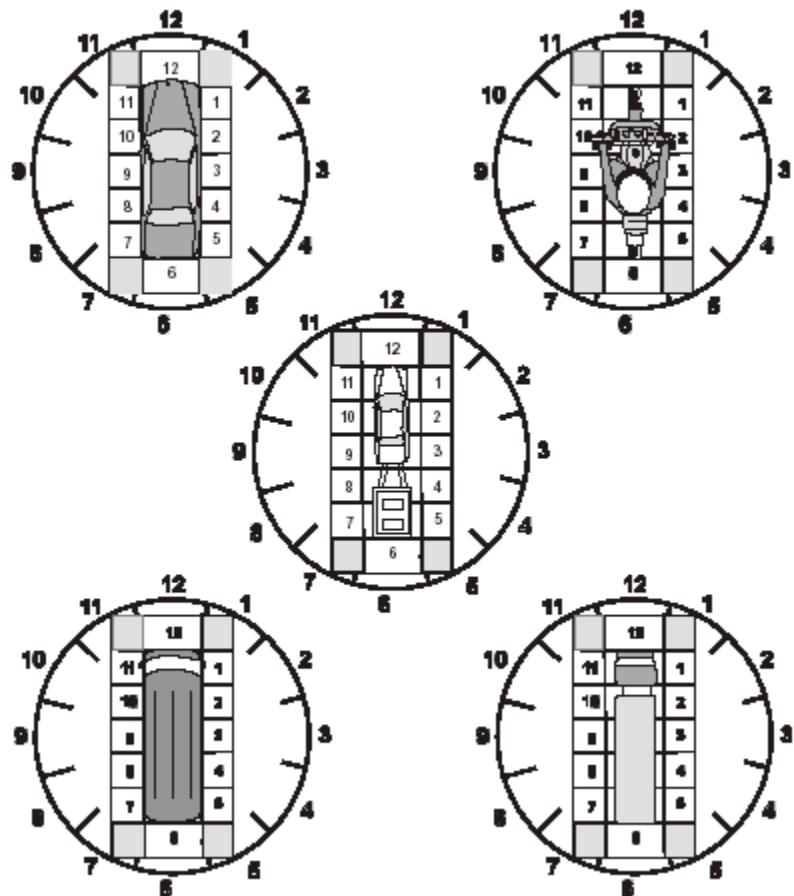
Area of Impact- Initial/Most Damaged (2010-2011) Initial Contact Point (2012-Later)



1975-2009

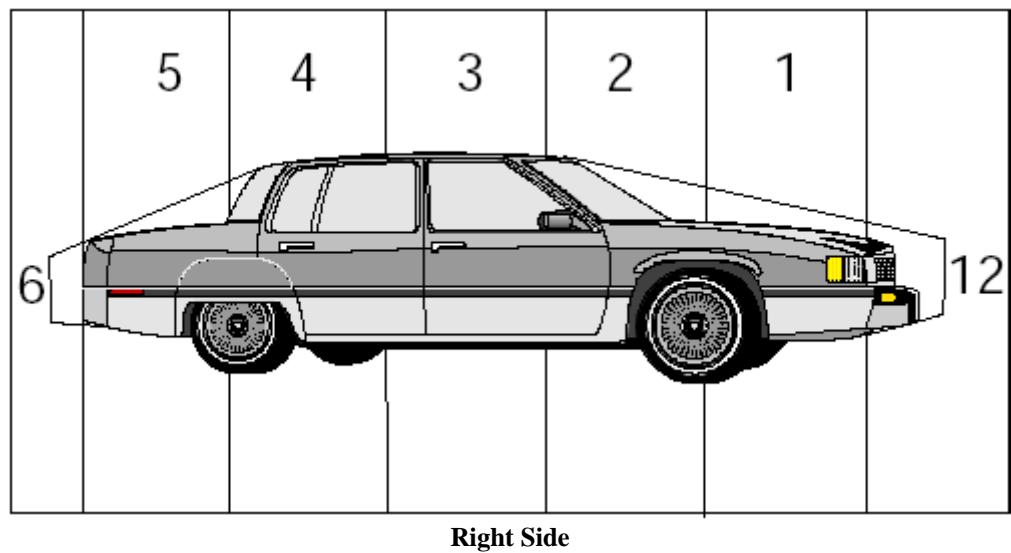
Initial Impact Point and Principal Impact Point

CLOCKPOINT DIAGRAM

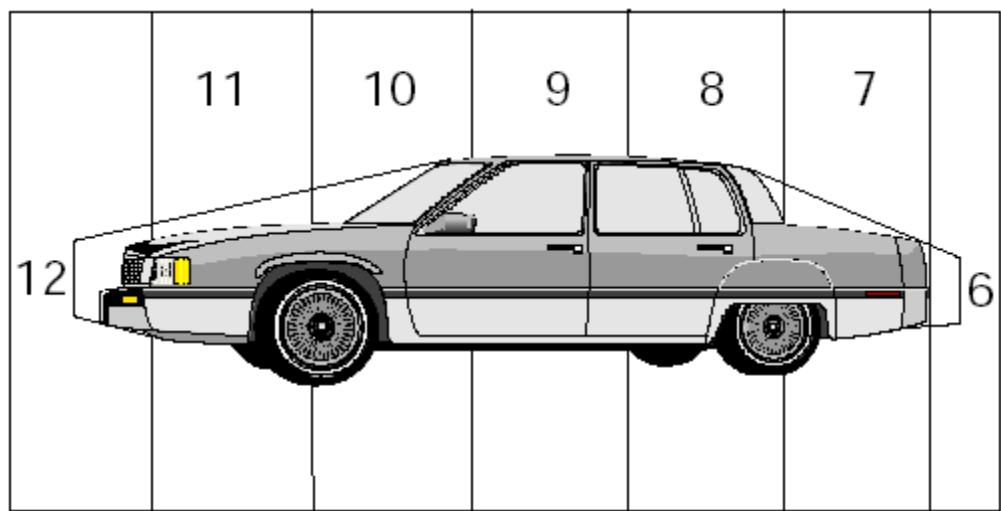


1975-Later

Impact Points



Right Side



Left Side

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Driver License Status/Type

NHTSA Driver License Status and Non-CDL Status						
Classification (L_STATUS)	Data Year and Code					
	1975- 1981	1982- 1986	1987- 1992	1993- 2003	2004- 2010	2011- Later
Valid	0, 3, 7	0, 2, 7-8	5-8	6-8	6	6
Invalid	1-2, 4-6	1, 3-6	0-4	0-4	0-4	0-4
Unknown	9	9	9	9	9	7, 9

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Driver License Type Compliance

NHTSA Driver License Type Compliance			
Classification	Data Year and Code		
	1982-1986 (L_CL_VEH)	1987-1992 (L_COMPL)	1993-Later (L_COMPL)
Valid	0, 2, 4	1, 3	1, 3
Invalid	1, 3, 5	0, 2	0, 2
Unknown	9	9	6 (since 2011), 7 (2010-2011), 8, 9

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Police Pursuits

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

Police Pursuits		
Classification	Data Year and Codes	
	1982-1993	1994-Later
Related Factors- Crash Level CF1, CF2, CF3		
Police Pursuit Involved	-	20
Related Factors- Driver Level DR_CF1, DR_CF2, DR_CF3 (1982-2009) DR_CF4 (1997-2009) DR_SF1, DR_SF2, DR_SF3, DR_SF4 (2010-Later)		
High Speed Chase with Police in Pursuit	37	-
Police Pursuing This Driver or Police Officer in Pursuit	-	37

FARS 1982-1993

If at least one driver in a crash has a “Related Factor-Driver Level” of High Speed Chase with Police in Pursuit (37) then that crash is considered a “police pursuit” crash and all fatalities in that crash are considered “fatalities in crashes involving police in pursuit.”

(DR_CF1=37) or (DR_CF2=37) or(DR_CF3=37)

Specific fatality types in a “police pursuit” crash can be identified as follows:

1. occupant of police vehicle - all occupants (PER_TYP IN (1,2,9)) of special use vehicle police (SPEC_USE=5)
2. occupant of chased vehicle - all occupants (PER_TYP IN (1,2,9)) of vehicle with a driver having a “driver related factor” of high speed chase with police in pursuit (DR_CF1=37 OR DR_CF2=37 OR DR_CF3=37)
3. occupant of other vehicle - all other occupants (PER_TYP IN (1,2,9)) - excludes occupant of police vehicle and chased vehicle
4. non-occupant - pedestrians, pedalcyclists, and other non-occupants (PER_TYP IN (3,4,5,6,7,8))

FARS 1994 And Later

If a crash has a “Related Factor- Accident Level” of Police Pursuit Involved (20) or a driver in the crash has a “Related Factor-Driver Level” of High Speed Chase with Police in Pursuit (37), then that crash is considered a “police pursuit crash” and all fatalities in that crash are considered “fatalities in crashes involving police in pursuit.”

*(CF1=20) or (CF2=20) or (CF3=20) or (DR_CF1=37) or (DR_CF2=37) or
(DR_CF3=37) (or (DR_CF4=37) since 1997)*

Note that data elements DR_CF1-DR_CF4 were renamed to DR_SF1-DR_SF4 in 2010.

Specific fatality types can be identified as follows:

1. Occupant of police vehicle – all occupants (PER_TYP IN (1,2,9)) of special use vehicle police (SPEC_USE=5)
2. Occupant of chased vehicle – all occupants (PER_TYP IN (1,2,9)) of vehicle with a driver having a driver related factor of high speed chase with police in pursuit (DR_CF1=37 or DR_CF2=37 or DR_CF3=37 [or (DR_CF4=37) since 1997]).
3. Occupant of other vehicle - all other occupants (PER_TYP IN (1,2,9)) – excludes occupant of police vehicle and chased vehicle
4. Non-occupant – pedestrians, pedalcyclists, and other non-occupants (PER_TYP IN (3,4,5,6,7,8,10,19))
5. Unknown - (PER_TYP=99), this code existed for 1 year – 1996

Speeding

A fatal crash is “speeding-related” if any of the following applies:

1. At least one driver involved in the crash had a speeding-related “Related Factor-Driver Level.” Note that in 2009 the “Related Factor-Driver Level” attributes associated with speeding-related were deleted and a new data element, “Speed Related,” was introduced to capture this information. The element name was changed in 2013 to “Speeding Related.”
2. At least one driver involved in the crash had a speeding-related “Violations Charged.”

Note: This definition was revised in 2002. The previous definition for “speeding” only looked at “Related Factor-Driver Level.” By expanding the definition to include “Violations Charged,” “speeding” fatal crashes and fatalities increase by less than one percent.

Fatal speeding-related crashes are not captured prior to 1982 using this scheme because “Violations Charged” did not identify speeding violations prior to 1982. This method only applies to 1982 through 2008 data.

NHTSA Speeding Convention	Data Year and Codes			
	1982-1996	1997	1998-2007	2008
1. Related Factor- Driver Level	DR_CF1, DR_CF2, DR_CF3, DR_CF4 (DR_CF4 added in 1997)			
Driving too fast for conditions or in excess of the posted maximum	44			
Driving too fast for conditions	-		43	
Driving in excess of posted maximum	-		44	
Racing	-		46	
2. Violations Charged	VIOL_CHG	VIOLCHG1, VIOLCHG2, VIOLCHG3 (starting in 2002)		
Speeding	2		-	
Alcohol or drugs and speeding	3		-	
Racing	-		21	
Speeding (above the speed limit)	-		22	
Speed greater than reasonable and prudent (not necessarily over the limit)	-		23	
Exceeding special speed limit (for trucks, buses, cycles, or on bridge, in school zone, etc.)	-		24	
Energy speed (exceeding 55 mph, non-pointable)	-		25	
Speed-related violations generally	-		29	

A “Speeding Related” data element was added to the Vehicle file in 2009. A crash is “speeding-related” if at least one driver involved in the crash was “Speeding Related” Yes. Only the “Speed Related” data element needs to be considered for 2009 and later data.

NHTSA Speeding Convention	Data Year and Codes	Classification
	2009-2012	
No	0	Not Speeding
Yes (includes the following): <ul style="list-style-type: none"> • Speed greater than reasonable or prudent (not necessarily over the limit) • Driving too fast for conditions • Speeding (above the speed limit) • Exceeding special limit (for trucks, buses, cycles, on bridge, at night, in school zone, etc.) • Racing 	1	Speeding
No Driver Present/Unknown if Driver Present	8 (2011-2012)	Not Speeding
Unknown	9	Unknown

The “Speeding Related” data element was expanded in 2013.

NHTSA Speeding Convention	Data Year and Codes	Classification
	2013-Later	
No	0	Not Speeding
Yes, Racing	2	Speeding
Yes, Exceeded Speed Limit	3	
Yes, Too Fast for Conditions	4	
Yes, Specifics Unknown	5	
Unknown/Reported as Unknown (since 2018)	9	Unknown

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Alcohol Test Result

Mapping Of BAC Values

In 2015 the Alcohol Test Results element changed from a two-digit field to a three-digit field. Prior to 2015 the third digit was truncated—not rounded. The following table shows the translation for the three-digit 2015 BAC values to the previously reported two-digit BAC values:

BAC	2014 Code	2015 Code	BAC	2014 Code	2015 Code	BAC	2014 Code	2015 Code
BAC .00	0	0-9	BAC .32	32	320-329	BAC .64	64	640-649
BAC .01	1	10-19	BAC .33	33	330-339	BAC .65	65	650-659
BAC .02	2	20-29	BAC .34	34	340-349	BAC .66	66	660-669
BAC .03	3	30-39	BAC .35	35	350-359	BAC .67	67	670-679
BAC .04	4	40-49	BAC .36	36	360-369	BAC .68	68	680-689
BAC .05	5	50-59	BAC .37	37	370-379	BAC .69	69	690-699
BAC .06	6	60-69	BAC .38	38	380-389	BAC .70	70	700-709
BAC .07	7	70-79	BAC .39	39	390-399	BAC .71	71	710-719
BAC .08	8	80-89	BAC .40	40	400-409	BAC .72	72	720-729
BAC .09	9	90-99	BAC .41	41	410-419	BAC .73	73	730-739
BAC .10	10	100-109	BAC .42	42	420-429	BAC .74	74	740-749
BAC .11	11	110-119	BAC .43	43	430-439	BAC .75	75	750-759
BAC .12	12	120-129	BAC .44	44	440-449	BAC .76	76	760-769
BAC .13	13	130-139	BAC .45	45	450-459	BAC .77	77	770-779
BAC .14	14	140-149	BAC .46	46	460-469	BAC .78	78	780-789
BAC .15	15	150-159	BAC .47	47	470-479	BAC .79	79	790-799
BAC .16	16	160-169	BAC .48	48	480-489	BAC .80	80	800-809
BAC .17	17	170-179	BAC .49	49	490-499	BAC .81	81	810-819
BAC .18	18	180-189	BAC .50	50	500-509	BAC .82	82	820-829
BAC .19	19	190-199	BAC .51	51	510-519	BAC .83	83	830-839
BAC .20	20	200-209	BAC .52	52	520-529	BAC .84	84	840-849
BAC .21	21	210-219	BAC .53	53	530-539	BAC .85	85	850-859
BAC .22	22	220-229	BAC .54	54	540-549	BAC .86	86	860-869
BAC .23	23	230-239	BAC .55	55	550-559	BAC .87	87	870-879
BAC .24	24	240-249	BAC .56	56	560-569	BAC .88	88	880-889
BAC .25	25	250-259	BAC .57	57	570-579	BAC .89	89	890-899
BAC .26	26	260-269	BAC .58	58	580-589	BAC .90	90	900-909
BAC .27	27	270-279	BAC .59	59	590-599	BAC .91	91	910-919
BAC .28	28	280-289	BAC .60	60	600-609	BAC .92	92	920-929
BAC .29	29	290-299	BAC .61	61	610-619	BAC .93	93	930-939
BAC .30	30	300-309	BAC .62	62	620-629	BAC .94+	94	940
BAC .31	31	310-319	BAC .63	63	630-639			

Alcohol Test Result (contd.)	2014 code	2015 code
Not Reported	95	995
Test Not Given	96	996
AC Test Performed, Results Unknown	97	997
Positive Reading With No Actual Value	98	998
Unknown if Tested	99	999

FARS Description	Data Year and Code					Classification		
	1975-1990	1991-2008	2009	2010-2014	2015-Later			
	(TEST_RES)	(ALC_RES)						
.00 – Actual Value	0	0	0	0	0-9	No Alcohol	Tested With Known Results	
.01-.93 – Actual Value	1-93	1-93	1-93	1-93	10-939	Positive BAC		
.94 or Greater	94	94	94	94	940			
Preliminary Breath Test (PBT) Positive Reading With No Actual Value	-	98 (new in 2004)	-	-	-			
Positive Reading with No Actual Value	-	-	98	98	998			
Test Refused	95	-	-	-	-	Not Tested	Unknown BAC	
None Given	96	96	96	96	996			
AC Test Performed, Results Unknown	97	97	97	97	997	Tested, With Unknown Results		
Unknown if Tested/ Not Reported	99	99	99	99	999	Unknown if Tested		
Not Reported	-	-	-	95	995			

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Ejection

NHTSA Ejection		
Classification (EJECTION)	Data Year and Data element	
	1975-2006	2007-Later
Not Ejected	0	0, 8
Ejected	1, 2	1, 2, 3
Unknown	9	9, 7 (since in 2010)

[Return](#)

Person Type

FARS Description (PER_TYP)	Data Year and Code						Classification
	1975- 1981	1982- 1993	1994- 2004	2005- 2006	2007- 2019	2020- Later	
<i>Occupants</i>							
Driver of a motor vehicle in-transport	1	1	1	1	1	1	Driver
Passenger of a motor vehicle in-transport	2	2	2	2	2	2	Passenger
Unknown occupant type of a motor vehicle in-transport ⁽¹⁾	9	9	9	9	9	9	
<i>Non-occupants</i>							
Occupant of a motor vehicle not in-transport ⁽²⁾	-	3	3	3	3	3	Other non-occupant
Occupant of a non-motor vehicle transport device ⁽³⁾	5	4	4	4	4	4	
Pedestrian	3	5	5	5	5	5	Pedestrian
Bicyclist	4	6	6	6	6	6	Pedalcyclist
Other cyclist		7	7	7	7	7	
Other or unknown non-occupant	8	8	-	-	-	-	Other/unknown non-occupant
Other pedestrian ⁽⁴⁾	-	-	8	-	-	-	Other non-occupant
Other persons on personal conveyances/in buildings ⁽⁵⁾	-	-	-	8	-	-	
Persons on personal conveyances ⁽⁶⁾	-	-	-	-	8	-	
Persons in/on buildings ⁽⁶⁾	-	-	-	-	10	10	
Person on motorized personal conveyance	-	-	-	-	-	11	
Person on non-motorized personal conveyance	-	-	-	-	-	12	
Person on personal conveyance, unknown if motorized or non-motorized	-	-	-	-	-	13	
Unknown type of non-occupant	-	-	19	19	19	19	Unknown non-occupant type
<i>Unknown</i>							
Unknown person type ⁽⁷⁾	-	-	99	-	-	-	Unknown person type
Not Reported ⁽⁸⁾	-	-	-	-	88 (2010)	-	

Note: The early data has been modified to fit this format. For example, from 1975 to 1977 there was a value for fatal crashes involving a non-motorist in an animal-drawn vehicle. This data has been reclassified into one of the values below.

- (1) Customarily, “Unknown Occupant” is placed in the “Passenger” category, unless they need to be distinguished from “Passengers.”
- (2) “Occupant of motor vehicle not in-transport” refers to occupants of parked motor vehicles (any motor vehicle stopped off the roadway). In 2005 this definition was expanded to include parked/stopped off roadway/working motor vehicles and occupants of motor vehicles in motion outside the trafficway boundaries. Prior to 2005 occupants of working motor vehicles (working highway maintenance vehicles, cherry pickers, etc.) were coded “08.” At that time, code “08” was labeled “Other Pedestrians.”
- (3) “Occupant of non-motor vehicle transport device” refers to people riding in an animal-drawn conveyance, on an animal, or injured occupants of railway trains, etc.
- (4) The code for “other pedestrians (08)” was created in FARS in 1994. This code was the result of further detailing the previous coding of “other or unknown non-occupant (8)” as 1) other pedestrians and 2) unknown non-occupant. Since it is not possible to differentiate “other pedestrians” from “unknown non-occupants” prior to 1994 we have kept them in the “other non-occupant” category for consistency across data years. “Other pedestrians” is used for occupant of a transport device used as equipment (working highway maintenance trucks, cherry pickers, etc.), pedestrians using conveyances, and people in buildings. Examples of pedestrian conveyances are skateboard riders, people in wheelchairs, people on roller skates, and sled riders.
- (5) Prior to 2005 code “08” was labeled “Other Pedestrians” and also included occupants of motor vehicles used as equipment (working highway maintenance vehicles, cherry pickers, etc.). For occupants of working motor vehicles, see code “3.”
- (6) Prior to 2007 code “08” included people in buildings. For people in buildings, see code “10 – Persons in/on Buildings.”
- (7) “Unknown person type” existed in data years 1995 and 1996 only. It was found that this attribute did not add any value to the data element.
- (8) Not reported was introduced in 2010 although none appeared on the file in 2010. This attribute was deleted in 2011.

[Return](#)

Restraint Use

The restraint use classification should be used for all vehicle occupants, except for motorcyclists. However, most restraint use analysis focuses on child safety seat use or belt use for passenger vehicle occupants. Be sure to include the appropriate vehicle body type occupied in your selection criteria—see the section on [Vehicle Body Type Classification](#).

FARS Description	Data Year and Code								Classification
	1975-1990	1991-1993	1994-2007	2008-2009	2010-2012	2013-2016	2017-2018	2019-Later	
	(MAN_REST)	(REST_USE)							
None Used (vehicle occupant) or Not Applicable (non-occupant)	0	0	0	0	-	-	-	-	Not Used
Not Applicable – no restraint avail. in seat position of occ. (ex. sleeper cab or exterior)	-	-	-	-	0	0	-	-	
None Used – vehicle occupant	-	-	-	-	7	7	-	-	
None Used/ Not Applicable	-	-	-	-	-	-	20	20	
Bicycle Helmet	-	-	6	6	-	-	-	-	
Motorcycle Helmet	5	5	5	5	-	-	-	-	
DOT-Compliant Motorcycle Helmet	-	-	-	-	5	5	5	-	
Other Helmet	-	-	-	-	16	-	-	-	
Helmet, Other than DOT-Compliant Motorcycle Helmet	-	-	-	-	-	16	16	-	
Helmets Used Improperly	-	-	15	15	-	-	-	-	
No Helmet	-	-	-	-	17	17	17	-	
Helmet, Unknown if DOT-Compliant Motorcycle Helmet	-	-	-	-	-	19	19	-	
Shoulder Belt Used	1	1	1	1	1	1	1	1	Used
Lap Belt Used	2	2	2	2	2	2	2	2	
Lap and Shoulder Belt Used	3	3	3	3	3	3	3	3	
Child Safety Seat	4	4	4	-	-	-	-	-	
Child Safety/ Booster Seat – Type Unknown/ Not Reported	-	-	-	4	-	-	-	-	
Child Restraint Type Unknown	-	-	-	-	4	4	4	4	
Racing-Style Harness Used	-	-	-	-	-	-	-	6	

FARS Description	Data Year and Code								Classification
	1975-1990	1991-1993	1994-2007	2008-2009	2010-2012	2013-2016	2017-2018	2019-Later	
	(MAN_REST)	(REST_USE)							
Restraint Used - Type Unknown (or Other Including Other Helmet, 1991-1993)	8	8	8	8	8	8	8	8	Used (continued)
Child Safety Seat – Forward Facing	-	-	-	10	10	10	10	10	
Child Safety Seat – Rear Facing	-	-	-	11	11	11	11	11	
Booster Seat (with Lap/Shoulder Belt Used Properly)	-	-	-	12	12	12	12	12	
Safety Belt Used Improperly	-	-	13	13	-	-	-	-	
Child Safety Seat/Booster Seat Used Improperly	-	-	14	14	-	-	-	-	
Other	-	-	-	-	97	97	97	97	
Unknown if Used/Reported as Unknown (since 2018)	9	9	99	99	99	99	99	99	Unknown
Unknown if Helmet Worn						29	29	-	
Not Reported					98	98	98	98	

**Improperly used* helmets are classified as “Not Used.” In 2010 the Restraint/Helmet Mis-Use (REST_MIS) data element was introduced and “*Improperly Used*” attributes were removed from the Restraint Use (REST_USE) data element.

Historically, *child safety seat used improperly* was classified as ”Not Used” in FARS. In June 2003 this attribute was re-classified as USED. All other *improperly used* restraint systems were placed in categories as appropriate.

The majority of restraint usage analysis focuses on 1) child safety seat or belt use for passenger vehicle occupants, or 2) helmet use for motorcyclists. Be sure to include the appropriate body types in your selection criteria - see the section on [Vehicle Body Type Classification](#).

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Helmet Use

The helmet use classification should be used for motorcyclists only. Be sure to include the appropriate vehicle body type occupied in your selection criteria - see the section on [Vehicle Body Type Classification](#).

FARS Description	Data Year and Code								Classification
	1975-1990	1991-1993	1994-2007	2008-2009	2010-2012	2013-2016	2017-2018	2019-Later	
	(MAN_REST)	(REST_USE)						(HELM_USE)	
None Used (vehicle occupant) or Not Applicable (non-occupant)	0	0	0	0	-	-	-	-	Not Helmeted
Not Applicable – no restraint avail. in seat position of occ. (ex. sleeper cab or exterior)	-	-	-	-	0	0	-	-	
None Used – vehicle occupant	-	-	-	-	7	7	-	-	
None Used/ Not Applicable	-	-	-	-	-	-	20	20	
Shoulder Belt	1	1	1	1	1	1	1	-	
Lap Belt	2	2	2	2	2	2	2	-	
Lap and Shoulder Belt	3	3	3	3	3	3	3	-	
Child Safety Seat	4	4	4	-	-	-	-	-	
Child Safety/ Booster Seat – Type Unknown/ Not Reported	-	-	-	4	4	4	4	-	
Bicycle Helmet	-	-	6	6	-	-	-	-	
Child Safety Seat – Forward Facing	-	-	-	10	10	10	10	-	
Child Safety Seat – Rear Facing	-	-	-	11	11	11	11	-	
Booster Seat (with Lap/Shoulder Belt Used Properly)	-	-	-	12	12	12	12	-	
Safety Belt Used Improperly			13	13	-	-	-	-	
Child Safety Seat/Booster Seat Used Improperly			14	14	-	-	-	-	
Helmets Used Improperly	-	-	15	15	(5, 16) and *REST _MIS =1	(5, 16, 19) and *REST _MIS =1	(5, 16, 19) and *REST _MIS =1	(5, 16, 19) and *HEL M _MIS =1	
No Helmet	-	-	-	-	17	17	17	17	

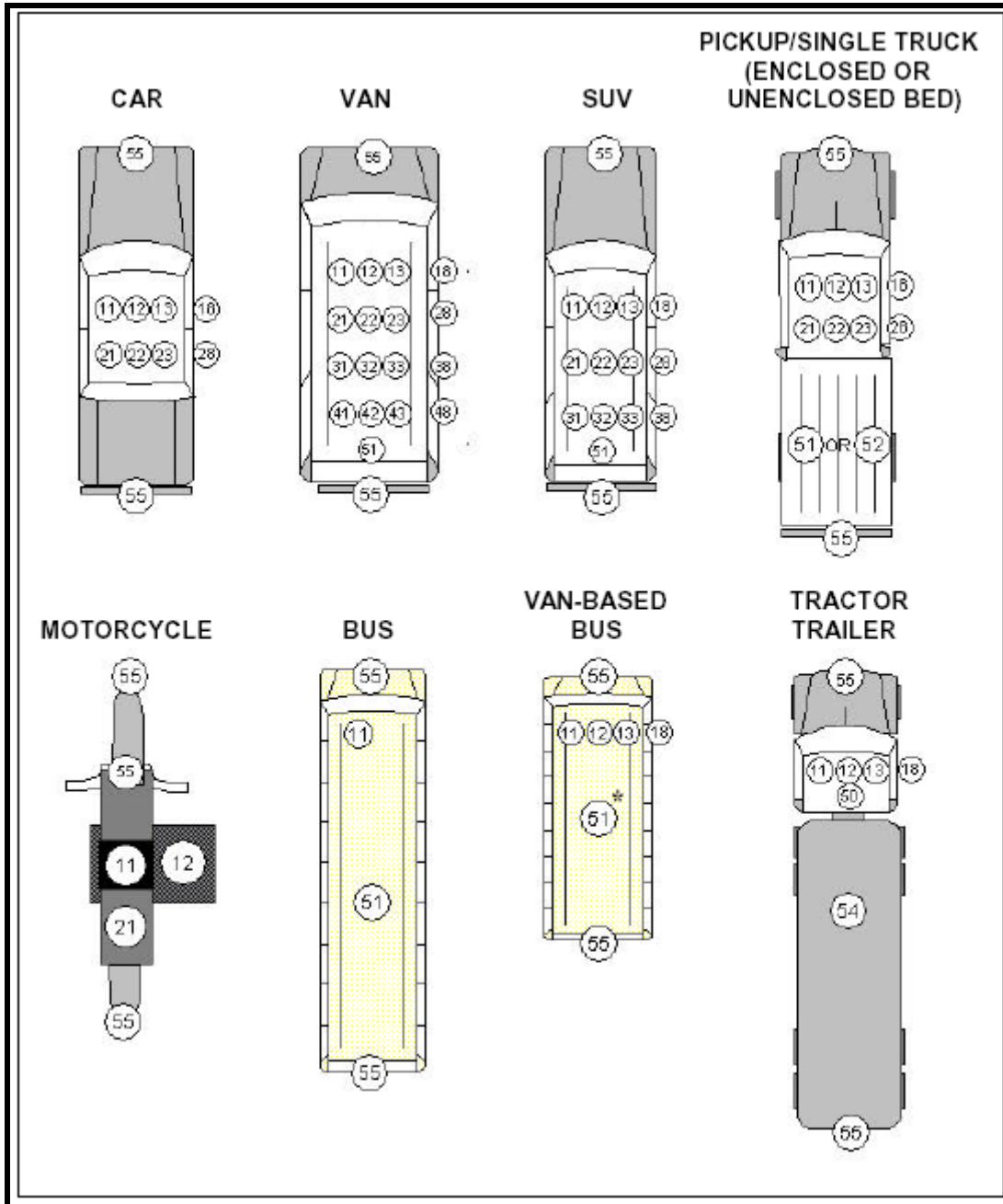
FARS Description	Data Year and Code								Classification
	1975-1990	1991-1993	1994-2007	2008-2009	2010-2012	2013-2016	2017-2018	2019-Later	
	(MAN_REST)	(REST_USE)						(HELM_USE)	
Restraint Used - Type Unknown or Other Including Other Helmet, Used Improperly	-	-	-	-	(8, 97) and *REST _MIS =1	(8, 97) and *REST _MIS =1	(8, 97) and *REST _MIS =1	-	
Motorcycle Helmet	5	5	5	5	-	-	-	-	
DOT-Compliant Motorcycle Helmet	-	-	-	-	5 and *REST _MIS =0	5 and *REST _MIS =0	5 and *REST _MIS =0	5 and HELM _MIS =0	Helmeted
Other/Unknown Helmet	-	-	-	-	16 and *REST _MIS =0	(16, 19) and *REST _MIS =0	(16, 19) and *REST _MIS =0	(16, 19) and HELM _MIS =0	
Restraint Used - Type Unknown or Other Including Other Helmet	8	8	8	8	(8, 97) and *REST _MIS =0	(8, 97) and *REST _MIS =0	(8, 97) and *REST _MIS =0	-	
Unknown if Used/ Reported as Unknown (since 2018)	9	9	99	99	99	99	99	99	Unknown
Unknown if Helmet Worn	-	-	-	-	-	29	29	-	
Not Reported	-	-	-	-	98	98	98	98	

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Seating Position

Starting in 2003 Person Level Forms are submitted for uninjured occupants of van-based buses.

