



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**



DOT HS 812 827

September 2019

Fatality Analysis Reporting System (FARS)

Analytical User's Manual, 1975-2018

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Suggested APA Format Citation:

National Center for Statistics and Analysis. (2019, September). *Fatality Analysis Reporting System (FARS) Analytical User's Manual, 1975-2018* (Report No. DOT HS 812 827). Washington, DC: National Highway Traffic Safety Administration.

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|--|---|--|------------------|
| 1. Report No. DOT HS 812 827 | 2. Government Accession No. | 3. Recipient's Catalog No. | |
| 4. Title and Subtitle Fatality Analysis Reporting System (FARS) Analytical User's Manual, 1975-2018 | | 5. Report Date September 2019 | |
| | | 6. Performing Organization Code | |
| 7. Author Office of Data Acquisition, State Data Reporting Systems Division | | 8. Performing Organization Report No. | |
| 9. Performing Organization Name and Address National Center for Statistics and Analysis National Highway Traffic Safety Administration 1200 New Jersey Avenue SE Washington, DC 20590 | | 10. Work Unit No. (TRAIS) | |
| | | 11. Contract or Grant No. | |
| 12. Sponsoring Agency Name and Address National Highway Traffic Safety Administration 1200 New Jersey Avenue SE Washington, DC 20590 | | 13. Type of Report and Period Covered | |
| | | 14. Sponsoring Agency Code | |
| 15. Supplementary Notes | | | |
| 16. Abstract This is the updated and revised Fatality Analysis Reporting System (FARS) Analytical User's Manual for the period 1975 to 2018. | | | |
| 17. Key Words FARS, Fatality Analysis Reporting System, Analytical User's Manual, 1975-2018 | | 18. Distribution Statement Document is available to the public from the National Technical Information Service, www.ntis.gov . | |
| 19. Security Classif. (of this report) Unclassified | 20. Security Classif. (of this page) Unclassified | 21. No. of Pages 634 | 22. Price |

Form DOT F 1700.7 (8-72)

Reproduction of completed page authorized

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New in 2018 FARS

Data Elements with Changes in Attributes

Below is a list of FARS data elements that have substantial changes for 2018. Changes are denoted in bold/italics for additions and strikethrough for deletions. More detailed information on each data element can be found in the FARS/CRSS Coding and Validation Manual. NHTSA's National Center for Statistics and Analysis (NCSA) publishes these manuals for each year of data collection and they can be found at:

[NCSA Publications- Manuals and Documentation](#)

| DATA ELEMENT # | DATA ELEMENT NAME | SAS TABLE.NAME | COMMENTS |
|----------------|---|--|--|
| C17 | Global Position | Accident.LATITUDE, Accident.LONGITUD | ▪ Revised attribute: 9s (Reported as Unknown) |
| C18B | Areas of Impact (This Vehicle) | Cevent.AOI1, Vevent.AOI1, Vsoe.AOI | ▪ Revised attribute: 99 (Reported as Unknown) |
| C18D | Areas of Impact (Other Vehicle) | Cevent.AOI2, Vevent.AOI2 | ▪ Revised attribute: 99 (Reported as Unknown) |
| C19 | First Harmful Event | Accident.HARM_EV, Parkwork.PHARM_EV | ▪ Revised attribute: 72 (Cargo/ Equipment Loss, or Shift, or Damage [harmful to this vehicle]) ▪ Revised attribute: 99 (Reported as Unknown) |
| C20 | Manner of Collision | Accident.MAN_COLL, Accident.PMAN_COLL | ▪ Revised attribute: 99 (Reported as Unknown) |
| C21A | Relation to Junction- Within Interchange Area | Accident.RELJCT1 | ▪ Revised attribute: 9 (Reported as Unknown) |
| C21B | Relation to Junction-Specific Location | Accident.RELJCT2 | ▪ Revised attribute: 99 (Reported as Unknown) |

| DATA ELEMENT # | DATA ELEMENT NAME | SAS TABLE.NAME | COMMENTS |
|----------------|-------------------------------|--|---|
| C22 | Type of Intersection | Accident.TYP_INT | <ul style="list-style-type: none"> ▪ Revised attribute: 99 (Reported as Unknown) |
| C23 | Relation to Trafficway | Accident.REL_ROAD | <ul style="list-style-type: none"> ▪ New attribute: 12 (Pedestrian Refuge Island or Traffic Island) ▪ Revised attribute: 99 (Reported as Unknown) |
| C25 | Light Condition | Accident.LGT_COND | <ul style="list-style-type: none"> ▪ Revised attribute: 9 (Reported as Unknown) |
| C26 | Atmospheric Conditions | Accident.WEATHER, Accident.WEATHER1, Accident.WEATHER2 | <ul style="list-style-type: none"> ▪ Revised attribute: 99 (Reported as Unknown) |
| C32 | Related Factors – Crash Level | Accident.CF1, Accident.CF2, Accident.CF3 | <ul style="list-style-type: none"> ▪ New attribute: 12 (Distracted Driver of a Non-Contact Vehicle) ▪ Revised attribute: 99 (Reported as Unknown) |
| V6 | Hit-and-Run | Vehicle.HIT_RUN, Parkwork.PHIT_RUN | <ul style="list-style-type: none"> ▪ Revised attribute: 9 (Reported as Unknown) |
| V7 | Registration State | Vehicle.REG_STAT, Parkwork.PREG_STAT | <ul style="list-style-type: none"> ▪ Revised attribute: 99 (Reported as Unknown) |
| V11 | Body Type | Vehicle.BODY_TYP, Parkwork.PBODYTYP | <ul style="list-style-type: none"> ▪ Deleted attribute: 32 (Pickup with slide-in camper) ▪ Revised attribute: 61 (Single-unit straight truck or Cab-Chassis (10,000 lbs. < GVWR < or = 10,500 lbs.) (GVWR range 10,001 to 19,500 lbs.)) ▪ Revised attribute: 62 (Single-unit straight truck or Cab-Chassis (10,500 lbs. < GVWR < or = 26,000 lbs.) (GVWR range 19,501 to 26,000 lbs.)) ▪ Revised attribute: 71 (Unknown if single-unit or combination unit Heavy Truck (10,000 lbs. < GVWR < 26,000 lbs.) (GVWR range 10,001 lbs. to 26,000 lbs.)) |

| DATA ELEMENT # | DATA ELEMENT NAME | SAS TABLE.NAME | COMMENTS |
|----------------|--|---|---|
| V13 | Vehicle Identification Number | Vehicle.VIN, Parkwork.PVIN | <ul style="list-style-type: none"> ▪ Revised attribute: 9s (Reported as Unknown) ▪ New attribute: * (VIN Character Missing or Not Decipherable) |
| V15 | Trailer Vehicle Identification Number | Vehicle.TRLR1VIN, Vehicle.TRLR2VIN, Vehicle.TRLR3VIN, Parkwork.PTRLR1VIN, Parkwork.PTRLR2VIN, Parkwork.PTRLR3VIN | <ul style="list-style-type: none"> ▪ Revised attribute: 9s (Reported as Unknown) ▪ New attribute: * (VIN Character Missing or Not Decipherable) |
| V17 | Motor Carrier Identification | Vehicle.MCARR_ID, Parkwork.PMCARR_ID | <ul style="list-style-type: none"> ▪ Revised attribute: 9s (Reported as Unknown) |
| V17A | Motor Carrier Identification-Issuing Authority | Vehicle.MCARR_I1, Parkwork.PMCARR_I1 | <ul style="list-style-type: none"> ▪ Revised attribute: 99 (Reported as Unknown) |
| V17B | Motor Carrier Identification-ID Number | Vehicle.MCARR_I2, Parkwork.PMCARR_I2 | <ul style="list-style-type: none"> ▪ Revised attribute: 9s (Reported as Unknown) |
| V18 | Gross Vehicle Weight Rating | Vehicle.GVWR, Parkwork.PGVWR | <ul style="list-style-type: none"> ▪ Revised attribute: 9 (Reported as Unknown) |
| V19 | Vehicle Configuration | Vehicle.V_CONFIG, Parkwork.PV_CONFIG | <ul style="list-style-type: none"> ▪ Revised attribute: 99 (Reported as Unknown) |
| V20 | Cargo Body Type | Vehicle.CARGO_BT, Parkwork.PCARGTYP | <ul style="list-style-type: none"> ▪ Revised attribute: 99 (Reported as Unknown) |
| V22 | Bus Use | Vehicle.BUS_USE, Parkwork.PBUS_USE | <ul style="list-style-type: none"> ▪ Revised attribute: 99 (Reported as Unknown) |
| V23 | Special Use | Vehicle.SPEC_USE, Parkwork.PSP_USE | <ul style="list-style-type: none"> ▪ Revised attribute: 99 (Reported as Unknown) |
| V24 | Emergency Motor Vehicle Use | Vehicle.EMER_USE, Parkwork.PEM_USE | <ul style="list-style-type: none"> ▪ Revised attribute: 9 (Reported as Unknown) |
| V25 | Travel Speed | Vehicle.TRAV_SP | <ul style="list-style-type: none"> ▪ Revised attribute: 999 (Reported as Unknown) |

| DATA ELEMENT # | DATA ELEMENT NAME | SAS TABLE.NAME | COMMENTS |
|----------------|---|--|---|
| V29 | Areas of Impact-Initial Contact Point | Vehicle.IMPACT1, Parkwork.PIMPACT1 | <ul style="list-style-type: none"> ▪ Revised attribute: 99 (Reported as Unknown) |
| V30 | Extent of Damage | Vehicle.DEFORMED, Parkwork.PVEH_SEV | <ul style="list-style-type: none"> ▪ Revised attribute: 9 (Reported as Unknown) |
| V31 | Vehicle Removal | Vehicle.TOWED, Parkwork.PTOWED | <ul style="list-style-type: none"> ▪ New attribute: 7 (Towed, Unknown Reason) ▪ Revised attribute: 9 (Reported as Unknown) |
| V32 | Sequence of Events | Cevent.SOE, Vevent.SOE, Vsoe.SOE | <ul style="list-style-type: none"> ▪ Revised attribute: 72 (Cargo/Equipment Loss, or Shift, or Damage [harmful to this vehicle]) ▪ Revised attribute: 99 (Reported as Unknown) |
| V33 | Most Harmful Event | Vehicle.M_HARM, Parkwork.PM_HARM | <ul style="list-style-type: none"> ▪ Revised attribute: 72 (Cargo/Equipment Loss, or Shift, or Damage [harmful to this vehicle]) ▪ Revised attribute: 99 (Reported as Unknown) |
| V34 | Related Factors-Vehicle Level | Vehicle.VEH_SC1, Vehicle.VEH_SC2, Parkwork.PVEH_SC1, Parkwork.PVEH_SC2 | <ul style="list-style-type: none"> ▪ New attribute: 45 (Slide-in Camper) ▪ Revised attribute: 99 (Reported as Unknown) |
| D5 | Driver's License State | Vehicle.L_STATE | <ul style="list-style-type: none"> ▪ New attribute: 57 (Other US Driver's License) ▪ Revised attribute: 99 (Reported as Unknown) |
| D8 | Commercial Motor Vehicle License Status | Vehicle.CDL_STAT | <ul style="list-style-type: none"> ▪ Revised attribute: 7 (Commercial Learner's Permit [CLP]) |

| DATA ELEMENT # | DATA ELEMENT NAME | SAS TABLE.NAME | COMMENTS |
|----------------------------------|---|--|--|
| D15 → D15A D15B D15C | Previous Recorded Suspensions and Revocations <i>changed to Previous Recorded Suspensions, Revocations, and Withdrawals</i> | Vehicle.PREV_SUS → Vehicle.PREV_SUS1, Vehicle.PREV_SUS2, Vehicle.PREV_SUS3 | <ul style="list-style-type: none"> ▪ Revised data element name ▪ Revised structure of element into three separate elements: <ul style="list-style-type: none"> ○ <i>Previous Underage Administrative Per Se for BAC</i> ○ <i>Previous Administrative Per Se for BAC (Not Underage)</i> ○ <i>Previous Recorded Other Suspensions, Revocations, or Withdrawals</i> |
| D22 | Speeding Related | Vehicle.SPEEDREL | <ul style="list-style-type: none"> ▪ Revised attribute: 9 (Reported as Unknown) |
| D23 | Condition (Impairment) at Time of Crash | Drimpair.DRIMPPAIR | <ul style="list-style-type: none"> ▪ Revised attribute: 99 (Reported as Unknown if Impaired) |
| D24 | Related Factors-Driver Level | Vehicle.DR_SF1, Vehicle.DR_SF2, Vehicle.DR_SF3, Vehicle.DR_SF4 | <ul style="list-style-type: none"> ▪ New attribute: 9 (Emergency Services Personnel) ▪ New attribute: 10 (Looked But Did Not See) ▪ Revised attribute: 99 (Reported as Unknown) |
| PC4 | Contributing Circumstances, Motor Vehicle | Factor.MFACTOR | <ul style="list-style-type: none"> ▪ Revised attribute: 99 (Reported as Unknown) |
| PC5 | Trafficway Description | Vehicle.VTRAFWAY | <ul style="list-style-type: none"> ▪ Revised attribute: 9 (Reported as Unknown) |
| PC6 | Total Lanes in Roadway | Vehicle.VNUM_LAN | <ul style="list-style-type: none"> ▪ Revised attribute: 9 (Reported as Unknown) |
| PC7 | Speed Limit | Vehicle.VSPD_LIM | <ul style="list-style-type: none"> ▪ Revised attribute: 99 (Reported as Unknown) |
| PC8 | Roadway Alignment | Vehicle.VALIGN | <ul style="list-style-type: none"> ▪ Revised attribute: 9 (Reported as Unknown) |
| PC9 | Roadway Grade | Vehicle.VPROFILE | <ul style="list-style-type: none"> ▪ Revised attribute: 9 (Reported as Unknown) |

| DATA ELEMENT # | DATA ELEMENT NAME | SAS TABLE.NAME | COMMENTS |
|----------------|-----------------------------|-------------------|---|
| PC10 | Roadway Surface Type | Vehicle.VPAVETYP | ▪ Revised attribute: 9 (Reported as Unknown) |
| PC11 | Roadway Surface Conditions | Vehicle.VSURCOND | ▪ Revised attribute: 99 (Reported as Unknown) |
| PC12 | Traffic Control Device | Vehicle.VTRAFCON | ▪ Revised attribute: 99 (Reported as Unknown) |
| PC13 | Device Functioning | Vehicle.VTCONT_F | ▪ Revised attribute: 9 (Reported as Unknown) |
| PC14 | Driver's Vision Obscured By | Vision.MVISOBSC | ▪ Revised attribute: 99 (Reported as Unknown) |
| PC15 | Driver Maneuvered to Avoid | Maneuver.MDRMANAV | ▪ Revised attribute: 99 (Reported as Unknown) |
| PC16 | Driver Distracted By | Distract.MDRDSTRD | ▪ Deleted attribute: 01 (Looked But Did Not See) ▪ Revised attribute: 99 (Reported as Unknown if Distracted) |
| P5/NM5 | Age | Person.AGE | ▪ Revised attribute: 999 (Reported as Unknown) |
| P6/NM6 | Sex | Person.SEX | ▪ Revised attribute: 9 (Reported as Unknown) |
| P9 | Seating Position | Person.SEAT_POS | ▪ Revised attribute: 99 (Reported as Unknown) |
| P10 | Restraint System/Helmet Use | Person.REST_USE | ▪ Revised attribute: 99 (Reported as Unknown) |
| P12 | Air Bag Deployed | Person.AIR_BAG | ▪ Revised attribute: 99 (Reported as Deployment Unknown) |
| P13 | Ejection | Person.EJECTION | ▪ Revised attribute: 9 (Reported as Unknown if Ejected) |

| DATA ELEMENT # | DATA ELEMENT NAME | SAS TABLE.NAME | COMMENTS |
|----------------|--|--|--|
| P16/ NM15 | Police Reported Alcohol Involvement | Person.DRINKING | <ul style="list-style-type: none"> ▪ Revised attribute: 9 (Reported as Unknown (Police Reported)) |
| P18A/ NM17A | Alcohol Test Status | Person.ALC_STATUS | <ul style="list-style-type: none"> ▪ Revised attribute: 9 (Reported as Unknown if Tested) |
| P18B/ NM17B | Alcohol Test Type | Person.ATST_TYP | <ul style="list-style-type: none"> ▪ New attribute: 11 (Breath Test, Unknown Type) ▪ Revised attribute: 99 (Reported as Unknown if Tested) |
| P18C/ NM17C | Alcohol Test Result | Person.ALC_RES | <ul style="list-style-type: none"> ▪ Revised attribute: 999 (Reported as Unknown if Tested) |
| P19/ NM18 | Police Reported Drug Involvement | Person.DRUGS | <ul style="list-style-type: none"> ▪ Revised attribute: 9 (Reported as Unknown (Police Reported)) |
| P21A/ NM20A | Drug Test- Test Status <i>Changed to</i> Drug Toxicology Results- Drug Test Status | Person.DSTATUS | <ul style="list-style-type: none"> ▪ Revised data element name ▪ Revised attribute: 9 (Reported as Unknown if Tested) |
| P21B/ NM20B | Drug Test- Test Type <i>Changed to</i> Drug Toxicology Results- Drug Specimen | Person.DRUGTST1, Person.DRUGTST2, Person.DRUGTST3 → Drugs.DRUGSPEC | <ul style="list-style-type: none"> ▪ Revised data element name ▪ Revised format: unlimited, 2 numeric ▪ Deleted attribute: 3 (Both: Blood and Urine Tests) ▪ Revised attributes: <ul style="list-style-type: none"> ○ 1 (Whole Blood) ○ 2 (Urine Test) ○ 96 (Not Reported) ○ 97 (Unknown Specimen Test Type) ○ 98 (Other Specimen Test Type) ○ 99 (Reported as Unknown if Tested) ▪ New attributes: <ul style="list-style-type: none"> ○ 11 (Blood Plasma / Serum) ○ 12 (Blood Clot) ○ 13 (Oral Fluids) ○ 14 (Vitreous) ○ 15 (Liver) |

| DATA ELEMENT # | DATA ELEMENT NAME | SAS TABLE.NAME | COMMENTS |
|----------------|--|---|--|
| P21C/NM20C | Drug Test-Test Result <i>Changed to Drug Toxicology Results- Drug Test Result</i> | Person.DRUGRES1, Person.DRUGRES2, Person.DRUGRES3 → Drugs.DRUGRES | <ul style="list-style-type: none"> ▪ Revised data element name ▪ Revised attribute: 999 (Reported as Unknown if Tested for Drugs) |
| P22/NM21 | Transported to First Medical Facility by | Person.HOSPITAL | <ul style="list-style-type: none"> ▪ Revised attribute: 9 (Reported as Unknown) |
| P26/NM25 | Related Factors – Person Level | Person.P_SF1, Person.P_SF2, Person.P_SF3 | <ul style="list-style-type: none"> ▪ New attribute: 31 (Default Code Used for Vehicle Numbering) [non-motorists only] ▪ Revised attribute: 99 (Reported as Unknown) |
| NM4 | Vehicle Number of Motor Vehicle Striking Non-Motorist | Person.STR_VEH | <ul style="list-style-type: none"> ▪ Deleted attribute: 999 (Unknown) |
| NM10 | Non-Motorist Location at Time of Crash | Person.LOCATION | <ul style="list-style-type: none"> ▪ Revised attribute: 99 (Reported as Unknown Location) |
| NM11 | Non-Motorist Action/Circumstances | Nmprior.MPR_ACT | <ul style="list-style-type: none"> ▪ Revised attribute: 9 (Stationary and Adjacent to Roadway (e.g., Shoulder, Median, Sidewalk)) ▪ Revised attribute: 99 (Reported as Unknown) |
| NM12 | Non-Motorist Contributing Circumstances | Nmcrash.MTM_CRSH | <ul style="list-style-type: none"> ▪ Revised attribute: 99 (Reported as Unknown) |
| NM13A | Non-Motorist Safety Equipment-Helmet Use | Safetyeq.NMHELMET | <ul style="list-style-type: none"> ▪ Revised attribute: 9 (Reported as Unknown) |

| DATA ELEMENT # | DATA ELEMENT NAME | SAS TABLE.NAME | COMMENTS |
|----------------|---|-------------------|--|
| NM13B | Non-Motorist Safety Equipment- Use of Protective Pads | Safetyeq.NMPROPAD | ▪ Revised attribute: 9 (Reported as Unknown) |
| NM13C | Non-Motorist Safety Equipment- Use of Other Protective Safety Equipment | Safetyeq.NMOTHPRO | ▪ Revised attribute: 9 (Reported as Unknown) |
| NM13D | Non-Motorist Safety Equipment- Use of Reflective Clothing/Carried Item | Safetyeq.NMREFCLO | ▪ Revised attribute: 9 (Reported as Unknown) |
| NM13E | Non-Motorist Safety Equipment- Use of Lighting | Safetyeq.NMLIGHT | ▪ Revised attribute: 9 (Reported as Unknown) |
| NM13F | Non-Motorist Safety Equipment- Use of Other Preventive Safety Equipment | Safetyeq.NMOTHPRE | ▪ Revised attribute: 9 (Reported as Unknown) |
| NM14 | Condition (Impairment) at Time of Crash | Nmimpair.NMIMPAIR | ▪ Revised attribute: 99 (Reported as Unknown if Impaired) |

Summary of the SAS Naming Changes

| Locator Code | 2017 SAS Name | New 2018 SAS Name | Data Element Name |
|----------------|---|---|---|
| D15 | Vehicle.PREV_SUS | Vehicle.PREV_SUS1, Vehicle.PREV_SUS2, Vehicle.PREV_SUS3 | Previous Recorded Suspensions, Revocations, and Withdrawals <i>To</i> Previous Underage Administrative Per Se for BAC Previous Administrative Per Se for BAC (Not Underage) Previous Recorded Other Suspensions, Revocations, or Withdrawals |
| P21B/ NM20B | Person.DRUGTST1, Person.DRUGTST2, Person.DRUGTST3 | Drugs.DRUGSPEC | Drug Test- Drug Test Type <i>To</i> Drug Toxicology Results- Drug Specimen |
| P21C/ NM20C | Person.DRUGRES1, Person.DRUGRES2, Person.DRUGRES3 | Drugs.DRUGRES | Drug Test- Drug Test Result <i>To</i> Drug Toxicology Results- Drug Test Result |

The data elements in RED are new to 2018 FARS.

The data elements in BLUE are changed in 2018 FARS.

Special Notes

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

Addition of 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 | 1 (Whole Blood) | 695 (Cannabinoid, Type Unknown) |
| 1 | 1 | 1 (Whole Blood) | 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 the [Drugs Data File](#)

Light Pickup Truck Reclassification

In March of 2019, NCSA identified issues with the classification of some large trucks as light pickup truck body types in FARS. Several of these vehicles had a VIN-derived gross vehicle weight rating (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 truck:

- 202 were reclassified as a 67 (Medium/Heavy Pickup (*GVWR > 10,000 lbs.*));
- 120 were reclassified as a 61 (Single-Unit Straight Truck or Cab-Chassis (*GVWR range 10,001 to 19,500 lbs.*)); and
- 7 were reclassified as a 62 (Single-Unit Straight Truck or Cab-Chassis (*GVWR range 19,501 to 26,000 lbs.*)).

These changes are reflected in the FARS 2016 Amended Final file. In addition, the coding of light and large pickup trucks on the FARS 2017 Final file and 2018 Annual Report File (ARF) was reviewed and where applicable, revised in accordance with the FARS 2016 Amended Final file guidelines. All three FARS files – 2016 Amended Final, 2017 Final, and 2018 ARF – were released simultaneously in late 2019. Any issues existing in 2015 and earlier year files will not be addressed due to a lack of source materials needed for reconciliation.

Go to [Body Type](#)

Go to [Vehicle Body Type Classification](#)

Preface

One of the primary objectives of the National Highway Traffic Safety Administration (NHTSA) 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) which 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 the Fatality Analysis Reporting System from 1975 to 2018. In other words, this manual presents the evolution of FARS coding from inception through present. The manual 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. Years 2001 to current are available at:

[NCSA Publications- Manuals and Documentation.](#)

The compilation of FARS data for more than four decades has been a priority for NHTSA. 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.

FARS Operations

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

FARS is directed by the National Center for Statistics and Analysis (NCSA), which is 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:

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

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

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

Each analyst uses a coding manual which provides a set of written instructions on how to transfer the information from a police accident/crash report (PAR) 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. 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 private citizens. Annual FARS data files are available for 1975 through 2018.

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. Changes have been 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. For the current data collection year, there are 21 data files.

This manual describes the 21 current data files as well as previously discontinued data files. The 21 current data files are: Accident, Vehicle, Person, Parkwork, Pbtype, Cevent, Vevent, Vsoe, Damage, Distract, Drimpair, Factor, Maneuver, Violatn, Vision, Nmcrash, Nmimpair, Nmprior, Safetyeq, Drugs, and Vindecode data files. Eleven of these data files contain one or two data elements each: Damage, Distract, Drimpair, Factor, Maneuver, Violatn, Vision, Nmcrash, Nmimpair, Nmprior, and Drugs. For the data elements in these data files, the analyst could code multiple responses (i.e., "select all that apply"); thus, there is a record for each response. 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 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 which 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:

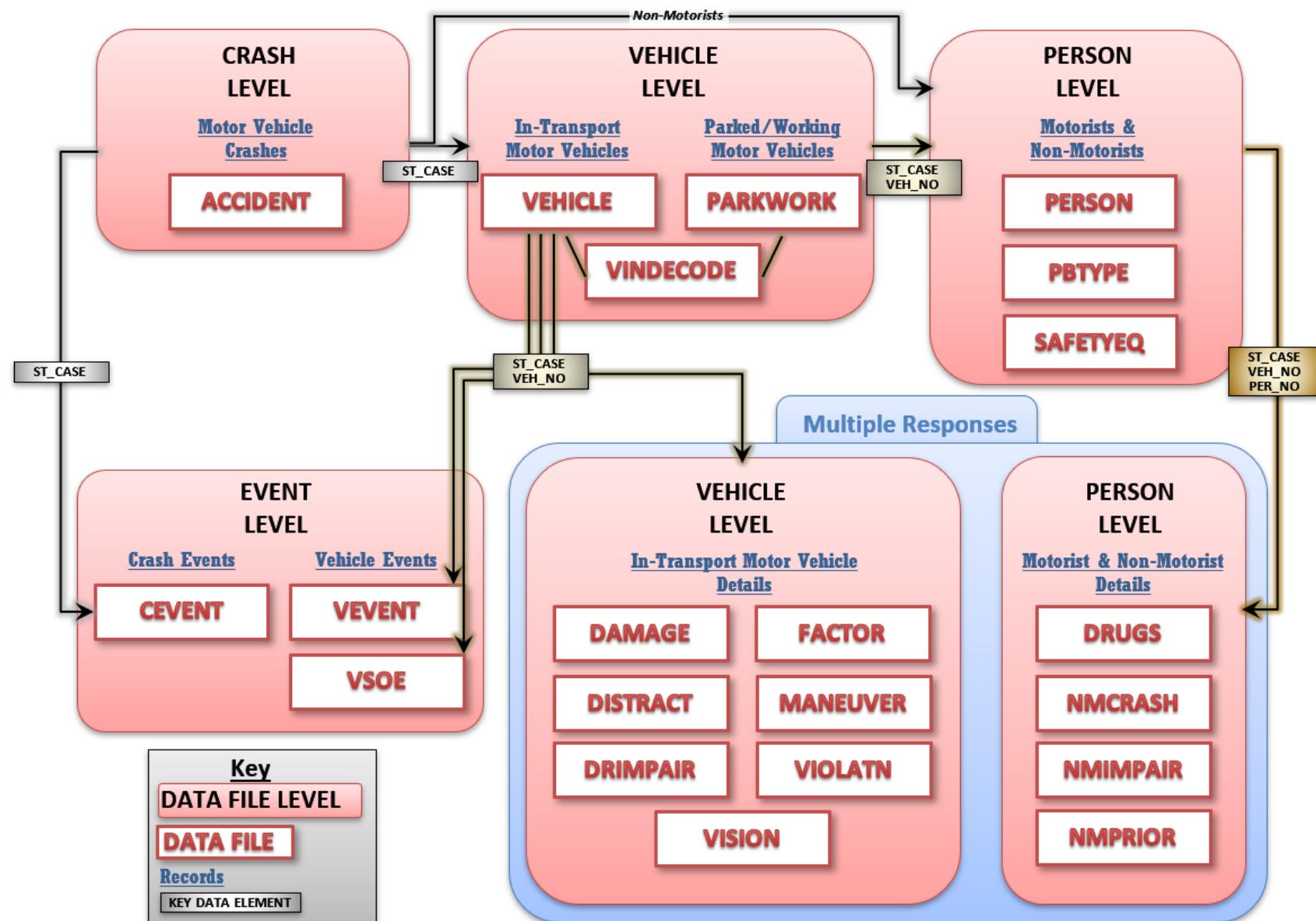
- **Accident - (1975-current):** This data file contains information about crash characteristics and environmental conditions at the time of the crash. There is one record per crash.
- **Vehicle - (1975-current):** This data file contains information describing the in-transport motor vehicles and the drivers of in-transport motor vehicle who are involved in the crash. There is one record per in-transport motor vehicle. Parked and working vehicle information is in the Parkwork data file.
- **Person - (1975-current):** This data file contains information describing all persons involved in the crash including motorists (i.e., drivers and passengers of in-transport motor vehicles) and non-motorists (e.g., pedestrians and pedalcyclists). 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 which is stopped off the roadway. A working vehicle is used to indicate that this is a motor vehicle that was in the act of performing highway construction, maintenance or utility work related to the trafficway when it became an involved in the crash. 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.
- **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 enter 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 set. 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 involving in-transport motor vehicles) which 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' area of impact.
- **Vevent** – (2010-current): This data file contains the sequence of events for each in-transport motor vehicle 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 in-transport motor vehicle.
- **Vsoe** – (2010-current): This data file contains the sequence of events for each in-transport motor vehicle 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 in-transport motor vehicle.
- **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. There is at least one record per in-transport motor vehicle. Each distraction is a separate record.
- **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 an in-transport motor vehicle.
- **Factor** - (2010-current): This data file contains information about vehicle circumstances which may have contributed to the crash. There is at least one record per in-transport motor vehicle. Each factor is a separate record.
- **Maneuver** - (2010-current): This data file contains information about actions taken by the driver to avoid something or someone in the road. There is at least one record per in-transport motor vehicle. Each maneuver is a separate record.
- **Violatn** - (2010-current): This data file contains information about violations which were charged to drivers. There is at least one record per in-transport motor vehicle. Each violation is a separate record.
- **Vision** - (2010-current): This data file contains information about circumstances which may have obscured the driver's vision. There is at least one record per in-transport motor vehicle. Each obstruction is a separate record.
- **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.
- **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. There is one record for each person who is not an occupant of a motor vehicle.
- **Drugs - (2018-current)**: This data file contains the specimens tested and the drug results from toxicology reports of all persons involved in the crash. There is one record per specimen tested and its corresponding drug result.
- **Vindecode - (2013-current)**: This data file contains vehicle descriptors for all vehicles, mainly passenger vehicles, trucks and motorcycles, based on the vehicle's VIN which is decoded using the VINtelligence program. There is one record per 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 vehicles Not-In-Transport were not included in the FARS data. This data file had the same list of data elements and SAS structure as the Vehicle data file where the UNITYTYPE of the vehicle is 2, 3, or 4. The vehicle data file will have the vehicles in-transport where the UNITYTYPE of the vehicle is 1. Beginning in 2010, FARS discontinued the Vehnit data file and introduced the Parkwork data file. There is one record per parked/working vehicle. This data file was replaced in 2010 with the Parkwork data file. See the Parkwork data file in the Data Element Definitions and Codes section for the element history of this data file.



FARS Data Element List

The following lists all SAS data elements with their SAS data file locations.

DATA ELEMENT LIST

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Data Element Definitions and Codes

This section represents the majority of the manual. It provides detailed information on the data elements, 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 coding of individual data elements has changed. Coding changes and the years for which individual attributes are available are shown for each data element. The FARS/CRSS Coding and Validation Manual contains a detailed description of each data element including coding instructions and attribute definitions. The Coding Manual is published for each year of data collection. Years 2001 to current are available at:

[NCSA Publications- FARS/NASS GES/CRSS Manuals and Documentation.](#)

The data elements 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, which are character:

- C13 Trafficway Identifier (TWAY_ID, TWAY_ID2) [30]
- C27 Rail Grade Crossing Identifier (RAIL) [7]
- V13 Vehicle Identification Number (VIN, PVIN) [12]
- V16 & V16B Motor Carrier ID (MCARR_ID) [11], (MCARR_I2) [9]
- V21C/HM3 Hazardous Material Identification Number (HAZ_ID) [4]
- 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]
- V200-V280 VIN decoded data elements in the Vindecode data file [255]
- NM9-PB37 Pedestrian Scenario (PEDSNR) [10]

All of the data files contain the following two (2) crash-level data elements:

Key Data Elements

C1/V1/D1/PC1/P1/NM1 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 (<i>since 2004</i>) |
| 25 Massachusetts | 51 Virginia |
| 26 Michigan | 53 Washington |
| 27 Minnesota | 54 West Virginia |
| 28 Mississippi | 55 Wisconsin |
| 29 Missouri | 56 Wyoming |
| 30 Montana | |

C2/V2/D2/PC2/P2/NM2 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:

V3/D3/PC3/P3/NM4 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:

P4/NM3 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 | Later |
| 1-99 | 1-999 Assigned Person Number |

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

C18 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: Prior to 2015, this data element's Locator Code or Data Element Number 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:

C18 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: Prior to 2015, this data element's Locator Code or Data Element Number 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 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 persons *not* in motor vehicles. It is the number of persons in the crash where “Person Type” is in (4, 5, 6, 7, 8, 10 or 19).

Note: Persons 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 | <i>Later</i> |
| 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, skate board, wheelchair), or an other non-motorist (e.g., person outside a trafficway, person in a house).

Additional Information: This data element is derived as the count of all persons in the crash where “Person Type” is in (3, 4, 5, 6, 7, 8, 10 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 PAR as a unit involved in the crash.

Additional Information: This number represents all of the vehicles in the crash. This includes the vehicles in-transport which are in the Vehicle data file and the vehicles not in-transport which 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 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. Reviewing the 768 persons 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 | <i>Later</i> |
| 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 persons in motor vehicles. It is the count of all persons 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. Reviewing the 768 persons 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 | Later |
| 0-99 | 0-999 |

Number of Person Forms

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

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

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

Note: Persons 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- | 2010- | |
|-------|-------|----------------------------|
| 2009 | | <i>Later</i> |
| 0 | 0 | Not Applicable |
| 1-996 | 1-996 | Use GSA Geographical Codes |
| 997 | 997 | Other |
| -- | 998 | Not Reported |
| 999 | 999 | Unknown |

C7 City

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

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

SAS Name: CITY

Attribute Codes

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

C8 Crash Date

C8A Month of Crash

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

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

SAS Name: MONTH

Attribute Codes

1975- 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 | Later |
| 0-24 | 0-23 | 0-23 Hour |
| -- | 88 | -- Not Applicable or Not Notified |
| 99 | 99 | 99 Unknown |

C9B Minute of Crash

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

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

The time of the crash/arrival of the emergency medical service can occur in 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 | Later |
| 0-59 | 0-59 | 0-59 Minute |
| -- | 88 | -- Not Applicable or Not Notified |
| 99 | 99 | 99 Unknown |

C10 Trafficway Identifier

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

Additional Information: Beginning in 2004, a second trafficway identifier was added to accommodate intersection and intersection-related crashes where the officer provides the identifier for the second trafficway. Prior to 2015, this data element's Locator Code or Data Element Number 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 (<i>10 characters</i>) |
| 999999999 | Unknown |

1998-2011

| | |
|------------------------|---|
| xxxxxxxxxxxxxxxxxxxxxx | Actual Posted Number, Assigned Number, or Common Name (<i>20 characters</i>) |
| 999999999999999999 | Unknown |

2012-Later

| | |
|----------------------------------|---|
| xxxxxxxxxxxxxxxxxxxxxxxxxxxxxx | Actual Posted Number, Assigned Number, or Common Name (<i>30 characters</i>) |
| 99999999999999999999999999999999 | Unknown |

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, this data element's Locator Code or Data Element Number 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 (<i>Since 1994</i>) |
| 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, this data element's Locator Code or Data Element Number 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 the Indian reservation).

Additional Information: Prior to 2015, this data element's Locator Code or Data Element Number 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, this data element's Locator Code or Data Element Number 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, this data element's Locator Code or Data Element Number 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 (<i>If State Exempt</i>) |
| 99 | Unknown |
| 0-59 | MM- Actual Minutes |
| 88 | Not Available (<i>If State Exempt</i>) |
| 99 | Unknown |
| 0.0-59.99 | SS.SS- Actual Seconds |
| 88.88 | Not Available (<i>If State Exempt</i>) |
| 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 (<i>If State Exempt</i>) |
| 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, this data element's Locator Code or Data Element Number was C15B.

SAS Name: LONGITUD

Attribute Codes

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

1999-2009

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

| | |
|-----------|--|
| 65-178 | DDD- Actual Degrees |
| -- | Not Reported |
| 888 | Not Available (<i>If State Exempt</i>) |
| 999 | Unknown |
| 0-59 | MM- Actual Minutes |
| -- | Not Reported |
| 88 | Not Available (<i>If State Exempt</i>) |
| 99 | Unknown |
| 0.0-59.99 | SS.SS- Actual Seconds |
| -- | Not Reported |
| 88.88 | Not Available (<i>If State Exempt</i>) |
| 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 (<i>If State Exempt</i>) |
| 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 PAR.

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 71 (non-harmful events). Prior to 2015, this data element's Locator Code or Data Element Number 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

C19 First Harmful Event (continued)**Attribute Codes****1975-1981**

- 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 | 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) |

C19 First Harmful Event (continued)**Attribute Codes**

| 1982- 2003 | 2004- 2009 | 2010- 2015 | 2016 | 2017 | 2018- Later | |
|-----------------------|-----------------------|-----------------------|-------------|-------------|------------------------|---|
| 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 (<i>Standing Only</i>) |
| 43 | 43 | 43 | 43 | 43 | 43 | Other Fixed Object |
| 44 | -- | -- | -- | -- | -- | Pavement Surface Irregularity (<i>1993 Only</i>) |
| -- | 44 | -- | -- | -- | -- | Pavement Surface Irregularity |
| -- | -- | 44 | 44 | 44 | 44 | Pavement Surface Irregularity (<i>Ruts, Potholes, Grates, etc.</i>) |
| 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 (<i>1997-2009</i>) |
| 48 | 48 | -- | -- | -- | -- | Collision With Snow Bank (<i>1997-2009</i>) |
| -- | -- | 48 | 48 | 48 | 48 | Snow Bank |
| 49 | 49 | 49 | 49 | 49 | 49 | Ridden Animal or Animal-Drawn Conveyance (<i>Since 1998</i>) |
| 50 | 50 | 50 | 50 | 50 | 50 | Bridge Overhead Structure |
| -- | 51 | -- | -- | -- | -- | Jackknife |
| -- | -- | 51 | 51 | 51 | 51 | Jackknife (<i>Harmful to This Vehicle</i>) |
| -- | 52 | 52 | 52 | 52 | 52 | Guardrail End |
| -- | 53 | 53 | 53 | 53 | 53 | Mail Box |

C19 First Harmful Event (continued)**Attribute Codes**

| 1982- 2003 | 2004- 2009 | 2010- 2015 | 2016 | 2017 | 2018- Later | |
|-----------------------|-----------------------|-----------------------|-------------|-------------|------------------------|---|
| -- | 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 (<i>Harmful to This Vehicle</i>) |
| -- | -- | -- | -- | -- | 72 | Cargo/Equipment Loss, Shift, or Damage (<i>Harmful</i>) |
| -- | -- | 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) |
| 99 | 99 | 99 | 99 | 99 | -- | Unknown |
| -- | -- | -- | -- | -- | 99 | Reported as Unknown |

C20 Manner of Collision

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, this data element’s Locator Code or Data Element Number was C19.

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 (<i>May Either Be Same or Opposite Direction</i>) |
| 9 | 9 | Unknown |

Attribute Codes

2002- 2010- 2018-
2009 2017 Later

| | | | |
|----|----|----|---|
| 0 | 0 | 0 | Not Collision with Motor Vehicle in Transport (<i>Not Necessarily in Transport for 2005-2009</i>) |
| 1 | 1 | 1 | Front-to-Rear |
| 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 (<i>Includes Broadside</i>) |
| 6 | -- | -- | Angle – Front-to-Side/Angle-Direction Not Specified |
| -- | 6 | 6 | Angle |
| 7 | 7 | 7 | Sideswipe – Same Direction |
| 8 | 8 | 8 | Sideswipe – Opposite Direction |
| 9 | 9 | 9 | Rear-to-Side |
| 10 | 10 | 10 | Rear-to-Rear |
| 11 | 11 | 11 | Other (<i>End-Swipes and Others</i>) |
| -- | 98 | 98 | Not Reported |
| 99 | 99 | -- | Unknown |
| -- | -- | 99 | Reported as Unknown |

More Information on [Manner of Collision](#)

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, this data element's Locator Code or Data Element Number 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, this data element's Locator Code or Data Element Number 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 |

C21B Relation to Junction- Specific Location (continued)**Attribute Codes****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 [Appendix I: 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, this data element's Locator Code or Data Element Number was C21.

SAS Name: TYP_INT

Attribute Codes

| 2010 | 2013- 2017 | 2018- Later | |
|-------------|-----------------------------|------------------------------|-----------------------|
| 1 | 1 | 1 | Not an Intersection |
| 2 | 2 | 2 | Four-Way Intersection |
| 3 | 3 | 3 | T-Intersection |
| 4 | 4 | 4 | Y-Intersection |
| 5 | 5 | 5 | Traffic Circle |
| 6 | 6 | 6 | Roundabout |
| 7 | 7 | 7 | Five-Point, or More |
| -- | 10 | 10 | L-Intersection |
| 8 | 98 | 98 | Not Reported |
| 9 | 99 | -- | Unknown |
| -- | -- | 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, this data element’s Locator Code or Data Element Number 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 (<i>1998-2006</i>) |
| 7 | 7 | 7 | In Parking Lane/Zone (<i>Since 2007</i>) |
| 8 | 8 | 8 | Gore |
| 10 | 10 | 10 | Separator |
| 11 | -- | -- | Two-way Continuous Left-Turn Lane (<i>Since 2001</i>) |
| -- | 11 | 11 | Continuous Left-Turn Lane |
| -- | 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, this data element's Locator Code or Data Element Number was C23.

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

Attribute Codes

1975-1979

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

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

C25 Light Condition

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

Additional Information: Prior to 2015, this data element's Locator Code or Data Element Number was C24.

SAS Name: LGT_COND

Attribute Codes

| 1975- 1979 | 1980- 2008 | 2010- 2009 | 2018- 2017 | 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 data element records the prevailing atmospheric conditions that existed at the time of the crash as indicated in the case material.

Additional Information: This data element identifies 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 are coded data elements, and Accident.WEATHER is derived from these two.

Prior to 2015, this data element's Locator Code or Data Element Number was C25.

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

| | | |
|------------------|------------------------------------|-------------------|
| SAS Name: | WEATHER | 1975-2006 |
| | WEATHER, WEATHER1, WEATHER2 | 2007-Later |

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 |
| -- | -- | -- | -- | 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)

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, this data element's Locator Code or Data Element Number was C26.

This data element also appears on the Person data file.

SAS Name: SCH_BUS

Attribute Codes

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

C28 Rail Grade Crossing Identifier

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

Additional Information: Prior to 2015, this data element's Locator Code or Data Element Number 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, this data element's Locator Code or Data Element Number was C28A.

SAS Name: NOT_HOUR

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

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, this data element's Locator Code or Data Element Number was C28B.

SAS Name: NOT_MIN

| 1975- 1998 | 1999- 2008 | 2009- <i>Later</i> | |
|---------------|---------------|-----------------------|--|
| 0-59 | 0-59 | 0-59 | Minute |
| 0 | 0 | -- | Not Applicable or Not Notified (<i>when NOT_HOUR = 00</i>) |
| -- | -- | 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, this data element's Locator Code or Data Element Number was C29A.

SAS Name: **ARR_HOUR**

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

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, this data element's Locator Code or Data Element Number was C29B.

SAS Name: **ARR_MIN**

| 1975- | 1999- | 2009- | |
|-------|-------|-------|---|
| 1998 | 2008 | Later | |
| 0-59 | 0-59 | 0-59 | Minute |
| 0 | -- | | Not Notified or Officially Cancelled (<i>when ARR_HOUR = 00</i>) |
| -- | 0 | -- | Not Notified (<i>when ARR_HOUR = 00</i>) |
| -- | -- | 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, this data element's Locator Code or Data Element Number was C30A.

SAS Name: **HOSP_HR**

| 1987- 1998 | 1999- 2008 | 2009- <i>Later</i> | |
|---------------|---------------|-----------------------|---|
| 0-24 | 0-24 | 0-23 | Hour |
| 0 | -- | -- | Not Notified, Officially Cancelled or Not Transported (when HOSP_MIN = 00) |
| -- | 0 | -- | Not Notified or Not Transported (when HOSP_MIN = 00) |
| -- | -- | 88 | Not Applicable or Not Notified |
| 99 | 99 | 99 | Unknown Hour |
| -- | 99 | 99 | Officially Cancelled (when HOSP_MIN = 97) |
| -- | 99 | 99 | Unknown if Transported (when HOSP_MIN = 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, this data element's Locator Code or Data Element Number was C30B.

SAS Name: **HOSP_MIN**

| 1987- 1998 | 1999- 2008 | 2009- <i>Later</i> | |
|---------------|---------------|-----------------------|--|
| 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 |

C32 Related Factors- Crash Level

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

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, this data element's Locator Code or Data Element Number was C31.

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

C31 Related Factors- Crash Level (continued)**Attribute Codes****1975-1981**

- 48 No or Obscured Pavement Markings
 49 Surface Underwater (*Since 1979*)
 50 Inadequate Construction or Poor Design of Roadway, Bridge, etc. (*Since 1979*)
 51 Surface Washed Out (*Caved in, Road Slippage, Since 1979*)
 99 Unknown

**1982-
2012 2013-
2017 2018-
Later**

| | | | |
|----|----|----|--|
| 0 | 0 | 0 | None |
| 1 | 1 | 1 | Inadequate Warning of Exits, Lanes Narrowing, Traffic Controls etc. |
| 2 | 2 | 2 | Shoulder Related (<i>Design or Condition, Since 2002</i>) |
| 3 | 3 | 3 | Other Maintenance or Construction-Created Condition |
| 4 | 4 | 4 | No or Obscured Pavement Marking |
| 5 | 5 | 5 | Surface Under Water |
| 6 | 6 | 6 | Inadequate Construction or Poor Design of Roadway, Bridge, etc. |
| 7 | 7 | 7 | Surface Washed Out (<i>Caved in, Road Slippage</i>) |
| -- | -- | 12 | Distracted Driver of a Non-Contact Vehicle |
| 13 | 13 | 13 | Aggressive Driving/Road Rage by Non-Contact Vehicle Driver <i>(Since 2006)</i> |
| 14 | 14 | 14 | Motor Vehicle (<i>In Transport 1983-2004</i>) Struck By Falling Cargo or Something That Came Loose From or Something That Was Set in Motion By a Vehicle (<i>Since 1983</i>) |
| 15 | 15 | 15 | Non-Occupant Struck By Falling Cargo, or Something Came Loose From or Something That Was Set In Motion By A Vehicle <i>(Since 1983)</i> |
| 16 | 16 | 16 | Non-Occupant Struck Vehicle (<i>Since 1983</i>) |
| 17 | 17 | 17 | Vehicle Set In Motion By Non-Driver (<i>Since 1983</i>) |
| 18 | 18 | 18 | Date of Crash and Date of EMS Notification Were Not Same Day <i>(Since 1988)</i> |
| 19 | 19 | 19 | Recent Previous Crash Scene Nearby (<i>Since 1989</i>) |
| 20 | 20 | 20 | Police-Pursuit-Involved (<i>Since 1994</i>) |
| 21 | 21 | 21 | Within Designated School Zone (<i>Since 1995</i>) |
| 22 | 22 | 22 | Speed Limit Is a Statutory Limit as Recorded or Was Determined as This State's "Basic Rule" (<i>Since 1999</i>) |
| 23 | 23 | 23 | Indication of a Stalled/Disabled Vehicle (<i>Since 2008</i>) |
| 24 | 24 | 24 | Unstabilized Situation Began and All Harmful Events Occurred Off of the Roadway (<i>Since 2012</i>) |
| 25 | -- | -- | Toll Plaza Related (<i>2012 Only</i>) |
| -- | 25 | 25 | Toll Booth/Plaza Related |
| -- | 26 | 26 | Backup Due to Prior Non-Recurring Incident |
| -- | 27 | 27 | Backup Due to Prior Crash |
| -- | 28 | 28 | Backup Due to Regular Congestion |
| 99 | 99 | -- | Unknown |
| -- | -- | 99 | Reported as Unknown |

C101 Fatalities

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

Additional Information: The data element is derived by counting all persons 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

Federal Highway (discontinued)

Definition: This data element was discontinued after 1993.

