



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



DOT HS 811 531

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National Automotive Sampling System (NASS) General Estimates System (GES) 2010 Coding and Editing Manual

Variable Name		Oracle Table	Oracle Name	SAS Name
A01	Date	GES.Crashdata	CrashDate	Accident.MONTH, Accident.DAY_WEEK, Accident.YEAR
A02	Time	GES.Crashdata	Crashtime	Accident.Hour, Accident.Minute
A03	Number of In-Transport Motor Vehicles	GES.Crashdata	Numvehs	Accident.Veh_Invl
A03D	Number of Parked/Working Vehicles	GES.Crashdata	NumParkedVehs	Accident.PVH_Invl
A04	Number of Non-Motorists	GES.Crashdata	NumNonMotorists	Accident.Non_Invl
A05	Land Use		Derived	Accident.Land_Use
A06	Harmful Event	GES.Events	ObjecthitID	Accident.Event1
A07	Manner of Collision	GES.Crashdata	CollisionMannerID	Accident.MAN_COL
A08	Interstate Highway	GES.Crashdata	Interstate	Accident.Int_Hwy
A09A	Relation To Junction (Non-Interchange Versus Interchange)	GES.Crashdata	Interchange	Accident.Reljct1
A09B	Relation To Junction (Specific Location)	GES.Crashdata	RelJunc	Accident.Reljct2
A10	Relation To Trafficway	GES.Crashdata	RoadwayRelID	Accident.REL_ROAD
A19	Light Condition	GES.Crashdata	LightID	Accident.Lgt_Cond
A20	Atmospheric Conditions	GES.Crashdata GES.Crashdata	AtmosphereID Atmosphere2ID	Accident.Weather, Accident.Weather1, Accident.Weather2
A21	School Bus Related	GES.Crashdata	School_Bus	Accident.Sch_Bus
A22	Police Jurisdiction	NASS.PARData	Jurisdiction	Accident.PJ
A23	Stratum	NASS.PARData	CategoryID	Accident.STRATUM
A25	Work Zone	GES.Crashdata	WorkZone	Accident.Wrk_Zone
A28	Type of Intersection	GES.Crashdata	Intersectiontype	Accident.Typ_Int
A29	Global Position	GES.Crashdata	Latitude	
A29	Global Position	GES.Crashdata	Longitude	
E01	Event Number	GES.Events	EventNumber	CEvent.Eventnum VEvent.Eventnum
E02	Vehicle Number (This Vehicle)	GES.Events	VehicleID	CEvent.Vehnum Vevent.Vehnum

Variable Name		Oracle Table	Oracle Name	SAS Name
E03	Area of Impact (This Vehicle)	GES.Events	VehiclePlaneID	CEvent.Gad Vevent.Gad
E04	Non-Harmful Event, Non-Collision Category of Object Contacted	GES.Events	ObjecthitID	CEvent.Objcont VEvent.Objcont
E05	Area of Impact (Other Vehicle)	GES.Events	ObjectPlaneID	CEvent.Objgad Vevent.Objgad
E06	Action	GES.Events	VehActionID	CEvent.E_Action Vevent.E_Action
V01	Vehicle Number (This Vehicle)	GES.Vehicle	VehicleNumber	Vehicle.Vehno
V01	Vehicle Number (Other Vehicle)	GES.Vehicle	VehicleNumber	Vehicle.Vehno
V02	Hit and Run	GES.Vehicle	HitRun	Vehicle.Hit_Run
V03	Vehicle Make	GES.Vehicle	MakeID	Vehicle.Make
V04	Vehicle Model	GES.Vehicle	ModelID	Vehicle.Model
V05	Body Type	GES.Vehicle	BodyTypeID	Vehicle.Body_Typ
V06	Vehicle Model Year	GES.Vehicle	ModelYear	Vehicle.Model_Yr
V07	Vehicle Identification Number	GES.Vehicle	VIN	Vehicle.VIN
V07A	Vehicle License Plate Number	GES.Vehicle	LicensePlateID	
V07B	Vehicle Registration State	GES.Vehicle	RegistStateID	
V08	Special Use	GES.Vehicle	SpecialUseID	Vehicle.Spec_Use
V09	Emergency Use	GES.Vehicle	EmergencyUse	Vehicle.EMER_USE
V10	Number of Occupants Coded	GES.Vehicle	NumOccCoded	Vehicle.Occ_Invl
V10B	Number of Occupants	GES.Vehicle	NumOccs	Vehicle.Numoccs
V11	Travel Speed	GES.Vehicle	TravelSpeed	Vehicle.Trav_Sp
V12	Contributing Circumstances, Motor Vehicle	GES.Contributors	ContributorID	Factor.MFACTOR
V13	Vehicle Trailing	GES.Vehicle	Trailing	Vehicle.TOW_VEH
V14	Jackknife	GES.Vehicle	Jackknife	Vehicle.Jackknife
V16	Fire Occurrence	GES.Vehicle	Fire	Vehicle.FIRE_EXP
V18	Extent of Damage	GES.Vehicle	DamageSeverityID	Vehicle.DEFORMED

Variable Name	Oracle Table	Oracle Name	SAS Name	
V19	Vehicle Removal	GES.Vehicle	MannerLeftID	Vehicle.Towed
V20	Most Harmful Event	GES.Vehicle GES.Events	MostHarmfulID ObjectHitID	Vehicle.V_Event
V20A	Most Harmful Event Number	GES.Vehicle GES.Events	MostHarmfulID EventNumber	Vehicle.MHENum
V21	Movement Prior to Critical Event - Precrash 1	GES.Precrash	PriorMovementID	Vehicle.P_Crash1
V23	Accident Type (Configuration)	GES.Vehicle	CrashConfigID	None
V23	Accident Type (Category)	GES.Vehicle	CrashCatID	None
V23	Accident Type (Crash Type)	GES.Vehicle	CrashTypeID	Vehicle.Acc_Type
V24	Area of Impact (Other Vehicle)	GES.Vehicle	InitialPointID	Vehicle.Impact1
V26	Critical Event - Precrash 2 (Category)	GES.Precrash	CrashCatEventID	None
V26	Critical Event - Precrash 2 (Event)	GES.Precrash	CriticalEventID	Vehicle.P_Crash2
V27	Corrective Action Attempted - Precrash 3	GES.CorrectiveAction	CorrectActionID	Vehicle.P_Crash3
V28	Precrash Vehicle Control - Precrash 4	GES.VehicleControl	ControlID	Vehicle.PCrash4
V29	Precrash Location - Precrash 5	GES.Precrash	LocationID	Vehicle.PCrash5
V30	Rollover	GES.Vehicle	RolloverTypeID	Vehicle.Rollover
V30A	Location of Rollover	GES.Vehicle	RolloverLocID	Vehicle.ROLINLOC
V31	Carrier's Identification Number	GES.NGA_Type	CarrierNumber	Vehicle.MCARR_ID
V33	Cargo Body Type	GES.NGA_Type	CargoBodyTypeID	Vehicle.CARGO_BT
V33A	Hazardous Materials Involvement	GES.NGA_Type	HazardInvolve	Vehicle.HAZ_INV
V34	Hazardous Materials Placarded	GES.NGA_Type	HazardPlak	Vehicle.HAZ_PLAC
V35	Hazardous Materials Placard Number	GES.NGA_Type	HazardPlakNum	Vehicle.HAZ_ID
V35A	1-Digit Hazardous Material Class Number	GES.NGA_Type	HazardClassID	Vehicle.HAZ_CNO
V36	Hazardous Materials Release	GES.NGA_Type	HazardRelease	Vehicle.HAZ_REL
V38	Area of Impact- Most Damaged	GES.Vehicle	MostDamaged	Vehicle.IMPACT2;
V39	Bus Use	GES.Vehicle	Bususe	Vehicle.Bus_Use

Variable Name		Oracle Table	Oracle Name	SAS Name
V40	Vehicle Configuration	GES.Vehicle	Vehconfig	Vehicle.V_Config
V41	Trafficway Description	GES.Roadway	TrafficFlowID	Vehicle.VTRAFWAY
V_A12	Total Lanes in Roadway	GES.Roadway	NumLanes	Vehicle.VNum_Lan
V_A13	Roadway Alignment	GES.Roadway	AlignmentID	Vehicle.VAlign
V_A14	Roadway Grade	GES.Roadway	ProfileID	Vehicle.VProfile
V_A15	Roadway Surface Condition	GES.Roadway	SurfaceID	Vehicle.VSurCond
V_A16	Traffic Control Device	GES.Vehicle	Trafficdevice	Vehicle.VTrafCon
V_A17	Device Functioning	GES.Vehicle	Trafficdevicefunct	Vehicle.VTCont_F
V_A18	Speed Limit	GES.Roadway	SpeedLimit	Vehicle.VSpd_Lim
D01	Driver Presence	GES.Vehicle	DriverPresenceID	Vehicle.Dr_Pres
D02	Violations Charged	GES.DriverViolation	ViolationID	Violatn.MVIOLATN
D04	Driver's Vision Obscured By	GES.DriverVision	VisionID	Vision.MVISOBSC
D06	Driver Maneuvered To Avoid	GES.DriverManeuver	ManeuverID	Maneuver.MDRMANAV
D07	Driver Distracted By	GES.DriverDistraction	DistractionID	Distract.MDRDSTRD
D08	Driver's ZIP Code	GES.Driver	Zipcode	Vehicle.DZipCode
D09	Speed Related	GES.Driver	SpeedRelated	Vehicle.SpeedRel
D10	Driver License State	GES.Driver	LicState	
D11	Driver License Number	GES.Driver	LicNumber	
P01	Vehicle Number(Occupants)	GES.Person GES.Vehicle	VehicleID VehicleNumber	Person.Vehno
P01	Vehicle Number (Non-Motorists)	GES.Person	VehicleID	Person.Vehno
P02	Person Number (Occupants)	GES.Person	OccNumber	Person.Perno
P02	Person Number (Non-Motorists)	GES.Person	OccNumber	Person.Perno
P03	Person Type (Occupants)	GES.Person	PersonTypeID	Person.PER_TYP
P03	Person Type (Non-Motorists)	GES.Person	PersonTypeID	Person.PER_TYP
P04	Seating Position	GES.Person	SeatID	Person.Seat_Pos

Variable Name		Oracle Table	Oracle Name	SAS Name
P06	Ejection	GES.Person	EjectionID	Person.Ejection
P07	Age (Occupants)	GES.Person	Age	Person.Age
P07	Age (Non-Motorists)	GES.Person	Age	Person.Age
P08	Sex (Occupants)	GES.Person	SexID	Person.Sex
P08	Sex (Non-Motorists)	GES.Person	SexID	Person.Sex
P09	Injury Severity (Occupants)	GES.Person	InjurySeverityID	Person.Inj_Sev
P09	Injury Severity (Non-Motorists)	GES.Person	InjurySeverityID	Person.Inj_Sev
P10	Taken to Hospital or Treatment Facility (Occupants)	GES.Person	Treatment	Person.Hospital
P10	Taken to Hospital or Treatment Facility (Non-Motorists)	GES.Person	Treatment	Person.Hospital
P11	Police Reported Alcohol Involvement (Occupants)	GES.Person	Police_AlcoholID	Person.Per_Alch
P11	Police Reported Alcohol Involvement (Non-Motorists)	GES.Person	Police_AlcoholID	Person.Per_Alch
P11A	Alcohol Test Status (Occupants)	GES.Person	AlcTestGiven	Person.AlchTest
P11A	Alcohol Test Status (Non-Motorists)	GES.Person	AlcTestGiven	Person.AlchTest
P11B	Alcohol Test Type (Occupants)	GES.Person	AlcTestType	Person.Altstype
P11B	Alcohol Test Type (Non-Motorists)	GES.Person	AlcTestType	Person.Altstype
P11C	Alcohol Test Result (Occupants)	GES.Person	AlcTestResult	Person.Altrslt
P11C	Alcohol Test Result (Non-Motorists)	GES.Person	AlcTestResult	Person.Altrslt
P13	Non-Motorist Location	GES.NonMotorist	LocusID	Person.Locatn
P15	Restraint System Use	GES.Person	Restaint	Person.Rest_Sys
P17	Police Reported Drug Involvement (Occupants)	GES.Person	Police_DrugID	Person.Per_Drug
P17	Police Reported Drug Involvement (Non-Motorists)	GES.Person	Police_DrugID	Person.Per_Drug
P17A	Drug Test Status (Occupants)	GES.Person	DrugTestGiven	Person.DrugTest
P17A	Drug Test Status (Non-Motorists)	GES.Person	DrugTestGiven	Person.DrugTest
P17B	Drug Test Type (Occupants)	GES.Person	DrugTestType	Person.Drtstype

Variable Name	Oracle Table	Oracle Name	SAS Name	
P17B	Drug Test Type (Non-Motorists)	GES.Person	DrugTestType	Person.Drtstype
P17C	Drug Test Result (Occupants)	GES.Person	DrugTestResult	Person.DRTRSLT
P17C	Drug Test Result (Non-Motorists)	GES.Person	DrugTestResult	Person.DRTRSLT
P18	Condition at Time of Crash (Drivers)	GES.Impairment	ImpairID	Impair.MIMPAIR
P18	Condition at Time of Crash (Non-Motorists)	GES.Impairment	ImpairID	Impair.MIMPAIR
P20	Non-Motorist Safety Equipment Use	GES.NonMotoristSafety	SafetyID	Safety.MSAFEQMT
P21	Air Bag Deployed	GES.AirBag	AirbagAvailID	Person.AIR_BAG
P22	Non-Motorist Striking Vehicle Number	GES.NonMotorist	StrikeVehicleID	Person.Str_Veh
P23	Non-Motorist Parked/Working Vehicle Number	GES.NonMotorist	ParkVehicleID	Person.PVehno
P24	Indication of Restraints/Helmet Mis-Use	GES.Person	Restraintmisuse	Person.Rest_Mis
P25	Non Motorist Action/Circumstances Prior to Crash	GES.Nmactionprior	Actionid	nmprior.MPR_ACT
P26	Non Motorist Action/Circumstances at Time of Crash	GES.Nmactionduring	Actionid	nmcrash.MTM_CRSH
PB27	Marked Crosswalk Present	GES.Nonmotorist	Crosswalkpresent	pbtype.PBCWALK
PB28	Sidewalk Present	GES.Nonmotorist	Sidewalkpresent	pbtype.PBSWALK
PB29	School Zone	GES.Nonmotorist	Schoolzone	pbtype.PBSZONE
PB30	Crash Type (Pedestrian)	GES.PEDBIKETYPE	Pedtypeid	pbtype.PEDCTYPE
PB30B	Crash Type (Bicyclist)	GES.PEDBIKETYPE	Biketypeid	pbtype.BIKECTYPE
PB31	Crash Type Location (Pedestrian)	GES.PEDBIKETYPE	Pedlocation	pbtype.PEDLOC
PB31B	Crash Type Location (Bicyclist)	GES.PEDBIKETYPE	Bikelocation	pbtype.BIKELOC
PB32	Pedestrian Position	GES.PEDBIKETYPE	Pedposition	pbtype.PEDPOS
PB32B	Bicyclist Position	GES.PEDBIKETYPE	Bikeposition	pbtype.BIKEPOS
PB33	Pedestrians Initial Direction	GES.PEDBIKETYPE	PEDDIRECTION	pbtype.PEDDIR
PB33B	Bicyclist Direction	GES.PEDBIKETYPE	BICYCLISTDIRECTION	pbtype.BIKEDIR
PB34	Motorist Initial Direction	GES.PEDBIKETYPE	Motoristdirection	pbtype.MOTDIR

Variable Name	Oracle Table	Oracle Name	SAS Name	
PB35	Motorist Maneuver	GES.PEDBIKETYPE	Motoristmaneuver	pbtype.MOTMAN
PB36	Intersection Leg	GES.PEDBIKETYPE	Intersectionleg	pbtype.PEDLEG
PB37	Pedestrian Scenario	GES.PEDBIKETYPE	Pedscenario	pbtype.PEDSNR
PB38	Crash Group (Pedestrian)	GES.PEDBIKETYPE	PEDTYPEID	pbtype.PEDCGP
PB38B	Crash Group (Bicyclist)	GES.PEDBIKETYPE	BIKETYPEID	pbtype.BIKECGP
PV01	Parked/Working Vehicle Number	GES.Parked	VehicleNumber	Parked.PVehno
PV02	Parked/Working Vehicle Type	GES.Parked	TypeID	Parked.PType
PV03	Parked/Working Vehicle Make	GES.Parked	Make	Parked.PMake
PV04	Parked/Working Vehicle Model	GES.Parked	Model	Parked.PModel
PV05	Parked/Working Vehicle Body Type	GES.Parked	BodyTypeID	Parked.PBodyTyp
PV06	Parked/Working Vehicle Model Year	GES.Parked	ModelYear	Parked.PModelYr
PV07	Parked/Working Vehicle Identification Number	GES.Parked	VIN	Parked.PVIN
PV07A	Parked/Working Vehicle License Plate Number	GES.Parked	LicensePlateID	
PV07B	Parked/Working Vehicle Registration State	GES.Parked	RegistStateID	
PV08	Parked/Working Vehicle Special Use	GES.Parked	SpecialUseID	Parked.PSp_Use
PV09	Parked/Working Vehicle Emergency Use	GES.Parked	EmergencyUse	Parked.PEm_Use
PV10	Parked/Working Vehicle Number of Occupants/Persons Coded	GES.Parked	NumOccCoded	Parked.POccInvl
PV10B	Parked/Working Vehicle Number of Occupants/Persons	GES.Parked	NumOccs	Parked.PNumOccs
PV13	Parked/Working Vehicle Trailing	GES.Parked	Trailing	Parked.PTrailer
PV16	Parked/Working Vehicle Fire Occurrence	GES.Parked	Fire	Parked.PFire
PV18	Parked/Working Extent of Damage	GES.Parked	DamageSeverityID	Parked.PVeh_Sev
PV19	Parked/Working Vehicle Removal	GES.Parked	MannerLeftID	Parked.PTowed

Variable Name		Oracle Table	Oracle Name	SAS Name
PV24	Parked/Working Vehicle Areas of Impact - Initial	GES.Parkedevent	VehiclePlaneID	Parked.Pimpact1
PV30	Parked/Working Vehicle Rollover	GES.Parked	RolloverTypeID	Parked.PRollovr
PV30A	Parked/Working Vehicle Location of Rollover	GES.Parked	RolloverLocID	Parked.PROLINLOC
PV31	Parked/Working Vehicle Carrier's Identification Number	GES.Parked	CarrierNumber	Parked.PCarIDNo
PV33	Parked/Working Vehicle Cargo Body Type	GES.Parked	CargoBodyTypeID	Parked.PCargTyp
PV33A	Parked/Working Vehicle Hazardous Materials Involvement	GES.Parked	HazardInvolve	Parked.PHAZ_INV
PV34	Parked/Working Vehicle Hazardous Materials Placarded	GES.Parked	HazardPlak	Parked.PHAZPLAC
PV35	Parked/Working Vehicle Hazardous Materials Placard Number	GES.Parked	HazardPlakNum	Parked.PHAZ_ID
PV35A	Parked/Working Vehicle 1-Digit Hazardous Material Class Number	GES.Parked	HazardClassID	Parked.PHAZ_CNO
PV36	Parked/Working Vehicle Hazardous Materials Release	GES.Parked	HazardRelease	Parked.PHAZ_REL
PV37	Parked/Working Vehicle Location	GES.Parked	RoadwayRelID	Parked.PRel_Rwy
PV38	Parked/Working Vehicle Areas of Impact - Most Damaged	GES.Parked	MOSTDAMAGED	Parked.Pimpact2
PV40	Parked/Working Vehicle Configuration	GES.Parked	Vehconfig	Parked.PV_CONFIG
PE01	Parked/Working Vehicle Number	GES.ParkedEvent	VehicleID	Parkevnt.PVehno Vevent.PVEHNUM
PE02	Parked/Working Vehicle Event Number	GES.ParkedEvent	EventID	Parkevnt.EventNum
PE03	Parked/Working Vehicle Point of Impact	GES.ParkedEvent	VehiclePlaneID	Parkevnt.PGAD Vevent.PGAD

CRASH DATE

GES: A01

Screen Heading: PAR

Screen Name: Crash Date (7-E)

Long Name: What is the crash date?