1982-Later



* For van-based buses, use the actual seating position if known, or use data element 51 for the second, third, and fourth rows, if actual seating position is not known.

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Appendix D

Auxiliary Data Files

A set of auxiliary files has been created since 1982. These files contain elements derived from the FARS datasets to make it easier to extract certain data classifications and topical areas, such as commonly used age groups, speeding involved crashes, and distraction involved crashes. There is an Accident (acc_aux), Vehicle (veh_aux), and Person (per_aux) level auxiliary file for each year of data. Refer to the FARS Auxiliary Analytical User's Manual for the derived elements and associated attributes. The manual can be found at [NCSA Publications-FARS/CRSS Manuals and Documentation](#). A listing of data elements in each file follows:

Accident Data File (acc_aux)

Variable	Description
A_CRAINJ	Crash Injury Type
A_CT	Crash Type
A_D15_19	Crashes Involving a Young Driver (Age 15-19)
A_D15_20	Crashes Involving a Young Driver (Age 15-20)
A_D16_19	Crashes Involving a Young Driver (Age 16-19)
A_D16_20	Crashes Involving a Young Driver (Age 16-20)
A_D16_24	Crashes Involving a Young Driver (Age 16-24)
A_D21_24	Crashes Involving a Young Driver (Age 21-24)
A_D65PLS	Crashes Involving an Older Driver (Age 65+)
A_DIST	Involving a Distracted Driver
A_DOW	Day of Week
A_DROWSY	Involving a Drowsy Driver
A_HR	Involving a Hit-and-Run
A_INTER	Interstate
A_INTSEC	Intersection
A_JUNC	Junction
A_LT	Involving a Large Truck
A_MANCOL	Manner of Collision
A_MC	Involving a Motorcycle
A_PED	Involving a Pedestrian
A_PEDAL	Involving a Pedalcyclist
A_POLPUR	Involving a Police Pursuit
A_POSBAC	Involving a Driver With a Positive BAC Test Result
A_RD	Involving a Roadway Departure (FHWA definition)
A_REGION	NHTSA Region
A_RELRD	Relationship to the Trafficway
A_ROADFC	Roadway Function Class
A_ROLL	Involving a Rollover
A_RU	Land Use (Rural/Urban)
A_SPCRA	Involving Speeding
A_TOD	Time of Day
BIA	Tribal Lands Based on Geographic Location and Spatial Data
SPJ_INDIAN	Special Jurisdiction Indian Reservation
INDIAN_RES	Indian Reservation Based on Special Jurisdiction and Geographic Location Data

Vehicle Data File (veh_aux)

Variable	Description
A_BODY	Vehicle Type
A_CDL_S	CDL Status
A_DRDIS	Distracted Driver
A_DRDRO	Drowsy Driver
A_IMP1	Initial Impact Point
A_IMP2	Principal Impact Point
A_LIC_C	License Compliance
A_LIC_S	License Status
A_MC_L_S	Motorcycle License Status
A_SBUS	School Bus
A_SPVEH	Speeding Vehicle
A_VROLL	Rollover

Person Data File (per_aux)

Variable	Description
A AGE1	Age Group 1
A AGE2	Age Group 2
A AGE3	Age Group 3
A AGE4	Age Group 4
A AGE5	Age Group 5
A AGE6	Age Group 6
A AGE7	Age Group 7
A AGE8	Age Group 8
A AGE9	Age Group 9
A HELMUSE*	Helmet Use (use for motorcyclists only)
A ALCTES	Alcohol Testing
A EJECT	Ejection
A HISP	Hispanic Origin
A HRACE	Race and Hispanic Origin – Using OMB Guideline
A LOC	Non-Motorist Location
A PERINJ	Injury Type
A PTYPER	Person Type
A RCAT	Race – Using OMB Guidelines
A RESTUSE*	Restraint Use (use for all vehicle occupants except motorcyclists)

*Note: Restraint use element A_REST was deleted and replaced with two new elements in 2017: 1) A_RESTUSE, and 2) A_HELMUSE. A_RESTUSE focuses on belts and child seats and should be used when doing restraint use analysis on motor vehicle occupants except for motorcyclists. A_HELMUSE focuses on motorcycle helmet use and should be used when doing helmet use analysis for motorcyclists. When using these variables, be sure to include the appropriate body types in your selection criteria as well (see Vehicle Body Type Classification). For the specific type of restraint system used—child seat, lap belt, shoulder belt, DOT-compliant motorcycle helmet, etc.—refer to the Restraint System Use (REST_USE) and Helmet Use (HELM_USE) in the Person data file.

Appendix E

Imputed Alcohol Data Files

Three data files are provided for addressing the problem of missing blood alcohol test results in FARS from 1982 onward. A multiple imputation methodology is employed to generate specific values of BAC in these files. Imputing 10 values of BAC for each missing value permits the estimation of valid statistics such as variances, measures of central tendency, confidence intervals, and standard deviations.

For details on the methodologies used to impute the BAC data, see:

Subramanian, R. (2002, October). *Transitioning to multiple imputation—A new method to estimate missing blood alcohol concentration (BAC) values in FARS* (Report No. DOT HS 809 403). National Highway Traffic Safety Administration.
<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/809403>

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The three imputed alcohol data files are:

- **Miper** – This data file contains person level alcohol data. There is a record for each driver and non-occupant in the FARS Person data file. The data file contains the following variables:

ST_CASE: State Case Number

VEH_NO: Vehicle Number

PER_NO: Person Number

P1-P10 : 10 Imputed Person-BAC values

The 10 values are actual values of BAC that can have values in the BAC range (0 - 0.94).

- **Midrvacc** – This data file contains crash level alcohol data derived from driver records in the Miper file. There is a record for each crash in the FARS Accident file that had a driver coded. The 10 imputed BAC values are based on the highest BACs amongst all drivers involved in the crash. The data file contains the following variables:

ST_CASE: State Case Number

A1-A10: 10 Imputed Crash-BAC values

The 10 values are actual values of BAC that can have values in the BAC range (0 - 0.94).

- **Miacc** – This data file contains crash level alcohol data derived from driver and non-occupant records in the Miper file. There is a record for each crash in the FARS Accident file. The 10 imputed BAC values are based on the highest BACs amongst all drivers and non-occupants involved in the crash. The data file contains the following variables:

ST_CASE: State Case Number

A1-A10: 10 Imputed Crash-BAC values

The 10 values are actual values of BAC that can have values in the BAC range (0 - 0.94).

Appendix F

Changes in FARS Data Elements by SAS Data File and Year

The tables below show each year a change was made to a data element. Elements are shown within the data set in which they can be found. Elements that appear in more than one data set are shown within the primary data set to which they belong. For example, MOD_YEAR is a Vehicle level element (Vehicle Model Year) but it is also provided in the Person data file as a courtesy. Therefore, changes to this data element will only be found in the Vehicle table below.

This is a note for how to read the tables below:

The first row in which the letter “A” appears is the first year that data element was coded. If the letter “A” appears through the column there have been no significant changes in the way in which the data element has been coded. If the letter “B” appears in a column, there has been a change in the way the data element has been coded. This could be a change to the structure of the element or the addition/deletion of an attribute. Modifications to an attribute’s label for clarity are not included. The first row which contains the letter “B” indicates the year the first change was made. The letter “C” indicates the year the second change was made, and so on.

Accident Data File

Year	ALIGNMNT	ARR_HOUR	ARR_MIN	C_M_ZONE	CF1, CF2, CF3	CITY	CL_TWAY	COUNTY	DAY	DAY_WEE K	DRUNK_DR	FATALS	FED_ID	FUNC_SYS
1975	A	A	A	-	A	A	A	A	A	A	A	A	-	-
1976	A	A	A	-	A	A	A	A	A	A	A	A	-	-
1977	A	A	A	-	A	A	A	A	A	A	A	A	-	-
1978	A	A	A	-	A	A	A	A	A	A	A	A	-	-
1979	A	A	A	-	B	A	A	A	A	A	A	A	-	-
1980	A	A	A	A	B	A	A	A	A	A	A	A	-	-
1981	A	A	A	A	B	A	-	A	A	A	A	A	-	-
1982	A	A	A	B	C	A	B	A	A	A	A	A	A	-
1983	A	A	A	B	D	A	B	A	A	A	A	A	A	-
1984	A	A	A	B	D	A	B	A	A	A	A	A	A	-
1985	A	A	A	B	D	A	B	A	A	A	A	A	A	-
1986	A	A	A	B	D	A	B	A	A	A	A	A	A	-
1987	A	A	A	B	D	A	-	A	A	A	A	A	B	-
1988	A	A	A	B	E	A	-	A	A	A	A	A	B	-
1989	A	A	A	B	F	A	-	A	A	A	A	A	B	-
1990	A	A	A	B	F	A	-	A	A	A	A	A	B	-
1991	A	A	A	B	F	A	-	A	A	A	A	A	B	-
1992	A	A	A	B	F	A	-	A	A	A	A	A	B	-
1993	A	A	A	B	F	A	-	A	A	A	A	A	B	-
1994	A	A	A	B	G	A	-	A	A	A	A	A	-	-
1995	A	A	A	B	H	A	-	A	A	A	A	A	-	-
1996	A	A	A	B	H	A	-	A	A	A	A	A	-	-
1997	A	A	A	B	H	A	-	A	A	A	A	A	-	-
1998	A	A	A	B	H	A	-	A	A	A	A	A	-	-
1999	A	B	B	B	I	A	-	A	A	A	A	A	-	-
2000	A	B	B	B	I	A	-	A	A	A	A	A	-	-
2001	A	B	B	B	I	A	-	A	A	A	A	A	-	-
2002	A	B	B	B	J	A	-	A	A	A	A	A	-	-
2003	A	B	B	B	J	A	-	A	A	A	A	A	-	-
2004	A	B	B	B	J	A	-	A	A	A	A	A	-	-
2005	A	B	B	B	K	A	-	A	A	A	A	A	-	-
2006	A	B	B	B	L	A	-	A	A	A	A	A	-	-
2007	A	B	B	B	L	A	-	A	A	A	A	A	-	-
2008	A	B	B	B	M	A	-	A	A	A	A	A	-	-
2009	A	C	C	-	M	A	-	A	A	A	A	A	-	-
2010	-	C	C	-	M	B	-	B	B	B	A	A	-	-
2011	-	C	C	-	M	B	-	B	B	B	A	A	-	-
2012	-	C	C	-	N	B	-	B	B	B	A	A	-	-
2013	-	C	C	-	O	B	-	B	B	B	A	A	-	-
2014	-	C	C	-	O	B	-	B	B	B	A	A	-	-
2015	-	C	C	-	O	B	-	B	B	B	A	A	-	A
2016	-	C	C	-	O	B	-	B	B	B	A	A	-	A
2017	-	C	C	-	O	B	-	B	B	B	A	A	-	A
2018	-	C	C	-	P	B	-	B	B	B	A	A	-	A
2019	-	C	C	-	Q	B	-	B	B	B	A	A	-	A
2020	-	C	C	-	-	B	-	B	B	B	A	A	-	A
2021	-	C	C	-	-	B	-	B	B	B	A	A	-	A

Accident Data File (continued)

Year	HARM_EV	HIT_RUN	HOSP_HR	HOSP_MN	HOUR	LAND_USE	LATITUD_E	LGT_COND	LONGITUD	MAN_COL_L	MILEPT	MINUTE	MONTH	NHS	NO_LANES
1975	A	A	-	-	A	A	-	A	-	A	-	A	A	-	A
1976	A	A	-	-	A	A	-	A	-	A	-	A	A	-	A
1977	A	B	-	-	A	A	-	A	-	A	-	A	A	-	A
1978	A	B	-	-	A	A	-	A	-	B	-	A	A	-	A
1979	B	B	-	-	A	A	-	A	-	B	-	A	A	-	A
1980	B	B	-	-	A	A	-	B	-	B	-	A	A	-	B
1981	B	B	-	-	A	A	-	B	-	B	-	A	A	-	B
1982	C	C	-	-	A	A	-	B	-	B	A	A	A	-	B
1983	C	C	-	-	A	A	-	B	-	B	A	A	A	-	B
1984	C	C	-	-	A	A	-	B	-	B	A	A	A	-	B
1985	C	C	-	-	A	A	-	B	-	B	A	A	A	-	B
1986	C	C	-	-	A	A	-	B	-	B	A	A	A	-	B
1987	C	C	A	A	A	-	-	B	-	B	A	A	A	-	B
1988	C	C	A	A	A	-	-	B	-	B	A	A	A	-	B
1989	C	C	A	A	A	-	-	B	-	B	A	A	A	-	B
1990	C	C	A	A	A	-	-	B	-	B	A	A	A	-	B
1991	C	C	A	A	A	-	-	B	-	B	A	A	A	-	B
1992	C	C	A	A	A	-	-	B	-	B	A	A	A	-	B
1993	D	C	A	A	A	-	-	B	-	B	A	A	A	-	B
1994	E	C	A	A	A	-	-	B	-	B	A	A	A	A	B
1995	E	C	A	A	A	-	-	B	-	B	A	A	A	A	B
1996	E	C	A	A	A	-	-	B	-	B	A	A	A	A	B
1997	F	C	A	A	A	-	-	B	-	B	A	A	A	A	B
1998	F	C	A	A	A	-	-	B	-	B	A	A	A	A	B
1999	F	C	B	B	A	-	A	B	A	B	A	A	A	A	B
2000	F	C	B	B	A	-	A	B	A	B	A	A	A	A	B
2001	F	C	B	B	A	-	A	B	A	B	A	A	A	A	B
2002	F	D	B	B	A	-	A	B	A	C	A	A	A	A	B
2003	F	E	B	B	A	-	A	B	A	C	A	A	A	A	B
2004	G	F	B	B	A	-	A	B	A	C	A	A	A	A	B
2005	H	G	B	B	A	-	A	B	A	D	A	A	A	A	B
2006	H	G	B	B	A	-	A	B	A	D	A	A	A	A	B
2007	H	H	B	B	A	-	A	B	A	D	A	A	A	A	B
2008	I	H	B	B	A	-	A	B	A	D	A	A	A	A	B
2009	I	-	C	C	B	-	A	C	A	D	A	B	B	A	B
2010	J	-	C	C	C	-	B	D	B	E	B	C	B	A	-
2011	K	-	C	C	C	-	B	D	B	E	B	C	B	A	-
2012	L	-	C	C	C	-	B	D	B	E	B	C	B	A	-
2013	M	-	C	C	C	-	B	D	B	E	B	C	B	A	-
2014	M	-	C	C	C	-	B	D	B	E	B	C	B	A	-
2015	M	-	C	C	C	-	B	D	B	E	B	C	B	A	-
2016	N	-	C	C	C	-	B	D	B	E	B	C	B	A	-
2017	O	-	C	C	C	-	B	D	B	E	B	C	B	A	-
2018	P	-	C	C	C	-	C	E	C	E	B	C	B	A	-
2019	P	-	C	C	C	-	C	E	C	E	B	C	B	A	-
2020	P	-	C	C	C	-	C	E	C	E	B	C	B	A	-
2021	P	-	C	C	C	-	C	E	C	E	B	C	B	A	-

Accident Data File (continued)

Year	NOT_HOUR	NOT_MIN	PAVE_TYP	PEDS	PERMVIT	PERNOMVI_T	PERSONS	PROFILE	PVH_INVL	RAIL	RD_OWNE_R	REL_JUNC	RELJCT1	RELJCT2	REL_ROAD
1975	A	A	A	-	-	-	A	A	-	-	-	A	-	-	A
1976	A	A	A	-	-	-	A	A	-	-	-	A	-	-	A
1977	A	A	A	-	-	-	A	A	-	-	-	A	-	-	A
1978	A	A	A	-	-	-	A	A	-	-	-	B	-	-	A
1979	A	A	A	-	-	-	A	A	-	A	-	C	-	-	A
1980	A	A	A	-	-	-	A	A	-	A	-	D	-	-	B
1981	A	A	A	-	-	-	A	A	-	A	-	D	-	-	B
1982	A	A	A	-	-	-	B	B	-	A	-	D	-	-	C
1983	A	A	A	-	-	-	B	B	-	A	-	D	-	-	C
1984	A	A	A	-	-	-	B	B	-	A	-	D	-	-	C
1985	A	A	A	-	-	-	B	B	-	A	-	D	-	-	C
1986	A	A	A	-	-	-	B	B	-	A	-	D	-	-	C
1987	A	A	A	-	-	-	B	B	-	A	-	D	-	-	C
1988	A	A	A	-	-	-	B	B	-	A	-	D	-	-	C
1989	A	A	A	-	-	-	B	B	-	A	-	D	-	-	C
1990	A	A	A	-	-	-	B	B	-	A	-	D	-	-	C
1991	A	A	A	A	-	-	B	B	-	A	-	E	-	-	C
1992	A	A	A	A	-	-	B	B	-	A	-	E	-	-	C
1993	A	A	A	A	-	-	B	B	-	A	-	E	-	-	C
1994	A	A	A	A	-	-	B	B	-	A	-	E	-	-	C
1995	A	A	A	A	-	-	B	B	-	A	-	E	-	-	C
1996	A	A	A	A	-	-	B	B	-	A	-	E	-	-	C
1997	A	A	A	A	-	-	B	B	-	A	-	E	-	-	C
1998	A	A	A	A	-	-	B	B	-	A	-	E	-	-	D
1999	B	B	A	A	-	-	B	B	-	A	-	E	-	-	D
2000	B	B	A	A	-	-	B	B	-	A	-	E	-	-	D
2001	B	B	A	A	-	-	B	B	-	A	-	E	-	-	E
2002	B	B	A	A	-	-	B	B	-	A	-	E	-	-	E
2003	B	B	A	A	-	-	B	B	-	A	-	F	-	-	E
2004	B	B	A	A	-	-	B	B	-	A	-	F	-	-	E
2005	B	B	A	A	-	-	B	B	-	A	-	F	-	-	E
2006	B	B	A	A	-	-	B	B	-	A	-	F	-	-	E
2007	B	B	A	A	-	-	B	B	-	A	-	F	-	-	F
2008	B	B	A	A	-	-	B	B	-	A	-	F	-	-	F
2009	C	C	A	A	-	-	C	B	-	A	-	F	-	-	F
2010	C	C	-	A	-	-	C	-	-	A	-	-	A	A	G
2011	C	C	-	B	A	A	C	-	A	A	-	-	A	A	G
2012	C	C	-	B	A	A	C	-	A	A	-	-	A	A	G
2013	C	C	-	B	A	A	C	-	A	A	-	-	A	B	G
2014	C	C	-	B	A	A	C	-	A	A	-	-	A	C	G
2015	C	C	-	B	A	A	C	-	A	A	A	-	A	C	G
2016	C	C	-	B	A	A	C	-	A	A	A	-	A	C	G
2017	C	C	-	B	A	A	C	-	A	A	A	-	A	C	G
2018	C	C	-	B	A	A	C	-	A	A	A	-	A	C	H
2019	C	C	-	B	A	A	C	-	A	A	A	-	A	C	H
2020	C	C	-	B	A	A	C	-	A	A	A	-	A	C	H
2021	C	C	-	B	A	A	C	-	A	A	A	-	A	C	H

Accident Data File (continued)

Year	ROAD_FLO	ROAD_FNC	ROUTE	RUR_URB	SCH_BUS	SP_JUR	SP_LIMIT	ST_CASE	STATE	SUR_COND	T_CONT_F	TA_1_CL	TRA_CONT	TRAF_FLO	TWAY_FLO
1975	A	-	-	-	A	A	A	A	A	A	-	-	A	-	-
1976	A	-	-	-	B	A	A	A	A	A	-	-	A	-	-
1977	A	-	-	-	A	C	B	A	A	A	-	-	A	-	-
1978	A	-	-	-	A	C	B	A	A	A	-	A	A	-	-
1979	A	-	-	-	A	C	C	A	A	A	-	A	A	-	-
1980	A	-	-	-	A	C	D	A	A	A	-	A	A	-	-
1981	A	A	-	-	A	C	D	A	A	A	-	A	A	-	-
1982	-	A	-	-	A	C	D	A	A	A	A	-	B	-	A
1983	-	A	-	-	A	C	D	A	A	A	A	-	B	-	A
1984	-	A	-	-	A	C	D	A	A	A	A	-	B	-	A
1985	-	A	-	-	A	C	D	A	A	A	A	-	B	-	A
1986	-	A	-	-	A	C	D	A	A	A	A	-	B	-	A
1987	-	B	A	-	A	C	D	A	A	A	A	-	B	A	-
1988	-	B	A	-	A	C	D	A	A	A	A	-	B	A	-
1989	-	B	A	-	A	C	D	A	A	A	A	-	B	A	-
1990	-	B	A	-	A	C	D	A	A	A	A	-	B	A	-
1991	-	B	A	-	A	C	D	A	A	A	A	-	B	A	-
1992	-	B	A	-	A	C	D	A	A	A	A	-	B	A	-
1993	-	B	A	-	A	C	D	A	A	A	A	-	B	A	-
1994	-	B	A	-	A	C	D	A	A	A	A	-	B	A	-
1995	-	B	A	-	A	C	D	A	A	A	A	-	B	A	-
1996	-	B	A	-	A	C	D	A	A	A	A	-	B	A	-
1997	-	B	A	-	A	C	D	A	A	A	A	-	B	A	-
1998	-	B	A	-	A	C	D	A	A	A	A	-	B	A	-
1999	-	B	A	-	A	C	D	A	A	A	A	-	B	A	-
2000	-	B	A	-	A	C	D	A	A	A	A	-	B	A	-
2001	-	B	A	-	A	C	D	A	A	A	A	-	B	B	-
2002	-	B	A	-	A	C	D	A	A	A	A	-	C	B	-
2003	-	B	A	-	A	C	D	A	A	A	A	-	C	C	-
2004	-	B	A	-	A	C	D	A	B	A	A	-	C	C	-
2005	-	B	A	-	A	C	D	A	B	A	A	-	C	C	-
2006	-	B	A	-	A	C	D	A	B	A	A	-	C	C	-
2007	-	B	A	-	A	C	D	A	B	B	A	-	C	C	-
2008	-	B	A	-	A	D	D	A	B	B	A	-	C	C	-
2009	-	B	A	-	A	D	D	A	B	B	A	-	C	C	-
2010	-	B	A	-	B	D	-	A	B	-	-	-	-	-	-
2011	-	B	A	-	B	D	-	A	B	-	-	-	-	-	-
2012	-	B	A	-	B	D	-	A	B	-	-	-	-	-	-
2013	-	B	A	-	C	D	-	A	B	-	-	-	-	-	-
2014	-	B	A	-	C	D	-	A	B	-	-	-	-	-	-
2015	-	-	A	A	C	D	-	A	B	-	-	-	-	-	-
2016	-	-	A	A	C	D	-	A	B	-	-	-	-	-	-
2017	-	-	A	A	C	D	-	A	B	-	-	-	-	-	-
2018	-	-	A	A	C	D	-	A	B	-	-	-	-	-	-
2019	-	-	A	A	C	D	-	A	B	-	-	-	-	-	-
2020	-	-	A	A	C	D	-	A	B	-	-	-	-	-	-
2021	-	-	A	A	C	D	-	A	B	-	-	-	-	-	-

Accident Data File (continued)

Year	TWAY_ID	TWAY_ID2	TYP_INT	VE_FORMS	VE_TOTAL	VEHICLES	WEATHER	WEATHER1, WEATHER2	WRK_ZONE	YEAR
1975	-	-	-	-	-	A	-	-	-	A
1976	-	-	A	-	A	A	-	-	-	A
1977	-	-	A	-	A	A	-	-	-	A
1978	-	-	A	-	A	A	-	-	-	A
1979	-	-	A	-	A	A	-	-	-	A
1980	-	-	A	-	A	B	-	-	-	A
1981	-	-	A	-	A	B	-	-	-	A
1982	A	-	B	-	-	C	-	-	-	A
1983	A	-	B	-	-	C	-	-	-	A
1984	A	-	B	-	-	C	-	-	-	A
1985	A	-	B	-	-	C	-	-	-	A
1986	A	-	B	-	-	C	-	-	-	A
1987	A	-	B	-	-	C	-	-	-	A
1988	A	-	B	-	-	C	-	-	-	A
1989	A	-	B	-	-	C	-	-	-	A
1990	A	-	B	-	-	C	-	-	-	A
1991	A	-	B	-	-	C	-	-	-	A
1992	A	-	B	-	-	C	-	-	-	A
1993	A	-	B	-	-	C	-	-	-	A
1994	A	-	B	-	-	C	-	-	-	A
1995	A	-	B	-	-	C	-	-	-	A
1996	A	-	B	-	-	C	-	-	-	A
1997	A	-	B	-	-	C	-	-	-	A
1998	B	-	B	-	-	C	-	-	-	B
1999	B	-	B	-	-	C	-	-	-	B
2000	B	-	B	-	-	C	-	-	-	B
2001	B	-	B	-	-	C	-	-	-	B
2002	B	-	B	-	-	C	-	-	-	B
2003	B	-	B	-	-	C	-	-	-	B
2004	B	A	-	B	-	C	-	-	-	B
2005	B	A	-	B	A	-	C	-	-	B
2006	B	A	-	B	A	-	C	-	-	B
2007	B	A	-	B	A	-	D	A	-	B
2008	B	A	-	B	A	-	D	A	-	B
2009	B	A	-	C	B	-	D	A	A	B
2010	B	A	A	C	B	-	E	B	B	B
2011	B	A	A	C	B	-	E	B	B	B
2012	C	B	A	C	B	-	E	B	C	B
2013	C	B	B	C	B	-	F	C	C	B
2014	C	B	B	C	B	-	F	C	C	B
2015	C	B	B	C	B	-	F	C	C	B
2016	C	B	B	C	B	-	F	C	C	B
2017	C	B	B	C	B	-	F	C	C	B
2018	C	B	B	C	B	-	F	C	C	B
2019	C	B	B	C	B	-	F	C	C	B
2020	C	B	C	C	B	-	G	-	C	B
2021	C	B	C	C	B	-	G	-	C	B