Additional Information: The data element is in the data file, but was not initialized prior to 1978, i.e., 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.

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 (<i>Other Than Interstate</i>) |
| -- | 3 | 3 | -- | Federal Aid Secondary |
| -- | -- | -- | 3 | Federal Aid Urban |
| -- | 4 | 4 | -- | Federal Aid Urban Arterials |
| -- | -- | -- | 4 | Federal Aid Secondary (<i>Rural Only</i>) |
| -- | 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 (<i>Working Vehicle, Since 2004</i>) or Object |
| -- | -- | 4 | Occupant Is Struck by or Fell From Own Hit-and-Run Vehicle <i>(2002 Only)</i> |
| -- | -- | 4 | Driver Leaves Scene after Non-Collision Event (<i>Since 2004</i>) |
| -- | -- | 5 | Driver/Occupant Leaves Scene after a Non-Collision Event <i>(2003 Only)</i> |
| -- | -- | 5 | Other Involved Person, not a driver, left Scene (<i>2005-2006</i>) |
| -- | -- | 5 | Hit-and-Run, Other Involved Person Left Scene (<i>Since 2007</i>) |

Land Use (discontinued)

Definition: This data element was discontinued after 1986.

Additional Information: 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. 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.

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 two 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 was called “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 concentration was .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

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 materials.

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 materials.

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 materials.

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 (<i>Standing or Moving</i>) |
| -- | 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 materials.

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 materials.

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- | 1977- | | 1980- | |
|-------|-------|------|-------|----------------------------------|
| 1976 | 1978 | 1979 | 2009 | |
| 1-94 | 1-94 | 1-98 | 1-98 | Speed Limit (<i>mph</i>) |
| 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 materials.

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 materials.

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

Traffic Control Device (continued)

Attribute Codes**1982-2009***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 materials.

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 two years.

Prior to 2010, this data element was called "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 (<i>Two-Way Trafficway</i>) |
| 2 | 2 | 2 | Divided Highway, Median Strip (<i>Without Traffic Barrier</i>) |
| 3 | 3 | 3 | Divided Highway, Median Strip (<i>With Traffic Barrier</i>) |
| 4 | 4 | 4 | One-Way Trafficway |
| -- | 5 | -- | Divided Highway, Median Strip (<i>With Two-Way Continuous Left-Turn Lane, Since 2001</i>) |
| -- | -- | 5 | Not Physically Divided (<i>With Two-Way Continuous Left-Turn Lane</i>) |
| -- | -- | 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 in-transport motor vehicle data as well as driver and precrash data. It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in 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 PAR.

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 (<i>Inside or Outside the Trafficway</i>) |

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; 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 | 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 (<i>Working Vehicle, Since 2004</i>) or Object |
| -- | -- | 4 | | Occupant Is Struck by or Fell From Own Hit-and-Run Vehicle <i>(2002 Only)</i> |
| -- | -- | 4 | | Driver Leaves Scene after Non-Collision Event (<i>Since 2004</i>) |
| -- | -- | 5 | | Driver/Occupant Leaves Scene after a Non-Collision Event <i>(2003 Only)</i> |
| -- | -- | 5 | | Other Involved Person, not a driver, left Scene (<i>2005-2006</i>) |
| -- | -- | 5 | | Hit-and-Run, Other Involved Person Left Scene (<i>Since 2007</i>) |

| | 2010- | 2012- | 2018- | |
|----|-------|-------|-------|---------------------|
| | 2009 | 2011 | 2017 | Later |
| 0 | 0 | 0 | 0 | No |
| 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 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 set 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 | |

V7 Registration State (*continued*)

Attribute Codes

| 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 (<i>Includes Military</i>) |
| 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 (<i>Includes Native American Indian Nations</i>) |
| 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-

2007 Later

| | | |
|----|----|---|
| 0 | 0 | Not Applicable, Vehicle Not Registered |
| 1 | 1 | Driver (<i>of This Vehicle</i>) Was Registered Owner |
| 2 | 2 | Driver (<i>of This Vehicle</i>) Not Registered Owner (<i>Other Private Owner</i>) |
| 3 | 3 | Vehicle Registered as Business/Company/Government Vehicle |
| 4 | 4 | Vehicle Registered as Rental Vehicle |
| 5 | 5 | Vehicle Was Stolen (<i>Reported By Police</i>) |
| 6 | -- | Driverless Vehicle |
| -- | 6 | Driverless/Motor Vehicle Parked/Stopped Off Roadway |
| 9 | 9 | Unknown |

V9 Vehicle Make

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

Additional Information: 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 (<i>Since 1988</i>) |
| 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 |

V9 Vehicle Make (continued)

Attribute Codes**1975-1990**

- 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

V9 Vehicle Make (continued)

Attribute Codes**1991-Later**

- 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

V9 Vehicle Make (continued)

Attribute Codes**1991-Later**

- 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*
 - 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*

V9 Vehicle Make (*continued*)

Attribute Codes**1991-Later**

- 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

V10 Vehicle Model

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

Additional Information: 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.

V11 Body Type

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

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, the 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.

Note: Utility vehicles are also part of the light truck category

Note: 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.

Note: 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.

Note: 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.

Note: 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.

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

V11 Body Type (*continued*)

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

V11 Body Type (*continued*)

Attribute Codes**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

V11 Body Type (continued)**Attribute Codes****1982-1990**

- 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- | 2010- | 2018- | |
|--------------|--------------|--------------|--------------|
| 2009 | 2016 | 2017 | Later |

| | | | | |
|----|----|----|----|---|
| 1 | 1 | 1 | 1 | Convertible (<i>Excludes Sunroof, T-Bar</i>) |
| 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 (<i>Excluding Van and Truck-Based</i>) |
| 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 (<i>Cargo Station Wagon, Auto-Based Ambulance or Hearse</i>) |
| 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 (<i>ANSI D-16 Utility Vehicle Categories “Small” and “Midsize”</i>) |
| 15 | 15 | 15 | 15 | Large Utility (<i>ANSI D-16 Utility Vehicle Categories “Full Size” and “Large”</i>) |
| 16 | 16 | 16 | 16 | Utility Station Wagon |
| -- | 17 | 17 | 17 | 3-Door Coupe |
| 19 | 19 | 19 | 19 | Utility Unknown Body |

V11 Body Type (continued)**Attribute Codes**

| 1991- 2009 | 2010- 2016 | 2017 | 2018- Later | |
|-----------------------|-----------------------|-------------|------------------------|---|
| 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 ($GVWR \leq 10,000$ 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 | Unknown Van Type |
| 30 | 30 | -- | -- | Compact Pickup ($GVWR, < 4,500$ lbs) |
| 31 | 31 | -- | -- | Standard Pickup ($4,500$ lbs $\leq GVWR < 10,000$ lbs) |
| 32 | 32 | 32 | -- | Pickup with Slide-In Camper |
| 33 | 33 | 33 | 33 | Convertible Pickup |
| -- | -- | 34 | 34 | Light Pickup |
| 39 | 39 | 39 | 39 | Unknown (Pickup Style) Light Conventional Truck Type |
| 40 | 40 | 40 | 40 | Cab Chassis-Based (Includes Light Stake, Light Dump, Light Tow, Rescue Vehicles) |
| 41 | 41 | 41 | 41 | Truck-Based Panel |
| 42 | 42 | 42 | 42 | Light-Truck-Based Motorhome (Chassis Mounted) |
| 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 | Unknown Light Truck Type (Since 2013) |
| 49 | 49 | 49 | 49 | Unknown Light-Vehicle Type (Automobile, Utility Vehicle, Van or Light Truck) |
| 50 | 50 | 50 | 50 | School Bus |
| 51 | 51 | 51 | 51 | Cross-Country/Intercity Bus (i.e., Greyhound) |
| 52 | 52 | 52 | 52 | Transit Bus (City Bus) |
| -- | 55 | 55 | 55 | Van-Based Bus ($GVWR > 10,000$ lbs) (Since 2011) |
| 58 | 58 | 58 | 58 | Other Bus Type |
| 59 | 59 | 59 | 59 | Unknown Bus Type |
| 60 | 60 | 60 | 60 | Step Van ($GVWR > 10,000$ lbs.) |
| 61 | 61 | -- | -- | Single-Unit Straight Truck ($10,000$ lbs $< GVWR \leq 19,500$ lbs) (1991-2010) |
| -- | 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 $< GVWR \leq 26,000$ lbs) (1991-2010) |
| -- | 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 | Single-Unit Straight Truck or Cab-Chassis ($GVWR > 26,000$ lbs) (Since 2011) |

V11 Body Type (continued)**Attribute Codes**

| 1991- 2009 | 2010- 2016 | 2017 | 2018- Later | |
|-----------------------|-----------------------|-------------|------------------------|---|
| 64 | -- | -- | -- | Single-Unit Straight Truck |
| -- | 64 | 64 | 64 | Single Unit Straight Truck or Cab-Chassis (GVWR Unknown) (Since 2011) |
| 65 | 65 | 65 | 65 | Medium/Heavy Truck-Based Motorhome |
| 66 | 66 | 66 | 66 | Truck/Tractor (<i>Cab Only, or with Any Number of Trailing Units: Any Weight</i>) |
| 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 | Unknown if Single-Unit or Combination-Unit Medium Truck (GVWR range 10,001 to 26,000 lbs) |
| 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 |
| 78 | 78 | 78 | 78 | Unknown Medium/Heavy Truck Type |
| 79 | 79 | 79 | 79 | Unknown Truck Type |
| 80 | 80 | -- | -- | Motorcycle |
| -- | -- | 80 | 80 | Two Wheel Motorcycle (<i>excluding motor scooters</i>) |
| 81 | 81 | -- | -- | Moped (<i>Motorized Bicycle</i>) |
| -- | -- | 81 | 81 | Moped or Motorized Bicycle |
| 82 | 82 | -- | -- | Three-Wheel Motorcycle/Moped- Not All-Terrain Vehicle |
| -- | -- | 82 | 82 | Three-Wheel Motorcycle (2 Rear Wheels) |
| 83 | 83 | -- | -- | Off-Road Motorcycle (2-Wheel) (Since 1993) |
| -- | -- | 83 | 83 | Off-Road Motorcycle |
| -- | -- | 84 | 84 | Motor Scooter |
| -- | -- | 85 | 85 | Unenclosed 3-Wheel Motorcycle / Unenclosed Autocycle (1 Rear Wheel) |
| -- | -- | 86 | 86 | Enclosed 3-Wheel Motorcycle / Enclosed Autocycle (1 Rear Wheel) |
| -- | -- | 87 | 87 | Unknown Three Wheel Motorcycle Type |
| 88 | -- | -- | -- | Other Motored Cycle Type (<i>Mini-Bikes, Motor Scooters</i>) (1991-2007) |
| 88 | 88 | -- | -- | Other Motored Cycle Type (<i>Mini-Bikes, Motor Scooters, Pocket Motorcycles, "Pocket Bikes"</i>) (Since 2008) |
| -- | -- | 88 | 88 | Other Motored Cycle Type (<i>Mini-Bikes, Pocket Motorcycles, "Pocket Bikes"</i>) |
| 89 | 89 | 89 | 89 | Unknown Motored Cycle Type |
| 90 | 90 | 90 | 90 | ATV (<i>All-Terrain Vehicle; Includes 3 or 4 Wheels</i>) |
| 91 | 91 | 91 | 91 | Snowmobile |
| 92 | 92 | 92 | 92 | Farm Equipment Other Than Trucks |
| 93 | 93 | 93 | 93 | Construction Equipment Other Than Trucks (<i>Includes Graders</i>) |
| 94 | -- | -- | -- | Motorized Wheel Chair (1997 Only) |
| -- | 94 | 94 | 94 | Low Speed Vehicle (LSV)/Neighborhood Electric Vehicle (NEV) (Since 2011) |

V11 Body Type (continued)**Attribute Codes**

| 1991- 2009 | 2010- 2016 | 2017 | 2018- Later | |
|---------------|---------------|------|----------------|--|
| -- | 95 | 95 | 95 | Golf Cart (<i>Since 2012</i>) |
| -- | -- | 96 | 96 | Recreational Off-Highway Vehicle |
| 97 | 97 | 97 | 97 | Other Vehicle Type (<i>Includes Go-Cart, Fork-Lift, City Street Sweeper, Dune/Swamp Buggy</i>) |
| -- | 98 | 98 | 98 | Not Reported |
| 99 | 99 | 99 | 99 | Unknown Body Type |

More Information on [Vehicle Body Type Classification](#)

V12 Vehicle Model Year

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

Additional Information: 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- | 1998- | 2010- | |
|-------|-------|-------|-------------------|
| 1997 | 2009 | Later | |
| 0-98 | xxxx | xxxx | Actual Model Year |
| -- | -- | 9998 | Not Reported |
| 99 | 9999 | 9999 | Unknown |

V13 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.

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-Later

| | |
|--------------|---|
| 000000000000 | No VIN Required |
| XXXXXXXXXXXX | First 12 Characters |
| 888888888888 | Not Reported |
| 999999999999 | Reported as Unknown |
| * | VIN Character Missing or Not Decipherable |

More Information on [Vehicle Identification Number \(VIN\)](#)

V14 Vehicle Trailing

Definition: This data element identifies whether this vehicle had any attached trailing units or was towing another motor vehicle. A trailing unit can be a horse trailer, fifth wheel trailer, camper, boat, truck trailer, towed vehicle or any other trailer.

Additional Information: This data element not only applies to tractor trailers, but also to boats, cars, and U-Haul-type vehicles that are towed with a trailer hitch. Vehicles pulled by a rope or chain are not counted as towed vehicles.

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.

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 Unit |
| 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 |

V15 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.

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-Later | |
|------------------|-------------------|---|
| 000000000000 | 000000000000 | No VIN Required |
| xxxxxxxxxxxx | xxxxxxxxxxxx | First 12 Characters of the VIN |
| 777777777777 | 777777777777 | No Trailing Units |
| 888888888888 | 888888888888 | Not Reported |
| 999999999999 | -- | Unknown |
| -- | 999999999999 | Reported as Unknown |
| -- | * | VIN Character Missing or Not Decipherable |

V16 Jackknife

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

Additional Information: Jackknife applies to a condition which occurs to a "semi" truck (i.e., cab and one or more trailers) while in motion. The condition reflects a loss of control of the truck by the driver in which the trailer yaws more than 15 degrees from its normal straight line path behind the cab. If the final resting configuration of the vehicle is in the jackknife position, it does not necessarily mean that the vehicle has jackknifed (such as, a crash occurring while the vehicle is backing up or parking).

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, this data element's Locator Code or Data Element Number was V15.

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 |

V17 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 2-digit “Motor Carrier Issuing Authority” code (MCARR_I1) followed by the 9-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 US 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, this data element’s Locator Code or Data Element Number was V16.

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

SAS Name: MCARR_ID

Attribute Codes

| 1998-2009 | 2010-2017 | 2018-Later | |
|------------------|------------------|-------------------|--|
| 00000000000 | 00000000000 | 00000000000 | Not Applicable |
| xxxxxxxxxxxx | xxxxxxxxxxxx | xxxxxxxxxxxx | 11-Character Combination of MCARR_I1 followed by MCARR_I2 |
| -- | 77777777777 | 77777777777 | Not Reported |
| 88888888888 | 88888888888 | 88888888888 | None |
| 99999999999 | 99999999999 | -- | Unknown |
| -- | -- | 99999999999 | Reported as Unknown |

V17A 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, this data element's Locator Code or Data Element Number was V16A.

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

SAS Name: MCARR_I1

Attribute Codes

| 2007- 2009 | 2010- 2017 | 2018- Later | |
|---------------|---------------|----------------|---------------------|
| 0 | 0 | 0 | Not Applicable |
| 1-56 | 1-56 | 1-56 | FARS State Code |
| 57 | 57 | 57 | US DOT |
| 58 | 58 | 58 | MC/MX (ICC) |
| -- | 77 | 77 | Not Reported |
| 88 | 88 | 88 | None |
| 95 | 95 | 95 | Canada |
| 96 | 96 | 96 | Mexico |
| 99 | 99 | -- | Unknown |
| -- | -- | 99 | Reported as Unknown |

V17B 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 US 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, this data element's Locator Code or Data Element Number was V16B.

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

SAS Name: **MCARR_I2**

Attribute Codes

| 2007-2017 | 2018-Later | |
|------------------|-------------------|-----------------------|
| 000000000 | 000000000 | Not Applicable |
| xxxxxxxxxx | xxxxxxxxxx | Actual 9-Digit Number |
| 777777777 | 777777777 | Not Reported |
| 888888888 | 888888888 | None |
| 999999999 | -- | Unknown |
| -- | 999999999 | Reported as Unknown |

V18 Gross Vehicle Weight Rating

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, this data element's Locator Code or Data Element Number was V17.

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

SAS Name: GVWR

Attribute Codes

| 2000- | 2010- | 2018- | |
|-------|-------|-------|-------------------------|
| 2009 | 2017 | Later | |
| 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 |

V19 Vehicle Configuration

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

Additional Information: Prior to 2016, this data element's Locator Code or Data Element Number was V18.

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- 2017 | 2018- 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 Material 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 (<i>Bobtail</i> , i.e., Tractor Only, No Trailer) |
| 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 | 19 | Truck More than 10,000 lbs., Cannot Classify |
| 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) |

V19 Vehicle Configuration (*continued*)

Attribute Codes

| 1991- 1994 | 1995- 2000 | 2001- 2009 | 2010- 2017 | 2018- Later | |
|---------------|---------------|---------------|---------------|----------------|---|
| -- | -- | 70 | -- | -- | Light Truck (Van, Mini-Van, Panel, Pickup, Sport Utility Vehicle Displaying a Hazardous Material Placard) |
| -- | -- | 80 | -- | -- | Passenger Car (Only When Displaying a Hazardous Material Placard) |
| -- | -- | -- | 98 | 98 | Not Reported (2010-2012) |
| 9 | -- | -- | 99 | -- | Unknown |
| -- | 9 | 99 | -- | -- | Unknown if Light or Medium/Heavy Truck/Bus |
| -- | -- | -- | -- | 99 | Reported as Unknown |

V20 Cargo Body Type

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

Additional Information: Prior to 2016, this data element's Locator Code or Data Element Number was V19.

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- 2017 | 2018- Later | |
|---------------|---------------|---------------|---------------|----------------|--|
| 0 | 0 | -- | -- | -- | Not Applicable Not a Truck or Bus |
| -- | -- | 0 | -- | -- | Not Applicable, Not a Medium/Heavy Truck or Bus |
| -- | -- | -- | 0 | 0 | Not Applicable |
| 1 | 1 | 1 | 1 | 1 | Van/Enclosed Box |
| 2 | 2 | 2 | 2 | 2 | Cargo Tank |
| 3 | 3 | 3 | 3 | 3 | Flatbed |
| 4 | 4 | 4 | 4 | 4 | Dump |
| 5 | 5 | 5 | 5 | 5 | Concrete Mixer |
| 6 | 6 | 6 | 6 | 6 | Auto Transporter |
| 7 | 7 | 7 | 7 | 7 | Garbage/Refuse |
| 8 | -- | -- | -- | -- | Medium/Heavy Truck, Other Body Type |
| 9 | 8 | -- | -- | -- | Bus |
| -- | -- | 8 | 8 | 8 | Grain, Chips, Gravel |
| -- | -- | 9 | -- | -- | Pole |
| -- | -- | -- | 9 | 9 | Pole-Trailer |
| -- | -- | 10 | 10 | 10 | Log (Since 2007) |
| -- | -- | 11 | -- | -- | Intermodal Chassis (2007-2008) |
| -- | -- | -- | 11 | 11 | Intermodal Container Chassis |
| -- | -- | 12 | 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 | 22 | Bus |
| -- | -- | -- | 28 | 28 | Not Reported (2010-2012) |
| -- | -- | 96 | 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 | 97 | Other |
| -- | 98 | -- | -- | -- | Medium/Heavy Truck, Unknown Cargo Body Type |
| -- | -- | 98 | -- | -- | Medium/Heavy Truck, or Bus, Unknown Cargo Body Type |
| -- | -- | -- | 98 | 98 | Unknown Cargo Body Type |

V20 Cargo Body Type (*continued*)

Attribute Codes

| 1991- 1994 | 1995- 2000 | 2001- 2008 | 2009- 2017 | 2018- <i>Later</i> | |
|---------------|---------------|---------------|---------------|-----------------------|--|
| 99 | -- | -- | -- | -- | Unknown Vehicle Type |
| -- | 99 | 99 | -- | -- | Unknown if Light or Medium/Heavy Truck/Bus |
| -- | -- | -- | 99 | -- | Unknown |
| -- | -- | -- | -- | 99 | Reported as Unknown |

V21A/HM1 Hazardous Material Involvement

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

Additional Information: Prior to 2016, this data element's Locator Code or Data Element Number was V20A/HM1.

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

SAS Name: HAZ_INV

2007-Later

- 1 No
- 2 Yes

V21B/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, this data element's Locator Code or Data Element Number was V20B/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

V21C/HM3 Hazardous Material Identification Number

Definition: This data element identifies the 4-digit hazardous material identification number for this vehicle.

Additional Information: Prior to 2016, this data element's Locator Code or Data Element Number was V20C/HM3. In 2018 this data element was changed to alphanumeric to retain all four digits.

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

V21D/HM4 Hazardous Material Class Number

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

Additional Information: Prior to 2016, this data element's Locator Code or Data Element Number was V20D/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 |

V21E/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, this data element's Locator Code or Data Element Number was V20E/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 |

V22 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, this data element's Locator Code or Data Element Number was V21.

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 |

V23 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, this data element's Locator Code or Data Element Number was V22.

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 | 2010- 2012 | 2013- 2017 | 2018- Later | |
|---------------|---------------|---------------|---------------|----------------|--|
| 0 | 0 | 0 | 0 | 0 | No Special Use |
| 1 | 1 | 1 | 1 | 1 | Taxi |
| 2 | 2 | -- | -- | -- | Vehicle Used for School Bus |
| -- | -- | 2 | 2 | 2 | Vehicle Used as School Transport |
| 3 | 3 | 3 | 3 | 3 | Vehicle Used as Other Bus |
| 4 | 4 | 4 | 4 | 4 | Military |
| 5 | 5 | 5 | 5 | 5 | Police |
| 6 | 6 | 6 | 6 | 6 | Ambulance (Since 1980) |
| 7 | 7 | 7 | 7 | 7 | Fire Truck (Since 1982) |
| 8 | 8 | 8 | -- | -- | Emergency Services Vehicle (2009-2012) |
| -- | -- | -- | 8 | 8 | Non-Transport Emergency Services Vehicle |
| -- | -- | -- | 13 | 13 | Incident Response |
| -- | 98 | 98 | 98 | 98 | Not Reported |
| 9 | 99 | 99 | 99 | -- | Unknown |
| -- | -- | -- | -- | 99 | Reported as Unknown |

V24 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 was called "Emergency Use." Prior to 2016, this data element's Locator Code or Data Element Number was V23.

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 | 2010- 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 |

V25 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 two 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 two 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 vehicles and 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, this data element's Locator Code or Data Element Number was V24.

SAS Name: TRAV_SP

Attribute Codes

| 1975- 2008 | 2009- 2017 | 2018- <i>Later</i> | |
|---------------|---------------|-----------------------|------------------------------------|
| 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 |

V26 Underride/Override

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 PAR. 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 PARs.

Prior to 2016, this data element's Locator Code or Data Element Number was V25.

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

SAS Name: **UNDERIDE**

Attribute Codes**1994-Later**

- 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

V27 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 degrees 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, this data element's Locator Code or Data Element Number was V26.

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 |

V28 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, this data element's Locator Code or Data Element Number was V27.

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 |

V29A 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 was called “Initial Point of Impact.” In 2010 and 2011 it was called “Initial Damaged Area.” Since 2012 it is called “Initial Contact Point.” 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.

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. Prior to 2016, this data element’s Locator Code or Data Element Number was V28A.

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 | 19 | Other Objects Set-In-Motion |
| -- | -- | -- | -- | -- | 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 |

V29A Initial Contact Point *(continued)*

Attribute Codes

| 1975- 1993 | 1994- 2009 | 2010- 2011 | 2012 | 2013- 2016 | 2017- Later | |
|-----------------------|-----------------------|-----------------------|-------------|-----------------------|------------------------|--|
| -- | -- | 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) |

V30 Extent of Damage

Definition: This data element records the amount of damage sustained by this vehicle as indicated in the case materials 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, this data element's Locator Code or Data Element Number was V29.

This data element also appears in the Parkwork data set as PVEH_SEV.

SAS Name: DEFORMED

Attribute Codes**1975-2008**

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

| | 2010- | 2018- |
|------|-------|-----------------------|
| 2009 | 2017 | Later |
| 0 | 0 | 0 |
| 2 | 2 | Minor Damage |
| 4 | 4 | Functional Damage |
| 6 | 6 | Disabling Damage |
| -- | 8 | Not Reported |
| 9 | 9 | -- Unknown |
| -- | -- | 9 Reported as Unknown |

V31 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, this data element’s Locator Code or Data Element Number was V30.

This data element also appears in the Parkwork data set as PTOWED.

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

Attribute Codes

| | 1975 | 1976- 2008 | 2009 | 2010- 2012 | 2013- 2017 | 2018- 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 |
| 4 | -- | -- | -- | -- | -- | -- | Not Towed Away |
| -- | -- | 4 | 4 | -- | -- | -- | Abandoned/Left at Scene |
| -- | -- | -- | -- | 5 | 5 | 5 | Not Towed |
| -- | -- | -- | -- | -- | -- | 7 | Towed, Unknown Reason |
| -- | -- | -- | 8 | 8 | 8 | 8 | Not Reported |
| 9 | 9 | 9 | 9 | 9 | -- | -- | Unknown |
| -- | -- | -- | -- | -- | -- | 9 | Reported as Unknown |

V33 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 PAR.

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, this data element's Locator Code or Data Element Number was V32.

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

V33 Most Harmful Event (continued)**Attribute Codes****1979-1981**

- 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 (<i>or Partial Immersion, Since 2012</i>) |
| 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 (<i>Non-Collision</i>) |
| 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 (<i>Not Fixed</i>) |
| 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 (<i>Includes Parapet</i>) |
| 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 |

V33 Most Harmful Event (continued)**Attribute Codes**

| 1982- 2003 | 2004- 2009 | 2010- 2012 | 2013- 2015 | 2016 | 2017- Later | |
|-----------------------|-----------------------|-----------------------|-----------------------|-------------|------------------------|---|
| 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 (<i>Standing Only</i>) |
| 43 | 43 | 43 | 43 | 43 | 43 | Other Fixed Object |
| 44 | -- | -- | -- | -- | -- | Pavement Surface Irregularity (<i>1993 Only</i>) |
| -- | 44 | -- | -- | -- | -- | Pavement Surface Irregularity |
| -- | -- | 44 | 44 | 44 | 44 | Pavement Surface Irregularity (<i>Ruts, Potholes, Grates, etc.</i>) |
| 45 | -- | -- | -- | -- | -- | Transport Device Used as Equipment (<i>1993-2003</i>) |
| -- | 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 (<i>Since 1997</i>) |
| 48 | 48 | -- | -- | -- | -- | Collision With Snow Bank (<i>Since 1997</i>) |
| -- | -- | 48 | 48 | 48 | 48 | Snow Bank |
| 49 | 49 | 49 | 49 | 49 | 49 | Ridden Animal or Animal-Drawn Conveyance (<i>Since 1998</i>) |
| 50 | 50 | 50 | 50 | 50 | 50 | Bridge Overhead Structure |
| -- | 51 | -- | -- | -- | -- | Jackknife |
| -- | -- | 51 | 51 | 51 | 51 | Jackknife (<i>Harmful to This Vehicle</i>) |
| -- | 52 | 52 | 52 | 52 | 52 | Guardrail End |
| -- | 53 | 53 | 53 | 53 | 53 | Mail Box |

V33 Most Harmful Event (continued)**Attribute Codes**

| 1982- 2003 | 2004- 2009 | 2010- 2012 | 2013- 2015 | 2016 | 2017- Later | |
|-----------------------|-----------------------|-----------------------|-----------------------|-------------|------------------------|---|
| -- | 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) |
| 99 | 99 | 99 | 99 | 99 | 99 | Unknown / Reported as Unknown (Since 2018) |

V34 Related Factors- Vehicle Level

Definition: This data element records factors related to this vehicle expressed by the investigating officer.

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).

Prior to 2016, this data element’s Locator Code or Data Element Number was V33.

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.

| | | |
|------------------|-------------------------|-------------------|
| SAS Name: | VEH_CF1, VEH_CF2 | 1975-2009 |
| | VEH_SC1, VEH_SC2 | 2010-Later |

Attribute Codes

| 1975- 1981 | 1982- 2009 | 2010- 2013 | 2014- 2017 | 2018- Later | |
|---------------|---------------|---------------|---------------|----------------|---|
| 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 (<i>Power Train/Engine, 2001-2009</i>)- 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 (<i>1995-2009</i>) |
| -- | 18 | -- | -- | -- | Other Vehicle Defects |
| -- | 19 | -- | -- | -- | Safety Belts (<i>2002-2009</i>) |

V34 Related Factors- Vehicle Level (continued)**Attribute Codes**

| 1975- 1981 | 1982- 2009 | 2010- 2013 | 2014- 2017 | 2018- Later | |
|-----------------------|-----------------------|-----------------------|-----------------------|------------------------|--|
| -- | -- | 30 | -- | -- | 3-Wheeled Motorcycle Conversion (<i>Since 2012</i>) |
| -- | -- | -- | 30 | 30 | Multi-Wheeled Motorcycle Conversion (<i>Since 2012</i>) |
| -- | 31 | -- | -- | -- | Hit-and-Run Vehicle (<i>1982-2008</i>) |
| -- | 32 | 32 | 32 | 32 | Vehicle Registration for Handicapped |
| -- | 33 | 33 | 33 | 33 | Vehicle Being Pushed by Non-Motorist |
| -- | 34 | -- | -- | -- | Vehicle Impact Point- the Result of Something Set in Motion (<i>1998-2003</i>) |
| -- | 35 | -- | -- | -- | Reconstructed Vehicle (<i>1998-2007</i>) |
| -- | 35 | 35 | 35 | 35 | Reconstructed/Altered Vehicle (<i>Since 2008</i>) |
| -- | 36 | 36 | -- | -- | Electric/Alternative Fuel Vehicle (<i>Since 1999</i>) |
| -- | 37 | 37 | 37 | 37 | Transporting Children to/from Head Start/Day Care (<i>Since 2000</i>) |
| -- | 38 | -- | -- | -- | Vehicle Went Airborne During Crash (<i>2001-2003</i>) |
| -- | 39 | 39 | 39 | 39 | Highway Construction, Maintenance or Utility Vehicle, In Transport (<i>Inside or Outside Work Zone</i>) (<i>Since 2002</i>) |
| -- | 40 | 40 | 40 | 40 | Highway Incident Response Vehicle (<i>Since 2002</i>) |
| -- | 41 | 41 | 41 | 41 | Police Fire or EMS Vehicle Working at the Scene of an Emergency or Performing Other Traffic Control Activities (<i>Since 2004</i>) |
| -- | 42 | 42 | 42 | 42 | Other Working Vehicle (<i>Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle, Since 2004</i>) |
| -- | 43 | -- | -- | -- | Hazardous Materials/Cargo Released From This Vehicle (<i>2005-2006</i>) |
| -- | 44 | 44 | 44 | 44 | Adaptive Equipment (<i>Since 2007</i>) |
| -- | -- | -- | -- | 45 | Slide-in Camper |
| 99 | 99 | 99 | 99 | -- | Unknown |
| -- | -- | -- | -- | 99 | Reported as Unknown |

V35 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. Prior to 2016, this data element's Locator Code or Data Element Number was V34.

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

SAS Name: FIRE_EXP

Attribute Codes

| 1975- 2007 | 2009- 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 |

V100 Make Model Combined

Definition: This derived data element represents the 5-digit combination of two data elements, the 2-digit “Vehicle Make” code (MAKE) followed by the 3-digit “Vehicle Model” code (MODEL).

Additional Information: 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/NASS GES/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 set 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 set 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 set 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 set 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 set 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 set 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 set 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 set 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 set 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 set 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 set as PVIN_11.

SAS Name: **VIN_11**

Attribute Codes

1994-Later

- 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 set 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 persons 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 is 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- 1977 | 1978- 2008 | 2009- Later | |
|---------------|---------------|----------------|---|
| -- | -- | 0 | No Driver Present/Not Applicable |
| 1 | 1 | -- | Driver Operated Vehicle |
| -- | -- | 1 | Yes |
| 2 | -- | -- | No Driver |
| -- | 2 | -- | Driverless (<i>No Driver</i>) |
| -- | 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 (<i>Since 2004</i>) |
| 25 Massachusetts | 53 Washington |
| 26 Michigan | 54 West Virginia |
| 27 Minnesota | 55 Wisconsin |
| 28 Mississippi | 56 Wyoming |
| 29 Missouri | |

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

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- Later | |
|-----------------------------|------------------------------|---|
| 00000 | 00000 | Not a Resident of U. S. or Territories |
| xxxxx | xxxxx | Actual Zip Code, Five Numeric |
| -- | 99997 | No Driver Present/Unknown if Driver Present |
| 99999 | 99999 | 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 |

D7B Non- CDL License Status (continued)**Attribute Codes**

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

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

D8 Commercial Motor Vehicle License Status

Definition: This data element indicates the status of the driver's Commercial Driver's License (CDL) if applicable.

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

SAS Name: **CDL_STAT**

Attribute Codes

1991-1992

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

| 1993- 2009 | | | 2012- Later | |
|---------------|------|----|----------------|---|
| 2010 | 2011 | | | |
| 0 | 0 | 0 | 0 | No Commercial Driver's License (<i>CDL</i>) |
| 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 (<i>CLP</i>) |
| 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 endorsement(s) on a Commercial Driver's License (CDL) and whether this driver was complying with the CDL endorsements.

Additional Information: Data was not collected prior to 1991.

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

SAS Name: L_ENDORS

Attribute Codes

| 1991- | | | 2012- | |
|-------|------|------|-------|---|
| 2009 | 2010 | 2011 | Later | |
| 0 | 0 | 0 | 0 | No Endorsements Required For This Vehicle |
| 1 | 1 | 1 | 1 | Endorsement(s) Required, Complied With |
| 2 | 2 | 2 | 2 | Endorsement(s) Required, Not Complied With |
| 3 | 3 | 3 | 3 | Endorsement(s) 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- | 2012- | | |
|-------|-------|-------|------|-------|
| 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 2 sub fields which 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 is Unknown or if Inches are 98 (Other) or 99 (Unknown) then DR_HGT=999 (Unknown). Minimum height 2 feet = 24 inches, Maximum height 8 feet 11 inches = 107 inches.

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

SAS Name: DR_HGT

Attribute Codes

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

D13 Driver Weight

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

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

SAS Name: DR_WGT

Attribute Codes

1998- **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 five 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 *three* 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, the data element was called "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 five 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 *three* 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 five 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 *three* 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 five 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 *three* 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 five 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 *three* 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 five 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 *three* 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 five 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 *three* years of the crash date.

SAS Name: **PREV_OTH**

Attribute Codes

| 1975- 1993 | 1994- 2010 | 2011- <i>Later</i> | |
|---------------|---------------|-----------------------|---|
| 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 First Crash, Suspension or Conviction

D19A Month of First Crash, Suspension or Conviction

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

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 First Crash, Suspension or Conviction

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

SAS Name: FIRST_YR

Attribute Codes

| 1975- | 1998- | 2011- | |
|-------|-------|-------|---|
| 1997 | 2010 | 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 Last Crash, Suspension or Conviction

D20A Month of Last Crash, Suspension or Conviction

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

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 Last Crash, Suspension or Conviction

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

SAS Name: LAST_YR

Attribute Codes

| 1975- | 1998- | 2011- | |
|-------|-------|-------|---|
| 1997 | 2010 | 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 records whether the driver's speed was related to the crash as indicated 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 was called "Speed Related."

SAS Name: SPEEDREL

Attribute Codes

| 2009- | 2011- | 2013- | 2018- | |
|-------|-------|-------|-------|---|
| 2010 | 2012 | 2017 | 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](#)

D24 Related Factors- Driver Level

Definition: This data element records factors related to this driver expressed by the investigating officer.

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."

| | | |
|------------------|---------------------------------------|-------------------|
| 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-Later |

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

D24 Related Factors- Driver Level (continued)

Attribute Codes**1975-1981****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 Maximum
- 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

D24 Related Factors- Driver Level (continued)**Attribute Codes**

| 1982- 2009 | 2010- 2014 | 2015- 2016 | 2017 | 2018- Later | |
|-----------------------|-----------------------|-----------------------|-------------|------------------------|---|
| 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 | 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 | Careless Driving (Since 2012) |
| 7 | -- | -- | -- | -- | Restricted to Wheelchair |
| 8 | -- | -- | -- | -- | Paraplegic (1982-1994) |
| 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 | Looked But Did Not See |
| 11 | -- | -- | -- | -- | Other Physical Impairment (Includes Paraplegic, 1995-2009) |
| 12 | 12 | 12 | 12 | 12 | Mother of Dead Fetus/Mother of Infant Born Post Crash |
| 13 | 13 | 13 | 13 | 13 | Mentally Challenged (Since 1995) |
| 14 | -- | -- | -- | -- | Failure to Take Drugs/Medication (1995-2004) |
| 15 | 15 | 15 | 15 | 15 | Seat Back Not in Normal Position, Seat Back Reclined (Since 2002) |
| 16 | 16 | 16 | 16 | 16 | Police or Law Enforcement Officer (Since 2002) |
| 17 | -- | -- | -- | -- | Running off Road (2000-2003) |
| 18 | 18 | 18 | 18 | 18 | Traveling on Prohibited Trafficways (Since 1995) |
| 19 | 19 | 19 | 19 | 19 | Legally Driving on Suspended or Revoked License |
| 20 | 20 | 20 | 20 | 20 | Leaving Vehicle Unattended with Engine Running; Leaving Vehicle Unattended in Roadway |
| 21 | 21 | 21 | 21 | 21 | Overloading or Improper Loading of Vehicle with Passenger or Cargo |
| 22 | 22 | 22 | 22 | 22 | Towing or Pushing Vehicle Improperly |
| 23 | 23 | 23 | 23 | 23 | Failing to Dim Lights or to Have Lights on When Required |
| 24 | 24 | 24 | 24 | 24 | Operating Without Required Equipment |
| 25 | -- | -- | -- | -- | Creating Unlawful Noise or Using Equipment Prohibited by Law |
| 26 | 26 | 26 | 26 | 26 | Following Improperly |
| 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) |

D24 Related Factors- Driver Level (continued)**Attribute Codes**

| 1982- 2009 | 2010- 2014 | 2015- 2016 | 2017 | 2018- Later | |
|-----------------------|-----------------------|-----------------------|-------------|------------------------|--|
| -- | -- | 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 (<i>Since 2014</i>) |
| 30 | 30 | 30 | 30 | 30 | Making Improper Entry to or Exit from Trafficway |
| 31 | 31 | 31 | 31 | 31 | Starting or Backing Improperly |
| 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 | 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 | Passing on Right Side |
| 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 | Operating the Vehicle in an Erratic, Reckless, Careless or Negligent Manner |
| 37 | -- | -- | -- | -- | High-Speed Chase with Police in Pursuit (<i>See Police Pursuits in Appendix C: Additional Data Element Information</i>) |
| 37 | 37 | 37 | 37 | 37 | Police Pursuing this Driver or Police Officer in Pursuit (<i>Since 1994</i>) (<i>See Police Pursuits in Appendix C: Additional Data Element Information</i>) |
| 38 | 38 | 38 | 38 | 38 | Failure to Yield Right of Way |
| 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 | Passing Through or Around Barrier |
| 41 | 41 | 41 | 41 | 41 | Failure to Observe Warnings or Instructions on Vehicle Displaying Them |
| 42 | 42 | 42 | 42 | 42 | Failure to Signal Intentions |
| 43 | -- | -- | -- | -- | Driving too Fast for Conditions (<i>2008 Only</i>) |
| 44 | -- | -- | -- | -- | Driving too Fast for Conditions or in Excess of Posted Speed Limit (<i>1982-2007</i>) |
| 44 | -- | -- | -- | -- | Driving in Excess of Posted Speed Limit (<i>2008 Only</i>) |
| 45 | 45 | 45 | 45 | 45 | Driving Less Than Posted Maximum |

D24 Related Factors- Driver Level (continued)**Attribute Codes**

| 1982- 2009 | 2010- 2014 | 2015- 2016 | 2017 | 2018- Later | |
|-----------------------|-----------------------|-----------------------|-------------|------------------------|---|
| 46 | -- | -- | -- | -- | Operating at Erratic or Suddenly Changing Speeds (1982-1994) |
| 46 | -- | -- | -- | -- | Not Used (1995-1997) |
| 46 | -- | -- | -- | -- | Racing (1998-2008) |
| 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 | Making Improper Turn |
| 49 | -- | -- | -- | -- | Failure to Comply With Physical Restrictions of License (1982-2004) |
| 50 | 50 | 50 | 50 | 50 | Driving Wrong Way on One-Way Trafficway |
| 51 | 51 | -- | -- | -- | Driving on Wrong Side of Road (<i>Intentionally or Unintentionally</i>) |
| -- | 51 | 51 | 51 | 51 | Driving on Wrong Side of Two-way Trafficway (<i>Intentionally or Unintentionally</i>)(Since 2014) |
| 52 | 52 | 52 | 52 | 52 | Operator Inexperience |
| 53 | 53 | 53 | 53 | 53 | Unfamiliar With Roadway |
| 54 | 54 | 54 | 54 | 54 | Stopping in Roadway (<i>Vehicle Not Abandoned</i>) |
| 55 | -- | -- | -- | -- | Underriding a Parked Truck (1982-2008) |
| -- | -- | -- | 55 | 55 | Improper Management of Vehicle Controls |
| 56 | -- | -- | -- | -- | Improper Tire Pressure (1982-2005) |
| -- | -- | -- | 56 | 56 | Object Interference with Vehicle Controls |
| 57 | 57 | -- | -- | -- | Locked Wheel |
| -- | -- | -- | 57 | 57 | Driving with Tire-Related Problems |
| 58 | 58 | 58 | 58 | 58 | Over Correcting |
| 59 | -- | -- | -- | -- | Getting Off/Out of or On/In to Moving Vehicle (1982-2004) |
| 59 | 59 | -- | -- | -- | Getting Off/Out of or On/In to a Vehicle (2004-2014) |
| -- | -- | 59 | 59 | 59 | Getting Off/Out of a Vehicle |
| 60 | -- | -- | -- | -- | Getting Off/Out of or On/In to Non-Moving Vehicle (1982-2004) |
| -- | -- | -- | 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 (<i>Including Traffic Signs, Embankment</i> 1982-2008) |
| 64 | -- | -- | -- | -- | Building, Billboard, etc. (1982-2008) |
| 65 | -- | -- | -- | -- | Trees, Crops, Vegetation (1982-2008) |
| 66 | -- | -- | -- | -- | Motor Vehicle (<i>Including Load</i> 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) |

D24 Related Factors- Driver Level (continued)**Attribute Codes**

| 1982- 2009 | 2010- 2014 | 2015- 2016 | 2017 | 2018- Later | |
|-----------------------|-----------------------|-----------------------|-------------|------------------------|--|
| 71 | -- | -- | -- | -- | Obstructing Angles on Vehicle (1982-2008) |
| 72 | -- | -- | -- | -- | Mirrors- Rear View (1982-2008) |
| 73 | -- | -- | -- | -- | Mirrors- Other (1982-2001) |
| 73 | 73 | 73 | 73 | 73 | Driver Has Not Complied with Learners Permit or Intermediate Driver License Restrictions (<i>GDL Restrictions, Since 2004</i>) |
| 74 | -- | -- | -- | -- | Head Restraints (1982-2001) |
| 74 | 74 | 74 | 74 | 74 | Driver Has Not Complied With Physical or Other Imposed Restrictions (<i>Since 2004</i>) |
| 75 | -- | -- | -- | -- | Broken or Improperly Cleaned Windshield (1982-2008) |
| 76 | -- | -- | -- | -- | Other Obstruction (1982-2008) |
| 77 | 77 | 77 | 77 | 77 | Severe Crosswind |
| 78 | 78 | 78 | 78 | 78 | Wind from Passing Truck |
| 79 | 79 | 79 | 79 | 79 | Slippery or Loose Surface |
| 80 | 80 | 80 | 80 | 80 | Tire Blow-Out or Flat |
| 81 | 81 | 81 | 81 | 81 | Debris or Objects in Road |
| 82 | 82 | 82 | 82 | 82 | Ruts, Holes, Bumps in Road |
| 83 | 83 | 83 | 83 | 83 | Live Animals in Road |
| 84 | 84 | 84 | 84 | 84 | Vehicle in Road |
| 85 | 85 | 85 | 85 | 85 | Phantom Vehicle |
| 86 | 86 | 86 | 86 | 86 | Pedestrian, Pedalcyclist, or Other Non-Motorist in Road |
| 87 | 87 | 87 | 87 | 87 | Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road |
| 88 | 88 | 88 | 88 | 88 | Trailer Fishtailing or Swaying (<i>Since 2001</i>) |
| 89 | -- | -- | -- | -- | Carrying Hazardous Cargo Improperly (1994-2009) |
| -- | 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 | Non-Traffic Violation Charged (<i>Manslaughter, Homicide or Other Assault Offense Committed Without Malice, Since 1986</i>) |
| 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) |
| 95 | -- | -- | -- | -- | Computer (1991-2001) |
| 95 | -- | -- | -- | -- | Computer Fax Machines/Printers (2002-2009) |
| 96 | -- | -- | -- | -- | On-Board Navigation System (1991-2009) |
| 97 | -- | -- | -- | -- | Two-Way Radio (1991-2009) |
| 98 | -- | -- | -- | -- | Head-Up Display (1991-2009) |
| 99 | 99 | 99 | 99 | -- | Unknown |
| -- | -- | -- | -- | 99 | Reported as Unknown |

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 | 2018- 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 (<i>Painted > 4 Feet</i>) 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 (<i>mph</i>) |
| -- | 5-80 | 5-80 | 5-95 | 5-95 | Speed Limit (5 <i>mph</i> 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- | 2013- | 2018- |
|-------|-------|--------------|
| 2012 | 2017 | <i>Later</i> |
| 0 | -- | -- |
| -- | 0 | 0 |
| 1 | 1 | 1 |
| 2 | 2 | 2 |
| 3 | 3 | 3 |
| 4 | 4 | 4 |
| 8 | 8 | 8 |
| 9 | 9 | -- |
| -- | -- | 9 |

Non-Trafficway Area
Non-Trafficway or Driveway Access
Straight
Curve Right
Curve Left
Curve – Unknown Direction
Not Reported
Unknown
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 was called 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 (<i>Bottom</i>) |
| 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- <i>Later</i> | |
|---------------|---------------|-----------------------|-----------------------------------|
| 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- <i>Later</i> | |
|---------------|---------------|-----------------------|--|
| 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 (<i>Standing or Moving</i>) |
| 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 (<i>On Colors</i>) Without Pedestrian Signal |
| 2 | 2 | 2 | Traffic Control Signal (<i>On Colors</i>) With Pedestrian Signal |
| 3 | 3 | 3 | Traffic Control Signal (<i>On Colors</i>) 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

2010- 2018-

2017 Later

| | | |
|----|----|---|
| 0 | 0 | No Controls |
| 1 | 1 | Device Not Functioning |
| 2 | 2 | Device Functioning – Functioning Improperly |
| 3 | 3 | Device Functioning Properly |
| 8 | 8 | Not Reported |
| 9 | -- | Unknown |
| -- | 9 | Reported as Unknown |

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

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

Additional Information:

SAS Name: P_CRASH1

Attribute Codes

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

PC19 Critical Event- Precrash

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

Additional Information:

SAS Name: P_CRASH2

Attribute Codes

| | |
|-------|-----------------|
| 2011- | 2016- |
| 2010 | 2015 Later |

THIS VEHICLE LOSS OF CONTROL DUE TO:

| | | | |
|---|---|---|--|
| 1 | 1 | 1 | Blow Out/Flat Tire |
| 2 | 2 | 2 | Stalled Engine |
| 3 | 3 | 3 | Disabling Vehicle Failure (e.g., <i>Wheel Fell Off</i>) |
| 4 | 4 | 4 | Poor Road Conditions (<i>Puddle, Pothole, Ice, etc.</i>) |
| 6 | 6 | 6 | Traveling Too Fast For Conditions |
| 8 | 8 | 8 | Other Cause of Control Loss |
| 9 | 9 | 9 | Unknown Cause of Control Loss |

THIS VEHICLE TRAVELING

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

OTHER MOTOR VEHICLE IN LANE

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

OTHER MOTOR VEHICLE ENCROACHING INTO LANE

| | | | |
|----|----|----|---|
| 60 | 60 | 60 | From Adjacent Lane (<i>Same Direction</i>) Over Left Lane Line |
| 61 | 61 | 61 | From Adjacent Lane (<i>Same Direction</i>) Over Right Lane Line |
| 62 | 62 | 62 | From Opposite Direction Over Left Lane Line |

PC19 Critical Event- Precrash (Event) (continued)**Attribute Codes**

| 2010 | 2011- | 2016- | |
|---|--------------|--------------|--|
| | 2015 | Later | |
| 63 | 63 | 63 | From Opposite Direction Over Right Lane Line |
| 64 | 64 | -- | From Parking Lane, Median, Shoulder, Roadside |
| -- | -- | 64 | From Parking Lane/Shoulder, Median/Crossover, Roadside |
| 65 | 65 | 65 | From Crossing Street, Turning Into Same Direction |
| 66 | 66 | 66 | From Crossing Street, Across Path |
| 67 | 67 | 67 | From Crossing Street, Turning Into Opposite Direction |
| 68 | 68 | 68 | From Crossing Street, Intended Path Unknown |
| 70 | 70 | 70 | From Driveway, Turning Into Same Direction |
| 71 | 71 | 71 | From Driveway, Across Path |
| 72 | 72 | 72 | From Driveway, Turning Into Opposite Direction |
| 73 | 73 | 73 | From Driveway, Intended Path Unknown |
| 74 | 74 | 74 | From Entrance to Limited Access Highway |
| 78 | 78 | 78 | Encroachment by Other Vehicle – Details Unknown |
| PEDESTRIAN OR PEDALCYCLIST OR OTHER NON-MOTORIST | | | |
| 80 | -- | -- | Pedestrian in Roadway |
| -- | 80 | 80 | Pedestrian in Road |
| 81 | -- | -- | Pedestrian Approaching Roadway |
| -- | 81 | 81 | Pedestrian Approaching Road |
| 82 | 82 | 82 | Pedestrian Unknown Location |
| 83 | -- | -- | Pedalcyclist/Other Non-Motorist in Roadway |
| -- | 83 | 83 | Pedalcyclist/Other Non-Motorist in Road |
| 84 | -- | -- | Pedalcyclist/Other Non-Motorist Approaching Roadway |
| -- | 84 | 84 | Pedalcyclist/Other Non-Motorist Approaching Road |
| 85 | 85 | 85 | Pedalcyclist/Other Non-Motorist Unknown Location |
| OBJECT OR ANIMAL | | | |
| 87 | -- | -- | Animal in Roadway |
| -- | 87 | 87 | Animal in Road |
| 88 | -- | -- | Animal Approaching Roadway |
| -- | 88 | 88 | Animal Approaching Road |
| 89 | 89 | 89 | Animal – Unknown Location |
| 90 | -- | -- | Object in Roadway |
| -- | 90 | 90 | Object in Road |
| 91 | -- | -- | Object Approaching Roadway |
| -- | 91 | 91 | Object Approaching Road |
| 92 | 92 | 92 | Object Unknown Location |
| OTHER | | | |
| 98 | 98 | 98 | Other Critical Precrash Event |
| 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- | 2013- | 2016- | |
|-------|-------|-------|---|
| 2012 | 2015 | Later | |
| 0 | -- | -- | No Driver Present |
| -- | 0 | 0 | No Driver Present/Unknown if Driver Present |
| 1 | 1 | 1 | No Avoidance Maneuver |
| 2 | 2 | -- | Braking (<i>No Lockup</i>) |
| 3 | 3 | -- | Braking (<i>Lockup</i>) |
| 4 | 4 | -- | Braking (<i>Lockup Unknown</i>) |
| 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

PC23 Crash Type (continued)

Attribute Codes**2010-Later**

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

CONFIGURATION E: FORWARD IMPACT

- 34 This Vehicles Frontal Area Impacts Another Vehicle.
- 35 This Vehicle Is Impacted by Frontal Area of Another Vehicle
- 36 This Vehicles Frontal Area Impacts Another Vehicle.
- 37 This Vehicle Is Impacted by Frontal Area of Another Vehicle
- 38 This Vehicles Frontal Area Impacts Another Vehicle.
- 39 This Vehicle Is Impacted by Frontal Area of Another Vehicle
- 40 This Vehicles Frontal Area Impacts Another Vehicle.
- 41 This 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 This Vehicles Frontal Area Impacts Another Vehicle.
- 55 This Vehicle Is Impacted by Frontal Area of Another Vehicle
- 56 This Vehicles Frontal Area Impacts Another Vehicle.
- 57 This Vehicle Is Impacted by Frontal Area of Another Vehicle
- 58 This Vehicles Frontal Area Impacts Another Vehicle.
- 59 This Vehicle Is Impacted by Frontal Area of Another Vehicle
- 60 This Vehicles Frontal Area Impacts Another Vehicle.
- 61 This Vehicle Is Impacted by Frontal Area of Another Vehicle
- 62 Specifics Other
- 63 Specifics Unknown

PC23 Crash Type (*continued*)

Attribute Codes**2010-Later****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 |

More Information on [VIN Weight- Auto](#)

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 materials.