SAS Name: Accident.MONTH, Accident.DAY_WEEK
Accident.YEAR

Oracle Name: GES.Crashdata.CrashDate

FARS:C8

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

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
		01-12	01-12	Month
		1-7	XX-XX	Day of Week
		N/A	01-31	Day
		Current	Current	Year
		4 digit year	(pre- printed)	

Remarks:

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

FARS SPECIAL INSTRUCTION:

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

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

GES SPECIAL INSTRUCTION:

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

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

C8

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

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

CRASH TIME

GES: A02

Screen Heading: PAR

FARS:C9

Format: 4 numeric

Screen Name: Crash Time (8-E)

Long Name: What is the crash time?

SAS Name: Accident.Hour, Accident.Minute

Oracle Name: GES.Crashdata.Crashtime

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
		00-23		Hours
		99		Unknown Hours
		00-59		Minutes
		99		Unknown Minutes
	0000- 23:59 99:99		0000- 2359 9999	Valid military time (Code midnight as "0000") Unknown

Remarks:

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

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

Examples:

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

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

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

AM - Starts at 00:00 Midnight

PM - Starts at 12:00 Noon

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

FARS SPECIAL INSTRUCTION:

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

How to Code Midnight:

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

End of Day

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

Beginning of Day

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

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

GES SPECIAL INSTRUCTION:

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

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

NUMBER OF IN-TRANSPORT MOTOR VEHICLES

GES: A03

Screen Heading: PAR Configuration Questions

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

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

SAS Name: Accident.Veh_Invl

Oracle Name: GES.Crashdata.Numvehs

FARS:XXX

Format: Not a FARS Element

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>	
		<u>GES</u>	<u>FARS</u>
		1-100	XXX

Remarks:

GES SPECIAL INSTRUCTION:

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

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

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

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

NUMBER OF PARKED/WORKING MOTOR VEHICLES

GES: A03D

Screen Heading: PAR Configuration Questions

FARS:XXX

Format: Not A FARS
Element

Screen Name: Number of Parked/Working Vehicles (12-R)

Long Name: How many parked and working vehicles are in the crash?

SAS Name: Accident.PVH_Invl

Oracle Name: GES.Crashdata.NumParkedVehs

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
		0-30	X	Range

Remarks:

Enter the number of parked and working vehicles in the crash.

A parked vehicle is a motor vehicle which is stopped off the roadway, i.e., parked off the roadway.

A motor vehicle stopped off the roadway, its door open over a roadway, is not in transport and is counted as a parked vehicle.

Working Vehicle -- A motor vehicle is considered a working motor vehicle if and only if it is in the act of performing trafficway construction, maintenance or utility work when it is involved in a crash. This "work" may be located within or outside the trafficway boundaries, including portions of the trafficway closed for construction.

Working Motor Vehicle Inclusions:

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

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

Working Motor Vehicle Exclusions:

1. Vehicles performing a private construction/maintenance activity.
2. Law enforcement vehicles performing other work activities, such as traffic stops, accident investigation, patrolling, and traffic control which is not related to construction, maintenance or utility work on the trafficway.
3. Vehicles performing a work activity other than highway construction, maintenance, or utility work.
4. Construction, maintenance, utility vehicles while moving from one job site to another.

Working motor vehicles do not include personal motor vehicles performing 'neighborly' activity (such as plowing the neighborhood streets) and not contracted to perform highway construction, maintenance or utility work or motor vehicles such as garbage trucks, delivery trucks, taxis, police motor vehicles, emergency motor vehicles or tow trucks.

When the motor vehicle is not in the act of performing "work" and involved in a crash, these highway construction, maintenance or utility vehicles are not working motor vehicles and can be:

1. In transport when in motion or stopped on a roadway; or
2. Not in transport when stopped off the roadway.

If the PAR is unclear whether the motor vehicle is actually in the act of performing work at the time of the crash, then consider the motor vehicle as not working. For example, if the crash involves a passenger car and a snow plow but the road conditions are clear, then assume the snow plow was not working.

When one parked/working vehicle is linked to another parked/working vehicle, the number of parked/working vehicles entered depends on the type of linkage. Fixed linkage is defined as one which has the property of keeping the towed unit separated from the power unit by a distance which is essentially constant. Included within this definition are cradle linkages where the towed unit has two or more wheels off the ground. Nonfixed linkage (such as a rope or a chain) requires the towed unit to be manually controlled. If the PAR indicates (probably in the narrative section) the linkage between the parked/working vehicles is fixed, consider the trailing parked/working vehicle as a towed unit. If the linkage is nonfixed, then count the trailing unit as another parked/working vehicle. If no information is available regarding type of linkage, assume fixed linkage.

NUMBER OF NON-MOTORISTS

GES: A04

Screen Heading: PAR Configuration Questions

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

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

SAS Name: Accident.Non_Invl

Oracle Name: GES.Crashdata.NumNonMotorists

FARS: XXX

Format: Not a FARS Element

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
		0-98	XXX	Actual Number

Remarks:

GES SPECIAL INSTRUCTION:

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

LAND USE

GES: A05

Screen Heading: Crash Data Questions

Screen Name: Population Area (30-N)

Long Name: Within what population area is this crash located?

SAS Name: Accident.Land_Use

Oracle Name: Derived from pardata.psu and pardata.jurisdiction

FARS:XXX

Format: Not A FARS element

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	26463	1	X	Within area of population 25,000 - 50,000
2	26464	2	X	Within area of population 50,000 - 100,000
3	26465	3	X	Within area of population 100,000+
4	26644	8	X	Other area

Remarks:

The element value for this variable is computer generated. The attribute selected is based on the PSU and police jurisdiction from which the crash is selected. For example, if the crash is selected from PSU72, jurisdiction 1; the attribute selected by the computer is **Within area of population 100,000+**.

MANNER OF COLLISION

GES: A07

Screen Heading: Events

FARS: **C19**

Format: 2 numeric

Screen Name: Manner (60-R)

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

SAS Name: Accident.MAN_COL

Oracle Name: GES.CrashData.CollisionMannerID

ELEMENT VALUES

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

Remarks:

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

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

Front-to-Rear is used when a collision occurs between the rear of one vehicle and the front of another vehicle. If this attribute is selected, the points of impact for the vehicles involved in the first harmful event must be front to back.

Front-to-Front is used when a collision occurs between the front end of one vehicle and the front end of another vehicle. If this attribute is selected, the points of impact for the vehicles involved in the first harmful event must both be front.

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

Rear-To-Side is used when a collision occurs between the rear of one vehicle and the side of another vehicle. If this attribute is selected, the points of impact for the vehicles involved in the first harmful event must back for one and side for the other.

Rear-To-Rear is used when a collision occurs between the rear of one vehicle and the rear of another vehicle. If this attribute is selected, the points of impact for the vehicles involved in the first harmful event must both be back.

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

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

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

Examples include:

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

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

INTERSTATE HIGHWAY

GES: A08

Screen Heading: Crash Data Questions

Screen Name: Interstate Highway (140-E)

Long Name: Is the first harmful event associated with an interstate highway?

SAS Name: Accident.Int_Hwy

Oracle Name: GES.Crashdata.Interstate

FARS:XXX

Format: Not a FARS element

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	1	0	X	No
2	2	1	X	Yes
3	3	9	X	Unknown

Remarks:

The Interstate Highway System includes those trafficways that are within the national system for interstate transport and defense purposes. Interstates typically have limited access and multiple lanes of travel.

Crashes which occur on ramps leading to or away from an Interstate should be coded **Yes**.

Enter **No** when the PAR indicates that the crash occurred on any of the following: US Highway, State Highway, County Road, Township Road or Municipal Road.

Enter **Yes** when the PAR indicates the crash occurred on an interstate highway. Some PARs use a specific block to indicate interstate. Interstate can also be identified by the prefix "I" used in the roadway name.

RELATION TO JUNCTION

GES: A09 A/B

Screen Heading: Crash Data Questions

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

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

SAS Name: Accident.Reljct1, Accident.Reljct2

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

FARS:C20 a/b

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

ELEMENT VALUES

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

Remarks:

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

Subfield 1 (C20a): Within Interchange Area?

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

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

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

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown is used when police indicate unknown.

Subfield 2 (C20b): Specific Location

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

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

FARS SPECIAL INSTRUCTION:

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

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

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

Note:

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

Entrance/Exit Ramp Related is used when the first harmful event occurs:

1. On either an entrance or exit ramp roadway, or
2. Off the roadway, but related to the use of or entry onto the ramp.

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

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

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

Driveway Access is used when the first harmful event occurs:

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

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

Examples:

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

Driveway Access Related is used when the first harmful event:

1. occurs on the trafficway,
2. does not occur on a **Driveway Access**, but

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

Examples:

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

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

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

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

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

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

Examples:

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

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

Examples:

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

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

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown is used when police indicate unknown.

Valid Combinations for Subfield 1 and Subfield 2

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

RELATION TO TRAFFICWAY

GES: A10

Screen Heading: Crash Data Questions

FARS:C22

Format: 2 numeric

Screen Name: Roadway Relation (160-R)

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

SAS Name: Accident.REL_ROAD

Oracle Name: GES.CrashData.RoadwayRelID

ELEMENT VALUES

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

Remarks:

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

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

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

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

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

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

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

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

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

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

Gore Inclusions:

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

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

Gore Exclusions:

- Islands for channelizing of vehicle movements
- Islands for pedestrian refuge

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

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

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown is used when police indicate unknown.

Additional Guidance for Relation to Trafficway

For collision events when the vehicle is overlapping adjacent areas:

- For fixed object collisions (FHE), base "Relation to Trafficway" on the location of the object struck.
- Fixed objects that are associated with the trafficway such as curbs, ditches, guardrails, sign supports, utility poles, etc. are not located in the travel lanes or on the shoulder. Therefore, when these fixed objects are contacted in the FHE, Relation to Trafficway should be coded as **Roadside**, regardless of the location of the entire vehicle.
- Non-fixed object collisions (e.g., striking a vehicle on the shoulder or pedestrian on the sidewalk) when the striking vehicle is overlapping two locations (e.g., roadway and shoulder) are also coded with respect to the object contacted, not the striking vehicle.

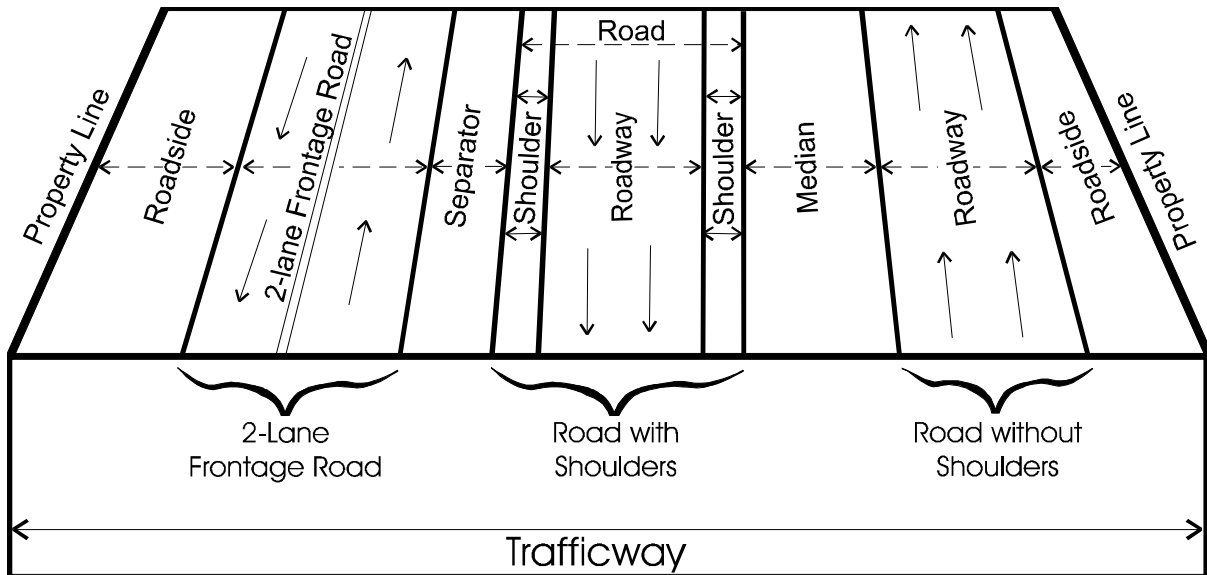
For Rollover/Overtake crashes when the vehicle is overlapping two locations (e.g., roadway and shoulder) when the roll begins:

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

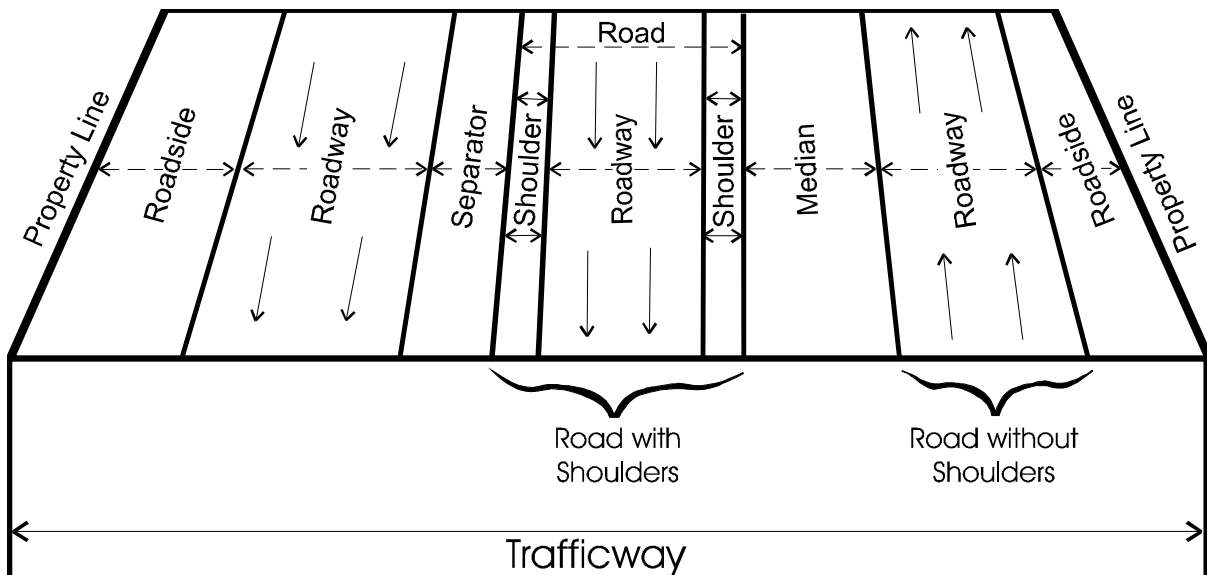
Default rules for the location of Ditches, Embankments and Fences:

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

TRAFFICWAY WITH FRONTAGE ROAD



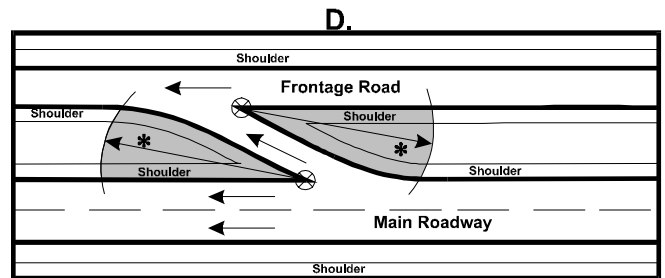
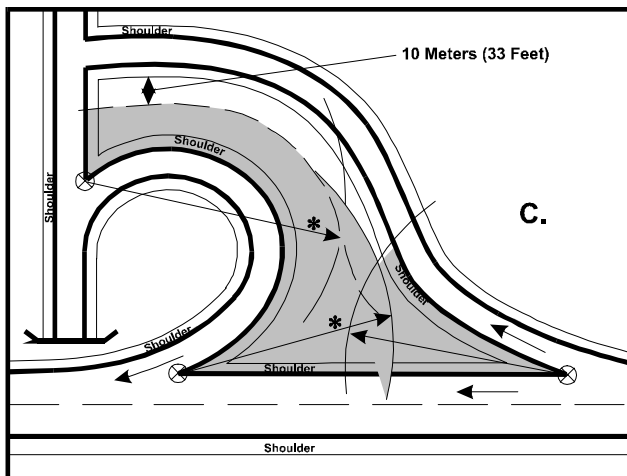
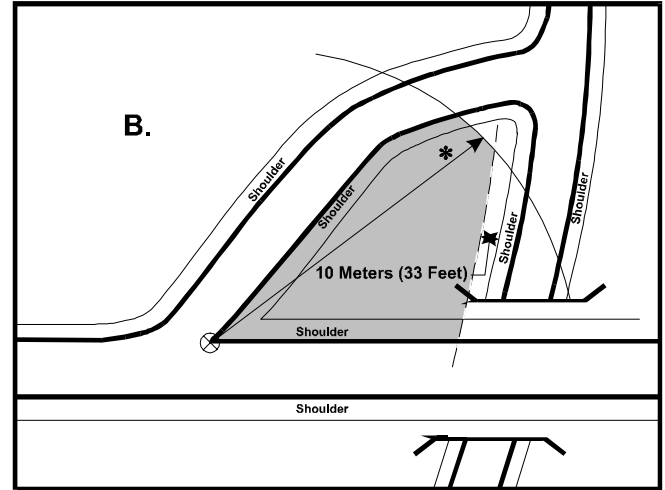
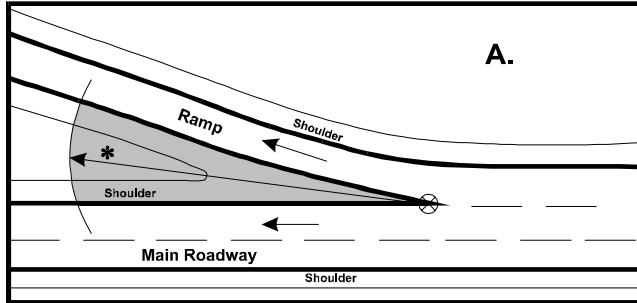
TRAFFICWAY WITH MULTIPLE ROADWAYS IN THE SAME DIRECTION



GORE (2.5.19)

■ Gore

* Radius of 60 Meters
(About 200 Feet)



TOTAL LANES IN ROADWAY

GES: V_A12

Screen Heading: Environmental Conditions

FARS:PC6

Format: 1 numeric

Screen Name: Number Travel Lanes (180-E)

Long Name: What is the number of travel lanes for this vehicle's roadway?