Vehicle Data File

Year	ADS_PRES	ADSLEV	ADSENG	ACC_TYPE	AVOID	AXLES	BODY_TYP	BUS_USE	CARBUR	CARGO_BT	CDL_STAT	CHAS_TR	CYLINDER	D_VISION1, D_VISION2, D_VISION3
1975	-	-	-	-	-	-	A	-	-	-	-	A	-	-
1976	-	-	-	-	-	-	A	-	-	-	-	A	-	-
1977	-	-	-	-	-	-	A	-	-	-	-	A	-	-
1978	-	-	-	-	-	-	A	-	-	-	-	A	-	-
1979	-	-	-	-	-	-	A	-	-	-	-	A	-	-
1980	-	-	-	-	-	-	B	-	-	-	-	A	-	-
1981	-	-	-	-	-	-	B	-	-	-	-	A	-	-
1982	-	-	-	-	-	-	C	-	-	-	-	-	-	-
1983	-	-	-	-	-	-	C	-	-	-	-	-	-	-
1984	-	-	-	-	-	-	C	-	-	-	-	-	-	-
1985	-	-	-	-	-	-	C	-	-	-	-	-	-	-
1986	-	-	-	-	-	-	C	-	-	-	-	-	-	-
1987	-	-	-	-	-	-	C	-	-	-	-	-	-	-
1988	-	-	-	-	-	-	C	-	-	-	-	-	-	-
1989	-	-	-	-	-	-	C	-	-	-	-	-	-	-
1990	-	-	-	-	-	-	C	-	-	-	-	-	-	-
1991	-	-	-	-	A	A	D	-	-	A	A	-	-	-
1992	-	-	-	-	A	A	D	-	-	A	A	-	-	-
1993	-	-	-	-	A	A	E	-	-	A	B	-	-	-
1994	-	-	-	-	A	A	F	-	-	A	B	-	-	-
1995	-	-	-	-	A	B	F	-	-	B	B	-	-	-
1996	-	-	-	-	A	B	F	-	-	B	B	-	-	-
1997	-	-	-	-	A	B	G	-	-	B	B	-	-	-
1998	-	-	-	-	A	B	H	-	-	B	B	-	-	-
1999	-	-	-	-	A	B	H	-	-	B	B	-	-	-
2000					A	B	H	-		B	B	-		
2001	-	-	-	-	A	B	I	A	-	C	B	-	-	-
2002	-	-	-	-	A	B	I	A	-	C	B	-	-	-
2003	-	-	-	-	A	B	J	A	-	C	B	-	-	-
2004	-	-	-	-	A	B	K	A	-	C	B	-	-	-
2005	-	-	-	-	A	B	K	A	-	C	B	-	-	-
2006	-	-	-	-	A	B	K	A	-	C	B	-	-	-
2007	-	-	-	-	A	B	K	A	-	D	B	-	-	-
2008	-	-	-	-	A	-	L	A	-	D	B	-	-	-
2009	-	-	-	-	A	-	L	A	-	E	B	-	-	A
2010	-	-	-	A	-	-	M	B	-	F	C	-	-	-
2011	-	-	-	A	-	-	N	B	A	F	D	-	A	-
2012	-	-	-	A	-	-	O	B	A	F	E	-	A	-
2013	-	-	-	B	-	-	P	B	-	G	E	-	-	-
2014	-	-	-	B	-	-	P	B	-	G	E	-	-	-
2015	-	-	-	B	-	-	P	B	-	G	E	-	-	-
2016	-	-	-	B	-	-	P	B	-	G	E	-	-	-
2017	-	-	-	B	-	-	Q	B	-	G	E	-	-	-
2018	-	-	-	B	-	-	R	B	-	G	E	-	-	-
2019	A	A	A	B	-	-	R	B	-	G	E	-	-	-
2020	A	A	A	B	-	-	R	B	-	G	E	-	-	-
2021	A	A	A	B	-	-	R	B	-	G	E	-	-	-

Vehicle Data File (continued)

Year	DEATHS	DEFORME D	DISPLACE	DR_CFL, DR_CF2, DR_CF3	DR_CF4	DR_DRINK	DR_HGT	DR_PRES	DR_SF1 - DR_SF4	DR_TRAIN	DR_WGTT	DR_ZIP	EMER_USE	FIRE_EXP
1975	A	-	-	A	-	A	-	A	-	A	-	-	-	A
1976	A	-	-	A	-	A	-	A	-	A	-	-	-	A
1977	A	-	-	A	-	A	-	B	-	A	-	-	-	A A
1978	A	A	-	B	-	A	-	B	-	A	-	-	-	A A
1979	A	A	-	C	-	A	-	B	-	A	-	-	-	A A
1980	A	A	-	C	-	A	-	B	-	A	-	-	-	A A
1981	A	A	-	C	-	A	-	B	-	A	-	-	-	A A
1982	A	A	-	D	-	B	-	B	-	A	-	-	-	A A
1983	A	A	-	D	-	B	-	B	-	A	-	-	-	A A
1984	A	A	-	D	-	B	-	B	-	A	-	-	-	A A
1985	A	A	-	D	-	B	-	B	-	A	-	-	-	A A
1986	A	A	-	E	-	B	-	B	-	A	-	-	-	A A
1987	A	A	-	E	-	B	-	B	-	-	-	-	A	A A
1988	A	A	-	E	-	B	-	B	-	-	-	-	A	A A
1989	A	A	-	E	-	B	-	B	-	-	-	-	A	A A
1990	A	A	-	E	-	B	-	B	-	-	-	-	A	A A
1991	A	A	-	F	-	B	-	B	-	-	-	-	A	A A
1992	A	A	-	F	-	B	-	B	-	-	-	-	A	A A
1993	A	A	-	F	-	B	-	B	-	-	-	-	A	A A
1994	A	A	-	G	-	B	-	B	-	-	-	-	A	A A
1995	A	A	-	H	-	B	-	B	-	-	-	-	A	A A
1996	A	A	-	H	-	B	-	B	-	-	-	-	A	A A
1997	A	A	-	H	A	B	-	B	-	-	-	-	A	A A
1998	A	A	-	I	S	B	A	B	-	-	A	A	A A	
1999	A	A	-	I	S	B	A	B	-	-	A	A	A A	
2000	A	A	-	J	C	B	A	B	-	-	A	A	A A	
2001	A	A	-	K	D	B	A	B	-	-	A	A	A A	
2002	A	A	-	L	E	B	A	B	-	-	A	A	A A	
2003	A	A	-	M	F	B	A	B	-	-	A	A	A A	
2004	A	A	-	N	G	B	A	B	-	-	A	A	A A	
2005	A	A	-	O	H	B	A	C	-	-	A	A	A A	
2006	A	A	-	P	I	B	A	C	-	-	A	A	A A	
2007	A	A	-	P	I	B	A	C	-	-	A	A	A A	
2008	A	A	-	Q	J	B	A	D	-	-	A	A	A B	
2009	A	B	-	R	K	B	B	E	-	-	A	A	A C	
2010	A	C	-	-	-	B	C	E	A	-	A	A	B C	
2011	A	C	A	-	-	B	D	E	A	-	B	B	B C	
2012	A	C	A	-	-	B	D	E	B	-	B	B	B C	
2013	A	C	-	-	-	B	D	E	B	-	B	B	C C	
2014	A	C	-	-	-	B	D	E	C	-	B	B	D C	
2015	A	C	-	-	-	B	D	E	D	-	B	B	D C	
2016	A	C	-	-	-	B	D	E	D	-	B	B	D C	
2017	A	C	-	-	-	B	D	E	E	-	B	B	D C	
2018	A	C	-	-	-	B	D	E	F	-	B	B	D C	
2019	A	C	-	-	-	B	D	E	G	-	B	B	D C	
2020	A	C	-	-	-	B	D	E	-	-	B	B	D C	
2021	A	C	-	-	-	B	D	E	-	-	B	B	D C	

Vehicle Data File (continued)

Year	FIRST_MO	FIRST_YR	FLDCD_TR	FUELCODE	GVWR	GVWR_FROM	GVWR_TO	HAZ_CARG	HAZ_CNO	HAZ_ID	HAZ_INV	HAZ_PLAC	HAZ_REL	HIT_RUN	ICFINALBODY
1975	A	A	A	-	-	-	-	-	-	-	-	-	-	A	-
1976	A	A	A	-	-	-	-	-	-	-	-	-	-	A	-
1977	A	A	A	-	-	-	-	-	-	-	-	-	-	B	-
1978	A	A	A	-	-	-	-	-	-	-	-	-	-	B	-
1979	A	A	A	-	-	-	-	-	-	-	-	-	-	B	-
1980	A	A	A	-	-	-	-	-	-	-	-	-	-	B	-
1981	A	A	A	-	-	-	-	-	-	-	-	-	-	B	-
1982	A	A	A	-	-	-	-	A	-	-	-	-	-	C	-
1983	A	A	A	-	-	-	-	A	-	-	-	-	-	C	-
1984	A	A	A	-	-	-	-	A	-	-	-	-	-	C	-
1985	A	A	A	-	-	-	-	A	-	-	-	-	-	C	-
1986	A	A	A	-	-	-	-	A	-	-	-	-	-	C	-
1987	A	A	A	-	-	-	-	A	-	-	-	-	-	C	-
1988	A	A	A	-	-	-	-	A	-	-	-	-	-	C	-
1989	A	A	A	-	-	-	-	A	-	-	-	-	-	C	-
1990	A	A	A	-	-	-	-	A	-	-	-	-	-	C	-
1991	A	A	A	-	-	-	-	B	-	-	-	-	-	C	-
1992	A	A	A	-	-	-	-	B	-	-	-	-	-	C	-
1993	A	A	A	-	-	-	-	B	-	-	-	-	-	C	-
1994	A	A	A	-	-	-	-	B	-	-	-	-	-	C	-
1995	A	A	A	-	-	-	-	B	-	-	-	-	-	C	-
1996	A	A	A	-	-	-	-	B	-	-	-	-	-	C	-
1997	A	A	A	-	-	-	-	B	-	-	-	-	-	C	-
1998	A	B	A	-	-	-	-	B	-	-	-	-	-	C	-
1999	A	B	A	-	-	-	-	B	-	-	-	-	-	C	-
2000	A	B	A	-	-	-	-	B	-	-	-	-	-	C	-
2001	A	B	A	-	A	-	-	B	-	-	-	-	-	C	-
2002	A	B	A	-	B	-	-	B	-	-	-	-	-	D	-
2003	A	B	A	-	B	-	-	B	-	-	-	-	-	E	-
2004	A	B	A	-	B	-	-	B	-	-	-	-	-	F	-
2005	A	B	A	-	B	-	-	B	-	-	-	-	-	G	-
2006	A	B	A	-	B	-	-	B	-	-	-	-	-	G	-
2007	A	B	A	-	B	-	-	-	A	A	A	A	A	H	-
2008	A	B	A	-	B	-	-	-	B	A	A	A	A	H	-
2009	A	B	A	-	B	-	-	-	B	A	A	A	A	I	-
2010	A	B	-	A	B	-	-	-	B	A	A	A	A	J	-
2011	B	C	-	A	B	-	-	-	B	A	A	A	A	J	-
2012	B	C	-	A	B	-	-	-	B	A	A	A	A	K	-
2013	B	C	-	-	B	-	-	-	B	A	A	A	A	K	-
2014	B	C	-	-	B	-	-	-	B	A	A	A	A	K	-
2015	C	D	-	-	B	-	-	-	B	A	A	A	A	K	-
2016	C	D	-	-	B	-	-	-	B	A	A	A	A	K	-
2017	C	D	-	-	B	-	-	-	B	A	A	A	A	K	-
2018	C	D	-	-	B	-	-	-	B	A	A	A	A	K	-
2019	C	D	-	-	B	-	-	-	B	A	A	A	A	K	-
2020	C	D	-	-	A	A	-	B	A	A	A	A	A	L	A
2021	C	D	-	-	A	A	-	B	A	A	A	A	A	L	B

Vehicle Data File (continued)

Year	IMPACT1	IMPACT2	IMPACTS	J_KNIFE	L_CL_VEH	L_COMPL	L_ENDORS	L_RESTRI	L_STATE	L_STATUS	L_TYPE	LAST_MO	LAST_YR	M_HARM	MAK_MOD
1975	A	A	A	-	-	-	-	A	A	A	-	A	A	-	A
1976	A	A	A	-	-	-	-	A	A	A	-	A	A	-	A
1977	A	A	A	-	-	-	-	A	A	A	-	A	A	-	A
1978	A	A	A	-	-	-	-	A	A	A	-	A	A	-	A
1979	A	A	A	-	-	-	-	A	A	A	-	A	A	A	A
1980	B	B	A	A	-	-	-	A	A	A	-	A	A	A	A
1981	B	B	A	A	-	-	-	A	A	A	-	A	A	A	A
1982	C	C	A	B	A	-	-	A	A	B	-	A	A	B	B
1983	C	C	A	B	A	-	-	A	A	B	-	A	A	B	B
1984	C	C	A	B	A	-	-	A	A	B	-	A	A	B	B
1985	C	C	A	B	A	-	-	A	A	B	-	A	A	B	B
1986	C	C	A	B	A	-	-	A	A	B	-	A	A	B	B
1987	C	C	A	B	-	A	-	A	A	C	-	A	A	B	C
1988	C	C	A	B	-	A	-	A	A	C	-	A	A	B	C
1989	C	C	A	B	-	A	-	A	A	C	-	A	A	B	C
1990	C	C	A	B	-	A	-	A	A	C	-	A	A	B	C
1991	C	C	A	B	-	A	A	A	C	-	A	A	B	D	
1992	C	C	A	B	-	A	A	A	C	-	A	A	B	D	
1993	C	C	A	B	-	B	A	A	D	-	A	A	C	D	
1994	D	D	A	B	-	B	A	A	A	D	-	A	A	D	D
1995	D	D	A	B	-	B	A	A	A	D	-	A	A	D	D
1996	D	D	A	B	-	B	A	A	A	D	-	A	A	D	D
1997	D	D	A	B	-	B	A	A	A	D	-	A	A	E	D
1998	D	D	A	B	-	B	A	A	A	D	-	A	B	F	D
1999	D	D	A	B	-	B	A	A	A	D	-	A	B	F	D
2000	D	D	A	B	-	B	A	A	A	D	-	A	B	F	D
2001	D	D	A	B	-	B	A	A	A	D	-	A	B	F	D
2002	D	D	A	B	-	B	A	A	A	D	-	A	B	F	D
2003	D	D	A	B	-	B	A	A	A	D	-	A	B	F	D
2004	E	E	A	B	-	B	A	A	B	E	A	A	B	G	D
2005	E	E	A	B	-	B	A	A	B	E	A	A	B	H	D
2006	E	E	A	B	-	B	A	A	B	E	A	A	B	H	D
2007	E	E	A	B	-	B	A	A	C	E	A	A	B	H	D
2008	E	E	A	B	-	B	A	A	C	E	A	A	B	I	D
2009	E	E	A	B	-	B	A	A	D	E	A	A	B	J	D
2010	F	F	-	B	-	C	B	B	E	F	A	A	B	K	D
2011	F	F	-	B	-	D	C	C	E	G	B	B	C	L	D
2012	G	-	-	B	-	E	D	D	E	G	B	B	C	M	D
2013	H	-	-	B	-	E	D	D	E	G	B	B	C	N	D
2014	H	-	-	B	-	E	D	D	E	G	B	B	C	N	D
2015	H	-	-	B	-	E	D	D	E	G	B	C	D	N	D
2016	H	-	-	B	-	E	D	D	E	G	B	C	D	O	D
2017	I	-	-	B	-	E	D	D	E	G	B	C	D	P	E
2018	I	-	-	B	-	E	D	D	F	G	B	C	D	P	E
2019	I	-	-	B	-	E	D	D	F	G	B	C	D	Q	E
2020	I	-	-	B	-	E	D	D	F	G	B	C	D	Q	E
2021	I	-	-	B	-	E	D	D	F	G	B	C	D	Q	E

Vehicle Data File (continued)

Year	MAKE	MCARR_I1, MCARR_I2	MCARR_ID	MCYCL_CY	MCYCL_DS	MCYCL_TY	MCYCL_WT	MOD_YEAR	MODEL	NUMOCCS	OCCUPANTS	OWNER	P_CRASH1	P_CRASH2	P_CRASH3
1975	A	-	-	-	A	A	-	A	A	-	A	-	-	-	-
1976	A	-	-	-	A	A	-	A	A	-	A	-	-	-	-
1977	A	-	-	-	A	A	-	A	A	-	A	-	-	-	-
1978	A	-	-	-	A	A	-	A	A	-	A	-	-	-	-
1979	A	-	-	-	A	A	-	A	A	-	A	-	-	-	-
1980	A	-	-	-	A	A	-	A	A	-	A	-	-	-	-
1981	A	-	-	-	A	A	-	A	A	-	A	-	-	-	-
1982	B	-	-	-	A	-	-	A	B	-	A	-	-	-	-
1983	B	-	-	-	A	-	-	A	B	-	A	-	-	-	-
1984	B	-	-	-	A	-	-	A	B	-	A	-	-	-	-
1985	B	-	-	-	A	-	-	A	B	-	A	-	-	-	-
1986	B	-	-	-	A	-	-	A	B	-	A	-	-	-	-
1987	C	-	-	-	A	-	-	A	C	-	A	-	-	-	-
1988	D	-	-	-	A	-	-	A	C	-	A	-	-	-	-
1989	D	-	-	-	A	-	-	A	C	-	A	-	-	-	-
1990	D	-	-	-	A	-	-	A	C	-	A	-	-	-	-
1991	E	-	-	-	A	-	-	A	D	-	A	A	-	-	-
1992	E	-	-	-	A	-	-	A	D	-	A	A	-	-	-
1993	E	-	-	-	A	-	-	A	D	-	A	A	-	-	-
1994	E	-	-	-	A	-	-	A	D	-	A	A	-	-	-
1995	E	-	-	-	A	-	-	A	D	-	A	A	-	-	-
1996	E	-	-	-	A	-	-	A	D	-	A	A	-	-	-
1997	E	-	-	-	A	-	-	A	D	-	A	A	-	-	-
1998	E	-	A	-	A	-	-	B	D	-	A	A	-	-	-
1999	E	-	A	-	A	-	-	B	D	-	A	A	-	-	-
2000	E	-	A	A	-			B	D	-	A	A	-	-	-
2001	E	-	A	-	A	-	-	B	D	-	A	A	-	-	-
2002	E	-	A	-	A	-	-	B	D	-	A	A	-	-	-
2003	E	-	A	-	A	-	-	B	D	-	A	A	-	-	-
2004	E	-	A	-	A	-	-	B	D	-	A	A	-	-	-
2005	E	-	A	-	A	-	-	B	D	-	A	A	-	-	-
2006	E	-	A	-	A	-	-	B	D	-	A	A	-	-	-
2007	E	A	A	-	A	-	-	B	D	-	A	A	-	-	-
2008	E	A	A	-	A	-	-	B	D	-	A	B	-	-	-
2009	E	A	A	-	A	-	-	B	D	A	-	B	-	-	-
2010	F	B	B	-	A	-	-	C	D	A	-	B	A	A	A
2011	G	B	B	A	A	-	A	C	D	A	-	B	B	B	A
2012	H	B	B	A	A	-	A	C	D	A	-	B	B	B	A
2013	I	B	B	-	-	-	-	C	D	A	-	B	C	B	B
2014	I	B	B	-	-	-	-	C	D	A	-	B	C	B	B
2015	I	B	B	-	-	-	-	C	D	A	-	B	C	C	B
2016	I	B	B	-	-	-	-	C	D	B	-	B	C	D	C
2017	I	B	B	-	-	-	-	C	E	B	-	B	C	D	C
2018	I	B	B	-	-	-	-	C	E	B	-	B	C	D	C
2019	I	B	B	-	-	-	-	C	E	B	-	B	C	E	C
2020	I	B	B	-	-	-	-	C	E	B	-	B	C	E	C
2021	I	B	B	-	-	-	-	C	E	B	-	B	C	E	C

Vehicle Data File (continued)

Year	PCRASH4	PCRASH5	PREV_ACC	PREV_DWI	PREV_OTH	PREV_SPD	PREV_SUS	PREV_SUS1, PREV_SUS2, PREV_SUS3	REG_STAT	ROLINLOC	ROLLOVER	SEQ1, SEQ2, SEQ3, SEQ4, SEQ5, SEQ6	SER_TR	SPEC_USE
1975	-	-	A	A	A	A	-	A	-	-	-	A	A	
1976	-	-	A	A	A	A	-	A	-	-	-	A	A	
1977	-	-	A	A	A	A	-	A	-	-	-	A	A	
1978	-	-	A	A	A	A	-	A	-	A	-	A	A	
1979	-	-	A	A	A	A	-	A	-	A	-	A	A	
1980	-	-	A	A	A	A	-	A	-	A	-	A	A	
1981	-	-	A	A	A	A	-	A	-	A	-	A	A	
1982	-	-	A	A	A	A	-	A	-	A	-	A	A	
1983	-	-	A	A	A	A	-	A	-	A	-	A	A	
1984	-	-	A	A	A	A	-	A	-	A	-	A	A	
1985	-	-	A	A	A	A	-	A	-	A	-	A	A	
1986	-	-	A	A	A	A	-	A	-	A	-	A	A	
1987	-	-	A	A	A	A	-	A	-	A	-	A	A	
1988	-	-	A	A	A	A	-	A	-	A	-	A	A	
1989	-	-	A	A	A	A	-	A	-	A	-	A	A	
1990	-	-	A	A	A	A	-	A	-	A	-	A	A	
1991	-	-	A	A	A	A	-	A	-	A	-	A	A	
1992	-	-	A	A	A	A	-	A	-	A	-	A	A	
1993	-	-	A	A	A	A	-	A	-	A	-	A	A	
1994	-	-	B	B	B	B	-	A	-	A	-	A	A	
1995	-	-	B	B	B	B	-	A	-	A	-	A	A	
1996	-	-	B	B	B	B	-	A	-	A	-	A	A	
1997	-	-	B	B	B	B	-	B	-	A	-	A	A	
1998	-	-	B	B	B	B	-	B	-	A	-	A	A	
1999	-	-	B	B	B	B	-	B	-	A	-	A	A	
2000	-	-	B	B	B	B	-	B	-	A	-	A	A	
2001	-	-	B	B	B	B	-	B	-	A	-	A	A	
2002	-	-	B	B	B	B	-	B	-	A	-	A	A	
2003	-	-	B	B	B	B	-	B	-	A	-	A	A	
2004	-	-	B	B	B	B	-	C	-	A	A	A	A	
2005	-	-	B	B	B	B	-	C	-	A	B	A	A	
2006	-	-	B	B	B	B	-	C	-	A	B	A	A	
2007	-	-	B	B	B	B	-	C	-	A	B	A	A	
2008	-	-	B	B	B	B	-	D	-	A	C	A	A	
2009	-	-	B	B	B	B	-	D	A	B	C	A	B	
2010	A	A	B	B	B	B	-	E	A	B	-	A	C	
2011	A	A	C	C	C	C	-	E	B	B	-	A	C	
2012	A	A	C	C	C	C	-	E	B	B	-	A	D	
2013	B	B	C	C	C	C	-	E	B	B	-	-	E	
2014	B	B	C	C	C	C	-	E	B	B	-	-	E	
2015	B	B	D	D	D	D	-	E	B	B	-	-	E	
2016	B	B	D	D	D	D	-	E	B	B	-	-	E	
2017	B	B	D	D	D	D	-	F	B	B	-	-	E	
2018	B	B	D	D	D	-	A	F	B	B	-	-	E	
2019	B	B	D	D	D	-	A	F	B	B	-	-	F	
2020	B	B	D	D	D	-	A	F	B	B	-	-	G	
2021	B	B	D	D	D	-	A	F	B	B	-	-	H	

Vehicle Data File (continued)

Year	SPEEDREL	TIRE_SIZE	TON_RAT	TOW_VEH	TOWAWAY	TOWED	TRAV_SP	TRK_WT	TRLR1VIN, TRLR2VIN, TRLR3VIN	TRLR1GVWR, TRLR2GVWR, TRLR3GVWR	UNDERIDE	UNDEROVER- RIDE	UNITTYPE	V_CONFIG	VALIGN	VEH_CFI, VEH_CF2
1975	-	-	-	A	A	-	A	-	-	-	-	-	-	-	-	A
1976	-	-	-	A	B	-	A	-	-	-	-	-	-	-	-	A
1977	-	-	-	A	B	-	A	-	-	-	-	-	-	-	-	A
1978	-	-	-	A	B	-	A	-	-	-	-	-	-	-	-	A
1979	-	-	-	A	B	-	A	-	-	-	-	-	-	-	-	A
1980	-	-	-	A	B	-	-	-	-	-	-	-	-	-	-	A
1981	-	-	-	A	B	-	-	-	-	-	-	-	-	-	-	A
1982	-	-	-	B	B	-	A	-	-	-	-	-	-	-	-	B
1983	-	-	-	C	B	-	A	-	-	-	-	-	-	-	-	B
1984	-	-	-	C	B	-	A	-	-	-	-	-	-	-	-	B
1985	-	-	-	C	B	-	A	-	-	-	-	-	-	-	-	B
1986	-	-	-	C	B	-	A	-	-	-	-	-	-	-	-	B
1987	-	-	-	C	B	-	A	-	-	-	-	-	-	-	-	B
1988	-	-	-	C	B	-	A	-	-	-	-	-	-	-	-	B
1989	-	-	-	C	B	-	A	-	-	-	-	-	-	-	-	B
1990	-	-	-	C	B	-	A	-	-	-	-	-	-	-	-	B
1991	-	-	-	C	B	-	A	-	-	-	-	-	-	A	-	B
1992	-	-	-	C	B	-	A	-	-	-	-	-	-	A	-	B
1993	-	-	-	C	B	-	A	-	-	-	-	-	-	A	-	B
1994	-	-	-	C	B	-	A	-	-	-	A	-	-	A	-	B
1995	-	-	-	C	B	-	A	-	-	-	A	-	-	B	-	C
1996	-	-	-	C	B	-	A	-	-	-	A	-	-	B	-	C
1997	-	-	-	C	B	-	A	-	-	-	A	-	-	B	-	C
1998	-	-	-	C	B	-	A	-	-	-	A	-	-	B	-	D
1999	-	-	-	C	B	-	A	-	-	-	A	-	-	B	-	E
2000	-	-	-	C	B	-	A	-	-	-	A	-	-	B	-	F
2001	-	-	-	C	B	-	A	-	-	-	A	-	-	C	-	G
2002	-	-	-	C	B	-	A	-	-	-	A	-	-	C	-	H
2003	-	-	-	C	B	-	A	-	-	-	A	-	-	C	-	H
2004	-	-	-	D	B	-	A	-	-	-	A	-	-	C	-	I
2005	-	-	-	D	B	-	A	-	-	-	A	-	-	A	C	-
2006	-	-	-	D	B	-	A	-	-	-	A	-	-	A	C	-
2007	-	-	-	D	B	-	A	-	-	-	A	-	-	A	D	-
2008	-	-	-	D	B	-	A	-	-	-	A	-	-	B	D	-
2009	A	-	-	E	-	A	B	-	-	-	A	-	-	B	D	-
2010	A	-	-	E	-	B	B	-	-	-	A	-	-	B	E	A
2011	B	A	A	E	-	B	B	A	-	-	A	-	-	B	E	A
2012	B	A	A	E	-	C	B	A	-	-	A	-	-	B	E	A
2013	C	-	-	E	-	D	B	-	-	-	A	-	-	B	F	B
2014	C	-	-	E	-	D	B	-	-	-	A	-	-	B	F	B
2015	C	-	-	E	-	D	B	-	-	-	A	-	-	B	F	B
2016	C	-	-	E	-	D	B	-	A	-	A	-	-	B	F	B
2017	C	-	-	E	-	D	B	-	A	-	A	-	-	B	F	B
2018	C	-	-	E	-	E	B	-	B	-	A	-	-	B	F	B
2019	C	-	-	E	-	E	B	-	B	-	A	-	-	B	F	B
2020	C	-	-	E	-	E	B	-	B	A	A	-	-	B	F	B
2021	C	-	-	E	-	E	B	-	C	A	-	A	B	G	B	-

Vehicle Data File (continued)

Year	VEH_MAN	VEH_NO	VEH_SCI, VEH_SC2	VIN	VIN_1- VIN_10	VIN_11- VIN_12	VIN_BT	VIN_LNGT	VIN_REST	VIN_WGT	VINA_MOD	VINMAKE	VINMODYR	VINTYPE	VIOL_CHG
1975	-	A	-	A	A	-	-	A	-	A	A	-	-	-	A
1976	-	A	-	A	A	-	-	A	-	A	A	-	-	-	A
1977	-	A	-	A	A	-	-	A	-	A	A	-	-	-	A
1978	-	A	-	A	A	-	-	A	-	A	A	-	-	-	A
1979	-	A	-	A	A	-	-	A	-	A	A	-	-	-	A
1980	-	A	-	A	A	-	-	A	-	A	A	-	-	-	A
1981	-	A	-	A	A	-	-	A	-	A	A	-	-	-	A
1982	A	A	-	A	A	-	A	A	-	A	A	-	-	-	B
1983	A	A	-	A	A	-	A	A	-	A	A	-	-	-	B
1984	A	A	-	A	A	-	A	A	-	A	A	-	-	-	B
1985	A	A	-	A	A	-	A	A	-	A	A	-	-	-	B
1986	A	A	-	A	A	-	A	A	-	A	A	-	-	-	B
1987	A	A	-	A	A	-	A	A	-	A	A	-	-	-	B
1988	A	A	-	A	A	-	A	A	-	A	A	-	-	-	B
1989	A	A	-	A	A	-	A	A	-	A	A	-	-	-	B
1990	A	A	-	A	A	-	A	A	-	A	A	-	-	-	B
1991	A	A	-	A	A	-	A	A	-	A	A	-	-	-	B
1992	A	A	-	A	A	-	A	A	-	A	A	-	-	-	B
1993	A	A	-	A	A	-	A	A	-	A	A	-	-	-	B
1994	A	A	-	B	A	A	A	A	-	A	A	-	-	-	B
1995	A	A	-	B	A	A	A	A	-	A	A	-	-	-	B
1996	A	A	-	B	A	A	A	A	-	A	A	-	-	-	B
1997	A	A	-	B	A	A	A	A	-	A	A	-	-	-	-
1998	A	A	-	B	A	A	A	A	-	A	A	-	-	-	-
1999	A	A	-	B	A	A	A	A	-	A	A	-	-	-	-
2000	A	A	-	B	A	A	A	A	-	A	A	-	-	-	-
2001	A	A	-	B	A	A	A	A	-	A	A	-	-	-	-
2002	A	A	-	B	A	A	A	A	-	A	A	-	-	-	-
2003	A	A	-	B	A	A	A	A	-	A	A	-	-	-	-
2004	A	A	-	B	A	A	A	A	-	A	A	-	-	-	-
2005	A	A	-	B	A	A	A	A	-	A	A	-	-	-	-
2006	A	A	-	B	A	A	A	A	-	A	A	-	-	-	-
2007	A	A	-	B	A	A	A	A	-	A	A	-	-	-	-
2008	A	A	-	B	A	A	A	A	-	A	A	-	-	-	-
2009	A	B	-	C	B	B	A	A	-	A	A	-	-	-	-
2010	-	B	A	D	B	B	B	A	-	A	A	A	A	A	-
2011	-	B	A	D	B	B	B	A	A	A	A	A	A	A	-
2012	-	B	A	D	B	B	B	A	A	A	A	A	A	A	-
2013	-	B	A	D	B	B	-	-	-	-	-	-	-	-	-
2014	-	B	A	D	B	B	-	-	-	-	-	-	-	-	-
2015	-	B	A	D	B	B	-	-	-	-	-	-	-	-	-
2016	-	B	A	D	B	B	-	-	-	-	-	-	-	-	-
2017	-	B	A	D	B	B	-	-	-	-	-	-	-	-	-
2018	-	B	B	E	B	B	-	-	-	-	-	-	-	-	-
2019	-	B	C	E	B	B	-	-	-	-	-	-	-	-	-
2020	-	B	-	E	B	B	-	-	-	-	-	-	-	-	-
2021	-	B	-	F	B	B	-	-	-	-	-	-	-	-	-

