Introduction

NHTSA has collected motor vehicle traffic crash data since the early 1970s to support its mission to reduce motor vehicle traffic crashes, injuries, and deaths on our Nation's trafficways. The two data systems included in this Coding and Validation Manual are the **Fatality Analysis Reporting System (FARS)** and the **Crash Report Sampling System (CRSS)**.

FARS

FARS contains data derived from a census of fatal motor vehicle 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 at least one person (occupant of a vehicle or a non-motorist) within 30 days of the crash. FARS was conceived, designed, and developed by the National Center for Statistics and Analysis (NCSA) of the National Highway Traffic Safety Administration in 1975 to provide an overall measure of highway safety, to help identify traffic safety problems, to suggest solutions, and to help provide an objective basis to evaluate the effectiveness of motor vehicle safety standards and highway safety programs.

CRSS

CRSS builds on the retiring, long running National Automotive Sampling System General Estimates System (NASS GES). CRSS is a sample of police-reported motor vehicle traffic crashes involving all types of motor vehicles, pedestrians, and cyclists, ranging from property-damage-only crashes to those that result in fatalities. CRSS is used to estimate the overall crash picture, identify highway safety problem areas, measure trends, drive consumer information initiatives, and form the basis for cost and benefit analyses of highway safety initiatives and regulations. The target population of the CRSS is all police-reported traffic crashes of motor vehicles (motorcycles, passenger cars, SUVs, vans, light trucks, medium or heavy-duty trucks, buses, etc.). The CRSS target population is the same as the previous NASS GES target population.