Additional Information: Most of these data elements can be found in "Related Factor – Driver Level" from 1982 to 2008. This data element was added 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, 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

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: FLD_CD_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 <i>(Powered by Natural Gas, Propane, etc.)</i> |
| 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 |

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 was called “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 which 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 five* 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 *three* years of the crash date.

SAS Name: **PREV_SUS**

Attribute Codes

| 1975- 1993 | 1994- 2010 | 2011- <i>Later</i> | |
|---------------|---------------|-----------------------|---|
| 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 |

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 PAR 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/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

Sequence of Events (*continued*)

Attribute Codes**2004-2009**

- 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 (<i>lbs</i>) |
|-------|---------------------------------------|

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 w/ Automatic Passenger Sensor
- S Dual Air Bags Front, Head, and Side/Active Belts w/ 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 w/ 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 and Head Airbags With Passenger Sensor; Active Belts
- 4 Dual Front Airbags With Passenger Sensor; Active Belts
- 7 Dual Front, Side and 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: 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

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 which 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

Violations Charged (continued)**1997-2009***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 (*e.g., for Trucks, Buses, Cycles, or on Bridge, in School Zone, etc.*)
- 25 Energy Speed (*Exceeding 55 mph, Non-Pointable*)
- 26 Driving Too Slowly
- 29 Speed-Related Violations Generally

RULES OF THE ROAD – TRAFFIC SIGN & SIGNALS

- 31 Fail to Stop for Red Signal
- 32 Fail to Stop for Flashing Red
- 33 Violation of Turn on Red (*Fail to Stop & Yield, Yield to Pedestrians before Turning*)
- 34 Fail to Obey Flashing Signal (*Yellow or Red*)
- 35 Fail to Obey Signal Generally
- 36 Violate RR Grade Crossing Device/Regulations
- 37 Fail to Obey Stop Sign
- 38 Fail to Obey Yield Sign
- 39 Fail to Obey Traffic Control Device 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 & 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

Violations Charged (continued)**1997-2009*****RULES OF THE ROAD – WRONG SIDE, PASSING & 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 & 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 & Chassis (<i>Luv</i>) |

V116 VIN Body Type (continued)

Attribute Codes**1982- 2010-****2009 Later**

| | | |
|----|----|--|
| 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 (<i>Jeep Commando, Suzuki Samurai, Dodge Dakota</i>) |
| CV | CV | Passenger Vehicle Convertible |
| CY | CY | Truck Cargo Cutaway |
| DP | DP | Truck Dump |
| DS | DS | Truck Tractor Truck (<i>Diesel</i>) |
| 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 & Carry-All |
| LM | LM | Passenger Vehicle Limousine |
| -- | LM | Truck Limousine |
| MH | MH | Truck Motorized Home |
| MK | MK | Motorcycle Mini-Bike |
| MN | MM | Motorcycle Mini Moto Cross |
| MM | MP | Motorcycle Moped |

V116 VIN Body Type (continued)**Attribute Codes****1982- 2010-****2009 Later**

| | | |
|----|----|--|
| 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 Moto Cross |
| 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 (<i>Jeep, Jeep Commando</i>) |
| 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 (<i>Jeep Wagoneer, etc.</i>) |
| 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 |

V116 VIN Body Type (continued)

Attribute Codes**1982- 2010-****2009 Later**

| | | |
|----|----|---|
| TR | TR | Motorcycle Trails |
| TR | TR | Truck Tractor (<i>Gasoline</i>) |
| UT | UT | Passenger Vehicle Utility, truck commonly registered as passenger |
| UT | UT | Truck Utility (<i>Blazer, Jimmy, Scout, etc.</i>) |
| VC | VC | Truck Van Camper |
| VD | VD | Truck Display Van |
| VN | VN | Truck Van |
| VT | VT | Truck Vanette (<i>Includes Metro and Handy Van</i>) |
| 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 Polk 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 (<i>in</i>) |
| 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 (<i>in</i>) |
| 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 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 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 of the Individual 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 of the Individual 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 persons in the 1994 data file with unknown sex; over 90 percent were involved in hit-and-run crashes.

SAS Name: **SEX**

Attribute Codes

| 1975- | 2010- | 2018- | |
|--------------|--------------|--------------|---------------------|
| 2009 | 2017 | Later | |
| 1 | 1 | 1 | Male |
| 2 | 2 | 2 | Female |
| -- | 8 | 8 | Not Reported |
| 9 | 9 | -- | Unknown |
| -- | -- | 9 | Reported as Unknown |

P7/NM7 Person Type

Definition: This data element describes the role of this person involved in the crash.

Additional Information:

SAS Name: 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

| | | | 2011- |
|-------|------|------|--|
| 1994- | 2009 | 2010 | Later |
| 1 | 1 | 1 | Driver of a Motor Vehicle In-Transport |
| 2 | 2 | 2 | Passenger of a Motor Vehicle In-Transport |
| 3 | 3 | 3 | Occupant of a Motor Vehicle Not In-Transport |
| 4 | 4 | 4 | Occupant of a Non-Motor Vehicle Transport Device |
| 5 | 5 | 5 | Pedestrian |
| 6 | 6 | 6 | Bicyclist |
| 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 | Unknown Occupant Type in a Motor Vehicle In-Transport |
| 10 | 10 | 10 | Persons In/On Buildings (Since 2007) |
| 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 persons 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- | 2013- | 2016- | |
|-------|-------|-------|--|
| 2012 | 2015 | Later | |
| 0 | -- | -- | No Injury (O) |
| -- | 0 | 0 | No Apparent Injury (O) |
| 1 | 1 | 1 | Possible Injury (C) |
| 2 | -- | -- | Non-Incapacitating Evident Injury (B) |
| -- | 2 | 2 | Suspected Minor Injury (B) |
| 3 | -- | -- | Incapacitating Injury (A) |
| -- | 3 | 3 | Suspected Serious Injury (A) |
| 4 | 4 | 4 | Fatal Injury (K) |
| 5 | 5 | 5 | Injured, Severity Unknown (U) (Since 1978) |
| 6 | 6 | 6 | Died Prior to Crash |
| 8 | -- | -- | Not Reported (2010 Only) |
| 9 | 9 | -- | Unknown |
| -- | -- | 9 | Unknown/Not Reported |

P9 Seating Position

Definition: This data element identifies the location of this person in or on the vehicle.

Additional Information:

SAS Name: SEAT_POS

Attribute Codes

1975-1981

- 0 Non-Motorist
- 1 Front Seat – Left Side (*Driver's Side*)
- 2 Front Seat – Middle
- 3 Front Seat – Right Side
- 4 Second Seat – Left Side (*Driver's Side*)
- 5 Second Seat – Middle
- 6 Second Seat – Right Side
- 7 Third Seat – Left Side (*Driver's Side*)
- 8 Third Seat – Middle
- 9 Third Seat – Right Side
- 10 Front Seat – Other
- 11 Second Seat – Other
- 12 Third Seat – Other
- 13 Other Passenger
- 14 Cab Sleeper
- 15 Vehicle Exterior
- 99 Unknown

**1982-
2009 2010-
2017 2018-
Later**

- | 0 | -- | -- | Non-Motorist (1982-2004) |
|----|----|----|---|
| 0 | 0 | 0 | Not a Motor Vehicle Occupant (2005-Later) |
| 11 | 11 | 11 | Front Seat – Left Side (<i>Driver's Side</i>) |
| 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 |

P9 Seating Position (*continued*)

Attribute Codes

| 1982- 2009 | 2010- 2017 | 2018- Later | |
|-----------------------|-----------------------|------------------------|--|
| 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 (<i>Truck</i>) |
| 51 | -- | -- | Other Passenger In Enclosed Passenger or Cargo Area [Includes Passengers In 5 th 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 <i>(Since 2009)</i> |
| 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 |
| -- | 98 | 98 | Not Reported |
| 99 | 99 | -- | Unknown |
| -- | -- | 99 | Reported as Unknown |

More Information on [Seat Position](#)

P10 Restraint System/Helmet Use

Definition: This data element records the restraint equipment in use by the occupant, or the helmet in use by a motorcyclist, at the time of the crash.

Additional Information: Bicycle helmets are sometimes worn while riding a variety of personal conveyances.

SAS Name: REST_USE

Attribute Codes

1991-1993

- 0 None Used – Vehicle Occupant/Not Applicable-Non-Motorist
- 1 Shoulder Belt
- 2 Lap Belt
- 3 Lap and Shoulder Belt
- 4 Child Safety Seat
- 5 Motorcycle Helmet
- 8 Restraint Used – Type Unknown or Other Including Other Helmet
- 9 Unknown

| 1994- 2009 | 2010- 2012 | 2013- 2016 | 2017 | 2018- 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 | Lap and Shoulder 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 | 5 | DOT-Compliant Motorcycle Helmet |
| 6 | -- | -- | -- | -- | Bicycle Helmet |
| -- | 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) |

P10 Restraint System/Helmet Use (continued)

| 1994- 2009 | 2010- 2012 | 2013- 2016 | 2017 | 2018- Later | |
|-----------------------|-----------------------|-----------------------|-------------|------------------------|---|
| 15 | -- | -- | -- | -- | Helmets Used Improperly |
| -- | 16 | -- | -- | -- | Other Helmet |
| -- | -- | 16 | 16 | -- | Helmet, Other than DOT-Compliant Motorcycle Helmet |
| -- | 17 | 17 | 17 | 17 | No Helmet |
| -- | -- | 19 | 19 | 19 | Helmet, Unknown if DOT-Compliant |
| -- | -- | -- | 20 | 20 | None Used/Not Applicable |
| -- | -- | 29 | 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 | -- | Unknown |
| -- | -- | -- | -- | 99 | Reported as Unknown |

More Information on [Restraint Use](#)

P11 Indication of Misuse of Restraint System/Helmet

Definition: This data element indicates any misuse of the restraint system or helmet used by this person.

Additional Information:

SAS Name: REST_MIS

Attribute Codes

2010-Later

- | | |
|---|------------------------------|
| 0 | No |
| 1 | Yes |
| 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 materials.

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 PAR 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 PAR indicates an air bag was available or deployed, the information on the PAR may have taken precedence.
2. If the seat position has an air bag installed at the time of manufacture and the PAR indicates there is no air bag available, then the PAR 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 Airbag Available*)

P12 Air Bag Deployed (continued)

Attribute Codes

| | 2010- | | 2018- | |
|------|-------|------|-------|---|
| 2009 | 2016 | 2017 | Later | |
| 0 | -- | -- | -- | Not a Motor Vehicle Occupant/Not Applicable |
| -- | 0 | -- | -- | Not Applicable |
| 1 | 1 | 1 | 1 | Deployed: Front |
| 2 | 2 | 2 | 2 | Deployed: Side (<i>Door, Seatback</i>) |
| 3 | 3 | 3 | 3 | Deployed: Curtain (<i>Roof</i>) |
| 7 | 7 | 7 | 7 | Deployed: Other (<i>Knee, Air Belt, etc.</i>) |
| 8 | 8 | 8 | 8 | Deployed: Combination |
| 9 | 9 | 9 | 9 | Deployed: 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 (i.e., 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 (<i>All Side Doors</i>) |
| 2 | 2 | Through Side Window (<i>All Side Windows, Bus Side Windows</i>) |
| 3 | 3 | Through Windshield (<i>Front Windshield Only</i>) |
| 4 | 4 | Through Back Window (<i>Standard Rear Window, Back Window of Bronco, Van</i>) |
| 5 | 5 | Through Back Door/Tailgate Opening (<i>Station Wagon Tailgate, Back Door of Truck, Back Door of Bronco, Van</i>) |
| 6 | 6 | Through Roof Opening (<i>Sun Roof, Convertible Top Down, T-Top, Targa Top</i>) |
| 7 | 7 | Through Roof (<i>Convertible Top Up</i>) |
| 8 | 8 | Other Path (e.g., <i>Back of Pickup Truck, Torn-Off Roof, Car Cut in Half</i>) |
| 9 | -- | Unknown/Unknown Path |
| -- | 9 | Ejection Path Unknown |

P15 Extrication

Definition: This data element identifies if equipment or other force 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 PAR.

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 persons identified as not extricated than in later years. Both the count of extricated persons 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 persons 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/NM15 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 PAR indicates that opened or unopened alcohol bottles were found in the vehicle, then this information does not by itself constitute involvement.

SAS Name: DRINKING

Attribute Codes

1975- 2018-

2017 Later

| | | |
|----|----|------------------------------------|
| 0 | 0 | No (<i>Alcohol Not Involved</i>) |
| 1 | 1 | Yes (<i>Alcohol Involved</i>) |
| 8 | 8 | Not Reported |
| 9 | -- | Unknown (<i>Police Reported</i>) |
| -- | 9 | Reported as Unknown |

More Information on [Alcohol](#)

P17/NM16 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.

SAS Name: ALC_DET

Attribute Codes**1987-Later**

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

P18/NM17 Alcohol Test

P18A/NM17A Alcohol Test Status

Definition: This data element identifies whether an alcohol test was given to this person.

Additional Information:

SAS Name: ALC_STATUS

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 |

P18B/NM17B Alcohol Test Type

Definition: This data element identifies the type of alcohol test that was given to this person.

Additional Information:

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 (<i>PBT</i>) |
| -- | -- | -- | 11 | Breath Test, Unknown Type |
| -- | 95 | 95 | 95 | Not Reported |
| 98 | -- | -- | -- | Positive Reading with No Actual Value (<i>2006-2008</i>) |
| 98 | 98 | 98 | 98 | Unknown Test Type (<i>Since 2009</i>) |
| 99 | -- | -- | -- | Unknown if Tested/Not Reported (<i>2009 Only</i>) |
| -- | 99 | 99 | -- | Unknown if Tested |
| -- | -- | -- | 99 | Reported as Unknown if Tested |

P18C/NM17C**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 2-digit field to a 3-digit field. Prior to 2015, the 3rd 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.

SAS Name: **TEST_RES 1975-1990**
ALC_RES 1991-Later

Attribute Codes**1975-1990**

| | | | |
|------|------------------------------------|--|--|
| 0-94 | Actual Value of BAC Test | | |
| 95 | Test Refused | | |
| 96 | None Given | | |
| 97 | AC Test Performed, Results Unknown | | |
| 99 | Unknown | | |

**1991-
2009 2010-
2014 2015-
2017 2018-
Later**

| | | | | |
|------|------|-------|-------|--|
| 0-93 | 0-93 | 0-939 | 0-939 | Actual Value of BAC Test |
| 94 | 94 | 940 | 940 | 0.94 or Greater (The value should be interpreted as 0.94 or greater, since 1995) |
| 95 | -- | -- | -- | Test Refused (1991-2008) |
| -- | 95 | 995 | 995 | Not Reported |
| 96 | 96 | 996 | 996 | None Given |
| 97 | 97 | 997 | 997 | AC Test Performed, Results Unknown |
| 98 | 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/NM18 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:**SAS Name:** DRUGS**Attribute Codes****1991- 2018-****2017 Later**

| | | |
|----|----|------------------------------------|
| 0 | 0 | No (<i>Drugs Not Involved</i>) |
| 1 | 1 | Yes (<i>Drugs Involved</i>) |
| 8 | 8 | Not Reported |
| 9 | -- | Unknown (<i>Police Reported</i>) |
| -- | 9 | Reported as Unknown |

P20/NM19 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:

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-**2015 Later**

1 1 Evidential Test (*Blood, Urine*)

2 -- Drug Recognition Technician (*DRT*) Determination

-- 2 Drug Recognition Expert/Evaluator (*DRE*) Determination

3 3 Behavioral

7 7 Other

8 8 Not Reported

P21/NM20 Drug Toxicology Results

P21A/NM20A Drug Test Status

Definition: This data element identifies whether a drug test was given to this person.

Additional Information:

SAS Name: DSTATUS

Attribute Codes

| 2009 | 2010- | | 2018- Later |
|------|-------|------|-----------------------------------|
| | 2016 | 2017 | |
| 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 |

P22/NM21 Transported to First Treatment Facility

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 was called "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 was called "Transported to Medical Facility By."

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- Later | |
|---------------|---------------|---------------|---------------|----------------|------------------------------------|
| 0 | 0 | -- | -- | -- | No |
| -- | -- | 0 | 0 | 0 | Not Transported |
| 1 | 1 | -- | -- | -- | Yes |
| -- | -- | 1 | -- | -- | Yes, EMS |
| -- | -- | -- | 1 | 1 | EMS Air |
| -- | -- | 2 | -- | -- | Yes, Law Enforcement |
| -- | -- | -- | 2 | 2 | Law Enforcement |
| -- | -- | 3 | -- | -- | Yes, Other |
| -- | -- | -- | 3 | 3 | EMS Unknown Mode |
| -- | -- | 4 | -- | -- | Yes, Transported by Unknown Source |
| -- | -- | -- | 4 | 4 | Transported Unknown Source |
| -- | -- | -- | 5 | 5 | EMS Ground |
| -- | -- | -- | 6 | 6 | Other |
| 7 | -- | -- | -- | -- | Died at the Scene (1999-2000) |
| 8 | -- | -- | -- | -- | Died En Route (1999-2000) |
| -- | -- | -- | -- | -- | Not Reported |
| 9 | 9 | 9 | 9 | -- | Unknown |
| -- | -- | -- | -- | 9 | Reported as Unknown |

P23/NM22 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:

SAS Name: DOA

Attribute Codes

2001-Later

- 0 Not Applicable
- 7 Died at Scene
- 8 Died En Route
- 9 Unknown

P24/NM23 Death Date

P24A/NM23A Month of Death

Definition: This data element records the month of this person's death.

Additional Information:

SAS Name: DEATH_MO

Attribute Codes

1975- 2008-

2007 Later

| | | |
|----|----|-------------------------------------|
| 0 | 88 | Not Applicable (<i>Non-Fatal</i>) |
| 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 (<i>Except 2009</i>) |

P24B/NM23B Day of Death

Definition: This data element records the day of the month of this person's death.

Additional Information:

SAS Name: DEATH_DA

Attribute Codes

1975- 2009-

2008 Later

| | | |
|------|------|-------------------------------------|
| 0 | 88 | Not Applicable (<i>Non-Fatal</i>) |
| 1-31 | 1-31 | Day of the Month of the Death |
| 99 | 99 | Unknown (<i>Since 2008</i>) |

P24C/NM23C 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.

SAS Name: DEATH_YR

Attribute Codes

1975- 1998- 2009-

1997 2008 Later

| | | | |
|----|------|------|-------------------------------------|
| -- | 0 | 8888 | Not Applicable (<i>Non-Fatal</i>) |
| xx | xxxx | xxxx | Year of the Death |
| 99 | 9999 | 9999 | Unknown |

P25/NM24 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.

SAS Name: **DEATH_TM**

Attribute Codes

| 1975- | 2009- | |
|--------|--------------|-------------------------------------|
| 2008 | <i>Later</i> | |
| 2400 | 0 | For Midnight |
| 1-2359 | 1-2359 | Time of Death in HHMM format |
| -- | 8888 | Not Applicable (<i>Non-Fatal</i>) |
| 9999 | 9999 | Unknown |

P25A/NM24A Hour of Death

Definition: This data element records the hour of this person's death utilizing the 24-hour clock format.

Additional Information:

SAS Name: **DEATH_HR**

Attribute Codes

| 1975- | 2009- | |
|-------|--------------|----------------------|
| 2008 | <i>Later</i> | |
| 0-24 | 0-23 | Valid Military Times |
| -- | 88 | Not Applicable |
| 99 | 99 | Unknown |

P25B/NM24B Minute of Death

Definition: This data element records the minutes after the hour of this person's death.

Additional Information:

SAS Name: DEATH_MN

Attribute Codes

| 1975- | 2009- | |
|--------------|--------------|----------------------|
| 2008 | Later | |
| 0-59 | 0-59 | Valid Military Times |
| -- | 88 | Not Applicable |
| 99 | 99 | Unknown |

P26/NM25 Related Factors- Person Level

Definition: This data element records factors related to motor vehicle occupants other than drivers and persons not in motor vehicles as expressed by the investigating officer.

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.

SAS Name: **P_CF1, P_CF2, P_CF3** **1975-2009**
P_SF1, P_SF2, P_SF3 **2010-Later**

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

P26/NM25 Related Factors- Person Level (continued)**Attribute Codes****1975-1981**

- 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- 2014 | 2010- 2015 | 2016- 2017 | 2018- Later | |
|-----------------------|-----------------------|-----------------------|-----------------------|------------------------|--|
| 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 | Interfering With Driver* |
| 6 | -- | -- | -- | -- | Ill, Passed Out/Blackout (1995-2009) |
| 7 | -- | -- | -- | -- | Emotional (e.g., Depression, Angry, Disputed) |
| 8 | 8 | 8 | 8 | 8 | Mentally Challenged (Since 1995) |
| 9 | 9 | 9 | 9 | 9 | Construction/Maintenance/Utility Worker (Since 1995) Highway Department, Contractor, Utility Company Personnel, etc. |
| 10 | -- | -- | -- | -- | Inattentive |
| -- | -- | -- | 10 | 10 | Alcohol and/or Drug Test Refused (Since 2017) |
| 11 | -- | -- | -- | -- | Walking With Cane or Crutches |
| 12 | -- | -- | -- | -- | Restricted to Wheelchair |

P26/NM25 Related Factors- Person Level (continued)**Attribute Codes**

| 1982- 2009 | 2010- 2014 | 2015 | 2016- 2017 | 2018- Later | |
|--|-----------------------|-------------|-----------------------|------------------------|--|
| 13 | -- | -- | -- | -- | Paraplegic (1982-1994) |
| 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 | Mother of Dead Fetus/Mother of Infant Born Post Crash (Since 2011) |
| 19 | -- | -- | -- | -- | Pedestrian |
| NON-MOTOR-VEHICLE-OPERATOR-RELATED FACTORS: | | | | | |
| 20 | -- | -- | -- | -- | Leaving Vehicle Unattended in Roadway (1982-1994) |
| 20 | -- | -- | -- | -- | Running off Road (2000-2001) |
| 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 | 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 | Improper Lane Usage* |
| 29 | 29 | -- | -- | -- | Illegal Driving on Road Shoulder, in Ditch, on Sidewalk, on Median* |
| -- | -- | 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 | Default Code Used for Vehicle Numbering |
| 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 | Passing where Prohibited by Posted Signs, Pavement Markings, or School Bus Displaying Warning not to Pass* |

P26/NM25 Related Factors- Person Level (continued)**Attribute Codes**

| 1982- 2009 | 2010- 2014 | 2015 | 2016- 2017 | 2018- Later | |
|-----------------------|-----------------------|-------------|-----------------------|------------------------|--|
| 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 (<i>or Operating at Erratic or Suddenly Changing Speeds, 1995-2009</i>) |
| 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 | Passing Through or Around Barrier Positioned to Prohibit or Channel Traffic |
| 41 | 41 | 41 | 41 | 41 | Failure to Observe Warnings or Instructions on Vehicles Displaying Them |
| 42 | 42 | 42 | 42 | 42 | Failure to Signal Intentions |
| 43 | -- | -- | -- | -- | Giving Wrong Signal (1982-1996) |
| 44 | 44 | 44 | 44 | 44 | Driving Too Fast for Conditions or in Excess of Posted Maximum* |
| 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 | 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 (<i>Intentional or Unintentional, 1995-2009</i>) |
| 51 | 51 | 51 | 51 | 51 | Operator Inexperience |
| 52 | 52 | 52 | 52 | 52 | Unfamiliar with Roadway |
| 53 | -- | -- | -- | -- | Stopping in Roadway (<i>Vehicle Not Abandoned</i>) |
| 54 | -- | -- | -- | -- | Underriding a Parked Truck (1982-1996) |
| 55 | -- | -- | -- | -- | Getting Off/Out of or On/Into Moving Transport Vehicle |
| 56 | -- | -- | -- | -- | Getting Off/Out of or On/Into Non-Moving Transport Vehicle (1982-2001) |
| 56 | 56 | 56 | 56 | 56 | Non-Driver Flees Scene (Since 2005) |
| 57 | 57 | 57 | 57 | 57 | Improper Tire Pressure (Since 1995) |
| 58 | 58 | -- | -- | -- | Locked Wheel (1995-2014) |
| 59 | 59 | 59 | 59 | 59 | Overcorrecting (Since 1995)* |

P26/NM25 Related Factors- Person Level (continued)**Attribute Codes**

| 1982- 2009 | 2010- 2014 | 2015 | 2016- 2017 | 2018- Later | |
|--|-----------------------|-------------|-----------------------|------------------------|--|
| VISION OBSCURED BY | | | | | |
| 60 | 60 | 60 | 60 | 60 | Rain, Snow, Fog, Smoke, Sand, Dust |
| 61 | 61 | 61 | 61 | 61 | Reflected Glare, Bright Sunlight, Headlights |
| 62 | 62 | 62 | 62 | 62 | Curve, Hill, or Other Design Features (<i>Including Traffic Signs, Embankment</i>) |
| 63 | 63 | 63 | 63 | 63 | Building, Billboard, Other Structures (Since 1995) |
| 64 | 64 | 64 | 64 | 64 | Trees, Crops, Vegetation |
| 65 | 65 | 65 | 65 | 65 | Motor Vehicle (<i>Including Load</i>) |
| 66 | 66 | 66 | 66 | 66 | Parked Vehicle |
| 67 | 67 | 67 | 67 | 67 | Splash or Spray or Passing Vehicle |
| 68 | 68 | 68 | 68 | 68 | Inadequate Lighting System |
| 69 | 69 | 69 | 69 | 69 | Obstructing Angles on Vehicle |
| 70 | 70 | 70 | 70 | 70 | Mirrors |
| 71 | -- | -- | -- | -- | Mirrors-Other (1982-2002) |
| 72 | 72 | 72 | 72 | 72 | Other Visual Obstruction |
| SKIDDING, SWERVING, OR SLIDING DUE TO | | | | | |
| 73 | 73 | 73 | 73 | 73 | Severe Crosswind |
| 74 | 74 | 74 | 74 | 74 | Wind From Passing Truck |
| 75 | 75 | 75 | 75 | 75 | Slippery or Loose Surface |
| 76 | 76 | 76 | 76 | 76 | Tire Blow-Out or Flat |
| 77 | 77 | 77 | 77 | 77 | Debris or Objects in Road |
| OTHER FACTORS | | | | | |
| 78 | 78 | 78 | 78 | 78 | Ruts, Holes, Bumps in Road |
| 79 | -- | -- | -- | -- | Live Animals in Road |
| 80 | 80 | 80 | 80 | 80 | Vehicle in Road |
| 81 | 81 | 81 | 81 | 81 | Phantom Vehicle |
| 82 | -- | 82 | 82 | 82 | Pedestrian, Pedalcyclist, or Other Non-Motorist |
| -- | 82 | -- | -- | -- | Pedestrian, Pedalcyclist, or Persons on Personal Conveyances |
| 83 | 83 | 83 | 83 | 83 | Ice, Snow, Slush, Water, Sand, Dirt, Oil, Wet Leaves on Road (Since 1995) |
| 84 | -- | -- | -- | -- | Jay Walk (1982-1994) |
| 85 | -- | -- | -- | -- | Jog (1982-1994) |
| 86 | 86 | 86 | 86 | 86 | Emergency Services Personnel (Since 2007) |
| 87 | 87 | 87 | 87 | 87 | Police or Law Enforcement Officer (Since 2002) |
| 88 | 88 | 88 | 88 | 88 | Seat Back Not in Normal Upright Position, Seat Back Reclined (Since 2002)* |
| -- | 89 | 89 | 89 | 89 | Parked Motor Vehicle With Equipment Extending into the Travel Lane (Since 2013)* |
| 90 | 90 | 90 | 90 | 90 | Non-Motorist Pushing a Vehicle** |
| 91 | 91 | 91 | 91 | 91 | Portable Electronic Devices (Since 2008) |

P26/NM25 Related Factors- Person Level (*continued*)

Attribute Codes

| 1982- 2009 | 2010- 2014 | 2015 | 2016- 2017 | 2018- Later | |
|---------------|---------------|------|---------------|----------------|--|
| -- | 92 | 92 | 92 | 92 | Person in Ambulance Treatment Compartment (Since 2013)* |
| -- | -- | -- | 93 | 93 | Non-Motorist Wearing Motorcycle Helmet** |
| 99 | 99 | 99 | 99 | -- | Unknown |
| -- | -- | -- | -- | 99 | Reported as Unknown |

* Attribute is only applicable to occupants (other than drivers) of motor vehicles.

** Attribute is only applicable to persons not in motor vehicles.

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 | <i>Later</i> |
| 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 |

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:

SAS Name: WORK_INJ

Attribute Codes

1987-Later

- 0 No (*The Injury Was Not At Work*)
- 1 Yes (*The Injury Was At Work*)
- 8 Not Applicable (*Not A Fatality*)
- 9 Unknown

SP3 Race/Hispanic Origin

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.

SAS Name: RACE

Attribute Codes

| 1999- | 2001- | |
|-------|-------|---|
| 2000 | Later | |
| 0 | 0 | Not A Fatality (<i>Not Applicable</i>) |
| 1 | 1 | White |
| 2 | 2 | Black |
| 3 | 3 | American Indian (<i>Includes Alaska Native</i>) |
| 4 | 4 | Chinese |
| 5 | 5 | Japanese |
| 6 | 6 | Hawaiian (<i>Includes Part-Hawaiian</i>) |
| 7 | 7 | Filipino |
| 18 | 18 | Asian Indian |
| 19 | 19 | Other Indian (<i>Includes South and Central America, Since 2000</i>) |
| 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 (<i>Individual</i>) Race |
| 97 | 97 | Multiple Races (<i>Individual Races Not Specified; ex., "Mixed", Since 2000</i>) |
| -- | 98 | All Other Races |
| 99 | 99 | 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.

SAS Name: **HISPANIC**

Attribute Codes

1999- 2001-
2000 Later

| | | |
|----|----|---|
| 0 | 0 | Not A Fatality (<i>Not Applicable</i>) |
| 1 | 1 | Mexican |
| 2 | 2 | Puerto Rican |
| 3 | 3 | Cuban |
| 4 | 4 | Central or South American |
| 5 | -- | Other or Unknown Hispanic (<i>1999 Only</i>) |
| 5 | 5 | European Spanish (<i>Since 2000</i>) |
| 6 | -- | Hispanic, Origin Not Specified (<i>1999 Only</i>) |
| 6 | -- | Other Hispanic Origin (<i>Since 2000</i>) |
| -- | 6 | Hispanic, Origin Not Specified or Other Origin |
| 7 | 7 | Non-Hispanic |
| 99 | 99 | Unknown |

NM4 Number of Motor Vehicle Striking Non-Motorist

Definition: This data element identifies the “Vehicle Number” (VEH_NO) of the in-transport vehicle 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.

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 which 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- | 2010- | 2014- | 2018- |
| 2009 | 2013 | 2017 | 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 |

NM10 Non-Motorist Location at Time of Crash (continued)**Attribute Codes**

| 1982- 2009 | 2010- 2013 | 2014- 2017 | 2018- Later | |
|-----------------------|-----------------------|-----------------------|------------------------|---|
| 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 [Appendix I: Analysis of Pedestrian and Bicycle Crashes Around Intersections](#) for guidance on analyzing Pedestrian/Bicyclist crash locations.

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 are 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 are 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- | 2010- |
| 2009 | 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 (<i>PCP</i>) * |
| 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 twelve-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 (<i>Not A Fatality</i>) 12 0's |
| 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

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 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 | 2016 | 2017 | 2018- Later | |
|---------------|---------------|------|------|----------------|---|
| 1 | 1 | 1 | 1 | 1 | Rollover/Overtur |
| 2 | 2 | 2 | 2 | 2 | Fire/Explosion |
| 3 | 3 | 3 | 3 | 3 | Immersion (<i>or Partial Immersion, Since 2012</i>) |
| 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 (<i>Non-Collision</i>) |
| 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 (<i>Not In Transport</i>) |
| 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 (<i>Not Fixed</i>) |
| 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 (<i>Includes Parapet</i>) |
| 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 |

C19 First Harmful Event (continued)**Attribute Codes**

| 2005- 2009 | 2010- 2015 | 2016 | 2017 | 2018- Later | |
|-----------------------|-----------------------|-------------|-------------|------------------------|---|
| 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 (<i>Standing Only</i>) |
| 43 | 43 | 43 | 43 | 43 | Other Fixed Object |
| 44 | -- | -- | -- | -- | Pavement Surface Irregularity |
| -- | 44 | 44 | 44 | 44 | Pavement Surface Irregularity (<i>Ruts, Potholes, Grates, etc.</i>) |
| 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 (<i>Harmful to This Vehicle</i>) |
| 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 (<i>Since 2008</i>) |
| 57 | 57 | 57 | 57 | 57 | Cable Barrier (<i>Since 2008</i>) |
| -- | 58 | 58 | 58 | 58 | Ground |
| -- | 59 | 59 | 59 | 59 | Traffic Sign Support |

C19 First Harmful Event (continued)**Attribute Codes**

| 2005- 2009 | 2010- 2015 | 2016 | 2017 | 2018- Later | |
|-----------------------|-----------------------|-------------|-------------|------------------------|--|
| -- | 72 | 72 | 72 | -- | Cargo/Equipment Loss or Shift (<i>Harmful to This Vehicle</i>) |
| -- | -- | -- | -- | 72 | Cargo/Equipment Loss, Shift, or Damage (<i>Harmful</i>) |
| -- | 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) |
| 99 | 99 | 99 | 99 | -- | Unknown |
| -- | -- | -- | -- | 99 | Reported as Unknown |

C20 Manner of Collision

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

Additional Information: See this data element in the Accident data file section for more information.

SAS Name: **MAN_COLL 2005-2009**

PMAN_COLL 2010-Later

Attribute Codes

| 2005- 2009 | 2010- 2017 | 2018- Later | |
|---------------|---------------|----------------|---|
| 0 | 0 | 0 | Not Collision with Motor Vehicle in Transport (<i>Not Necessarily in Transport for 2005-2009</i>) |
| 1 | 1 | 1 | Front-to-Rear |
| 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 (<i>Includes Broadside</i>) |
| 6 | -- | -- | Angle – Front-to-Side/Angle-Direction Not Specified |
| -- | 6 | 6 | Angle |
| 7 | 7 | 7 | Sideswipe – Same Direction |
| 8 | 8 | 8 | Sideswipe – Opposite Direction |
| 9 | 9 | 9 | Rear-to-Side |
| 10 | 10 | 10 | Rear-to-Rear |
| 11 | 11 | 11 | Other (<i>End-Swipes and Others</i>) |
| -- | 98 | 98 | Not Reported |
| 99 | 99 | -- | Unknown |
| -- | -- | 99 | Reported as Unknown |

More Information on [Manner of Collision](#)

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 (<i>2010 Only</i>) |
| 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 PAR.

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; 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- Later | |
|---------------|------|---------------|---------------|----------------|--|
| 0 | 0 | 0 | 0 | 0 | No / No Hit-and-Run |
| 1 | -- | -- | -- | -- | Hit Motor Vehicle in Transport |
| -- | 1 | 1 | 1 | 1 | Yes |
| 2 | -- | -- | -- | -- | Hit Pedestrian or Non-Motorist |
| 3 | -- | -- | -- | -- | Hit Parked Vehicle (<i>Working Vehicle, Since 2004</i>) 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 | |

V7 Registration State (*continued*)

Attribute Codes**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 (<i>Includes Military</i>) |
| 95 | 95 | Canada |
| 96 | 96 | Mexico |
| 97 | 97 | Other Foreign Country |
| 98 | -- | Other Registration (<i>Includes Native American Indian Nations</i>) |
| -- | 98 | Other Registration |
| 99 | 99 | Unknown / Reported as Unknown (<i>Since 2018</i>) |

V8 Registered Vehicle Owner

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

Additional Information:

SAS Name: OWNER 2005-2009

POWNER 2010-Later

Attribute Codes

2005- 2008-

2007 Later

| | | |
|----|----|---|
| 0 | 0 | Not Applicable, Vehicle Not Registered |
| 1 | 1 | Driver (<i>of This Vehicle</i>) Was Registered Owner |
| 2 | 2 | Driver (<i>of This Vehicle</i>) Not Registered Owner (<i>Other Private Owner</i>) |
| 3 | 3 | Vehicle Registered as Business/Company/Government Vehicle |
| 4 | 4 | Vehicle Registered as Rental Vehicle |
| 5 | 5 | Vehicle Was Stolen (<i>Reported By Police</i>) |
| 6 | -- | Driverless Vehicle |
| -- | 6 | Driverless/Motor Vehicle Parked/Stopped Off Roadway |
| 9 | 9 | Unknown |

V9 Vehicle Make

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

Additional 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

V9 Vehicle Make (continued)

Attribute Codes**2005-Later**

- 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

V9 Vehicle Make (continued)

Attribute Codes**2005-Later**

- 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

V9 Vehicle Make (continued)

Attribute Codes**2005-Later**

- | | |
|----|--|
| 90 | Bluebird |
| 91 | Eagle Coach |
| 92 | Gillig |
| 93 | MCI |
| 94 | Thomas Built |
| 97 | Not Reported (Since 2010) |
| 98 | Other Make <i>Auto-Union-DKW</i> <i>Carpenter</i> <i>Collins Bus</i> <i>DINA</i> <i>Divco</i> <i>Hino</i> <i>Meyers Motors</i> <i>Mid Bus</i> <i>Neoplan</i> <i>Orion</i> <i>Oshkosh</i> <i>Scania</i> <i>Sterling</i> <i>Think</i> <i>UD</i> <i>Van Hool</i> <i>Western Star</i> |
| 99 | Unknown Make |

V10 Vehicle Model

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

Additional Information:

SAS Name: MODEL 2005-2009

PMODEL 2010-Later

Attribute Codes

2005-Later

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

V11 Body Type

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

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- Later | |
|---------------|---------------|------|----------------|---|
| 1 | 1 | 1 | 1 | Convertible (<i>Excludes Sunroof, T-Bar</i>) |
| 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 (<i>Excluding Van and Truck-Based</i>) |
| 7 | 7 | 7 | 7 | Hatchback, Number of Doors Unknown |
| 8 | -- | -- | -- | Other Auto (1991-1993) |
| 8 | 8 | 8 | 8 | Sedan/Hardtop, Number of Doors Unknown (<i>Since 1994</i>) |
| 9 | -- | -- | -- | Unknown Auto Type (1991-1993) |
| 9 | 9 | 9 | 9 | Other or Unknown Automobile Type (<i>Since 1994</i>) |
| 10 | 10 | 10 | 10 | Auto-Based Pickup |
| 11 | 11 | 11 | 11 | Auto-Based Panel (<i>Cargo Station Wagon, Auto-Based Ambulance or Hearse</i>) |
| 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 (<i>ANSI D-16 Utility Vehicle Categories “Small” and “Midsize”</i>) |
| 15 | 15 | 15 | 15 | Large Utility (<i>ANSI D-16 Utility Vehicle Categories “Full Size” and “Large”</i>) |
| 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 (<i>GVWR ≤ 10,000 lbs</i>) |
| 28 | 28 | 28 | 28 | Other Van Type (<i>Hi-Cube Van</i>) |
| 29 | 29 | 29 | 29 | Unknown Van Type |
| 30 | 30 | -- | -- | Compact Pickup (<i>GVWR, < 4,500 lbs</i>) |
| 31 | 31 | -- | -- | Standard Pickup (<i>4,500 lbs ≤ GVWR < 10,000 lbs</i>) |
| 32 | 32 | 32 | -- | Pickup with Slide-In Camper |
| 33 | 33 | 33 | 33 | Convertible Pickup |
| -- | -- | 34 | 34 | Light Pickup |
| 39 | 39 | 39 | 39 | Unknown (<i>Pickup Style</i>) Light Conventional Truck Type |
| 40 | 40 | 40 | 40 | Cab Chassis-Based (<i>Includes Light Stake, Light Dump, Light Tow, Rescue Vehicles</i>) |

V11 Body Type (continued)**Attribute Codes**

| 2005- 2009 | 2010- 2016 | 2017 | 2018- Later | |
|-----------------------|-----------------------|-------------|------------------------|--|
| 41 | 41 | 41 | 41 | Truck-Based Panel |
| 42 | 42 | 42 | 42 | Light-Truck-Based Motorhome (<i>Chassis Mounted</i>) |
| 45 | 45 | 45 | 45 | Other Light Conventional Truck Type (<i>Includes Stretched Suburban Limousine</i>) |
| 48 | 48 | -- | -- | Unknown Light-Truck Type (<i>Not a Pickup, 1991-2012</i>) |
| -- | 48 | 48 | 48 | Unknown Light Truck Type (<i>Since 2013</i>) |
| 49 | 49 | 49 | 49 | Unknown Light-Vehicle Type (<i>Automobile, Utility Vehicle, Van or Light Truck</i>) |
| 50 | 50 | 50 | 50 | School Bus |
| 51 | 51 | 51 | 51 | Cross-Country/Intercity Bus (<i>i.e., Greyhound</i>) |
| 52 | 52 | 52 | 52 | Transit Bus (<i>City Bus</i>) |
| -- | 55 | 55 | 55 | Van-Based Bus (<i>GVWR > 10,000 lbs</i>) (<i>Since 2011</i>) |
| 58 | 58 | 58 | 58 | Other Bus Type |
| 59 | 59 | 59 | 59 | Unknown Bus Type |
| 60 | 60 | 60 | 60 | Step Van (<i>GVWR > 10,000 lbs.</i>) |
| 61 | 61 | -- | -- | Single-Unit Straight Truck (<i>10,000 lbs < GVWR <= 19,500 lbs</i>) (<i>1991-2010</i>) |
| -- | 61 | 61 | 61 | Single-Unit Straight Truck or Cab-Chassis (<i>GVWR range 10,001 to 19,500 lbs</i>) (<i>Since 2011</i>) |
| 62 | 62 | -- | -- | Single-Unit Straight Truck (<i>19,500 lbs < GVWR <= 26,000 lbs</i>) (<i>1991-2010</i>) |
| -- | 62 | 62 | 62 | Single-Unit Straight Truck or Cab-Chassis (<i>GVWR range 19,501 to 26,000 lbs</i>) (<i>Since 2011</i>) |
| 63 | 63 | -- | -- | Single-Unit Straight Truck (<i>GVWR > 26,000 lbs</i>) (<i>1991-2010</i>) |
| -- | 63 | 63 | 63 | Single-Unit Straight Truck or Cab-Chassis (<i>GVWR > 26,000 lbs</i>) (<i>Since 2011</i>) |
| 64 | -- | -- | -- | Single-Unit Straight Truck |
| -- | 64 | 64 | 64 | Single Unit Straight Truck or Cab-Chassis (<i>GVWR Unknown</i>) (<i>Since 2011</i>) |
| 65 | 65 | 65 | 65 | Medium/Heavy Truck-Based Motorhome |
| 66 | 66 | 66 | 66 | Truck/Tractor (<i>Cab Only, or with Any Number of Trailing Units: Any Weight</i>) |
| 67 | 67 | 67 | 67 | Medium/Heavy Pickup (<i>GVWR > 10,000 lbs</i>) (<i>Since 2001</i>) |
| -- | 68 | -- | -- | Single-Unit Straight Truck (<i>GVWR Unknown</i>) (<i>2010 Only</i>) |
| 71 | 71 | 71 | 71 | Unknown if Single-Unit or Combination-Unit Medium Truck (<i>GVWR range 10,001 to 26,000 lbs</i>) |
| 72 | 72 | 72 | 72 | Unknown if Single-Unit or Combination-Unit Heavy Truck (<i>GVWR > 26,000 lbs</i>) |
| 73 | 73 | 73 | 73 | Camper or Motorhome, Unknown Truck Type |
| 78 | 78 | 78 | 78 | Unknown Medium/Heavy Truck Type |
| 79 | 79 | 79 | 79 | Unknown Truck Type |
| 80 | 80 | -- | -- | Motorcycle |
| -- | -- | 80 | 80 | Two Wheel Motorcycle (<i>excluding motor scooters</i>) |
| 81 | 81 | -- | -- | Moped (<i>Motorized Bicycle</i>) |
| -- | -- | 81 | 81 | Moped or Motorized Bicycle |

V11 Body Type (continued)**Attribute Codes**

| 2005- 2009 | 2010- 2016 | 2017 | 2018- Later | |
|-----------------------|-----------------------|-------------|------------------------|--|
| 82 | 82 | -- | -- | Three-Wheel Motorcycle/Moped- Not All-Terrain Vehicle |
| -- | -- | 82 | 82 | Three-Wheel Motorcycle (2 Rear Wheels) |
| 83 | 83 | -- | -- | Off-Road Motorcycle (2-Wheel) (Since 1993) |
| -- | -- | 83 | 83 | Off-Road Motorcycle |
| -- | -- | 84 | 84 | Motor Scooter |
| -- | -- | 85 | 85 | Unenclosed 3-Wheel Motorcycle / Unenclosed Autocycle (1 Rear Wheel) |
| -- | -- | 86 | 86 | Enclosed 3-Wheel Motorcycle / Enclosed Autocycle (1 Rear Wheel) |
| -- | -- | 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 | Other Motored Cycle Type (Mini-Bikes, Pocket Motorcycles, "Pocket Bikes") |
| 89 | 89 | 89 | 89 | Unknown Motored Cycle Type |
| 90 | 90 | 90 | 90 | ATV (All-Terrain Vehicle; Includes 3 or 4 Wheels) |
| 91 | 91 | 91 | 91 | Snowmobile |
| 92 | 92 | 92 | 92 | Farm Equipment Other Than Trucks |
| 93 | 93 | 93 | 93 | Construction Equipment Other Than Trucks (Includes Graders) |
| 94 | -- | -- | -- | Motorized Wheel Chair (1997 Only) |
| -- | 94 | 94 | 94 | Low Speed Vehicle (LSV)/Neighborhood Electric Vehicle (NEV) (Since 2011) |
| -- | 95 | 95 | 95 | Golf Cart (Since 2012) |
| -- | -- | 96 | 96 | Recreational Off-Highway Vehicle |
| 97 | 97 | 97 | 97 | Other Vehicle Type (Includes Go-Cart, Fork-Lift, City Street Sweeper, Dune/Swamp Buggy) |
| -- | 98 | 98 | 98 | Not Reported |
| 99 | 99 | 99 | 99 | Unknown Body Type |

V12 Vehicle Model Year

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

Additional Information:

SAS Name: **MOD_YEAR** **2005-2009**

PMODYEAR **2010-Later**

Attribute Codes

2005-Later

| | |
|--------|------------------------------------|
| 0-9997 | Actual year of vehicle manufacture |
| 9998 | Not Reported |
| 9999 | Unknown |

V13 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-Later

| | |
|--------------|---|
| 000000000000 | No VIN Required |
| xxxxxxxxxxxx | First 12 Characters |
| 888888888888 | Not Reported |
| 999999999999 | Reported as Unknown |
| * | VIN Character Missing or Not Decipherable |

More Information on [Vehicle Identification Number \(VIN\)](#)

V14 Vehicle Trailing

Definition: This data element identifies whether this vehicle had any attached trailing units or was towing another motor vehicle. A trailing unit can be a horse trailer, fifth wheel trailer, camper, boat, truck trailer, towed vehicle or any other trailer.