Vehicle Data File (continued)

Year	VOLCHG1	VOLCHG2	VOLCHG3	VNUM_LAN	VPAVETYP	VPCBODYCLASS	VPICMAKE	VPICMODEL	VPROFILE	VSPD_LIM	VSURCOND	VTCONT_F	VTRAFCON	VTRAFWAY	WGTCDFR	WHLBS_LG	WHLBS_SH	WHDRWHL
1975	-	-	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1976	-	-	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1977	-	-	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1978	-	-	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1979	-	-	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1980	-	-	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1981	-	-	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1982	-	-	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1983	-	-	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1984	-	-	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1985	-	-	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1986	-	-	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1987	-	-	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1988	-	-	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1989	-	-	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1990	-	-	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1991	-	-	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1992	-	-	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1993	-	-	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1994	-	-	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1995	-	-	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1996	-	-	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1997	A	-	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1998	A	-	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
1999	A	-	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
2000	A	-	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
2001	A	-	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
2002	A	-	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
2003	A	-	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
2004	A	-	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
2005	A	-	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
2006	A	-	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
2007	A	-	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
2008	A	-	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
2009	A	-	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	-
2010	-	A	A	-	-	-	A	A	A	A	A	A	A	A	A	A	A	-
2011	-	A	A	-	-	-	A	B	A	A	B	A	A	A	A	A	A	A
2012	-	A	A	-	-	-	A	B	A	A	B	A	A	A	A	A	A	A
2013	-	B	B	-	-	-	B	C	A	A	B	B	-	-	-	-	-	-
2014	-	B	B	-	-	-	B	C	A	A	B	B	-	-	-	-	-	-
2015	-	B	B	-	-	-	B	C	A	A	B	B	-	-	-	-	-	-
2016	-	B	B	-	-	-	B	D	A	A	B	B	-	-	-	-	-	-
2017	-	B	B	-	-	-	B	D	A	A	B	C	-	-	-	-	-	-
2018	-	B	B	-	-	-	B	D	A	A	B	C	-	-	-	-	-	-
2019	-	B	B	-	-	-	B	D	A	B	B	C	-	-	-	-	-	-
2020	-	B	B	A	A	A	B	D	A	B	B	C	-	-	-	-	-	-
2021	-	B	B	B	A	A	B	D	A	B	B	C	-	-	-	-	-	-

Person Data File

Year	AGE	ALC_RES	ALC_STATU S	AIR_BAG	ALC_DET	ATST_TYP	AUT_REST	CERT_NO	DEATH_DA	DEATH_HR	DEATH_MN	DEATH_MO	DEATH_TM	DEATH_YR	DOA	DRINKING
1975	-	-	-	-	-	A	-	A	A	A	A	A	A	A	-	A
1976	-	-	-	-	-	A	-	A	A	A	A	A	A	A	-	A
1977	A	-	-	-	-	B	-	A	A	A	A	A	A	A	-	A
1978	A	-	-	-	-	B	-	A	A	A	A	A	A	A	-	A
1979	A	-	-	-	-	B	-	A	A	A	A	A	A	A	-	A
1980	A	-	-	-	-	C	-	A	A	A	A	A	A	A	-	A
1981	A	-	-	-	-	C	-	A	A	A	A	A	A	A	-	A
1982	A	-	-	-	-	C	-	A	A	A	A	A	A	A	-	A
1983	A	-	-	-	-	C	-	A	A	A	A	A	A	A	-	A
1984	A	-	-	-	-	C	-	A	A	A	A	A	A	A	-	A
1985	A	-	-	-	-	C	-	A	A	A	A	A	A	A	-	A
1986	A	-	-	-	-	C	-	A	A	A	A	A	A	A	-	A
1987	A	-	-	-	A	C	-	A	A	A	A	A	A	A	-	A
1988	A	-	-	-	A	C	-	A	A	A	A	A	A	A	-	A
1989	A	-	-	-	A	C	-	A	A	A	A	A	A	A	-	A
1990	A	-	-	-	A	D	-	A	A	A	A	A	A	A	-	A
1991	A	A	-	A	A	-	-	A	A	A	A	A	A	A	-	A
1992	A	A	-	A	A	-	-	A	A	A	A	A	A	A	-	A
1993	A	A	-	A	A	-	-	A	A	A	A	A	A	A	-	A
1994	A	A	-	A	A	-	-	A	A	A	A	A	A	A	-	A
1995	A	B	-	A	A	-	-	A	A	A	A	A	A	A	-	A
1996	A	B	-	A	A	-	-	A	A	A	A	A	A	A	-	A
1997	A	B	-	A	A	-	-	A	A	A	A	A	A	A	-	A
1998	A	B	-	B	A	A	-	A	A	A	A	A	A	B	-	A
1999	A	B	-	B	A	A	-	A	A	A	A	A	A	B	-	A
2000	A	B	-	B	A	A	-	A	A	A	A	A	A	B	-	A
2001	A	B	-	B	A	B	-	A	A	A	A	A	A	B	A	A
2002	A	B	-	B	A	B	-	A	A	A	A	A	A	B	A	A
2003	A	B	-	B	A	B	-	A	A	A	A	A	A	B	A	A
2004	A	C	-	B	A	C	-	A	A	A	A	A	A	B	A	A
2005	A	C	-	C	A	C	-	A	A	A	A	A	A	B	A	A
2006	A	C	-	C	A	D	-	A	A	A	A	A	A	B	A	A
2007	A	C	-	D	A	D	-	A	A	A	A	A	A	B	A	A
2008	A	C	-	D	A	D	-	A	B	A	A	A	A	B	A	A
2009	B	D	A	E	A	E	-	A	C	B	B	B	B	C	A	A
2010	C	E	B	F	A	F	-	A	C	B	B	C	B	C	A	A
2011	C	E	B	F	A	F	-	A	C	B	B	C	B	C	A	A
2012	C	E	B	F	A	F	-	A	C	B	B	C	B	C	A	A
2013	C	E	B	F	A	F	-	A	C	B	B	C	B	C	A	A
2014	C	E	B	F	A	F	-	A	C	B	B	C	B	C	A	A
2015	C	F	B	F	A	G	-	A	C	B	B	C	B	C	A	A
2016	C	F	B	F	A	G	-	A	C	B	B	C	B	C	A	A
2017	C	F	C	G	A	G	-	A	C	B	B	C	B	C	A	A
2018	C	F	C	G	A	H	-	A	C	B	B	C	B	C	A	A
2019	C	F	C	G	B	H	-	A	C	B	B	C	B	C	A	A
2020	C	F	C	G	B	H	-	A	C	B	B	C	B	C	A	A
2021	C	F	C	G	C	H	-	A	C	B	B	C	B	C	A	A

Person Data File (continued)

Year	DRUG_DET	DRUG_RES	DRUGRES1, DRUGRES2, DRUGRES3	DRUGS	DRUGTEST	DRUGST1, DRUGST2, DRUGST3	DSTATUS	EJ_PATH	EJECTION	EXTRICAT	HISPANIC	HOSPITAL	HELM_MIS	HELM_USE	INJ_SEV	LAG_HRS
1975	-	-	-	-	-	-	-	A	A	-	-	-	-	A	A	
1976	-	-	-	-	-	-	-	A	A	-	-	-	-	A	A	
1977	-	-	-	-	-	-	-	A	A	-	A	-	-	A	A	
1978	-	-	-	-	-	-	-	A	A	-	A	-	-	A	A	
1979	-	-	-	-	-	-	-	A	A	-	A	-	-	A	A	
1980	-	-	-	-	-	-	-	A	A	-	A	-	-	A	A	
1981	-	-	-	-	-	-	-	A	A	-	A	-	-	A	A	
1982	-	-	-	-	-	-	-	A	A	-	A	-	-	A	A	
1983	-	-	-	-	-	-	-	A	A	-	A	-	-	A	A	
1984	-	-	-	-	-	-	-	A	A	-	A	-	-	A	A	
1985	-	-	-	-	-	-	-	A	A	-	A	-	-	A	A	
1986	-	-	-	-	-	-	-	A	A	-	A	-	-	A	A	
1987	-	-	-	-	-	-	-	A	A	-	A	-	-	A	A	
1988	-	-	-	-	-	-	-	A	A	-	A	-	-	A	A	
1989	-	-	-	-	-	-	-	A	A	-	A	-	-	A	A	
1990	-	-	-	-	-	-	-	A	A	-	A	-	-	A	A	
1991	A	A	-	A	A	-	-	A	A	A	-	A	-	-	A	A
1992	A	A	-	A	A	-	-	A	A	A	-	A	-	-	A	A
1993	A	-	A	A	-	A	-	A	A	A	-	A	-	-	A	A
1994	A	-	A	A	-	A	-	A	A	A	-	A	-	-	A	A
1995	A	-	A	A	-	A	-	A	A	A	-	A	-	-	A	A
1996	A	-	A	A	-	A	-	A	A	A	-	A	-	-	A	A
1997	A	-	A	A	-	A	-	A	A	A	-	A	-	-	A	A
1998	A	-	A	A	-	A	-	A	A	A	-	A	-	-	A	A
1999	A	-	A	A	-	A	-	A	A	A	A	B	-	-	A	A
2000	A	-	A	A	-	A	-	A	A	A	B	B	-	-	A	A
2001	A	-	A	A	-	A	-	A	A	A	C	C	-	-	A	A
2002	A	-	A	A	-	A	-	A	A	A	C	C	-	-	A	A
2003	A	-	A	A	-	A	-	A	A	A	C	C	-	-	A	A
2004	A	-	A	A	-	A	-	A	A	A	C	C	-	-	A	A
2005	A	-	A	A	-	A	-	A	A	A	C	C	-	-	A	A
2006	A	-	A	A	-	A	-	A	A	A	C	C	-	-	A	A
2007	A	-	A	A	-	A	-	A	B	A	C	D	-	-	A	A
2008	A	-	A	A	-	A	-	A	C	A	C	D	-	-	A	A
2009	A	-	A	A	-	B	A	A	D	A	C	D	-	-	B	B
2010	A	-	B	A	-	B	B	A	E	A	C	E	-	-	C	B
2011	A	-	B	A	-	B	B	A	E	A	C	E	-	-	C	B
2012	A	-	B	A	-	B	B	A	E	A	C	E	-	-	C	B
2013	A	-	B	A	-	B	B	A	E	A	C	E	-	-	D	B
2014	A	-	B	A	-	B	B	A	E	A	C	E	-	-	D	B
2015	A	-	B	A	-	B	B	B	E	A	C	E	-	-	D	B
2016	B	-	B	A	-	B	B	B	E	A	C	E	-	-	E	B
2017	B	-	B	A	-	B	C	B	E	A	C	E	-	-	E	B
2018	B	-	-	A	-	-	C	B	E	A	C	E	-	-	E	B
2019	C	-	-	A	-	-	C	B	E	A	C	E	A	A	E	B
2020	C	-	-	A	-	-	C	B	E	A	C	E	A	A	E	B
2021	C	-	-	A	-	-	C	B	E	A	C	E	A	A	E	B

Person Data File (continued)

Year	LAG_MIN	LOCATION	MAN_REST	N_MOT_NO	P_CFL - P_CFL3	P_SF1 - P_SF3	PER_NO	PER_TYP	RACE	REST_MIS	REST_USE	SEAT_POS	SEX	TEST_RES	TOXCLGY	WORK_INJ
1975	A	A	A	-	A	-	A	A	-	-	A	A	A	A	-	-
1976	A	A	A	-	B	-	A	A	-	-	A	A	A	-	-	-
1977	A	A	A	-	B	-	A	A	-	-	A	A	A	-	-	-
1978	A	A	A	-	B	-	A	A	-	-	A	A	A	-	-	-
1979	A	A	A	-	B	-	A	A	-	-	A	A	A	-	-	-
1980	A	B	A	-	B	-	A	A	-	-	A	A	A	-	-	-
1981	A	B	A	-	B	-	A	A	-	-	A	A	A	-	-	-
1982	A	C	A	A	C	-	A	B	-	-	B	A	A	-	-	-
1983	A	C	A	A	C	-	A	B	-	-	B	A	A	-	-	-
1984	A	C	A	A	C	-	A	B	-	-	B	A	A	-	-	-
1985	A	C	A	A	C	-	A	B	-	-	B	A	A	-	-	-
1986	A	C	A	A	C	-	A	B	-	-	B	A	A	-	-	-
1987	A	C	A	A	C	-	A	B	-	-	B	A	A	A	A	A
1988	A	C	A	A	C	-	A	B	-	-	B	A	A	A	A	A
1989	A	C	A	A	C	-	A	B	-	-	B	A	A	A	A	A
1990	A	C	A	A	C	-	A	B	-	-	B	A	A	A	A	A
1991	A	C	-	A	C	-	A	B	-	-	A	B	A	-	-	A
1992	A	C	-	A	C	-	A	B	-	-	A	B	A	-	-	A
1993	A	C	-	A	C	-	A	B	-	-	A	B	A	-	-	A
1994	A	C	-	A	C	-	A	C	-	-	B	B	A	-	-	A
1995	A	C	-	A	D	-	A	C	-	-	B	B	A	-	-	A
1996	A	C	-	A	D	-	A	C	-	-	B	B	A	-	-	A
1997	A	C	-	A	E	-	A	C	-	-	B	B	A	-	-	A
1998	A	C	-	A	E	-	A	C	-	-	B	B	A	-	-	A
1999	A	C	-	A	E	-	A	C	A	-	B	B	A	-	-	A
2000	A	C	-	A	F	-	A	C	B	-	B	B	A	-	-	A
2001	A	C	-	A	G	-	A	C	C	-	B	B	A	-	-	A
2002	A	C	-	A	H	-	A	C	C	-	B	C	A	-	-	A
2003	A	C	-	A	I	-	A	C	C	-	B	C	A	-	-	A
2004	A	C	-	A	J	-	A	C	C	-	B	C	A	-	-	A
2005	A	C	-	A	K	-	A	C	C	-	C	D	A	-	-	A
2006	A	D	-	A	K	-	A	C	C	-	C	D	A	-	-	A
2007	A	D	-	A	L	-	A	D	C	-	C	D	A	-	-	A
2008	A	D	-	A	M	-	A	D	C	-	D	D	A	-	-	A
2009	A	D	-	B	M	-	B	D	C	-	D	E	A	-	-	A
2010	A	E	-	B	-	A	B	E	C	A	E	F	B	-	-	A
2011	A	E	-	-	-	B	B	F	C	A	E	F	B	-	-	A
2012	A	E	-	-	-	B	B	F	C	A	E	F	B	-	-	A
2013	A	E	-	-	-	C	B	F	C	A	F	F	B	-	-	A
2014	A	F	-	-	-	C	B	F	C	A	F	F	B	-	-	A
2015	A	F	-	-	-	D	B	F	C	A	F	F	B	-	-	A
2016	A	F	-	-	-	E	B	F	C	A	F	F	B	-	-	A
2017	A	F	-	-	-	F	B	F	D	A	G	F	B	-	-	A
2018	A	F	-	-	-	G	B	F	D	A	G	F	B	-	-	A
2019	A	F	-	-	-	H	B	F	D	B	H	G	B	-	-	A
2020	A	F	-	-	-	-	B	F	D	B	H	G	B	-	-	A
2021	A	F	-	-	-	-	B	F	D	B	H	G	B	-	-	A

Vehnit Data File

	Year											
	DR_WGT	AVOID	AXLES	BODY_TYP	BUS_USE	CARGO_BT	CDL_STAT	D_VISION1, D_VISION2, D_VISION3	DEATHS	DR_DRINK	DR_HGT	DR_PRES
2005	A	A	A	A	A	A	-	A	A	A	A	A
2006	A	A	A	A	A	A	-	A	A	B	A	A
2007	A	A	A	A	B	A	-	A	A	B	A	A
2008	A	-	B	A	B	A	-	A	A	C	C	A
2009	A	-	B	A	C	A	A	A	B	D	D	A

Vehnit Data File (continued)

	IMPACT1	IMPACT2	IMPACTS	J_KNIFE	L_COMPL	FIRST_YR	FLDCD_TR	GVWR	HAZ_CARG	DEFORMED	DR_CFI,	DR_DRINK
2005	A	A	A	A	A	A	A	A	A	A	A	A
2006	A	A	A	A	A	A	A	A	A	A	A	A
2007	A	A	A	A	A	A	A	A	A	A	A	B
2008	A	A	A	B	A	A	A	A	B	A	A	A
2009	A	A	A	C	A	A	A	A	B	A	A	C

Vehnit Data File (continued)

	IMPACT1	IMPACT2	IMPACTS	J_KNIFE	L_ENDORS	L_RESTRI	L_STATE	L_STATUS	L_TYPE	LAST_MO	LAST_YR	HAZ_INV	HAZ_PLAC	HAZ_REL	HIT_RUN	MAKE
2005	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
2006	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
2007	A	A	A	A	A	A	B	A	A	A	A	A	A	A	A	A
2008	A	A	A	A	A	A	B	A	A	A	A	A	B	A	A	A
2009	A	A	A	A	A	A	C	A	A	A	A	A	C	A	A	A

Vehnit Data File (continued)

	Year	MAN_COLL	MCARR_I1, MCARR_I2	MCARR_ID	MCYCL_DS	MOD_YEAR	MODEL	NUMOCCS	OCUPANTS	OWNER	PREV_ACC	PREV_DWI	PREV_OTH	PREV_SPD	PREV_SUS	REG_STAT
2005	A	-	A	A	A	-	A	A	A	A	A	A	A	A	A	
2006	A	-	A	A	A	-	A	A	A	A	A	A	A	A	A	
2007	A	A	A	A	A	-	A	A	A	A	A	A	A	A	A	
2008	A	A	A	A	A	-	A	B	A	A	A	A	A	A	B	
2009	A	A	A	A	A	A	-	B	A	A	A	A	A	A	B	

Vehnit Data File (continued)

	Year	ROLINLOC	ROLLOVER	SEQ1, SEQ2, SEQ3, SEQ4, SEQ5, SEQ6	SER_TR	SPEC_USE	SPEEDREL	TOW_VEH	TOWAWAY	TOWED	TRAV_SP	UNDERIDE	UNITYPE	V_CONFIG	VEH_CFI, VEH_CF2
2005	-	A	A	A	A	-	A	A	-	A	A	A	A	A	A
2006	-	A	A	A	A	-	A	A	-	A	A	A	A	A	A
2007	-	A	A	A	A	-	A	A	-	A	A	A	B	B	
2008	-	A	B	A	A	-	A	A	-	A	A	B	B	C	
2009	A	B	B	A	B	A	B	-	A	B	A	B	B	D	

Vehnit Data File (continued)

	Year	VEH_MAN	VIN	VIN_1 – VIN_12	VIN_BT	VIN_LNGT	VIN_WGT	VINA_MOD	VIOLEGH1 VIOLEGH2 VIOLEGH3	WGTCDFTR	WHLBS_LG	WHLBS_SH
2005	A	A	A	A	A	A	A	A	A	A	A	A
2006	A	A	A	A	A	A	A	A	A	A	A	A
2007	A	A	A	A	A	A	A	A	A	A	A	A
2008	A	A	A	A	A	A	A	A	A	A	A	A
2009	A	B	B	B	A	A	A	A	A	A	A	A

Parkwork Data File

	Year														
	PBODYTYP	PBUS_USE	PCARGTYP	PMINUTE	PCARBUR	PCYLINDER	PDAY	PDEATHS	PDISPLACE	PEM_USE	PFIRE	PFUECODE	PGVWR	PGVWR_FROM	PGVWR_TO
2010	A	A	A	A	-	-	A	A	-	A	A	A	A	-	-
2011	B	A	A	A	A	A	A	A	A	A	A	A	A	-	-
2012	C	A	A	A	A	A	A	A	A	A	A	A	A	-	-
2013	D	A	B	A	-	-	A	A	-	B	A	-	A	-	-
2014	D	A	B	A	-	-	A	A	-	C	A	-	A	-	-
2015	D	A	B	A	-	-	A	A	-	C	A	-	A	-	-
2016	D	A	B	A	-	-	A	A	-	C	A	-	A	-	-
2017	E	A	B	A	-	-	A	A	-	C	A	-	A	-	-
2018	F	A	B	A	-	-	A	A	-	C	A	-	A	-	-
2019	A	A	B	A	-	-	A	A	-	C	A	-	A	-	-
2020	A	A	B	A	-	-	A	A	-	C	A	-	-	A	A
2021	A	A	B	A	-	-	A	A	-	C	A	-	-	A	A

Parkwork Data File (continued)

Year	PHARM_EV	PHOUR	PHAZ_CNO	PHAZ_ID	PHAZ_INV	PHAZ_REL	PHAZPLAC	PHIT_RUN	PICFINALBOD_Y	PIMPACT1	PIMPACT2	PM_HARM	PMAKE	PMAK_MOD	PMAN_COLL	PMCARR_11, PMCARR_12
2010	A	A	A	A	A	A	A	A	-	A	A	A	A	A	A	A
2011	B	A	A	A	A	A	A	A	-	A	A	B	B	A	A	A
2012	C	A	A	A	A	A	A	B	-	B	-	C	C	A	A	A
2013	D	A	A	A	A	A	A	B	-	C	-	D	D	A	A	A
2014	D	A	A	A	A	A	A	B	-	C	-	D	D	A	A	A
2015	D	A	A	A	A	A	A	B	-	C	-	D	D	A	A	A
2016	D	A	A	A	A	A	A	B	-	C	-	E	D	A	A	A
2017	D	A	A	A	A	A	A	B	-	D	-	F	D	A	A	A
2018	D	A	A	A	A	A	A	B	-	D	-	F	D	A	A	A
2019	E	A	A	A	A	A	A	B	-	D	-	G	D	A	A	A
2020	E	A	A	A	A	A	A	C	A	D	-	G	D	A	A	A
2021	E	A	A	A	A	A	A	C	B	D	-	G	D	A	A	A

Parkwork Data File (continued)

		Year														
2010	A	A	-	-	A	A	A	A	A	A	A	A	A	-	A	
2011	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
2012	A	A	A	A	A	A	A	A	A	A	A	B	A	A	A	
2013	A	-	-	-	A	A	A	A	A	A	A	-	C	-	A	
2014	A	-	-	-	A	A	A	A	A	A	A	-	C	-	A	
2015	A	-	-	-	A	A	A	A	A	A	A	-	C	-	A	
2016	A	-	-	-	A	A	A	A	B	A	A	-	C	-	A	
2017	A	-	-	-	A	B	A	A	B	A	B	-	C	-	A	
2018	A	-	-	-	A	B	A	A	B	A	B	-	C	-	B	
2019	A	-	-	-	A	B	A	A	B	A	B	-	D	-	B	
2020	A	-	-	-	A	B	A	A	B	A	B	-	E	-	B	
2021	A	-	-	-	A	B	A	A	B	A	B	-	E	-	B	

Parkwork Data File (continued)

Year	PTON_RAT	PTRAILER	PTRK_WT	PTRKWTVAR	PTRLR1VIN, PTRLR2VIN, PTRLR3VIN	PTRLR1GVWR, PTRLR2GVWR, PTRLR3GVWR	PUNDERIDE	PUNDEROVER- RIDE	PTTYPE	PV_CONFIG	PVEF_FORMS	PVEH_SEV	PSER_STAT	PSER_TR	PSP_USE	PTIRE_SZE	PTOWED
2010	-	A	-	-	-	-	A	-	A	A	A	A	A	A	-	A	
2011	A	A	A	A	-	-	A	-	A	A	A	A	A	A	A	A	
2012	A	A	A	A	-	-	B	-	A	A	A	A	A	A	A	A	
2013	-	A	-	-	-	-	B	-	A	B	A	A	A	A	-	A	
2014	-	A	-	-	-	-	B	-	A	B	A	A	B	A	-	A	
2015	-	A	-	-	-	-	B	-	A	B	A	A	B	A	-	A	
2016	-	A	-	-	A	-	B	-	A	B	A	A	B	A	-	A	
2017	-	A	-	-	A	-	B	-	A	B	A	A	B	A	-	A	
2018	-	A	-	-	B	-	B	-	A	B	A	A	C	B	-	A	
2019	-	A	-	-	B	-	B	-	A	B	A	A	D	B	-	A	
2020	-	A	-	-	B	A	B	-	A	B	A	A	-	B	-	A	
2021	-	A	-	-	C	A	B	A	C	A	A	-	C	-	A		

Parkwork Data File (continued)

Year	PVTN_BT	PVIN_LNGT	PVN_REST	PVINMAKE	PVINMODYR	PVINTYPE	PVIN_WGT	PVPICBODYCLASS	PVPICMAKE	PVPICMODEL	PWGTCDFTR	PWHLBS_LG	PWHLBS_SH	PWHLDRWHL
2010	A	A	-	A	A	A	A	-	-	-	A	A	A	-
2011	A	A	A	A	A	A	A	-	-	-	A	A	A	A
2012	A	A	A	A	A	A	A	-	-	-	A	A	A	A
2013	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2014	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2015	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2016	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2017	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2018	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2019	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2020	-	-	-	-	-	-	-	A	A	A	-	-	-	-
2021	-	-	-	-	-	-	-	B	A	A	-	-	-	-

Pbtype Data File

Pbtype Data File (continued)

Year	PEDCTYPE	PEDDIR	PEDLEG	PEDLOC	PEDPOS	PEDSNR
2014	A	A	A	A	A	A
2015	A	A	A	A	A	A
2016	A	A	B	A	A	A
2017	B	B	B	A	A	B
2018	B	B	B	A	A	B

Year	PEDCTYPE	PEDDIR	PEDLEG	PEDLOC	PEDPOS	PEDSNR
2019	B	B	B	A	A	B
2020	B	B	B	A	A	B
2021	B	B	B	A	A	B

Cevent Data File

Year	VNUMBER1	AOI1	SOE	VNUMBER2	AOI2
2010	A	A	A	A	A
2011	A	B	A	A	B
2012	A	C	B	A	C
2013	A	D	C	A	D
2014	A	D	D	A	D
2015	A	D	D	A	D
2016	A	D	E	A	D
2017	A	E	F	A	E
2018	A	E	F	A	E
2019	A	E	G	A	E
2020	A	E	G	A	E
2021	A	E	G	A	E

Vevent Data File

Year	VNUMBER1	AOI1	SOE	VNUMBER2	AOI2
2010	A	A	A	A	A
2011	A	B	A	A	B
2012	A	C	B	A	C
2013	A	D	C	A	D
2014	A	D	D	A	D
2015	A	D	D	A	D
2016	A	D	E	A	D
2017	A	E	F	A	E
2018	A	E	F	A	E
2019	A	E	G	A	E
2020	A	E	G	A	E
2021	A	E	G	A	E

Vsoe Data File

Year	AOI	SOE
2010	A	A
2011	B	A
2012	C	B
2013	D	C
2014	D	D
2015	D	D
2016	D	E
2017	E	F
2018	E	F
2019	E	G
2020	E	G
2021	E	G

Safetyeq Data File

Year	MSAFEQMT	NMHELMET	NMPROPAD	NMOTHPRO	NMRFCLO	NMLIGHT	NMOTHPRE
2010	A	-	-	-	-	-	-
2011	A	-	-	-	-	-	-
2012	A	-	-	-	-	-	-
2013	A	-	-	-	-	-	-
2014	A	-	-	-	-	-	-
2015	A	-	-	-	-	-	-
2016	A	-	-	-	-	-	-
2017	-	A	A	A	A	A	A
2018	-	A	A	A	A	A	A
2019	-	A	A	A	A	A	A
2020	-	A	A	A	A	A	A
2021	-	A	A	A	A	A	A

**Distract
Data File**

Year	MDRDSTRD	DRDISTRACT
2010	A	-
2011	A	-
2012	B	-
2013	B	-
2014	B	-
2015	B	-
2016	B	-
2017	B	-
2018	C	-
2019	C	-
2020	-	A
2021	-	A

**Drimpair
Data File**

Year	DRIMPPAIR
2010	A
2011	B
2012	B
2013	B
2014	C
2015	C
2016	C
2017	D
2018	D
2019	D
2020	D
2021	E

**Factor
Data File**

Year	MFACTOR	VEHICLECC
2010	A	-
2011	A	-
2012	A	-
2013	A	-
2014	A	-
2015	A	-
2016	A	-
2017	A	-
2018	A	-
2019	A	-
2020	-	A
2021	-	A

**Maneuver
Data File**

Year	MDRMANAV	MANEUVER
2010	A	-
2011	A	-
2012	A	-
2013	A	-
2014	A	-
2015	A	-
2016	A	-
2017	A	-
2018	A	-
2019	A	-
2020	-	A
2021	-	A

**Violatn
Data File**

Year	MVIOLATN	VIOLATION
2010	A	-
2011	A	-
2012	A	-
2013	A	-
2014	B	-
2015	C	-
2016	C	-
2017	C	-
2018	C	-
2019	C	-
2020	-	A
2021	-	A

**Vision
Data File**

Year	MVISIOBSC	VISION
2010	A	-
2011	A	-
2012	A	-
2013	A	-
2014	A	-
2015	A	-
2016	A	-
2017	A	-
2018	A	-
2019	A	-
2020	-	A
2021	-	A

**Nmcrash
Data File**

Year	MTM_CRSH	NMCC
2010	A	-
2011	A	-
2012	A	-
2013	A	-
2014	B	-
2015	B	-
2016	B	-
2017	B	-
2018	B	-
2019	B	-
2020	-	A
2021	-	B

**Nmimpair
Data File**

Year	NMIMPAIR
2010	A
2011	A
2012	A
2013	A
2014	B
2015	B
2016	B
2017	C
2018	C
2019	C
2020	C
2021	D

**Nmprior
Data File**

Year	MPR_ACT	NMACTION
2010	A	-
2011	A	-
2012	A	-
2013	A	-
2014	B	-
2015	B	-
2016	B	-
2017	B	-
2018	B	-
2019	B	-
2020	-	A
2021	-	A

**Damage
Data File**

Year	MDAREAS	DAMAGE
2012	A	-
2013	A	-
2014	A	-
2015	A	-
2016	A	-
2017	A	-
2018	A	-
2019	A	-
2020	-	A
2021	-	A

**Nmdistract
Data File**

Year	MNMDSTRD	NMDISTRACT
2019	A	-
2020	-	A
2021	-	A

Drugs Data File

Year	DRUGRES	DRUGSPEC
2018	A	A
2019	A	A
2020	A	A
2021	A	A

Race Data File

Year	RACE
2019	A
2020	A
2021	A

Weather Data File

Year	WEATHER
2020	A
2021	A

Crashrf Data File

Year	CRASHRF
2020	A
2021	B

Vehiclesf Data File

Year	VEHICLESF
2020	A
2021	A

Pvehiclesf Data File

Year	PVEHICLESF
2020	A
2021	B

Driverrf Data File

Year	DRIVERRF
2020	A
2021	B

Personrf Data File

Year	PERSONRF
2020	A
2021	B

Appendix G

Special Notes for Analysts

Analysis of the FARS Annual Report File (ARF)

In a given crash year FARS releases two versions of annual data files. The set of first files, known as the Annual Report File (ARF), is released following the crash year. The ARF is replaced about a year later with a final file, which contains additional cases or updates to cases that had become available after the ARF was released.