SAS Name: Vehicle.VNum_Lan

Oracle Name: GES.Roadway.NumLanes

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
0	0	0	0	<i>Non-Trafficway Area</i>
1	1	1	1	One lane
2	2	2	2	Two lanes
3	3	3	3	Three lanes
4	4	4	4	Four lanes
5	5	5	5	Five lanes
6	6	6	6	Six lanes
7	7	7	7	Seven or more lanes
9	9	8	8	<i>Not Reported</i>
8	8	9	9	Unknown

Remarks:

Enter the value indicated in the case materials which best represents the number of travel lanes just prior to this vehicle's critical precrash event. The roadway selected for classification is the one this vehicle departed if it is off the roadway just prior to its critical precrash event. If this vehicle is in a junction just prior to its critical precrash event, the roadway selected for classification is the one it is on before entering the junction.

Non-Trafficway Area is used when this vehicle was not on a trafficway prior to its critical precrash event.

A roadway (through lanes only) is one part of a divided trafficway or, if undivided, the same as the through lanes of the trafficway. A lane that can be used for through or turning traffic (dual purpose) will be considered a through lane.

Only lanes open for travel should be counted. Turn lanes are therefore excluded. This also excludes continuous left-turn lanes (which are considered “turn lanes”).

If traffic flows in both directions and is undivided, code the total number of lanes in both directions. If the trafficway is divided into two or more roadways, code only the number of lanes for the roadway on which this vehicle was traveling. Be aware that the case materials may indicate the total number of lanes on the divided trafficway.

The number of lanes counted does not include any that are rendered unusable by restriction of the right-of-way (e.g., closed due to construction).

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown is used when police indicate unknown.

ROADWAY ALIGNMENT

GES: V_A13

Screen Heading: Environmental Conditions

FARS: **PC8**

Format: 1 numeric

Screen Name: Alignment (190-E)

Long Name: What is the roadway alignment for this vehicle's roadway?

SAS Name: Vehicle.VAlign

Oracle Name: GES.Roadway.AlignmentID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS GES</u>	<u>V_A13 FARS</u>	<u>Vehicle.VAlign</u>
0	0	0	0	Non-Trafficway Area
1	1	1	1	Straight
2	5	2	2	Curve Right
3	6	3	3	Curve Left
4	4	4	4	Curve - Unknown Direction
7	7	8	8	Not Reported
9	3	9	9	Unknown

Remarks:

Enter the value indicated on the PAR which best represents the roadway alignment just prior to this vehicle's critical precrash event. The roadway selected for classification is the one this vehicle departed if it is off the roadway just prior to its critical precrash event.

The PAR information is prioritized as follows:

- 1) Narrative
- 2) If a curved roadway section is shown in the diagram, code **Curve**.
- 3) If the roadway section shown in the diagram is straight, but only a small roadway section is depicted, use check-box if it is filled out. If the check box is not filled out or does not exist, code **Straight**.
- 4) If the roadway section on the diagram is straight and a large roadway section is depicted, code **Straight**.
- 5) If the roadway is not described in the narrative or shown in the diagram, use the checkbox information.

Non-Trafficway Area is used when this vehicle was not on a trafficway prior to its critical precrash event.

Straight is selected if the case materials indicate this vehicle's roadway is straight.

Curve Right or **Curve Left** is selected if the case materials indicate this vehicle's roadway is curved or there is any curvature discernable on the diagram.

Curve - Unknown Direction is selected if the case materials indicate a curve, but no curve direction (left/right) is indicated.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown is used when police indicate unknown.

ROADWAY GRADE

GES: V_A14

Screen Heading: Environmental Conditions

FARS: **PC9**

Format: 1 numeric

Screen Name: Profile (200-E)

Long Name: What is the roadway profile for this vehicle's roadway?

SAS Name: Vehicle.VProfile

Oracle Name: GES.Roadway.ProfileID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
0	0	0	0	Non-Trafficway Area
1	1	1	1	Level
3	3	3	3	Hillcrest
5	5	5	5	Uphill
6	6	6	6	Downhill
7	4	2	2	Grade, Unknown Slope
4	18	4	4	Sag (Bottom)
8	7	8	8	Not Reported
9	9	9	9	Unknown

Remarks:

Enter the value indicated on the PAR which best represents the roadway grade just prior to this vehicle's critical precrash event. The roadway selected for classification is the one this vehicle departed if it is off the roadway just prior to its critical precrash event. If this vehicle is in a junction just prior to its critical precrash event, the roadway selected for classification is the one it is on before entering the junction.

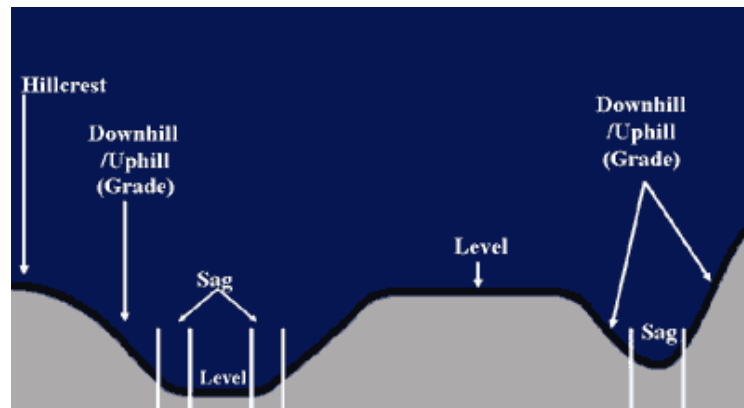
Non-Trafficway Area is used when this vehicle was not on a trafficway prior to its critical precrash event.

Hillcrest refers to the area of transition between an uphill and a downhill grade as in the illustration on the following page.

Grade, Unknown Slope is used if the case materials indicate a grade, but uphill/downhill is not indicated.

Sag (Bottom) is a designed transition feature between a change of grade at the bottom of a hill. It is not a dip, which is a flaw.

A dip on the road is not the same as a sag . A sag is a design feature whereas a dip is a flaw. The minimum length of a sag is 100 feet.



Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown is used when police indicate unknown.

ROADWAY SURFACE CONDITIONS

GES: V_A15

Screen Heading: Environmental Conditions

FARS: **PC11**

Format: **2 numeric**

Screen Name: Condition (210-E)

Long Name: What is the roadway surface condition for this vehicle's roadway?

SAS Name: Vehicle.VSurCond

Oracle Name: GES.Roadway.SurfaceID

ELEMENT VALUES

SCN	ORACLE	SAS		
		GES	FARS	
0	0	00	00	Non-Trafficway Area
1	1	01	01	Dry
2	2	02	02	Wet
3	8	03	03	Snow
5	10	10	10	Slush
4	9	04	04	Ice/Frost
6	11	06	06	Water (Standing, Moving)
7	12	05	05	Sand
8	13	11	11	Mud, Dirt, Gravel
9	14	07	07	Oil
6	6	08	08	Other
97	15	98	98	Not Reported
7	7	99	99	Unknown

Remarks:

Enter the value indicated on the case materials which best represents the roadway surface condition just prior to this vehicle's critical precrash event. The roadway selected for classification is the one this vehicle departed if it is off the roadway just prior to its critical precrash event. If this vehicle is in a junction just prior to its critical precrash event, the roadway selected for classification is the one it is on before entering the junction. These conditions may have been present but did not necessarily contribute to the crash.

If more than one surface condition is indicated for this vehicle select the condition that would have most affected the vehicle's traction.

Non-Trafficway Area is used when this vehicle was not on a trafficway prior to its critical precrash event.

A road made of sand or dirt would be coded **Dry** under normal conditions, not **Sand, Dirt, Oil**.

Wet describes a roadway surface that is covered with water from rain or melted snow.

Snow describes a roadway surface that is covered with snow.

Slush describes a roadway surface that is covered with melting snow.

Ice/Frost includes a roadway covered with ice from freezing rain or water runoff that has pooled on the roadway and turned to ice.

Sand includes sand on the roadway as a result of sand blown by wind or sand discharged on the roadway by highway trucks.

Mud, Dirt, Gravel indicates these substances present on the surface of the roadway at the crash location, not the surface type of the roadway by design.

Water (Standing, Moving) describes a roadway surface that is covered with water and typically localized.

FARS SPECIAL INSTRUCTION:

See Related Factors-Crash Level attribute **Surface Under Water** to see if it applies.

Oil includes fuel spilled on the roadway.

Other is used for roadway surface conditions not described above.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown is used when police indicate unknown.

TRAFFIC CONTROL DEVICE

GES: V_A16

FARS: **PC12**

Screen Heading: Regarding Vehicle # ____

Format: 2 numeric

Screen Name: Traffic Control Devices (245-E)

Long Name: What traffic control device is applicable to this vehicle?

SAS Name: Vehicle.VTrafCon

Oracle Name: GES.Vehicle.Trafficdevice

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
n/a	26623	00	00	No Controls
<u>Traffic Signals</u>				
2	26650	1	01	Traffic Control Signal (on colors) without Pedestrian Signal
3	26651	2	02	Traffic Control Signal (on colors) with Pedestrian Signal
4	26652	3	03	Traffic Control Signal (on colors) not known whether or not Pedestrian Signal
6	26626	8	08	Other Highway Traffic Signal
7	26627	9	09	Unknown Highway Traffic Signal
2	26625	4	04	Flashing Traffic Control Signal
<u>Regulatory Signs</u>				
1	26628	21	20	Stop Sign
2	26629	22	21	Yield Sign
11	26631	28	28	Other Regulatory Sign
12	26632	29	29	Unknown Regulatory Sign
13	26630	23	32	School Zone Sign/Device
8	26653	5	07	Lane Use Control Signal
14	26654	44	40	Warning Sign
15	26655	63	65	Railway Crossing Device
1	26638	51	50	Person
2	26642	98	98	Other
97	26656	97	97	Not Reported
3	26643	99	99	Unknown

Remarks:

Enter the attribute indicated in the case materials which best describes the traffic controls in the vehicle's environment just prior to this vehicle's critical precrash event. The roadway used for coding this element is the one this vehicle departed if it is off the roadway just prior to its critical precrash event. If this vehicle is in a junction just prior to its critical precrash event, this element is coded based on the roadway this vehicle was on before entering the junction. Code the attribute indicated in the case materials if it directly matches.

Code this element whether the device was functioning or not. If more than one device is present, code the highest device (lowest number on list) most related to the crash.

There are two exceptions:

1. One exception is **Person** which includes a law enforcement officer, crossing guard, flagman, etc. **Person** takes precedence over the entire list.
2. The other exception is an **Other Regulatory Sign** which includes a Regulatory Speed Limit Sign.

No Controls is used if, at the time of the crash, there was no intent to control (regulate or warn) vehicle traffic. Use this attribute if statutory controls apply (e.g., state law requires that when two vehicles meet at an uncontrolled intersection, the one on the right has the right-of-way).

When a traffic control is deactivated (e.g., traffic signal that emits no signals) during certain times of the day and was deactivated at the time of the crash, code **No Controls**. A traffic control that has just been installed and not yet activated is also coded **No Controls**.

However, a traffic control that is out (e.g., due to a power failure) and was reported as such in the case materials is coded, unless a temporary control (e.g., stop sign, police officer, etc.) has been inserted, in which case the temporary control should be coded.

Traffic Control Signal (on colors) without Pedestrian Signal refers to any highway traffic signal by which traffic is alternatively directed to stop and permitted to proceed, utilizing the colors of red, yellow and green. This traffic control signal does not have a pedestrian control signal. The source of actuation is of no concern.

Traffic Control Signal (on colors) with Pedestrian Signal refers to any highway traffic signal by which traffic is alternatively directed to stop and permitted to proceed, utilizing the colors of red, yellow and green. This traffic control signal does have a pedestrian control signal. The source of actuation is of no concern.

Traffic Control Signal (on colors) not known whether or not Pedestrian Signal any highway traffic signal by which traffic is alternatively directed to stop and permitted to proceed, utilizing the colors of red, yellow and green. It is unknown if this traffic control signal has a pedestrian control signal. The source of actuation is of no concern.

Other Highway Traffic Signal should be coded for traffic signals that are not covered in the preceding attributes. Use this attribute when a School Bus uses flashing lights to control traffic around the bus, regardless of any additional signs the school bus uses. For example, a school bus uses flashing lights and a stop sign on an arm to stop traffic around the school bus. This should only be used if the crash occurred during the time the sign was in effect.

Unknown Highway Traffic Signal is used with the investigating officer reported that the highway traffic signal was unknown at the time of crash.

Flashing Traffic Control Signal usually has a single colored head and flashes. Use this attribute if it is a Highway Traffic Signal that is flashing. This includes a flashing beacon. If a flashing red beacon appears with a stop sign, use this attribute.

Guide signs do not constitute traffic controls.

You may have a Regulatory Speed Limit Sign along with another Traffic Control Device (for example, a Warning Sign for a dangerous condition in which the Warning Sign is more relevant in the crash). In this case, the Warning Sign is more appropriate to code.

Another set of questions arises from the issue of proximity of the device to the crash. Judgment must be applied in these situations. Typical signs which create such problems are:

- Speed limit signs where a party to the crash may be speeding
- “Do Not Pass” signs where a no passing zone extends for miles but is only marked at the beginning of the zone
- Pedestrians Prohibited signs at entrances to freeways but a pedestrian crash occurs on the freeway between interchanges
- And other such signs which may pertain to a significant length of road.

In these instances, if the crash occurs within reasonably close proximity of the sign and the sign type is relevant to the crash then it may be appropriate to code the sign.

If there is a question as to which type a sign is, consult the Manual of Uniform Traffic Control Devices (MUTCD). Generally, the appropriate code should be used if a party to the crash failed to heed the sign, was in a position to be controlled by the sign, or the sign has some relationship to the crash. For example, for a crash at a four-legged, two-way stop intersection where a driver fails to stop at the stop sign and collides with another vehicle, use the attribute **Stop Sign**. Conversely, at the same intersection, a driver on an approach not controlled by a stop sign loses control and strikes a utility pole. In this case, **Stop Sign** would not be appropriate.

Pavement markings are not considered as traffic control devices.

Stop Sign is a traffic sign used to control vehicular traffic, usually erected at road junctions, that instructs drivers to stop and then to proceed only if the way ahead is clear.

Yield Sign indicates that a vehicle driver must slow down and prepare to stop if necessary usually while merging into traffic on another road but needn't stop if the way is clear.

Other Regulatory Sign

Regulatory signs inform highway users of traffic laws or regulations and indicate the applicability of legal requirements that would not otherwise be apparent.

Examples of Regulatory Signs other than **Stop Sign** or **Yield Sign** are:

- Speed Limit signs
- Turn Prohibition signs
- Do Not Pass
- Do Not Enter signs
- Wrong-way
- One-way signs
- Road Closed signs
- Hazardous Cargo signs.

Unknown Regulatory Sign is used with the investigating officer reported that the regulatory sign was unknown at the time of crash.

School Zone Sign/Device is used when the first harmful event occurred during the time the sign was in effect. If the sign was in effect, it does not matter whether or not children were present. Some **School Zone Signs/Devices** can be flashing, if this is the case, use this attribute before using **Flashing Traffic Control Signal**.

Lane Use Control Signal is for permanent lane control electronic devices (i.e., overhead lights or "X" indicating lane open or closed for rush hour lanes, bridges or at tollbooths).

Warning Signs is used when it is deemed necessary to warn traffic of existing or potentially hazardous conditions on or adjacent to a highway or street. Examples of **Warning Signs** are: Changes in Horizontal Alignment signs (Hill, Curve, etc.), Road Narrows, Divided Road/Divided Road Ends, Low Clearance, Road Surface Condition signs (Bump, Slippery When Wet, etc.), Traffic Flow signs (Merge, Two-way Traffic, No Passing Zone etc.). This includes electronic warning signs such as portable signs, (i.e., attached to a vehicle), or stationary devices. Also use **Warning Signs** for the flashing lights on an approaching train.