Additional Information: 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 Unit |
| 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 |

V15 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-Later | |
|------------------|-------------------|---|
| 000000000000 | 000000000000 | No VIN Required |
| xxxxxxxxxxxx | xxxxxxxxxxxx | First 12 Characters of the VIN |
| 777777777777 | 777777777777 | No Trailing Units |
| 888888888888 | 888888888888 | Not Reported |
| 999999999999 | -- | Unknown |
| -- | 999999999999 | Reported as Unknown |
| -- | * | VIN Character Missing or Not Decipherable |

V17 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: Prior to 2016, this data element's Locator Code or Data Element Number was V16.

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 | 2010-2017 | 2018-Later | |
|------------------|------------------|-------------------|--|
| 00000000000 | 00000000000 | 00000000000 | Not Applicable |
| xxxxxxxxxxxx | xxxxxxxxxxxx | xxxxxxxxxxxx | 11-Character Combination of MCARR_I1 followed by MCARR_I2 |
| -- | 77777777777 | 77777777777 | Not Reported |
| 88888888888 | 88888888888 | 88888888888 | None |
| 99999999999 | 99999999999 | -- | Unknown |
| -- | -- | 99999999999 | Reported as Unknown |

V17A MCID Issuing Authority

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

Additional Information: Prior to 2016, this data element's Locator Code or Data Element Number was V16A.

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

SAS Name: **MCARR_I1 2007-2009**

PMCARR_I1 2010-Later

Attribute Codes

| 2007- 2009 | 2010- 2017 | 2018- Later | |
|-----------------------|-----------------------|------------------------|---------------------|
| 0 | 0 | 0 | Not Applicable |
| 1-56 | 1-56 | 1-56 | FARS State Code |
| 57 | 57 | 57 | US DOT |
| 58 | 58 | 58 | MC/MX (ICC) |
| -- | 77 | 77 | Not Reported |
| 88 | 88 | 88 | None |
| 95 | 95 | 95 | Canada |
| 96 | 96 | 96 | Mexico |
| 99 | 99 | -- | Unknown |
| -- | -- | 99 | Reported as Unknown |

V17B MCID Identification Number

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

Additional Information: Prior to 2016, this data element's Locator Code or Data Element Number was V16B.

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**2007-2017 2018-Later**

| | | |
|------------|------------|-----------------------|
| 0000000000 | 0000000000 | Not Applicable |
| xxxxxxxxxx | xxxxxxxxxx | Actual 9-Digit Number |
| 7777777777 | 7777777777 | Not Reported |
| 8888888888 | 8888888888 | None |
| 9999999999 | -- | Unknown |
| -- | 9999999999 | Reported as Unknown |

V18 Gross Vehicle Weight Rating

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

Additional Information: Prior to 2016, this data element's Locator Code or Data Element Number was V17.

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

SAS Name: **GVWR** **2005-2009**
PGVWR **2010-Later**

Attribute Codes

| 2005- | 2010- | 2018- | |
|--------------|--------------|--------------|-------------------------|
| 2009 | 2017 | Later | |
| 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 |

V19 Vehicle Configuration

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

Additional Information: Prior to 2016, this data element's Locator Code or Data Element Number was V18.

SAS Name: **V_CONFIG 2005-2009**

PV_CONFIG 2010-Later

Attribute Codes

| 2005- 2009 | 2010- 2017 | 2018- Later | |
|---------------|---------------|----------------|--|
| 0 | -- | -- | Not Applicable, Not a Medium/Heavy Truck or Bus or Vehicle Displaying a Hazardous Material 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 (<i>Unknown Number of Axles, Tires</i>) |
| 4 | -- | -- | Truck/Trailer(s) |
| -- | 4 | 4 | Truck Pulling Trailer(s) |
| 5 | 5 | 5 | Truck Tractor (<i>Bobtail, i.e., Tractor Only, No Trailer</i>) |
| 6 | -- | -- | Truck Tractor/Semi-Trailer (<i>One Trailer</i>) |
| -- | 6 | 6 | Truck Tractor/Semi-Trailer |
| 7 | -- | -- | Truck Tractor/Doubles (<i>Two Trailers</i>) |
| -- | 7 | 7 | Truck Tractor/Double |
| 8 | -- | -- | Tractor/Triples (<i>Three Trailers</i>) |
| -- | 8 | 8 | Truck Tractor/Triple |
| -- | 10 | 10 | Vehicle 10,000 lbs or Less Placarded for Hazardous Materials |
| 19 | -- | -- | Medium/Heavy Trucks, Cannot Classify |
| -- | 19 | 19 | Truck More than 10,000 lbs., Cannot Classify |
| 20 | -- | -- | Bus (<i>Seats for 9-15 Occupants, Including Driver</i>) |
| -- | 20 | 20 | Bus/Large Van (<i>Seats for 9-15 Occupants, Including Driver</i>) |
| 21 | -- | -- | Bus (<i>Seats for More Than 15 People, Including Driver, 2005-2006</i>) |
| 21 | -- | -- | Bus (<i>Seats for 16 or More People, Including Driver, 2007-2009</i>) |
| -- | 21 | 21 | Bus (<i>Seats for More Than 15 Occupants, Including Driver, 2010-Later</i>) |
| 70 | -- | -- | Light Truck (<i>Van, Mini-Van, Panel, Pickup, Sport Utility Vehicle Displaying a Hazardous Material Placard</i>) |
| 80 | -- | -- | Passenger Car (<i>Only When Displaying a Hazardous Material Placard</i>) |
| -- | 98 | 98 | Not Reported (2010-2012) |
| 99 | -- | -- | Unknown if Light or Medium/Heavy Truck/Bus |
| -- | 99 | -- | Unknown |
| -- | -- | 99 | Reported as Unknown |

V20 Cargo Body Type

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

Additional Information: Prior to 2016, this data element's Locator Code or Data Element Number was V19.

SAS Name: CARGO_BT 2005-2009
PCARGTYP 2010-Later

Attribute Codes

| 2005- 2008 | 2009- 2017 | 2018- Later | |
|---------------|---------------|----------------|--|
| 0 | -- | -- | Not Applicable, Not a Medium/Heavy Truck or Bus |
| -- | 0 | 0 | Not Applicable |
| 1 | 1 | 1 | Van/Enclosed Box |
| 2 | 2 | 2 | Cargo Tank |
| 3 | 3 | 3 | Flatbed |
| 4 | 4 | 4 | Dump |
| 5 | 5 | 5 | Concrete Mixer |
| 6 | 6 | 6 | Auto Transporter |
| 7 | 7 | 7 | Garbage/Refuse |
| 8 | 8 | 8 | Grain, Chips, Gravel |
| 9 | -- | -- | Pole |
| -- | 9 | 9 | Pole-Trailer |
| 10 | 10 | 10 | Log (Since 2007) |
| 11 | -- | -- | Intermodal Chassis (2007-2008) |
| -- | 11 | 11 | Intermodal Container Chassis |
| 12 | 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 | 22 | Bus |
| -- | 28 | 28 | Not Reported (2010-2012) |
| 96 | 96 | 96 | No Cargo Body Type |
| 97 | -- | -- | Medium/Heavy Truck, or Bus, Other Cargo Body Type (Not Data elements 01-12, 20-21) |
| -- | 97 | 97 | Other |
| 98 | -- | -- | Medium/Heavy Truck, or Bus, Unknown Cargo Body Type |
| -- | 98 | 98 | Unknown Cargo Body Type |
| -- | -- | -- | Unknown Vehicle Type |
| 99 | -- | -- | Unknown if Light or Medium/Heavy Truck/Bus |
| -- | 99 | -- | Unknown |
| -- | -- | 99 | Reported as Unknown |

V21A/HM1 Hazardous Material Involvement

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

Additional Information: Prior to 2016, this data element's Locator Code or Data Element Number was V20A/HM1.

SAS Name: **HAZ_INV** **2007-2009**
PHAZ_INV **2010-Later**

2007-Later

- 1 No
- 2 Yes

V21B/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, this data element's Locator Code or Data Element Number was V20B/HM2.

SAS Name: **HAZ_PLAC** **2007-2009**
PHAZPLAC **2010-Later**

2007-Later

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

V21C/HM3 Hazardous Material Identification Number

Definition: This data element identifies the 4-digit hazardous material identification number for this vehicle.

Additional Information: Prior to 2016, this data element's Locator Code or Data Element Number was V20C/HM3. In 2018 this data element was changed to alphanumeric to retain all four digits.

SAS Name: **HAZ_ID** **2007-2009**
PHAZ_ID **2010-Later**

2007-Later

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

V21D/HM4 Hazardous Material Class Number

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

Additional Information: Prior to 2016, this data element's Locator Code or Data Element Number was V20D/HM4.

SAS Name: **HAZ_CNO** *2007-2009*
PHAZ_CNO *2010-Later*

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 |

V21E/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, this data element's Locator Code or Data Element Number was V20E/HM5.

SAS Name: **HAZ_REL** *2007-2009*
PHAZ_REL *2010-Later*

2007-Later

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

V22 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, this data element's Locator Code or Data Element Number was V21.

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 |

V23 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, this data element's Locator Code or Data Element Number was V22.

SAS Name: **SPEC_USE 2005-2009**
PSP_USE 2010-Later

Attribute Codes

| 2005- 2009 | 2010- 2011 | 2012 | 2013- 2017 | 2018- Later | |
|-----------------------|-----------------------|-------------|-----------------------|------------------------|--|
| 0 | 0 | 0 | 0 | 0 | No Special Use |
| 1 | 1 | 1 | 1 | 1 | Taxi |
| 2 | 2 | -- | -- | -- | Vehicle Used for School Bus |
| -- | -- | 2 | 2 | 2 | Vehicle Used as School Transport |
| 3 | 3 | 3 | 3 | 3 | Vehicle Used as Other Bus |
| 4 | 4 | 4 | 4 | 4 | Military |
| 5 | 5 | 5 | 5 | 5 | Police |
| 6 | 6 | 6 | 6 | 6 | Ambulance (<i>Since 1980</i>) |
| 7 | 7 | 7 | 7 | 7 | Fire Truck (<i>Since 1982</i>) |
| 8 | 8 | 8 | -- | -- | Emergency Services Vehicle (2009-2012) |
| -- | -- | -- | 8 | 8 | Non-Transport Emergency Services Vehicle |
| -- | -- | -- | 13 | 13 | Incident Response |
| -- | 98 | 98 | 98 | 98 | Not Reported |
| 9 | 99 | 99 | 99 | -- | Unknown |
| -- | -- | -- | -- | 99 | Reported as Unknown |

V24 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: Prior to 2013 this data element was called "Emergency Use." Prior to 2016, this data element's Locator Code or Data Element Number was V23.

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 |

V26 Underride/Override

Definition: This data element identifies this vehicle's involvement in an underride or override during the crash.

Additional Information: Prior to 2016, this data element's Locator Code or Data Element Number was V25.

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

SAS Name: **UNDERIDE 2005-2009**

PUNDERIDE 2010-Later

Attribute Codes**2005-Later**

- 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

V29A 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 2016, this data element's Locator Code or Data Element Number was V28A.

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 (<i>Not a Clock Point</i>) |
| -- | 18 | -- | -- | -- | Set-in-Motion (<i>Not a Clock Point</i>) |
| -- | -- | 18 | -- | -- | Set-in-Motion (<i>Not a Clock Value</i>) |
| -- | -- | -- | 18 | 18 | Cargo/Vehicle Parts Set-In-Motion |
| -- | -- | -- | 19 | 19 | Other Objects Set-In-Motion |
| -- | -- | -- | -- | 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) |

V30 Extent of Damage

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

Additional Information: Prior to 2016, this data element's Locator Code or Data Element Number was V29.

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 (<i>Minor</i>) |
| 4 | Functional (<i>Moderate</i>) |
| 6 | Disabling (<i>Severe</i>) |
| 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 |

V31 Vehicle Removal

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

Additional Information: Prior to 2016, this data element's Locator Code or Data Element Number was V30.

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

V33 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: Prior to 2016, this data element's Locator Code or Data Element Number was V32.

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 (<i>or Partial Immersion, Since 2012</i>) |
| 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 (<i>Non-Collision</i>) |
| 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 (<i>Not Fixed</i>) |
| 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 (<i>Includes Parapet</i>) |
| 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 |

V33 Most Harmful Event (continued)**Attribute Codes**

| 2005- 2009 | 2010- 2012 | 2013- 2015 | 2016 | 2017- Later | |
|-----------------------|-----------------------|-----------------------|-------------|------------------------|---|
| 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 (<i>Standing Only</i>) |
| 43 | 43 | 43 | 43 | 43 | Other Fixed Object |
| 44 | -- | -- | -- | -- | Pavement Surface Irregularity |
| -- | 44 | 44 | 44 | 44 | Pavement Surface Irregularity <i>(Ruts, Potholes, Grates, etc.)</i> |
| 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 (<i>Harmful to This Vehicle</i>) |
| 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) |

V33 Most Harmful Event (continued)**Attribute Codes**

| 2005- 2009 | 2010- 2012 | 2013- 2015 | 2016 | 2017- Later | |
|-----------------------|-----------------------|-----------------------|-------------|------------------------|---|
| 55 | 55 | 55 | 88 | 88 | Motor Vehicle in Motion Outside the Trafficway <i>(Since 2008)</i> |
| 57 | 57 | 57 | 57 | 57 | Cable Barrier <i>(Since 2008)</i> |
| -- | 58 | 58 | 58 | 58 | Ground |
| -- | 59 | 59 | 59 | 59 | Traffic Sign Support |
| -- | 72 | 72 | 72 | 72 | Cargo/Equipment Loss or Shift <i>(Harmful to This Vehicle)</i> |
| -- | -- | -- | -- | 72 | Cargo/Equipment Loss, Shift, or Damage <i>(Harmful) (Since 2018)</i> |
| -- | -- | 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 <i>(2010 Only)</i> |
| 99 | 99 | 99 | 99 | 99 | Unknown / Reported as Unknown <i>(Since 2018)</i> |

V34 Related Factors- Vehicle Level

Definition: This data element records factors related to this vehicle expressed by the investigating officer.

Additional Information: Prior to 2016, this data element's Locator Code or Data Element Number was V33.

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

SAS Name: **VEH_CF1, VEH_CF2** **2005-2009**
PVEH_SC1, PVEH_SC2 **2010-Later**

Attribute Codes

| 2005- 2009 | 2010- 2013 | 2014- 2017 | 2018- Later | |
|-----------------------------|-----------------------------|-----------------------------|------------------------------|---|
| 0 | 0 | 0 | 0 | None |
| 1 | -- | -- | -- | Tires (<i>Does Not Include Wheels, See Value 16</i>) |
| 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 (<i>Power Train/Engine</i>)- 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 |
| -- | 30 | -- | -- | 3-Wheeled Motorcycle Conversion (<i>2012-2013</i>) |
| -- | -- | 30 | 30 | Multi-Wheeled Motorcycle Conversion |
| 31 | -- | -- | -- | Hit-and-Run Vehicle (<i>2005-2008</i>) |
| 32 | 32 | 32 | 32 | Vehicle Registration for Handicapped |
| 33 | 33 | 33 | 33 | Vehicle Being Pushed by Non-Motorist |
| 35 | -- | -- | -- | Reconstructed Vehicle (<i>2005-2007</i>) |
| 35 | 35 | 35 | 35 | Reconstructed/Altered Vehicle (<i>Since 2008</i>) |
| 36 | 36 | -- | -- | Electric/Alternative Fuel Vehicle |
| 37 | 37 | 37 | 37 | Transporting Children to/from Head Start/Day Care |
| 39 | 39 | 39 | 39 | Highway Construction, Maintenance or Utility Vehicle, In Transport (<i>Inside or Outside Work Zone</i>) |

V34 Related Factors – Vehicle Level (continued)

Attribute Codes

| 2005- 2009 | 2010- 2013 | 2014- 2017 | 2018- Later | |
|-----------------------|-----------------------|-----------------------|------------------------|--|
| 40 | 40 | 40 | 40 | Highway Incident Response Vehicle |
| 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 | Other Working Vehicle (<i>Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle</i>) |
| 43 | -- | -- | -- | Hazardous Materials/Cargo Released From This Vehicle (2005-2006) |
| 44 | 44 | 44 | 44 | Adaptive Equipment (<i>Since 2007</i>) |
| -- | -- | -- | 45 | Slide-in Camper |
| 99 | 99 | 99 | 99 | Unknown |
| -- | -- | -- | 99 | Reported as Unknown |

V35 Fire Occurrence

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

Additional Information: Prior to 2016, this data element's Locator Code or Data Element Number was V34.

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

SAS Name: FIRE_EXP 2005-2009
 PFIRE 2010-Later

Attribute Codes

| 2005- | 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 |

V100 Make Model Combined

Definition: This derived data element represents the 5-digit combination of two data elements, the 2-digit “Vehicle Make” code (MAKE) followed by the 3-digit “Vehicle Model” code (MODEL).

Additional Information: 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/NASS GES/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**

- 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**

- 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**

- 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**

- 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**

- 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**

- 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***

- 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**

- 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**

- 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**

- 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**

- 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**

- 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 persons 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 endorsement(s) 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 Endorsement(s) Required, Complied With
- 2 Endorsement(s) Required, Not Complied With
- 3 Endorsement(s) 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 (<i>lbs</i>) |
| 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 (<i>No Driver</i>) |
| 3 | -- | Driver Left Scene |
| 4 | -- | Motor Vehicle not In-Transport (<i>Parked/Stopped Off Roadway/ Working Motor Vehicle/In Motion Outside Trafficway, 2008 Only</i>) |
| 4 | -- | Motor Vehicle not In-Transport (<i>Parked/Stopped Off Roadway/Working/ In Motion Outside Trafficway, 2005-2007</i>) |
| 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 (<i>Since 2004</i>) |
| 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 (<i>Since 2007</i>) | |
| 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 materials.

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 |

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

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

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 three 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 three 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- | 2010- | |
|-------|-------|--|
| 2009 | 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 |

More Information on [Impact](#)

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

More Information on [Driver License Status/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 three 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 three 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 three 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 three 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 three 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

D24 Related Factors- Driver Level (continued)

Attribute Codes**2005-2009**

- 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/In to 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*)

D24 Related Factors- Driver Level (continued)

Attribute Codes**2005-2009****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

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 degrees 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 PAR 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 |

More Information on [Speeding](#)

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 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: 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/pассив 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/pассив belts
- J Dual air bags front and sides/pассив 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 w/ automatic passenger sensor
- S Dual air bags front, head, and side/active belts w/ 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 w/ 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 |

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 & Chassis (<i>Luv</i>) |
| CC | CC | Truck Conventional Cab |
| CG | CG | Truck Cargo Van |
| CH | CH | Truck Crew Chassis |
| CL | CL | Truck Club Chassis |

V116 VIN Body Type (continued)**Attribute Codes****2005- 2010-****2009 Later**

| | | |
|----|----|--|
| 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 (<i>Jeep Commando, Suzuki Samurai, Dodge Dakota</i>) |
| CV | CV | Passenger Vehicle Convertible |
| CY | CY | Truck Cargo Cutaway |
| DP | DP | Truck Dump |
| DS | DS | Truck Tractor Truck (<i>Diesel</i>) |
| 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 & Carry-All |
| LM | LM | Passenger Vehicle Limousine |
| -- | LM | Truck Limousine |
| MH | MH | Truck Motorized Home |
| MK | MK | Motorcycle Mini-Bike |
| MN | MM | Motorcycle Mini Moto Cross |
| 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 |

V116 VIN Body Type (continued)**Attribute Codes****2005- 2010-****2009 Later**

| | | |
|----|----|---|
| MX | MX | Motorcycle Moto Cross |
| 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 (<i>Jeep, Jeep Commando</i>) |
| 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 (<i>Jeep Wagoneer, etc.</i>) |
| 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 (<i>Gasoline</i>) |
| UT | UT | Passenger Vehicle Utility, truck commonly registered as passenger |
| UT | UT | Truck Utility (<i>Blazer, Jimmy, Scout, etc.</i>) |
| VC | VC | Truck Van Camper |
| VD | VD | Truck Display Van |

V116 VIN Body Type (continued)

Attribute Codes**2005- 2010-****2009 Later**

| | | |
|----|----|---|
| VN | VN | Truck Van |
| VT | VT | Truck Vanette (<i>Includes Metro and Handy Van</i>) |
| 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 (e.g., for Trucks, Buses, Cycles, or on Bridge, in School Zone, etc.)
- 25 Energy Speed (*Exceeding 55 mph, Non-Pointable*)
- 26 Driving Too Slowly
- 29 Speed-Related Violations Generally

Violations Charged (continued)**2005-2009*****RULES OF THE ROAD – TRAFFIC SIGN & SIGNALS***

- 31 Fail to Stop for Red Signal
- 32 Fail to Stop for Flashing Red
- 33 Violation of Turn on Red (*Fail to Stop & Yield, Yield to Pedestrians before Turning*)
- 34 Fail to Obey Flashing Signal (*Yellow or Red*)
- 35 Fail to Obey Signal Generally
- 36 Violate RR Grade Crossing Device/Regulations
- 37 Fail to Obey Stop Sign
- 38 Fail to Obey Yield Sign
- 39 Fail to Obey Traffic Control Device 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 & Position of Turn (*Too Wide, Wrong Lane*)
- 43 Fail to Signal for Turn or Stop
- 45 Fail to Yield to Emergency Vehicle
- 46 Fail to Yield Generally
- 48 Enter Intersection When Space Insufficient
- 49 Turn, Yield, Signaling Violations Generally

RULES OF THE ROAD – WRONG SIDE, PASSING & FOLLOWING

- 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 & 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

Violations Charged (continued)**2005-2009***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 (<i>in</i>) |
| 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 (<i>in</i>) |
| 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 three 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 three 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 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 One Year |
| 1-120 | Age of the Individual 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-Later

- 5 Pedestrian
- 6 Bicyclist
- 7 Other Cyclist
- 8 Person on Personal Conveyances

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-

2016 Later

| | | |
|-----|-----|---|
| 0 | 0 | Not a Pedestrian |
| 120 | 120 | Dispute-Related |
| 130 | 130 | Pedestrian on Vehicle |
| 140 | 140 | Vehicle-Vehicle/Object |
| 150 | 150 | Motor Vehicle Loss of Control |
| 160 | 160 | Pedestrian Loss of Control |
| 190 | 190 | Other Unusual Circumstances |
| 211 | 211 | Backing Vehicle – Non-Trafficway – Driveway |
| 212 | 212 | Backing Vehicle – Driveway Access |
| 213 | 213 | Backing Vehicle – Trafficway |
| 214 | 214 | Backing Vehicle – Non-Trafficway – Parking Lot |
| 219 | 219 | Backing Vehicle – Other/Unknown |
| 220 | 220 | Driverless Vehicle |
| 230 | 230 | Disabled Vehicle-Related |
| 240 | 240 | Emergency Vehicle-Related |
| 250 | 250 | Play Vehicle-Related |
| 311 | 311 | Working in Roadway |
| 312 | 312 | Playing in Roadway |
| 313 | 313 | Lying in Roadway |
| 320 | 320 | Entering/Exiting Parked or Stopped Vehicle |
| 330 | 330 | Mailbox-Related |
| 341 | -- | Transit Bus-Related |
| -- | 341 | Transit Bus Stop-Related |
| 342 | 342 | School Bus Stop-Related |
| 360 | 360 | Ice Cream/Vendor Truck-Related |
| 410 | 410 | Walking/Running Along Roadway With Traffic – From Behind |
| 420 | 420 | Walking/Running Along Roadway With Traffic – From Front |
| 430 | 430 | Walking/Running Along Roadway Against Traffic – From Behind |
| 440 | 440 | Walking/Running Along Roadway Against Traffic – From Front |
| 459 | 459 | Walking/Running Along Roadway – Direction/Position Unknown |
| 461 | 461 | Motorist Entering Driveway |
| 465 | 465 | Motorist Exiting Driveway |
| 469 | 469 | Driveway Access – Other/Unknown |
| 510 | 510 | Waiting to Cross – Vehicle Turning |
| 520 | 520 | Waiting to Cross – Vehicle Not Turning |
| 590 | 590 | Waiting to Cross – Vehicle Action Unknown |
| 610 | 610 | Standing in Roadway |
| 620 | 620 | Walking in Roadway |

NM9-PB30 Crash Type – Pedestrian (continued)

Attribute Codes**2014- 2017-****2006 Later**

| | | |
|-----|-----|--|
| 680 | 680 | Not At Intersection – Other/Unknown |
| 690 | 690 | At Intersection – Other/Unknown |
| 710 | 710 | Multiple Threat |
| 730 | 730 | Trapped |
| 741 | 741 | Dash |
| 742 | 742 | Dart-Out |
| 760 | 760 | Pedestrian Failed to Yield |
| 770 | 770 | Motorist Failed to Yield |
| 781 | 781 | Motorist Left Turn – Parallel Paths |
| 782 | 782 | Motorist Left Turn – Perpendicular Paths |
| 791 | 791 | Motorist Right Turn – Parallel Paths |
| 792 | 792 | Motorist Right Turn on Red – Parallel Paths |
| 794 | 794 | Motorist Right Turn on Red – Perpendicular Paths |
| 795 | 795 | Motorist Right Turn – Perpendicular Paths |
| 799 | 799 | Motorist Turn/Merge – Other/Unknown |
| 830 | 830 | Non-Trafficway – Parking Lot |
| 890 | 890 | Non-Trafficway – Other/Unknown |
| 900 | 900 | Other – Unknown Location |
| 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

NM9-PB30B Crash Type – Bicycle (continued)

Attribute Codes**2014-Later**

- 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 [Appendix I: 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 [Appendix I: 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 [Appendix I: 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 [Appendix I: 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*)

NM9-PB37 Pedestrian Scenario (continued)

Attribute Codes**2014-Later****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- 2017

2016 Later

| | | |
|-----|-----|---|
| 0 | 0 | Not a Pedestrian |
| 100 | 100 | Unusual Circumstances |
| 200 | 200 | Backing Vehicle |
| 310 | 310 | Working or Playing in Roadway |
| 340 | -- | Bus-Related |
| -- | 340 | Bus Stop-Related |
| 350 | 350 | Unique Midblock |
| 400 | 400 | Walking/Running Along Roadway |
| 460 | 460 | Driveway Access/ Driveway Access Related |
| 500 | 500 | Waiting to Cross |
| 600 | 600 | Pedestrian in Roadway – Circumstances Unknown |
| 720 | 720 | Multiple Threat/Trapped |
| 740 | 740 | Dash/Dart-Out |
| 750 | 750 | Crossing Roadway – Vehicle Not Turning |
| 790 | 790 | Crossing Roadway – Vehicle Turning |
| 800 | 800 | Non-Trafficway |
| 910 | 910 | Crossing Expressway |
| 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 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 in-transport motor vehicle described in this event.

Additional Information: This is the vehicle described in “Sequence of Events” for this event.

Prior to 2015, this data element’s Locator Code or Data Element Number 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 in-transport motor vehicle 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, this data element's Locator Code or Data Element Number was C17.

SAS Name: AOI1

Attribute Codes

| 2010- 2011 | 2012 | 2013- 2016 | 2017 | 2018- 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 | -- | -- | -- | -- | Set-In-Motion (<i>Not a Clock Point</i>) |
| -- | 18 | -- | -- | -- | Set-In-Motion (<i>Not a Clock Value</i>) |
| -- | -- | 18 | 18 | 18 | Cargo/Vehicle Parts Set-In-Motion |
| -- | -- | 19 | 19 | 19 | Other Objects Set-In-Motion |
| -- | -- | -- | 20 | 20 | Object Set in Motion, Unknown if Cargo/Vehicle Parts or Other |
| 55 | 55 | 55 | 55 | 55 | Non-Harmful Event |
| 61 | 61 | 61 | 61 | 61 | Left |
| 62 | -- | -- | -- | -- | Left-Front Half |
| -- | 62 | 62 | 62 | 62 | Left-Front Side |
| 63 | -- | -- | -- | -- | Left-Back Half |
| -- | 63 | 63 | 63 | 63 | Left-Back Side |
| 81 | 81 | 81 | 81 | 81 | Right |
| 82 | -- | -- | -- | -- | Right-Front Half |
| -- | 82 | 82 | 82 | 82 | Right-Front Side |
| 83 | -- | -- | -- | -- | Right-Back Half |
| -- | 83 | 83 | 83 | 83 | Right-Back Side |
| 98 | 98 | 98 | 98 | 98 | Not Reported |
| 99 | 99 | 99 | 99 | -- | Unknown |
| -- | -- | -- | -- | 99 | Reported as Unknown |

V32 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 PAR narrative and diagram.

Additional Information: 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, this data element's Locator Code or Data Element Number was V31.

"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.

SAS Name: SOE

Attribute Codes

| 2010- 2011 | | | 2014- 2015 | | 2017- Later | |
|---------------|----|----|---------------|----|----------------|---|
| 1 | 2 | 3 | 1 | 2 | 1 | |
| 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 (<i>Non-Collision</i>) |
| 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 (<i>Not Fixed</i>) |
| 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 (<i>Includes Parapet</i>) |
| 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 |

V32 Sequence of Events (continued)**Attribute Codes**

| 2010- 2011 | 2012 | 2013 | 2014- 2015 | 2016 | 2017- Later | |
|-----------------------|-------------|-------------|-----------------------|-------------|------------------------|--|
| 38 | 38 | 38 | 38 | 38 | 38 | Fence |
| 39 | 39 | 39 | 39 | 39 | 39 | Wall |
| 40 | 40 | 40 | 40 | 40 | 40 | Fire Hydrant |
| 41 | 41 | 41 | 41 | 41 | 41 | Shrubbery |
| 42 | 42 | 42 | 42 | 42 | 42 | Tree (<i>Standing Only</i>) |
| 43 | 43 | 43 | 43 | 43 | 43 | Other Fixed Object |
| 44 | 44 | 44 | 44 | 44 | 44 | Pavement Surface Irregularity <i>(Ruts, Potholes, Grates, etc.)</i> |
| 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 (<i>Harmful to This Vehicle</i>) |
| 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 <i>(Non-Harmful)</i> |
| 61 | 61 | 61 | 61 | 61 | 61 | Equipment Failure (<i>Blown Tire, Brake Failure, etc.</i>) |
| 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 (<i>Non-Harmful</i>) |
| -- | 71 | 71 | 71 | 71 | 71 | End Departure |
| 72 | 72 | 72 | 72 | 72 | 72 | Cargo/Equipment Loss or Shift <i>(Harmful To This Vehicle)</i> |
| -- | -- | -- | -- | -- | 72 | Cargo/Equipment Loss, Shift, or Damage <i>(Harmful) (Since 2018)</i> |

V32 Sequence of Events (continued)**Attribute Codes**

| 2010- 2011 | 2012 | 2013 | 2014- 2015 | 2016 | 2017- Later | |
|-----------------------|-------------|-------------|-----------------------|-------------|------------------------|--|
| -- | -- | 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) |
| 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, this data element’s Locator Code or Data Element Number 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, this data element’s Locator Code or Data Element Number was C17.

SAS Name: AOI2

Attribute Codes

| 2010- 2011 | 2012 | 2016 | 2013- 2017 | 2018- 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 | -- | -- | -- | -- | Set-In-Motion (<i>Not a Clock Point</i>) |
| -- | 18 | -- | -- | -- | Set-In-Motion (<i>Not a Clock Value</i>) |
| -- | -- | 18 | 18 | 18 | Cargo/Vehicle Parts Set-In-Motion |
| -- | -- | 19 | 19 | 19 | Other Objects Set-In-Motion |
| -- | -- | -- | 20 | 20 | Object Set in Motion, Unknown if Cargo/Vehicle Parts or Other |
| 55 | 55 | 55 | 55 | 55 | Non-Harmful Event |
| 61 | 61 | 61 | 61 | 61 | Left |
| 62 | -- | -- | -- | -- | Left-Front Half |
| -- | 62 | 62 | 62 | 62 | Left-Front Side |
| 63 | -- | -- | -- | -- | Left-Back Half |
| -- | 63 | 63 | 63 | 63 | Left-Back Side |
| 77 | 77 | 77 | 77 | 77 | Not a Motor Vehicle (<i>Since 2011</i>) |
| 81 | 81 | 81 | 81 | 81 | Right |
| 82 | -- | -- | -- | -- | Right-Front Half |
| -- | 82 | 82 | 82 | 82 | Right-Front Side |
| 83 | -- | -- | -- | -- | Right-Back Half |
| -- | 83 | 83 | 83 | 83 | Right-Back Side |
| 98 | 98 | 98 | 98 | 98 | Not Reported |
| 99 | 99 | 99 | 99 | -- | Unknown |
| -- | -- | -- | -- | 99 | Reported as Unknown |

The VEVENT Data File

The Vevent data file includes harmful and non-harmful events for each in-transport motor vehicle. It contains the data elements ST_CASE, STATE, VEH_NO, EVENTNUM, and VEVENTNUM, which are described in 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 in-transport motor vehicle 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, this data element's Locator Code or Data Element Number 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 in-transport motor vehicle 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, this data element's Locator Code or Data Element Number was C17.

SAS Name: AOI1

Attribute Codes

| 2010- 2011 | 2012 | 2013- 2016 | 2017 | 2018- 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 | -- | -- | -- | -- | Set-In-Motion (<i>Not a Clock Point</i>) |
| -- | 18 | -- | -- | -- | Set-In-Motion (<i>Not a Clock Value</i>) |
| -- | -- | 18 | 18 | 18 | Cargo/Vehicle Parts Set-In-Motion |
| -- | -- | 19 | 19 | 19 | Other Objects Set-In-Motion |
| -- | -- | -- | 20 | 20 | Object Set in Motion, Unknown if Cargo/Vehicle Parts or Other |
| 55 | 55 | 55 | 55 | 55 | Non-Harmful Event |
| 61 | 61 | 61 | 61 | 61 | Left |
| 62 | -- | -- | -- | -- | Left-Front Half |
| -- | 62 | 62 | 62 | 62 | Left-Front Side |
| 63 | -- | -- | -- | -- | Left-Back Half |
| -- | 63 | 63 | 63 | 63 | Left-Back Side |
| 81 | 81 | 81 | 81 | 81 | Right |
| 82 | -- | -- | -- | -- | Right-Front Half |
| -- | 82 | 82 | 82 | 82 | Right-Front Side |
| 83 | -- | -- | -- | -- | Right-Back Half |
| -- | 83 | 83 | 83 | 83 | Right-Back Side |
| 98 | 98 | 98 | 98 | 98 | Not Reported |
| 99 | 99 | 99 | 99 | -- | Unknown |
| -- | -- | -- | -- | 99 | Reported as Unknown |

V32 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 PAR narrative and diagram.

Additional Information: 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, this data element's Locator Code or Data Element Number was V31.

"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.

SAS Name: SOE

Attribute Codes

| 2010- 2011 | | | 2014- 2015 | | 2017- Later | |
|---------------|----|----|---------------|----|----------------|---|
| 1 | 2 | 3 | 1 | 2 | 1 | |
| 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 (<i>Non-Collision</i>) |
| 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 (<i>Not Fixed</i>) |
| 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 (<i>Includes Parapet</i>) |
| 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 |

V32 Sequence of Events (continued)**Attribute Codes**

| 2010- 2011 | 2012 | 2013 | 2014- 2015 | 2016 | 2017- Later | |
|-----------------------|-------------|-------------|-----------------------|-------------|------------------------|--|
| 38 | 38 | 38 | 38 | 38 | 38 | Fence |
| 39 | 39 | 39 | 39 | 39 | 39 | Wall |
| 40 | 40 | 40 | 40 | 40 | 40 | Fire Hydrant |
| 41 | 41 | 41 | 41 | 41 | 41 | Shrubbery |
| 42 | 42 | 42 | 42 | 42 | 42 | Tree (<i>Standing Only</i>) |
| 43 | 43 | 43 | 43 | 43 | 43 | Other Fixed Object |
| 44 | 44 | 44 | 44 | 44 | 44 | Pavement Surface Irregularity <i>(Ruts, Potholes, Grates, etc.)</i> |
| 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 (<i>Harmful to This Vehicle</i>) |
| 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 <i>(Non-Harmful)</i> |
| 61 | 61 | 61 | 61 | 61 | 61 | Equipment Failure (<i>Blown Tire, Brake Failure, etc.</i>) |
| 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 (<i>Non-Harmful</i>) |
| -- | 71 | 71 | 71 | 71 | 71 | End Departure |
| 72 | 72 | 72 | 72 | 72 | 72 | Cargo/Equipment Loss or Shift <i>(Harmful To This Vehicle)</i> |
| -- | -- | -- | -- | -- | 72 | Cargo/Equipment Loss, Shift, or Damage <i>(Harmful) (Since 2018)</i> |

V32 Sequence of Events (continued)**Attribute Codes**

| 2010- 2011 | 2012 | 2013 | 2014- 2015 | 2016 | 2017- Later | |
|-----------------------|-------------|-------------|-----------------------|-------------|------------------------|--|
| -- | -- | 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) |
| 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, this data element’s Locator Code or Data Element Number 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, this data element’s Locator Code or Data Element Number was C17.

SAS Name: AOI2

Attribute Codes

| 2010- 2011 | 2012 | 2016 | 2013- 2017 | 2018- 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 | -- | -- | -- | -- | Set-In-Motion (<i>Not a Clock Point</i>) |
| -- | 18 | -- | -- | -- | Set-In-Motion (<i>Not a Clock Value</i>) |
| -- | -- | 18 | 18 | 18 | Cargo/Vehicle Parts Set-In-Motion |
| -- | -- | 19 | 19 | 19 | Other Objects Set-In-Motion |
| -- | -- | -- | 20 | 20 | Object Set in Motion, Unknown if Cargo/Vehicle Parts or Other |
| 55 | 55 | 55 | 55 | 55 | Non-Harmful Event |
| 61 | 61 | 61 | 61 | 61 | Left |
| 62 | -- | -- | -- | -- | Left-Front Half |
| -- | 62 | 62 | 62 | 62 | Left-Front Side |
| 63 | -- | -- | -- | -- | Left-Back Half |
| -- | 63 | 63 | 63 | 63 | Left-Back Side |
| 77 | 77 | 77 | 77 | 77 | Not a Motor Vehicle (<i>Since 2011</i>) |
| 81 | 81 | 81 | 81 | 81 | Right |
| 82 | -- | -- | -- | -- | Right-Front Half |
| -- | 82 | 82 | 82 | 82 | Right-Front Side |
| 83 | -- | -- | -- | -- | Right-Back Half |
| -- | 83 | 83 | 83 | 83 | Right-Back Side |
| 98 | 98 | 98 | 98 | 98 | Not Reported |
| 99 | 99 | 99 | 99 | -- | Unknown |
| -- | -- | -- | -- | 99 | Reported as Unknown |

The VSOE Data File

The Vsoe data file includes harmful and non-harmful events for each in-transport motor vehicle. It contains the data elements ST_CASE, STATE, VEVENTNUM, and VEH_NO, which are described in 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.

C18B Area of Impact Associated with the Event

Definition: This data element identifies the impact point, if any, on this in-transport motor vehicle 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, this data element's Locator Code or Data Element Number was C17.

SAS Name: AOI

Attribute Codes

| 2010- 2011 | 2012 | 2013- 2016 | 2017 | 2018- 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 | -- | -- | -- | -- | Set-In-Motion (<i>Not a Clock Point</i>) |
| -- | 18 | -- | -- | -- | Set-In-Motion (<i>Not a Clock Value</i>) |
| -- | -- | 18 | 18 | 18 | Cargo/Vehicle Parts Set-In-Motion |
| -- | -- | 19 | 19 | 19 | Other Objects Set-In-Motion |
| -- | -- | -- | 20 | 20 | Object Set in Motion, Unknown if Cargo/Vehicle Parts or Other |
| 55 | 55 | 55 | 55 | 55 | Non-Harmful Event |
| 61 | 61 | 61 | 61 | 61 | Left |
| 62 | -- | -- | -- | -- | Left-Front Half |
| -- | 62 | 62 | 62 | 62 | Left-Front Side |
| 63 | -- | -- | -- | -- | Left-Back Half |
| -- | 63 | 63 | 63 | 63 | Left-Back Side |
| 81 | 81 | 81 | 81 | 81 | Right |
| 82 | -- | -- | -- | -- | Right-Front Half |
| -- | 82 | 82 | 82 | 82 | Right-Front Side |
| 83 | -- | -- | -- | -- | Right-Back Half |
| -- | 83 | 83 | 83 | 83 | Right-Back Side |
| 98 | 98 | 98 | 98 | 98 | Not Reported |
| 99 | 99 | 99 | 99 | -- | Unknown |
| -- | -- | -- | -- | 99 | Reported as Unknown |

V32 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 PAR narrative and diagram.

Additional Information: 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, this data element's Locator Code or Data Element Number was V31.

"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.

SAS Name: SOE

Attribute Codes

| 2010- 2011 | | | 2014- 2015 | | 2017- Later | |
|---------------|----|----|---------------|----|----------------|---|
| 1 | 2 | 3 | 1 | 2 | 1 | |
| 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 (<i>Non-Collision</i>) |
| 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 (<i>Not Fixed</i>) |
| 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 (<i>Includes Parapet</i>) |
| 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 |

V32 Sequence of Events (continued)**Attribute Codes**

| 2010- 2011 | 2012 | 2013 | 2014- 2015 | 2016 | 2017- Later | |
|-----------------------|-------------|-------------|-----------------------|-------------|------------------------|--|
| 38 | 38 | 38 | 38 | 38 | 38 | Fence |
| 39 | 39 | 39 | 39 | 39 | 39 | Wall |
| 40 | 40 | 40 | 40 | 40 | 40 | Fire Hydrant |
| 41 | 41 | 41 | 41 | 41 | 41 | Shrubbery |
| 42 | 42 | 42 | 42 | 42 | 42 | Tree (<i>Standing Only</i>) |
| 43 | 43 | 43 | 43 | 43 | 43 | Other Fixed Object |
| 44 | 44 | 44 | 44 | 44 | 44 | Pavement Surface Irregularity <i>(Ruts, Potholes, Grates, etc.)</i> |
| 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 (<i>Harmful to This Vehicle</i>) |
| 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 <i>(Non-Harmful)</i> |
| 61 | 61 | 61 | 61 | 61 | 61 | Equipment Failure (<i>Blown Tire, Brake Failure, etc.</i>) |
| 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 (<i>Non-Harmful</i>) |
| -- | 71 | 71 | 71 | 71 | 71 | End Departure |
| 72 | 72 | 72 | 72 | 72 | 72 | Cargo/Equipment Loss or Shift <i>(Harmful To This Vehicle)</i> |
| -- | -- | -- | -- | -- | 72 | Cargo/Equipment Loss, Shift, or Damage <i>(Harmful) (Since 2018)</i> |

V32 Sequence of Events (continued)**Attribute Codes**

| 2010- 2011 | 2012 | 2013 | 2014- 2015 | 2016 | 2017- Later | |
|-----------------------|-------------|-------------|-----------------------|-------------|------------------------|--|
| -- | -- | 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) |
| 99 | 99 | 99 | 99 | 99 | 99 | Unknown / Reported as Unknown (Since 2018) |

The DAMAGE Data File

The Damage data file identifies each area of damage (as a separate record). It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in the beginning of the Data Element Definitions and Codes section. The Damage 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 and VEH_NO should be used to merge the Damage data file with vehicles from the Vehicle data file.