Although most updates are minor, some elements are dependent on records from outside sources that are more likely to be unavailable at the time the ARF is released. These are sources like driver licensing files, toxicology results, or medical examiner reports. For these elements, there is typically a greater proportion of “Unknown” values in the ARF than in the final file. Analysts should take this into consideration when making conclusions based on these elements in the ARF.

These data elements include:

- EMS Notification Time
- EMS Arrival Time
- EMS Time at Hospital
- Previous Recorded Crashes
- Previous Recorded Suspensions, Revocations, and Withdrawals
- Previous Administrative Per Se for BAC (Not Underage)
- Previous Recorded Other Suspensions, Revocations, or Withdrawals
- Previous DWI Convictions
- Previous Speeding Convictions
- Previous Other Moving Violation Convictions
- Date of Oldest Crash, Suspension, Conviction
- Date of Most Recent Crash, Suspension, Conviction
- Alcohol Test
- Drug Toxicology Results
- Died at Scene/En Route
- Death Date/Death Time
- Fatal Injury at Work
- Race/Hispanic Origin

Limitations of Automated Driving Systems (ADS) Data in FARS

In 2019 the data element Motor Vehicle Automated Driving Systems (ADS) was added to the FARS data collection. This element was added in response to its inclusion in the [Model Minimum Uniform Crash Criteria 5th ed.](#) (NHTSA) released in 2017. The concepts and definitions in MMUCC were adopted from the [SAE International J3016 Levels of Driving Automation](#) and were applied to both the MMUCC and FARS elements. The collection of ADS data from crashes reported in the States has proven to be difficult.

The primary source for FARS to collect the ADS data element information is the police crash report. During the 2020 data collection year, information was limited on crash reports to collect this data element. Only five States have crash reports with ADS fields compatible with the [FARS](#)

[ADS definitions and attributes](#). Another three States have crash reports with ADS-related fields, but these States' instructions and/or crash report element structures are not compatible with the FARS ADS definitions and attributes. Forty-two States do not have an ADS field on their crash reports. Consequently, identification of the presence of vehicle automation is only possible through the crash report narrative. At this time, the FARS ADS data are largely coded as "Not Reported."

An additional challenge is the accuracy of available data. Efforts are underway to ensure the data are more accurate and reliable. Concerns include lack of officers' training on the recognition of the automated driving technologies, limited availability or lack of sufficient detail from the VIN, inability to identify vehicle optional packages added by the consumer, inability to identify upgrades to ADS through software updates, and inability to reliably separate advanced safety packages offered by manufacturers into automation levels as collected in this element. The current data file was reviewed, and corrections were made to make the data as accurate as possible.

Redacted Death Certificate-Related Data in Iowa

In 2019 Iowa entered death certificate data under the Person and Race data files using sources other than the official death certificate. In 2020 Iowa FARS analysts regained access to and entered official death certificate data. However, in compliance with Iowa's State Confidentiality Policy, death certificate data cannot be disclosed or re-released to the public. Therefore, starting in 2020, all data fields with death certificate-related data for Iowa will be filled with "Redacted" using values for the respective data elements as shown in the table below.

Data Element	Code	Label
Death Date Month (Person.DEATH_MO)	97	Redacted
Death Date Day (Person.DEATH_DA)	97	Redacted
Death Date Year (Person.DEATH_YR)	9997	Redacted
Death Time (Person.DEATH_TM)	9797	Redacted
Death Hour (Person.DEATH_HR)	97	Redacted
Death Minute (Person.DEATH_MN)	97	Redacted
Injury at Work (Person.WORK_INJ)	7	Redacted
Hispanic Origin (Person.HISPANIC)	97	Redacted
Race (Race.RACE)	997	Redacted
Multiple Race (Race.MULTRACE)	7	Redacted
Order (Race.ORDER)	97	Redacted

Light Pickup Truck Reclassification

In March 2019 NCSA identified issues with the classification of some large trucks as light pickup truck body types in FARS. Several of these vehicles had VIN-derived gross vehicle weight ratings (GVWR) over 10,000 lbs, which essentially places them in a respective large truck category with most in the medium/heavy pickup body type. This misclassification resulted in an understatement of large truck crashes through the years and thus, an inaccurate assessment of the change in large truck crashes from year to year.

NCSA identified and reconciled the light pickup truck misclassifications on the FARS 2016 Final file. Specifically, NCSA revised Body Type to correspond to GVWR indicated by the decoded VIN; revised Motor Carrier Identification Number, GVWR/GCWR, Vehicle Configuration, and Cargo Body Type to correspond to the requirements of coding large truck body types. In all, 329 vehicles that were classified as light pickup trucks were reclassified as a large trucks:

- 202 were reclassified as a 67 (Medium/Heavy Pickup [$GVWR > 10,000 \text{ lbs}$]);
- 120 were reclassified as a 61 (Single-Unit Straight Truck or Cab-Chassis [$GVWR \text{ range } 10,001 \text{ to } 19,500 \text{ lbs}$]); and
- 7 were reclassified as a 62 (Single-Unit Straight Truck or Cab-Chassis [$GVWR \text{ range } 19,501 \text{ to } 26,000 \text{ lbs}$]).

These changes are reflected in the FARS 2016 Amended Final file. In addition, the coding of light and large pickup trucks on the FARS 2017 Final file and 2018 Annual Report File (ARF) was reviewed and where applicable, revised in accordance with the FARS 2016 Amended Final file guidelines. All three FARS files—2016 Amended Final, 2017 Final, and 2018 ARF—were released simultaneously in late 2019. Any issues existing in 2015 and earlier year files will not be addressed due to a lack of source material needed for reconciliation.

Go to [NCSA Body Type](#)

Go to [Vehicle Classification by NCSA Data Elements](#)

Analysis of Pedestrian and Bicycle Crashes Around Intersections

When using the Accident, Person, and Pbtype data files to study pedestrian and cyclist crashes, care must be taken when describing their locations in and around intersections.

The Accident data file contains the data element, “Relation to Junction-Specific Location.” This element identifies the location of the “First Harmful Event” of the crash and not necessarily the location of any pedestrian or bicyclist involved. In addition, this element’s attributes have specific definitions for *Intersection* (in the intersection) and *Intersection-Related*.

The Person data file contains the data element, “Non-Motorist Location at Time of Crash.” This element employs the defined concepts of *At Intersection* and *Not at Intersection*, but does not include the concept of *Intersection-Related*.

Finally, the Pbtype data file contains the data elements, “Crash Location – Pedestrian,” “Crash Location – Bicycle,” “Pedestrian Position,” and “Bicyclist Position.” These elements employ the defined concepts of *At Intersection*, *Not at Intersection*, and *Intersection-Related* (defined somewhat differently from the Accident file concept).

The following graphics may be helpful aids in conjunction with the FARS/CRSS Coding and Validation Manual and the Pedestrian-Bicyclist Crash Typing Manual:

C21b RELATION TO JUNCTION

02 (Intersection)



02 (Intersection) is used when **the FIRST HARMFUL EVENT** occurs in an area which:

- (1) contains a crossing or connection of two or more roadways not classified as a driveway access, **and**
- (2) is embraced within the prolongation of the lateral curb lines or, if none, the lateral boundary lines of the roadways.

03 (Intersection-Related)

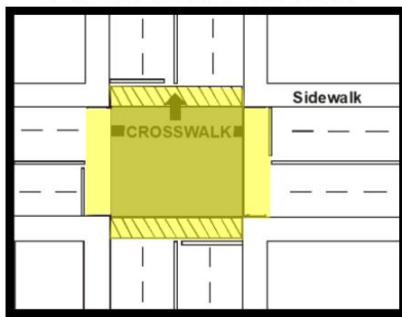


03 (Intersection-Related) means that the **FIRST HARMFUL EVENT**:

- (1) occurs on an approach to or exit from an intersection **and**
- (2) results from an activity, behavior, or control related to the movement of traffic units through the intersection.

NM10 NON-MOTORIST LOCATION AT TIME OF CRASH

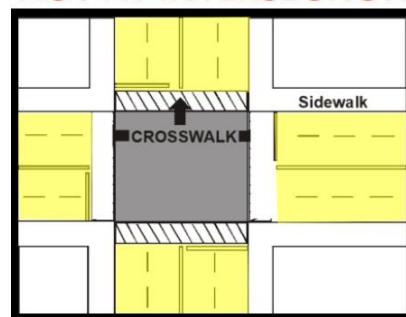
AT INTERSECTION



"At intersection" means: The **person** is on a roadway (travel lanes) either:

- (1) in the intersection,
- (2) in an area between a crosswalk and the perimeter of the intersection, **or**
- (3) in a crosswalk (whether marked or unmarked) adjacent to an intersection. If there are no crosswalks, "at intersection" means only the intersection, which is the area embraced within the prolongation of the lateral curb lines or, if none, the lateral boundary lines of the roadways.

NOT AT INTERSECTION



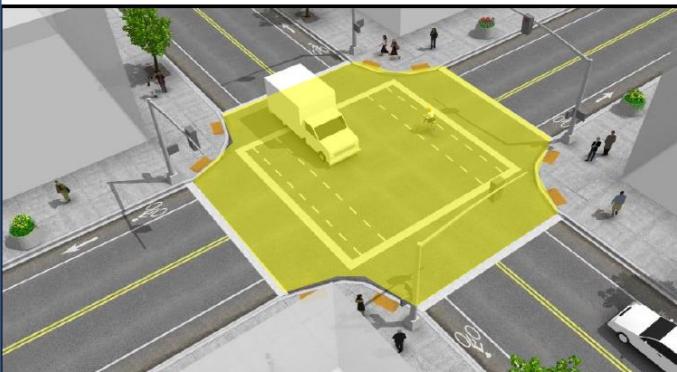
The **person** is on a roadway (travel lanes), but not "At Intersection."



PB31/PB31b Pedestrian/Bicycle Crash Location



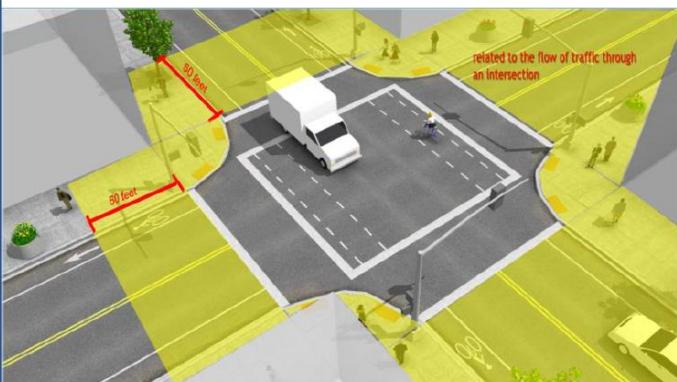
AT INTERSECTION



1 (At Intersection) is used when a person is on a roadway (travel lanes):

- (1) in the intersection,
- (2) in an area between a crosswalk and the perimeter of the intersection,
- OR**
- (3) in a crosswalk (whether marked or unmarked) adjacent to an intersection.

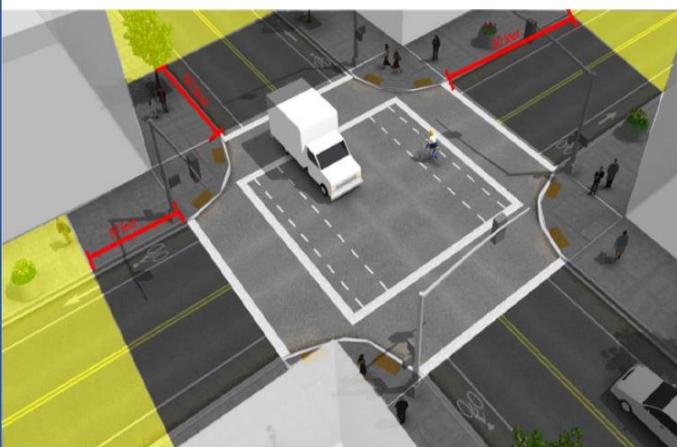
INTERSECTION RELATED



2 (Intersection-Related) is used when a person is:

- within the trafficway 50 feet out from the perimeter of an "At intersection" area including the entire cross section of the trafficway (e.g., medians, turn lanes, bike lanes, parking lanes, shoulders, sidewalks, etc.)
- OR**
- the crash is related to the flow of traffic through an intersection (e.g., the result of queuing traffic).

NOT AT INTERSECTION



3 (Not At Intersection) is used when a person is:

- within the trafficway more than 50 feet out from the perimeter of an "At Intersection" area
- AND**
- the crash is not identified as related to the movement of the traffic units through an intersection.

This includes the entire cross section of the trafficway (e.g., medians, turn lanes, bike lanes, parking lanes, shoulders, sidewalks, etc.).

This attribute is the default when the case materials give no indication that the crash is within 50 feet of an intersection.

Appendix H

Notable Changes

Addition of VIN-Decoded Data

Prior to 2020 the descriptive vehicle information in Vehicle Make, Vehicle Model, and Body Type were coded from information in the case material and based on a Vehicle Make/Model/Body Type table maintained by NCSA for this purpose. Starting in 2020 this table will no longer be updated and a new set of data elements has been added to the Vehicle and Parkwork data files. These new data elements are the following.

- [vPIC Make](#)
- [vPIC Model](#)
- [vPIC Body Class](#)
- [Final Stage Body Class](#)
- [Power Unit Gross Vehicle Weight Rating – From](#)
- [Power Unit Gross Vehicle Weight Rating – To](#)
- [Trailer Gross Vehicle Weight Rating](#) (data collected up to three trailers)

Elements vPIC Make, vPIC Model, vPIC Body Class, and Final Stage Body Class are also added to Person data file.

These data elements are mostly derived from VIN decoding using NHTSA's tool, Product Information Catalog and Vehicle Listing (vPIC), which is based on the vehicle manufacturer submissions to NHTSA mandated by Federal Motor Vehicle Safety Standard (FMVSS) 49 Code of Federal Regulation (CFR) 565. If a vehicle VIN or trailer VIN can be decoded cleanly, such as with no errors or minor issues, *vPIC Make*, *vPIC Model*, *vPIC Body Class*, *Power Unit* or *Trailer Gross Vehicle Weight Rating (From and To)* are coded using information derived from vPIC VIN decoder. If a VIN cannot be decoded cleanly or there is no VIN reported in the police crash report, these elements are coded by analysts using the information on the crash report and/or other sources. *Final Stage Body Class* is applicable only to incomplete vehicles and always coded using the information from police crash report.

To further differentiate between these new data elements and the historic NCSA descriptions for Make, Model, and Body Type, the following data elements have been renamed the following.

- Vehicle Make → *NCSA Make*
- Vehicle Model → *NCSA Model*
- Body Type → *NCSA Body Type*

Also, *Gross Vehicle Weight Ratio/Gross Vehicle Combination Ratio (GVWR/GCWR)* has been discontinued in response to the new vPIC data elements that collect GVWR for the power unit (upper and lower limits) and any trailers separately. The attributes represent vehicle Class 1 to Class 8.

It is important to note that the new VIN-derived data elements will eventually replace the NCSA ones and result in new body class designations that will differ from NCSA's historic body type classifications. See [Appendix C: Additional Data Element Information](#) for new classifications based on vPIC Body Class.

In addition to the data elements added to the existing data files, two additional data files are available with many data elements decoded from the VIN, one for vehicles (Vpicdecode) and one for trailers (Vpictrailerdecode). These data files have their own user manual, the *Product Information Catalog and Vehicle Listing (vPIC) Analytical User's Manual*, found in the [NCSA Publications- Manuals and Documentation](#) section of NHTSA's website.

Consequently, the Vindecode data file, which contains VIN-decoded information using a different tool, has been discontinued.

For more information on NHTSA's Product Information Catalog and Vehicle Listing (vPIC), go to <https://vpic.nhtsa.dot.gov/>.

Addition of Non-Motorist Person Types

The data element [Person Type](#) has expanded to collect more specific types of non-motorists on motorized or non-motorized personal conveyances. A personal conveyance is a device, other than a transport device, used by a pedestrian for personal mobility assistance or recreation. These devices can be motorized or human powered, but not propelled by pedaling. Examples include rideable toys, roller skates, motorized and non-motorized skateboards, scooters, and wheelchairs. The new attributes replace attribute 8 (Persons on Personal Conveyances) and include the following.

- 11 (Person on Motorized Personal Conveyance)
- 12 (Person on Non-Motorized Personal Conveyance)
- 13 (Person on Personal Conveyance, Unknown if Motorized or Non-Motorized)

These additions were necessitated by the growing variety and use of these devices. This allows these devices to be more clearly identified and targeted in analyses.

In addition, the NCSA [Person Type Classifications](#) in *Appendix C: Additional Data Element Information* were updated accordingly.

Addition of Automated Driving System Data Elements

Automated Driving System (ADS) data elements were added to FARS to start collecting information on autonomous vehicles in 2019. Motor Vehicle Automated Driving Systems are defined by the Model Minimum Uniform Crash Criteria, 5th edition (NHTSA, 2017), as "The hardware and software that are collectively capable of performing part or all of the dynamic driving task on a sustained basis; this term is used generically to describe any system capable of level 1-5 driving automation." The automation level refers to the SAE International standard (SAE J3016). For details on Automated Driving Systems, see NHTSA's website.

Three ADS data elements were added: one to capture the presence of an Automation System or Systems in the vehicle (ADS_PRES); a second to capture the highest level of automation present in the vehicle (ADS_LEV); and a third to capture the highest level of automation that was known to have been engaged in this vehicle at the time of the crash (ADS_ENG). Currently, information on ADS is not available on most crash reports and is limited in the data decoded from VINs, but states are beginning to update crash reports to collect information on autonomous vehicles. The addition of these data elements to FARS prepares for future enhanced collection of ADS in vehicles involved in crashes.

Change from Multiple Elements to Single Elements that Allow Selection of Multiple Values

Prior to 2020 *Atmospheric Conditions* and the *Related Factors* data elements were comprised of more than one element to allow the selection of more than one attribute. For example, Crash Related Factors was made up of three elements (i.e., CF1, CF2, CF3) allowing up to three selections. This format, however, limited the number of selections to the available number of elements. Beginning in 2020 these elements have been changed to a single element that allows for the selection of all attributes that apply to a situation.

Changes to SAS Names

In 2020 the conversion of six more data elements to allow the coding of more than one attribute brought the total to 19 data files that store these “select all that apply” elements. With this many data files and elements, it was an appropriate time to standardize the SAS names for this type of element. It was also an opportunity to update the SAS names for two of these elements where the element name had changed but the SAS name had not (i.e., Non Motorist Action/Circumstances and Non-Motorist Contributing Circumstances).

Separation of Restraint System/Helmet Use Into Two Data Elements

The 2019 change to *Restraint System/Helmet Use* is in response to more vehicle types where the use of both helmets and belt restraints are possible (e.g., three-wheel motorcycles and ROVs). Splitting the data element into two data elements, *Restraint System Use* and *Helmet Use*, allows both pieces of information to be captured. Analysts will be able to examine the varying State safety equipment laws for both seat belt and helmet use, and will no longer need to rely on focus groups and observational studies on use. *Restraint System Use* retained the SAS name REST_USE and the new SAS name for *Helmet Use* is HELM_USE.

A similar change to *Indication of Misuse of Restraint System/Helmet* was made to correspond to the change in *Restraint System/Helmet Use*. This data element was also split into two new data elements, *Restraint System Misuse* and *Helmet Misuse*. *Restraint System Misuse* retained the SAS name REST_MIS and the new SAS name for *Helmet Misuse* is HELM_MIS.

Addition of Attributes for Incident Responders

The *Related Factors–Driver Level* and *Related Factors–Person Level* data elements were modified in 2019 to capture information on specific types of emergency services personnel, tow operators, and transportation workers involved in crashes. This may provide more detail for analyses and evaluation of "move over" laws, which require other drivers to slow down and move over for emergency vehicles and hazard vehicles. Specifically, attribute 86 (Emergency Services Personnel) was replaced with 94 (Emergency Medical Services Personnel), 95 (Fire Personnel), 96 (Tow Operator), and 97 (Transportation [maintenance workers, safety service patrol operators, etc.]). Existing attribute 87 (Police or Law Enforcement Officer) remains unchanged.

Addition of the Nmdistract Data File and Non-Motorist Distracted By Data Element

The data element *Non-Motorist Distracted By* was added to FARS in 2019 to begin capturing non-motorist distractions. Previously FARS only captured distractions for drivers of motor vehicles in-transport. The data element is defined as identifying the attributes that best describe the non-motorist's attention prior to their involvement in the crash. Distraction, for a non-motorist, occurs when a non-motorist's attention is diverted from the task of navigating in public to some other activity. Also, daydreaming or lost in thought are identified as distractions by NHTSA. Physical conditions/impairments (fatigue, alcohol, medical condition, etc.) or psychological states (anger, emotional, depressed, etc.) are not identified as distractions by NHTSA.

Non-Motorist Distracted By is structured the same as the current *Driver Distracted By* data element, both of which allow all applicable attributes to be recorded. Therefore, a separate Nmdistract data file is necessary to store (potentially) multiple distraction records for each non-motorist. Details on this new data element and data file can be found in [The Nmdistract Data File](#) section.

Addition of the Race Data File

The Race data file was added in 2019 in response to a change to the *Race* data element that now allows multiple races to be captured. Previously, if more than one race was listed on a death certificate or report, only the first race listed was recorded. This change prevents loss of race information and will allow for improved analysis.

The new structure adds the data elements *Order Listed* (ORDER) and *Multiple Races* (MULTRACE). *Multiple Races* answers the Yes/No question of whether multiple races were listed on the death certificate. If there are multiple races recorded, *Order Listed* identifies the order in which the multiple races were listed on the death certificate. These data elements are useful for backwards compatibility with the pre-2019 format of the Race data element. The following approach can be used to select the only/first race listed and recode the data to create a data element compatible with the pre-2019 data.

If: YEAR < 2019	then: Person.RACE
If: YEAR ≥ 2019	then: Race.RACE and Race.ORDER = 1

Details on the new data file can be found in [the Race Data File](#) section.

Addition of Drug Toxicology Data File

The collection of quality drug data is vital to understanding the role of drugs and “drugged driving” in crashes. To improve the quality of drug data, several changes were made starting in 2018. Primarily, drug test results are no longer limited to three entries. All specimens tested for drugs and their corresponding results are now recorded. This includes both positive and negative results. This new approach eliminates the need for using a hierarchy to decide which drug tests and results to include.

To accommodate an unlimited number of drug test results, a separate table was created for collecting drug test specimens and results. The table also allows for recording results for more than one specimen tested for the same drug, for example, urine and blood tests. The table below is an example from 2018 data showing it is possible to have the same specimen and same result more than once per person.

VEH_NO	PER_NO	Drug Specimen	Drug Test Result
1	1	<i>1 (Whole Blood)</i>	695 (Cannabinoid, Type Unknown)
1	1	<i>1 (Whole Blood)</i>	402 (BENZOYLECGONINE)
1	1	2 (Urine)	402 (BENZOYLECGONINE)

Like the previous data element "Drug Test," the new data element, "Drug Toxicology Results," is divided into three SAS variables.

1. Drug Test Status (DSTATUS) remains unchanged in the Person data file.
2. Drug Specimen (DRUGSPEC) was formerly Drug Test Type and has been moved to the new Drugs data file where as many specimens as are reported may be entered. Drug Specimen has new and modified attributes that are expanded from one to two digits.
3. Drug Test Result (DRUGRES) moved to the new Drugs data file where as many results as there are specimens tested may be entered.

Go to the [Drugs Data File](#)

Pedestrian and Bicyclist Data: Availability of 2014 and 2015 Data

The development of effective countermeasures to prevent pedestrian and bicyclist crashes is often hindered by State crash files that contain insufficient details about these types of crashes. To remedy this issue, Pedestrian and Bicycle Crash Typing was developed to describe the pre-crash actions of the involved parties to better define the sequence of events and precipitating actions leading to crashes between motor vehicles and pedestrians or bicyclists. In 2010 NHTSA adopted parts of a stand-alone crash typing application called Pedestrian and Bicycle Crash Analysis Tool (PBCAT) into its two records based data collection systems, the FARS and the National Automotive Sampling System (NASS) General Estimates System (GES). PBCAT was developed by the Federal Highway Administration's contractor, the University of North Carolina Highway Safety Research Center (UNC-HSRC). (More about the PBCAT can be found at http://www.pedbikelinfo.org/pbcat_us/.)

As part of the integration NHTSA performed extensive quality control checks and analysis using the 2010 and 2011 data. The results of the analysis highlighted definitional differences between the PBCAT application and the coded data elements already included in FARS and NASS GES. As a result, NHTSA removed the Pbtype data file from the 2010 and 2011 FARS and NASS GES while research was conducted on how improvements could be made. Throughout the 2012 and 2013 data collection years NHTSA continued to collect the pedestrian and bicycle data for internal use so that it could be monitored for consistency and stability. During this period NHTSA and FHWA worked collaboratively to identify issues and implement improvements. Following this period of research and evaluation NHTSA began capturing new and improved pedestrian and bicyclist data beginning with the 2014 data collection year resulting in the following Pbtype data elements being reinstated.

- PB30 – Crash Type - Pedestrian
- PB31 – Crash Type Location - Pedestrian
- PB32 – Pedestrian Position
- PB33 – Pedestrian Initial Direction of Travel
- PB34 – Motorist Direction
- PB35 – Motorist Maneuver
- PB36 – Intersection Leg
- PB37 – Pedestrian Scenario
- PB38 – Crash Group – Pedestrian
- PB30B – Crash Type - Bicycle
- PB31B – Crash Location - Bicycle
- PB32B – Bicyclist Position
- PB33B – Bicyclist Direction
- PB38B – Crash Group - Bicyclist

The Ped/Bike Wizard Application

In FARS and NASS GES, pedestrian and bicycle crash typing is accomplished through a software application referred to as the Ped/Bike Wizard. The wizard is embedded within a larger

set of elements collected for non-motorists (see [FARS/CRSS Coding and Validation Manual](#)). The wizard is automatically presented when a non-motorist with a certain person type is entered from the set of seven non-motorist person types collected in FARS and NASS GES. The Ped/Bike Wizard application is only presented for the following four person types.

- Pedestrian
- Persons on Personal Conveyances
- Bicyclist
- Other Cyclist

By following on-screen prompts and clicking on choices in the wizard, the FARS analyst or NASS GES case coder enters data into the file without typing each specific data element's attribute (numeric code) represented in this manual. In the data entry process, the FARS analyst or NASS GES case coder must analyze each crash and recognize the appropriate selection in the hierarchy established by the sequence of screens in the wizard. Entry of the data elements and attributes in this manual is structured in the Ped/Bike Wizard such that the selections available on each successive entry screen are limited by the prior choices. Consequently, while all of the data elements collected by the Ped/Bike Wizard are defined in this manual, the wizard entry screens are limited by the FARS analyst's or NASS GES case coder's selection at each step through the application.

Vindecode Data File – 2013-2015

FARS implemented a new structure for its VIN-decoded data elements in 2013. This was warranted due to the renovation of the R. L. Polk & Company VIN verification and decoding program. Polk upgraded its PC VINA VIN validation and decoding program to its new VINtelligence application, and no longer supports PC VINA. The FARS data collection software was therefore retooled to work with the VINtelligence application. The output is now stored in the Vindecode data file. The data file contains 100 VIN-decoded data elements. Descriptions of these data elements are provided below from the Polk VINtelligence Deluxe Package and Field Descriptions documentation.

In 2020 NHTSA introduced the Vpicdecode and Vpictrailerdecode data files that uses NHTSA's Product Information Catalog and Vehicle Listing (vPIC) tool to decode the VIN and these replaced the Vindecode data files.

Note: The 12 characters of the VIN are still provided as individual data elements (V101-V112) in the Vehicle and Parkwork data files. The 24 VIN-decoded data elements that used to be on the Vehicle, Parkwork, and Person data files were discontinued in 2013. These data elements can still be found in the discontinued sections of the Vehicle and Parkwork data files in this Manual.