Railway Crossing Device is used to control or warn vehicular traffic at a railway crossing.
Examples:

- Flashing Lights
- Wigwags
- Bells
- Cross Bucks

Person is someone, (e.g., police officer, crossing guard, flagman or officially designated person), that is in the act of controlling both vehicular and pedestrian traffic.

Other includes: any other device, which (a) functions as a traffic control device which is not listed as an attribute of this data element and (b) is not excluded by the manual and (c) is related to the crash. Some examples are: barricades, cones, drums and object markers.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown is used if the investigating officer reported that the traffic control device at the time of crash was not known.

DEVICE FUNCTIONING

GES: V_A17

Screen Heading: Traffic Control Device Functioning

FARS:PC13

Format: 1 numeric

Screen Name: Traffic Control Devices (245-E)

Long Name: Was the traffic control device functioning properly?

SAS Name: Vehicle.VTCont_F

Oracle Name: GES.Vehicle.Trafficdevicefunct

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	1	0	0	No Controls
2	2	1	1	Device Not Functioning
3	3	2	2	Device Functioning - Functioning Improperly
4	4	3	3	Device Functioning Properly
7	7	8	8	Not Reported
9	9	9	9	Unknown

Remarks:

This data element is coded with respect to the control selected in the element Traffic Control Device.

Device Not Functioning is used when the device is not functioning at all (e.g., signal out, sign knocked down).

Device Functioning - Functioning Improperly is used when the device was functioning to an extent but not as intended (e.g., red signal lamp burned out, sign twisted or obscured by vegetation).

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown is used if the investigating officer reported that it was unknown if the traffic control device was functioning at the time of crash.

SPEED LIMIT

GES: V_A18

Screen Heading: Environmental Conditions

FARS: **PC7**

Format: 2 numeric

Screen Name: Speed Limit (250-E)

Long Name: What is the legal speed limit for this vehicle's roadway?

SAS Name: Vehicle.VSpd_Lim

Oracle Name: GES.Roadway.SpeedLimit

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
0	0	0	00	No Statutory Limit/ Non-Trafficway Area
5-75	5-75	5-75	01-97	Actual Speed Limit
97	-9997	97	98	Not Reported
*	-9999	99	99	Unknown

Remarks:

Enter the value indicated in the case materials that best represents the speed limit just prior to this vehicle's critical precrash event. The roadway selected for classification is the one this vehicle departed if it is off the roadway just prior to its critical precrash event. If this vehicle is in a junction just prior to its critical precrash event, the roadway selected for classification is the one it is on before entering the junction.

Furthermore, do not confuse advisory signs on entrance/exit ramps or near intersections with the actual legal maximum speed limit. If a state has a statute that uniformly reduces the maximum allowable speed within or near a construction zone, then code the indicated reduced limit.

Refers to the highway speed limit that is operational at the time and place of the crash whether physically displayed or not. Disregard advisory or other speed signs since they do not indicate the legal speed limit.

Acceptable speed limits are in 5 mph increments.

No Statutory Limit/Non-Trafficway Area is used when there is no posted speed limit and no law that governs the maximum speed you can drive (dirt roads, private roads open to the

public). Also in cases when this vehicle was not on a trafficway prior to its critical precrash event.

When coding Speed Limit for roadways with two different speed limits (for north and south-bound lanes), use the speed limit for the direction of travel where the critical precrash event begins.

When a roadway has a different speed limit for different types of vehicles, code the speed limit that is applicable to passenger cars.

Example:

A rural Interstate highway has a speed limit of 65 MPH for passenger cars, but the same road has a 55 MPH speed limit for heavy trucks/buses.

Circumstance 1: A single-vehicle (passenger car) crash. Speed Limit = 65 MPH

Circumstance 2: A single-vehicle (heavy truck/bus) crash. Speed Limit = 65 MPH

Circumstance 3: A two-vehicle crash, (passenger car and heavy truck/bus) crash.
Speed Limit = 65 MPH

Logic:

Our statisticians feel that it would be more representative to code the Speed Limit of the majority of the traffic, namely the passenger car. In addition, they feel that by identifying the car speed limit of 65 MPH, they can then determine the truck speed limit by reviewing the state's speed limit law. (The reverse is not necessarily true.)

Unknown is used when police indicate unknown.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

FARS SPECIAL INSTRUCTION:

Accurate coding of Speed Limit is extremely important. Do not rely solely on the PAR. Check with the State Highway Department as well.

When coding Speed Limit on On-Off Ramps (i.e., when the critical precrash event occurs on the ramp), consider the following:

- A. When a ramp has a posted Speed Limit - a regulatory (black on white) sign, not an advisory (black on yellow) one - the posted speed should be coded.

B. When there is an advisory speed limit or no sign at all, you should:

1. Check with your State Highway Department to see if there is an implicit speed limit for all unmarked ramps. If there is, code speed limit.
2. If there is not; code the speed limit of the controlled access highway.

Values less than 15 mph are unlikely occurrences and will raise an error flag.

LIGHT CONDITION

GES: A19

Screen Heading: Crash Data Questions

FARS: **C24**

Format: 1 numeric

Screen Name: Light (260-E)

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

SAS Name: Accident.Lgt_Cond

Oracle Name: GES.Crashdata.LightID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	26646	1	1	Daylight
2	26647	2	2	Dark - Not Lighted
3	26648	3	3	Dark - Lighted
4	26649	4	4	Dawn
5	26650	5	5	Dusk
7	26700	6	6	Dark - Unknown Lighting
8	26701	7	7	Other
9	26657	8	8	Not Reported
6	26652	9	9	Unknown

Remarks:

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

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

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

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

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

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

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

Rules for determining applicable attribute:

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

Other is used when the conditions above do not apply.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

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

ATMOSPHERIC CONDITIONS

GES: A20

Screen Heading: Crash Data Questions

Screen Name: Atmospheric (270-E)

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

SAS Name: Accident.Weather, Accident.Weather1, Accident.Weather2

Oracle Name: GES.Crashdata.AtmosphereID;
GES.Crashdata.Atmosphere2ID

FARS: **C25**

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

ELEMENT VALUES

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

Remarks:

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

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

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

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

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

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

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

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

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

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

Other atmospheric conditions not described above.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown is used when police indicate unknown.

SCHOOL BUS RELATED

GES: A21

Screen Heading: Crash Data Questions

FARS: **C26**

Format: 1 numeric

Screen Name: School Bus (50-E)

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

SAS Name: Accident.Sch_Bus

Oracle Name: GES.Crashdata.School_Bus

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	0	0	0	No
2	1	1	1	Yes
7	7	7	8	<i>Not Reported</i>

Remarks:

This data element indicates if a school bus, or motor vehicle functioning as a school bus, is related to the crash. The "school bus" can be:

- with or without a passenger(s) on board
- involved as a contact motor vehicle, or
- indirectly involved as a non-contact motor vehicle

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

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

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

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

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

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

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

- If the case materials indicate “School Bus” the assumption is that the Law Enforcement agency conformed to the definition of school bus, thus **Yes** School Bus Related.
- If there is no indication that a school bus was indirectly involved **No** must be selected.

Examples of School Bus Related (indirectly):

1. A police reported “school bus” stops on the roadway. Subsequently an approaching motor vehicle swerves to avoid the stopped bus and contacts another motor vehicle head-on.
2. A police report indicates that a “child” exited a “school bus” and was crossing in front of the stopped bus when a vehicle passed the bus on the left side and struck the child.
3. A line of cars is stopped for a school bus which is discharging passengers. A motor vehicle approaches and is unable to stop in time and strikes the last stopped motor vehicle in the line.

Examples of NOT School Bus Related:

1. An empty school bus, having completed its route, is parked along side the road. A motor vehicle approaching from the rear loses control and strikes the bus.
2. A “Bus” is reported as stopped in traffic and a vehicle swerves to avoid the bus and contacts another vehicle. In this example, there is no positive indication of a “school bus” being involved.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

POLICE JURISDICTION

GES: A22

Screen Heading: PAR

Screen Name: Jurisdiction (none-E)

Long Name: None

SAS Name: Accident.PJ

Oracle Name: NASS.PARData.Jurisdiction

FARS:XXX

Format: Not A FARS
element

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
		1-126	X	Range

Remarks:

GES SPECIAL SECTION:

This is the police jurisdiction from which the PAR is selected; it is written at the top of the PAR and is prefaced by the character "PJ". The police jurisdiction may also be shown as the second of three numbers separated by -'s. The first number in the set of three is the primary sampling unit; the second is the police jurisdiction; and the third is the PAR number. The jurisdiction number written on the PAR must match the number shown in the "GES Input Form" PAR/Jurisdiction field.

STRATUM

GES: A23

Screen Heading: PAR

Screen Name: Category (9-N)

Long Name: What is the crash category?

SAS Name: Accident.STRATUM

Oracle Name: NASS.PARData.CategoryID

FARS:XXX

Format: Not A FARS
Element

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
n/a	1	1	X	Category 1-Stratum L
n/a	2	2	X	Category 2
n/a	3	3	X	Category 3
n/a	4	4	X	Category 4
n/a	5	5	X	Category 1-Stratum M
n/a	6	6	X	Category 1-Stratum N

Remarks:

Only NASS crashes are included in the GES. See the current NASS GES Researcher's Manual, section 3.0 for the definition of a NASS crash.

Categories 1-Stratum L, M and N apply if the NASS crash involves at least one "passenger vehicle" (i.e., a passenger car, sport utility vehicle, van, or pickup truck) which is "towed" (i.e., towed from the crash scene due to damage). Crashes involving medium or heavy trucks are excluded from these categories.

Category 1-Stratum L is used if an occupant of a towed, passenger vehicle is killed. Stratum L also applies when the crash involves one passenger vehicle, the passenger vehicle is towed and one of the occupants receives an A injury and is transported to a medical facility for treatment or the crash involves two or more passenger vehicles, at least two passenger vehicles are towed and one of the occupants of the towed passenger vehicles receives an A injury and is transported to a medical facility for treatment.

Category 1-Stratum M is used if the NASS crash does not qualify for **Category 1-Stratum L**, but at least one occupant of a towed passenger vehicle is injured and transported to a medical facility for treatment.

Category 1-Stratum N is used if the NASS crash does not qualify for **Category 1-Stratum L** or **Category 1-Stratum M**, but a passenger vehicle is towed and no medium or heavy trucks are involved.

Category 2 applies if the NASS crash does not qualify for **Category 1-Stratum L, M or N**; but involves at least one medium or heavy truck and either a vehicle which is towed due to damage or at least one involved person which has a police reported injury of "K", "A", "B", or "C."

Category 3 applies if the NASS crash does not qualify for **Category 1-Stratum L, M or N** or **Category 2**; none of the vehicles involved in the crash are medium or heavy trucks and at least one person involved in the crash has a police reported injury of "K", "A", or "B."

Category 4 applies if the crash does not qualify for **Category 1-Stratum L, M or N**; **Category 2** or **Category 3**. Further clarification: No one in the crash can receive a K, A or B injury. A person can receive a C injury only if there are no medium/heavy trucks involved in the crash.

Stabilization:

At times, one police report will contain more than one crash. This will happen when events constituting a crash have stabilized (ANSI D16.1 1996, Section 2.4.4) and units involved in the first sequence are subsequently involved in another crash sequence which is recorded on the same police report. If more than one crash is recorded on a police report, based on the ANSI definition of stabilized, then use the following protocol to determine which of the crashes to code.

First, identify all NASS crashes. Exclude from consideration those which are not NASS crashes.

Second, select the situation (A, B, or C below) which is applicable to the PAR under consideration and follow the protocol provided.

Situation A

If exactly one crash qualifies for **Category 1-Stratum L, M or N**; choose this crash to code.

Situation B

If more than one crash qualifies for **Categories 1-Stratum L, M and N**; follow the 2 steps below to select the crash to code. Ignore all crashes not applicable to **Categories 1-Stratum L, M and N**.

(1) If more than one crash is classified as L, M or N; choose L over M, M over N.

(2) If there are two or more crashes of the same classification (e.g., two crashes are classified in **Category 1-Stratum N**), then the criteria below apply:

(a) If injury is involved and the relative degree of injury between crashes can be determined, the crash with the highest injury severity is chosen.

(b) If injury is involved and the relative degree of injury between crashes is approximately equal, the first of the highest equal injury crashes is chosen.

(c) If injury is involved and the relative degree of injury between crashes cannot be determined, the first crash is chosen.

(d) If there are no injuries, then the first crash is chosen.

Situation C

If no crash qualifies for **Category 1-Stratum L, M or N** and there is more than one crash applicable to **Categories 2, 3 or 4**; follow the criteria in Situation B, step 2 above to select the crash to code.

WORK ZONE

GES: A25

Screen Heading: Crash Data Questions

FARS: C23

Format: 1 numeric

Screen Name: Work Zone (35-E)

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

SAS Name: Accident.Wrk_Zone

Oracle Name: GES.CrashData.WorkZone

ELEMENT VALUES

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

Remarks:

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

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

Work Zone:

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

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

Work Zone Crash:

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

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

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

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

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

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

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

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

TYPE OF INTERSECTION

GES: A28

Screen Heading: Crash Data Questions screen 2

FARS: C21

Format: 1 numeric

Screen Name:

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

SAS Name: Accident.Typ_Int

Oracle Name: GES.Crashdata.Intersectiontype

ELEMENT VALUES

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

Remarks:

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

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

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

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

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

Traffic Circle refers to an intersection of roads where motor vehicles must travel around a circle to continue on the same road or leave on any intersecting road. **Traffic Circle** must meet the following criteria:

- Entering traffic is controlled by a stop sign, traffic signal or by no traffic control
- Parking is allowed within the circle
- Pedestrians are allowed access to the central island
- Circle traffic can be required to yield to entering traffic

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

A **Roundabout** must meet the following criteria:

- Entering traffic is controlled by a yield sign only
- Circulating traffic has the right of way
- Pedestrian access is allowed behind the yield sign line
- No parking is allowed in the circle

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

Not Reported

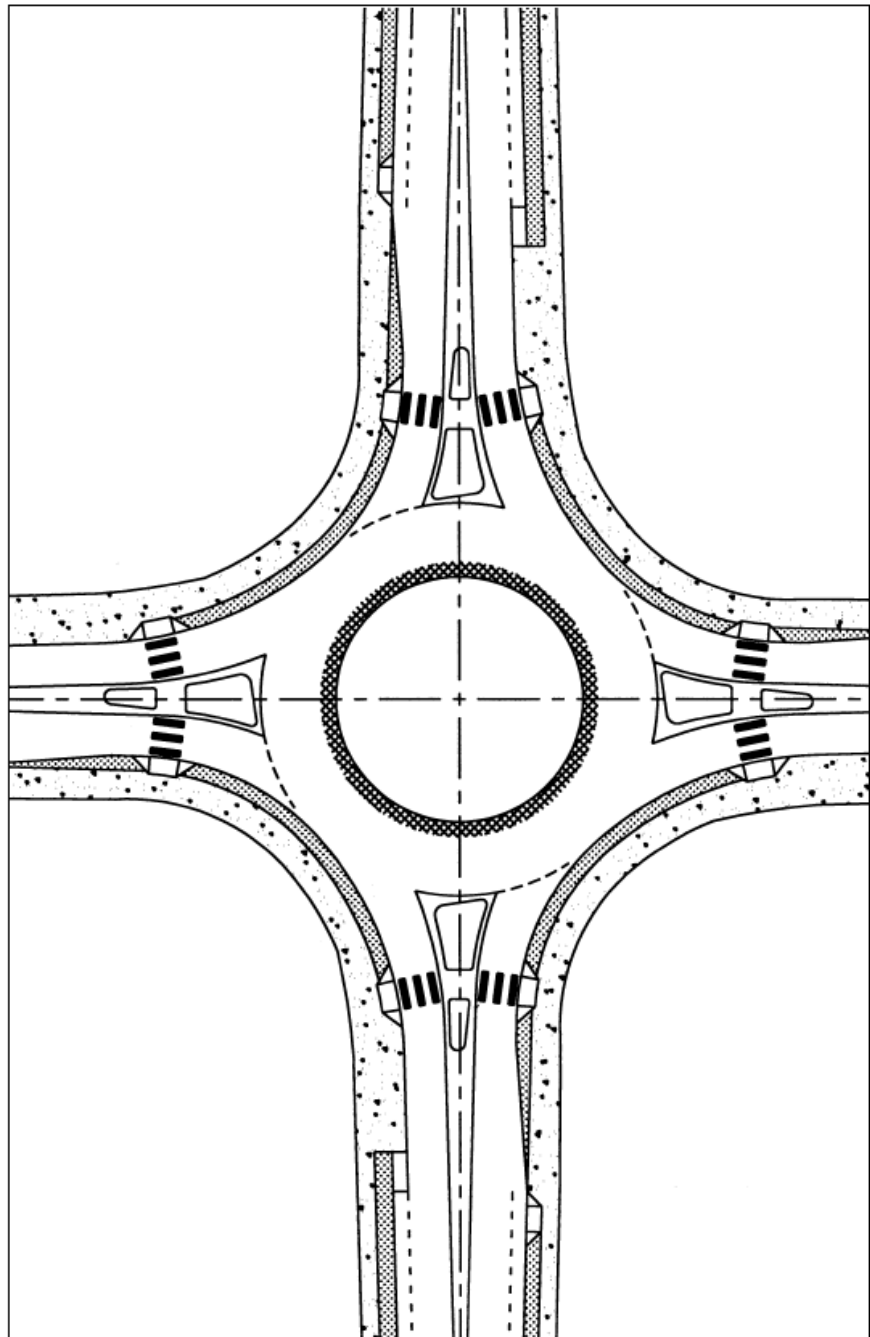
If a state’s crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered “**Not Reported**”.

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown is used when police indicate unknown.