V29B 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 materials.

Additional Information: Prior to 2016, this data element's Locator Code or Data Element Number was V28B.

SAS Name: MDAREAS

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 DISTRACKT Data File

The Distrackt data file identifies each driver distraction (as a separate record). It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in the beginning of the Data Element Definitions and Codes section. The data file also contains MDRDSTRD which is described below.

ST_CASE, VEH_NO, and MDRDSTRD are the unique identifiers for each record. ST_CASE and VEH_NO should be used to merge the Distrackt data file with drivers from the Vehicle data file.

PC16 Driver Distracted By

Definition: This data element identifies the attribute(s) which best describe this driver's attention to driving prior to the driver's realization of an impending critical event or just prior to impact if realization of an impending critical event does not occur.

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) is included in this element, this attribute is not considered a distraction and therefore should not be included in any distraction analysis.

SAS Name: MDRDSTRD

Attribute Codes

| 2010- | 2012- | 2018- | |
|-------|-------|-------|--|
| 2011 | 2017 | 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 Cellular Phone |
| 6 | 6 | 6 | While Manipulating Cellular 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 Cellular 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 (<i>Distracted</i>), Details Unknown |
| -- | 93 | 93 | Inattention (<i>Inattentive</i>), Details Unknown |
| 96 | 96 | 96 | Not Reported |
| 97 | -- | -- | Inattentive or Lost in Thought |
| -- | 97 | 97 | Lost In Thought/Day Dreaming |
| 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). It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in the beginning of the Data Element Definitions and Codes section. The data file also contains DRIMPAIR which 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 which may have contributed to the cause of the crash. These impairments can appear anywhere in the case materials--in the narrative section, in the violations section, in a column entitled "Contributing Factors" or "Driver Action," etc.

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- | 2014- | 2018- | | |
|------|-------|-------|-------|-------|---|
| | 2013 | 2016 | 2017 | Later | |
| 0 | 0 | 0 | 0 | 0 | None/Apparently Normal |
| 1 | 1 | 1 | 1 | 1 | III, Blackout |
| 2 | 2 | 2 | 2 | 2 | Asleep or Fatigued |
| 3 | 3 | -- | -- | -- | Walking with a Cane or Crutches |
| -- | -- | 3 | 3 | 3 | Walking with a Cane or Crutches, etc. |
| 4 | 4 | 4 | -- | -- | Paraplegic or Restricted to Wheelchair |
| -- | -- | -- | 4 | 4 | Paraplegic or in a Wheelchair |
| 5 | 5 | 5 | 5 | 5 | Impaired Due to Previous Injury |
| 6 | 6 | 6 | 6 | 6 | Deaf |
| 7 | 7 | 7 | 7 | 7 | Blind |
| 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 |
| -- | 95 | 95 | 95 | 95 | No Driver Present/Unknown if Driver Present |
| 96 | 96 | 96 | 96 | 96 | Other Physical Impairment |
| 98 | 98 | 98 | 98 | 98 | Not Reported |
| 99 | 99 | 99 | 99 | -- | Unknown if Impaired |
| -- | -- | -- | -- | 99 | Reported as Unknown if Impaired |

The FACTOR Data File

The Factor data file identifies each vehicle factor (as a separate record). It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in the beginning of the Data Element Definitions and Codes section. The data file also contains MFACTOR which is described below.

ST_CASE, VEH_NO, and MFACTOR 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

Attribute Codes

2010- 2018-

2017 Later

| | | |
|----|----|--|
| 0 | 0 | None |
| 1 | 1 | Tires |
| 2 | 2 | Brake System |
| 3 | 3 | Steering |
| 4 | 4 | Suspension |
| 5 | 5 | Power Train |
| 6 | 6 | Exhaust System |
| 7 | 7 | Head Lights |
| 8 | 8 | Signal Lights |
| 9 | 9 | Other Lights |
| 10 | 10 | Wipers |
| 11 | 11 | Wheels |
| 12 | 12 | Mirrors |
| 13 | 13 | Windows/Windshield |
| 14 | 14 | Body, Doors |
| 15 | 15 | Truck Coupling / Trailer Hitch / Safety Chains |
| 16 | 16 | Safety Systems |
| 17 | 17 | Vehicle Contributing Factors – No Details |
| 97 | 97 | Other |
| 98 | 98 | Not Reported |
| 99 | -- | Unknown |
| -- | 99 | Reported as Unknown |

The MANEUVER Data File

The Maneuver data file identifies each avoidance attempt (as a separate record). It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in the beginning of the Data Element Definitions and Codes section. The data file also contains MDRMANAV which is described below.

ST_CASE, VEH_NO, and MDRMANAV 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 thing(s) 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**Attribute Codes****2010- 2018-****2017 Later**

| | | |
|----|----|--|
| 0 | 0 | Driver Did Not Maneuver To Avoid |
| 1 | 1 | Object |
| 2 | 2 | Poor Road Conditions (<i>Puddle, Ice, Pothole, etc.</i>) |
| 3 | 3 | Live Animal |
| 4 | 4 | Motor Vehicle |
| 5 | 5 | Pedestrian, Pedalcyclist or Other Non-Motorist |
| 92 | 92 | Phantom/Non-Contact Motor Vehicle |
| 95 | 95 | No Driver Present/Unknown if Driver Present |
| 98 | 98 | Not Reported |
| 99 | -- | Unknown |
| -- | 99 | Reported as Unknown |

The VIOLATN Data File

The Violatn data file identifies each violation (as a separate record). It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in the beginning of the Data Element Definitions and Codes section. The data file also contains MVIOLATN which is described below.

ST_CASE, VEH_NO, and MVIOLATN 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

Attribute Codes**2010-Later**

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
- 10 Use of Telecommunications Device (*Since 2015*)

IMPAIRMENT OFFENSES

- 11 Driving While Intoxicated (*Alcohol or Drugs*) or BAC above Limit (*Any Detectable BAC for CDLs*)
- 12 Driving While Impaired
- 13 Driving under Influence of Substance not intended to intoxicate
- 14 Drinking While Operating
- 15 Illegal Possession of Alcohol or Drugs
- 16 Driving With Detectable Alcohol
- 18 Refusal to Submit to Chemical Test
- 19 Alcohol, Drug, or Impairment Violations Generally

SPEED-RELATED OFFENSES

- 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 (*e.g., for Trucks, Buses, Cycles, or on Bridge, in School Zone, etc.*)
- 25 Energy Speed (*Exceeding 55 mph, Non-Pointable*)
- 26 Driving Too Slowly
- 29 Speed-Related Violations Generally

RULES OF THE ROAD – TRAFFIC SIGN & SIGNALS

- 31 Fail to Stop for Red Signal
- 32 Fail to Stop for Flashing Red
- 33 Violation of Turn on Red (*Fail to Stop & Yield, Yield to Pedestrians before Turning*)

D21 Violations Charged (continued)

2010-Later

- 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 & Position of Turn (*Too Wide, Wrong Lane*)
- 43 Fail to Signal for Turn or Stop
- 45 Fail to Yield to Emergency Vehicle
- 46 Fail to Yield Generally
- 48 Enter Intersection When Space Insufficient
- 49 Turn, Yield, Signaling Violations Generally

RULES OF THE ROAD – WRONG SIDE, PASSING & FOLLOWING

- 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 & REGISTRATION VIOLATIONS

- 71 Driving While License Withdrawn (*Including Violation of Provisions of Work Permit (2010-2013)*)
- 71 Driving While License Withdrawn (*Since 2014*)
- 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

D21 Violations Charged (continued)

2010-Later*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

LICENSE, REGISTRATION & OTHER VIOLATIONS

- 91 Parking
- 92 Theft, Unauthorized Use of Motor Vehicle
- 93 Driving Where Prohibited (*Sidewalk, Limited Access, Off Truck Route*)
- 95 No Driver Present/Unknown if Driver Present
- 97 Not Reported
- 98 Other Moving Violation
- 99 Unknown Violation(s)

The VISION Data File

The Vision data file identifies each visual obstruction (as a separate record). It contains the data elements ST_CASE, STATE, and VEH_NO, which are described in the beginning of the Data Element Definitions and Codes section. The data file also contains MVISOBSC which is described below.

ST_CASE, VEH_NO, and MVISOBSC are the unique identifiers for each record. ST_CASE and VEH_NO should be used to merge the Vision data file with the Vehicle data file.

PC14 Driver's Vision Obscured by

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

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

SAS Name: MVISOBSC

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 (<i>Including Load</i>) |
| 7 | 7 | Not-in-Transport Motor Vehicle (<i>Parked, Working</i>) |
| 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 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). It contains the data elements ST_CASE, STATE, VEH_NO, and PER_NO, which are described in the beginning of the Data Element Definitions and Codes section. The data file also contains MTM_CRSH which is described below.

ST_CASE, PER_NO, and MTM_CRSH 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.

NM12 Non-Motorist Contributing Circumstances

Definition: This data element describes the action(s) 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 Person Level Related Factors are now captured under this new data element. Please note the "non-motorist" may include people in not-in-transport motor vehicles, however this data element is only collected for people who are not occupants of motor vehicles. Prior to 2014 this data element was called "Non-Motorist Action/Circumstances at Time of Crash."

SAS Name: MTM_CRSR

Attribute Codes

| 2010- 2013 | 2014- 2017 | 2018- Later | |
|---------------|---------------|----------------|---|
| 0 | -- | -- | No Improper Action |
| -- | 0 | 0 | None Noted |
| 1 | -- | -- | Dart/Dash |
| -- | 1 | 1 | Dart-Out |
| 2 | 2 | 2 | Failure to Yield Right-Of-Way |
| 3 | 3 | 3 | Failure to Obey Traffic Signs, Signals or Officer |
| 4 | 4 | 4 | In Roadway Improperly (<i>Standing, Lying, Working, Playing</i>) |
| 5 | -- | -- | Entering/Exiting Vehicle |
| -- | 5 | 5 | Entering/Exiting Parked or Stopped Vehicle |
| 6 | 6 | 6 | Inattentive (<i>Talking, Eating, etc.</i>) |
| 7 | 7 | 7 | Improper Turn/Merge |
| 8 | 8 | 8 | Improper Passing |
| 9 | 9 | 9 | Wrong-Way Riding or Walking |
| 10 | -- | -- | Driving on Wrong Side of Road |
| -- | 10 | 10 | Riding on Wrong Side of Road |
| -- | 11 | 11 | Dash |
| 12 | 12 | 12 | Improper Crossing of Roadway or Intersection (<i>Jaywalking</i>) |
| 13 | 13 | 13 | Failing to Have Lights on When Required |
| 14 | 14 | 14 | Operating Without Required Equipment |
| 15 | 15 | 15 | Improper or Erratic Lane Changing |
| 16 | 16 | 16 | Failure to Keep in Proper Lane or Running Off Road |
| 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 | Operating in Other Erratic, Reckless, Careless or Negligent Manner |
| 19 | 19 | 19 | Not Visible (<i>Dark Clothing, No Lighting, etc.</i>) |
| 20 | 20 | 20 | Passing with Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle |
| 21 | 21 | 21 | Other |
| 98 | -- | -- | Not Reported |
| 99 | 99 | -- | Unknown |
| -- | -- | 99 | Reported as Unknown |

The NMIMPAIR Data File

The Nmimpair data file identifies each non-motorist impairment (as a separate record). It contains the data elements ST_CASE, STATE, VEH_NO, and PER_NO, which are described in the beginning of the Data Element Definitions and Codes section. The data file also contains NMIMPAIR which 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.

NM14 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 which may have contributed to the cause of the crash. These impairments can appear anywhere in the case materials--in the narrative section, in the violations section, in a column entitled "Contributing Factors" or "Driver Action," etc.

Some information that had been collected under "Related Factors- Person Level" is now captured under this new data element.

SAS Name: NMIMPAIR

Attribute Codes

| 2010- 2013 | 2014- 2016 | 2017 | 2018- Later | |
|---------------|---------------|------|----------------|--|
| 0 | 0 | 0 | 0 | None/Apparently Normal |
| 1 | 1 | 1 | 1 | III, Blackout |
| 2 | 2 | 2 | 2 | Asleep or Fatigued |
| -- | 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 | Paraplegic or in a Wheelchair |
| 5 | 5 | 5 | 5 | Impaired Due to Previous Injury |
| 6 | 6 | 6 | 6 | Deaf |
| 7 | 7 | 7 | 7 | Blind |
| 8 | 8 | 8 | 8 | Emotional (<i>Depressed, Angry, Disturbed, etc.</i>) |
| 9 | 9 | 9 | 9 | Under the Influence of Alcohol, Drugs or Medication |
| 10 | 10 | 10 | 10 | Physical Impairment – No Details |
| 96 | 96 | 96 | 96 | Other Physical Impairment |
| 98 | 98 | 98 | 98 | Not Reported |
| 99 | 99 | 99 | -- | Unknown if Impaired |
| -- | -- | -- | 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). It contains the data elements ST_CASE, STATE, VEH_NO, and PER_NO, which are described in the beginning of the Data Element Definitions and Codes section. The data file also contains MPR_ACT which is described below.

ST_CASE, PER_NO, and MPR_ACT 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.

NM11 Non-Motorist Action/Circumstances

Definition: This data element describes the action(s) of the non-motorist immediately prior to their involvement in the crash.

Additional Information: Some information that had been collected under Person Level Related Factors are now captured under this new data element. Please note the "non-motorist" may include people in not-in-transport motor vehicles, however this data element is only collected for people who are not occupants of motor vehicles. Prior to 2014 this data element was called "Non-Motorist Action/Circumstances Prior to Crash."

SAS Name: MPR_ACT

Attribute Codes

| 2010- 2013 | 2014- 2017 | 2018- Later | |
|---------------|---------------|----------------|--|
| 1 | 1 | 1 | Going to or from School (<i>K-12</i>) |
| 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 <i>(In or Adjacent to Travel Lane)</i> |
| 6 | 6 | 6 | Movement Along Roadway Against Traffic <i>(In or Adjacent to Travel Lane)</i> |
| 7 | -- | -- | Movement on Sidewalk |
| 8 | 8 | 8 | In Roadway-Other (<i>Working, Playing, etc.</i>) |
| 9 | 9 | -- | Adjacent to Roadway (<i>e.g., Shoulder, Median</i>) |
| -- | -- | 9 | Stationary and Adjacent to Roadway (<i>e.g., Shoulder, Median, Sidewalk</i>) |
| 10 | 10 | 10 | Working in Trafficway (<i>Incident Response</i>) |
| 11 | -- | -- | Entering/Exiting a Vehicle |
| -- | 11 | 11 | Entering/Exiting a Parked or Stopped Vehicle |
| 12 | 12 | 12 | Disabled Vehicle Related (<i>Working on, Pushing, Leaving/Approaching</i>) |
| 14 | 14 | 14 | Other |
| 15 | -- | -- | None |
| 16 | 16 | 16 | Movement Along Roadway – Direction Unknown (<i>Since 2012</i>) |
| 98 | 98 | 98 | Not Reported |
| 99 | 99 | -- | Unknown |
| -- | -- | 99 | Reported as Unknown |

The SAFETYEQ Data File

The Safetyeq data file identifies each item of safety equipment (as a separate record). It contains the data elements ST_CASE, STATE, VEH_NO, and PER_NO, which are described in the beginning of the Data Element Definitions and Codes section. The data file also contains MSAFEQMT which is described below.

ST_CASE, PER_NO, and MSAFEQMT 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.

NM13 Non-Motorist Safety Equipment Use

NM13A 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 helmet, motorcycle helmet, racing helmets, etc.).

SAS Name: NMHELMET

Attribute Codes

| | 2018- | |
|------|-------|---------------------|
| 2017 | Later | |
| 1 | 1 | No |
| 2 | 2 | Yes |
| 8 | 8 | Not Reported |
| 9 | -- | Unknown |
| -- | 9 | Reported as Unknown |

NM13B 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 (elbows, knees, shins, etc.) from injury.

Additional Information:

SAS Name: NMPROPAD

Attribute Codes

| | 2018- | |
|------|-------|---------------------|
| 2017 | Later | |
| 1 | 1 | No |
| 2 | 2 | Yes |
| 8 | 8 | Not Reported |
| 9 | -- | Unknown |
| -- | 9 | Reported as Unknown |

NM13C 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, etc.).

Additional Information:

SAS Name: NMOTHPRO

Attribute Codes

| 2018- | | |
|-----------------|----|---------------------|
| 2017 Later | | |
| 1 | 1 | No |
| 2 | 2 | Yes |
| 8 | 8 | Not Reported |
| 9 | -- | Unknown |
| -- | 9 | Reported as Unknown |

NM13D 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, etc.).

Additional Information:

SAS Name: NMREFCLO

Attribute Codes

| 2018- | | |
|-----------------|----|---------------------|
| 2017 Later | | |
| 1 | 1 | No |
| 2 | 2 | Yes |
| 8 | 8 | Not Reported |
| 9 | -- | Unknown |
| -- | 9 | Reported as Unknown |

NM13E 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:

SAS Name: **NMLIGHT**

Attribute Codes

| 2018- | | |
|-----------------|----|---------------------|
| 2017 Later | | |
| 1 | 1 | No |
| 2 | 2 | Yes |
| 8 | 8 | Not Reported |
| 9 | -- | Unknown |
| -- | 9 | Reported as Unknown |

NM13F 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, etc.).

Additional Information:

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 (<i>Jacket, Backpack, etc.</i>) |
| -- | 3 | Reflective Clothing (<i>Jacket, Backpack, etc.</i>) |
| 4 | 4 | Protective Pads (<i>Elbows, Knees, Shins, etc.</i>) |
| 5 | 5 | Lighting |
| 7 | 7 | Other Safety Equipment |
| 8 | 8 | Not Reported |
| 9 | 9 | Unknown if Used |

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 beginning of the Data Element Definitions and Codes section. The data file also contains DRUGSPEC and DRUGRES which are described below.

ST_CASE, 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/NM20 Drug Toxicology Results

P21B/NM20B 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 was called "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.

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/NM20C 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](#).

SAS Name: DRUGRES

2018-Later

| | |
|---------|--|
| 0 | Not Tested for Drugs |
| 1 | No Drugs Reported/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 VINDECODE Data File

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 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 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 [Appendix G: Changes to the FARS VIN Decoded Data Elements.](#)

Appendices

Appendix A: PC23 Crash Type Diagram

Appendix B: Rules for Derived Data Elements

Appendix C: Auxiliary Data Files

Appendix D: Additional Data Element Information

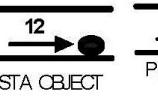
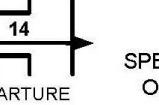
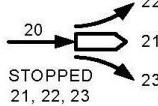
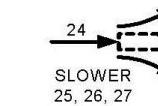
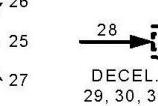
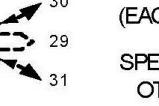
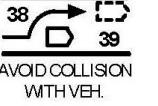
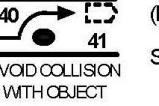
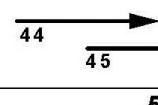
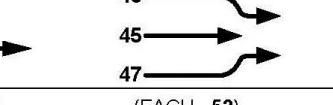
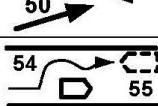
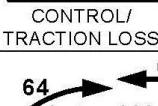
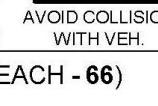
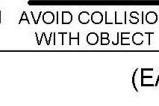
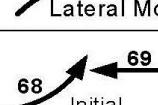
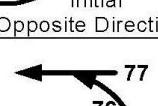
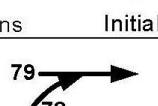
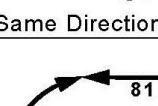
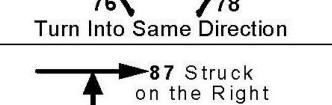
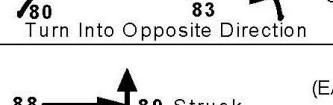
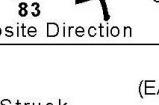
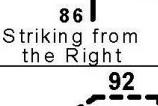
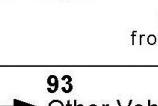
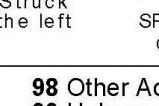
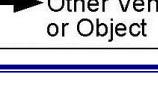
Appendix E: Changes in FARS Data Elements by SAS Data File and Year

Appendix F: Summary of 2010 and 2011 FARS Changes

Appendix G: Changes to the FARS VIN Decoded Data Elements

Appendix H: Pedestrian and Bicyclist Data: Availability of 2014 and 2015 Data

Appendix A:
PC23 Crash Type Diagram

| Category | | CRASH TYPES (includes intent) | | | | | |
|--|-------------------------------|---|--|---|---|---|----------------------------------|
| I Single Driver | A Right Roadside Departure |  01 DRIVE OFF ROAD |  02 CONTROL/ TRACTION LOSS |  03 AVOID COLLISION WITH VEH., PED., ANIM. | 04 SPECIFICS OTHER | 05 SPECIFICS UNKNOWN | |
| | B Left Roadside Departure |  06 DRIVE OFF ROAD |  07 CONTROL/ TRACTION LOSS |  08 AVOID COLLISION WITH VEH., PED., ANIM. | 09 SPECIFICS OTHER | 10 SPECIFICS UNKNOWN | |
| | C Forward Impact |  11 PARKED VEH. |  12 STA OBJECT |  13 PEDESTRIAN/ ANIMAL |  14 END DEPARTURE | 15 SPECIFICS OTHER | 16 SPECIFICS UNKNOWN |
| II Same Trafficway Same Direction | D Rear End |  20 STOPPED 21, 22, 23 |  21 SLOWER 25, 26, 27 |  24 DECEL. 29, 30, 31 |  26 28 | (EACH - 32) SPECIFICS OTHER | (EACH - 33) SPECIFICS UNKNOWN |
| | E Forward Impact |  34 CONTROL/ TRACTION LOSS |  36 CONTROL/ TRACTION LOSS |  38 AVOID COLLISION WITH VEH. |  40 AVOID COLLISION WITH OBJECT | (EACH - 42) SPECIFICS OTHER | (EACH - 43) SPECIFICS UNKNOWN |
| | F Angle, Sideswipe |  44 45 |  46 47 | | (EACH - 48) SPECIFICS OTHER | (EACH - 49) SPECIFICS UNKNOWN | |
| III Same Trafficway Opposite Direction | G Head-On |  50 51 | | (EACH - 52) SPECIFICS OTHER | (EACH - 53) SPECIFICS UNKNOWN | | |
| | H Forward Impact |  54 CONTROL/ TRACTION LOSS |  56 CONTROL/ TRACTION LOSS |  58 AVOID COLLISION WITH VEH. |  60 AVOID COLLISION WITH OBJECT | (EACH - 62) SPECIFICS OTHER | (EACH - 63) SPECIFICS UNKNOWN |
| | 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 Initial Same Directions |  71 72 | (EACH - 74) SPECIFICS OTHER | (EACH - 75) SPECIFICS UNKNOWN | |
| | K Turn Into Path |  76 77 78 Turn Into Same Direction |  80 81 82 Turn Into Opposite Direction |  79 81 82 | (EACH - 84) SPECIFICS OTHER | (EACH - 85) SPECIFICS UNKNOWN | |
| V Intersect Paths | L Straight Paths |  86 Striking from the Right |  87 Struck on the Right |  88 Striking from the Left |  89 Struck on the Left | (EACH - 90) SPECIFICS OTHER | (EACH - 91) SPECIFICS UNKNOWN |
| VI Misc. | M Backing, Etc. |  92 Backing Veh. |  93 Other Veh. or Object | | 98 99 00 | Other Accident Type Unknown Accident Type 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 persons 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. This data element is derived as the count of all persons in the crash where “Person Type” is in (3, 4, 5, 6, 7, 8, 10 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 persons in the crash and is derived by counting all persons 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 persons in the vehicle and is derived by counting all persons 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.

Logic of Derivation

2015: 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-Later |
|--|-----------|-----------|------------|
| No Additional Atmospheric Conditions | 1 | 0 | 0 |
| Clear | | 1 | 1 |
| Cloudy | | 10 | 10 |
| Rain | 2 | 2 | 2 |
| Sleet, Hail (Freezing Rain or Drizzle) | 3 | 3 | |
| Sleet or Hail | | | 3 |
| Freezing Rain or Drizzle | | | 12 |
| Snow | 4 | 4 | 4 |
| Blowing Snow | 5 | 11 | 11 |
| Rain and Fog | 6 | | |
| Sleet and Fog | 7 | | |
| Fog, Smog, Smoke | | 5 | 5 |
| Severe Crosswinds | | 6 | 6 |
| Blowing Sand, Soil, Dirt | | 7 | 7 |
| Other | 8 | 8 | 8 |
| Not Reported | | 98 | 98 |
| Unknown | 9 | 99 | 99 |

Logic of Derivation

This data element is derived from the coded data elements, Accident.WEATHER1 and Accident.WEATHER2. To derive WEATHER from these two data elements, the priority ranking of each attribute is as follows:

- 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 71 (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)” for “This Vehicle” or “Area of Impact (Other Vehicle)” for the “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 71. 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.

Make Model Combined

Vehicle. MAK_MOD, Parkwork. PMAK_MOD
(also provided as Person. MAK_MOD)

Logic of Derivation

This 5-digit data element is the combination of two data elements, the 2-digit “Vehicle Make” code followed by the 3-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 2-digit “Motor Carrier Issuing Authority” code followed by the 9-character “Identification Number”.

Appendix C: 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/NASS GES/CRSS Manuals and Documentation](#). A listing of data elements in each file follows:

Accident File (ACC_AUX)

| Variable | Description |
|-------------------|---|
| A_CRAINJ | Crash Injury Type |
| A_CT | Crash Type |
| A_D15_19 | Crashes Involving a Young Driver (Aged 15-19) |
| A_D15_20 | Crashes Involving a Young Driver (Aged 15-20) |
| A_D16_19 | Crashes Involving a Young Driver (Aged 16-19) |
| A_D16_20 | Crashes Involving a Young Driver (Aged 16-20) |
| A_D16_24 | Crashes Involving a Young Driver (Aged 16-24) |
| A_D21_24 | Crashes Involving a Young Driver (Aged 21-24) |
| A_D65PLS | Crashes Involving an Older Driver (Aged 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 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 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_PTYPE | 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/Helmet Use \(REST_USE\)](#) in the Person data file.

**Appendix D:
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.

Date of CrashTime of Day/Day of Week

| Classification | Data Year and Code |
|--|---|
| | 1975-Later |
| Time of Day | HOUR (Military) |
| Daytime (6:00 a.m. – 5:59 p.m.) | 6-17 |
| Nighttime (6:00 p.m. – 5:59 a.m.) | 0-5, 18-24* |
| Unknown | 99 |
| Day of Week | DAY_WEEK w/ HOUR |
| Weekday 6 a.m. 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 a.m. 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 AND CALENDARS

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.

Date of Crash **(continued)**Holiday**HOLIDAY CALENDAR**

| Year | New Year's Day | Memorial Day | Fourth of July | Labor Day | Thanksgiving Day | Christmas Day |
|-------------|---|---|---|---|---|---|
| 1982 | 6:00 PM Thu. 12/31/1981 to 5:59 AM Mon. 01/04/1982 (3) | 6:00 PM Fri. 05/28/1982 to 5:59 AM Tue. 06/01/1982 (3) | 6:00 PM Fri. 07/02/1982 to 5:59 AM Tue. 07/06/1982 (3) | 6:00 PM Fri. 09/03/1982 to 5:59 AM Tue. 09/07/1982 (3) | 6:00 PM Wed. 11/24/1982 to 5:59 AM Mon. 11/29/1982 (4) | 6:00 PM Thu. 12/23/1982 to 5:59 AM Mon. 12/27/1982 (3) |
| 1983 | 6:00 PM Thu. 12/30/1982 to 5:59 AM Mon. 01/03/1983 (3) | 6:00 PM Fri. 05/27/1983 to 5:59 AM Tue. 05/31/1983 (3) | 6:00 PM Fri. 07/01/1983 to 5:59 AM Tue. 07/05/1983 (3) | 6:00 PM Fri. 09/02/1983 to 5:59 AM Tue. 09/06/1983 (3) | 6:00 PM Wed. 11/23/1983 to 5:59 AM Mon. 11/28/1983 (4) | 6:00 PM Fri. 12/23/1983 to 5:59 AM Tue. 12/27/1983 (3) |
| 1984 | 6:00 PM Fri. 12/30/1983 to 5:59 AM Tue. 01/03/1984 (3) | 6:00 PM Fri. 05/25/1984 to 5:59 AM Tue. 05/29/1984 (3) | 6:00 PM Tue. 07/03/1984 to 5:59 AM Thu. 07/05/1984 (1) | 6:00 PM Fri. 08/31/1984 to 5:59 AM Tue. 09/04/1984 (3) | 6:00 PM Wed. 11/21/1984 to 5:59 AM Mon. 11/26/1984 (4) | 6:00 PM Fri. 12/21/1984 to 5:59 AM Wed. 12/26/1984 (4) |
| 1985 | 6:00 PM Fri. 12/28/1984 to 5:59 AM Wed. 01/02/1985 (4) | 6:00 PM Fri. 05/24/1985 to 5:59 AM Tue. 05/28/1985 (3) | 6:00 PM Wed. 07/03/1985 to 5:59 AM Mon. 07/08/1985 (4) | 6:00 PM Fri. 08/30/1985 to 5:59 AM Tue. 09/03/1985 (3) | 6:00 PM Wed. 11/27/1985 to 5:59 AM Mon. 12/02/1985 (4) | 6:00 PM Tue. 12/24/1985 to 5:59 AM Thu. 12/26/1985 (1) |
| 1986 | 6:00 PM Tue. 12/31/1985 to 5:59 AM Thu. 01/02/1986 (1) | 6:00 PM Fri. 05/23/1986 to 5:59 AM Tue. 05/27/1986 (3) | 6:00 PM Thu. 07/03/1986 to 5:59 AM Mon. 07/07/1986 (3) | 6:00 PM Fri. 08/29/1986 to 5:59 AM Tue. 09/02/1986 (3) | 6:00 PM Wed. 11/26/1986 to 5:59 AM Mon. 12/01/1986 (4) | 6:00 PM Wed. 12/24/1986 to 5:59 AM Mon. 12/29/1986 (4) |
| 1987 | 6:00 PM Wed. 12/31/1986 to 5:59 AM Mon. 01/05/1987 (4) | 6:00 PM Fri. 05/22/1987 to 5:59 AM Tue. 05/26/1987 (3) | 6:00 PM Thu. 07/02/1987 to 5:59 AM Mon. 07/06/1987 (3) | 6:00 PM Fri. 09/04/1987 to 5:59 AM Tue. 09/08/1987 (3) | 6:00 PM Wed. 11/25/1987 to 5:59 AM Mon. 11/30/1987 (4) | 6:00 PM Thu. 12/24/1987 to 5:59 AM Mon. 12/28/1987 (3) |
| 1988 | 6:00 PM Thu. 12/31/1987 to 5:59 AM Mon. 01/04/1988 (3) | 6:00 PM Fri. 05/27/1988 to 5:59 AM Tue. 05/31/1988 (3) | 6:00 PM Fri. 07/01/1988 to 5:59 AM Tue. 07/05/1988 (3) | 6:00 PM Fri. 09/02/1988 to 5:59 AM Tue. 09/06/1988 (3) | 6:00 PM Wed. 11/23/1988 to 5:59 AM Mon. 11/28/1988 (4) | 6:00 PM Fri. 12/23/1988 to 5:59 AM Tue. 12/27/1988 (3) |
| 1989 | 6:00 PM Fri. 12/30/1988 to 5:59 AM Tue. 01/03/1989 (3) | 6:00 PM Fri. 05/26/1989 to 5:59 AM Tue. 05/30/1989 (3) | 6:00 PM Fri. 06/30/1989 to 5:59 AM Wed. 07/05/1989 (4) | 6:00 PM Fri. 09/01/1989 to 5:59 AM Tue. 09/05/1989 (3) | 6:00 PM Wed. 11/22/1989 to 5:59 AM Mon. 11/27/1989 (4) | 6:00 PM Fri. 12/22/1989 to 5:59 AM Tue. 12/26/1989 (3) |
| 1990 | 6:00 PM Fri. 12/29/1989 to 5:59 AM Tue. 01/02/1990 (3) | 6:00 PM Fri. 05/25/1990 to 5:59 AM Tue. 05/29/1990 (3) | 6:00 PM Tue. 07/03/1990 to 5:59 AM Thu. 07/05/1990 (1) | 6:00 PM Fri. 08/31/1990 to 5:59 AM Tue. 09/04/1990 (3) | 6:00 PM Wed. 11/21/1990 to 5:59 AM Mon. 11/26/1990 (4) | 6:00 PM Fri. 12/21/1990 to 5:59 AM Wed. 12/26/1990 (4) |
| 1991 | 6:00 PM Fri. 12/28/1990 to 5:59 AM Wed. 01/02/1991 (4) | 6:00 PM Fri. 05/24/1991 to 5:59 AM Tue. 05/28/1991 (3) | 6:00 PM Wed. 07/03/1991 to 5:59 AM Mon. 07/08/1991 (4) | 6:00 PM Fri. 08/30/1991 to 5:59 AM Tue. 09/03/1991 (3) | 6:00 PM Wed. 11/27/1991 to 5:59 AM Mon. 12/02/1991 (4) | 6:00 PM Tue. 12/24/1991 to 5:59 AM Thu. 12/26/1991 (1) |
| 1992 | 6:00 PM Tue. 12/31/1991 to 5:59 AM Thu. 01/02/1992 (1) | 6:00 PM Fri. 05/22/1992 to 5:59 AM Tue. 05/26/1992 (3) | 6:00 PM Thu. 07/02/1992 to 5:59 AM Mon. 07/06/1992 (3) | 6:00 PM Fri. 09/04/1992 to 5:59 AM Tue. 09/08/1992 (3) | 6:00 PM Wed. 11/25/1992 to 5:59 AM Mon. 11/30/1992 (4) | 6:00 PM Thu. 12/24/1992 to 5:59 AM Mon. 12/28/1992 (3) |

Date of Crash *(continued)***HOLIDAY CALENDAR**

| Year | New Year's Day | Memorial Day | Fourth of July | Labor Day | Thanksgiving Day | Christmas Day |
|-------------|---|---|---|---|---|---|
| 1993 | 6:00 PM Thu. 12/31/1992 to 5:59 AM Mon. 01/04/1993 (3) | 6:00 PM Fri. 05/28/1993 to 5:59 AM Tue. 06/01/1993 (3) | 6:00 PM Fri. 07/02/1993 to 5:59 AM Tue. 07/06/1993 (3) | 6:00 PM Fri. 09/03/1993 to 5:59 AM Tue. 09/07/1993 (3) | 6:00 PM Wed. 11/24/1993 to 5:59 AM Mon. 11/29/1993 (4) | 6:00 PM Thu. 12/23/1993 to 5:59 AM Mon. 12/27/1993 (3) |
| 1994 | 6:00 PM Thu. 12/30/1993 to 5:59 AM Mon. 01/03/1994 (3) | 6:00 PM Fri. 05/27/1994 to 5:59 AM Tue. 05/31/1994 (3) | 6:00 PM Fri. 07/01/1994 to 5:59 AM Tue. 07/05/1994 (3) | 6:00 PM Fri. 09/02/1994 to 5:59 AM Tue. 09/06/1994 (3) | 6:00 PM Wed. 11/23/1994 to 5:59 AM Mon. 11/28/1994 (4) | 6:00 PM Fri. 12/23/1994 to 5:59 AM Tue. 12/27/1994 (3) |
| 1995 | 6:00 PM Fri. 12/30/1994 to 5:59 AM Tue. 01/03/1995 (3) | 6:00 PM Fri. 05/26/1995 to 5:59 AM Tue. 05/30/1995 (3) | 6:00 PM Fri. 06/30/1995 to 5:59 AM Wed. 07/05/1995 (4) | 6:00 PM Fri. 09/01/1995 to 5:59 AM Tue. 09/05/1995 (3) | 6:00 PM Wed. 11/22/1995 to 5:59 AM Mon. 11/27/1995 (4) | 6:00 PM Fri. 12/22/1995 to 5:59 AM Tue. 12/26/1995 (3) |
| 1996 | 6:00 PM Fri. 12/29/1995 to 5:59 AM Tue. 01/02/1996 (3) | 6:00 PM Fri. 05/24/1996 to 5:59 AM Tue. 05/28/1996 (3) | 6:00 PM Wed. 07/03/1996 to 5:59 AM Mon. 07/08/1996 (4) | 6:00 PM Fri. 08/30/1996 to 5:59 AM Tue. 09/03/1996 (3) | 6:00 PM Wed. 11/27/1996 to 5:59 AM Mon. 12/02/1996 (4) | 6:00 PM Tue. 12/24/1996 to 5:59 AM Thu. 12/26/1996 (1) |
| 1997 | 6:00 PM Tue. 12/31/1996 to 5:59 AM Thu. 01/02/1997 (1) | 6:00 PM Fri. 05/23/1997 to 5:59 AM Tue. 05/27/1997 (3) | 6:00 PM Thu. 07/03/1997 to 5:59 AM Mon. 07/07/1997 (3) | 6:00 PM Fri. 08/29/1997 to 5:59 AM Tue. 09/02/1997 (3) | 6:00 PM Wed. 11/26/1997 to 5:59 AM Mon. 12/01/1997 (4) | 6:00 PM Wed. 12/24/1997 to 5:59 AM Mon. 12/29/1997 (4) |
| 1998 | 6:00 PM Wed. 12/31/1997 to 5:59 AM Mon. 01/05/1998 (4) | 6:00 PM Fri. 05/22/1998 to 5:59 AM Tue. 05/26/1998 (3) | 6:00 PM Thu. 07/02/1998 to 5:59 AM Mon. 07/06/1998 (3) | 6:00 PM Fri. 09/04/1998 to 5:59 AM Tue. 09/08/1998 (3) | 6:00 PM Wed. 11/25/1998 to 5:59 AM Mon. 11/30/1998 (4) | 6:00 PM Thu. 12/24/1998 to 5:59 AM Mon. 12/28/1998 (3) |
| 1999 | 6:00 PM Thu. 12/31/1998 to 5:59 AM Mon. 01/04/1999 (3) | 6:00 PM Fri. 05/28/1999 to 5:59 AM Tue. 06/01/1999 (3) | 6:00 PM Fri. 07/02/1999 to 5:59 AM Tue. 07/06/1999 (3) | 6:00 PM Fri. 09/03/1999 to 5:59 AM Tue. 09/07/1999 (3) | 6:00 PM Wed. 11/24/1999 to 5:59 AM Mon. 11/29/1999 (4) | 6:00 PM Thu. 12/23/1999 to 5:59 AM Mon. 12/27/1999 (3) |
| 2000 | 6:00 PM Thu. 12/30/1999 to 5:59 AM Mon. 01/03/2000 (3) | 6:00 PM Fri. 05/26/2000 to 5:59 AM Tue. 05/30/2000 (3) | 6:00 PM Fri. 06/30/2000 to 5:59 AM Wed. 07/05/2000 (4) | 6:00 PM Fri. 09/01/2000 to 5:59 AM Tue. 09/05/2000 (3) | 6:00 PM Wed. 11/22/2000 to 5:59 AM Mon. 11/27/2000 (4) | 6:00 PM Fri. 12/22/2000 to 5:59 AM Tue. 12/26/2000 (3) |
| 2001 | 6:00 PM Fri. 12/29/2000 to 5:59 AM Tue. 01/02/2001 (3) | 6:00 PM Fri. 05/25/2001 to 5:59 AM Tue. 05/29/2001 (3) | 6:00 PM Tue. 07/03/2001 to 5:59 AM Thu. 07/05/2001 (1) | 6:00 PM Fri. 08/31/2001 to 5:59 AM Tue. 09/04/2001 (3) | 6:00 PM Wed. 11/21/2001 to 5:59 AM Mon. 11/26/2001 (4) | 6:00 PM Fri. 12/21/2001 to 5:59 AM Wed. 12/26/2001 (4) |
| 2002 | 6:00 PM Fri. 12/28/2001 to 5:59 AM Wed. 01/02/2002 (4) | 6:00 PM Fri. 05/24/2002 to 5:59 AM Tue. 05/28/2002 (3) | 6:00 PM Wed. 07/03/2002 to 5:59 AM Mon. 07/08/2002 (4) | 6:00 PM Fri. 08/30/2002 to 5:59 AM Tue. 09/03/2002 (3) | 6:00 PM Wed. 11/27/2002 to 5:59 AM Mon. 12/02/2002 (4) | 6:00 PM Tue. 12/24/2002 to 5:59 AM Thu. 12/26/2002 (1) |
| 2003 | 6:00 PM Tue. 12/31/2002 to 5:59 AM Thu. 01/02/2003 (1) | 6:00 PM Fri. 05/23/2003 to 5:59 AM Tue. 05/27/2003 (3) | 6:00 PM Thu. 07/03/2003 to 5:59 AM Mon. 07/07/2003 (3) | 6:00 PM Fri. 08/29/2003 to 5:59 AM Tue. 09/02/2003 (3) | 6:00 PM Wed. 11/26/2003 to 5:59 AM Mon. 12/01/2003 (4) | 6:00 PM Wed. 12/24/2003 to 5:59 AM Mon. 12/29/2003 (4) |

Date of Crash (continued)**HOLIDAY CALENDAR**

| Year | New Year's Day | Memorial Day | Fourth of July | Labor Day | Thanksgiving Day | Christmas Day |
|-------------|---|---|---|---|---|---|
| 2004 | 6:00 PM Wed. 12/31/2003 to 5:59 AM Mon. 01/05/2004 (4) | 6:00 PM Fri. 05/28/2004 to 5:59 AM Tue. 06/01/2004 (3) | 6:00 PM Fri. 07/02/2004 to 5:59 AM Tue. 07/06/2004 (3) | 6:00 PM Fri. 09/03/2004 to 5:59 AM Tue. 09/07/2004 (3) | 6:00 PM Wed. 11/24/2004 to 5:59 AM Mon. 11/29/2004 (4) | 6:00 PM Thu. 12/23/2004 to 5:59 AM Mon. 12/27/2004 (3) |
| 2005 | 6:00 PM Thu. 12/30/2004 to 5:59 AM Mon. 01/03/2005 (3) | 6:00 PM Fri. 05/27/2005 to 5:59 AM Tue. 05/31/2005 (3) | 6:00 PM Fri. 07/01/2005 to 5:59 AM Tue. 07/05/2005 (3) | 6:00 PM Fri. 09/02/2005 to 5:59 AM Tue. 09/06/2005 (3) | 6:00 PM Wed. 11/23/2005 to 5:59 AM Mon. 11/28/2005 (4) | 6:00 PM Fri. 12/23/2005 to 5:59 AM Tue. 12/27/2005 (3) |
| 2006 | 6:00 PM Fri. 12/30/2005 to 5:59 AM Tue. 01/03/2006 (3) | 6:00 PM Fri. 05/26/2006 to 5:59 AM Tue. 05/30/2006 (3) | 6:00 PM Fri. 06/30/2006 to 5:59 AM Wed. 07/05/2006 (4) | 6:00 PM Fri. 09/01/2006 to 5:59 AM Tue. 09/05/2006 (3) | 6:00 PM Wed. 11/22/2006 to 5:59 AM Mon. 11/27/2006 (4) | 6:00 PM Fri. 12/22/2006 to 5:59 AM Tue. 12/26/2006 (3) |
| 2007 | 6:00 PM Fri. 12/29/2006 to 5:59 AM Tue. 01/02/2007 (3) | 6:00 PM Fri. 05/25/2007 to 5:59 AM Tue. 05/29/2007 (3) | 6:00 PM Tue. 07/03/2007 to 5:59 AM Thu. 07/05/2007 (1) | 6:00 PM Fri. 08/31/2007 to 5:59 AM Tue. 09/04/2007 (3) | 6:00 PM Wed. 11/21/2007 to 5:59 AM Mon. 11/26/2007 (4) | 6:00 PM Fri. 12/21/2007 to 5:59 AM Wed. 12/26/2007 (4) |
| 2008 | 6:00 PM Fri. 12/28/2007 to 5:59 AM Wed. 01/02/2008 (4) | 6:00 PM Fri. 05/23/2008 to 5:59 AM Tue. 05/27/2008 (3) | 6:00 PM Thu. 07/03/2008 to 5:59 AM Mon. 07/07/2008 (3) | 6:00 PM Fri. 08/29/2008 to 5:59 AM Tue. 09/02/2008 (3) | 6:00 PM Wed. 11/26/2008 to 5:59 AM Mon. 12/01/2008 (4) | 6:00 PM Wed. 12/24/2008 to 5:59 AM Mon. 12/29/2008 (4) |
| 2009 | 6:00 PM Wed. 12/31/2008 to 5:59 AM Mon. 01/05/2009 (4) | 6:00 PM Fri. 05/22/2009 to 5:59 AM Tue. 05/26/2009 (3) | 6:00 PM Thu. 07/02/2009 to 5:59 AM Mon. 07/06/2009 (3) | 6:00 PM Fri. 09/04/2009 to 5:59 AM Tue. 09/08/2009 (3) | 6:00 PM Wed. 11/25/2009 to 5:59 AM Mon. 11/30/2009 (4) | 6:00 PM Thu. 12/24/2009 to 5:59 AM Mon. 12/28/2009 (3) |
| 2010 | 6:00 PM Thu. 12/31/2009 to 5:59 AM Mon. 01/04/2010 (3) | 6:00 PM Fri. 05/28/2010 to 5:59 AM Tue. 06/01/2010 (3) | 6:00 PM Fri. 07/02/2010 to 5:59 AM Tue. 07/06/2010 (3) | 6:00 PM Fri. 09/03/2010 to 5:59 AM Tue. 09/07/2010 (3) | 6:00 PM Wed. 11/24/2010 to 5:59 AM Mon. 11/29/2010 (4) | 6:00 PM Thu. 12/23/2010 to 5:59 AM Mon. 12/27/2010 (3) |
| 2011 | 6:00 PM Thu. 12/30/2010 to 5:59 AM Mon. 01/03/2011 (3) | 6:00 PM Fri. 05/27/2011 to 5:59 AM Tue. 05/31/2011 (3) | 6:00 PM Fri. 07/01/2011 to 5:59 AM Tue. 07/05/2011 (3) | 6:00 PM Fri. 09/02/2011 to 5:59 AM Tue. 09/06/2011 (3) | 6:00 PM Wed. 11/23/2011 to 5:59 AM Mon. 11/28/2011 (4) | 6:00 PM Fri. 12/23/2011 to 5:59 AM Tue. 12/27/2011 (3) |
| 2012 | 6:00 PM Fri. 12/30/2011 to 5:59 AM Tue. 01/03/2012 (3) | 6:00 PM Fri. 05/25/2012 to 5:59 AM Tue. 05/29/2012 (3) | 6:00 PM Tue. 07/03/2012 to 5:59 AM Thu. 07/05/2012 (1) | 6:00 PM Fri. 08/31/2012 to 5:59 AM Tue. 09/04/2012 (3) | 6:00 PM Wed. 11/21/2012 to 5:59 AM Mon. 11/26/2012 (4) | 6:00 PM Fri. 12/21/2012 to 5:59 AM Wed. 12/26/2012 (4) |
| 2013 | 6:00 PM Fri. 12/28/2012 to 5:59 AM Wed. 01/02/2013 (4) | 6:00 PM Fri. 05/24/2013 to 5:59 AM Tue. 05/28/2013 (3) | 6:00 PM Wed. 07/03/2013 to 5:59 AM Mon. 07/08/2013 (4) | 6:00 PM Fri. 08/30/2013 to 5:59 AM Tue. 09/03/2013 (3) | 6:00 PM Wed. 11/27/2013 to 5:59 AM Mon. 12/02/2013 (4) | 6:00 PM Tue. 12/24/2013 to 5:59 AM Thu. 12/26/2013 (1) |
| 2014 | 6:00 PM Tue. 12/31/2013 to 5:59 AM Thu. 01/02/2014 (1) | 6:00 PM Fri. 05/23/2014 to 5:59 AM Tue. 05/27/2014 (3) | 6:00 PM Thu. 07/03/2014 to 5:59 AM Mon. 07/07/2014 (3) | 6:00 PM Fri. 08/29/2014 to 5:59 AM Tue. 09/02/2014 (3) | 6:00 PM Wed. 11/26/2014 to 5:59 AM Mon. 12/01/2014 (4) | 6:00 PM Wed. 12/24/2014 to 5:59 AM Mon. 12/29/2014 (4) |

Date of Crash (continued)**HOLIDAY CALENDAR**

| Year | New Year's Day | Memorial Day | Fourth of July | Labor Day | Thanksgiving Day | Christmas Day |
|-------------|---|---|---|---|---|---|
| 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) |

Note: The number of whole days in the holiday period is shown in parenthesis.