Element Identifier	SAS Name	Field Description
V200	ABS	(Brakes- ABS Code) A code that describes whether a vehicle has or does not have anti-lock brakes, and what kind of brakes they are. (Not coded for heavy truck). This is based on the series code that is assigned the vehicle from VINA.
V201	ABS_T	(Brakes- ABS Code) description
V202	BATKWRTG	The measure of total battery power expressed in kilowatts. For example: 71KW, 85KW, 75KW, 67KW.
V203	BATTYP	A value that identifies the kind of battery in the vehicle. For example: PbA-Lead Acid, NMH- Nickel Metal Hydride.
V204	BATTYP_T	The description of the Polk-assigned code for the Battery Type Code. For example: PbA- Lead Acid, NMH- Nickel Metal Hydride.
V205	BATVOLT	The voltage rating of the battery as provided by the manufacturer.
V206	BLOCKTYPE	(Block Type) Description
V207	BODYSTYL	A Polk-assigned code that describes the body style of the vehicle. For example, CP=Coupe.
V208	BODYSTYL_T	The description of the Polk-assigned code Body Style Code For example: Coupe
V209	CARBBRLS	The number of barrels on a carbureted engine.
V210	CARBTYPE	Carburetion types include "Carburetor," "Fuel Injection," N/A
V211	CARBTYPE_T	The description of the Polk-assigned code that identifies the vehicle carburetion type. For example Carburetor, Fuel Injection, Unknown or Electric.
V212	CYCLES	(Cycle Count) Refers to the cycle or stroke of an engine. 2-strokes are lightweight and simpler, but they burn oil, by design. Few cars on the road in North America are 2-strokes, the last one offered was a 1967 Saab.
V213	CYLNDRS	Contains a code that represents the number of cylinders a vehicle's combustion engine can have.

Element Identifier	SAS Name	Field Description
V214	DISPCLMT	(Displacement Liters) displacement in rounded Liters, where 1,000 cubic centimeters = 1 liter. Even domestic makes will advertise displacement in terms of liters (e.g., 5.0 liter mustang, which equates to a 302 CID or 4,967 cc displacement).
V215	DISPLCC	(Displacement CC) displacement in cubic centimeters. We intend to use this as the definitive, exact displacement value, i.e., 4,967 cc.
V216	DISPLCI	(Displacement CID) displacement in cubic inches. This is a rounded, marketing value, like 302 cubic inches, instead of 4,967 cc.
V217	DOORS	The number of doors the vehicle has
V218	DRIVETYP	(Drive Type) This element describes type of driving configuration for cars and trucks such as FWD, AWD, RWD.
V219	DRIVETYP_T	(Drive Type) description
V220	DRIVWHLHS	Number of wheels driven by the power train. For example in a 6x4 configuration this would be the 4.
V221	DRL	(Daytime Running Lights) A Polk-assigned code that identifies whether or not the vehicle has daytime running lights.
V222	DRL_T	(Daytime Running Lights) description
V223	ENGHEAD	(Head Configuration) Describes the cylinder head's camshaft/valve configuration.
V224	ENGHEAD_T	(Head Configuration) description
V225	ENGMFG	(Mfr.) A Polk-assigned code given to the original equipment manufacturer of the within a vehicle
V226	ENGMFG_T	(Mfr.) description
V227	ENGMODEL	(Model) description
V228	ENGVINCD	(Code) Code derived from the VIN (not the secondary VIN for a motorcycle). Usually a single character, some manufacturers give full positions 4-8 and engine information from that; they do not break it down any further.
V229	ENGVVT	Used to determine if a car has Variable Valve Timing
V230	FUEL	(Fuel) What an internal combustion burns to move a piston in a cylinder
V231	FUEL_T	(Fuel) description
V232	FUELINJ	The type of fuel injection
V233	FUELINJ_T	The type of fuel injection used by a vehicle. For example, Direct, Throttle body
V234	GVWRANGE	Contains a code that identifies the Polk standard groupings of gross vehicle weights to which a vehicle may belong. This information is typically captured only for trucks.
V235	GVWRANGE_T	The description for the manufacturers assigned Gross Vehicle Weight (GVW) for trucks. This rating may or may not equal the actual GVW.
V236	INCOMPLT	Indicator that signifies whether the vehicle is consider "incomplete" (Y/N)
V237	MCYUSAGE	A further breakdown of body style for motorcycles to indicate if it is On-Road or Off-Road.
V238	MCYUSAGE_T	A further breakdown of body style for motorcycles to indicate if it is On-Road or Off-Road.

Element Identifier	SAS Name	Field Description
V239	MFG	(Vehicle Manufacturer Name) Standard abbreviation of the name of the vehicle manufacturer, i.e., General Motors, as defined by the National Crime Information Center
V240	MFG_T	(Vehicle Manufacturer Name) The name of the vehicle manufacturer, i.e., General Motors, as defined by the National Crime Information Center
V241	MSRP	Contains the base price of the vehicle as designated by the OEM's specifications. BASE PRICE includes only the price for the base model of the vehicle, excluding any optional equipment that may have been added as a result of the vehicle's TRIM LEVEL.
V242	NCICMAKE	Contains the Polk & Company standardized abbreviation for the OEM's vehicle make. The vehicle make generally contains what the general public usually considers to be a vehicle brand name, for example, Chrysler, Dodge, Ford, Mercury, Toyota, GMC, Chevy, etc.
V243	ORIGIN	(Origin) A code that indicates the origin of a vehicle.
V244	ORIGIN_T	(Origin) description
V245	PLANT	(Plant Code) Plant code where vehicle was manufactured.
V246	PLNTCITY	(City) This is the city where the plant is located.
V247	PLNTCTRY	A code representing the country the plant is in.
V248	PLNTCTRY_T	(Country) This is the country where the plant is located. Example values are USA, Canada and Japan.
V249	PLNTSTAT	A code representing the State or Province the plant is in.
V250	PLNTSTAT_T	(State or Province) This is the State or Province (Canada) location of the plant.
V251	PSI_F	(Front Tire Pressure) Vehicle Mfr. recommendation for tire pressure, in pounds/sq. in.
V252	PSI_R	(Rear Tire Pressure) Vehicle Mfr. recommendation for tire pressure, in pounds/sq. in.
V253	REARSIZE	The size of the rear tires. example "17R245"
V254	REARSIZE_T	(Rear Tire Size Description) As in "17R245"
V255	RSTRNT	(Restraint Type) A Polk-assigned code that identifies the type of restraints that a vehicle has based on VIN.
V256	RSTRNT_T	(Restraint Type) description
V257	SALECTRY	(Country Sold/Specific Market) Country where the vehicle is planned to be sold (may have different emissions standards).
V258	SALECTRY_T	(Country Sold/Specific Market) description
V259	SECURITY	(Security Type) Describes the security system (if any) installed on this model.
V260	SECURITY_T	(Security Type) description
V261	SEGMNT	The Polk standard segmentation code
V262	SEGMNT_T	Description of SEGMENTATION_CODE that represents the Polk Standard Segmentation applied.
V263	SHIPWEIGHT	Contains the base weight of the vehicle, rounded to the nearest one hundred pounds, as defined in the OEM's specifications. The base weight of a vehicle is the empty weight of the base model of the vehicle (i.e., the stripped down version of the vehicle)
V264	SUPCHRGR	Indicates if the engine has a supercharger or not.

Element Identifier	SAS Name	Field Description
V265	SUPCHRGR_T	Indicates if the engine has a supercharger or not. Yes, No or Unknown.
V266	TIREDESC_F	(Front Tire) More specific tire description (ex. Michelin Eagle P245/40ZR)"
V267	TIREDESC_R	(Rear Tire) More specific tire description (ex. Michelin Eagle P245/40ZR)"
V268	TIRESZ_F	Describes the size of the front tire. For example "17R245"
V269	TIRESZ_F_T	(Front Tire Size Description) As in "17R245"
V270	TKAXLEF	(Axe- Type, Front Axle) The location of the front axle of a truck tractor. Set forward increases stability on the highway, Setback increases maneuverability in tight spaces.
V271	TKAXLEF_T	(Axe- Type, Front Axle) short description
V272	TKAXLER	(Axe- Type, Rear Axle) Represents rear axle configuration on a truck tractor. Tandem axles increase load bearing capability.
V273	TKAXLER_T	(Axe- Type, Rear Axle) short description
V274	TKBEDL	(Bed Length) Code representing the manufacturer's description of the relative size of the cargo area of a pickup truck or van. A "long" Ford Ranger bed (compact pickup) may well be shorter than a "short" bed on an F350 (large industrial pickup).
V275	TKBEDL_T	(Bed Length) description
V276	TKBRAK	(Brake Type) The type of brakes on the Vehicle (currently commercial truck only). Truck VIN determines this currently
V277	TKBRAK_T	(Brake Type) description
V278	TKCAB	(Cab Configuration) Cab Type describes the physical configuration of a truck's cabin.
V279	TKCAB_T	(Cab Configuration) medium description
V280	TKDUTY	(Duty Type) A Polk-assigned code that represents the duty type of a truck engine, based on manufacturer information.
V281	TKDUTY_T	(Duty Type) medium description
V282	TONRATING	(Tonnage Rating) description
V283	TURBO	Indicates if the engine has a turbocharger.
V284	TURBO_T	Indicates if the engine has a turbocharger. Yes, No or Unknown.
V285	VEHTYPE	A Polk-assigned code that defines the type of a vehicle represented by a specific VIN. For example: M,P,C or T.
V286	VEHTYPE_T	The description of the Polk-assigned code for the vehicle type code. For example: passenger, truck, motorcycle, commercial trailer.
V287	VINMAKE_T	(Make- Name) Full name of the make (i.e., Chevrolet)
V288	VINMODEL_T	(Model Code) description
V289	VINTRIM_T	The Trim of the vehicle
V290	VINTRIM1_T	The trim of the vehicle. This field is used when a VIN Pattern could have more than 1 trim assigned.
V291	VINTRIM2_T	The trim of the vehicle. This field is used when a VIN Pattern could have more than 2 trims assigned.
V292	VINTRIM3_T	The trim of the vehicle. This field is used when a VIN Pattern could have more than 3 trims assigned.
V293	VINTRIM4_T	The trim of the vehicle. This field is used when a VIN Pattern could have more than 4 trims assigned.

Element Identifier	SAS Name	Field Description
V294	VINYEAR	The marketing year defined by the OEM within which the vehicle was produced. The value contained in this attribute may not always match the calendar year in which the vehicle was actually manufactured. Many OEMs release models prior to calendar year.
V295	VLVCLNDR	(Valves Per Cylinder) Number of intake/exhaust valves per cylinder.
V296	VLVTOTAL	(Valves Total) Total number of intake/exhaust valves.
V297	WHEELS	The number of wheel ends on the vehicle. For example in a 6x4 configuration this would be the 6.
V298	WHLBLG	Contains the longest distance between the front and rear axles of a vehicle in inches for a particular series of that vehicle.
V299	WHLBSH	Contains the distance between the front and rear axles of a vehicle in inches of the base model of the vehicle.

Summary of 2010 and 2011 FARS Changes

2010 FARS/NASS GES Standardization

The purpose of this document is to inform users of NHTSA's FARS and NASS GES data about some of the more significant changes to the 2010 data as a result of the standardization of the data elements between the two systems. In addition to the changes outlined below, a listing of all specific data element changes can be found in the following table:

Variables with Changes in Definitions and Attributes

The FARS/NASS GES Standardization began in 2006 with the second phase being implemented in the 2010 data collection year. The definition and element attribute changes introduced in 2010 are the most substantive and most numerous changes in 1 year in the reconciliation of the FARS and NASS GES data systems. In the 2011 data collection year—the third and final planned phase of the FARS/NASS GES Standardization—nearly all remaining data element attribute and file structure differences will be addressed. As a single, unified data entry system, FARS/NASS GES will be compatible with the Model Minimum Uniform Crash Criteria (NHTSA, 2017), the guideline used by nearly all States to develop and revise their crash forms and databases. Once complete, the FARS/NASS GES Standardization will simplify crash data coding and analysis as well as reduce costs and errors.

Probably the most notable changes were the introduction of precrash information in FARS (already collected in NASS GES) and a change to case structure or how the groups of related data elements are organized. For example, in 2009 a FARS case consisted of Crash, Vehicle, Driver, and Person coding forms. In 2010 the Person level form was split into Motor Vehicle Occupant and Non-Motor Vehicle Occupant forms, and the Precrash form was added (new to FARS, though not to NASS GES).

These structure changes also include changes to how the data are now stored and made available. For example, for FARS, there are now 16 data tables rather than 4. This results from the changes in the number of coding forms and from changes in specific data elements. Several data elements that used to allow only a specified number of responses now have a “select-all-that-apply” format. There is a separate data table for each of these data elements.

At the Crash level, a Crash Events Table was added to FARS (and modified in NASS GES). In NASS GES, Non-Harmful Events were added to the Crash Events Table.

The precrash information represents not only a new coding form, but more importantly, largely a new concept for FARS, attempting to collect data about the conditions, events and driver actions that preceded and may have contributed to the crash. Precrash data is intended to improve crash avoidance research and has been included in NASS GES since 1992.

The new FARS Precrash form information consists of 23 data elements, 9 of which were previously coded at the Crash level, 3 each at the Vehicle and Driver levels, and 8 new elements. Nine trafficway descriptor data elements were moved from the crash level to the new precrash level. These elements provide details about the characteristics of the trafficway selected for each vehicle.

A Pedestrian/Bicycle crash typing software application was added to the Non-Motor Vehicle Occupant form for both systems to help identify the precrash actions for parties involved in certain non-motorist-related crashes.

Type of Intersection was added to both systems. Bus Use and Vehicle Configuration were two Vehicle level elements that are new to NASS GES in 2010 and modified for FARS (element attributes were consolidated and redefined). Condition at Time of Crash was added at the Driver and the Non-Motor Vehicle Occupant levels for both systems. For motor vehicle occupants, there is now an Indication of Misuse of Restraint System or Helmet Use in both systems.

Some of the information that had been collected under FARS Related Factors was redistributed to new data elements. For example, some Person Related Factors have been removed and are now captured in two new Non-Motor Vehicle Occupant elements; Non-Motorist Action/Circumstances Prior to Crash and Non-Motorist Action/Circumstances at Time of Crash. Some Vehicle Related Factors are now captured under the new Precrash elements, Contributing Circumstances, Motor Vehicle and Driver Distracted By. The Driver Level element, Violations Charged, is now a “Select-All-That-Apply” element.

Several data elements that are part of the Model Minimum Uniform Crash Criteria (NHTSA, 2017) had the attribute “Not Reported” added in 2010 to account for information missing from the case source material.

To ensure that data quality was not compromised as a result of the standardization, NHTSA refined and enhanced its quality control processes. These enhancements enable the identification of coding discrepancies and development of training tailored to eliminate or reduce these discrepancies.

The final phase of the FARS/NASS GES standardization will occur during the 2011 data collection year, at which point FARS and NASS GES, while remaining separate data systems, will share a single data entry system and uniform set of data elements.

New in 2010 FARS

2010 Data Elements With Changes in Definitions and Attributes

There were many changes to the 2010 FARS, most of which are the result of NHTSA’s efforts to standardize variables in FARS and the National Automotive Sampling System’s (NASS) General Estimates System (GES). Additions, deletions, and changes are listed below.

Below is a list of FARS data elements that had substantial changes for 2010.

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
C6	County	X	X	<ul style="list-style-type: none">Added new attribute 998 – Not Reported.Added new remarks.
C7	City	X	X	<ul style="list-style-type: none">Added new attribute 9898 – Not Reported.Added new remarks.

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
C8	Crash Date	X	X	<ul style="list-style-type: none"> Added GES element information. Added new GES Special Instructions. <u>UPDATE - Deleted attribute 98 - Not Reported for both Month and Day</u>
C9	Crash Time	X	X	<ul style="list-style-type: none"> Added GES element information. Added new GES Special Instructions. <u>UPDATE - Deleted attribute 9998 - Not Reported.</u>
C13	Trafficway Identifier		X	<ul style="list-style-type: none"> Updated remarks section. Added new GES Special Instructions.
C14	Milepoint	X	X	<ul style="list-style-type: none"> Added new attribute <i>99998 – Not Reported.</i> Added new remarks.
C15	Global Position	X	X	<ul style="list-style-type: none"> Added new attribute <i>7s – Not Reported.</i> Added new remarks.
C17	<i>Crash Events</i>	X	X	<ul style="list-style-type: none"> Filled in by MDE. Added new attributes. Added new remarks. GES and FARS Special Instruction Sections.

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
Old C17 New C18	First Harmful Event	X	X	<ul style="list-style-type: none"> Added new attributes: 58 – Ground, 59 – Traffic Sign Support and 98 – Not Reported. Updated attributes 01 – Rollover/Overturn, 09 – Pedalcyclist, 10 – Railway Train Vehicle, 12 – Motor Vehicle In-Transport on Same Roadway, 14 – Parked Motor Vehicle or Motor Vehicle Stopped off Roadway, 51 – Jackknife (<i>harmful to this vehicle</i>), 45 – Working Motor Vehicle (Construction, Maintenance or Utility Vehicle), 21 – Bridge Pier or Abutment Support, 23 – Bridge Rail (Includes Parapet), 30 – Utility Pole/Light Support, 35 – Embankment Earth, 42 – Tree (Standing Tree Only), 46 – Traffic Signal Support/Signal, 72 – Cargo/Equipment Loss or Shift (<i>harmful to this vehicle</i>). Deleted attributes: 13 – Motor Vehicle In Transport on Different Roadway, 22 – Bridge Parapet End, 27 – Highway/Traffic Sign Post/Sign, 28 – Overhead Sign Support/Sign, 29 – Luminaires/Light Support, 36 – Embankment – Rock, Stone, or Concrete, 37 – Embankment – Material Type Unknown, 47 – Vehicle Occupant Struck or Run Over by Own Vehicle. Updated/Added new remarks.
Old C18 New C19	Manner of Collision	X	X	<ul style="list-style-type: none"> Added new attribute 98 – Not Reported. Updated attributes: 00 – Not a Collision with a Motor Vehicle In-Transport, 01 – Front-to-Rear (includes Rear end), 02 – Front-to-Front (includes Head-on), 06 – Front to Side/Angle – Direction Not Specified, 11 – Other (End Swipes and Others)*. Deleted attributes: 03 – Front to Side, Same Direction, 04 – Front to Side, Opposite Direction, 05 – Front to Side, Right Angle (includes Broadside). Updated/Added new remarks.

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
Old C19 New C20	Relation to Junction	X	X	<ul style="list-style-type: none"> Divided element into two data entries (<i>a</i>) Within Interchange Area and (<i>b</i>) Specific Location. Format change from 1 numeric, to 2 numeric and 1 numeric one time. Added new attributes: 16 – Shared-Use Path or Trail, 17 – Acceleration/Deceleration Lane, 18 – Through Roadway, 98 – Not Reported. Updated attributes: 15-19 – Unknown, Interchange Area Other Location With Interchange Area, 09 – Unknown , Non Interchange. Deleted attributes: 10 – Intersection, 11 – Intersection Related, 12 – Driveway Access, 13 – Entrance/Exit Ramp Related, 14 – Crossover Related. Updated/Added new Remarks.
New C21	Type of Intersection	X	X	<ul style="list-style-type: none"> Added new element. Added new attributes: 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. Added new remarks and diagram.
Old C20 New C22	Relation to Trafficway	X	X	<ul style="list-style-type: none"> Added new attribute 98 – Not Reported. Updated attributes: 02 – On Shoulder, 03 – On Median, 04 – On Roadside, 05 – Outside Trafficway/Outside Right of Way, 11 – Two-way Continuous Left-Turn Lane. Updated/Added new remarks.
Old C28 New C23	Work Zone	X	X	<ul style="list-style-type: none"> Added new attribute 8 – Not Reported. Added new remarks.
Old C31 New C24	Light Condition	X	X	<ul style="list-style-type: none"> Added new attribute 8 – Not Reported. Added new remarks.

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
Old C32 New C25	Atmospheric Conditions	X	X	<ul style="list-style-type: none"> Format change from 1 numeric to 2 numeric. Added new attributes: 10 – Cloudy, 11 – Blowing Snow, 98 – Not Reported Updated attributes: 00 – No Additional Atmospheric Conditions, 01 – Clear/Cloudy (No Adverse Conditions), 02 – Rain, 03 – Sleet, Hail (Freezing Rain or Drizzle), 04 – Snow or Blowing Snow, 05 – Fog, Smog, Smoke, 06 – Severe Crosswinds, 07 – Blowing Sand, Soil, Dirt, 08 – Other, 99 – Unknown. Added new remarks.
Old C33 New C26	School Bus Related	X	X	<ul style="list-style-type: none"> Added new attribute 8 – Not Reported. Added new remarks. Added ANSI Definition for bus.
V3	Vehicle Number	X	X	<ul style="list-style-type: none"> Deleted attribute 000 – Persons Not in Motor Vehicles. Updated remarks. Added GES Special Instructions.
V4	Number of Occupants	X	X	<ul style="list-style-type: none"> Added new attribute 98 – Not Reported. Updated/Added new remarks. Added GES Special Instructions.
Old V37 New V6	Hit-and-Run	X	X	<ul style="list-style-type: none"> Added new attribute 8 – Not Reported. Updated/Added new remarks.
Old V8 New V9	Vehicle Make	X	X	<ul style="list-style-type: none"> Added new attributes: 78 – Other Make Moped, 79 – Other Make Motored Cycle, 97 – Not Reported Update/Added new remarks. Added GES Special Instructions.
Old V9 New V10	Vehicle Model	X	X	<ul style="list-style-type: none"> Added new attribute 997 – Not Reported. Updated/Added new remarks. Added GES Special Instructions
Old V10 New V11	Body Type	X	X	<ul style="list-style-type: none"> Added new attributes: 17 – 3-door coupe, 98 – Not Reported. Updated/Added new remarks.

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
Old V11 New V12	Model Year	X	X	<ul style="list-style-type: none"> Added new attribute 9998 – Not Reported. Updated/Added new remarks.
Old V12 New V13	Vehicle Identification Number	X	X	<ul style="list-style-type: none"> Added new attribute 8888888888888888 – Not Reported Updated/Added new remarks.
Old V27 New V16	Motor Carrier Identification Number	X	X	<ul style="list-style-type: none"> Added new attribute to Issuing Authority and Identification Number: 77 – Not Reported, 77777777 – Not Reported Updated/Added new remarks. Added GES Special Instructions.
Old V30 New V17	GVWR/GCWR	X	X	<ul style="list-style-type: none"> Added new attribute 8 – Not Reported. Updated/Added new remarks.
Old V28 New V18	Vehicle Configuration	X	X	<ul style="list-style-type: none"> Added new attributes: 10 – Vehicle 10,000 pounds or less placarded for Hazardous Materials, 98 – Not Reported. Deleted attributes: 03 – Single Unit Truck (unknown number of axles, tires), 70 – Light Truck (van, minivan, panel, pickup, sport utility vehicle displaying a hazardous material placard), 80 – Passenger Car (only when displaying a hazardous material placards). Updated attributes: 00 – Not Applicable, not a medium/heavy truck, bus or vehicle displaying a hazardous materials placard, 01 – Single-Unit Truck (two axles, 6 tires & GVWR of more than 10,000 pounds), 04 – Truck Pulling Trailer(s), 06 – Tractor/Semi-Trailer (one trailer), 07 – Truck Tractor/Doubles (two trailers), 08 – Truck Tractor/Triples (three trailers), 19 – Medium/Heavy Truck more than 10,000 lbs, cannot classify, 20 – Bus (seats for 9-15 people occupants, including driver), 21 – Bus (seats for 16 or more than 15 people occupants, including driver), 99 – Unknown if Light or Medium/Heavy Truck/Bus. Added new remarks.

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
Old V31 New V19	Cargo Body Type	X	X	<ul style="list-style-type: none"> Added new attribute 28 – Not Reported. Added new remarks.
Old V13 New V21	Bus Use	X	X	<ul style="list-style-type: none"> Format change from 1 numeric to 2 numeric. Added new attribute 98 – Not Reported. Deleted attributes: 01 – Not Used as a Bus, 02 – Used as a Private School Bus, 03 – Used as a School Bus, Public or Private Unknown Updated attributes: 00 – Not Used as a Bus, 01 – Used as a Public School Bus, 04 – Used as Scheduled Service Bus Intercity, 05 – Used as a Tour Bus Charter/Tour, 06 – Used as a Commuter Bus Transit/Commuter, 07 – Used as a Shuttle Bus, 99 – Unknown Bus Use Added new remarks
Old V14 New V22	Special Use	X	X	<ul style="list-style-type: none"> Format change from 1 numeric to 2 numeric. Added new attribute 98 – Not Reported. Added new remarks
Old V15 New V23	Emergency Use	X	X	<ul style="list-style-type: none"> Added new attribute 8 – Not Reported. Added new remarks
Old V16 New V24	Travel Speed	X	X	<ul style="list-style-type: none"> Added new attribute 998 – Not Reported. Added new remarks.
V17	Vehicle Maneuver			<ul style="list-style-type: none"> Deleted Element
V18	Crash Avoidance Maneuver			<ul style="list-style-type: none"> Deleted Element
V28	Vehicle Role			<ul style="list-style-type: none"> Deleted Element

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
Old V22 New V28	Impact Points - Initial/Principal changed to <i>Areas of Impact – Initial Damaged /Most Damaged</i>	X	X	<ul style="list-style-type: none"> Added new attributes: <i>61 – Left, 62 – Left-Front Half, 63 – Left-Back Half, 81 – Right, 82 – Right-Front Half, 83 – Right-Back Half, 98 – Not Reported.</i> Updated attribute 18 – This Vehicle Set Something in Motion Causing Injury or Damage (Not a Clock Point) Set-in-Motion (Not a Clock Point). Added new remarks and examples. Added new diagram.
Old V25 New V29	Extent of Damage	X	X	<ul style="list-style-type: none"> Added new attribute <i>8 – Not Reported.</i> Added new remarks.
Old V26 New V30	Vehicle Removal	X	X	<ul style="list-style-type: none"> Added new attribute <i>8 – Not Reported.</i> Added new remarks.

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
Old V33 New V3I	Sequence of Events	X	X	<ul style="list-style-type: none"> • Added new attributes: 58 – <i>Ground</i>, 59 – <i>Traffic Sign Support</i>, 68 – <i>Cross Centerline</i>, 69 – <i>Re-entering Highway</i>, 70 – <i>Jackknife (non-harmful)</i>, 72 – <i>Cargo/Equipment (harmful to this vehicle)</i>, 98 – <i>Not Reported</i>. • Updated attributes: 01 – Overtake/Rollover Rollover/Overtake, 02 – Fire/Explosion (<i>Always code if present</i>), 06 – Injured in Vehicle (<i>Non-Collision</i>), 09 – Pedal Cycle Pedalcyclist, 10 – Railway Train Vehicle, 12 – Motor Vehicle In-Transport on Same Roadway, 14 – Parked Motor Vehicle or Motor Vehicle Stopped off Roadway, 21 – Bridge Pier or Abutment Support, 23 – Bridge Rail (<i>Includes Parapet</i>), 30 – Utility Pole/<i>Light Support</i>, 35 – Embankment Earth, 42 – Tree (Standing Tree Only), 44 - Pavement Surface Irregularity (Pothole, Grooved, Grates, Ruts, Potholes, Grates, etc.), 45 – Working Motor Vehicle (Construction, Maintenance or Utility Vehicle), 51 – Jackknife (<i>harmful to this vehicle</i>), 46 – Traffic Signal Support Signal, 60 – Cargo/Equipment Loss or Shift (<i>non-harmful</i>), 65 – Cross Median/<i>Centerline</i>. • Deleted attributes: 13 – Motor Vehicle In Transport on Different Roadway, 22 – Bridge Parapet End, 27 – Highway/Traffic Sign Post/Sign, 28 – Overhead Sign Support/Sign, 29 – Luminaires/Light Support, 36 – Embankment Rock, Stone, or Concrete, 37 – Embankment Material Type Unknown, 47 – Vehicle Occupant Struck or Run Over by Own Vehicle. • Added new remarks. • Updated remarks and examples.

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
Old V34 New V32	Most Harmful Event	X	X	<ul style="list-style-type: none"> Added new attributes: 58 – <i>Ground</i>, 59 – <i>Traffic Sign Support</i>, 98 – <i>Not Reported</i> Updated attributes: 01 – Overtake/Rollover Rollover/Overtake, 02 – Fire/Explosion (Always code if present), 06 – Injured in Vehicle (<i>Non-Collision</i>), 09 – Pedal Cycle Pedalcyclist, 10 – Railway Train Vehicle, 12 – Motor Vehicle In-Transport on Same Roadway, 14 – Parked Motor Vehicle or Motor Vehicle Stopped off Roadway, 21 – Bridge Pier or Abutment Support, 23 – Bridge Rail (<i>Includes Parapet</i>), 30 – Utility Pole/Light Support, 35 – Embankment Earth, 42 – Tree (Standing Tree Only), 44 - Pavement Surface Irregularity (Pothole, Crooved, Grates) (<i>Ruts, Potholes, Grates, etc.</i>), 45 – Working Motor Vehicle (Construction, Maintenance or Utility Vehicle), 51 – Jackknife (<i>harmful to this vehicle</i>), 46 – Traffic Signal Support Signal, 72 – Cargo/Equipment Loss or Shift (<i>harmful</i>), 65 – Cross Median Centerline. Deleted attributes: 13 – Motor Vehicle In Transport on Different Roadway, 22 – Bridge Parapet End, 27 – Highway/Traffic Sign Post/Sign, 28 – Overhead Sign Support/Sign, 29 – Luminaires/Light Support, 36 – Embankment – Rock, Stone, or Concrete, 37 – Embankment – Material Type Unknown, 47 – Vehicle Occupant Struck or Run Over by Own Vehicle. Added new remarks.
Old V35 New V33	Related Factors – Vehicle Level	X		<ul style="list-style-type: none"> Deleted attributes: 01 – Tires, 02 – Brake System, 03 – Steering System, 04 – Suspension, 05 – Power Train, 06 – Exhaust System, 07 – Headlights, 08 – Signal Lights, 09 – Other Lights, 10 – Horn, 11 – Mirrors, 12 – Wipers, 13 – Driver Seating and Control, 14 – Body, Doors, Hood and Other, 15 – Trailer Hitch, 16 – Wheels, 17 – Air Bag, 18 – Other Vehicle Defects, 19 – Safety Belts.