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



GLOBAL POSITION

GES: A29

Screen Heading: Global Position

Screen Name: Crash Data Questions screen 1

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

SAS Name:

Oracle Name (as entered and stored as character data):

GES.Crashdata.Latitude; GES.Crashdata.Latactual

FARS:C15

Format: 8 numeric, 9 numeric

ELEMENT VALUES

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

Remarks:

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

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

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

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

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

Right-Justify Degrees and Minutes:

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

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

Latitude and Longitude Seconds:

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

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

FARS SPECIAL INSTRUCTION:

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

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

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

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

GES SPECIAL INSTRUCTION:

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

CRASH EVENTS

GES: E01-E06

Screen Heading: Events

Screen Name: (See Below)

Long Name: (See Below)

SAS Name: (See Below)

Oracle Name: (See Below)

FARS: C17

Format: (Completed in MDE)

Remarks:

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

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

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

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

Examples Include:

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

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

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

GES Elements E01-E06 Table Columns

E01 Event Number	E02 Vehicle Number (This Vehicle)	E03 Areas of Impact (This Vehicle)	E06 Action	E04/A06 Non-Harmful Event, Non-collision Category or Object Contacted/ Harmful Event	E05 Areas of Impact (Other Vehicle)
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FARS C17 Table Columns

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

GES: E01

Screen Heading: Event Number

Screen Name: Event Number (N)

Long Name: None

SAS Name: CEvent.Eventnum; VEvent.Eventnum

Oracle Name: GES.Events.EventNumber

FARS: C17

Event Number

Format: (Completed in MDE)

Element Values

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		Actual Number
		<u>GES</u>	<u>FARS</u>	
		1-100	001-999	

Remarks:

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

FARS SPECIAL INSTRUCTION:

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

GES: E02/V01

Screen Heading: Vehicle Number (This Vehicle)

Screen Name: Vehicle (100-R)

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

SAS Name: CEvent.Vehnum, VEvent.Vehnum, Vehicle.Vehno

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

FARS: C17

Vehicle Number (This Vehicle)

Format: (Completed in MDE)

Element Values

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		Actual Number
		<u>GES</u>	<u>FARS</u>	
		1-100	001-999	

Remarks:

FARS SPECIAL INSTRUCTION:

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

GES SPECIAL INSTRUCTION:

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

GES: E03

Screen Heading: Areas of Impact (This Vehicle)

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

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

SAS Name: CEvent.Gad, VEvent.Gad

Oracle Name: GES.Events.VehiclePlaneID

FARS: C17

Areas of Impact (This Vehicle)

Format: (Completed in MDE)

ELEMENT VALUES*

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

Remarks:

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

*See Vehicle Level data element Areas of Impact for attribute Remarks.

NON-HARMFUL EVENT, NON-COLLISION CATEGORY OR OBJECT CONTACTED/FIRST HARMFUL EVENT

GES: E04/A06

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

Screen Name: Vehicle/Other (115-R)

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

SAS Name: CEvent.Objcont, VEvent.Objcont, Accident.Event1

Oracle Name: GES.Events.ObjecthitID

FARS: C17/V32

Sequence of Events
Format: (Completed in MDE)

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
E04/A06				
<u>Non-Harmful Events:</u>				
3	19461	161/na	61	Equipment Failure (blown tire, brake failure, etc.)
4	19462	162/na	62	Separation of Units
5	19463	163/na	63	Ran Off Roadway-Right
6	19464	164/na	64	Ran Off Roadway-Left
7	19465	165/na	65	<i>Cross Median</i>
8	19466	166/na	68	<i>Cross Centerline</i>
9	19467	167/na	66	Downhill Runaway
10	19468	168/na	67	Vehicle Went Airborne
11	19469	169/na	69	<i>Re-entering Roadway</i>
1	19451	151/na	70	<i>Jackknife (non-harmful)</i>
2	19460	160/na	60	Cargo/Equipment Loss or Shift (<i>non-harmful</i>)
<u>Non-Collision Harmful Events:</u>				
1	10231	101/1	01	<i>Rollover/Overturn</i>
2	10232	102/2	02	Fire/Explosion
3	10233	103/3	03	Immersion
4	19433	104/4	04	Gas Inhalation
5	10234	105/5	51	Jackknife (<i>harmful to this vehicle</i>)
6	19411	111/11	06	Injured in Vehicle (Non-Collision)
7	19434	107/7	44	Pavement Surface Irregularity (Ruts, Potholes, Grates, etc.)
9	10236	108/8	07	Other Non-Collision

11	19412	112/12	72	Cargo/Equipment Loss or Shift (<i>harmful to this vehicle</i>)
10	10238	110/10	16	Thrown or Falling Object
12	19413	113/13	05	Fell/Jumped from Vehicle

Collision with Motor Vehicle In-Transport and Not Reported:

n/a	*	*/90	12	<i>Motor Vehicle In-Transport</i>
n/a	*	*/91	54	Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport
n/a	*	*/92	55	Motor Vehicle In Motion Outside the Trafficway
997	10286	197/97	98	Not Reported

Collision with Object Not Fixed:

1	10239	121/21	08	Pedestrian
2	10240	122/22	09	<i>Pedalcyclist</i>
3	10241	123/23	10	Railway <i>Vehicle</i>
4	10242	124/24	11	Live Animal
5	19449	149/49	49	Ridden Animal or Animal-Drawn Conveyance
8	10246	128/28	18	Other Object (Not Fixed)
10	10278	127/27	15	Non-Motorist on Personal Conveyance
6	19131	129/29	14	<i>Parked Motor Vehicle</i>
7	19130	130/30	45	<i>Working Motor Vehicle</i>

Collision with Fixed Object:

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

13	10260	143/43	40	Fire Hydrant
14	10261	144/44	41	Shrubbery
15	10262	145/45	42	Tree (Standing Only)
27	10284	184/84	48	Snow Bank
28	10285	185/85	53	Mail Box
17	10265	158/58	43	Other Fixed Object

Unknown:

19	10267	999/99	99	Unknown
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Star (*): The Oracle value equals GES.Vehicle.VehicleID for the other in-transport motor vehicle involved in the event. The SAS value equals the other vehicle number.

Remarks:

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

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

FARS SPECIAL INSTRUCTION:

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

GES SPECIAL INSTRUCTION:

For articulated light vehicles, that are not commercial do not code a **Rollover/Overturn** if only the trailer portion of the combination overturns.

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

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

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

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

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

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

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

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

Example:

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

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

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

Example:

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

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

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

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

Examples:

1. If cargo falls from a truck (in-transport) and strikes another motor vehicle in-transport, this is treated as a two-vehicle crash. Therefore, the proper code for both vehicles is **Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport**.
2. If cargo falls from a truck (in-transport) and strikes another vehicle that is not in-transport, this is also treated as a two-vehicle crash; however in this example, the proper attribute is **Parked Motor Vehicle** or **Working Motor Vehicle** depending on which type of not in-transport vehicle was contacted by the load.
3. If cargo falls from a truck (in-transport) and strikes a pedestrian, the proper attribute would be **Pedestrian**.

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

Example:

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

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

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

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

Inclusions:

— Street car on private way

Exclusions:

— Street car operating on trafficway

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

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

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

Non-Motorist on Personal Conveyance is used for pedestrians using personal conveyances. A personal conveyance is a device, other than a transport device, used by a pedestrian for personal mobility assistance or recreation. These devices can be motorized or human powered, but not propelled by pedaling.

Inclusions:

1) Rideable toys

- Roller Skates, in-line skates
- Skateboards
- Skates
- Baby carriage
- Scooters
- Toy Wagons

2) Motorized rideable toys

- Motorized skateboard
- Motorized toy car

3) Devices for personal mobility assistance

- Segway-style devices

- Motorized and non-motorized wheelchair

- Handicapped scooters

Exclusions:

- Golf cart

- Low Speed Vehicles (LSVs)

- Go-carts

- Minibike

- "Pocket" motorcycles

- Motor scooters

- Moped

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

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

Examples:

1. Asphalt/steam roller working in a highway construction zone paving the roadway or flattening dirt.
2. State highway maintenance crew painting lane lines on the road, mowing grass on the roadside or median, repairing potholes, removing debris from the roadway, etc.
3. Utility truck or a “cherry picker”, performing maintenance on power lines along the roadway or maintaining a traffic signal.
4. A private excavating company contracted by the State digging the foundation for a new overpass.
5. A state, county or privately owned snow plow, plowing ice/snow as part of a highway maintenance activity.
6. Street sweeper sweeping the street.
7. A vehicle in a mobile work convoy displaying arrow boards or other signaling devices warning motorists of the work activity.
8. A law enforcement vehicle which is participating strictly in a stationary construction or mobile maintenance activity as a traffic slowing, control, signaling or calming influence.

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

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

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

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

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

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

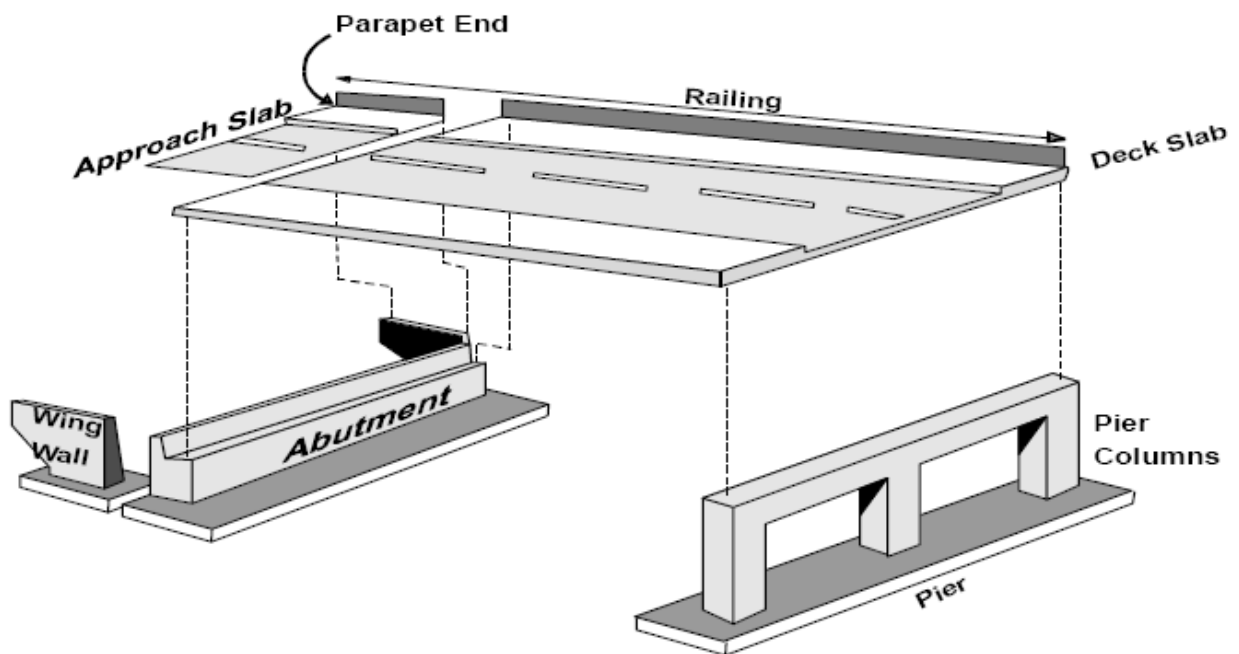
Bridge Overhead Structure is used when striking the bottom of a bridge while traveling on a trafficway underneath it.

Bridge Pier or Support is a square or round column of stone, concrete, brick, steel or wood for supporting a bridge between abutments. This attribute includes the bridge abutments which are supporting the ends of a bridge. Abutments are generally designed for retaining or supporting the embankment under bridge ends and composed of stone, concrete, brick or wood (includes the wing-walls).

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

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

BRIDGE COMPONENTS



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- a. Use **Ditch** if the driver would not have been able to recover from the ditch even if there had been no field approach (crossing).
- b. Use **Embankment** if the driver would have been able to recover from the ditch, but struck the field approach (crossing) prior to doing so.
- c. Use **Embankment** if it is not known whether or not the driver would have been able to recover from the ditch and a field approach (crossing) is involved.

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

Wall is a primarily vertical structure composed of concrete, metal, timber or stone which is not part of a building or a fence but typically is used for retaining earth, abating noise, and separating areas (but not for containment as in the primary function of a fence). Also included as a **Wall** are headwalls (or endwalls) that are sometimes provided on culvert ends principally to protect the sides of the embankment around the culvert opening against erosion. This does

not include wing-walls, which are attached to ends of bridge abutments and extend back at an angle from the roadway. Wingwalls should be coded as **Bridge Pier or Support**.

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

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

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

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

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

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

Examples:

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

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown is used when police indicate unknown.

GES: E04/V01

Screen Heading: Vehicle Number (Other Vehicle)

Screen Name: Vehicle/Other (118-R)

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

SAS Name: CEvent.Objcont; Vevent.Objcont; Vehicle.Vehno

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

FARS: C17

Vehicle Number (Other Vehicle)

Format: (Completed in MDE)

Element Values

				SAS
<u>SCN</u>	<u>ORACLE</u>	<u>GES</u>	<u>FARS</u>	
X	X	1-100	001-999	Actual Number

Remarks:

FARS SPECIAL INSTRUCTION:

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

GES SPECIAL INSTRUCTION:

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

GES: E05

Screen Heading: Areas of Impact (Other Vehicle)

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

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

SAS Name: CEvent.Objgad, VEvent.Objgad

Oracle Name: GES.Events.ObjectPlanelD

FARS: C17

Areas of Impact (Other Vehicle)

Format: (Completed in MDE)

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
N/A		55	XX	<i>Non-Harmful Event</i>
N/A		98	XX	<i>Not a Motor Vehicle in Transport</i>
X	X	N/A	00	Non-Collision
1-12	1-12	21-32	01-12	Clock Points
13	13	33	13	Top
14	14	34	14	Undercarriage
61	61	61	61	Left
62	62	62	62	Left-Front Half
63	63	63	63	Left-Back Half
81	81	81	81	Right
82	82	82	82	Right-Front Half
83	83	83	83	Right-Back Half
97	97	97	98	Not Reported
99	99	99	99	Unknown

Remarks:

Identifies the contact point (if applicable) for the vehicle coded in “E04/V01, Vehicle Number (Other Vehicle)” (GES) or “Vehicle Number (Other Vehicle)” (FARS).

FARS SPECIAL INSTRUCTION:

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

GES SPECIAL INSTRUCTION:

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

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

GES: E06

Screen Heading: Action

Screen Name: Action (105-R)

Long Name: What is the action for this event?

SAS Name: CEvent.E_Action, VEvent.E_Action

Oracle Name: GES.Events.VehActionID

FARS: XXX

Action

Format: Not a FARS element.

ELEMENT VALUES*

<u>SCN</u>	<u>ORACLE</u>	<u>SAS GES</u>	<u>FARS</u>	
1	10228	01	X	Non-Collision
2	10229	02	X	Collision With Object Not Fixed
3	10230	03	X	Collision With Fixed Object
6	10233	06	X	Non-harmful Event
7	19653	07	X	Motor Vehicle In-Transport
8	19654	08	X	Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport
9	19655	09	X	Motor Vehicle in motion outside the trafficway
97	10297	97	X	Not Reported

Remarks:

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

***See Sequence of Events element for Attribute Remarks**

HIT-AND-RUN

GES: V02

Screen Heading: Vehicle Characteristics

FARS:V6

Format: 1 numeric

Screen Name: Hit and Run (360-E)

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

SAS Name: Vehicle.Hit_Run

Oracle Name: GES.Vehicle.HitRun

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	1	0	0	No
2	2	1	1	Yes
7	7	7	8	Not Reported
3	3	9	9	Unknown

Remarks:

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

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

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

Examples include:

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

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

A hit-and-run occurred when this vehicle's driver left the scene after:

- striking a pedestrian or other type of non-motorist.
- striking a parked/stopped off roadway motor vehicle (with or without occupants).
- being struck while parked or in-transport.

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

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

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

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

V03 VEHICLE MAKE

Screen Heading: Vehicle Data

Screen Name: Make (370-E)

Long Name: What is the vehicle make?