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Manner of Collision

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'S 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 (codes 12 and 13).

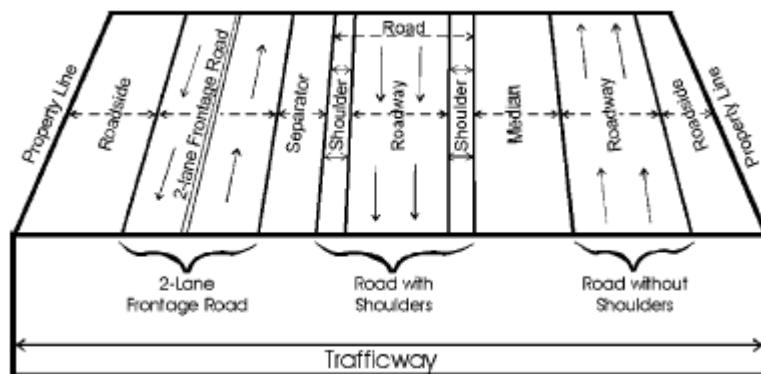
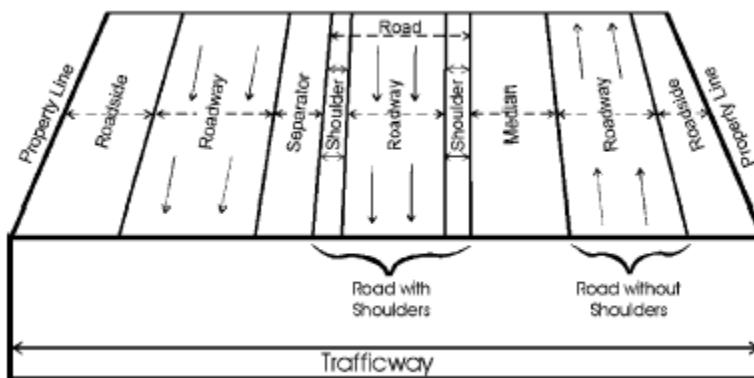
[Return](#)

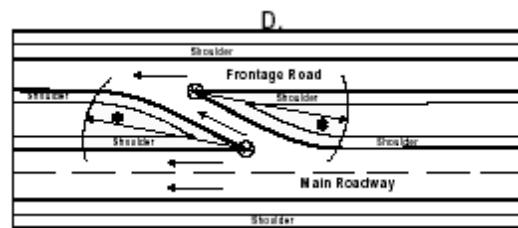
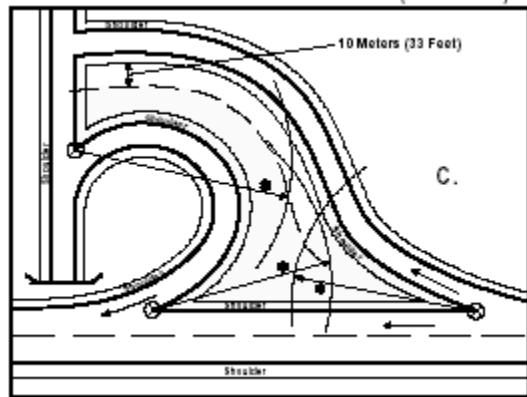
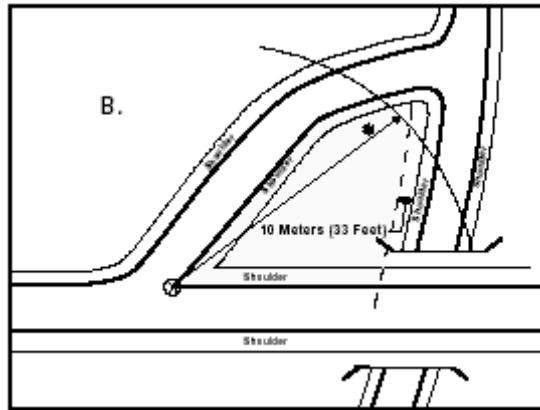
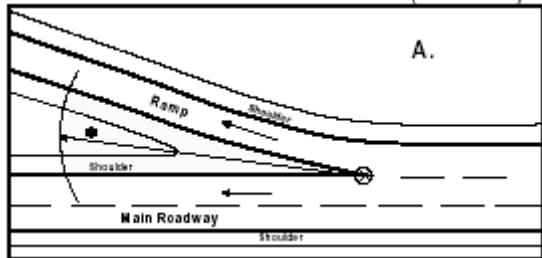
Relation to Trafficway

| FARS Description (REL_ROAD) | Data Year and Code | | Classification |
|------------------------------------|--------------------|-----------------|----------------|
| | 1975-1997 | 1998-Later | |
| On Roadway | 1 | 1 | On roadway |
| Two-Way Continuous Left-Turn Lane* | - | 11 (since 2001) | |
| Shoulder | 2 | 2 | |
| 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) | Unknown |
| Unknown/ Reported as Unknown | 9 | 99 | |

IMPORTANT: Two-way continuous left-turn lane has been reclassified as On Roadway. Previously, two-way continuous left-turn lane was classified as off roadway/median.

*The attribute two-way continuous left-turn lane was introduced in 2001 and was described as a type of median, thus they were classified as off roadway/median. However, in 2003 the attribute description was revised and the two-way continuous left-turn lane was considered on the roadway, thus not a median. For analytical purposes, consider two-way continuous left-turn lanes as on the roadway, with the understanding that these instances may have been recorded under the Median attribute prior to 2001.

Trafficway with frontage road**Trafficway with multiple roadways in the same direction**

*Relation to Trafficway (continued)***Gore** Radius of 60 Meters
(About 200 Feet)[Return](#)

Roadway Function Class and Land Use

| NHTSA'S 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'S 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'S 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 Fatality Analysis Reporting System's (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 [Identifying Fatal Crashes Involving Native Americans/Alaskan Natives throughout the United States and on Tribal Reservations](#).

Summary of Fatal Crashes and Fatalities on Indian Reservations, 2001-2018

Fatal Motor Vehicle Traffic Crashes on Indian Reservations and
Fatalities in Crashes on Indian Reservations
Fatality Analysis Reporting System (FARS) 2001-2017 Final & 2018 Annual 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 |

Summary of Fatal Crashes and Fatalities on Indian Reservations, 2001-2018
(continued)

Fatal Motor Vehicle Traffic Crashes on Indian Reservations and
 Fatalities in Crashes on Indian Reservations
 Fatality Analysis Reporting System (FARS) 2001-2017 Final & 2018 Annual 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 |
| 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 | 213 | 253 | 33 | 260 | 303 | 374 |

*Note: The Fatality Analysis Reporting System's (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 (US 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 US 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. E.g., "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. E.g.; If Florida Route 25 is also US Route 27, then code "US-SR25" or "US-FL25."

(b) If the "Trafficway Identifier" and "Milepoint" are available for both the 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 US route number. The US Route "Milepoint" is coded. E.g. "US-27" (SR25) or "US-27" (FL25).

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Vehicle Body Type**BODY_TYP by NHTSA vehicle category**

NHTSA has precise definitions for several vehicle categories, such as passenger cars, pickups, buses, etc. For some categories, one will also need the data element TOW_VEH.

| NHTSA's Vehicle Body Type Classification | | | |
|--|---------------------------------------|---|---|
| Classification (BODY_TYP) | Data Year and Code | | |
| | 1975-1981 | 1982-1990 | 1991-Later |
| 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=0 or 9) | 14-16, 19-22, 24 ^(1,6) , 25 ^(2,6) , 28-41 ⁽¹⁰⁾ , 45-49, or (79 and tow_veh=0 or 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=0 or 9) | 1-11, 14-22, 24 ⁽¹⁾ , 25 ⁽²⁾ , 28-41, 45-49, or (79 and tow_veh=0 or 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) | (60-62, 63, 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⁾ "Light Trucks & Vans" is frequently referred to as just "Light Trucks."

Vehicle Body Type Classification (continued)

(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.

[Return](#)

Impact Area

| FARS Description Initial Impact Point* (IMPACT1) Principal Impact Point* (IMPACT2) | 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 | |
| 3 o'clock | 3 | 3 | 3 | 3 | Right Side / Side |
| 4 o'clock | 4 | 4 | 4 | 4 | |
| Right | - | 81 | 81 | 81 | |
| Right-Front Half/Side | - | 82 | 82 | 82 | |
| Right-Back Half/Side | - | 83 | 83 | 83 | Left Side / Side |
| 8 o'clock | 8 | 8 | 8 | 8 | |
| 9 o'clock | 9 | 9 | 9 | 9 | |
| 10 o'clock | 10 | 10 | 10 | 10 | |
| Left | - | 61 | 61 | 61 | Rear |
| Left-Front Half/Side | - | 62 | 62 | 62 | |
| Left-Back Half/Side | - | 63 | 63 | 63 | |
| 5 o'clock | 5 | 5 | 5 | 5 | |
| 6 o'clock | 6 | 6 | 6 | 6 | Other |
| 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 of damage (not a clock value) | - | 18 (since 2004) | 18 | - | |
| Cargo/Vehicle Parts Set-In-Motion | - | - | - | 18 (since 2013) | |
| Other Objects Set-In-Motion | - | - | - | 19 (since 2013) | |
| Object Set in Motion, Unknown if Cargo/Vehicle Parts or Other | - | - | - | 20 (since 2017) | |
| Not Reported | - | 98 | 98 | 98 | Unknown |
| Unknown | 99 | | | | |

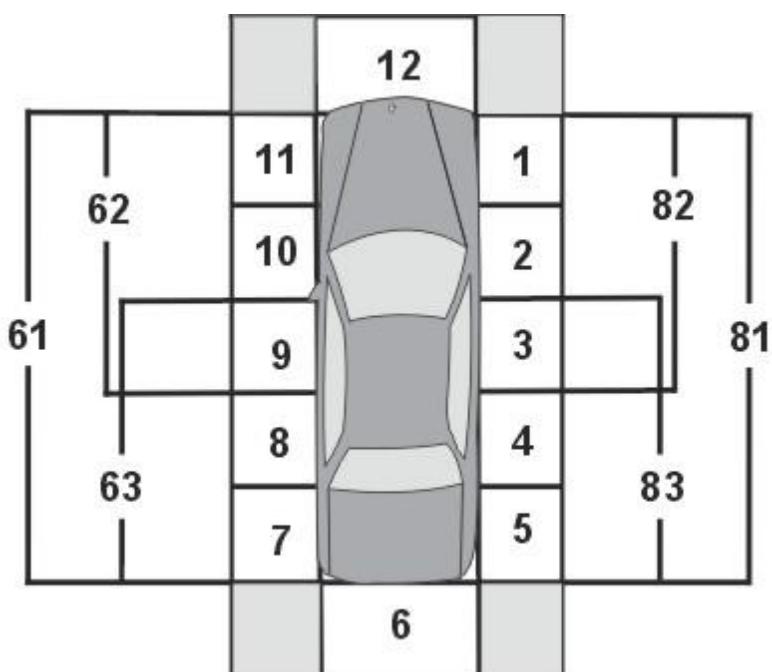
Impact (continued)

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)**

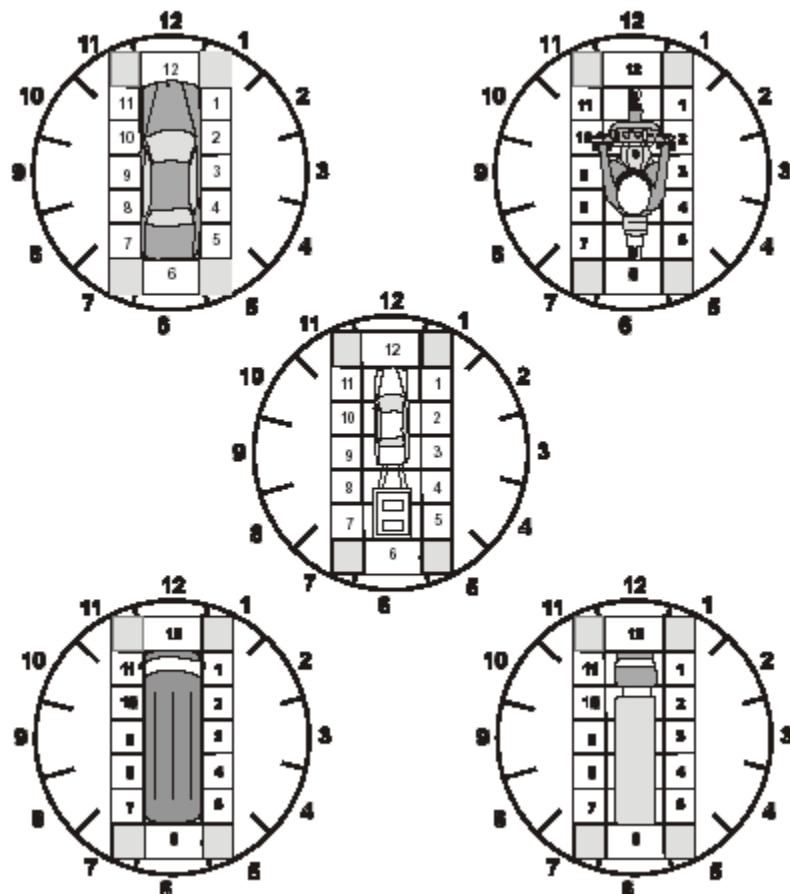


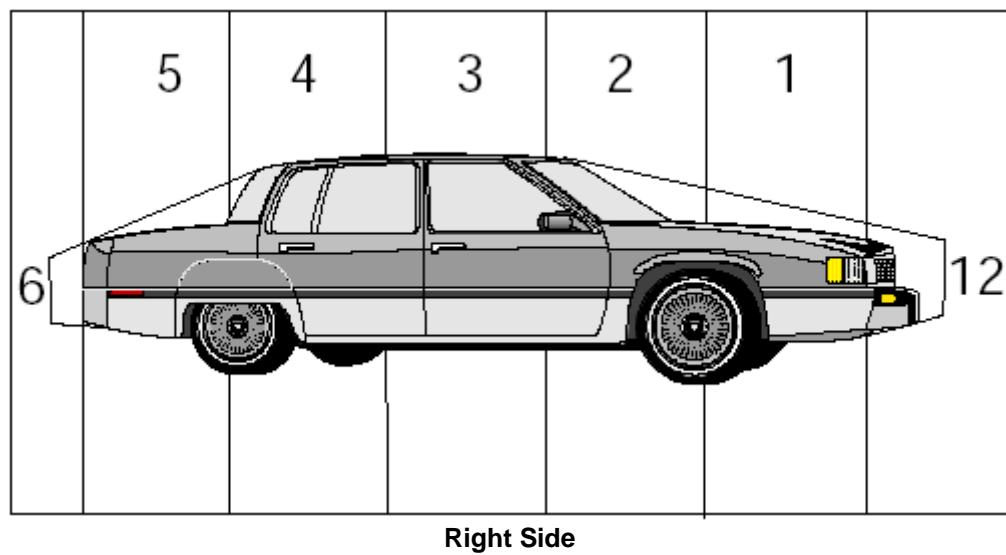
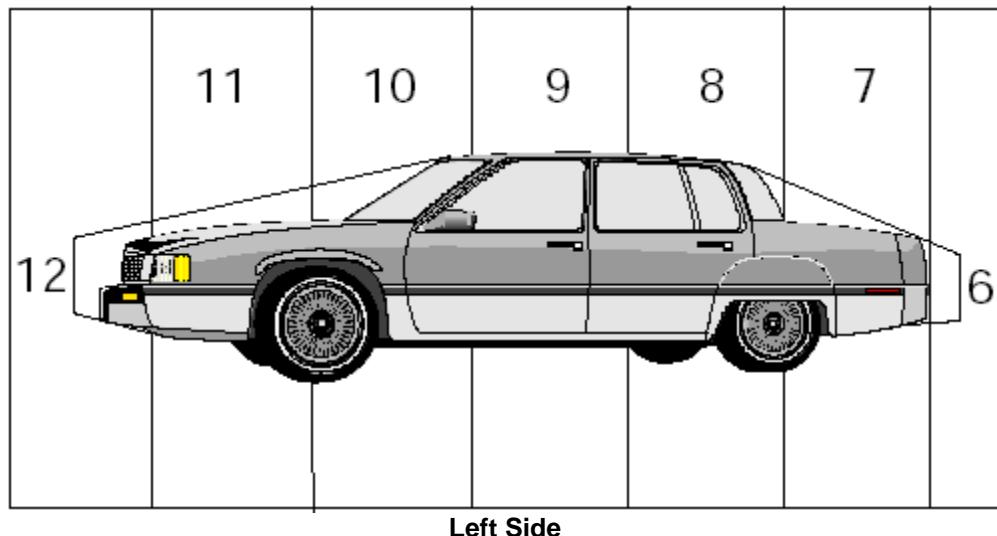
Impact (continued)

1975-2009

Initial Impact Point and Principal Impact Point

CLOCKPOINT DIAGRAM

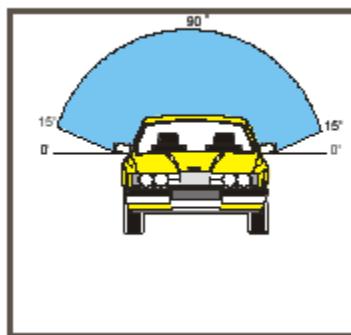
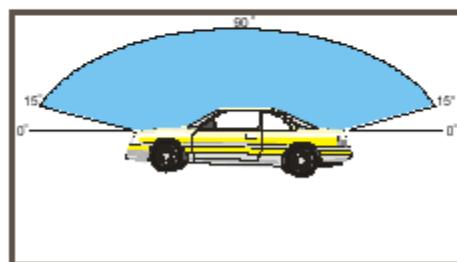
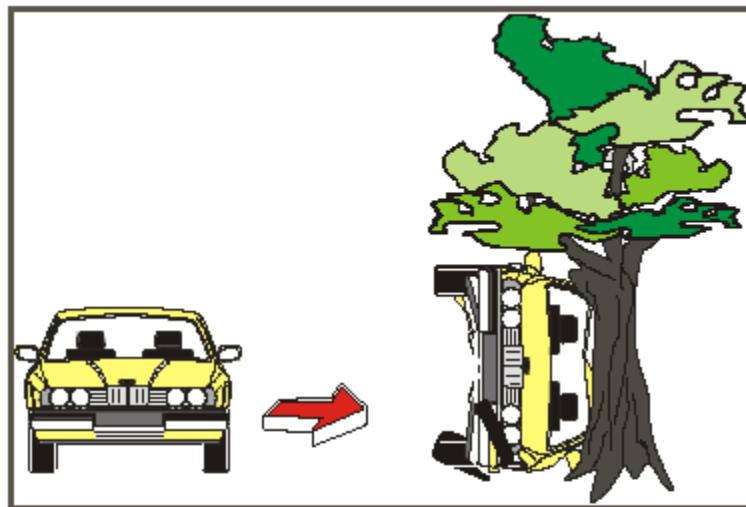


Impact (continued)**1975-Later****Impact Points****Right Side****Left Side**

Source: FARS Coding Manual

Impact (continued)

Data element 13 Examples

[Return](#)

Vehicle Identification Number (VIN)

Data elements = VIN_1 ... VIN_12 The 1st to 12th character of the vehicle identification number

The first character of the VIN usually identifies the country or Nation of Origin; the most common are:

| | | |
|---------|----|-------------------------------------|
| VIN_1 = | 1 | U.S. |
| | 2 | Canada |
| | 3 | Mexico |
| | J | Japan |
| | K | Korea |
| | L | Taiwan |
| | S | England |
| | VF | France (V for Europe, F for France) |
| | W | West Germany |
| | Y | Sweden |
| | Z | Italy |

1981-Later

The second and third characters of the VIN, more or less, identify the make of the vehicle; the most common AUTOMOBILE makes are:

VIN_2|VIN_3 =

| | | |
|---|-------------------------------|-----------------|
| 2A - AVANTI | E3 - EAGLE | G2 - PONTIAC |
| A3 - MITSUBISHI | F1 - EAGLE | G3 - OLDSMOBILE |
| AB - ISUZU | MEDALLION | G4 - BUICK |
| AJ - JAGUAR | (IF VIN_1 = V | G6 - CADILLAC |
| AM - MASERATI (IF VIN_1 = Z) | SEE | G8 - SATURN |
| AM - AMERICAN MOTORS (IF VIN_1 = 1) | RENAULT) | H4 - ACURA |
| AR - ALPHA ROMEO | F1 - MERKUR (IF VIN_1 = W) | HM - HONDA |
| AW - AUDI | F1 - RENAULT (IF VIN_1 = V | JC - JEEP |
| AX - STERLING | SEE EAGLE | LN - LINCOLN |
| B3 - DODGE | MEDALLION) | M1 - MAZDA |
| BA - BMW | F1 - SUBARU (IF VIN_1 = J) | ME - MERCURY |
| BB - BERTONE | F3 - PEUGEOT | MH - HYUNDAI |
| C3 - CHRYSLER | FA - FORD (IF VIN_1 = 1) | N1 - NISSAN |
| CA - ROLLS ROYCE | FA - FIAT (IF VIN_1 = Z) | P3 - PLYMOUTH |
| CC - LOTUS | FF - FERRARI | PO - PORSCHE |
| CE - DELOREAN | FR - PININFARINA | S3 - SAAB |
| CF - ASTON MARTIN | G1 - CHEVROLET | S3 - SUZUKI |
| DB - MERCEDES BENZ | | T2 - TOYOTA |
| | | V1 - VOLVO |
| | | VW - VOLKSWAGEN |

Vehicle Identification Number (VIN) (continued)**1981-Later**

The 10th letter or number of the VIN tells you the model year of the vehicle. Note that this may be different from when it was manufactured, as many automobile manufacturers start to produce next year's model this year. Find the model year by matching the 10th digit of your VIN to the table below:

VIN_10 =

| <u>VIN (1st Run)</u> | <u>VIN (2nd Run)</u> |
|---------------------------------|---------------------------------|
| A = 1980 | A = 2010 |
| B = 1981 | B = 2011 |
| C = 1982 | C = 2012 |
| D = 1983 | D = 2013 |
| E = 1984 | E = 2014 |
| F = 1985 | F = 2015 |
| G = 1986 | G = 2016 |
| H = 1987 | H = 2017 |
| J = 1988 | J = 2018 |
| K = 1989 | K = 2019 |
| L = 1990 | L = 2020 |
| M = 1991 | M = 2021 |
| N = 1992 | N = 2022 |
| P = 1993 | P = 2023 |
| R = 1994 | R = 2024 |
| S = 1995 | S = 2025 |
| T = 1996 | T = 2026 |
| V = 1997 | V = 2027 |
| W = 1998 | W = 2028 |
| X = 1999 | X = 2029 |
| Y = 2000 | Y = 2030 |
| 1 = 2001 | 1 = 2031 |
| 2 = 2002 | 2 = 2032 |
| 3 = 2003 | 3 = 2033 |
| 4 = 2004 | 4 = 2034 |
| 5 = 2005 | 5 = 2035 |
| 6 = 2006 | 6 = 2036 |
| 7 = 2007 | 7 = 2037 |
| 8 = 2008 | 8 = 2038 |
| 9 = 2009 | 9 = 2039 |

As shown, each letter or number has been assigned to two different years. To find out which one applies, compare it to the 7th letter or number in the VIN. If the 7th VIN position is a letter, then the vehicle is made in 2010 through 2039. If the 7th VIN position is a number, then the vehicle is made prior to 2010.

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Driver License Status/Type

| | | NHTSA'S Driver License Status & Non-CDL Status | | | | |
|------------------------------|---------------|--|-----------|-----------|-----------|------------|
| Classification (L_STATUS) | 1975- 1981 | Data Year and Code | | | | |
| | | 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'S 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)*)

Police Pursuits (continued)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 one year – 1996

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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's 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 (e.g.: 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 | |

Speeding (continued)

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’s 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 (e.g.; 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’s 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

References:

Subramanian, R. (2002) *Transitioning to Multiple Imputation: A New Method to Estimate Missing BAC in FARS*, Report DOT-HS-809-403, National Highway Traffic Safety Administration, Department of Transportation.

<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/809403>

(This report has detailed tabulations of the extent of alcohol involvement from 1982 to 2000 using estimates generated with both the old and new methods. Alcohol Involvement is reported according to various categories of interest (age, sex, time of day, day of week, etc.)

Rubin, D.B., Schafer, J.L., and Subramanian, R. (1998) *Multiple Imputation of Missing Blood Alcohol Concentration (BAC) values in FARS*, Report DOT-HS-808-816, National Highway Traffic Safety Administration, Department of Transportation.

<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/808816>

(This report presents an in-depth technical view of the Multiple Imputation process and its implementation in the FARS. Detailed specifications of the statistical models used to estimate missing BACs are provided. Examples are also given of how the new data can be analyzed and used in models.)

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Alcohol Test Result**MAPPING OF BAC VALUES**

In 2015, the Alcohol Test Results element changed from a 2-digit field to a 3-digit field. Prior to 2015, the 3rd digit was truncated – not rounded. The following table shows the translation for the 3-digit 2015 BAC values to the previously reported 2-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 |

Alcohol Test Result (continued)

| 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 | Unknown BAC | Not Tested | |
| Test Refused | 95 | - | - | - | - | | | |
| None Given | 96 | 96 | 96 | 96 | 996 | | | |
| AC Test Performed, Results Unknown | 97 | 97 | 97 | 97 | 997 | | | |
| Unknown if Tested / Not Reported | 99 | 99 | 99 | 99 | 999 | Unknown if Tested | Tested, with Unknown Results | |
| Not Reported | - | - | - | 95 | 995 | | | |

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Ejection

| NHTSA'S 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- Later | |
| Occupants | | | | | | |
| Driver of a motor vehicle in-transport | 1 | 1 | 1 | 1 | 1 | Driver |
| Passenger of a motor vehicle in-transport | 2 | 2 | 2 | 2 | 2 | Passenger |
| Unknown occupant type of a motor vehicle in-transport ⁽¹⁾ | 9 | 9 | 9 | 9 | 9 | |
| Non-occupants | | | | | | |
| Occupant of a motor vehicle not in-transport ⁽²⁾ | - | 3 | 3 | 3 | 3 | Other non-occupant |
| Occupant of a non-motor vehicle transport device ⁽³⁾ | 5 | 4 | 4 | 4 | 4 | |
| Pedestrian | 3 | 5 | 5 | 5 | 5 | Pedestrian |
| Bicyclist | 4 | 6 | 6 | 6 | 6 | Pedalcyclist |
| Other cyclist | | 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 | |
| Unknown type of non-occupant | - | - | 19 | 19 | 19 | Unknown non-occupant type |
| Unknown | | | | | | |
| Unknown person type ⁽⁷⁾ | - | - | 99 | - | - | Unknown person type |
| Not Reported* | - | - | - | - | 88 (2010) | |

*Not reported was introduced in 2010 although none appeared on the file in 2010. This attribute was deleted in 2011.

Person Type (continued)

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 persons 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 “03.”
- (6) Prior to 2007, code “08” included persons in buildings. For persons 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.

[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 | | | | | | | Classifi- cation |
|---|--------------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------------|
| | 1975- 1990 | 1991- 1993 | 1994- 2007 | 2008- 2009 | 2010- 2012 | 2013- 2016 | 2017- 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 | |
| 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 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Used |
| 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 | |
| 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 | |

Restraint Use (continued)

| FARS Description | Data Year and Code | | | | | | | Classification |
|---|--------------------|------------|-----------|-----------|-----------|-----------|------------|------------------|
| | 1975-1990 | 1991-1993 | 1994-2007 | 2008-2009 | 2010-2012 | 2013-2016 | 2017-Later | |
| | (MAN_REST) | (REST_USE) | | | | | | |
| Restraint Used - Type Unknown or Other Including Other Helmet | 8 | 8 | 8 | 8 | 8 | 8 | 8 | Used (continued) |
| Safety Belt Used Improperly | - | | 13 | 13 | - | - | - | |
| Child Safety Seat/Booster Seat Used Improperly | - | | 14 | 14 | - | - | - | |
| Other | - | | - | - | 97 | 97 | 97 | |
| Unknown if Used / Reported as Unknown (since 2018) | 9 | 9 | 99 | 99 | 99 | 99 | 99 | Unknown |
| Unknown if Helmet Worn | | | | | | 29 | 29 | |
| Not Reported | | | | | 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 of 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](#).

[Return](#)

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-Later | |
| | (MAN_REST) | (REST_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 | |
| 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 | |
| No Helmet | - | - | - | - | 17 | 17 | 17 | |
| 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 | |

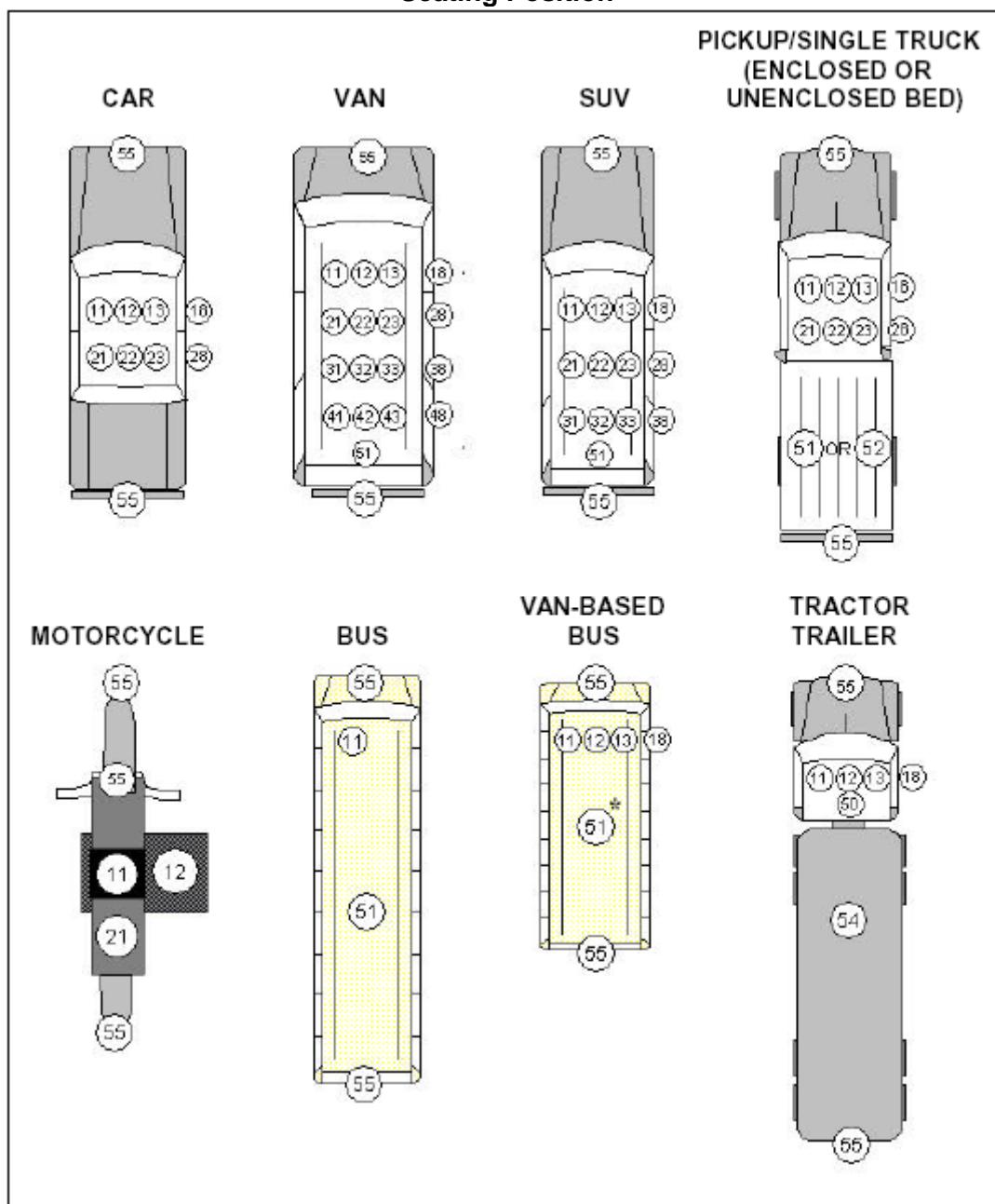
Helmet Use (continued)

| FARS Description | Data Year and Code | | | | | | | Classification |
|---|--------------------|------------|-----------|-----------|--------------------------|---------------------------|---------------------------|----------------|
| | 1975-1990 | 1991-1993 | 1994-2007 | 2008-2009 | 2010-2012 | 2013-2016 | 2017-Later | |
| | (MAN_REST) | (REST_USE) | | | | | | |
| Motorcycle Helmet | 5 | 5 | 5 | 5 | - | - | - | Helmeted |
| DOT-Compliant Motorcycle Helmet | - | - | - | - | 5 and *REST_MIS =0 | 5 and *REST_MIS =0 | 5 and *REST_MIS =0 | |
| Other/Unknown Helmet | - | - | - | - | 16 and *REST_MIS =0 | (16, 19) and *REST_MIS =0 | (16, 19) and *REST_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 | |
| Unknown if Helmet Worn | - | - | - | - | - | 29 | 29 | |
| Not Reported | - | - | - | - | 98 | 98 | 98 | |

Seating Position

Starting in 2003 Person Level Forms are submitted for uninjured occupants of van-based buses.

1982-Later

Seating Position

* For van-based buses, use the actual seating position if known, or use data element 51 for the second, third, and fourth rows, if actual seating position is not known.

[Return](#)

Appendix E:**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 (V12. 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 which year the first change was made. The letter "C" indicates the year the second change was made, and so on.

Accident Data Set

| Year | ALIGNMNT | ARR_HOUR | ARR_MIN | C_M_ZONE | CF1, CF2, CF3 | CITY | CL_TWAY | COUNTY | DAY | DAY_WEEK | DRUNK_DR | FATALS | FED_AID | FUNC_SYS |
|------|----------|----------|---------|----------|---------------------|------|---------|--------|-----|----------|----------|--------|---------|----------|
| 1975 | A | A | A | - | A | A | A | A | A | A | A | A | - | - |
| 1976 | A | A | A | - | A | A | A | A | A | A | A | A | - | - |
| 1977 | A | A | A | - | A | A | A | A | A | A | A | A | - | - |
| 1978 | A | A | A | - | A | A | A | A | A | A | A | A | - | - |
| 1979 | A | A | A | - | B | A | A | A | A | A | A | A | - | - |
| 1980 | A | A | A | A | B | A | A | A | A | A | A | A | - | - |
| 1981 | A | A | A | B | A | - | 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 | A | B |
| 1988 | A | A | A | B | E | A | - | A | A | A | A | A | A | B |
| 1989 | A | A | A | B | F | A | - | A | A | A | A | A | A | B |
| 1990 | A | A | A | B | F | A | - | A | A | A | A | A | A | B |
| 1991 | A | A | A | B | F | A | - | A | A | A | A | A | A | B |
| 1992 | A | A | A | B | F | A | - | A | A | A | A | A | A | B |
| 1993 | A | A | A | B | F | A | - | A | A | A | A | A | A | B |
| 1994 | A | A | A | B | G | A | - | A | A | A | A | A | A | - |
| 1995 | A | A | A | B | H | A | - | A | A | A | A | A | A | - |
| 1996 | A | A | A | B | H | A | - | A | A | A | A | A | A | - |
| 1997 | A | A | A | B | H | A | - | A | A | A | A | A | A | - |
| 1998 | A | A | A | B | H | A | - | A | A | A | A | A | A | - |
| 1999 | A | B | B | B | I | A | - | A | A | A | A | A | A | - |
| 2000 | A | B | B | B | I | A | - | A | A | A | A | A | A | - |
| 2001 | A | B | B | B | I | A | - | A | A | A | A | A | A | - |
| 2002 | A | B | B | B | J | A | - | A | A | A | A | A | A | - |
| 2003 | A | B | B | B | J | A | - | A | A | A | A | A | A | - |
| 2004 | A | B | B | B | J | A | - | A | A | A | A | A | A | - |
| 2005 | A | B | B | B | K | A | - | A | A | A | A | A | A | - |
| 2006 | A | B | B | B | L | A | - | A | A | A | A | A | A | - |
| 2007 | A | B | B | B | L | A | - | A | A | A | A | A | A | - |
| 2008 | A | B | B | B | M | A | - | A | A | A | A | A | A | - |
| 2009 | A | C | C | - | M | A | - | 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 |

Accident Data Set (*continued*)

| Year | HARM_EV | HIT_RUN | HOSP_HR | HOSP_MIN | HOUR | LAND_USE | LATTITUDE | LGT_COND | LONGTUD | MAN_COLL | MILEPT | MINUTE | MONTH | NHS | NO_LANES | |
|------|---------|---------|---------|----------|------|----------|-----------|----------|---------|----------|--------|--------|-------|-----|----------|---|
| 1975 | 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 | 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 | O | - | C | C | C | - | B | D | B | E | B | C | B | A | - | |

Accident Data Set (*continued*)

| Year | NOT_HOUR | NOT_MIN | PAVE_TYP | PEDS | PERMVIT | PERNMVIT | PERSONS | PROFILE | PVH_INVL | RAIL | RD_OWNER | 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 | - | F | - | - | 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 |

Accident Data Set (*continued*)

| Year | ROAD_FLO | ROAD_FNC | ROUTE | RUR_URB | SCH_BUS | SP_JUR | SP_LIMIT | ST_CASE | STATE | SUR_COND | T_CONT_F | TA_1_CL | TRA_CONT | TRAF_FLO | TWAY_FLO |
|------|----------|----------|-------|---------|---------|--------|----------|---------|-------|----------|----------|---------|----------|----------|----------|
| 1975 | A | - | - | - | - | A | A | A | A | A | - | - | A | - | - |
| 1976 | A | - | - | - | - | B | A | A | A | A | - | - | A | - | - |
| 1977 | A | - | - | - | A | C | B | A | A | A | - | - | A | - | - |
| 1978 | A | - | - | - | A | C | B | A | A | A | - | A | A | - | - |
| 1979 | A | - | - | - | A | C | C | A | A | A | - | A | A | - | - |
| 1980 | A | - | - | - | A | C | D | A | A | A | - | A | A | - | - |
| 1981 | A | A | - | - | A | C | D | A | A | A | - | A | A | - | - |
| 1982 | - | A | - | - | A | C | D | A | A | A | 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 | - | - | - | - | - | - |

Accident Data Set (*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 |

Vehicle Data Set

| Year | ACC_TYPE | AVOID | AXLES | BODY_TYP | BUS_USE | CARBUR | CARGO_BT | CDL_STAT | CHAS_TR | CYLINDER | D_VISION1, D_VISION2, D_VISION3 | DEATHS | DEFORMED | DISPLACE |
|------|----------|-------|-------|----------|---------|--------|----------|----------|---------|----------|---------------------------------------|--------|----------|----------|
| 1975 | - | - | - | A | - | - | - | - | A | - | - | A | - | - |
| 1976 | - | - | - | A | - | - | - | - | A | - | - | A | - | - |
| 1977 | - | - | - | A | - | - | - | - | A | - | - | A | - | - |
| 1978 | - | - | - | A | - | - | - | - | A | - | - | A | A | - |
| 1979 | - | - | - | A | - | - | - | - | A | - | - | A | A | - |
| 1980 | - | - | - | B | - | - | - | - | A | - | - | A | A | - |
| 1981 | - | - | - | B | - | - | - | - | A | - | - | A | A | - |
| 1982 | - | - | - | C | - | - | - | - | - | - | - | A | A | - |
| 1983 | - | - | - | C | - | - | - | - | - | - | - | A | A | - |
| 1984 | - | - | - | C | - | - | - | - | - | - | - | A | A | - |
| 1985 | - | - | - | C | - | - | - | - | - | - | - | A | A | - |
| 1986 | - | - | - | C | - | - | - | - | - | - | - | A | A | - |
| 1987 | - | - | - | C | - | - | - | - | - | - | - | A | A | - |
| 1988 | - | - | - | C | - | - | - | - | - | - | - | A | A | - |
| 1989 | - | - | - | C | - | - | - | - | - | - | - | A | A | - |
| 1990 | - | - | - | C | - | - | - | - | - | - | - | A | A | - |
| 1991 | - | A | A | D | - | - | A | A | - | - | - | A | A | - |
| 1992 | - | A | A | D | - | - | A | A | - | - | - | A | A | - |
| 1993 | - | A | A | E | - | - | A | B | - | - | - | A | A | - |
| 1994 | - | A | A | F | - | - | A | B | - | - | - | A | A | - |
| 1995 | - | A | B | F | - | - | B | B | - | - | - | A | A | - |
| 1996 | - | A | B | F | - | - | B | B | - | - | - | A | A | - |
| 1997 | - | A | B | G | - | - | B | B | - | - | - | A | A | - |
| 1998 | - | A | B | H | - | - | B | B | - | - | - | A | A | - |
| 1999 | - | A | B | H | - | - | B | B | - | - | - | A | A | - |
| 2000 | A | B | H | - | | | B | B | - | | | A | A | |
| 2001 | - | A | B | I | A | - | C | B | - | - | - | A | A | - |
| 2002 | - | A | B | I | A | - | C | B | - | - | - | A | A | - |
| 2003 | - | A | B | J | A | - | C | B | - | - | - | A | A | - |
| 2004 | - | A | B | K | A | - | C | B | - | - | - | A | A | - |
| 2005 | - | A | B | K | A | - | C | B | - | - | - | A | A | - |
| 2006 | - | A | B | K | A | - | C | B | - | - | - | A | A | - |
| 2007 | - | A | B | K | A | - | D | B | - | - | - | A | A | - |
| 2008 | - | A | - | L | A | - | D | B | - | - | - | A | A | - |
| 2009 | - | A | - | L | A | - | E | B | - | - | A | A | B | - |
| 2010 | A | - | - | M | B | - | F | C | - | - | - | A | C | - |
| 2011 | A | - | - | N | B | A | F | D | - | A | - | A | C | A |
| 2012 | A | - | - | O | B | A | F | E | - | A | - | A | C | A |
| 2013 | B | - | - | P | B | - | G | E | - | - | - | A | C | - |
| 2014 | B | - | - | P | B | - | G | E | - | - | - | A | C | - |
| 2015 | B | - | - | P | B | - | G | E | - | - | - | A | C | - |
| 2016 | B | - | - | P | B | - | G | E | - | - | - | A | C | - |
| 2017 | B | - | - | Q | B | - | G | E | - | - | - | A | C | - |
| 2018 | B | - | - | R | B | - | G | E | - | - | - | A | C | - |

Vehicle Data Set (*continued*)

| Year | DR_CF1, DR_CF2, DR_CF3 | DR_CF4 | DR_DRINK | DR_HGT | DR_PRES | DR_SF1 – DR_SF4 | DR_TRAIN | DR_WGT | DR_ZIP | EMER_USE | FIRE_EXP | FIRST_MO | FIRST_YR |
|------|------------------------------|--------|----------|--------|---------|--------------------|----------|--------|--------|----------|----------|----------|----------|
| 1975 | A | - | A | - | A | - | A | - | - | - | A | A | A |
| 1976 | A | - | A | - | A | - | A | - | - | - | A | A | A |
| 1977 | A | - | A | - | B | - | A | - | - | A | A | A | A |
| 1978 | B | - | A | - | B | - | A | - | - | A | A | A | A |
| 1979 | C | - | A | - | B | - | A | - | - | A | A | A | A |
| 1980 | C | - | A | - | B | - | A | - | - | A | A | A | A |
| 1981 | C | - | A | - | B | - | A | - | - | A | A | A | A |
| 1982 | D | - | B | - | B | - | A | - | - | A | A | A | A |
| 1983 | D | - | B | - | B | - | A | - | - | A | A | A | A |
| 1984 | D | - | B | - | B | - | A | - | - | A | A | A | A |
| 1985 | D | - | B | - | B | - | A | - | - | A | A | A | A |
| 1986 | E | - | B | - | B | - | A | - | - | A | A | A | A |
| 1987 | E | - | B | - | B | - | - | - | A | A | A | A | A |
| 1988 | E | - | B | - | B | - | - | - | A | A | A | A | A |
| 1989 | E | - | B | - | B | - | - | - | A | A | A | A | A |
| 1990 | E | - | B | - | B | - | - | - | A | A | A | A | A |
| 1991 | F | - | B | - | B | - | - | - | A | A | A | A | A |
| 1992 | F | - | B | - | B | - | - | - | A | A | A | A | A |
| 1993 | F | - | B | - | B | - | - | - | A | A | A | A | A |
| 1994 | G | - | B | - | B | - | - | - | A | A | A | A | A |
| 1995 | H | - | B | - | B | - | - | - | A | A | A | A | A |
| 1996 | H | - | B | - | B | - | - | - | A | A | A | A | A |
| 1997 | H | A | B | - | B | - | - | - | A | A | A | A | A |
| 1998 | I | S | B | A | B | - | - | A | A | A | A | A | B |
| 1999 | I | S | B | A | B | - | - | A | A | A | A | A | B |
| 2000 | J | C | B | A | B | - | - | A | A | A | A | A | B |
| 2001 | K | D | B | A | B | - | - | A | A | A | A | A | B |
| 2002 | L | E | B | A | B | - | - | A | A | A | A | A | B |
| 2003 | M | F | B | A | B | - | - | A | A | A | A | A | B |
| 2004 | N | G | B | A | B | - | - | A | A | A | A | A | B |
| 2005 | O | H | B | A | C | - | - | A | A | A | A | A | B |
| 2006 | P | I | B | A | C | - | - | A | A | A | A | A | B |
| 2007 | P | I | B | A | C | - | - | A | A | A | A | A | B |
| 2008 | Q | J | B | A | D | - | - | A | A | A | B | A | B |
| 2009 | R | K | B | B | E | - | - | A | A | A | C | A | B |
| 2010 | - | - | B | C | E | A | - | A | A | B | C | A | B |
| 2011 | - | - | B | D | E | A | - | B | B | B | C | B | C |
| 2012 | - | - | B | D | E | B | - | B | B | B | C | B | C |
| 2013 | - | - | B | D | E | B | - | B | B | C | C | B | C |
| 2014 | - | - | B | D | E | C | - | B | B | D | C | B | C |
| 2015 | - | - | B | D | E | D | - | B | B | D | C | C | D |
| 2016 | - | - | B | D | E | D | - | B | B | D | C | C | D |
| 2017 | - | - | B | D | E | E | - | B | B | D | C | C | D |
| 2018 | - | - | B | D | E | F | - | B | B | D | C | C | D |