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
D5	Driver's License State	X	X	<ul style="list-style-type: none"> Added new attributes: 00 – No Driver Present, 98 – Not Reported. Added new remarks.
D6	Driver's ZIP Code	X	X	<ul style="list-style-type: none"> Added new attribute 99998 – No Driver Present. Added new remarks. Added new GES Special Instructions.
D8	Commercial Motor Vehicle License Status	X	X	<ul style="list-style-type: none"> Format change from 1 numeric to 2 numeric. Added new attribute 98 – Not Reported. Updated attribute – 99 – Unknown. Added new remarks.
D9	Compliance with License Endorsements changed to Compliance with CDL Endorsements	X	X	<ul style="list-style-type: none"> Added new attribute 8 – Not Reported. Added new remarks.
D10	License Compliance with Class of Vehicle	X	X	<ul style="list-style-type: none"> Added new attribute 7 – Not Reported. Updated reference table. Added new remarks.
D11	Compliance with License Restrictions	X	X	<ul style="list-style-type: none"> Added new attribute 8 – Not Reported. Added new remarks.
D21	Violations Charged	X	X	<ul style="list-style-type: none"> Format change from 2 numeric, 3 times to select all that apply. Added new attribute 97 – Not Reported. Added new remarks.

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
<i>New D23 New NM14</i>	<i>Condition (Impairment) at Time of Crash</i>	X	X	<ul style="list-style-type: none"> • Add new element that is located on two forms. • Format – select all that apply. • New attributes: <i>00 – None/Apparently Normal, 01 – Ill, Blackout, 02 – Asleep or Fatigued, 03 – Walking with a Cane or Crutches, 04 – Paraplegic or Restricted to a Wheelchair, 05 – Impaired Due to Previous Injury, 06 – Deaf, 07 – Blind, 08 – Emotional (depressed, angry, disturbed, etc.), 09 – Under the Influence of Alcohol, Drugs or Medication, 10 – Physical Impairment – No Details, 96 – Other Physical Impairment, 98 – Not Reported, 99 – Unknown if Physically Impaired.</i> • New remarks.
D24	Related Factors – Driver Level	X		<ul style="list-style-type: none"> • Deleted attributes: 01 – Drowsy, Sleepy, Asleep/Fatigued, 02 – Ill, Passed out/Blackout, 03 – Emotional (e.g., Depression, Angry, Disturbed), 05 – Under the Influence of Alcohol, Drugs or Medication, 07 – Restricted to Wheelchair, 06 – Operating the Vehicle in Careless or Inattentive Thought in, 09 – Impaired Due to Previous Injury, 11 – Other Physical Impairment, 93 – Cellular Telephone Present in Vehicle, 94 – Cellular Telephone in Use in Vehicle, 95 – Computer/Tax Machines/Printers, 96 – Onboard Navigation System, 97 – Two way Radio, 98 – Head up Display.

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
New PC4	<i>Contributing Circumstances, Motor Vehicle</i>	X	X	<ul style="list-style-type: none"> Added new element. Format – 2 digits Added new attributes: 00 – <i>None</i>, 01 – <i>Tires</i>, 02 – <i>Brake System</i>, 03 – <i>Steering</i>, 04 – <i>Suspension</i>, 05 – <i>Power Train</i>, 06 – <i>Exhaust System</i>, 07 – <i>Head Lights</i>, 08 – <i>Signal Lights</i>, 09 – <i>Other Lights</i>, 10 – <i>Wipers</i>, 11 – <i>Wheels</i>, 12 – <i>Mirrors</i>, 13 – <i>Windows/Windshield</i>, 14 – <i>Body, Doors</i>, 15 – <i>Truck Coupling/Trailer Hitch/Safety Chains</i>, 16 – <i>Safety Systems</i>, 17 – <i>Vehicle Contributing Factors – No Details</i>, 97 – <i>Other</i>, 98 – <i>Not Reported</i>, 99 – <i>Unknown</i>. Added new remarks.
Old C21 New PC5	Trafficway Flow change to <i>Trafficway Description</i>	X	X	<ul style="list-style-type: none"> Element moved from Crash Level to Precrash (Vehicle/Driver) Level. Added new attributes: 0 – <i>Non-Trafficway Area</i>, 8 – <i>Not Reported</i>. Updated attributes: 1 – Not Physically Divided (Two-Way, Trafficway Not Divided), 5 – Not Physically Divided (With Two-Way, Not Divided with a Continuous Left-Turn Lane), 2 – Divided Highway, Median Strip (Without Traffic Barrier) Two-Way, Divided, Unprotected (Painted > 4 Feet) Median, 3 – Divided Highway, Median Strip (With Traffic Barrier) Two-Way, Divided, Positive Median Barrier. Added new remarks.
Old C22 New PC6	Number of Travel Lanes changed to <i>Total Lanes in Roadway</i>	X	X	<ul style="list-style-type: none"> Element moved from Crash Level to Precrash (Vehicle/Driver) Level. Added new attributes: 0 – <i>Non-Trafficway Area</i>, 8 – <i>Not Reported</i>. Added new remarks.
Old C23 New PC7	Speed Limit	X	X	<ul style="list-style-type: none"> Element moved from Crash Level to Precrash (Vehicle/Driver) Level. Added new attribute 98 – <i>Not Reported</i>. Updated remark 00 – No Statutory Limit/<i>Non-Trafficway Area</i>. Added new remarks.

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
Old C24 New PC8	Roadway Alignment	X	X	<ul style="list-style-type: none"> Element moved from Crash Level to Precrash (Vehicle/Driver) Level. Added new attributes: <i>0 – Non-Trafficway Area, 3 – Curve Left, 4 – Curve – Unknown Direction, 8 – Not Reported.</i> Updated attribute 2 – Curve Right.
Old C25 New PC9	Roadway Profile changed to Roadway Grade	X	X	<ul style="list-style-type: none"> Element moved from Crash Level to Precrash (Vehicle/Driver) Level. Added new attributes: <i>0 – Non-Trafficway Area, 5 – Uphill, 6 – Downhill, 8 – Not Reported.</i> Updated attributes: 2 – Grade, Unknown Slope, 4 – Sag (Bottom). Added new remarks. Added new diagram.
Old C26 New PC10	Roadway Surface Type	X	X	<ul style="list-style-type: none"> Element moved from Crash Level to Precrash (Vehicle/Driver) Level. Added new attributes: <i>0 – Non-Trafficway Area, 8 – Not Reported.</i> Updated attribute 7 8 – Other. Added new remarks.
Old C27 New PC11	Roadway Surface Conditions	X	X	<ul style="list-style-type: none"> Element moved from Crash Level to Precrash (Vehicle/Driver) Level. Format change from <u>1 numeric</u> to <u>2 numeric</u>. Added new attributes: <i>00 – Non-Trafficway Area, 10 – Slush, 11 – Mud, Dirt or Gravel, 98 – Not Reported.</i> Updated attributes: 03 – Snow or Slush, 05 – Sand, Dirt, Mud, Gravel, 99 – Unknown. Added new remarks.

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
Old C29 New PC12	Traffic Control Device	X	X	<ul style="list-style-type: none"> Element moved from Crash Level to Precrash (Vehicle/Driver) Level. Added new attributes: 32 – <i>School Zone Sign/Device</i>, 65 – <i>Railway Crossing Device</i>, 97 – <i>Not Reported</i>. Updated attributes: 29 – Unknown Type Regulatory Sign, 50 – Officer, crossing guard, flagman, etc. Person. Deleted attributes: 05 Flashing beacon, 06 Flashing highway traffic signal, type unknown or other than traffic control or beacon, 30 School speed limit sign, 31 School advance or crossing sign, 38 Other school related sign, 39 Unknown type school zone sign, 41 Electric Warning Sign, 60 Gates, 61 Flashing Lights, 62 Traffic Control Signal, 63 Wigwags, 64 Bells, 68 Other train activated device, 69 Active device, type unknown, 70 Cross bucks, 71 Stop sign, 72 Other railroad crossing sign, 73 Special warning device watchman, flagged by crew, 78 Other passive device, 79 Passive device, type unknown, 80 Grade crossing controlled, type unknown. Added new remarks.
Old C30 New PC13	Traffic Control Device Functioning changed to <i>Device Functioning</i>	X	X	<ul style="list-style-type: none"> Element moved from Crash Level to Precrash (Vehicle/Driver) Level. Added new attribute 8 – <i>Not Reported</i>. Attribute change to element values “00 Not Applicable Occupant of a Motor Vehicle In Transport or Not In Transport (Including Motor Vehicle Parked/Stopped off Roadway/Working/In Motion Outside the Trafficway)” to 000 - <i>Not Applicable-Occupant of a Motor Vehicle In-Transport or Not In-Transport (Including Motor Vehicle Parked/Stopped off Roadway/Working/In Motion Outside the Trafficway)</i>. Updated/Added new remarks.

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
<i>New PC14</i>	<i>Driver Distracted By</i>	X	X	<ul style="list-style-type: none"> Moved from Driver level to Precrash Level. Format change from <u>2 numeric</u> to <u>select all that apply</u>. Add new attribute 95 – No Driver Present. Update/Added new remarks.
<i>New PC15</i>	<i>Driver Maneuvered to Avoid</i>	X	X	<ul style="list-style-type: none"> Added new attributes: 00 – Driver Did Not Maneuver to Avoid, 01 – Object, 02 – Poor Road Conditions (Puddle, Ice, Pothole, etc.), 03 – Live Animal, 04 – Motor Vehicle, 05 – Pedestrian, Pedalcyclist or Other Non-Motorist, 92 – Phantom/Non-contact Motor Vehicle, 95 – No Driver Present, 98 – Not Reported, 99 – Unknown. Format – select all that apply. Added new remarks.
<i>New PC16</i>	<i>Driver's Vision Obscured By</i>	X	X	<ul style="list-style-type: none"> Added new attributes: 00 – Not Distracted, 01 – Looked but Did Not See, 03 – By Other Occupant(s), 04 – By Moving Object in Vehicle, 05 – While Talking or Listening to Cellular Phone, 06 – While Dialing Cellular Phone, 07 – Adjusting Audio And/or Climate Controls, 09 – While Using Other Device/Controls Integral to Vehicle, 10 – While Using or Reaching for Device/Object Brought Into Vehicle, 12 – Distracted by Outside Person, Object or Event, 13 – Eating or Drinking, 14 – Smoking Related, 15 – Other Cellular Phone Related, 16 – No Driver Present, 92 – Distraction/Inattention, Details Unknown, 96 – Not Reported, 97 – Inattentive or Lost in Thought, 98 – Other Distraction, 99 – Unknown if Distracted. Format – select all that apply. Added new remarks.

ELEMENT #	ELEMENT NAME	NEW/ REVISED VALUES	NEW/ REVISED REMARKS	COMMENTS
<i>New PC17</i>	<i>Pre-Event Movement (Prior to Recognition of Critical Event)</i>	X	X	<ul style="list-style-type: none"> • Added new attributes: <i>00 – No Driver Present, 01 – Going Straight, 02 – Decelerating in Traffic Lane, 03 – Accelerating in Traffic Lane, 04 – Starting in Traffic Lane, 05 – Stopped in Traffic Lane, 06 – Passing or Overtaking Another Vehicle, 07 – Disabled or Parked in Travel Lane, 08 – Leaving a Parking Position, 09 – Entering a Parking Position, 10 – Turning Right, 11 – Turning Left, 12 – Making a U-Turn, 13 – Backing up (other than for Parking Position), 14 – Negotiating a Curve, 15 – Changing Lanes, 16 – Merging, 17 – Successful Avoidance to a Previous Critical Event, 98 – Other (specify:), 99 – Unknown.</i> • Format – 2 numeric. • Added new remarks.
<i>New PC18</i>	<i>Critical Event – Precrash (Category)</i>	X	X	<ul style="list-style-type: none"> • Added new attributes: <i>1 – This Vehicle Loss of Control Due to:, 2 – This Vehicle Traveling, 3 – Other Motor Vehicle in Lane, 4 – Other Motor Vehicle Encroaching Into Lane, 5 – Pedestrian or Pedalcyclist or Other Non-Motorist, 6 – Object or Animal, 7 – Other (specify:), 9 – Unknown.</i> • Format – 1 numeric. • Added new remarks.
<i>New PC19</i>	<i>Critical Event – Precrash (Event)</i>	X	X	<ul style="list-style-type: none"> • Added new attributes: <i>01 – This Vehicle Loss of Control Due to: Blow out/flat tire, 02 – This Vehicle Loss of Control Due to: Stalled Engine, 03 – This Vehicle Loss of Control Due to: Disabling vehicle failure (e.g., wheel fell off) (specify:), 04 – This Vehicle Loss of Control Due to: Non-disabling vehicle problem (e.g., hood flew up)(specify:), 05 – This Vehicle Loss of Control Due to: Poor road conditions (puddle, pothole, ice, etc.) (specify:), 06 – This Vehicle Loss Of</i>

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
<i>New PC19 (cont.)</i>	<i>Critical Event – Precrash (Event)</i>	X	X	<p><i>Control Due to: Traveling too fast for conditions, 08 – This Vehicle Loss of Control Due to: Other cause of control loss (specify), 09 – This Vehicle Loss of Control Due to: Unknown cause of control loss, 10 – This Vehicle Traveling: Over the lane line on left side of travel lane, 11 – This Vehicle Traveling: Over the lane line on right side of travel lane, 12 – This Vehicle Traveling: Off the edge of the road on the left side, 13 – This Vehicle Traveling: Off the edge of the road on the right side, 14 – This Vehicle Traveling: End departure, 15 – This Vehicle Traveling: Turning left at intersection, 16 – This Vehicle Traveling: Turning right at intersection, 17 – This Vehicle Traveling: Crossing over (passing through) intersection, 18 – This Vehicle Traveling: This vehicle decelerating, 19 – This Vehicle Traveling: Unknown travel direction, 50 – Other Motor Vehicle in Lane: Other vehicle stopped, 51 – Other Motor Vehicle in Lane: Traveling in same direction with lower steady speed, 52 – Other Motor Vehicle in Lane: Traveling in same direction while decelerating, 53 – Other Motor Vehicle in Lane: Traveling in same direction with higher speed, 54 – Other Motor Vehicle in Lane: Traveling in opposite direction, 55 – Other Motor Vehicle in Lane: In crossover, 56 – Other Motor Vehicle in Lane: Backing, 59 – Other Motor Vehicle in Lane: Unknown travel direction of the other motor vehicle in lane, 60 – Other Motor Vehicle Encroaching Into Lane: From adjacent lane (same direction) over left lane line, 61 – Other Motor Vehicle Encroaching Into Lane: From adjacent lane (same direction) over right lane line, 62 – Other Motor Vehicle Encroaching Into Lane: From opposite direction over left lane line,</i></p>

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
<i>New PC19 (cont.)</i>	<i>Critical Event – Precrash (Event)</i>	X	X	<p><i>63 – Other Motor Vehicle Encroaching Into Lane: From opposite direction over right lane line, 64 – Other Motor Vehicle Encroaching Into Lane: From parking lane, median, shoulder, roadside, 65 – Other Motor Vehicle Encroaching Into Lane: From crossing street, turning Into same direction, 66 – Other Motor Vehicle Encroaching Into Lane: From crossing street, across path, 67 – Other Motor Vehicle Encroaching Into Lane: From crossing street, turning Into opposite direction, 68 – Other Motor Vehicle Encroaching Into Lane: From crossing street, intended path not known, 70 – Other Motor Vehicle Encroaching Into Lane: From driveway, turning Into same direction, 71 – Other Motor Vehicle Encroaching Into Lane: From driveway, across path, 72 – Other Motor Vehicle Encroaching Into Lane: From driveway, turning Into opposite direction, 73 – Other Motor Vehicle Encroaching Into Lane: From driveway, intended path not known, 74 – Other Motor Vehicle Encroaching Into Lane: From entrance to limited access highway, 78 – Other Motor Vehicle Encroaching Into Lane: Encroachment by other vehicle details unknown, 80 – Pedestrian, Pedalcyclist or Other Non-Motorist: Pedestrian in roadway, 81 – Pedestrian, Pedalcyclist or Other Non-Motorist: Pedestrian approaching roadway, 82 – Pedestrian, Pedalcyclist or Other Non-Motorist: Pedestrian unknown location, 83 – Pedestrian, Pedalcyclist or Other Non-Motorist: Pedalcyclist or other non-motorist in roadway (specify:), 84 – Pedestrian, Pedalcyclist or Other Non-Motorist: Pedalcyclist or other non-motorist</i></p>

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
<i>New PC19 (cont.)</i>	<i>Critical Event – Precrash (Event)</i>	X	X	<p><i>approaching roadway (specify:), 85 – Pedestrian, Pedalcyclist or Other Non-Motorist: Pedalcyclist or other non-motorist unknown location (specify:), 87 – Object or Animal: Animal in roadway, 88 – Object or Animal: Animal approaching roadway, 89 – Object or Animal: Animal -unknown location, 90 – Object or Animal: Object in roadway, 91 – Object or Animal: Object approaching roadway, 92 – Object or Animal: Object unknown location, 98 – Other critical precrash event (specify:), 99 – Unknown.</i></p> <ul style="list-style-type: none"> • Format – 2 numeric. • Added new remarks
<i>New PC20</i>	<i>Attempted Avoidance Maneuver</i>	X	X	<ul style="list-style-type: none"> • Added new attributes: <i>00 – No Driver Present, 01 – No Avoidance Maneuver, 02 – Braking (no lockup), 03 – Braking (lockup), 04 – Braking (lockup unknown), 05 – Releasing brakes, 06 – Steering left, 07 – Steering right, 08 – Braking and steering left, 09 – Braking and steering right, 10 – Accelerating, 11 – Accelerating and steering left, 12 – Accelerating and steering right, 98 – Other Action (specify:), 99 – Unknown.</i> • Format – 2 numeric. • Added new remarks. • Added GES Special Instructions.
<i>New PC21</i>	<i>Pre-Impact Stability</i>	X	X	<ul style="list-style-type: none"> • Added new attributes: <i>0 – No Driver Present, 1 – Tracking, 2 – Skidding longitudinally — rotation less than 30 degrees, 3 – Skidding laterally — clockwise rotation, 4 – Skidding laterally — counter-clockwise rotation, 7 – Other vehicle loss-of-control (specify:), 9 – Precrash stability unknown.</i> • Format – 1 numeric. • Added new remarks.

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
New PC22	<i>Pre-Impact Location</i>	X	X	<ul style="list-style-type: none"> New attributes: <i>0 – No Driver Present, 1 – Stayed in Original Travel Lane, 2 – Stayed on Roadway, but Left Original Travel Lane, 3 – Stayed on Roadway, not Known if Left Original Travel Lane, 4 – Departed Roadway, 5 – Remained off Roadway, 6 – Returned to Roadway, 7 – Entered Roadway, 9 – Unknown.</i> Format – 1 numeric. Added new remarks.
New PC23	<i>Crash Type</i>	X	X	<ul style="list-style-type: none"> Added new attributes: <i>00 – No Impact, Actual attribute 01-93, 98 – Other Crash Type, 99 – Unknown.</i> Format – 2 numeric. Added new remarks. Added GES Special Instructions
P3	Vehicle Number - Person Level	X		<ul style="list-style-type: none"> Deleted attribute 000 – Not a Motor Vehicle Occupant. Added GES Special Instructions.
Old P6 <i>New P5 and NM5</i>	Age	X	X	<ul style="list-style-type: none"> Element located on two forms. Added new attribute <i>998 – Not Reported.</i> Added new remarks.
Old P7 <i>New P6 and NM6</i>	Sex	X	X	<ul style="list-style-type: none"> Element located on two forms. Added new attribute <i>8 – Not Reported.</i> Added new remarks.
Old P8 <i>New P7</i>	Person Type	X	X	<ul style="list-style-type: none"> Element was split between Occupant and Non-Motorist Person Level forms. Added attribute <i>88 – Not Reported.</i> Attributes moved to Person Type NM7 - <i>04 – Occupant of a Non-Motor Vehicle Transport Device, 05 – Pedestrian, 06 – Bicyclist, 07 – Other Bicyclist, 08 – Person on Personal Conveyance, 10 – Persons in/on Buildings, 19 – Unknown Type of Non-Motorist.</i> Added new remarks. Added GES Special Instructions.

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
Old P22 <i>New P8 and NM8</i>	Injury Severity	X	X	<ul style="list-style-type: none"> Element located on two forms. Added new attribute 8 – Not Reported. Added new remarks. Added GES Special Instructions.
P9	Seating Position	X	X	<ul style="list-style-type: none"> Added new attribute 98 – Not Reported. Deleted attribute 00 – Not a Motor Vehicle Occupant. Added new remarks. Added GES Special Instructions.
P10	Protection System Use changed to Restraint System/Helmet Use	X	X	<ul style="list-style-type: none"> Added new attributes: 07 – None Used-Motor Vehicle Occupant, 16 – Other Helmet, 17 – No Helmet, 97 – Other, 98 – Not Reported. Updated attributes: 00 – None Used, Not Applicable – Not a Motor Vehicle Occupant, 01 – Shoulder Belt Only Used, 02 – Lap Belt Only Used, 03 – Lap and Shoulder Shoulder and Lap Belt Used, 04 – Child Safety Seat/Booster Restraint Type Unknown/Not Reported, 05 – DOT Compliant Motorcycle Helmet, 10 – Child Safety Seat Restraint System – Forward Facing, 11 – Child Safety Seat Restraint System – Rear Facing, 12 – Booster Seat (lap and shoulder belt used properly). Deleted attributes: 06 – Bicycle Helmet, 14 – Child Safety Seat/Booster Seat Used Properly, 15 – Helmets Used Improperly. Added new remarks. Added FARS Special Instructions. Added GES Special Instructions.
<i>New P11</i>	<i>Any Indication of Mis-Use of Restraint System or Helmet Use</i>	X	X	<ul style="list-style-type: none"> Added new element. Added new attributes: 0 – No, 1 – Yes. Added new remarks.
Old P11 <i>New P12</i>	Air Bag Deployed	X	X	<ul style="list-style-type: none"> Added new attribute 98 – Not Reported. Added new remarks. Added GES Special Instructions.

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
Old P12 <i>New P13</i>	Ejection	X	X	<ul style="list-style-type: none"> Added new attribute 7 – Not Reported. Added new remarks.
P18 and NM17	Alcohol Test	X	X	<ul style="list-style-type: none"> Element is now located on two forms. Added new attributes: Status: 8 – Not Reported, Type: 95 – Not Reported, Result: 95 – Not Reported. Updated attributes: Status: 9 – Unknown if Tested Not Reported, Type: 99 – Unknown if Tested Not Reported, Result: 99 – Unknown if Tested Not Reported. Updated/Added new remarks.
P21 and NM20	Drug Test	X	X	<ul style="list-style-type: none"> Element now located on two forms. Added new attributes: Status: 8 – Not Reported, Type: 6 – Not Reported, Result: 095 – Not Reported. Updated attributes: Status: 9 – Unknown if Tested Not Reported, Type: 9 – Unknown if Tested Not Reported, Result: 999 – Unknown if Tested Not Reported. Updated/Added new remarks. Updated Drug Lists.
Old P23 New P22 and NM21	Transported for Treatment By changed to Transported to Medical Facility By	X	X	<ul style="list-style-type: none"> Element located on two forms. Added new attributes: 5 – EMS Ground, 6 – Other, 8 – Not Reported Updated attributes: 1 – Yes, EMS Air, 2 – Yes, Law Enforcement, 3 – Yes, Other EMS Unknown Mode, 4 – Yes, Transported by Unknown Source. Added new remarks. Added GES Special Instructions.

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
Old P27 New P26	Related Factors - Person Level changed to Related Factors - (<i>Motor Vehicle Occupant</i>) Person Level			<ul style="list-style-type: none"> • Deleted attributes: 01 Not Visible, 02 Darting, Running or Stumbling Into Roadway, 03 Improper Crossing of Roadway or Intersection, 04 Walking/Riding With or Against Traffic, Playing, Working, Sitting, Lying, Standing, etc., in Roadway, 06 Ill, Passed out/Blackout, 07 Emotional (e.g., Depression, Angry, Disturbed), 10 Inattentive, 11 Walking with Cane or Crutches, 12 Restricted to Wheelchair, 13 Motorized Wheelchair Rider, 14 Impaired Due to Previous Injury, 15 Under the Influence of Alcohol, Drugs or Medication, 16 Blind, 17 Other Physical Impairment, 19 Pedestrian Jogging, 23 Failure to Dim Lights or Have Lights on When Required, 24 Operating Without Required Equipment, 27 Improper or Erratic Lane Changing, 30 Making Improper Entry to or Exit from Traficway, 34 Passing on Wrong Side, 35 Passing with Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle, 36 Operating the Vehicle in an Erratic, Reckless, Careless or Negligent Manner, 38 Failure to Yield the Right of Way, 39 Failure to Obey Actual Traffic Sign, 48 Making Other Improper Turn, 49 Driving Wrong Way on One Way Traficway, 50 Driving on Wrong Side of Road, 53 Stopped in Roadway (Vehicle Not Abandoned), 55 Getting off/out of or on/in to a Transport Vehicle, 79 Live Animals in Road, 90 Non Motorist Pushing a Vehicle. • Added new remarks.

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
Old P5 <i>New NM4</i>	Non-Occupant Striking Vehicle Number changed to <i>Number of Motor Vehicle Striking Non-Motorist</i>	X	X	<ul style="list-style-type: none"> Element moved to Non-Motorist Person Level form. Deleted attribute 000 – Not Applicable Occupant of a Motor Vehicle In Transport or Not In Transport (Including Parked/Stopped off Roadway/Working/In Motion Outside in Traficeway). Added new remarks. Added GES Special Instructions.
<i>NM7</i>	Person Type	X	X	<ul style="list-style-type: none"> Add new attribute: <i>88 – Not Reported.</i> Moved attributes from P7 – Person Type: <i>04 – Occupant of a Non-Motor Vehicle Transport Device, 05 – Pedestrian, 06 – Bicyclist, 07 – Other Cyclist, 08 – Person on Personal Conveyance, 10 – Person in/on Buildings, 88 – Not Reported, 19 – Unknown Type of Non-Motorist.</i> Added new remarks.
<i>NM9</i>	<i>Pedestrian/Bike Typing</i>	X	X	<ul style="list-style-type: none"> Added new element. Format – Element entered in MDE system. Remarks added by headquarters

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
Old P15 <i>New NM10</i>	Non-Occupant Location changed to <i>Non-Motorist Location at Time of Crash</i>			<ul style="list-style-type: none"> • Element moved to Non-Motorist Person Level form. • Added attributes: <i>14 – Parking Lane Zone, 20 – Shoulder/Roadside, 21 – Sidewalk, 22 – Median/Crossing Island, 23 – Driveway Access, 24 – Shared-Use Path/Trail, 25 – Non-Trafficway Area, 28 – Other, 98 – Not Reported.</i> • Deleted attributes: 00 – No Applicable Occupant of a Motor Vehicle In Transport or Not In Transport (Including Motor Vehicles Parked/Stopped off Roadway/Working/in Motion Outside the Trafficway) and Injured Railway Train Occupants, 04 – Intersection On Roadway, Crosswalk Availability Unknown, 05 – Intersection Not on Roadway, 12 – Non Intersection On Roadway, Crosswalk not Available, 15 – Non Intersection On Road Shoulder, 17 – Non Intersection Outside Trafficway, 18 – Non Intersection Other, Not on Roadway, 19 – Non Intersection Unknown. • Updated to attributes: 01 – Intersection – in <i>Marked</i> Crosswalk, 02 – Intersection – On Roadway, Not in Unmarked Crosswalk, 03 – Intersection – On Roadway, Not in Crosswalk not Available, 09 – Intersection – Unknown <i>Location</i>, 10 – Non-Intersection – In <i>Marked</i> Crosswalk, 14 – Non Intersection In Parking Lane/<i>Zone</i>, 16 – Non Intersection Bike Path* Bicycle Lane, 99 – Unknown <i>Location</i>. • Added new remarks.

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
<i>New NMII</i>	<i>Non-Motorist Action/Circumstances Prior to Crash</i>	X	X	<ul style="list-style-type: none"> • Added new element. • Added attributes: <i>01 – Going to or From School (K-12), 02 – Waiting to Cross Roadway, 03 – Crossing Roadway, 04 – Jogging/Running, 05 – Movement Along Roadway with Traffic (in or Adjacent to Travel Lane), 06 – Movement Along Roadway Against Traffic (in or Adjacent to Travel Lane, 07 – Movement on Sidewalk, 08 – In Roadway – Other (Working, Playing, etc.), 09 – Adjacent to Roadway (e.g., Shoulder, Median), 10 – Working in Trafficway (Incident Response), 11 – Entering/Exiting a Vehicle, 12 – Disabled Vehicle Related (Working on, Pushing, Leaving/Approaching), 14 – Other, 15 – None, 98 – Not Reported, 99 – Unknown.</i> • Format: select all that apply. • Added new remarks.

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
<i>New NM12</i>	<i>Non-Motorist Action/Circumstances at Time of Crash</i>	X	X	<ul style="list-style-type: none"> • Added new element. • Added new attributes: <i>00 – No Improper Action, 01 – Dart/Dash, 02 – Failure to Yield Right-Of-Way, 3 – Failure to Obey Traffic Signs, Signals or Officer, 04 – In Roadway Improperly (Standing, Lying, Working, Playing), 05 – Entering/Exiting a Vehicle, 06 – Inattentive (Talking, Eating, etc.), 07 – Improper Turn/Merge, 08 – Improper Passing, 09 – Wrong-Way Riding or Walking, 10 – Driving on Wrong Side of Road, 12 – Improper Crossing of Roadway or Intersection (Jaywalking), 13 – Failing to Have Lights on When Required, 14 – Operating Without Required Equipment, 15 – Improper or Erratic Lane Changing, 16 – Failure to Keep in Proper Lane or Running off Road, 17 – Making Improper Entry to or Exit from Trafficway, 18 – Operating the Vehicle in other Erratic, Reckless, Careless or Negligent Manner, 19 – Not Visible (Dark clothing, No Lighting, etc.), 20 – Passing with Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle, 21 – Other, 98 – Not Reported, 99 – Unknown.</i> • Format: select all that apply. • Added new remarks.
<i>New NM13</i>	<i>Non-Motorist Safety Equipment</i>	X	X	<ul style="list-style-type: none"> • Added new element. • Added new attributes: <i>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.</i> • Format: select all that apply. • Added new remarks.