SAS Name: Vehicle.Make

Oracle Name: GES.Vehicle.MakeID

Element Values:

Screen	Oracle	SAS
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Passenger Vehicles/Light Trucks

ACURA	54	54
ALFA ROMEO	31	31
AM GENERAL	3	3
AMC	1	1
ASTON MARTIN	6901	69
AUDI	32	32
AUSTIN / AUSTIN HEALEY	33	33
AVANTI	2902	29
BERTONE	6918	69
BMW	34	34
BRICKLIN	6902	69
BUICK	18	18
CADILLAC	19	19
CHECKER	2903	29
CHEVROLET	20	20
CHRYSLER	6	6
CITREON	6903	69
CONSULIER	2909	29
DAEWOO	20212	64
DAIHATSU	60	60
DELOREAN	6904	69
DESOTO	2904	29
DESTA	6916	69
DODGE	7	7
EAGLE	10	10
EXCALIBER	2905	29
FERRARI	6905	69
FIAT	36	36
FORD	12	12

GMC	23	23
GRUMMAN	25	25
HILLMAN	6906	69
HONDA	37	37
HUDSON	2907	29
HYUNDAI	55	55
IMPERIAL	8	8
INFINITI	58	58
ISUZU	38	38
JAGUAR	39	39
JEEP / KAISER-JEEP	2	2
JENSEN	6907	69
KIA	63	63
LADA	6919	69
LAMBORGHINI	6908	69
LANCIA	40	40
LAND ROVER	62	62
LEXUS	59	59
LINCOLN	13	13
LOTUS	6909	69
MASERATI	6910	69
MAZDA	41	41
MERCEDES BENZ	42	42
MERCURY	14	14
MERKUR	56	56
MG	43	43
MINI	143055	69
MITSUBISHI	52	52
MORGAN	6920	69
MORRIS	6911	69
NISSAN / DATSUN	35	35
OLDSMOBILE	21	21
OTHER DOMESTIC MANUFACTURER (light vehicles)	29	29
OTHER FOREIGN MANUFACTURER (light vehicles)	69	69
PACKARD	2908	29
PEUGEOT	44	44
PLYMOUTH	9	9
PONTIAC	22	22
PORSCHE	45	45
RELIANT	6917	69
RENAULT/AMC	46	46
ROLLS ROYCE/BENTLEY	6912	69

SAAB	47	47
SATURN	24	24
SIMCA	6913	69
SINGER	6921	69
SMART	263032	65
STERLING	61	61
STUDEBAKER	2901	29
STUTZ	2906	29
SUBARU	48	48
SUNBEAM	6914	69
SUZUKI	53	53

TOYOTA	49	49
TRIUMPH	50	50
TVR	6915	69

UNKNOWN DOMESTIC MANUFACTURER	2999	99
UNKNOWN FOREIGN MANUFACTURER	6999	99

VOLKSWAGON	30	30
VOLVO	51	51

YUGO	57	57
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Motored Cycle/ATC/ATV

BSA	70	70
BUELL	104476	79
DUCATI	71	71
HARLEY-DAVIDSON	72	72
INDIAN	67602	79
KAWASAKI	73	73
KTM	232985	79
MOTO-GUZZI	74	74
NORTON	75	75
OTHER MAKE MOPED	78	78
OTHER MAKE MOTORED CYCLE	79	79
YAMAHA	76	76

Also See:

BMW	34	34
HONDA	37	37
PEUGEOT	44	44
TRIUMPH	50	50
SUZUKI	53	53

Trucks and Buses

AUTO-UNION-DKW	9802	98
AUTOCAR	9801	98
BROCKWAY	80	80

DIAMOND REO/REO	81	81
DIVCO	9803	98
FREIGHTLINER/WHITE	82	82
FWD	83	83
HINO	9806	98
INTERNATIONAL HARVESTER/NAVISTAR	84	84
IVECO/MAGIRUS	88	88
KENWORTH	85	85
MACK	86	86
MARMON	9808	98
NEOPLAN	9810	98
OSHKOSH	9805	98
OTHER MAKE (med./heavy truck/bus or "other")	15691	98
PETERBILT	87	87
SCANIA	9807	98
STERLING TRUCKS	24428	98

UNKNOWN MEDIUM/HEAVY TRUCKS AND BUSES	9899	99
WARD LAFRANCE	9809	98
WESTERN STAR	9804	98
WINNEBAGO	30189	98

Truck Based Motor Home (Model=850)	15691	98
Bus Based Motor Home (Model=950)	15691	98
Other Bus (Model=988)	15691	98
Unknown Bus (Model=989)		
Other Vehicle, e.g., Farm Vehicle, Go-Cart (Model=998)	15691	98

See Also:

AM GENERAL	3	3
DODGE	7	7
FORD	12	12
CHEVROLET	20	20
GMC	23	23
GRUMMAN	25	25
NISSAN / DATSUN	35	35
FIAT	36	36
ISUZU	38	38
MERCEDES BENZ	42	42
VOLVO	51	51
MITSUBISHI	52	52

Unknown

UNKNOWN MANUFACTURER	99	99
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Remarks:

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

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

Unknown Manufacturer is used for a "hit-and-run" vehicle unless reliable evidence indicates the vehicle's make.

VEHICLE MODEL

GES: V04

Screen Heading: Vehicle Data

FARS: V10

Format: 3 numeric

Screen Name: Model (380-E)

Long Name: What is the vehicle model?

SAS Name: Vehicle.Model

Oracle Name: GES.Vehicle.ModelID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
		001- 397	001- 397	Automobiles
		398	398	Other (Automobile)
		399	399	Unknown (Automobile)
		401- 497	401- 497	Light Trucks
		498	498	Other (Light Trucks)
		499	499	Unknown (Light Trucks)
		701- 706	701- 706	Motorcycles
		709	709	Unknown cc (Motorcycles)
		731- 734	731- 734	All Terrain Vehicles
		739	739	Unknown cc (ATV)
		798	XXX	Other Motored Cycle
		799	XXX	Unknown Motored Cycle
		801- 809	801- 809	Other Make (Medium/Heavy Trucks)
		850	850	Motor Home
		880	XXX	F450/550 PICKUP >4536
		881- 890	881- 890	Medium/Heavy Trucks
		898	898	Other (Medium/Heavy Trucks)
		899	899	Unknown (Medium/Heavy Trucks)
		901- 908	901- 908	Other Make (Buses)
		981-	981-	Buses

987	987	
988	988	Other (Bus)
<i>n/c</i>	997	<i>Not Reported</i>
998	998	Other (Vehicle)
999	999	Unknown

Remarks:

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

FARS SPECIAL INSTRUCTION:

SEE REMARKS UNDER VEHICLE IDENTIFICATION NUMBER – FARS – V13

GES SPECIAL INSTRUCTION:

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

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

If a vehicle make or vehicle model is encountered that is not listed, headquarters is notified

BODY TYPE

GES: V05

Screen Heading: Vehicle Data

FARS: V11

Format: 2 numeric

Screen Name: Body Type (395-E)

Long Name: What is the vehicle body type?

SAS Name: Vehicle.Body_Typ

Oracle Name: GES.Vehicle.BodyTypeID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
<u>Automobiles:</u>				
1		01	01	Convertible (excludes sun-roof, t-bar)
2		02	02	2-Door Sedan, Hardtop, Coupe
3		03	03	3-Door/2-Door Hatchback
4		04	04	4-Door Sedan, Hardtop
5		05	05	5-Door/4-Door Hatchback
6		06	06	Station Wagon (excluding van and truck based)
7		07	07	Hatchback, Number of Doors Unknown
17		17	17	3-Door Coupe
36		08	08	Sedan/Hardtop, number of doors unknown
37		09	09	Other or Unknown automobile type
<u>Automobile Derivatives:</u>				
10		10	10	Auto-Based Pickup (includes Chevrolet - El Camino, GMC -Caballero, Ford - Ranchero, Chevrolet – SSR; Pontiac – G8-ST; Subaru-Baha, Brat, and Volkswagen - Rabbit Pickup)
11		11	11	Auto-Based Panel (Cargo Station Wagon, auto-based Ambulance/Hearse)
12		12	12	Large Limousine (More than four side doors or stretched chassis)
13		13	13	Three-Wheel Automobile or Automobile Derivative
<u>Utility Vehicles:</u>				
14		14	14	Compact Utility (ANSI D16.1 Utility Vehicle Categories “Small” and “Midsize”):

- Small: Chevy-Tracker; GMC - Jimmy/Typhoon; Isuzu - Trooper II; Oldsmobile - Bravada (1991-94); Suzuki - Samurai, Sidekick.
- Midsize: Acura - SLX, RDX; AMC – Hummer H3; Audi - Q5, Q7; BMW - X3, X5; Buick - Rendezvous, Rainier; Cadillac - BRX; Chevrolet - S10-Blazer/TrailBlazer, Tracker (1999 on), TrailBlazer (2003 on), Equinox; Diahatsu -Rocky; Dodge - Durango, Nitro, Raider; Ford - Bronco II (1984 on), Escape, Explorer, Explorer Sport; GMC - Jimmy (1995 on), Envoy, Terrain; Honda - CRV, Passport, Element; Hummer - H3; Hyundai - Santa Fe, Tuscon, Veracruz (**2007 only**); Infiniti - QX4; Isuzu - Amigo, Axiom, Rodeo, Rodeo Sport, Vehicross, Trooper, Hombre; Jeep - Cherokee (1984 on), Commander, Grand Cherokee, Liberty, Patriot, Wagoneer, Wrangler; Lincoln - Aviator; Kia - Sportage, Sorrento; Land Rover - Defender, Discovery, Freelander; Lexus - RX300, RX330, GX470; Mahinda - Scorpio; Mazda - Navajo, Tribute; Mercedes - M, ML, G, GLK; Mercury - Mariner, Mountaineer; Mitsubishi - Montero, Montero Sport, Endeavor; Nissan - Pathfinder, Xterra; Oldsmobile - Bravada (1996 on);Pontiac - Aztek, Torrent; Saab -9-7x; Saturn – Vue; Subaru - B9 Tribeca, Forester; Suzuki - Vitara, Vitara V6, Grand Vitara, X90, XL7; Toyota - 4-Runner, FJ Cruiser, Highlander, RAV4; Volkswagen - Tiguan; Volvo - XC90.

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Large utility (ANSI D16.1 Utility Vehicle Categories and “Full Size” and “Large”)

- Full Size: Acura - MDX; Cadillac - Escalade; Chevrolet Full-size Blazer, Tahoe; Chrysler – Aspen, Ford - Full-size Bronco (78 and after), Excursion, Expedition; Honda - Pilot; Hyundai – Veracruz (**2008 on**); GMC - Jimmy (1991 on), Yukon (Denali/XL); Infiniti - QX56; Isuzu - Ascender; Jeep - Cherokee (83 and before); Kia - Mesa, Borrego; Land Rover - LR2, LR3, Range Rover; Mercedes Benz - GL; Nissan - Armada; Porsche - Cayenne; Lexus - LX450/470; Lincoln - Navigator; Toyota - Land Cruiser, Sequoia; Volkswagen - Touareg.

			<ul style="list-style-type: none"> • <u>Large</u>: Avanti - Studebaker XUV; AMC - Hummer (H1, H2)
16	16	16	Utility station wagon (includes suburban limousines), Cadillac – Escalade ESV; Chevrolet – Suburban (Yukon XL (2000 on), Travellall, Jeep – Grand Wagoneer)
19	19	19	Utility Vehicle, Unknown Body Type

Van-Based Light Trucks (GVWR < = 10,000 lbs.):

20	20	20	Minivan (Buick-Terraza; Chevrolet-Astro, Lumina, Uplander, Venture; Chrysler-Town and Country, Voyager; Dodge-Caravan, Grand Caravan; Ford-Aerostar, Windstar, Freestar, Transit Connect; GMC-Safari, Savana; Honda-Odyssey; Hyundai-Entourage; Isuzu-Oasis; Kia-Sedona; Mazda-MPV; Mercury-Monterey, Villager; Mistubishi-Minivan; Nissan-Altra EV, Axxess, Quest, Van; Oldsmobile-Silhouette; Plymouth-Voyager, Grand Voyager, Vista; Pontiac-Transport, Montana; Saturn-Relay; Toyota-Previa, Sienna; Volkswagon-Camper, Eurovan, Routan, Vanagon.
21	21	21	Large Van-Includes van-based buses (B150-B350, Sportsman, Royal Maxiwagon, Ram, Tradesman, Voyager [83 and before], E150-E450, Econoline, Clubwagon, Chateau, G10-G30, Chevy Van, Beauville, Sport Van, G15-G35, Rally Van, Vandura, Freightliner - Sprinter/Advantage, Mercedes Benz - Sprinter, Dodge - Sprinter)
22	22	22	Step-van or walk-in van (<= 10,000 lbs. GVWR)
28	28	28	Other van type (Hi-Cube Van, Kary)
29	29	29	Unknown van type

Light Conventional Truck (Pick-up style cab, GVWR < = 10,000 lbs.):

30	30	30	Compact pickup (GVWR < 4,500 lbs.) (Chevrolet - Colorado, Courier, S-10, T-10, LUV; Dodge - D50, Colt P/U, Ram 50, Dakota; Plymouth - Arrow Pickup [foreign]; Ford - Courier, Ranger, Explorer Sport Trac; GMC – Canyon, Dakota, S-15, T-15, Sonoma, Honda - Ridgeline; Isuzu - Hombre, i-280, i-350; Mazda - Pickup, B-Series; Mitsubishi - Pickup; Nissan/Datsun - Pickup, Frontier; Toyota - Pickup, Tacoma)
31	31	31	Standard Pickup (GVWR 4,500 to >10,000 lbs.) (AM General - Hummer Pickup; Avanti - Studebaker XUT; Cadillac - Escalade EXT; Chevrolet - Avalanche, Silverado, C-K 1500, C-K 2500, C-K 3500, S/T,

Sierra, R100-R500; Dodge - Ram Pick up, Dakota, D100-D350, W100-W350, Ford – F100-F350; GMC - C10-C35, K10-K35, R10-R35, V10-V35; Jeep - Pickup, Comanche; Lincoln - Blackwood , Mark LT; Mitsubishi - Raider; Nissan - Titan; Suzuki - Equator; Toyota - Tundra, T-100.)

32	32	32	Pickup with slide-in camper
33	33	33	Convertible pickup
39	39	39	Unknown (pickup style) light conventional truck type

Other Light Convention Trucks (GVWR < = 10,000 lbs.):

40	40	40	Cab Chassis Based (includes Rescue Vehicle, Light Stake, Dump, and Tow Truck)
41	41	41	Truck Based Panel
45	45	45	Other light conventional truck type
48	48	48	Unknown light truck type (not a pickup)
49	49	49	Unknown light vehicle type (automobile, utility vehicle, van, or light truck)

Buses (excludes van-based):

50	50	50	School Bus
51	51	51	Cross Country/Intercity Bus (Motor Coach)
52	52	52	Transit Bus (City Bus)
58	58	58	Other Bus Type
59	59	59	Unknown Bus Type

Medium/Heavy Vehicle (GVWR > 10,000 lbs.):

60	60	60	Step Van (>10,000 lbs. GVWR)
61	61	61	Single-unit straight truck (10,000 lbs. < GVWR < or = 19,500 lbs.)
62	62	62	Single-unit straight truck (19,500 lbs. < GVWR < or = 26,000 lbs.)
63	63	63	Single-unit straight truck (GVWR > 26,000 lbs.)
68	68	64	Single-unit straight truck (GVWR unknown)
66	66	66	Truck-tractor (Cab only, or with any number of trailing units; any weight)
67	67	67	Medium/heavy Pickup (Ford Super Duty 450/550)
71	71	71	Unknown if single-unit or combination unit Medium Truck (10,000 lbs. < GVWR < 26,000 lbs.)
72	72	72	Unknown if single-unit or combination unit Heavy Truck (GVWR > 26,000 lbs.)
78	78	78	Unknown medium/heavy truck type
79	79	79	Unknown truck type (light/medium/heavy)

Motor Homes – (Do NOT code commercial vehicle elements for motor homes, unless hazardous cargo is present):

42	42	42	Light Truck Based Motorhome (Chassis Mounted)
65	65	65	Medium/heavy truck based motor home
73	73	73	Camper or motor home, unknown truck type

Motorcycles, Mopeds, All-Terrain Vehicles; All-Terrain Cycles:

80	80	80	Motorcycle
81	81	81	Moped (motorized bicycle)
82	82	82	Three-wheel Motorcycle or Moped – not All-Terrain Vehicle
83	83	83	Off-road Motorcycle (2-wheel)
88	88	88	Other motored cycle type (mini-bikes, motor scooters, pocket motorcycles “pocket bikes”)
89	89	89	Unknown motored cycle type
90	90	90	ATV (All-Terrain Vehicle)/3-Wheel ATC (All-Terrain Cycle)

Other Vehicles:

91	91	91	Snowmobile
92	92	92	Farm equipment other than trucks
93	93	93	Construction equipment other than trucks (includes graders)
97	97	97	Other vehicle type (includes go-cart, fork-lift, city street sweeper, dune/swamp buggy, golf cart)
98	98	98	<i>Not Reported</i>
99	99	99	Unknown body type

Remarks:

AUTOMOBILES

These attributes are used to classify different types of passenger cars. These type of light vehicles, referred to as automobiles, are designed primarily to transport eight or fewer persons.

Convertible (excludes sun-roof and t-bar) refers to a passenger car equipped with a removable or retractable roof. To qualify for this code, the entire roof must open. Convertible roofs are generally fabric; however, removable hardtops are also included. This attribute takes priority over 2-door or 4-door codes.

2-door sedan, hardtop, coupe refers to a passenger car equipped with two doors for ingress/egress and a separate trunk area for cargo (e.g., trunk lid hinged below the backlight). Folding rear seats do not necessarily violate the separate “trunk area” concept.

3-door/2-door hatchback refers to a passenger car equipped with two doors for ingress/egress and a rear hatch opening for cargo (e.g., hinged above the backlight). The cargo area is not permanently partitioned from the passenger compartment area.

3-door coupe refers to a passenger car equipped with three doors for ingress/egress in which 2 of the doors are located on the driver's side and a separate trunk area for cargo (e.g., trunk lid hinged below the backlight). Folding rear seats do not necessarily violate the separate "trunk area" concept.

4-door sedan, hardtop refers to a passenger car equipped with four doors for ingress/egress and a separate trunk area for cargo (e.g., trunk lid hinged below the backlight). Folding rear seats do not necessarily violate the separate "trunk area" concept.

5-door/4-door hatchback refers to a passenger car equipped with four doors for ingress/egress and a rear hatch opening for cargo (e.g., hinged above the backlight). The cargo area is not permanently partitioned from the passenger compartment area.

Station wagon (excluding van and truck based) refers to a passenger car with an enlarged cargo area. The entire roof covering the cargo area is generally equal in height from front to rear and full height side glass is installed between the C and D-pillars. The rearmost area is not permanently partitioned from the forward passenger compartment area (e.g., "horizontal window shades" to hide cargo do not constitute partitions).

Hatchback, number of doors unknown refers to a passenger car with an unknown number of doors for ingress/egress and a rear hatch opening for cargo (e.g., hinged above the backlight). The cargo area is not permanently partitioned from the passenger compartment area.

Sedan/Hardtop, number of doors unknown refers to a passenger car equipped with an unknown number of doors for ingress/egress and a separate trunk area for cargo (e.g., trunk lid hinged below the backlight). Folding rear seats do not necessarily violate the separate "trunk area" concept.

Other or Unknown automobile type is used for any passenger car that cannot be described by the other automobile codes OR when it is known that the vehicle is a passenger car, but there is insufficient data to determine the type. Do not use this attribute if the Police Accident Report (PAR) alone or in combination with other information gives sufficient detail to identify a more specific attribute.

- **Example #1:** If the possible choices are codes "01," "02", or "09" but there is enough detail to identify that it is a 2-door and that it is NOT a convertible, then use attribute **2-door sedan, hardtop, coupe**.
- **Example #2:** If there is information that it is a 4-door and the PAR eliminates the possibility of a hatchback or station wagon, then use **4-door sedan, hardtop**.

AUTOMOBILE DERIVATIVES

This describes certain passenger cars that have been modified to perform cargo-related tasks.

Auto based pickup refers to a passenger car based, pickup type vehicle. The roof area (and side glass) rearward of the front seats on a station wagon have been removed and converted into a pickup-type cargo box.