Vehicle Data Set (*continued*)

| Year | FLDCD_TR | FUELCODE | GWVR | HAZ_CARG | HAZ_CNO | HAZ_ID | HAZ_INV | HAZ_PLAC | HAZ_REL | HIT_RUN | IMPACT1 | IMPACT2 | IMPACTS | J_KNIFE |
|------|----------|----------|------|----------|---------|--------|---------|----------|---------|---------|---------|---------|---------|---------|
| 1975 | A | - | - | - | - | - | - | - | - | A | A | A | A | - |
| 1976 | A | - | - | - | - | - | - | - | - | A | A | A | A | - |
| 1977 | A | - | - | - | - | - | - | - | - | B | A | A | A | - |
| 1978 | A | - | - | - | - | - | - | - | - | B | A | A | A | - |
| 1979 | A | - | - | - | - | - | - | - | - | B | A | A | A | |
| 1980 | A | - | - | - | - | - | - | - | - | B | B | B | A | A |
| 1981 | A | - | - | - | - | - | - | - | - | B | B | B | A | A |
| 1982 | A | - | - | A | - | - | - | - | - | C | C | C | A | B |
| 1983 | A | - | - | A | - | - | - | - | - | C | C | C | A | B |
| 1984 | A | - | - | A | - | - | - | - | - | C | C | C | A | B |
| 1985 | A | - | - | A | - | - | - | - | - | C | C | C | A | B |
| 1986 | A | - | - | A | - | - | - | - | - | C | C | C | A | B |
| 1987 | A | - | - | A | - | - | - | - | - | C | C | C | A | B |
| 1988 | A | - | - | A | - | - | - | - | - | C | C | C | A | B |
| 1989 | A | - | - | A | - | - | - | - | - | C | C | C | A | B |
| 1990 | A | - | - | A | - | - | - | - | - | C | C | C | A | B |
| 1991 | A | - | - | B | - | - | - | - | - | C | C | C | A | B |
| 1992 | A | - | - | B | - | - | - | - | - | C | C | C | A | B |
| 1993 | A | - | - | B | - | - | - | - | - | C | C | C | A | B |
| 1994 | A | - | - | B | - | - | - | - | - | C | D | D | A | B |
| 1995 | A | - | - | B | - | - | - | - | - | C | D | D | A | B |
| 1996 | A | - | - | B | - | - | - | - | - | C | D | D | A | B |
| 1997 | A | - | - | B | - | - | - | - | - | C | D | D | A | B |
| 1998 | A | - | - | B | - | - | - | - | - | C | D | D | A | B |
| 1999 | A | - | - | B | - | - | - | - | - | C | D | D | A | B |
| 2000 | A | - | - | B | - | - | - | - | - | C | D | D | A | B |
| 2001 | A | - | A | B | - | - | - | - | - | C | D | D | A | B |
| 2002 | A | - | B | B | - | - | - | - | - | D | D | D | A | B |
| 2003 | A | - | B | B | - | - | - | - | - | E | D | D | A | B |
| 2004 | A | - | B | B | - | - | - | - | - | F | E | E | A | B |
| 2005 | A | - | B | B | - | - | - | - | - | G | E | E | A | B |
| 2006 | A | - | B | B | - | - | - | - | - | G | E | E | A | B |
| 2007 | A | - | B | - | A | A | A | A | A | H | E | E | A | B |
| 2008 | A | - | B | - | B | A | A | A | A | H | E | E | A | B |
| 2009 | A | - | B | - | B | A | A | A | A | I | E | E | A | B |
| 2010 | - | A | B | - | B | A | A | A | A | J | F | F | - | B |
| 2011 | - | A | B | - | B | A | A | A | A | J | F | F | - | B |
| 2012 | - | A | B | - | B | A | A | A | A | K | G | - | - | B |
| 2013 | - | - | B | - | B | A | A | A | A | K | H | - | - | B |
| 2014 | - | - | B | - | B | A | A | A | A | K | H | - | - | B |
| 2015 | - | - | B | - | B | A | A | A | A | K | H | - | - | B |
| 2016 | - | - | B | - | B | A | A | A | A | K | H | - | - | B |
| 2017 | - | - | B | - | B | A | A | A | A | K | I | - | - | B |
| 2018 | - | - | B | - | B | A | A | A | A | K | I | - | - | B |

Vehicle Data Set (*continued*)

| Year | L_CL_VEH | L_COMPL | L_ENDORS | L_RESTRI | L_STATE | L_STATUS | L_TYPE | LAST_MO | LAST_YR | M_HARM | MAK_MOD | MAKE | MCARR_I1, MCARR_I2 | MCARR_ID |
|------|----------|---------|----------|----------|---------|----------|--------|---------|---------|--------|---------|------|-----------------------|----------|
| 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 | A | - | - |
| 1980 | - | - | - | A | A | A | - | A | A | A | A | A | - | - |
| 1981 | - | - | - | A | A | A | - | A | A | A | A | A | - | - |
| 1982 | A | - | - | A | A | B | - | A | A | B | B | B | - | - |
| 1983 | A | - | - | A | A | B | - | A | A | B | B | B | - | - |
| 1984 | A | - | - | A | A | B | - | A | A | B | B | B | - | - |
| 1985 | A | - | - | A | A | B | - | A | A | B | B | B | - | - |
| 1986 | A | - | - | A | A | B | - | A | A | B | B | B | - | - |
| 1987 | - | A | - | A | A | C | - | A | A | B | C | C | - | - |
| 1988 | - | A | - | A | A | C | - | A | A | B | C | D | - | - |
| 1989 | - | A | - | A | A | C | - | A | A | B | C | D | - | - |
| 1990 | - | A | - | A | A | C | - | A | A | B | C | D | - | - |
| 1991 | - | A | A | A | A | C | - | A | A | B | D | E | - | - |
| 1992 | - | A | A | A | A | C | - | A | A | B | D | E | - | - |
| 1993 | - | B | A | A | A | D | - | A | A | C | D | E | - | - |
| 1994 | - | B | A | A | A | D | - | A | A | D | D | E | - | - |
| 1995 | - | B | A | A | A | D | - | A | A | D | D | E | - | - |
| 1996 | - | B | A | A | A | D | - | A | A | D | D | E | - | - |
| 1997 | - | B | A | A | A | D | - | A | A | E | D | E | - | - |
| 1998 | - | B | A | A | A | D | - | A | B | F | D | E | - | A |
| 1999 | - | B | A | A | A | D | - | A | B | F | D | E | - | A |
| 2000 | - | B | A | A | A | D | - | A | B | F | D | E | - | A |
| 2001 | - | B | A | A | A | D | - | A | B | F | D | E | - | A |
| 2002 | - | B | A | A | A | D | - | A | B | F | D | E | - | A |
| 2003 | B | A | A | A | D | - | A | B | F | D | E | - | A | |
| 2004 | B | A | A | B | E | A | A | B | G | D | E | - | A | |
| 2005 | - | B | A | A | B | E | A | A | B | H | D | E | - | A |
| 2006 | - | B | A | A | B | E | A | A | B | H | D | E | - | A |
| 2007 | - | B | A | A | C | E | A | A | B | H | D | E | A | A |
| 2008 | - | B | A | A | C | E | A | A | B | I | D | E | A | A |
| 2009 | - | B | A | A | D | E | A | A | B | J | D | E | A | A |
| 2010 | - | C | B | B | E | F | A | A | B | K | D | F | B | B |
| 2011 | - | D | C | C | E | G | B | B | C | L | D | G | B | B |
| 2012 | - | E | D | D | E | G | B | B | C | M | D | H | B | B |
| 2013 | - | E | D | D | E | G | B | B | C | N | D | I | B | B |
| 2014 | - | E | D | D | E | G | B | B | C | N | D | I | B | B |
| 2015 | - | E | D | D | E | G | B | C | D | N | D | I | B | B |
| 2016 | - | E | D | D | E | G | B | C | D | O | D | I | B | B |
| 2017 | - | E | D | D | E | G | B | C | D | P | E | I | B | B |
| 2018 | - | E | D | D | F | G | B | C | D | P | E | I | B | B |

Vehicle Data Set (*continued*)

| Year | MCYCL_CY | MCYCL_DS | MCYCL_TY | MCYCL_WT | MOD_YEAR | MODEL | NUMOCCS | OCCUPANTS | OWNER | P_CRASH1 | P_CRASH2 | P_CRASH3 | PCRASH4 | PCRASH5 |
|------|----------|----------|----------|----------|----------|-------|---------|-----------|-------|----------|----------|----------|---------|---------|
| 1975 | - | A | A | - | A | A | - | A | - | - | - | - | - | - |
| 1976 | - | A | 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 | B | - | A | - | - | - | - | - | - |
| 1983 | - | A | - | - | A | B | - | A | - | - | - | - | - | - |
| 1984 | - | A | - | - | A | B | - | A | - | - | - | - | - | - |
| 1985 | - | A | - | - | A | B | - | A | - | - | - | - | - | - |
| 1986 | - | A | - | - | A | B | - | A | - | - | - | - | - | - |
| 1987 | - | A | - | - | A | C | - | A | - | - | - | - | - | - |
| 1988 | - | A | - | - | A | C | - | A | - | - | - | - | - | - |
| 1989 | - | A | - | - | A | C | - | A | - | - | - | - | - | - |
| 1990 | - | A | - | - | A | C | - | A | - | - | - | - | - | - |
| 1991 | - | A | - | - | A | D | - | A | A | - | - | - | - | - |
| 1992 | - | A | - | - | A | D | - | A | A | - | - | - | - | - |
| 1993 | - | A | - | - | A | D | - | A | A | - | - | - | - | - |
| 1994 | - | A | - | - | A | D | - | A | A | - | - | - | - | - |
| 1995 | - | A | - | - | A | D | - | A | A | - | - | - | - | - |
| 1996 | - | A | - | - | A | D | - | A | A | - | - | - | - | - |
| 1997 | - | A | - | - | A | D | - | A | A | - | - | - | - | - |
| 1998 | - | A | - | - | B | D | - | A | A | - | - | - | - | - |
| 1999 | - | A | - | - | B | D | - | A | A | - | - | - | - | - |
| 2000 | A | - | | B | D | - | A | A | - | - | - | - | - | - |
| 2001 | - | A | - | - | B | D | - | A | A | - | - | - | - | - |
| 2002 | - | A | - | - | B | D | - | A | A | - | - | - | - | - |
| 2003 | - | A | - | - | B | D | - | A | A | - | - | - | - | - |
| 2004 | - | A | - | - | B | D | - | A | A | - | - | - | - | - |
| 2005 | - | A | - | - | B | D | - | A | A | - | - | - | - | - |
| 2006 | - | A | - | - | B | D | - | A | A | - | - | - | - | - |
| 2007 | - | A | - | - | B | D | - | A | A | - | - | - | - | - |
| 2008 | - | A | - | - | B | D | - | A | B | - | - | - | - | - |
| 2009 | - | A | - | - | B | D | A | - | B | - | - | - | - | - |
| 2010 | - | A | - | - | C | D | A | - | B | A | A | A | A | A |
| 2011 | A | A | - | A | C | D | A | - | B | B | B | A | A | A |
| 2012 | A | A | - | A | C | D | A | - | B | B | B | A | A | A |
| 2013 | - | - | - | - | C | D | A | - | B | C | B | B | B | B |
| 2014 | - | - | - | - | C | D | A | - | B | C | B | B | B | B |
| 2015 | - | - | - | - | C | D | A | - | B | C | C | B | B | B |
| 2016 | - | - | - | - | C | D | B | - | B | C | D | C | B | B |
| 2017 | - | - | - | - | C | E | B | - | B | C | D | C | B | B |
| 2018 | - | - | - | - | C | E | B | - | B | C | D | C | B | B |

Vehicle Data Set (*continued*)

| Year | 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 | A |
| 1976 | A | A | A | A | A | - | A | - | - | - | A | A |
| 1977 | A | A | A | A | A | - | A | - | - | - | A | A |
| 1978 | A | A | A | A | A | - | A | - | A | - | A | A |
| 1979 | A | A | A | A | A | - | A | - | A | - | A | A |
| 1980 | A | A | A | A | A | - | A | - | A | - | A | A |
| 1981 | A | A | A | A | A | - | A | - | A | - | A | A |
| 1982 | A | A | A | A | A | - | A | - | A | - | A | A |
| 1983 | A | A | A | A | A | - | A | - | A | - | A | A |
| 1984 | A | A | A | A | A | - | A | - | A | - | A | A |
| 1985 | A | A | A | A | A | - | A | - | A | - | A | A |
| 1986 | A | A | A | A | A | - | A | - | A | - | A | A |
| 1987 | A | A | A | A | A | - | A | - | A | - | A | A |
| 1988 | A | A | A | A | A | - | A | - | A | - | A | A |
| 1989 | A | A | A | A | A | - | A | - | A | - | A | A |
| 1990 | A | A | A | A | A | - | A | - | A | - | A | A |
| 1991 | A | A | A | A | A | - | A | - | A | - | A | A |
| 1992 | A | A | A | A | A | - | A | - | A | - | A | A |
| 1993 | A | A | A | A | A | - | A | - | A | - | A | A |
| 1994 | B | B | B | B | B | - | A | - | A | - | A | A |
| 1995 | B | B | B | B | B | - | A | - | A | - | A | A |
| 1996 | B | B | B | B | B | - | A | - | A | - | A | A |
| 1997 | B | B | B | B | B | - | B | - | A | - | A | A |
| 1998 | B | B | B | B | B | - | B | - | A | - | A | A |
| 1999 | B | B | B | B | B | - | B | - | A | - | A | A |
| 2000 | B | B | B | B | B | - | B | - | A | - | A | A |
| 2001 | B | B | B | B | B | - | B | - | A | - | A | A |
| 2002 | B | B | B | B | B | - | B | - | A | - | A | A |
| 2003 | B | B | B | B | B | - | B | - | A | - | A | A |
| 2004 | B | B | B | B | B | - | C | - | A | A | A | A |
| 2005 | B | B | B | B | B | - | C | - | A | B | A | A |
| 2006 | B | B | B | B | B | - | C | - | A | B | A | A |
| 2007 | B | B | B | B | B | - | C | - | A | B | A | A |
| 2008 | B | B | B | B | B | - | D | - | A | C | A | A |
| 2009 | B | B | B | B | B | - | D | A | B | C | A | B |
| 2010 | B | B | B | B | B | - | E | A | B | - | A | C |
| 2011 | C | C | C | C | C | - | E | B | B | - | A | C |
| 2012 | C | C | C | C | C | - | E | B | B | - | A | D |
| 2013 | C | C | C | C | C | - | E | B | B | - | - | E |
| 2014 | C | C | C | C | C | - | E | B | B | - | - | E |
| 2015 | D | D | D | D | D | - | E | B | B | - | - | E |
| 2016 | D | D | D | D | D | - | E | B | B | - | - | E |
| 2017 | D | D | D | D | D | - | F | B | B | - | - | E |
| 2018 | D | D | D | D | - | A | F | B | B | - | - | E |

Vehicle Data Set (*continued*)

| Year | SPEEDREL | TIRE_SIZE | TON_RAT | TOW_VEH | TOWAWAY | TOWED | TRAV_SP | TRK_WT | TRLR1VIN, TRLR2VIN, TRLR3VIN | UNDERIDE | UNITTYPE | V_CONFIG | VALIGN |
|------|----------|-----------|---------|---------|---------|-------|---------|--------|------------------------------------|----------|----------|----------|--------|
| 1975 | - | - | - | A | A | - | A | - | - | - | - | - | - |
| 1976 | - | - | - | A | B | - | A | - | - | - | - | - | - |
| 1977 | - | - | - | A | B | - | A | - | - | - | - | - | - |
| 1978 | - | - | - | A | B | - | A | - | - | - | - | - | - |
| 1979 | - | - | - | A | B | - | A | - | - | - | - | - | - |
| 1980 | - | - | - | A | B | - | - | - | - | - | - | - | - |
| 1981 | - | - | - | A | B | - | - | - | - | - | - | - | - |
| 1982 | - | - | - | B | B | - | A | - | - | - | - | - | - |
| 1983 | - | - | - | C | B | - | A | - | - | - | - | - | - |
| 1984 | - | - | - | C | B | - | A | - | - | - | - | - | - |
| 1985 | - | - | - | C | B | - | A | - | - | - | - | - | - |
| 1986 | - | - | - | C | B | - | A | - | - | - | - | - | - |
| 1987 | - | - | - | C | B | - | A | - | - | - | - | - | - |
| 1988 | - | - | - | C | B | - | A | - | - | - | - | - | - |
| 1989 | - | - | - | C | B | - | A | - | - | - | - | - | - |
| 1990 | - | - | - | C | B | - | A | - | - | - | - | - | - |
| 1991 | - | - | - | C | B | - | A | - | - | - | - | A | - |
| 1992 | - | - | - | C | B | - | A | - | - | - | - | A | - |
| 1993 | - | - | - | C | B | - | A | - | - | - | - | A | - |
| 1994 | - | - | - | C | B | - | A | - | - | A | - | A | - |
| 1995 | - | - | - | C | B | - | A | - | - | A | - | B | - |
| 1996 | - | - | - | C | B | - | A | - | - | A | - | B | - |
| 1997 | - | - | - | C | B | - | A | - | - | A | - | B | - |
| 1998 | - | - | - | C | B | - | A | - | - | A | - | B | - |
| 1999 | - | - | - | C | B | - | A | - | - | A | - | B | - |
| 2000 | - | - | - | C | B | - | A | - | - | A | - | B | - |
| 2001 | - | - | - | C | B | - | A | - | - | A | - | C | - |
| 2002 | - | - | - | C | B | - | A | - | - | A | - | C | - |
| 2003 | - | - | - | C | B | - | A | - | - | A | - | C | - |
| 2004 | - | - | - | D | B | - | A | - | - | A | - | C | - |
| 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 |

Vehicle Data Set (*continued*)

| Year | VEH_CF1, VEH_CF2 | VEH_MAN | VEH_NO | VEH_SC1, VEH_SC2 | VIN | VIN_1 - VIN_10 | VIN_11 - VIN_12 | VIN_BT | VIN_LNGT | VIN_REST | VIN_WGT | VINA_MOD | VINMAKE | VINMODYR |
|------|---------------------|---------|--------|---------------------|-----|-------------------|--------------------|--------|----------|----------|---------|----------|---------|----------|
| 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 | B | A | A | - | A | A | - | A | A | - | A | A | - | - |
| 1983 | B | A | A | - | A | A | - | A | A | - | A | A | - | - |
| 1984 | B | A | A | - | A | A | - | A | A | - | A | A | - | - |
| 1985 | B | A | A | - | A | A | - | A | A | - | A | A | - | - |
| 1986 | B | A | A | - | A | A | - | A | A | - | A | A | - | - |
| 1987 | B | A | A | - | A | A | - | A | A | - | A | A | - | - |
| 1988 | B | A | A | - | A | A | - | A | A | - | A | A | - | - |
| 1989 | B | A | A | - | A | A | - | A | A | - | A | A | - | - |
| 1990 | B | A | A | - | A | A | - | A | A | - | A | A | - | - |
| 1991 | B | A | A | - | A | A | - | A | A | - | A | A | - | - |
| 1992 | B | A | A | - | A | A | - | A | A | - | A | A | - | - |
| 1993 | B | A | A | - | A | A | - | A | A | - | A | A | - | - |
| 1994 | B | A | A | - | B | A | A | A | A | - | A | A | - | - |
| 1995 | C | A | A | - | B | A | A | A | A | - | A | A | - | - |
| 1996 | C | A | A | - | B | A | A | A | A | - | A | A | - | - |
| 1997 | C | A | A | - | B | A | A | A | A | - | A | A | - | - |
| 1998 | D | A | A | - | B | A | A | A | A | - | A | A | - | - |
| 1999 | E | A | A | - | B | A | A | A | A | - | A | A | - | - |
| 2000 | F | A | A | - | B | A | A | A | A | - | A | A | - | - |
| 2001 | G | A | A | - | B | A | A | A | A | - | A | A | - | - |
| 2002 | H | A | A | - | B | A | A | A | A | - | A | A | - | - |
| 2003 | H | A | A | - | B | A | A | A | A | - | A | A | - | - |
| 2004 | I | A | A | - | B | A | A | A | A | - | A | A | - | - |
| 2005 | J | A | A | - | B | A | A | A | A | - | A | A | - | - |
| 2006 | J | A | A | - | B | A | A | A | A | - | A | A | - | - |
| 2007 | K | A | A | - | B | A | A | A | A | - | A | A | - | - |
| 2008 | L | A | A | - | B | A | A | A | A | - | A | A | - | - |
| 2009 | M | A | B | - | C | B | B | A | A | - | A | A | - | - |
| 2010 | - | - | B | A | D | B | B | B | A | - | A | A | A | A |
| 2011 | - | - | B | A | D | B | B | B | A | A | A | A | A | A |
| 2012 | - | - | B | A | D | B | B | B | 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 | - | - | - | - | - | - | - |

Vehicle Data Set (*continued*)

| Year | VINTYPE | VIOL_CHG | VIOLCHG1 | VIOLCHG2 | VIOLCHG3 | VNUM_LAN | VPAVETYP | VPROFILE | VSPD_LIM | VSURCOND | VTCONT_F | VTRAFCON | VTRAFWAY | WGTCDFR | WHLBS_LG | WHLBS_SH | WHLDRWHL |
|------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---------|----------|----------|----------|
| 1975 | - | A | - | - | - | - | - | - | - | - | - | - | A | 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 | A | A | - | |
| 1981 | - | A | - | - | - | - | - | - | - | - | - | - | A | A | A | - | |
| 1982 | - | B | - | - | - | - | - | - | - | - | - | - | A | A | A | - | |
| 1983 | - | B | - | - | - | - | - | - | - | - | - | - | A | A | A | - | |
| 1984 | - | B | - | - | - | - | - | - | - | - | - | - | A | A | A | - | |
| 1985 | - | B | - | - | - | - | - | - | - | - | - | - | A | A | A | - | |
| 1986 | - | B | - | - | - | - | - | - | - | - | - | - | A | A | A | - | |
| 1987 | - | B | - | - | - | - | - | - | - | - | - | - | A | A | A | - | |
| 1988 | - | B | - | - | - | - | - | - | - | - | - | - | A | A | A | - | |
| 1989 | - | B | - | - | - | - | - | - | - | - | - | - | A | A | A | - | |
| 1990 | - | B | - | - | - | - | - | - | - | - | - | - | A | A | A | - | |
| 1991 | - | B | - | - | - | - | - | - | - | - | - | - | A | A | A | - | |
| 1992 | - | B | - | - | - | - | - | - | - | - | - | - | A | A | A | - | |
| 1993 | - | B | - | - | - | - | - | - | - | - | - | - | A | A | A | - | |
| 1994 | - | B | - | - | - | - | - | - | - | - | - | - | A | A | A | - | |
| 1995 | - | B | - | - | - | - | - | - | - | - | - | - | A | A | A | - | |
| 1996 | - | B | - | - | - | - | - | - | - | - | - | - | 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 | A | B | A | A | B | A | A | A | A | A | A | |
| 2012 | A | - | - | A | A | A | B | A | A | B | 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 | - | - | - | - | - | |

Person Data Set

| Year | AGE | ALC_RES | ALC_STATUS | AIR_BAG | ALC_DET | ATST_TYP | AUT_REST | CERT_NO | DEATH_DA | DEATH_HR | DEATH_MN | DEATH_MO | DEATH_TM | DEATH_YR | DOA | 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 | A | B | - | A |
| 1999 | A | B | - | B | A | A | - | A | A | A | A | A | A | A | B | - | A |
| 2000 | A | B | - | B | A | A | - | A | A | A | A | A | A | A | B | - | A |
| 2001 | A | B | - | B | A | B | - | A | A | A | A | A | A | A | B | A | A |
| 2002 | A | B | - | B | A | B | - | A | A | A | A | A | A | A | B | A | A |
| 2003 | A | B | - | B | A | B | - | A | A | A | A | A | A | A | B | A | A |
| 2004 | A | C | - | B | A | C | - | A | A | A | A | A | A | A | B | A | A |
| 2005 | A | C | - | C | A | C | - | A | A | A | A | A | A | A | B | A | A |
| 2006 | A | C | - | C | A | D | - | A | A | A | A | A | A | A | B | A | A |
| 2007 | A | C | - | D | A | D | - | A | A | A | A | A | A | A | B | A | A |
| 2008 | A | C | - | D | A | D | - | A | B | A | A | A | A | A | B | A | A |
| 2009 | B | D | A | E | A | E | - | A | C | B | B | B | B | C | A | A | A |
| 2010 | C | E | B | F | A | F | - | A | C | B | B | C | B | C | A | A | A |
| 2011 | C | E | B | F | A | F | - | A | C | B | B | C | B | C | A | A | A |
| 2012 | C | E | B | F | A | F | - | A | C | B | B | C | B | C | A | A | A |
| 2013 | C | E | B | F | A | F | - | A | C | B | B | C | B | C | A | A | A |
| 2014 | C | E | B | F | A | F | - | A | C | B | B | C | B | C | A | A | A |
| 2015 | C | F | B | F | A | G | - | A | C | B | B | C | B | C | A | A | A |
| 2016 | C | F | B | F | A | G | - | A | C | B | B | C | B | C | C | A | A |
| 2017 | C | F | C | G | A | G | - | A | C | B | B | C | B | C | C | A | A |
| 2018 | C | F | C | G | A | H | - | A | C | B | B | C | B | C | C | A | A |

Person Data Set (*continued*)

| Year | DRUG_DET | DRUG_RES | DRUGRES1, DRUGRES2, DRUGRES3 | DRUGS | DRUGTEST | DRUGTST1, DRUGTST2, DRUGTST3 | DSTATUS | EJ_PATH | EJECTION | EXTRICAT | HISPANIC | HOSPITAL | INJ_SEV | LAG_HRS | LAG_MINS |
|------|----------|----------|------------------------------------|-------|----------|------------------------------------|---------|---------|----------|----------|----------|----------|---------|---------|----------|
| 1975 | - | - | - | - | - | - | - | A | A | - | - | A | A | A | A |
| 1976 | - | - | - | - | - | - | - | 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 |
| 1983 | - | - | - | - | - | - | - | A | A | - | A | A | A | A | A |
| 1984 | - | - | - | - | - | - | - | A | A | - | A | A | A | A | A |
| 1985 | - | - | - | - | - | - | - | A | A | - | A | A | A | A | A |
| 1986 | - | - | - | - | - | - | - | A | A | - | A | A | A | A | A |
| 1987 | - | - | - | - | - | - | - | A | A | - | A | A | A | A | A |
| 1988 | - | - | - | - | - | - | - | A | A | - | A | A | A | A | A |
| 1989 | - | - | - | - | - | - | - | A | A | - | A | A | A | A | A |
| 1990 | - | - | - | - | - | - | - | A | A | - | A | A | A | A | A |
| 1991 | A | A | - | A | A | - | - | A | A | A | - | A | A | A | A |
| 1992 | A | A | - | A | A | - | - | A | A | A | - | A | A | A | A |
| 1993 | A | - | A | A | - | A | - | A | A | A | - | A | A | A | A |
| 1994 | A | - | A | A | - | A | - | A | A | A | - | A | A | A | A |
| 1995 | A | - | A | A | - | A | - | A | A | A | - | A | A | A | A |
| 1996 | A | - | A | A | - | A | - | A | A | A | - | A | A | A | A |
| 1997 | A | - | A | A | - | A | - | A | A | A | - | A | A | A | A |
| 1998 | A | - | A | A | - | A | - | A | A | A | - | A | A | A | A |
| 1999 | A | - | A | A | - | A | - | A | A | A | A | B | A | A | A |
| 2000 | A | - | A | A | - | A | - | A | A | A | B | B | A | A | A |
| 2001 | A | - | A | A | - | A | - | A | A | A | C | C | A | A | A |
| 2002 | A | - | A | A | - | A | - | A | A | A | C | C | A | A | A |
| 2003 | A | - | A | A | - | A | - | A | A | A | C | C | A | A | A |
| 2004 | A | - | A | A | - | A | - | A | A | A | C | C | A | A | A |
| 2005 | A | - | A | A | - | A | - | A | A | A | C | C | A | A | A |
| 2006 | A | - | A | A | - | A | - | A | A | A | C | C | A | A | A |
| 2007 | A | - | A | A | - | A | - | A | B | A | C | D | A | A | A |
| 2008 | A | - | A | A | - | A | - | A | C | A | C | D | A | A | A |
| 2009 | A | - | A | A | - | B | A | A | D | A | C | D | B | B | A |
| 2010 | A | - | B | A | - | B | B | A | E | A | C | E | C | B | A |
| 2011 | A | - | B | A | - | B | B | A | E | A | C | E | C | B | A |
| 2012 | A | - | B | A | - | B | B | A | E | A | C | E | C | B | A |
| 2013 | A | - | B | A | - | B | B | A | E | A | C | E | D | B | A |
| 2014 | A | - | B | A | - | B | B | A | E | A | C | E | D | B | A |
| 2015 | A | - | B | A | - | B | B | B | E | A | C | E | D | B | A |
| 2016 | B | - | B | A | - | B | B | B | E | A | C | E | E | B | A |
| 2017 | B | - | B | A | - | B | C | B | E | A | C | E | E | B | A |
| 2018 | B | - | - | A | - | - | C | B | E | A | C | E | E | B | A |

Person Data Set (*continued*)

| Year | LOCATION | MAN_REST | N_MOT_NO | P_CF1 - P_CF3 | 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 | - | - |
| 1976 | A | A | - | B | - | A | A | - | - | - | A | A | A | - | - |
| 1977 | A | A | - | B | - | A | A | - | - | - | A | A | A | - | - |
| 1978 | A | A | - | B | - | A | A | - | - | - | A | A | A | - | - |
| 1979 | A | A | - | B | - | A | A | - | - | - | A | A | A | - | - |
| 1980 | B | A | - | B | - | A | A | - | - | - | A | A | A | - | - |
| 1981 | B | A | - | B | - | A | A | - | - | - | A | A | A | - | - |
| 1982 | C | A | A | C | - | A | B | - | - | - | B | A | A | - | - |
| 1983 | C | A | A | C | - | A | B | - | - | - | B | A | A | - | - |
| 1984 | C | A | A | C | - | A | B | - | - | - | B | A | A | - | - |
| 1985 | C | A | A | C | - | A | B | - | - | - | B | A | A | - | - |
| 1986 | C | A | A | C | - | A | B | - | - | - | B | A | A | - | - |
| 1987 | C | A | A | C | - | A | B | - | - | - | B | A | A | A | A |
| 1988 | C | A | A | C | - | A | B | - | - | - | B | A | A | A | A |
| 1989 | C | A | A | C | - | A | B | - | - | - | B | A | A | A | A |
| 1990 | C | A | A | C | - | A | B | - | - | - | B | A | A | A | A |
| 1991 | C | - | A | C | - | A | B | - | - | A | B | A | - | - | A |
| 1992 | C | - | A | C | - | A | B | - | - | A | B | A | - | - | A |
| 1993 | C | - | A | C | - | A | B | - | - | A | B | A | - | - | A |
| 1994 | C | - | A | C | - | A | C | - | - | B | B | A | - | - | A |
| 1995 | C | - | A | D | - | A | C | - | - | B | B | A | - | - | A |
| 1996 | C | - | A | D | - | A | C | - | - | B | B | A | - | - | A |
| 1997 | C | - | A | E | - | A | C | - | - | B | B | A | - | - | A |
| 1998 | C | - | A | E | - | A | C | - | - | B | B | A | - | - | A |
| 1999 | C | - | A | E | - | A | C | A | - | B | B | A | - | - | A |
| 2000 | C | - | A | F | - | A | C | B | - | B | B | A | - | - | A |
| 2001 | C | - | A | G | - | A | C | C | - | B | B | A | - | - | A |
| 2002 | C | - | A | H | - | A | C | C | - | B | C | A | - | - | A |
| 2003 | C | - | A | I | - | A | C | C | - | B | C | A | - | - | A |
| 2004 | C | - | A | J | - | A | C | C | - | B | C | A | - | - | A |
| 2005 | C | - | A | K | - | A | C | C | - | C | D | A | - | - | A |
| 2006 | D | - | A | K | - | A | C | C | - | C | D | A | - | - | A |
| 2007 | D | - | A | L | - | A | D | C | - | C | D | A | - | - | A |
| 2008 | D | - | A | M | - | A | D | C | - | D | D | A | - | - | A |
| 2009 | D | - | B | M | - | B | D | C | - | D | E | A | - | - | A |
| 2010 | E | - | B | - | A | B | E | C | A | E | F | B | - | - | A |
| 2011 | E | - | - | - | B | B | F | C | A | E | F | B | - | - | A |
| 2012 | E | - | - | - | B | B | F | C | A | E | F | B | - | - | A |
| 2013 | E | - | - | - | C | B | F | C | A | F | F | B | - | - | A |
| 2014 | F | - | - | - | C | B | F | C | A | F | F | B | - | - | A |
| 2015 | F | - | - | - | D | B | F | C | A | F | F | B | - | - | A |
| 2016 | F | - | - | - | E | B | F | C | A | F | F | B | - | - | A |
| 2017 | F | - | - | - | F | B | F | D | A | G | F | B | - | - | A |
| 2018 | F | - | - | - | G | B | F | D | A | G | F | B | - | - | A |

Vehnit Data Set

| Year | AVOID | AXLES | BODY_TYP | BUS_USE | CARGO_BT | CDL_STAT | D_VISION1, D_VISION2, D_VISION3 | DEATHS | DEFORMED | DR_CF4 | DR_DRINK | DR_HGT | DR_PRES |
|------|-------|-------|----------|---------|----------|----------|---------------------------------------|--------|----------|--------|----------|--------|---------|
| 2005 | A | A | A | A | A | A | - | A | A | A | A | A | A |
| 2006 | A | A | A | A | A | A | - | A | A | B | B | A | A |
| 2007 | A | A | A | A | B | A | - | A | A | B | B | A | A |
| 2008 | A | - | B | A | B | A | - | A | A | C | C | A | B |
| 2009 | A | - | B | A | C | A | A | A | B | D | D | A | C |

Vehnit Data Set (continued)

| Year | DR_WGTT | DR_ZIP | EMER_USE | FIRE_EXP | FIRST_MO | FIRST_YR | FLDCD_TR | GWVR | HAZ_CARG | HAZ_CNO | HAZ_ID | HAZ_INV | HAZ_PLAC | HAZ_REL | HIT_RUN |
|------|---------|--------|----------|----------|----------|----------|----------|------|----------|---------|--------|---------|----------|---------|---------|
| 2005 | A | A | A | A | A | A | A | A | A | - | - | - | - | - | A |
| 2006 | A | A | A | A | A | A | A | A | A | - | - | - | - | - | A |
| 2007 | A | A | A | A | A | A | A | A | - | A | A | A | A | A | B |
| 2008 | A | A | A | B | A | A | A | A | - | B | A | A | A | A | B |
| 2009 | A | A | A | C | A | A | A | A | - | B | A | A | A | A | C |

Vehnit Data Set (continued)

| Year | IMPACT1 | IMPACT2 | IMPACTS | J_KNIFE | L_COMPL | L_ENDORS | L_RESTRI | L_STATE | L_STATUS | L_TYPE | LAST_MO | LAST_YR | M_HARM | MAK_MOD | MAKE |
|------|---------|---------|---------|---------|---------|----------|----------|---------|----------|--------|---------|---------|--------|---------|------|
| 2005 | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A |
| 2006 | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A |
| 2007 | A | A | A | A | A | A | A | B | A | A | A | A | A | A | A |
| 2008 | A | A | A | A | A | A | A | B | A | A | A | A | B | A | A |
| 2009 | A | A | A | A | A | A | A | C | A | A | A | A | C | A | A |

Vehnit Data Set (*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 Set (*continued*)

| Year | ROLINLOC | ROLLOVER | SEQ1, SEQ2, SEQ3, SEQ4, SEQ5, SEQ6 | SER_TR | SPEC_USE | SPEEDREL | TOW_VEH | TOWAWAY | TOWED | TRAV_SP | UNDERIDE | UNITYTYPE | V_CONFIG | VEH_CF1, VEH_CF2 |
|------|----------|----------|--|--------|----------|----------|---------|---------|-------|---------|----------|-----------|----------|---------------------|
| 2005 | - | A | A | A | A | - | A | A | - | A | A | A | A | A |
| 2006 | - | A | A | A | A | - | A | A | - | A | A | A | A | A |
| 2007 | - | A | A | A | A | - | A | A | - | A | A | A | B | B |
| 2008 | - | A | B | A | A | - | A | A | - | A | A | B | B | C |
| 2009 | A | B | B | A | B | A | B | - | A | B | A | B | B | D |

Vehnit Data Set (*continued*)

| Year | VEH_MAN | VEH_NO | VIN | VIN_1- VIN_12 | VIN_BT | VIN_LNGT | VIN_WGT | VINA_MOD | VIOLCHG1 VIOLCHG2 VIOLCHG3 | WGTCDFR | WHLBS_LG | WHLBS_SH | V_CONFIG | VEH_CF1, VEH_CF2 |
|------|---------|--------|-----|------------------|--------|----------|---------|----------|----------------------------------|---------|----------|----------|----------|---------------------|
| 2005 | A | A | A | A | A | A | A | A | A | A | A | A | A | A |
| 2006 | A | A | A | A | A | A | A | A | A | A | A | A | A | A |
| 2007 | A | A | A | A | A | A | A | A | A | A | A | A | A | A |
| 2008 | A | A | A | A | A | A | A | A | A | A | A | A | A | A |
| 2009 | A | B | B | B | A | A | A | A | A | A | A | A | A | A |

Parkwork Data Set

| Year | PBODYTYP | PBUS_USE | PCARGTYP | PMINUTE | PCARBUR | PCYLINDER | PDAY | PDEATHS | PDISPLACE | PEM_USE | PFIRE | PFUECODE | PGVWR | PHARM_EV | PHOUR |
|------|----------|----------|----------|---------|---------|-----------|------|---------|-----------|---------|-------|----------|-------|----------|-------|
| 2010 | A | A | A | A | - | - | A | A | - | A | A | A | A | A | A |
| 2011 | B | A | A | A | A | A | A | A | A | A | A | A | B | A | |
| 2012 | C | A | A | A | A | A | A | A | A | A | A | A | C | A | |
| 2013 | D | A | B | A | - | - | A | A | - | B | A | - | A | D | A |
| 2014 | D | A | B | A | - | - | A | A | - | C | A | - | A | D | A |
| 2015 | D | A | B | A | - | - | A | A | - | C | A | - | A | D | A |
| 2016 | D | A | B | A | - | - | A | A | - | C | A | - | A | D | A |
| 2017 | E | A | B | A | - | - | A | A | - | C | A | - | A | D | A |
| 2018 | F | A | B | A | - | - | A | A | - | C | A | - | A | D | A |

Parkwork Data Set (continued)

| Year | PHAZ_CNO | PHAZ_ID | PHAZ_INV | PHAZ_REL | PHAZPLAC | PHIT_RUN | PIMPACT1 | PIMPACT2 | PM_HARM | PMAKE | PMAK_MOD | PMAN_COLL | PMCARR_I1, PMCARR_I2 | PMCARR_ID | PMCYCL_DS |
|------|----------|---------|----------|----------|----------|----------|----------|----------|---------|-------|----------|-----------|-------------------------|-----------|-----------|
| 2010 | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A |
| 2011 | A | A | A | A | A | A | A | A | B | B | A | A | A | A | A |
| 2012 | A | A | A | A | A | B | B | - | C | C | A | A | A | A | A |
| 2013 | A | A | A | A | A | B | C | - | D | D | A | A | A | A | - |
| 2014 | A | A | A | A | A | B | C | - | D | D | A | A | A | A | - |
| 2015 | A | A | A | A | A | B | C | - | D | D | A | A | A | A | - |
| 2016 | A | A | A | A | A | B | C | - | E | D | A | A | A | A | - |
| 2017 | A | A | A | A | A | B | D | - | F | D | A | A | A | A | - |
| 2018 | A | A | A | A | A | B | D | - | F | D | A | A | A | A | - |

Parkwork Data Set (continued)

| Year | PMCYCL_CY | PMCYCL_WT | PMINUTE | PMODEL | PMODYEAR | PMONTH | PNUMOCCS | POWNER | PREG_STAT | PSER_TR | PSP_USE | PTIRE_SZE | PTOWED | PTON_RAT | PTRAILER |
|------|-----------|-----------|---------|--------|----------|--------|----------|--------|-----------|---------|---------|-----------|--------|----------|----------|
| 2010 | - | - | 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 | B | A | A | A | A |
| 2013 | - | - | A | A | A | A | A | A | A | - | C | - | A | - | A |
| 2014 | - | - | A | A | A | A | A | A | A | - | C | - | A | - | A |
| 2015 | - | - | A | A | A | A | A | A | A | - | C | - | A | - | A |
| 2016 | - | - | A | A | A | A | B | A | A | - | C | - | A | - | A |
| 2017 | - | - | A | B | A | A | B | A | B | - | C | - | A | - | A |
| 2018 | - | - | A | B | A | A | B | A | B | - | C | - | B | - | A |

Parkwork Data Set (*continued*)

| Year | PTRK_WT | PTRLR1VIN, PTRLR2VIN, PTRLR3VIN | PUNDERIDE | PTTYPE | PV_CONFIG | PVE_FORMS | PVEH_SEV | PVEH_SC1, PVEH_SC2 | PVIN | PVINA_MOD | PVIN_1 - PVIN_12 | PVIN_BT |
|------|---------|---------------------------------------|-----------|--------|-----------|-----------|----------|-----------------------|------|-----------|---------------------|---------|
| 2010 | - | - | A | A | A | A | A | A | A | A | A | A |
| 2011 | A | A | - | A | A | A | A | A | A | A | A | A |
| 2012 | A | A | - | B | A | A | A | A | A | A | A | A |
| 2013 | - | - | - | B | A | B | A | A | A | - | A | - |
| 2014 | - | - | - | B | A | B | A | A | B | - | A | - |
| 2015 | - | - | - | B | A | B | A | A | B | - | A | - |
| 2016 | - | - | A | B | A | B | A | A | B | - | A | - |
| 2017 | - | - | A | B | A | B | A | A | B | - | A | - |
| 2018 | - | - | B | B | A | B | A | C | B | - | A | - |

Parkwork Data Set (*continued*)

| Year | PVIN_LNGT | PVIN_REST | PVINMAKE | PVINMODYR | PVINTYPE | PVIN_WGT | PWGTCD_TR | PWHLBS_LG | PWHLBS_SH | PWHLDRWHL |
|------|-----------|-----------|----------|-----------|----------|----------|-----------|-----------|-----------|-----------|
| 2010 | A | - | A | A | A | A | A | A | A | - |
| 2011 | A | A | A | A | A | A | A | A | A | A |
| 2012 | A | A | A | A | A | A | A | A | A | A |
| 2013 | - | - | - | - | - | - | - | - | - | - |
| 2014 | - | - | - | - | - | - | - | - | - | - |
| 2015 | - | - | - | - | - | - | - | - | - | - |
| 2016 | - | - | - | - | - | - | - | - | - | - |
| 2017 | - | - | - | - | - | - | - | - | - | - |
| 2018 | - | - | - | - | - | - | - | - | - | - |

Pbtype Data Set

| Year | BIKECCGP | BIKECTYPE | BIKEDIR | BIKELOC | BIKEPOS | MOTDIR | MOTMAN | PBAGE | PBCWALK | PBPTYPE | PBSEX | PBSWALK | PBSZONE | PEDCGP | PEDCTYPE |
|------|----------|-----------|---------|---------|---------|--------|--------|-------|---------|---------|-------|---------|---------|--------|----------|
| 2014 | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A |
| 2015 | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A |
| 2016 | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A |
| 2017 | A | A | A | A | A | A | A | A | A | A | A | A | A | B | B |
| 2018 | A | A | A | A | A | A | A | A | A | A | A | A | A | B | B |

Pbtype Data Set (continued)

| Year | PEDDIR | PEDLEG | PEDLOC | PEDPOS | PEDSNR |
|------|--------|--------|--------|--------|--------|
| 2014 | A | A | A | A | A |
| 2015 | A | A | A | A | A |
| 2016 | A | B | A | A | A |
| 2017 | B | B | A | A | B |
| 2018 | B | B | A | A | B |

Cevent Data Set

| 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 |

Vevent Data Set

| 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 |

Vsoe Data Set

| 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 |

Distract
Data Set

| Year | MDRDSTRD |
|------|----------|
| 2010 | A |
| 2011 | A |
| 2012 | B |
| 2013 | B |
| 2014 | B |
| 2015 | B |
| 2016 | B |
| 2017 | B |
| 2018 | C |

Drimpair
Data Set

| Year | DRIMPAIR |
|------|----------|
| 2010 | A |
| 2011 | B |
| 2012 | B |
| 2013 | B |
| 2014 | C |
| 2015 | C |
| 2016 | C |
| 2017 | D |
| 2018 | D |

Factor
Data Set

| Year | MFACTOR |
|------|---------|
| 2010 | A |
| 2011 | A |
| 2012 | A |
| 2013 | A |
| 2014 | A |
| 2015 | A |
| 2016 | A |
| 2017 | A |
| 2018 | A |

Maneuver
Data Set

| Year | MDRMANAV |
|------|----------|
| 2010 | A |
| 2011 | A |
| 2012 | A |
| 2013 | A |
| 2014 | A |
| 2015 | A |
| 2016 | A |
| 2017 | A |
| 2018 | A |

Violatn
Data Set

| Year | MVIOLATN |
|------|----------|
| 2010 | A |
| 2011 | A |
| 2012 | A |
| 2013 | A |
| 2014 | B |
| 2015 | C |
| 2016 | C |
| 2017 | C |
| 2018 | C |

Vision
Data Set

| Year | MVISIOBSC |
|------|-----------|
| 2010 | A |
| 2011 | A |
| 2012 | A |
| 2013 | A |
| 2014 | A |
| 2015 | A |
| 2016 | A |
| 2017 | A |
| 2018 | A |

Nmcrash
Data Set

| Year | MTM_CRSRH |
|------|-----------|
| 2010 | A |
| 2011 | A |
| 2012 | A |
| 2013 | A |
| 2014 | B |
| 2015 | B |
| 2016 | B |
| 2017 | B |
| 2018 | B |

Nmimpair
Data Set

| Year | NMIMPAIR |
|------|----------|
| 2010 | A |
| 2011 | A |
| 2012 | A |
| 2013 | A |
| 2014 | C |
| 2015 | C |
| 2016 | C |
| 2017 | D |
| 2018 | D |

Nmrior
Data Set

| Year | MPR_ACT |
|------|---------|
| 2010 | A |
| 2011 | A |
| 2012 | A |
| 2013 | A |
| 2014 | B |
| 2015 | B |
| 2016 | B |
| 2017 | B |
| 2018 | B |

Damage
Data Set

| Year | MDAREAS |
|------|---------|
| 2012 | A |
| 2013 | A |
| 2014 | A |
| 2015 | A |
| 2016 | A |
| 2017 | A |
| 2018 | A |

Safetyeq Data Set

| Year | MSAFEQMT | NMHELMET | NMPROPAD | NMOTHPRO | NMREFCLO | NMLIGHT | NMOTHPRE |
|------|----------|----------|----------|----------|----------|---------|----------|
| 2010 | A | - | - | - | - | - | - |
| 2011 | A | - | - | - | - | - | - |
| 2012 | A | - | - | - | - | - | - |
| 2013 | A | - | - | - | - | - | - |
| 2014 | A | - | - | - | - | - | - |
| 2015 | A | - | - | - | - | - | - |
| 2016 | A | - | - | - | - | - | - |
| 2017 | - | A | A | A | A | A | A |
| 2018 | - | A | A | A | A | A | A |

Drugs Data Set

| Year | DRUGRES | DRUGSPEC |
|------|---------|----------|
| 2018 | A | A |

**Appendix F:
Summary of 2010 and 2011 FARS Changes**

2010 FARS/NASS GES Standardization

The purpose of this document is to inform users of NHTSA's Fatality Analysis Reporting System (FARS) and National Automotive Sampling System General Estimates System (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 one year in the reconciliation of the FARS and NASS GES data systems. In the 2011 data collection year – the third and final planned phase of the FARS/NASS GES Standardization – nearly all remaining data element attribute and file structure differences will be addressed. As a single, unified data entry system, FARS/NASS GES will be compatible with the Model Minimum Uniform Crash Criteria (MMUCC), the guideline used by nearly all States to develop and revise their crash forms and databases. Once complete, the FARS/NASS GES Standardization will simplify crash data coding and analysis as well as reduce costs and errors.