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
<i>New NM25</i>	<i>Related Factors – Person Level (Not a Motor Vehicle Occupant)</i>	X	X	<ul style="list-style-type: none"> • Added new element to form. Carry over from Related Factors – Person Level. • Deleted attributes: 01 Not Visible, 02 Darting, Running or Stumbling Into Roadway, 03 Improper Crossing of Roadway or Intersection, 04 Walking/Riding With or Against Traffic, 05 Interfering With Driver, 06 Ill, Passed out/Blackout, 07 Emotional (e.g., Depression, Angry, Disturbed), 10 Inattentive, 11 Walking with Cane or Crutches, 12 Restricted to Wheelchair, 14 Impaired Due to Previous Injury, 15 Under the Influence of Alcohol, Drugs or Medication, 16 Blind, 17 Other Physical Impairment, 19 Pedestrian Jogging, 23 Failure to Dim Lights or Have Lights on When Required, 24 Operating Without Required Equipment, 27 Improper or Erratic Lane Changing, 28 Failure to Keep in Proper Lane, 29 Illegal Driving on Road Shoulder, in Ditch, on Sidewalk or on Median, 30 Making Improper Entry to or Exit from Traffeway, 32 Opening Vehicle Closure Into Moving Traffic or While Vehicle is in Motion, 33 Passing Where Prohibited by Posted Signs, Pavement Markings, Hill or Curve, or School Bus Displaying Warning Not to Pass Line, 34 Passing on Wrong Side, 35 Passing with Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle, 36 Operating the Vehicle in an Erratic, Reckless, Careless or Negligent Manner, 38 Failure to Yield the Right of Way, 39 Failure to Obey Actual Traffic Sign, 44 Driving Too Fast for Conditions or in Excess of Posted Maximum, 45 Driving Less Than Posted Minimum, 47 Making Right Turn from Left Turn Lane, Left Turn from Right Turn Lane, 48 Making Other Improper Turn, 49 Driving Wrong Way on One Way Traffeway, 50 Driving on Wrong

ELEMENT #	ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
New NM25 (cont.)	<i>Related Factors – Person Level (Not a Motor Vehicle Occupant)</i>	X	X	<p>Side of Road, 53 – Unfamiliar with Roadway, 55 – Getting off/out of or on/in to a Transport Vehicle, 59 – Overcorrecting, 79 – Live Animals in Road, 87 – Police or Law Enforcement Officer, 88 – Seat Back Not in Normal Upright Position, Seat Back Reclined.</p> <ul style="list-style-type: none"> • Added new remarks.

New SAS Data Files in 2010

Locator Code	2009 SAS Name	New 2010 SAS Names	Data Element Name
C17	N/A	Cevent.AOI1	Area of Impact (this)
C17	N/A	Cevent.AOI2	Area of Impact (other)
C17	N/A	Cevent.EVENTNUM	Event Number
C17	N/A	Cevent.SOE	Sequence of Event
C2/V2/D2/ PC2/P2/ NM2	N/A	Cevent.ST_CASE	Consecutive Number
C1/V1/D1/ PC1/P1/ NM1	N/A	Cevent.STATE	State Number
C17	N/A	Cevent.VNUMBER1	Vehicle Number (this)
C17	N/A	Cevent.VNUMBER2	Vehicle Number (other)
C17	N/A	Vevent.AOI1	Area of Impact (this)
C17	N/A	Vevent.AOI2	Area of Impact (other)
C17	N/A	Vevent.EVENTNUM	The number of the first event in the crash in which this vehicle is involved (could be this vehicle or the other vehicle in the SAS event data file).
C17	N/A	Vevent.SOE	Sequence of Event
C2/V2/D2/ PC2/P2/ NM2	N/A	Vevent.ST_CASE	Consecutive Number
C1/V1/D1/ PC1/P1/ NM1	N/A	Vevent.STATE	State Number
C17	N/A	Vevent.VNUMBER1	Vehicle Number (this)
C17	N/A	Vevent.VNUMBER2	Vehicle Number (other)
V3/D3/ PC3/P3	N/A	Vevent.VEH_NO	Vehicle Number
New id data element	N/A	Vevent.VEVENTNUM	The number of event sequentially ordered for each vehicle.
C2/V2/D2/ PC2/P2/ NM2	N/A	Vsoe.ST_CASE	Consecutive Number
C1/V1/D1/ PC1/P1/ NM1	N/A	Vsoe.STATE	State Number
C17	N/A	Vsoe.SOE	Sequence of Event
C17	N/A	Vsoe.AOI	Area of Impact associated with the event

Locator Code	2009 SAS Name	New 2010 SAS Names	Data Element Name
New id data element	N/A	Vsoe.VEVENTNUM	The number of event sequentially ordered for each vehicle.
V3/D3/ PC3/ P3	N/A	Vsoe.VEH_NO	Vehicle Number
V3/D3/ PC3/ P3	N/A	Parkwork.VEH_NO	Vehicle Number & Unit Type
V5	N/A	Parkwork.PTYPE	Unit Type
V9	N/A	Parkwork.PMAKE	Vehicle Make
V10	N/A	Parkwork.PMODEL	Vehicle Model
V11	N/A	Parkwork.PBODYTYP	Body Type
V12	N/A	Parkwork.PMODYEAR	Model Year
V13	N/A	Parkwork.PVIN	VIN
V7	N/A	Parkwork.PREG_STAT	Registration State
V22	N/A	Parkwork.PSP_USE	Special Use
V23	N/A	Parkwork.PEM_USE	Emergency use
V4	N/A	Parkwork.PNUMOCCS	Number of Occupants
V14	N/A	Parkwork.PTRAILER	Vehicle trailing
V34	N/A	Parkwork.PFIRE	Fire Occurrence
V29	N/A	Parkwork.PVEH_SEV	Extent of damage
V30	N/A	Parkwork.PTOWED	Vehicle Removal
V28	N/A	Parkwork.PIMPACT1	Area of Impact- Initial Damaged
V28	N/A	Parkwork.PIMPACT2	Area of Impact- Most Damaged
V19	N/A	Parkwork.Pcargtyp	Cargo body type
V20 - HM1	N/A	Parkwork.PHAZ_INV	Hazardous Material Involvement/Placard - Involvement
V20 - HM2	N/A	Parkwork.PHAZPLAC	Hazardous Material Involvement/Placard - Placard
V20 - HM3	N/A	Parkwork.PHAZ_ID	Hazardous Material Involvement/Placard - Identification Number
V20 - HM4	N/A	Parkwork.PHAZ_CNO	Hazardous Material Involvement/Placard - Class Number
V20 - HM5	N/A	Parkwork.PHAZ_REL	Hazardous Material Involvement/Placard - Released
V100	N/A	Parkwork.MAK_MOD	Make Model
V21	N/A	Parkwork.PBUS_USE	Bus Use

Locator Code	2009 SAS Name	New 2010 SAS Names	Data Element Name
C8	N/A	Parkwork.PDAY	Day
V150	N/A	Parkwork.PDEATHS	Fatals in Vehicle
V121	N/A	Parkwork.PFUECODE	Fuel Code
V17	N/A	Parkwork.PGVWR	GVWR
C18	N/A	Parkwork.PHARM_EV	First Harmful Event
V6	N/A	Parkwork.PHIT_RUN	Hit-and-Run
C9	N/A	Parkwork.PHOUR	Crash Time (HOUR)
V124	N/A	Parkwork.PMCYCL_DS	Motorcycle Engine Displacement (CC)
V16A	N/A	Parkwork.PMCARR_I1	MCID Issuing Authority
V16	N/A	Parkwork.PMCARR_I2	MCID Identification Number
V16B	N/A	Parkwork.PMCARR_ID	Motor Carrier Identification Number
V32	N/A	Parkwork.PM_HARM	Most Harmful Event
C19	N/A	Parkwork.PMAN_COL_L	Manner of Collision
C9	N/A	Parkwork.PMINUTE	Crash Time (MINUTE)
C8	N/A	Parkwork.PMONTH	Crash Date (Month)
V8	N/A	Parkwork.POWNER	Registered Vehicle Owner
V122	N/A	Parkwork.PSER_TR	VIN Truck Series
V25	N/A	Parkwork.PUNDERIDE	Underride/Override
C4AA	N/A	Parkwork.PVE_FORMS	Number of Vehicle Forms Submitted for MV In-Transport
V13	N/A	Parkwork.PVIN	Vehicle Identification Number
V101	N/A	Parkwork.PVIN_1	VIN Character 1
V102	N/A	Parkwork.PVIN_2	VIN Character 2
V103	N/A	Parkwork.PVIN_3	VIN Character 3
V104	N/A	Parkwork.PVIN_4	VIN Character 4
V105	N/A	Parkwork.PVIN_5	VIN Character 5
V106	N/A	Parkwork.PVIN_6	VIN Character 6
V107	N/A	Parkwork.PVIN_7	VIN Character 7
V108	N/A	Parkwork.PVIN_8	VIN Character 8

Locator Code	2009 SAS Name	New 2010 SAS Names	Data Element Name
V109	N/A	Parkwork.PVIN_9	VIN Character 9
V110	N/A	Parkwork.PVIN_10	VIN Character 10
V111	N/A	Parkwork.PVIN_11	VIN Character 11
V112	N/A	Parkwork.PVIN_12	VIN Character 12
V115	N/A	Parkwork.PVINA_MOD	VIN Model
V114	N/A	Parkwork.PVINMAKE	VIN Make
V117	N/A	Parkwork.PVINMODYR	VIN Model Year
V113	N/A	Parkwork.PVINTYPE	VIN Vehicle Type
V116	N/A	Parkwork.PVIN_BT	VIN Body Type
V125	N/A	Parkwork.PVIN_LNGT	VIN Length
V118	N/A	Parkwork.PVIN_WGT	Curb Weight
V18	N/A	Parkwork.PV_CONFIG	Vehicle Configuration
V33	N/A	Parkwork.PVEH_SC1	Related Factors -1
V33	N/A	Parkwork.PVEH_SC2	Related Factors -2
V123	N/A	Parkwork.PWGTCD_TR	Truck Weight Rating
V120	N/A	Parkwork.PWHLBS_LG	Wheelbase Long
V119	N/A	Parkwork.PWHLBS_SH	Wheelbase Short
C1/V1/D1/ PC1/P1/N M1	N/A	Parkwork.STATE	State Number
C2/V2/D2/ PC2/P2/N M2	N/A	Parkwork.ST_CASE	Consecutive Number
V3/D3/PC 3/ P3	N/A	Parkwork.VEH_NO	Vehicle Number
PC16	N/A	Distract.MDRDSTRD	Driver Distracted By
C2/V2/D2/ PC2/P2/N M2	N/A	Distract.ST_CASE	Consecutive Number
C1/V1/D1/ PC1/P1/N M1	N/A	Distract.STATE	State Number
V3/D3/PC 3/ P3	N/A	Distract.VEH_NO	Vehicle Number
PC4	N/A	Factor.MFACTOR	Contributing Circumstances, Motor Vehicle

Locator Code	2009 SAS Name	New 2010 SAS Names	Data Element Name
C2/V2/D2/ PC2/P2/ NM2	N/A	Factor.ST_CASE	Consecutive Number
C1/V1/D1/ PC1/P1/ NM1	N/A	Factor.STATE	State Number
V3/D3/PC 3/P3	N/A	Factor.VEH_NO	Vehicle Number
D23	N/A	Drimpair.DRIMPAIR	Condition (Impairment) at Time of Crash
C2/V2/D2/ PC2/P2/ NM2	N/A	Drimpair.ST_CASE	Consecutive Number
C1/V1/D1/ PC1/P1/ NM1	N/A	Drimpair.STATE	State Number
V3/D3/ PC3/P3	N/A	Drimpair.VEH_NO	Vehicle Number
NM14	N/A	Nmimpair.NMIMPAIR	Condition (Impairment) at Time of Crash
C2/V2/D2/ PC2/P2/ NM2	N/A	Nmimpair.ST_CASE	Consecutive Number
C1/V1/D1/ PC1/P1/ NM1	N/A	Nmimpair.STATE	State Number
V3/D3/ PC3/P3	N/A	Nmimpair.VEH_NO	Vehicle Number
P4/NM4	N/A	Nmimpair.PER_NO	Person Number
PC15	AVOID	Maneuver.MDRMANA V	Driver Maneuvered to Avoid
C2/V2/D2/ PC2/P2/ NM2	N/A	Maneuver.ST_CASE	Consecutive Number
C1/V1/D1/ PC1/P1/ NM1	N/A	Maneuver.STATE	State Number
V3/D3/ PC3/P3	N/A	Maneuver.VEH_NO	Vehicle Number
NM12	N/A	Nmcrash.MTM_CRSH	Non Motorists Action/Circumstance at Time of Crash
C2/V2/D2/ PC2/P2/ NM2	N/A	Nmcrash.ST_CASE	Consecutive Number
C1/V1/D1/ PC1/P1/ NM1	N/A	Nmcrash.STATE	State Number
P4/NM4	N/A	Nmcrash.PER_NO	Person Number
V3/D3/ PC3/P3	N/A	Nmcrash.VEH_NO	Vehicle Number

Locator Code	2009 SAS Name	New 2010 SAS Names	Data Element Name
NM11	N/A	Nmprior.MPR_ACT	Non Motorists Action/Circumstance Prior to Crash
C2/V2/D2/ PC2/P2/ NM2	N/A	Nmprior.ST_CASE	Consecutive Number
C1/V1/D1/ PC1/P1/ NM1	N/A	Nmprior.STATE	State Number
P4/NM4	N/A	Nmprior.PER_NO	Person Number
V3/D3/ PC3/P3	N/A	Nmprior.VEH_NO	Vehicle Number
NM13	N/A	Safetyeq.MSAFEQMT	Non Motorists Safety Equipment
C2/V2/D2/ PC2/P2/ NM2	N/A	Safetyeq.ST_CASE	Consecutive Number
C1/V1/D1/ PC1/P1/ NM1	N/A	Safetyeq.STATE	State Number
P4/NM4	N/A	Safetyeq.PER_NO	Person Number
V3/D3/ PC3/P3	N/A	Safetyeq.VEH_NO	Vehicle Number
D21	N/A	Violatn.MVIOLATN	Violations Charged
C2/V2/D2/ PC2/P2/ NM2	N/A	Violatn.ST_CASE	Consecutive Number
C1/V1/D1/ PC1/P1/N M1	N/A	Violatn.STATE	State Number
V3/D3/ PC3/P3	N/A	Violatn.VEH_NO	Vehicle Number
PC14	D_VISION1, D_VISION2, D_VISION3	Vision.MVISOBSC	Driver's Vision Obscured By
C2/V2/D2/ PC2/P2/ NM2	N/A	Vision.ST_CASE	Consecutive Number
C1/V1/D1/ PC1/P1/ NM1	N/A	Vision.STATE	State Number
V3/D3/ PC3/P3	N/A	Vision.VEH_NO	Vehicle Number

Trafficway Descriptor Data Elements in 2010

As part of the data standardization effort to harmonize the data in FARS and NASS GES and align both data systems with the data elements recommended in MMUCC, nine data elements were moved from the Crash Level in FARS to the a new Precrash Level method of collection. Some data elements also had title changes as a result. The changes are identified below with ***bold/italics***. Those data elements are:

2009 Crash Level Data elements	2010 Precrash Level Data elements
C21 Trafficway Flow (TRAF_FLO)	PC5 Trafficway <i>Description</i> (VTRAFWAY)
C22 Number of Travel Lanes (NO_LANES)	PC6 <i>Total Lanes in Roadway</i> (VNUM_LAN)
C23 Speed Limit (SP_LIMIT)	PC7 Speed Limit (VSPD_LIM)
C24 Roadway Alignment (ALIGNMNT)	PC8 Roadway Alignment (VALIGN)
C25 Roadway Profile (PROFILE)	PC9 Roadway <i>Grade</i> (VPROFILE)
C26 Roadway Surface Type (PAVE_TYP)	PC10 Roadway Surface Type (VPAVETYP)
C27 Roadway Surface Condition (SUR_COND)	PC11 Roadway Surface Condition (VSURCOND)
C29 Traffic Control Device (TRAF_CON)	PC12 Traffic Control Device (VTRAFCON)
C30 Traffic Control Device Functioning (T_CONT_F)	PC13 Traffic Control Device Functioning (VTCONT_F)

In the FARS data collection years 2009 and prior, the set of data elements above-left (C21-C27) provided details about the characteristics of the trafficway to which the crash had been assigned. Crashes were assigned to the trafficway on which the First Harmful Event occurred. If the First Harmful Event occurred outside the boundaries of a trafficway (e.g., private property), the crash was assigned to the trafficway on which the vehicle was traveling when the Unstabilized Situation began.

In at-intersection crashes, assignment was to the highest function class of trafficway at the intersection. If the vehicles were traveling on two different trafficways of equal function class prior to an at-intersection crash, it was assigned to the trafficway on which the motor vehicle precipitating the crash was traveling.

The data elements C29 Traffic Control Device and C30 Traffic Control Device Functioning were coded with respect to the control most applicable to the crash. If more than one device was present, the highest device (lowest number on the attribute list) most related to the crash was selected.

In the FARS data collection years starting in 2010 this set of data elements above-right (PC5-PC13) provide details about the characteristics of the trafficway that each motor vehicle in-transport was traveling on just prior to its Critical Precrash Event. The Critical Precrash Event is the event that made the crash imminent (i.e., something occurred that made the collision possible). For vehicles departing the trafficway prior to their critical precrash events, the trafficway selected for classification is the one the vehicle departed. If this vehicle is in a junction just prior to its critical precrash event, the trafficway selected for classification is the one it is on before entering the junction.

While these data elements were still collecting the same general information in 2010, there are some important differences to note. First, by being collected for each vehicle, different trafficway characteristics could be recorded for each vehicle in the crash. Second, in some circumstances the procedural change to being recorded for each vehicle based on its precrash location rather than the location of the first harmful event resulted in different data being provided than would have been in the same crash in prior years.

The types of crashes most affected by the change were those that occur in junction. For example, in a crash where two vehicles were traveling on the same trafficway in opposite directions (e.g., North-South) that have an at-intersection crash in the junction of a higher function class trafficway, the characteristics of the lower class trafficway that each of the vehicles were traveling on before entering the intersection area are recorded in the data elements PC5-PC13 for each vehicle. In prior years, the characteristics of the higher functional class trafficway would have appeared on the Crash Level. Also note that in such a case, on the Crash Level this crash would still be recoded to the higher functional class trafficway in the data elements C10 National Highway System, C11 Roadway Function Class, C12 Route Signing, and C13 Trafficway Identifier and none of the vehicle level characteristics can be attributed to this trafficway.

Summary of the SAS Naming Changes in 2010

Locator Code	2009 SAS Name	New 2010 SAS Name	Data Element Name
<i>C20a</i>	<i>N/A</i>	<i>RELJCT1</i>	<i>Relation to Junction - Within Interchange Area</i>
<i>C20b</i>	<i>REL_JUNC</i>	<i>RELJCT2</i>	<i>Relation to Junction - Specific Location</i>
<i>PC5</i>	<i>TRAF_FLO</i>	<i>VTRAFWAY</i>	<i>Trafficway Description</i>
<i>PC6</i>	<i>NO_LANES</i>	<i>VNUM_LAN</i>	<i>Total Lanes in Roadway</i>
<i>PC7</i>	<i>SP_LIMIT</i>	<i>VSPD_LIM</i>	<i>Speed Limit</i>
<i>PC8</i>	<i>ALIGNMNT</i>	<i>VALIGN</i>	<i>Roadway Alignment</i>
<i>PC9</i>	<i>PROFILE</i>	<i>VPROFILE</i>	<i>Roadway Grade</i>
<i>PC10</i>	<i>PAVE_TYP</i>	<i>VPAVETYP</i>	<i>Roadway Surface Type</i>
<i>PC11</i>	<i>SUR_COND</i>	<i>VSURCOND</i>	<i>Roadway Surface Condition</i>
<i>PC12</i>	<i>TRA_CONT</i>	<i>VTRAFCON</i>	<i>Traffic Control Device</i>
<i>PC13</i>	<i>T_CONT_F</i>	<i>VTCONT_F</i>	<i>Traffic Control Device Functioning</i>
<i>C21</i>	<i>N/A</i>	<i>TYP_INT</i>	<i>Type of Intersection</i>
<i>VI13</i>	<i>N/A</i>	<i>VINTYPE</i>	<i>VIN Vehicle Type</i>
<i>VI14</i>	<i>N/A</i>	<i>VINMAKE</i>	<i>VIN Make</i>
<i>VI17</i>	<i>N/A</i>	<i>VINMODYR</i>	<i>VIN Model Year</i>
<i>PC23</i>	<i>N/A</i>	<i>ACC_TYPE</i>	<i>Accident Type</i>
<i>VI21</i>	<i>N/A</i>	<i>FUELCODE</i>	<i>Fuel Code</i>
<i>VI26</i>	<i>N/A</i>	<i>TIRE_SZE</i>	<i>Original Tire Size</i>
<i>VI27</i>	<i>N/A</i>	<i>DISPLACE</i>	<i>Cubic Inch Displacement</i>
<i>VI28</i>	<i>N/A</i>	<i>CYLINDER</i>	<i>Number of Cylinders</i>
<i>VI29</i>	<i>N/A</i>	<i>CARBUR</i>	<i>Carburetion</i>
<i>VI30</i>	<i>N/A</i>	<i>WHLDRWHL</i>	<i>Number of wheels/driver wheels</i>
<i>VI31</i>	<i>N/A</i>	<i>TON_RAT</i>	<i>Ton Rating</i>
<i>VI32</i>	<i>N/A</i>	<i>TRK_WT</i>	<i>Shipping Weight</i>
<i>VI33</i>	<i>N/A</i>	<i>TRKWTVAR</i>	<i>Shipping Weight Variance</i>
<i>VI34</i>	<i>N/A</i>	<i>VIN_REST</i>	<i>VIN Restraint Type</i>
<i>VI35</i>	<i>N/A</i>	<i>MCYCL_WT</i>	<i>Dry Weight</i>

Locator Code	2009 SAS Name	New 2010 SAS Name	Data Element Name
<i>VI36</i>	<i>N/A</i>	<i>MCYCL_CY</i>	<i>Number of Engine Cycles</i>
<i>P11</i>	<i>N/A</i>	<i>REST_MIS</i>	<i>Any Indication of Mis-Use of Restraint System/Helmet Use</i>

The data elements in ***bold/italics*** are new to 2010 FARS.

The data elements in *italics* are changed in 2010 FARS.

New in 2011 FARS

2011 Data Elements with Changes in Definitions and Attributes

Below is a list of FARS data elements that have substantial changes for 2011.

DATA ELEMENT #	DATA ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
C3	Number of Forms Submitted for Persons Not in Motor Vehicles	X		<ul style="list-style-type: none"> ▪ Update Range to: 00-99.
C14	Milepoint	X	X	<ul style="list-style-type: none"> ▪ Changed format from 5 alphanumeric to 5 numeric. ▪ Updated element attributes with the addition of the decimal point.
C17	Crash Events-Sequence of Events		X	<ul style="list-style-type: none"> ▪ Delete attribute 98 - Not Reported
C18	First Harmful Event	X	X	<ul style="list-style-type: none"> ▪ Delete attribute 98 - Not Reported
C30	EMS Time at Hospital	X	X	<ul style="list-style-type: none"> ▪ Added new attribute 9996 – Transport Terminated.
V4	Number of Occupants	X	X	<ul style="list-style-type: none"> ▪ Delete attribute 98 - Not Reported
V9	Vehicle Make	X	X	<ul style="list-style-type: none"> ▪ Added new Make 66 - Mahindra
V10	Vehicle Model	X		<ul style="list-style-type: none"> ▪ Add new attribute 598 – Low-Speed Vehicle (LSV)/Neighborhood Electric Vehicle (NEV) and 870 – Medium/Heavy Van-Based Vehicle.

DATA ELEMENT #	DATA ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
V10	Body Type	X	X	<ul style="list-style-type: none"> ■ Added new attributes: 55 – Van-Based Bus GVWR > 10,000 lbs and 94 – Low-Speed Vehicle (LSV)/Neighborhood Electric Vehicle (NEV) ■ Updated attributes: 61 – Single-unit straight truck <i>or Cab-Chassis</i> (10,000 lbs < GVWR < or = 19,500 lbs), 62 – Single-unit straight truck <i>or Cab-Chassis</i> (19,500 lbs < GVWR < or = 26,000 lbs), 63 – Single-unit straight truck <i>or Cab-Chassis</i> (GVWR > 26,000 lbs), 64 – Single-unit straight truck <i>or Cab-Chassis</i> (GVWR unknown).
V27	Location of Rollover	X	X	<ul style="list-style-type: none"> ■ Add new attribute: 7 – In Parking Lane/Zone
V31	Sequence of Events	X	X	<ul style="list-style-type: none"> ■ Removal of attribute 98 – Not Reported
V32	Most Harmful Event		X	<ul style="list-style-type: none"> ■ Added new remarks. ■ Removal of attribute 98 – Not Reported
D5	Driver's License State	X	X	<ul style="list-style-type: none"> ■ Delete attribute 00 – No Driver Present
D6	Driver's ZIP Code	X	X	<ul style="list-style-type: none"> ■ Delete attribute 99997 – No Driver Present
D23/ NM14	Condition (Impairment) at Time of Crash	X	X	<ul style="list-style-type: none"> ■ Updated attribute 99 – Unknown if Physically Impaired.
D24	Related Factors- Driver Level		X	<ul style="list-style-type: none"> ■ Updated attribute 12 – Mother of Dead Fetus/Mother of Infant Born Post Crash
PC7	Speed Limit	X	X	<ul style="list-style-type: none"> ■ Change attribute range from 01-95 to 05-80 (in 5 mph increments).
PC12	Traffic Control Device	X	X	<ul style="list-style-type: none"> ■ Updated attributes: 32-23 – School Zone
PC14	Driver Vision Obscured By	X	X	<ul style="list-style-type: none"> ■ Updated attribute: 95 - No Driver Present /Unknown if Driver Present

DATA ELEMENT #	DATA ELEMENT NAME	NEW/REVISED VALUES	NEW/REVISED REMARKS	COMMENTS
PC15	Driver Maneuvered to Avoid	X	X	■ Updated attribute: 95 - No Driver Present <i>/Unknown if Driver Present</i>
PC16	Driver Distracted By	X	X	■ Updated attribute: 16 - No Driver Present <i>/Unknown if Driver Present</i>
PC17	Pre-Event Movement (Prior to Recognition of Critical Event)	X	X	■ Updated attributes: 02 – Decelerating in <i>Roadway</i> , 03 – Accelerating in <i>Roadway</i> , 04 – Starting in <i>Roadway</i> , 05 – Stopped in <i>Traffic Lane in Roadway</i> . 07 – Disabled or “Parked” in <i>Travel Lane</i>
PC19	Critical Event-Precrash (Event)	X	X	■ Updated attributes: 15 – Turning left at <i>trafficway junction</i> , 16 – Turning right at <i>trafficway junction</i> , 80 – Pedestrian in <i>roadway road</i> , 81 – Pedestrian approaching <i>roadway road</i> , 83 – Pedalcyclist or other non-motorist in <i>roadway road (specify)</i> , 84 – Pedalcyclist or other non-motorist approaching <i>roadway road (specify)</i> , 85 – Pedalcyclist or other non-motorist unknown location (<i>specify</i>), 87 – Animal in <i>roadway road</i> , 88 – Animal approaching <i>roadway road</i> , 90 – Object in <i>roadway road</i> , 91 – Object approaching <i>roadway road</i>
P7/NM7	Person Type	X	X	■ Deleted attribute: 88 - Not Reported
P8/NM8	Injury Severity		X	■ Deleted attribute: 8 - Not Reported
P26/NM25	Related Factors-Person Level (Motor Vehicle Occupant)	X	X	■ Updated attributes: 18 – Mother of Dead Fetus/ Mother of Infant Born Post Crash

Summary of the SAS Naming Changes in 2011

Locator Code	2010 SAS Name	New 2011 SAS Name	Data Element Name
C3A	N/A	PERNOTMVIT	<i>Number of Persons Not in Motor Vehicles In-Transport (MVIT)</i>
C4B	N/A	PVH_INVL	<i>Number of Parked/Working Vehicles Involved</i>
C5A	N/A	PERMVIT	<i>Number of Persons in Motor Vehicles In-Transport (MVIT)</i>
VI26	N/A	TIRE_SZE	<i>Original Tire Size</i>
VI27	N/A	DISPLACE	<i>Cubic Inch Displacement</i>
VI28	N/A	CYLINDER	<i>Number of Cylinders</i>
VI29	N/A	CARBUR	<i>Carburetion</i>
VI30	N/A	WHLDRWHL	<i>Number of Wheels/Drive Wheels</i>
VI31	N/A	TON_RAT	<i>Ton Rating</i>
VI32	N/A	TRK_WT	<i>Shipping Weight</i>
VI33	N/A	TRKWTVAR	<i>Shipping Weight Variance</i>
VI34	N/A	VIN_REST	<i>VIN Restraint Type</i>
VI35	N/A	MCYCL_WT	<i>Dry Weight</i>
VI36	N/A	MCYCL_CY	<i>Number of Engine Cycles</i>
NM4	<i>N_MOT_NO</i>	STR_VEH	<i>Number of Motor Vehicle Striking Non-Motorist</i>

The data elements in ***bold/italics*** are new to 2011 FARS.

The data elements in *italics* are changed in 2011 FARS.

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**National Highway
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