Auto based panel (cargo station wagon, auto based ambulance/hearse) refers to an automotive station wagon that may have sheet metal rearward of the B-pillar rather than glass.

Large Limousine - more than four side doors or stretched chassis refers to an automobile that has sections added within its wheelbase to increase length and passenger/cargo carrying capacity.

Three-wheel automobile or automobile derivative refers to three-wheel vehicles with an enclosed passenger compartment.

UTILITY VEHICLES (< = 10,000 lbs. GVWR)

Utility Vehicles are designed for carrying persons, and generally considered a multi-purpose vehicle that is designed to have off-road capabilities. These vehicles are: generally four-wheel drive (4 x 4), have increased ground clearance, and are equipped with a strong frame. Four wheel drive automobiles are not considered utility vehicles.

Compact Utility refers to a short wheelbase and narrow tracked multi-purpose vehicle designed to operate in rugged terrain.

Large Utility refers to fullsize multi-purpose vehicles primarily designed around a shortened pickup truck chassis. Generally a station wagon style body, some model are equipped with a removable top.

Utility Station Wagon refers primarily to a pickup truck based chassis enlarged to a station wagon.

Utility Vehicle, Unknown Body Type is used when it is known that the vehicle is a utility vehicle, but there is insufficient data to determine the specific type.

VAN-BASED LIGHT TRUCKS (< = 10,000 lbs. GVWR)

Van-Based Light Trucks (< = 10,000 lbs. GVWR) are designed to maximize cargo/passenger area versus overall length. Basically a "box on wheels", these vehicles are identifiable by their enclosed cargo/passenger area and relatively short (or non-existent) hood.

Minivan refers to down-sized cargo or passenger unibody vans.

Large Van refers to a standard cargo or passenger van and includes van-based buses. These vans will generally have a larger capacity in both volume and GVWR.

GES SPECIAL INSTRUCTION:

Ford E-450 super duty cutaways designed to carry cargo or passengers are coded **Single Unit Straight Truck**

Step Van or Walk-In Van (< = 10,000 lbs. GVWR) refers to a multi-stop delivery vehicle with a GVWR less than or equal to 10,000 lbs. Examples are the Grumman LLV used by the US Postal Service or the Aeromate manufactured by Utilimaster Motor Corporation.

Other Van Type refers to a cargo or delivery van where the chassis and cab portions from the B-pillar forward of this vehicle are the same as in Minivans or Large Vans with a frame mounted cargo area unit added behind the driver/cab area or if the van cannot be described as a Minivan, Large Van, Step-van or a Van-based motorhome. Annotate the van type when using this code. This code takes priority over Minivans and Large Vans.

Unknown Van Type is used when it is known that this vehicle is a light van, but its specific type cannot be determined.

LIGHT CONVENTIONAL TRUCKS (Pickup Style Cab, < = 10,000 lbs. GVWR)

Light Conventional Trucks are used to describe vehicles commonly referred to as pickup trucks and some of their derivatives. These light trucks are characteristically designed with a small cab containing a single row of seats (extended cabs with additional seats are available for some models), a large hood covering a conventional engine placement, and a separate open box area (approximately 180 to 240 centimeters long) for cargo.

Compact Pickup is used to describe a pickup truck having a width of 178 centimeters or less.

Standard Pickup is used to describe a pickup truck having a width of greater than 178 centimeters.

Pickup with Slide-in Camper is used to describe any pickup truck that is equipped with a slide-in camper. A slide-in camper is a unit that mounts within a pickup bed. Pickup bed caps, tonneau covers or frame mounted campers are not applicable for this code.

Convertible Pickup refers to a pickup truck equipped with a removable or retractable roof. To qualify for this code, the entire roof must open. Convertible roofs are generally fabric; however, removable hardtops are also included. This code takes priority over compact and large pickups.

Unknown (Pickup Style) Light Conventional Truck Type is used when this vehicle is a Light Conventional Truck, but there is insufficient data to determine the specific code.

OTHER LIGHT TRUCKS (< = 10,000 lbs. GVWR)

Other Light Trucks are used to describe vehicles that are based upon a conventional light pickup frame, but a commercial or recreational body has been affixed to the frame rather than a pickup box.

Cab Chassis Based (includes rescue vehicles, light stake, dump and tow truck) is used to describe a light vehicle with a pickup style cab and a commercial (non-pickup) body attached to the frame. Included are pickup based ambulances and tow trucks.

Truck Based Panel is used to describe a truck based station wagon that has sheet metal rather than glass above the beltline rearward of the B-pillars.

Other Light Conventional Truck Type is used for light conventional trucks that cannot be described elsewhere.

Unknown Light Truck Type (not a pickup) is used when it is known that the vehicle is a light truck chassis based vehicle and not a pickup, but insufficient data exist to specify utility, van, or other light vehicle.

Unknown Light Vehicle Type (automobile, utility, van or light truck) is used when it is known that the vehicle is a light vehicle, but insufficient data exists to specify what type of light vehicle it is.

BUSES (Excludes Van-Based)

Buses are defined as any motor vehicle designed primarily to transport large groups of passengers (nine or more persons, including the driver).

School Bus (designed to carry students, not cross country or transit) is a bus designed to carry passengers to and from educational facilities and/or related functions. The vehicles are characteristically painted yellow and clearly identified as school buses. Use this code regardless of whether the vehicle is owned by a school system or a private company. School buses converted for other uses (e.g., church bus) also take this code.

Cross Country/Intercity Bus (Motor Coach) describes a bus body type designed to travel long distances between cities (e.g. Greyhound).

Transit Bus (City Bus) describes a bus body type designed for public transportation typically within a city.

Other Bus Type is a vehicle designed/converted to carry nine or more persons, including the driver, not described by the attributes school bus, cross country/intercity bus, transit bus, or van-based bus. Examples include a specialized tour bus or bus based motor home.

Unknown Bus Type is used when it is known the transport device is a bus but there is insufficient data to choose between the bus attributes.

MEDIUM/HEAVY TRUCKS (> 10,000 lbs. GVWR)

Medium/Heavy Trucks describe a single unit truck specifically designed for carrying cargo on the same chassis as the cab. They pertain to a truck-tractor designed for towing trailers or semi-trailers. Although towing is their primary purpose, some truck-tractors are equipped with cargo areas located rearward of the cab.

Step Van (>10,000 lbs. GVWR) defines a single unit enclosed body with a GVWR greater than 10,000 lbs. and an integral driver's compartment and cargo area. Step vans are generally equipped with a folding driver seat mounted on a pedestal and a sliding door for easy ingress/egress.

Single-Unit Straight Truck describes a non-articulated truck designed to carry cargo. The attribute selected is based on the applicable GVWR range for the vehicle.

Single-Unit Straight Truck (GVWR unknown) describes a medium/heavy non-articulated truck designed to carry cargo. It is known not to be a step van, van, or pickup truck, but its GVWR is unknown.

Truck-Tractor (Cab only or with any number of trailing units) describes a fifth wheel equipped tractor-trailer power unit. The number of trailing units is not a consideration.

Medium/Heavy Pick-up is a single-unit straight truck with a pickup body style with a GVWR > 10, 000 lbs. Examples include the Ford Super Duty 350, 450, or 550.

Unknown Medium/Heavy Truck Type is used when it is unknown whether the medium/heavy truck is a single unit truck or a truck-tractor and/or trailer combination and it is known that the vehicle is either a medium or heavy truck with GVWR >10,000 lbs..

Unknown Truck Type (light/medium/heavy) is used when it is known that this vehicle is a truck, but there is insufficient data to classify the vehicle further.

MOTOR HOMES

Motor Homes are recreational vehicles mounted on an incomplete vehicle chassis that is suitable to live in and drive across the country. (Do NOT code commercial vehicle elements for motor homes, unless hazardous cargo is present.)

Light Truck Based Motor Home (chassis mounted) is used to describe a frame mounted recreational unit attached to a light van or conventional chassis.

Medium/Heavy Truck Based Motor Home describes a recreational vehicle mounted on a single unit medium/heavy truck chassis.

Camper or Motor Home, unknown truck type is used when it is known the vehicle is a camper or motor home, but the truck type is unknown.

MOTORCYCLES, MOPEDS, ALL-TERRAIN VEHICLES, ALL-TERRAIN CYCLES

Motorcycle is used when a motor vehicle having a seat or saddle for the use of its operator is a two-wheeled open (e.g., no enclosed body) vehicle propelled by an internal combustion engine. Motorcycles equipped with a side car also use this code.

Moped (motorized bicycle) is used when the vehicle is a speed-limited motor-driven cycle capable of moving either by pedaling or by an internal combustion engine.

Three-Wheeled Motorcycle or Moped is used when the vehicle is a three-wheeled open vehicle propelled by an internal combustion engine or a three-wheeled motorized bicycle capable of moving either by pedaling or by an internal combustion engine.

Off-road Motorcycle (2-wheel) is used when the vehicle is a two-wheeled open vehicle propelled by an internal combustion engine designed or built for off road use only.

Other Motored Cycle (mini-bike, motor scooter, pocket motorcycles “pocket bikes”) is used when the vehicle in question does not qualify for attributes motorcycle, moped, three-wheeled motorcycle or moped (e.g., motor scooter).

Unknown Motored Cycle Type is used when it is known that the vehicle is a motored cycle, but no further data is available.

ATV (All-Terrain Vehicle)/3-Wheel ATC (All-Terrain Cycle) is used for off-road recreational vehicles which cannot be licensed for use on public roadways. ATVs have 3 or 4 or more wheels.

OTHER VEHICLES

Other Vehicles describes all motored vehicles that are designed primarily for off-road use.

Snowmobile refers to a vehicle designed to be operated over snow propelled by an internal combustion engine.

Farm Equipment Other Than Trucks refers to farming implements other than trucks propelled by an internal combustion engine (e.g., farm tractors, combines, etc.).

Construction Equipment Other Than Trucks refers to construction equipment other than trucks propelled by an internal combustion engine (e.g., bulldozer, road grader, etc.).

Other Vehicle Type is used when the motorized vehicle in question does not qualify for Construction equipment other than trucks, Farm equipment other than trucks, or Snowmobile (e.g., fork-lift, city street sweeper, dune/swamp buggy, golf cart, go-kart, “kit” car, etc.).

Unknown Body Type is used when the available information regarding the type of vehicle is reported as Unknown.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

FARS SPECIAL INSTRUCTION:

SEE REMARKS UNDER VEHICLE IDENTIFICATION NUMBER – FARS – V13

VEHICLE MODEL YEAR

GES: V06

Screen Heading: Vehicle Data

FARS: V12

Format: 4 numeric

Screen Name: Year (400-E)

Long Name: What is the vehicle model year?

SAS Name: Vehicle.Model_Yr

Oracle Name: GES.Vehicle.ModelYear

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
	7777	7777	9998	Actual Four Digit Model Year
*	9999	9999	9999	Not Reported Unknown

Remarks:

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

FARS SPECIAL INSTRUCTION:

Code all four digits of the model year for which the vehicle was manufactured.

A vehicle manufactured as a 1985 model is to be coded as "1985."

SEE REMARKS UNDER VEHICLE IDENTIFICATION NUMBER – FARS – V13

GES SPECIAL INSTRUCTION:

Enter the 4 digit model year.

VEHICLE IDENTIFICATION NUMBER

GES: V07

Screen Heading: Vehicle Data

FARS: V13

Format: 17 alphanumeric

Screen Name: VIN (365-E)

Long Name: What is the vehicle identification number?

SAS Name: Vehicle.VIN

Oracle Name: GES.Vehicle.VIN

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>GES</u>	<u>FARS</u>
	000000000000000000		
	888888888888888888		
	999999999999999999		

No VIN Required
Any Alphanumeric Characters – Actual VIN number
Not Reported
Unknown

Remarks:

Vehicles manufactured after September 1980 conform to Federal Motor Vehicle Safety Standard 115. This standard requires that each VIN have 17 characters, not contain the letter "I", "O" or "Q", and pass a mathematical test (check digit). Vehicles older than 1980 may have VINs that are shorter.

Code the complete VIN. The VIN is always left-justified.

If the VIN is less than 17-characters long (pre-1981 VIN), leave the remaining characters blank. Do not zero-fill.

Enter **Unknown** when the entire VIN is unknown or missing.

Trailer VINs are not coded. If the VIN for the power unit is not available, code Unknown.

Enter all zero's or **No VIN Required** if the vehicle is not required to have a VIN as per FMVSS 115 or the vehicle does not require registration (farm tractors, go-carts, etc.).

NOTE: For any multi-stage manufactured vehicle (e.g., school bus, motor home, limousine, tow truck, etc.), enter the VIN for the vehicle's power unit/chassis. Do not code the secondary manufacturer's serial number, which is not considered a VIN under FMVSS 115.

If the vehicle is manufactured by the Ford Motor Company and the VIN begins or ends with a script “f”, the script “f” *is not entered*.

Proceed to the next character, as in the example below.

VIN: f3U62S100932f
ENTER: 3U62S100932

In addition, if any hyphens or periods are contained in the string of alphanumeric characters, ignore them as in the example below.

VIN: SM-E.3076421
ENTER: SME3076421

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown is used when the entire VIN is reported as Unknown or this is a hit-and-run vehicle, with no information available.

FARS SPECIAL INSTRUCTION:

If the state will not allow transmittal of a complete standard VIN, code the right-most four characters as numeric zeroes. The vehicle registration file must be used to verify the VIN.

GES SPECIAL INSTRUCTION:

Leave “Blank” any column which does not have a VIN character. If part of the VIN is missing or not decipherable, leave the column any such character would ordinarily occupy “Blank.” In the special case where the first 11 columns of the VIN are blank, but part or all of columns 12 through 17 contain information, code Unknown instead of the partial information contained in the columns 12 through 17 of the VIN.

If the information from PC VINA or VINASSIST and the PAR are inconsistent, use the following guidelines:

- Make and model on the PAR takes precedence over the make and model indicated by the VIN.
- Model year - Use model year as indicated by VIN if the VIN Make and Model matches the make and model shown on the PAR.

- Body type - Use body type indicated by the VIN if the VIN Make and Model matches the make and model shown on the PAR.

If the information about make and model on the PAR is inconsistent, model takes precedence over the make.

VEHICLE LICENSE PLATE NUMBER

GES: V07A

Screen Heading: Vehicle Data

Screen Name: License Plate (472-E)

Long Name: What is the vehicle license plate number?

SAS Name:

Oracle Name: GES.Vehicle.LicensePlateID

FARS:XXX

Format: Not a FARS
element

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>GES</u>	<u>SAS</u> <u>FARS</u>	
0000000000	0000000000	0000000000	XX	No License Plate
			XX	10 Characters
**	9999999999	9999999999	XX	Unknown

Remarks:

None.

REGISTRATION STATE

GES: V07B (Vehicle Registration State)

Screen Heading: Vehicle Data

FARS: V7

Format: 2 numeric

Screen Name: Registered State (474-E)

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

SAS Name:

Oracle Name: GES.Vehicle.RegistStateID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
88	88	00	00	Not Applicable
2	AL	01	01	Alabama
1	AK	02	02	Alaska
4	AS	03	03	American Samoa
5	AZ	04	04	Arizona
3	AR	05	05	Arkansas
6	CA	06	06	California
7	CO	08	08	Colorado
8	CT	09	09	Connecticut
10	DE	10	10	Delaware
9	DC	11	11	District of Columbia
11	FL	12	12	Florida
12	GA	13	13	Georgia
13	GU	14	14	Guam
14	HI	15	15	Hawaii
16	ID	16	16	Idaho
17	IL	17	17	Illinois
18	IN	18	18	Indiana
15	IA	19	19	Iowa
19	KS	20	20	Kansas
20	KY	21	21	Kentucky
21	LA	22	22	Louisiana
24	ME	23	23	Maine
23	MD	24	24	Maryland
22	MA	25	25	Massachusetts
25	MI	26	26	Michigan
26	MN	27	27	Minnesota

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

Remarks:

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

FARS SPECIAL INSTRUCTION:

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

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

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

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

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

GES SPECIAL INSTRUCTION:

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

SPECIAL USE

GES: V08

Screen Heading: Vehicle Characteristics

FARS: V22

Format: 1 numeric

Screen Name: Special Use (420 – E)

Long Name: What special use category applies to this vehicle?

SAS Name: Vehicle.Spec_Use

Oracle Name: GES.Vehicle.SpecialUseID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SES</u>		
		<u>GES</u>	<u>FARS</u>	
1	26875	00	00	No Special Use
2	26876	01	01	Taxi
3	26877	02	02	Vehicle used as School Bus
4	26878	03	03	Vehicle used as Other Bus
5	26879	04	04	Military
6	26880	05	05	Police
7	26881	06	06	Ambulance
8	26882	07	07	Fire Truck
13	26890	08	08	Emergency Services Vehicle
17	26897	77	98	Not Reported
14	26900	99	99	Unknown

Remarks:

This data element refers to a motor vehicle that is being used for a function other than the primary function for that type vehicle. That is, this element is entered using the attributes listed above in those cases where Body Type does not reflect how the vehicle was being used. The special function served by this motor vehicle regardless of whether the function is marked on the vehicle.

No Special Use is used when the available information does not indicate or imply that this vehicle was applicable to any of the special uses listed above.

Taxi is used when this vehicle was being used during this trip (at the time of the crash) on a "fee-for-hire" basis to transport persons. Most of these vehicles will be marked and formally registered as taxis; however, vehicles which are used as taxis, even though they are not registered (e.g., Gypsy Cabs), are included here. Passengers do not have to be present at the time of the crash. Taxis and drivers which are off-duty at the time of the crash are coded as

No Special Use. If it is unknown whether or not the taxi is on-duty, code as **Taxi**. This attribute also applies for limousines on a “fee-for-hire” basis.

Vehicle Used as School Bus can be any motor vehicle that satisfies the following criteria:

- externally identifiable to other traffic units as a school/pupil transport vehicle;
- operated, leased, owned or contracted by a public or private school-type institution;
- where the institution’s students may range from pre-school through high school;
- whose occupants, if any, are associated with the institution; and,
- the vehicle is a school bus at the time of the crash to and from the school or on a school-sponsored activity or trip.