Probably the most notable changes were the introduction of precrash information in FARS (already collected in NASS GES) and a change to case structure or how the groups of related data elements are organized. For example, in 2009 a FARS case consisted of Crash, Vehicle, Driver and Person coding forms. In 2010, the Person level form was split into Motor Vehicle Occupant and Non-Motor Vehicle Occupant forms, and the Precrash form was added (new to FARS, though not to NASS GES).

These structure changes also include changes to how the data are now stored and made available. For example, for FARS, there are now 16 data tables rather than 4. This results from the changes in the number of coding forms and from changes in specific data elements. Several data elements that used to allow only a specified number of responses now have a "select-all-that-apply" format. There is a separate data table for each of these data elements.

At the Crash level, a Crash Events Table was added to FARS (and modified in NASS GES). In NASS GES, Non-Harmful Events were added to the Crash Events Table.

The precrash information represents not only a new coding form, but more importantly, largely a new concept for FARS, attempting to collect data about the conditions, events and driver actions that preceded and may have contributed to the crash. Precrash data is intended to improve crash avoidance research and has been included in NASS GES since 1992.

The new FARS Precrash form information consists of 23 data elements, 9 of which were previously coded at the Crash level, 3 each at the Vehicle and Driver levels, and 8 new elements. Nine trafficway descriptor data elements were moved from the crash level to the new precrash level. These elements provide details about the characteristics of the trafficway selected for each vehicle.

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.

Multiple data elements that are part of the Model Minimum Uniform Crash Criteria (MMUCC) had the attribute “Not Reported” added in 2010 to account for information missing from the case source materials.

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

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.

2010 Data Elements with Changes in Definitions and Attributes

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. |
| C8 | Crash Date | X | X | <ul style="list-style-type: none"> Added GES element information. Added new GES Special Instructions. UPDATE - Deleted attribute 98 - Not Reported for both Month and Day |
| C9 | Crash Time | X | X | <ul style="list-style-type: none"> Added GES element information. Added new GES Special Instructions. UPDATE - Deleted attribute 9998 - Not Reported. |
| C13 | Trafficway Identifier | | X | <ul style="list-style-type: none"> Updated remarks section. Added new GES Special Instructions. |
| C14 | Milepoint | X | X | <ul style="list-style-type: none"> Added new attribute 99998 – Not Reported. Added new remarks. |
| C15 | Global Position | X | X | <ul style="list-style-type: none"> Added new attribute 7s – Not Reported. Added new remarks. |
| C17 | Crash Events | X | X | <ul style="list-style-type: none"> Filled in by MDE. Added new attributes. Added new remarks. GES and FARS Special Instruction Sections. |

| 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 (<i>Includes Parapet</i>), 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 <i>In-Transport</i>, 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 (a) Within Interchange Area and (b) 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 | <i>Type of Intersection</i> | 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 |

| ELEMENT # | ELEMENT NAME | NEW/REVISED VALUES | NEW/REVISED REMARKS | COMMENTS |
|--------------------|-------------------------------------|--------------------|---------------------|---|
| Old V10 New V11 | Body Type | X | X | <ul style="list-style-type: none"> Added new attributes: 17 – 3-door coupe, 98 – Not Reported. Updated/Added new remarks. |
| Old V11 New V12 | Model Year | X | X | <ul style="list-style-type: none"> Added new attribute 9998 – Not Reported. Updated/Added new remarks. |
| Old V12 New V13 | Vehicle Identification Number | X | X | <ul style="list-style-type: none"> Added new attribute 8888888888888888 – Not Reported Updated/Added new remarks. |
| Old V27 New V16 | Motor Carrier Identification Number | X | X | <ul style="list-style-type: none"> Added new attribute to Issuing Authority and Identification Number: 77 – Not Reported, 77777777 – Not Reported Updated/Added new remarks. 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 materials placard), 80 – Passenger Car (only when displaying a hazardous materials placards). Updated attributes: 00 – Not Applicable, not a medium/heavy truck, bus or vehicle displaying a hazardous material 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, |

| ELEMENT # | ELEMENT NAME | NEW/REVISED VALUES | NEW/REVISED REMARKS | COMMENTS |
|--------------------|------------------|--------------------|---------------------|---|
| | | | | <p>including driver), 21 – Bus (seats for 46 or more than 15 people occupants, including driver), 99 – Unknown If Light or Medium/Heavy Truck/Bus.</p> <ul style="list-style-type: none"> Added new remarks. |
| 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 <u>1 numeric</u> to <u>2 numeric</u>. 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 <u>1 numeric</u> to <u>2 numeric</u>. Added new attribute 98 – Not Reported. Added new remarks |
| Old V15 New V23 | Emergency Use | X | X | <ul style="list-style-type: none"> Added new attribute 8 – Not Reported. Added new remarks |
| Old V16 New V24 | Travel Speed | X | X | <ul style="list-style-type: none"> Added new attribute 998 – Not Reported. Added new remarks. |
| V17 | Vehicle Maneuver | | | <ul style="list-style-type: none"> Deleted Element |

| ELEMENT # | ELEMENT NAME | NEW/REVISED VALUES | NEW/REVISED REMARKS | COMMENTS |
|---------------------------|--|--------------------|---------------------|--|
| V18 | Crash Avoidance Maneuver | | | <ul style="list-style-type: none"> Deleted Element |
| V28 | Vehicle Role | | | <ul style="list-style-type: none"> Deleted Element |
| Old V22 New V28 | Impact Points - Initial/ Principal changed to Areas of Impact – Initial Damaged /Most Damaged | X | X | <ul style="list-style-type: none"> Added new attributes: 61 – Left, 62 – Left-Front Half, 63 – Left-Back Half, 81 – Right, 82 – Right-Front Half, 83 – Right-Back Half, 98 – Not Reported. 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 8 – Not Reported. Added new remarks. |
| Old V26 New V30 | Vehicle Removal | X | X | <ul style="list-style-type: none"> Added new attribute 8 – Not Reported. Added new remarks. |
| Old V33 New V31 | Sequence of Events | X | X | <ul style="list-style-type: none"> Added new attributes: 58 – Ground, 59 – Traffic Sign Support, 68 – Cross Centerline, 69 – Re-entering Highway, 70 – Jackknife (non-harmful), 72 – Cargo/Equipment (harmful to this vehicle), 98 – Not Reported. Updated attributes: 01 - Overtake/Rollover Rollover/Overtake, 02 – Fire/Explosion (Always code # present), 06 – Injured in Vehicle (Non-Collision), 09 – Pedal Cycle Pedalcyclist, 10 – Railway Train Vehicle, 12 – Motor Vehicle In- Transport on Same Roadway, 14 – Parked Motor Vehicle or Motor Vehicle Stepped Off Roadway, 21 – Bridge Pier or Abutment Support, 23 – Bridge Rail (Includes Parapet), 30 – Utility Pole/Light Support, 35 – Embankment Earth, 42 – Tree (Standing Tree Only), 44 - Pavement Surface Irregularity (Pothole, Groomed, Grates) (Ruts, Potholes, Grates, etc.), 45 – |

| ELEMENT # | ELEMENT NAME | NEW/REVISED VALUES | NEW/REVISED REMARKS | COMMENTS |
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| | | | | <p>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/Centerline.</p> <ul style="list-style-type: none"> • Deleted attributes: 13 – Motor Vehicle In Transport on Different Roadway, 22 – Bridge Parapet End, 27 – Highway/Traffic Sign Post/Sign, 28 – Overhead Sign Support/Sign, 29 – 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. |
| Old V34 New V32 | Most Harmful Event | X | X | <ul style="list-style-type: none"> • Added new attributes: <i>58 – Ground, 59 – Traffic Sign Support, 98 – Not Reported</i> • Updated attributes: 01 - Overtake/Rollover Rollover/Overtake, 02 – Fire/Explosion (Always code if present), 06 – Injured in Vehicle (Non-Collision), 09 – Pedal Cycle Pedalcyclist, 10 – Railway Train Vehicle, 12 – Motor Vehicle In-Transport on Same Roadway, 14 – Parked Motor Vehicle or Motor Vehicle Stopped Off Roadway, 21 – Bridge Pier or Abutment Support, 23 – Bridge Rail (Includes Parapet), 30 – Utility Pole/Light Support, 35 – Embankment – Earth, 42 – Tree (Standing Tree Only), 44 - Pavement Surface Irregularity (Pothole, Groomed, 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. |

| ELEMENT # | ELEMENT NAME | NEW/REVISED VALUES | NEW/REVISED REMARKS | COMMENTS |
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| | | | | <ul style="list-style-type: none"> • Deleted attributes: 13 – Motor Vehicle In Transport on Different Roadway, 22 – Bridge Parapet End, 27 – Highway/Traffic Sign Post/Sign, 28 – Overhead Sign Support/Sign, 29 – 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. |
| 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 <u>1 numeric</u> to <u>2 numeric</u>. • Added new attribute 98 – Not Reported. • Updated attribute – 99 – Unknown. • Added new remarks. |
| D9 | Compliance with License Endorsements changed to | 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 |
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| | <i>Compliance with CDL Endorsements</i> | | | |
| 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. |
| New D23 New NM14 | <i>Condition (Impairment) at Time of Crash</i> | X | X | <ul style="list-style-type: none"> Add new element which is located on two forms. Format – select all that apply. New attributes: 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. 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 |

| ELEMENT # | ELEMENT NAME | NEW/REVISED VALUES | NEW/REVISED REMARKS | COMMENTS |
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| | | | | Previous Injury, 41 – Other Physical Impairment, 93 – Cellular Telephone Present in Vehicle, 94 – Cellular Telephone in Use in Vehicle, 95 – Computer/Fax Machines/Printers, 96 – Onboard Navigation System, 97 – Two-way Radio, 98 – Head-up Display. |
| New PC4 | Contributing Circumstances, Motor Vehicle | X | X | <ul style="list-style-type: none"> Added new element. Format – 2 digits Added new attributes: 00 – None, 01 – Tires, 02 – Brake System, 03 – Steering, 04 – Suspension, 05 – Power Train, 06 – Exhaust System, 07 – Head Lights, 08 – Signal Lights, 09 – Other Lights, 10 – Wipers, 11 – Wheels, 12 – Mirrors, 13 – Windows/Windshield, 14 – Body, Doors, 15 – Truck Coupling / Trailer Hitch / Safety Chains, 16 – Safety Systems, 17 – Vehicle Contributing Factors – No Details, 97 – Other, 98 – Not Reported, 99 – Unknown. Added new remarks. |
| Old C21 New PC5 | Trafficway Flow change to Trafficway Description | X | X | <ul style="list-style-type: none"> Element moved from Crash Level to Precrash (Vehicle/Driver) Level. Added new attributes: 0 – Non-Trafficway Area, 8 – Not Reported. Updated attributes: 1 – Not Physically Divided (Two-Way, Trafficway Not Divided), 5 – Not Physically Divided (With Two-Way, 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 | X | X | <ul style="list-style-type: none"> Element moved from Crash Level to Precrash (Vehicle/Driver) Level. |

| ELEMENT # | ELEMENT NAME | NEW/REVISED VALUES | NEW/REVISED REMARKS | COMMENTS |
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| | Total Lanes in Roadway | | | <ul style="list-style-type: none"> Added new attributes: 0 – Non-Trafficway Area, 8 – Not Reported. Added new remarks. |
| Old C23 New PC7 | Speed Limit | X | X | <ul style="list-style-type: none"> Element moved from Crash Level to Precrash (Vehicle/Driver) Level. Added new attribute 98 – Not Reported. Updated remark 00 – No Statutory Limit/Non-Trafficway Area. Added new remarks. |
| Old C24 New PC8 | Roadway Alignment | X | X | <ul style="list-style-type: none"> Element moved from Crash Level to Precrash (Vehicle/Driver) Level. Added new attributes: 0 – Non-Trafficway Area, 3 – Curve Left, 4 – Curve – Unknown Direction, 8 – Not Reported. Updated attribute 2 – Curve Right. |
| Old C25 New PC9 | Roadway Profile changed to Roadway Grade | X | X | <ul style="list-style-type: none"> Element moved from Crash Level to Precrash (Vehicle/Driver) Level. Added new attributes: 0 – Non-Trafficway Area, 5 – Uphill, 6 – Downhill, 8 – Not Reported. Updated attributes: 2 – Grade, Unknown Slope, 4 – Sag (Bottom). Added new remarks. Added new diagram. |
| Old C26 New PC10 | Roadway Surface Type | X | X | <ul style="list-style-type: none"> Element moved from Crash Level to Precrash (Vehicle/Driver) Level. Added new attributes: 0 – Non-Trafficway Area, 8 – Not Reported. Updated attribute 78 – 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: 00 – Non-Trafficway Area, 10 – Slush, 11 – Mud, Dirt or Gravel, 98 – Not Reported. |

| ELEMENT # | ELEMENT NAME | NEW/REVISED VALUES | NEW/REVISED REMARKS | COMMENTS |
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| | | | | <ul style="list-style-type: none"> Updated attributes: 03 – Snow or Slush, 05 – Sand, Dirt, Mud, Gravel, 99 – Unknown. Added new remarks. |
| 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 – School Zone Sign/Device, 65 – Railway Crossing Device, 97 – Not Reported. 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 Device Functioning | X | X | <ul style="list-style-type: none"> Element moved from Crash Level to Precrash (Vehicle/Driver) Level. Added new attribute 8 – Not Reported. 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 - Not Applicable-Occupant of a Motor Vehicle In-Transport or Not In-Transport (Including Motor Vehicle |

| ELEMENT # | ELEMENT NAME | NEW/REVISED VALUES | NEW/REVISED REMARKS | COMMENTS |
|-----------|------------------------------------|--------------------|---------------------|--|
| | | | | <p><i>Parked/Stopped Off Roadway/Working/In Motion Outside the Trafficway).</i></p> <ul style="list-style-type: none"> • Updated/Added new remarks. |
| New PC14 | <i>Driver Distracted By</i> | X | X | <ul style="list-style-type: none"> • Moved from Driver level to Precrash Level. • Format change from <u>2 numeric</u> to <u>select all that apply</u>. • Add new attribute 95 – No Driver Present. • Update/Added new remarks. |
| New PC15 | <i>Driver Maneuvered to Avoid</i> | X | X | <ul style="list-style-type: none"> • Added new attributes: 00 – Driver Did Not Maneuver To Avoid, 01 – Object, 02 – Poor Road Conditions (Puddle, Ice, Pothole, etc.), 03 – Live Animal, 04 – Motor Vehicle, 05 – Pedestrian, Pedalcyclist or Other Non-Motorist, 92 – Phantom/Non-contact Motor Vehicle, 95 – No Driver Present, 98 – Not Reported, 99 – Unknown. • Format – select all that apply. • Added new remarks. |
| New PC16 | <i>Driver's Vision Obscured By</i> | X | X | <ul style="list-style-type: none"> • Added new attributes: 00 – Not Distracted, 01 – Looked But Did Not See, 03 – By Other Occupant(s), 04 – By Moving Object in Vehicle, 05 – While Talking or Listening to Cellular Phone, 06 – While Dialing Cellular Phone, 07 – Adjusting Audio And/or Climate Controls, 09 – While Using Other Device/Controls Integral to Vehicle, 10 – While Using or Reaching For Device/Object Brought Into Vehicle, 12 – Distracted by Outside Person, Object or Event, 13 – Eating or Drinking, 14 – Smoking Related, 15 – Other Cellular Phone Related, 16 – No Driver Present, 92 – Distraction/Inattention, Details Unknown, 96 – Not Reported, 97 – Inattentive or Lost in Thought, 98 – Other Distraction, 99 – Unknown if Distracted. • Format – select all that apply. |

| ELEMENT # | ELEMENT NAME | NEW/REVISED VALUES | NEW/REVISED REMARKS | COMMENTS |
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| | | | | <ul style="list-style-type: none"> Added new remarks. |
| New PC17 | <i>Pre-Event Movement (Prior to Recognition of Critical Event)</i> | X | X | <ul style="list-style-type: none"> Added new attributes: 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. Format – 2 numeric. Added new remarks. |
| New PC18 | <i>Critical Event – Precrash (Category)</i> | X | X | <ul style="list-style-type: none"> Added new attributes: 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. Format – 1 numeric. Added new remarks. |
| New PC19 | <i>Critical Event – Precrash (Event)</i> | X | X | <ul style="list-style-type: none"> Added new attributes: 01 – This Vehicle Loss Of Control Due To: Blow out/flat tire, 02 – This Vehicle Loss Of Control Due To: Stalled Engine, 03 – This Vehicle Loss Of Control Due To: Disabling vehicle failure (e.g., wheel fell off) (specify:), 04 – This Vehicle Loss Of Control Due To: Non-disabling vehicle problem (e.g., hood flew |

| ELEMENT # | ELEMENT NAME | NEW/REVISED VALUES | NEW/REVISED REMARKS | COMMENTS |
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| | | | | <p>up)(specify:), 05 – This Vehicle Loss Of Control Due To: Poor road conditions (puddle, pothole, ice, etc.) (specify:), 06 – This Vehicle Loss Of 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</p> |

| ELEMENT # | ELEMENT NAME | NEW/REVISED VALUES | NEW/REVISED REMARKS | COMMENTS |
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| | | | | <p><i>right lane line, 62 – Other Motor Vehicle Encroaching into Lane: From opposite direction over left lane line, 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:</i></p> |

| ELEMENT # | ELEMENT NAME | NEW/REVISED VALUES | NEW/REVISED REMARKS | COMMENTS |
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| | | | | <p><i>Pedalcyclist or other non-motorist 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. |
| New PC20 | Attempted Avoidance Maneuver | 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. |
| New PC21 | Pre-Impact Stability | 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 |
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| New PC22 | <i>Pre-Impact Location</i> | X | X | <ul style="list-style-type: none"> • New attributes: 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. • Format – 1 numeric. • Added new remarks |
| New PC23 | <i>Crash Type</i> | X | X | <ul style="list-style-type: none"> • Added new attributes: 00 – No Impact, Actual attribute 01-93, 98 – Other Crash Type, 99 – Unknown. • 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 New P5 and NM5 | Age | X | X | <ul style="list-style-type: none"> • Element located on two forms. • Added new attribute 998 – Not Reported. • Added new remarks. |
| Old P7 New P6 and NM6 | Sex | X | X | <ul style="list-style-type: none"> • Element located on two forms. • Added new attribute 8 – Not Reported. • Added new remarks. |
| Old P8 New P7 | Person Type | X | X | <ul style="list-style-type: none"> • Element was split between Occupant and Non-Motorist Person Level forms. • Added attribute 88 – Not Reported. • Attributes moved to Person Type NM7 - 04 – 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. • Added new remarks. • Added GES Special Instructions. |

| ELEMENT # | ELEMENT NAME | NEW/REVISED VALUES | NEW/REVISED REMARKS | COMMENTS |
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| | | | | |
| Old P22 New P8 and NM8 | 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. |
| New P11 | Any Indication of Mis-Use of Restraint | X | X | <ul style="list-style-type: none"> Added new element. Added new attributes: 0 – No, 1 – Yes. Added new remarks. |

| ELEMENT # | ELEMENT NAME | NEW/REVISED VALUES | NEW/REVISED REMARKS | COMMENTS |
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| | <i>System or Helmet Use</i> | | | |
| Old P11 New P12 | Air Bag Deployed | X | X | <ul style="list-style-type: none"> Added new attribute 98 – Not Reported. Added new remarks. Added GES Special Instructions. |
| Old P12 New P13 | 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—III, Passed Out/Blackout, 07—Emotional (e.g., Depression, Angry, Disturbed), 10—Inattentive, 11—Walking with Cane or Crutches, 12—Restricted to Wheelchair, 13—Motorized Wheelchair Rider, 14—Impaired Due to Previous Injury, 15—Under the Influence of Alcohol, Drugs or Medication, 16—Blind, 17—Other Physical Impairment, 19—Pedestrian Jogging, 23—Failure to Dim Lights or Have Lights on When Required, 24—Operating Without Required Equipment, 27—Improper or Erratic Lane Changing, 30—Making Improper Entry to or Exit from Traffeway, 34—Passing on Wrong Side, 35—Passing with Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle, 36—Operating the Vehicle in an Erratic, Reckless, Careless or Negligent Manner, 38—Failure to Yield the Right of Way, 39—Failure to Obey Actual Traffic Sign, 48—Making Other Improper Turn, 49—Driving Wrong Way on One Way Traffeway, 50—Driving on Wrong Side of Road, 53—Stopped in Roadway (Vehicle Not Abandoned), 55—Getting Off/Out of or On/In to a Transport Vehicle, 79—Live Animals in Road, 90—Non-Motorist Pushing a Vehicle. • Added new remarks. |
| Old P5 New NM4 | Non-Occupant Striking Vehicle Number changed to <i>Number of Motor Vehicle</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 |

| ELEMENT # | ELEMENT NAME | NEW/REVISED VALUES | NEW/REVISED REMARKS | COMMENTS |
|---------------------------------|---|--------------------|---------------------|--|
| | <i>Striking Non-Motorist</i> | | | <p>Roadway/Working/In Motion Outside In Trafficway)</p> <ul style="list-style-type: none"> Added new remarks. Added GES Special Instructions. |
| NM7 | Person Type | X | X | <ul style="list-style-type: none"> Add new attribute: 88 – Not Reported. Moved attributes from P7 – Person Type: 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. Added new remarks. |
| NM9 | <i>Pedestrian/ Bike Typing</i> | X | X | <ul style="list-style-type: none"> Added new element. Format – Element entered in MDE system. Remarks added by headquarters |
| Old P15 New NM10 | 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: 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. 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 |

| ELEMENT # | ELEMENT NAME | NEW/REVISED VALUES | NEW/REVISED REMARKS | COMMENTS |
|-----------------|---|--------------------|---------------------|---|
| | | | | <p>Roadway, 19 – Non Intersection Unknown.</p> <ul style="list-style-type: none"> Updated to attributes: 01 – Intersection – In Marked Crosswalk, 02 – Intersection – On Roadway, Not in Unmarked Crosswalk, 03 – Intersection – On Roadway, Not In Crosswalk not Available, 09 – Intersection – Unknown Location, 10 – Non-Intersection – In Marked Crosswalk, 14 – Non-Intersection – In Parking Lane/Zone, 16 – Non-Intersection – Bike Path* Bicycle Lane, 99 – Unknown Location. Added new remarks. |
| New NM11 | Non-Motorist Action/Circumstances Prior to Crash | X | X | <ul style="list-style-type: none"> Added new element. Added attributes: 01 – Going To or From School (K-12), 02 – Waiting to Cross Roadway, 03 – Crossing Roadway, 04 – Jogging/Running, 05 – Movement Along Roadway with Traffic (In or Adjacent to Travel Lane), 06 – Movement Along Roadway Against Traffic (In or Adjacent to Travel Lane), 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. Format: select all that apply. Added new remarks. |
| New NM12 | Non-Motorist Action/Circumstances at Time of Crash | X | X | <ul style="list-style-type: none"> Added new element. Added new attributes: 00 – No Improper Action, 01 – Dart/Dash, 02 – Failure to Yield Right-Of-Way, 03 – Failure to Obey Traffic Signs, Signals or Officer, 04 – In Roadway Improperly (Standing, Lying, Working, Playing), 05 – Entering/Exiting a Vehicle, 06 – Inattentive (Talking, Eating, Etc.), 07 – Improper |

| ELEMENT # | ELEMENT NAME | NEW/REVISED VALUES | NEW/REVISED REMARKS | COMMENTS |
|-----------------|--|--------------------|---------------------|---|
| | | | | <p><i>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></p> <ul style="list-style-type: none"> • Format: select all that apply. • Added new remarks. |
| New NM13 | Non-Motorist Safety Equipment | 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. |
| New NM25 | Related Factors – Person Level (Not a Motor Vehicle Occupant) | 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 – |

| ELEMENT # | ELEMENT NAME | NEW/REVISED VALUES | NEW/REVISED REMARKS | COMMENTS |
|-----------|--------------|--------------------|---------------------|--|
| | | | | <p>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 Trafficway, 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 Trafficway, 50— Driving on Wrong 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/P C2/P2/NM2 | N/A | Cevent.ST_CASE | Consecutive Number |
| C1/V1/D1/P C1/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/P C2/P2/NM2 | N/A | Vevent.ST_CASE | Consecutive Number |
| C1/V1/D1/P C1/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/P C2/P2/NM2 | N/A | Vsoe.ST_CASE | Consecutive Number |
| C1/V1/D1/P C1/P1/NM1 | N/A | Vsoe.STATE | State Number |
| C17 | N/A | Vsoe.SOE | Sequence of Event |
| C17 | N/A | Vsoe.AOI | Area of Impact associated with the event |
| New id data element | N/A | Vsoe.VEVENTNUM | The number of event sequentially ordered for each vehicle. |
| V3/D3/PC3/ P3 | N/A | Vsoe.VEH_NO | Vehicle Number |
| V3/D3/PC3/ P3 | N/A | Parkwork.VEH_NO | Vehicle Number & Unit Type |

| Locator Code | 2009 SAS Name | New 2010 SAS Names | Data Element Name |
|--------------|---------------|--------------------|--|
| 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 |
| C8 | N/A | Parkwork.PDAY | Day |
| V150 | N/A | Parkwork.PDEATHS | Fatals in Vehicle |
| V121 | N/A | Parkwork.PFUECODE | Fuel Code |

| Locator Code | 2009 SAS Name | New 2010 SAS Names | Data Element Name |
|--------------|---------------|--------------------|---|
| 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_COLL | Manner of Collision |
| C9 | N/A | Parkwork.PMINUTE | Crash Time (MINUTE) |
| C8 | N/A | Parkwork.PMONTH | Crash Date (Month) |
| V8 | N/A | Parkwork.POWNER | Registered Vehicle Owner |
| V122 | N/A | Parkwork.PSER_TR | VIN Truck Series |
| V25 | N/A | Parkwork.PUNDERIDE | Underride/Override |
| C4AA | N/A | Parkwork.PVE_FORMS | Number of Vehicle Forms Submitted for MV In Transport |
| V13 | N/A | Parkwork.PVIN | Vehicle Identification Number |
| V101 | N/A | Parkwork.PVIN_1 | VIN Character 1 |
| V102 | N/A | Parkwork.PVIN_2 | VIN Character 2 |
| V103 | N/A | Parkwork.PVIN_3 | VIN Character 3 |
| V104 | N/A | Parkwork.PVIN_4 | VIN Character 4 |
| V105 | N/A | Parkwork.PVIN_5 | VIN Character 5 |
| V106 | N/A | Parkwork.PVIN_6 | VIN Character 6 |
| V107 | N/A | Parkwork.PVIN_7 | VIN Character 7 |
| V108 | N/A | Parkwork.PVIN_8 | VIN Character 8 |
| V109 | N/A | Parkwork.PVIN_9 | VIN Character 9 |
| V110 | N/A | Parkwork.PVIN_10 | VIN Character 10 |

| Locator Code | 2009 SAS Name | New 2010 SAS Names | Data Element Name |
|-------------------------|---------------|--------------------|---|
| 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/P C1/P1/NM1 | N/A | Parkwork.STATE | State Number |
| C2/V2/D2/P C2/P2/NM2 | N/A | Parkwork.ST_CASE | Consecutive Number |
| V3/D3/PC3/ P3 | N/A | Parkwork.VEH_NO | Vehicle Number |
| PC16 | N/A | Distract.MDRDSTRD | Driver Distracted By |
| C2/V2/D2/P C2/P2/NM2 | N/A | Distract.ST_CASE | Consecutive Number |
| C1/V1/D1/P C1/P1/NM1 | N/A | Distract.STATE | State Number |
| V3/D3/PC3/ P3 | N/A | Distract.VEH_NO | Vehicle Number |
| PC4 | N/A | Factor.MFACTOR | Contributing Circumstances, Motor Vehicle |
| C2/V2/D2/P C2/P2/NM2 | N/A | Factor.ST_CASE | Consecutive Number |
| C1/V1/D1/P C1/P1/NM1 | N/A | Factor.STATE | State Number |
| V3/D3/PC3/ P3 | N/A | Factor.VEH_NO | Vehicle Number |
| D23 | N/A | Drimpair.DRIMPAIR | Condition (Impairment) at Time of Crash |

| Locator Code | 2009 SAS Name | New 2010 SAS Names | Data Element Name |
|-------------------------|---------------|--------------------|--|
| C2/V2/D2/P C2/P2/NM2 | N/A | Drimpair.ST_CASE | Consecutive Number |
| C1/V1/D1/P C1/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/P C2/P2/NM2 | N/A | Nmimpair.ST_CASE | Consecutive Number |
| C1/V1/D1/P C1/P1/NM1 | N/A | Nmimpair.STATE | State Number |
| V3/D3/PC3/ P3 | N/A | Nmimpair.VEH_NO | Vehicle Number |
| P4/NM4 | N/A | Nmimpair.PER_NO | Person Number |
| PC15 | AVOID | Maneuver.MDRMANAV | Driver Maneuvered to Avoid |
| C2/V2/D2/P C2/P2/NM2 | N/A | Maneuver.ST_CASE | Consecutive Number |
| C1/V1/D1/P C1/P1/NM1 | N/A | Maneuver.STATE | State Number |
| V3/D3/PC3/ P3 | N/A | Maneuver.VEH_NO | Vehicle Number |
| NM12 | N/A | Nmcrash.MTM_CRSRH | Non Motorists Action/Circumstance at Time of Crash |
| C2/V2/D2/P C2/P2/NM2 | N/A | Nmcrash.ST_CASE | Consecutive Number |
| C1/V1/D1/P C1/P1/NM1 | N/A | Nmcrash.STATE | State Number |
| P4/NM4 | N/A | Nmcrash.PER_NO | Person Number |
| V3/D3/PC3/ P3 | N/A | Nmcrash.VEH_NO | Vehicle Number |
| NM11 | N/A | Nmprior.MPR_ACT | Non Motorists Action/Circumstance Prior to Crash |
| C2/V2/D2/P C2/P2/NM2 | N/A | Nmprior.ST_CASE | Consecutive Number |
| C1/V1/D1/P C1/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/P C2/P2/NM2 | N/A | Safetyeq.ST_CASE | Consecutive Number |
| C1/V1/D1/P C1/P1/NM1 | N/A | Safetyeq.STATE | State Number |
| P4/NM4 | N/A | Safetyeq.PER_NO | Person Number |

| Locator Code | 2009 SAS Name | New 2010 SAS Names | Data Element Name |
|-------------------------|---------------------------------------|--------------------|-----------------------------|
| V3/D3/PC3/ P3 | N/A | Safetyeq.VEH_NO | Vehicle Number |
| D21 | N/A | Violatn.MVIOLATN | Violations Charged |
| C2/V2/D2/P C2/P2/NM2 | N/A | Violatn.ST_CASE | Consecutive Number |
| C1/V1/D1/P C1/P1/NM1 | 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/P C2/P2/NM2 | N/A | Vision.ST_CASE | Consecutive Number |
| C1/V1/D1/P C1/P1/NM1 | N/A | Vision.STATE | State Number |
| V3/D3/PC3/ P3 | N/A | Vision.VEH_NO | Vehicle Number |

Summary of the SAS Naming Changes in 2010

| Locator Code | 2009 SAS Name | New 2010 SAS Name | Data Element Name |
|--------------|---------------|-------------------|--|
| C20a | N/A | RELJCT1 | Relation to Junction - Within Interchange Area |
| C20b | REL_JUNC | RELJCT2 | Relation to Junction - Specific Location |
| PC5 | TRAF_FLO | VTRAFWAY | Trafficway Description |
| PC6 | NO_LANES | VNUM_LAN | Total Lanes in Roadway |
| PC7 | SP_LIMIT | VSPD_LIM | Speed Limit |
| PC8 | ALIGNMNT | VALIGN | Roadway Alignment |
| PC9 | PROFILE | VPROFILE | Roadway Grade |
| PC10 | PAVE_TYP | VPAVETYP | Roadway Surface Type |
| PC11 | SUR_COND | VSURCOND | Roadway Surface Condition |
| PC12 | TRA_CONT | VTRAFCON | Traffic Control Device |
| PC13 | T_CONT_F | VTCONT_F | Traffic Control Device Functioning |
| C21 | N/A | TYP_INT | Type of Intersection |
| V113 | N/A | VINTYPE | VIN Vehicle Type |
| V114 | N/A | VINMAKE | VIN Make |
| V117 | N/A | VINMODYR | VIN Model Year |
| PC23 | N/A | ACC_TYPE | Accident Type |
| V121 | N/A | FUELCODE | Fuel Code |
| V126 | N/A | TIRE_SZE | Original Tire Size |
| V127 | N/A | DISPLACE | Cubic Inch Displacement |
| V128 | N/A | CYLINDER | Number of Cylinders |
| V129 | N/A | CARBUR | Carburetion |
| V130 | N/A | WHLDRWHL | Number of wheels/.driver wheels |
| V131 | N/A | TON_RAT | Ton Rating |
| V132 | N/A | TRK_WT | Shipping Weight |
| V133 | N/A | TRKWTVAR | Shipping Weight Variance |

| Locator Code | 2009 SAS Name | New 2010 SAS Name | Data Element Name |
|--------------|---------------|-------------------|--|
| V134 | N/A | VIN_REST | VIN Restraint Type |
| V135 | N/A | MCYCL_WT | Dry Weight |
| V136 | N/A | MCYCL_CY | Number of Engine Cycles |
| P11 | N/A | REST_MIS | Any Indication of Mis-Use of Restraint System/Helmet Use |

The data elements in RED are new to 2010 FARS.

The data elements in BLUE are changed in 2010 FARS.

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 in-transport motor vehicle was traveling on just prior to its Critical Precrash Event. The Critical Precrash Event is the event which made the crash imminent (i.e., something occurred which 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.

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 | | ▪ Update Range to: <u>00</u> -99. |
| C14 | Milepoint | X | X | ▪ 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 | ▪ Delete attribute 98 - Not Reported |
| C18 | First Harmful Event | X | X | ▪ Delete attribute 98 - Not Reported |
| C30 | EMS Time at Hospital | X | X | ▪ Added new attribute 9996 – Transport Terminated . |
| V4 | Number of Occupants | X | X | ▪ Delete attribute 98 - Not Reported |
| V9 | Vehicle Make | X | X | ▪ Added new Make 66 - Mahindra |
| V10 | Vehicle Model | X | | ▪ 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 or Cab-Chassis (10,000 lbs. < GVWR < or = 19,500 lbs.), 62 – Single-unit straight truck or Cab-Chassis (19,500 lbs. < GVWR < or = 26,000 lbs.), 63 – Single-unit straight truck or Cab-Chassis (GVWR > 26,000 lbs.), 64 – Single-unit straight truck or Cab-Chassis (GVWR unknown). |
| V27 | Location of Rollover | X | X | <ul style="list-style-type: none"> ▪ Add new attribute: 7 – In Parking Lane/Zone |
| V31 | Sequence of Events | X | X | <ul style="list-style-type: none"> ▪ Removal of attribute 98 – Not Reported |
| V32 | Most Harmful Event | | X | <ul style="list-style-type: none"> ▪ Added new remarks. ▪ Removal of attribute 98 – Not Reported |
| D5 | Driver's License State | X | X | <ul style="list-style-type: none"> ▪ Delete attribute 00 – No Driver Present |
| D6 | Driver's Zip Code | X | X | <ul style="list-style-type: none"> ▪ Delete attribute 00007 – 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 (<i>in 5 mph increments</i>). |
| PC12 | Traffic Control Device | X | X | <ul style="list-style-type: none"> ▪ Updated attributes: 32 23 – School Zone |

| DATA ELEMENT # | DATA ELEMENT NAME | NEW/REVISED VALUES | NEW/REVISED REMARKS | COMMENTS |
|----------------|---|--------------------|---------------------|---|
| PC14 | Driver Vision Obscured By | X | X | ▪ Updated attribute: 95 - No Driver Present / <i>Unknown if Driver Present</i> |
| PC15 | Driver Maneuvered to Avoid | X | X | ▪ Updated attribute: 95 - No Driver Present / <i>Unknown if Driver Present</i> |
| PC16 | Driver Distracted By | X | X | ▪ Updated attribute: 16 - No Driver Present / <i>Unknown if Driver Present</i> |
| PC17 | Pre-Event Movement (Prior to Recognition of Critical Event) | X | X | ▪ Updated attributes: 02 – Decelerating in Roadway , 03 – Accelerating in Roadway , 04 – Starting in Roadway , 05 – Stopped in Traffic Lane in Roadway , 07 – Disabled or “ Parked ” in Travel Lane |
| PC19 | Critical Event-Precrash (Event) | X | X | ▪ Updated attributes: 15 – Turning left at trafficway junction , 16 – Turning right at trafficway junction , 80 – Pedestrian in roadway road , 81 – Pedestrian approaching roadway road , 83 – Pedalcyclist or other non-motorist in roadway road (specify) , 84 – Pedalcyclist or other non-motorist approaching roadway road (specify) , 85 – Pedalcyclist or other non-motorist unknown location (specify), 87 – Animal in roadway road , 88 – Animal approaching roadway road , 90 – Object in roadway road , 91 – Object approaching roadway road |
| P7/NM7 | Person Type | X | X | ▪ Deleted attribute: 88 – Net Reported . |
| P8/NM8 | Injury Severity | | X | ▪ Deleted attribute: 8 – Net 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 | Number of Persons Not in Motor Vehicles in Transport (MVIT) |
| C4B | N/A | PVH_INVL | Number of Parked/Working Vehicles Involved |
| C5A | N/A | PERMVIT | Number of Persons in Motor Vehicles in Transport (MVIT) |
| V126 | N/A | TIRE_SZE | Original Tire Size |
| V127 | N/A | DISPLACE | Cubic Inch Displacement |
| V128 | N/A | CYLINDER | Number of Cylinders |
| V129 | N/A | CARBUR | Carburetion |
| V130 | N/A | WHLDRWHL | Number of Wheels/Drive Wheels |
| V131 | N/A | TON_RAT | Ton Rating |
| V132 | N/A | TRK_WT | Shipping Weight |
| V133 | N/A | TRKWTVAR | Shipping Weight Variance |
| V134 | N/A | VIN_REST | VIN Restraint Type |
| V135 | N/A | MCYCL_WT | Dry Weight |
| V136 | N/A | MCYCL_CY | Number of Engine Cycles |
| NM4 | N_MOT_NO | STR_VEH | Number of Motor Vehicle Striking Non-Motorist |

The data elements in RED are new to 2011 FARS.

The data elements in BLUE are changed in 2011 FARS.

Appendix G: Changes to the FARS VIN Decoded Data Elements

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 VIN verification and decoding program. R L Polk upgraded their PC VINA VIN validation and decoding program to their 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.

Note: The twelve 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 which 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 two-strokes, the last one offered was a 1967 Saab. |
| V213 | CYLNDRS | Contains a code that represents the number of cylinders a vehicle's combustion engine can have. |
| V214 | DISPCLMT | (Displacement Liters) displacement in rounded Liters, where 1,000 cubic centimeters = 1 liter. Even domestic makes will advertise displacement in terms of liters (e.g. 5.0 liter mustang, which equates to a 302 CID or 4967 cc displacement). |
| V215 | DISPLCC | (Displacement CC) displacement in cubic centimeters. We intend to use this as the definitive, exact displacement value, i.e. 4967 cc. |

| Element Identifier | SAS Name | Field Description |
|--------------------|------------|--|
| V216 | DISPLCI | (Displacement CID) displacement in cubic inches. This is a rounded, marketing value, like 302 cubic inches, instead of 4967 cc. |
| V217 | DOORS | The number of doors the vehicle has |
| V218 | DRIVETYP | (Drive Type) This element describes type of driving configuration for cars and trucks such as FWD, AWD, RWD. |
| V219 | DRIVETYP_T | (Drive Type) description |
| V220 | DRIVWHLs | Number of wheels driven by the power train. For example in a 6x4 configuration this would be the 4. |
| V221 | DRL | (Daytime Running Lights)A Polk assigned code that identifies whether or not the vehicle has daytime running lights. |
| V222 | DRL_T | (Daytime Running Lights) description |
| V223 | ENGHEAD | (Head Configuration) Describes the cylinder head's camshaft/valve configuration. |
| V224 | ENGHEAD_T | (Head Configuration) description |
| V225 | ENGMFG | (Mfr.) A Polk assigned code given to the original equipment manufacturer of the within a vehicle |
| V226 | ENGMFG_T | (Mfr.) description |
| V227 | ENGMODEL | (Model) description |
| V228 | ENGVINCD | (Code) Code derived from the VIN (not the secondary VIN for a motorcycle). Usually a single character, some manufacturers give full positions 4-8 and engine information from that; they do not break it down any further. |
| V229 | ENGVVT | Used to determine if a car has Variable Valve Timing |
| V230 | FUEL | (Fuel) What an internal combustion burns to move a piston in a cylinder |
| V231 | FUEL_T | (Fuel) description |
| V232 | FUELINJ | The type of fuel injection |
| V233 | FUELINJ_T | The type of fuel injection used by a vehicle. For example, Direct, Throttle body |
| V234 | GVWRANGE | Contains a code that identifies the Polk standard groupings of gross vehicle weights to which a vehicle may belong. This information is typically captured only for trucks. |
| V235 | GVWRANGE_T | The description for the manufacturers assigned Gross Vehicle Weight (GVW) for trucks. This rating may or may not equal the actual GVW. |
| V236 | INCOMPLT | Indicator that signifies whether the vehicle is consider "incomplete" (Y/N) |
| V237 | MCYUSAGE | A further breakdown of body style for motorcycles to indicate if is it On-Road or Off-Road. |
| V238 | MCYUSAGE_T | A further breakdown of body style for motorcycles to indicate if is it On-Road or Off-Road. |
| V239 | MFG | (Vehicle Manufacturer Name) Standard abbreviation of the name of the vehicle manufacturer, i.e. General Motors, as defined by the National Crime Information Center |
| V240 | MFG_T | (Vehicle Manufacturer Name) The name of the vehicle manufacturer, i.e. General Motors, as defined by the National Crime Information Center |
| V241 | MSRP | Contains the base price of the vehicle as designated by the OEM's specifications. BASE PRICE includes only the price for the base model of the vehicle, excluding any optional equipment that may have been added as a result of the vehicle's TRIM LEVEL. |
| V242 | NCICMAKE | Contains the Polk standardized abbreviation for the OEM's vehicle make. The vehicle make generally contains what the general public usually considers to be |

| Element Identifier | SAS Name | Field Description |
|--------------------|------------|--|
| | | 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 | SEGMENT | The Polk standard segmentation code |
| V262 | SEGMENT_T | Description of SEGMENTATION_CODE that represents the Polk Standard Segmentation applied. |
| V263 | SHIPWEIGHT | Contains the base weight of the vehicle, rounded to the nearest one hundred pounds, as defined in the OEM's specifications. The base weight of a vehicle is the empty weight of the base model of the vehicle (i.e., the stripped down version of the vehicle) |
| V264 | SUPCHRGR | Indicates if the engine has a supercharger or not. |
| V265 | SUPCHRGR_T | Indicates if the engine has a supercharger or not. Yes, No or Unknown. |
| V266 | TIREDESC_F | (Front Tire) More specific tire description (ex. Michelin Eagle P245/40ZR)" |
| V267 | TIREDESC_R | (Rear Tire) More specific tire description (ex. Michelin Eagle P245/40ZR)" |
| 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 | (Axle- 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 | (Axle- Type, Front Axle) short description |
| V272 | TKAXLER | (Axle- Type, Rear Axle) Represents rear axle configuration on a truck tractor. Tandem axles increase load bearing capability. |
| V273 | TKAXLER_T | (Axle- Type, Rear Axle) short description |

| Element Identifier | SAS Name | Field 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. |
| 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. |

**Appendix H:
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, the National Highway Traffic Safety Administration (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 Fatality Analysis Reporting System (FARS) and the National Automotive Sampling System (NASS) General Estimates System (GES). PBCAT was developed by the Federal Highway Administration's (FHWA) 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 Pbtyle 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 Pbtyle 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/NASS GES/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.

**Appendix I:
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:

Intersection Cheat Sheet



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

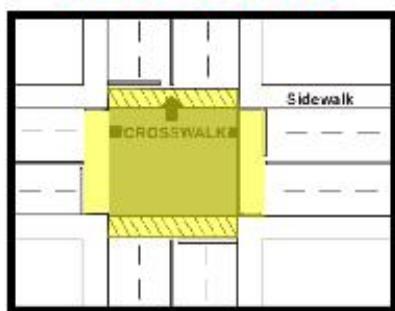
(2) results from an activity, behavior or control related to the movement of traffic units through the intersection.



NM10 NON-MOTORIST LOCATION AT TIME OF CRASH



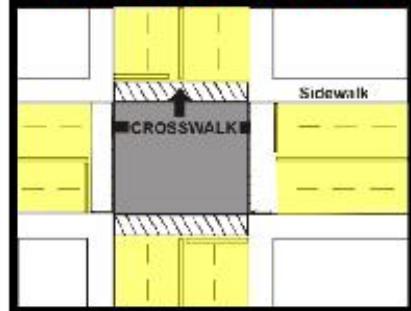
AT INTERSECTION



"At intersection" means: The [person](#) is on a roadway (travel lane) either

- (1) in the intersection,
- (2) in an area between a crosswalk and the perimeter of the intersection, or
- (3) in a crosswalk (whether marked or unmarked) adjacent to an intersection. If there are no crosswalks, "at intersection" means only the intersection, which is the area embraced within the prolongation of the lateral curb lines or, if none, the lateral boundary lines of the roadways.

NOT AT INTERSECTION



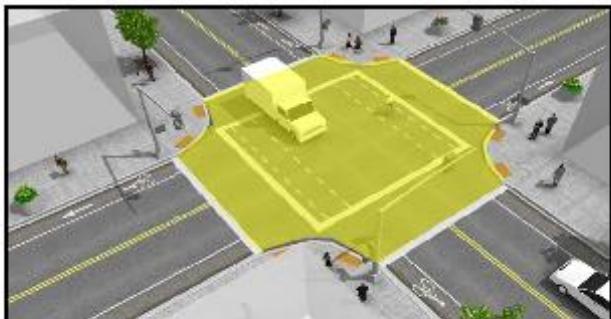
The [person](#) is on a roadway, but not "At Intersection".



PB31/PB31b Pedestrian/Bicycle Crash Location



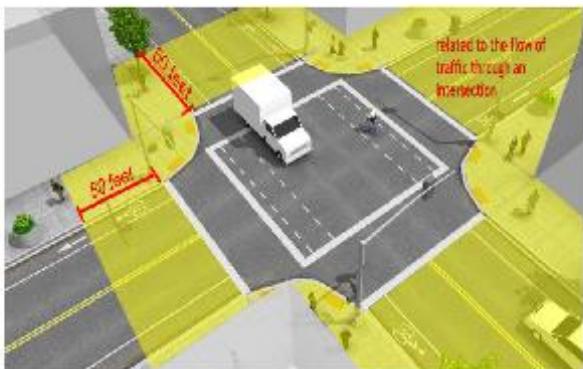
AT INTERSECTION



1 (At Intersection) is used when a person is on a roadway (travel lane) either

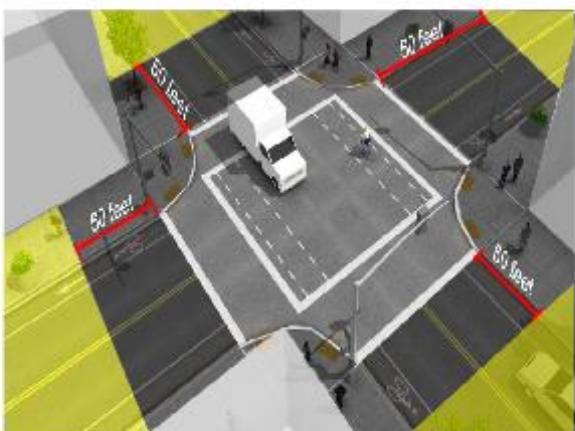
- (1) in the intersection,
- (2) in an area between a crosswalk and the perimeter of the intersection, **or**
- (3) in a crosswalk (whether marked or unmarked) adjacent to an intersection.

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.

DOT HS 812 827
September 2019



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