In addition, this attribute includes vehicles which are not externally identifiable as a school/pupil transport vehicle, but do meet all of the other criteria above are vehicles used as school buses. (For example, a transit bus, at the time of the crash, used exclusively [no other passengers except students] to transport students to/from the school or school-related activity).

In most cases, the decision to use this attribute will be based on a reference to the vehicle as a school bus in the available information. In this situation, assume the criteria are met unless it is otherwise stated in the available information.

Vehicle Used as Other Bus is used when a motor vehicle is designed for transporting nine or more persons including the driver and does not satisfy the above “school bus” criteria. For example, BODY TYPE code “School Bus” transporting senior citizens to an activity.

Military is used for any vehicle which is owned by any of the Armed Forces regardless of body type. This attribute includes:

- military police vehicles;
- military ambulances;
- military hearses; and
- military fire vehicles.

Police is a vehicle equipped with police emergency devices (lights and siren) that is owned or subsidized by any local, county, State or Federal government entity. The police vehicle is presumed to be in special use at all times, although not necessarily in “emergency use.” Vehicles not owned by a government entity that are used by law enforcement officers (e.g., undercover) are excluded.

Ambulance is used for any readily identifiable (lights or markings) vehicles designed to transport sick or injured persons. The ambulance is presumed to be in special use at all times, although not necessarily in “emergency use.”

Fire Truck is used for any readily identifiable (lights or markings) vehicles specially designed and equipped to respond to fire, hazmat, medical and extrication incidents. This attribute

includes medium and heavy vehicles such as engines, pumpers, ladder, platform aerial apparatus, heavy rescue vehicles, water tenders or tankers, brush or wilderness firefighting vehicles, etc.

Emergency Services Vehicle is used for any readily identifiable (lights or markings) vehicles that do not meet the criteria for **Ambulance** or **Fire Truck** and are specially designed and equipped to respond to fire, hazmat, medical and extrication incidents. This attribute includes light vehicles such as sedans, van, SUVs, pick-ups, trucks, motorcycles, etc.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown is used if the investigating officer reported special use as unknown.

NUMBER OF OCCUPANTS CODED

GES: V10

FARS: XXX

Screen Heading: Vehicle Occupants

Screen Name: Coded Occupants(25-R)

Long Name: Coded Occupants (25-R)

SAS Name: Vehicle.Occ_Invl

Oracle Name: GES.Vehicle.NumOccCoded

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
0	0	0	00	Zero persons coded
1-95	1-95	1-95	01-95	Number of occupants coded for this vehicle

Remarks:

Enter **Zero Occupants Coded** when the vehicle is unoccupied.

Count and enter the total number of coded occupants associated with this vehicle.

Some State PARs only list drivers and injured passengers of vehicles. For these States code only the drivers and injured passengers unless there is information elsewhere on the PAR, e.g., the narrative.

For buses, only the driver and injured passengers are coded.

NUMBER OF OCCUPANTS

GES: V10B

Screen Heading: Vehicle Occupants

FARS:V4

Format: 2 numeric

Screen Name: Number Occupants (20-E)

Long Name: How many occupants are in vehicle #?

SAS Name: Vehicle.NumOccs

Oracle Name: GES.Vehicle.NumOccs

ELEMENT VALUES

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

Remarks:

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

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

None is used when this motor vehicle is unoccupied.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

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

FARS SPECIAL INSTRUCTION:

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

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

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

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

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

GES SPECIAL INSTRUCTION:

V10B Instruction:

Note: Some State PARs only list injured occupants.

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

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

EMERGENCY USE

GES: V09

Screen Heading: Vehicle Characteristics

FARS: V23

Format: 1 numeric

Screen Name: Emergency Use (430-E)

Long Name: Was this vehicle on an emergency run at the time of the crash?

SAS Name: Vehicle.EMER_USE

Oracle Name: GES.Vehicle.EmergencyUse

ELEMENT VALUES				
SAS				
<u>SCN</u>	<u>ORACLE</u>	<u>GES</u>	<u>FARS</u>	
1	1	0	0	No
2	2	1	1	Yes
7	7	7	8	Not Reported
3	3	9	9	Unknown

Remarks:

Emergency Use indicates operation of any motor vehicle that is legally authorized by a government authority to respond to emergencies with or without the use of emergency warning equipment, such as a police vehicle, fire truck or ambulance while actually engaged in such response.

Emergency Use also refers to an official motor vehicle that is usually traveling with emergency signals in use; typically red light blinking, siren sounding, etc.

If Special Use is **Military, Police, Ambulance, Fire Truck or Emergency Service Vehicle** then refer to the case materials to determine if the vehicle was on an emergency response (i.e., red lights flashing, siren sounding, on route to hospital, etc.) at the time of the crash.

No is used when this motor vehicle is not on an emergency response.

Yes is used when this motor vehicle was on an emergency response, regardless of whether the emergency warning equipment was in use.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Examples:

- The case materials are not clear as to whether the vehicle was on an emergency response.
- The case materials are not clear as to whether the vehicle is legally authorized by a government authority to respond to emergencies.

Unknown is used if the investigating officer reported emergency use as unknown.

TRAVEL SPEED

GES: V11

Screen Heading: Vehicle Data

FARS: **V24**

Format: 3 numeric

Screen Name: Travel Speed (440-E)

Long Name: What is this vehicle's travel speed (MPH)?

SAS Name: Vehicle.Trav_Sp

Oracle Name: GES.Vehicle.TravelSpeed

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
000	000	000	000	Stopped Motor Vehicle In-Transport
001-151	001-151	001-151	001-151	Reported Speed Up to 151 MPH
997	997	997	997	Greater than 151 MPH
998	998	998	998	Not Reported
-9999	-9999	999	999	Unknown

Remarks:

This element refers to the speed the vehicle was traveling prior to the occurrence of the crash.

Code the Travel Speed as indicated by the investigating officer. Do not enter the Speed Limit. Do not use estimates by drivers or witnesses reported in the case materials. If the police calculated a speed, please be aware that this may represent impact speed and not travel speed.

Code the nearest mph for this vehicle as reported on the case materials.

<u>Examples:</u>	Reported Speed	Code
	40.2mph	40
	40.5mph	41

If the officer gives a range, code the median speed and, if necessary, round up to the next higher whole number. If the officer gives a minimum speed (e.g., "at least 55 mph" or "in excess of 60 mph", then use that speed (e.g., code as "55" and "60" respectively).

<u>Examples:</u>	Reported Speed	Code
	40-50mph	45
	45-50mph	48

Stopped Motor Vehicle In-Transport is used when this vehicle is stopped on the roadway.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Examples:

1. the officer did not mention Travel Speed, or
2. did not indicate Travel Speed within a field in the case materials.

Unknown is used when the officer indicates that Travel Speed is unknown.

CONTRIBUTING CIRCUMSTANCES, MOTOR VEHICLE

GES: V12

Screen Heading: Contributing Circumstances, Motor Vehicle

Screen Name: Vehicle Contributing Factors (450-E)

Long Name: Enter all contributing factors for this vehicle.

SAS Name: Factor.MFACTOR

Oracle Name: GES.Contributors.ContributorID

FARS:PC4

Format: 2 numeric. Enter all the apply.

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	26802	00	00	<i>None</i>
2	26803	01	01	<i>Tires</i>
3	26804	02	02	<i>Brake System</i>
4	26805	03	03	<i>Steering</i>
5	26806	04	04	<i>Suspension</i>
6	26807	05	05	<i>Power Train</i>
7	26808	06	06	<i>Exhaust System</i>
8	26809	07	07	<i>Head Lights</i>
9	26810	08	08	<i>Signal Lights</i>
10	26811	09	09	<i>Other Lights</i>
11	26812	10	10	<i>Wipers</i>
12	26813	11	11	<i>Wheels</i>
13	26814	12	12	<i>Mirrors</i>
17	26822	13	13	<i>Windows/Windshield</i>
15	26816	14	14	<i>Body, Doors</i>
16	26817	15	15	<i>Truck Coupling / Trailer Hitch / Safety Chains</i>
14	26823	16	16	<i>Safety Systems</i>
97	26825	17	17	<i>Vehicle Contributing Factors - No Details</i>
98	26826	97	97	<i>Other</i>
107	26824	98	98	<i>Not Reported</i>
19	26821	99	99	<i>Unknown</i>

Remarks:

Rationale: Important for determining the significance of pre-existing problems, including equipment and operation, in motor vehicles involved in crashes that could be useful in

determining the need for improvements in manufacturing and consumer alerts. This element describes the possible pre-existing motor vehicle defects or maintenance conditions that may have contributed to the crash.

None is used:

- when the case materials make a positive statement that the vehicle had no defects or “none” was indicated on the PAR.
- when the case materials do not indicate a defect in an available field and not reporting a defect in that field indicates None.
- when the investigating officer is limited in selection and cannot select a defect in addition to another factor relevant to crash and no other indication of a defect exists in the case materials.
- For omission of information see Not Reported guidance below.

Tires include any defect of a tire. If the contributing factor is of the wheel (e.g., a lug nut comes off), then use the attribute **Wheels**.

Brake System includes parking brakes.

Steering is used when the case materials indicate the following may have contributed to the crash: tie rod ends, kingpins, power steering components and ball joints.

Suspension is used when the case materials indicate that the vehicle’s suspension components may have contributed to the crash. These include, springs, shock absorbers, struts and control arms.

Power Train is used when the case materials indicate that the vehicles power train components may have contributed to the crash. Examples are: universal joints, drive shaft and transmission. This also includes engine, differential and stuck throttles.

Exhaust System includes exhaust manifold(s), headers, muffler, catalytic converter, tailpipe, etc.

Other Lights is used for an indication of the tail lights contributing to the crash. It also used when the case materials indicated the “lights” of the vehicle contributed to the crash and when the case materials are coded as “other.”

Wheels include loss of lug nuts.

Windows/Windshield is used when there is a pre-existing defect to the windows or windshield such as improper tinting or cracks.

Body, Doors includes trunk, hood, tailgate, rear doors of cargo vans, etc.

Truck Coupling/Trailer Hitch/Safety Chains applies to a defective trailer hitch or an improper trailer hitch. If the case material cites this attribute.

Safety Systems is used when the case materials indicate that the air bags failed to deploy or the air bag deployed inappropriately. Also, use this when a seat belt failure is described, such as webbing excessively worn or came unlatched. Excludes: improper use.

Other includes any other component described in the case materials that is not listed in the above attribute list, such as, horns.

Vehicle Contributing Factors - No Details is used if a vehicle “factor” or “defect” is indicated the case materials but no information is given concerning the nature of the “factor.”

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown is used only if the case material specifically indicates an “unknown defect” or “unknown contributing factor.”

VEHICLE TRAILING

GES: V13

Screen Heading: Vehicle Data

FARS: V14

Format: 1 numeric

Screen Name: Trailing Unit (460-E)

Long Name: Was this vehicle towing trailing units?

SAS Name: Vehicle.TOW_VEH

Oracle Name: GES.Vehicle.Trailing

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
0	11	0	0	No Trailing Units
1	12	1	1	One Trailing Unit
2	13	2	2	Two Trailing Units
3	14	3	3	Three or more Trailing Units
4	15	4	4	Yes, Number of Trailing Units Unknown
5	16	5	5	Vehicle Towing Another Motor Vehicle - Fixed Linkage
6	17	6	6	Vehicle Towing Another Motor Vehicle - Non-Fixed Linkage
9	19	9	9	Unknown

Remarks:

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

If the case materials do not provide sufficient information if the linkage was fixed or not, consider the linkage as fixed.

A vehicle towing another motor vehicle is not considered to be a trailer but is considered to be a towed vehicle (see attributes **Vehicle Towing Another Motor Vehicle - Fixed Linkage** or **Vehicle Towing Another Motor Vehicle - Non-Fixed Linkage**).

A converter dolly is a device used to hitch a trailer to another semi-trailer or straight truck and is not counted as a separate trailing unit. For combination vehicles (medium/heavy trucks), count only the cargo-carrying units.

No Trailing Units is used when this vehicle was not pulling or towing a wheeled unit.

One Trailing Unit is used when on trailer was being pulled by this vehicle.

Two Trailing Units is used when this vehicle was pulling two trailers.

Three or More Trailing Units is used when this vehicle was pulling three or more trailers.

Yes, Number of Trailing Units Unknown is used when it is known that there was a trailer(s) but the number of trailers cannot be determined.

Vehicle Towing Another Motor Vehicle - Fixed Linkage is used to identify that a vehicle was towing another motor vehicle(s) connected by a fixed linkage. The towed vehicle will have two or more wheels on the ground. This will most commonly apply to drive-away/tow-away tow trucks. These are vehicles equipped with a mechanism designed to be attached to a towed vehicle (e.g., hoist). This attribute would also be used for saddle-mounted towed vehicles. An example of a saddle-mount unit would be a bobtail towing one or more other bobtails. This attribute does not apply to vehicles towed by being loaded on a flatbed or auto transporter.

Vehicle Towing Another Motor Vehicle - Non-Fixed Linkage is used to identify that a vehicle was towing another motor vehicle(s) connected by a non-fixed linkage. A non-fixed linkage includes ropes, chains or cables.

Unknown is used when it cannot be determined from any information if a unit was being pulled or towed.

FARS SPECIAL INSTRUCTION:

For vehicles being towed by an illegal hitch (rope, chain, cable), use the attribute **Towing or Pushing Improperly** for the data element Related Factors-Driver Level.

GES SPECIAL INSTRUCTION:

The intent of this data element is to determine if the vehicle was pulling a trailing unit. If the linkage is fixed, then the trailing unit is considered a towed unit. If the linkage is not fixed (e.g., one vehicle is pulling another using a rope), then each vehicle is considered to be separate.

JACKKNIFE

GES: V14

Screen Heading: Vehicle Data

FARS: V15

Format: 1 numeric

Screen Name: Jackknife (470-R)

Long Name: Did a jackknife situation occur?

SAS Name: Vehicle.Jackknife

Oracle Name: GES.Vehicle.Jackknife

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
			0	Not an Articulated Vehicle
			1	No
			2	Yes - First Event
			3	Yes - Subsequent Event
1	0	0		No Jackknife Noted on the PAR
2	1	1		Jackknife Occurred

Remarks:

Jackknife can occur at any time during the crash sequence. This element is applicable for all power unit/trailing unit combinations (e.g., truck tractor or single-unit truck with one or more trailers, articulated bus, car pulling a boat on a trailer, light utility vehicle/trailing unit combination, etc.).

Jackknife applies to a condition that occurs to an articulated vehicle, any vehicle with a trailing unit connected by a hitch (fixed linkage) while in motion. A jackknife occurs when there is an uncontrolled articulation between the power unit and the trailing unit in which the trailing unit does not follow directly behind the power unit (tracking), and the driver did not initiate the non-tracking situation. The condition reflects a loss of control of the vehicle by the driver in which the trailing units' normal straight-line path behind the power unit is not maintained.

If the final resting configuration of the vehicle in the PAR diagram is in a jackknife position, it does not necessarily mean that the vehicle has jackknifed. Turning and backing are examples of driver initiated non-tracking controlled articulation and are not coded as a jackknife.

In the case materials, the terms “tractor jackknife” or “trailer swing” may be used to describe particular incidences of uncontrolled articulation. Either incident shall be coded as Jackknife. Jackknife is not likely to be a harmful event but may be part of an unstabilized condition just before the first harmful event.

FARS SPECIAL INSTRUCTION:

Not an Articulated Vehicle is used when this vehicle is not a vehicle-trailing unit combination.

No is used when no uncontrolled articulation was reported between a vehicle and a trailing unit.

Yes, First Event is used when an uncontrolled articulation was reported as occurring before or as part of the first injury or damage producing event for this vehicle.

Yes, Subsequent Event is used when an uncontrolled articulation occurs after the first injury or damage producing event for this vehicle.

GES SPECIAL INSTRUCTION:

No Jackknife Noted on the PAR is used when no uncontrolled articulation was reported between a vehicle and trailing unit. In addition, use this code when it is unknown if an uncontrolled articulation occurred.

Jackknife Occurred is used when an uncontrolled articulation between a vehicle and trailing unit occurred during the crash. The uncontrolled articulation (Jackknife) can occur at any time during the crash sequence.

FIRE OCCURRENCE

GES: V16

Screen Heading: Vehicle Characteristics

FARS: V34

Format: 1 numeric

Screen Name: Fire (480-E)

Long Name: Does this vehicle sustain fire damage?

SAS Name: Vehicle.FIRE_EXP

Oracle Name: GES.Vehicle.Fire

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	2	0	0	No or Not Reported
2	3	1	1	Yes

Remarks:

For the purposes of this element, "vehicle" is defined to mean the power unit plus any and all trailing units associated with the power unit.

If it cannot be determined that a fire occurred in the vehicle during the crash, use **No or Not Reported**.

Yes is used when the case materials indicate that this vehicle sustained fire damage.

In a multi-vehicle crash where a fire occurs, only the vehicles sustaining fire damage should be coded as **Yes**.

Fires that begin in a vehicle before the first impact may be counted. If fire damage is produced, **Fire/Explosion** would be the first harmful event.

If the Most Harmful Event for this vehicle is **Fire/Explosion**, or a fire in the vehicle is produced by damage in the crash, use **Yes**. The involved vehicles may be at rest for a short period of time.

If the vehicles are at rest long enough to raise a question about the fire's relationship to the crash's damage-producing events, use **No or Not Reported**.

Examples for Fire Occurrence:

<u>Examples:</u>	<u>Code</u>
1. Car (V#1) strikes tank truck (V#2) in rear, the car catches on fire with no fire occurring for the tank truck.	V#1 – Yes V#2 – No or Not Reported
2. Vehicle #1 catches fire, causing driver to strike vehicle #2.	V#1 – Yes V#2 – No or Not Reported
3. Vehicle #1 catches fire, causing driver to stop vehicle in roadway and all occupants exit vehicle. Two minutes later, a second car (V#2) rear-ends the stopped car and its driver is killed from collision. (codes reflect the second crash.)	V#1 – No or Not Reported V#2 – No or Not Reported

EXTENT OF DAMAGE

GES: V18

Screen Heading: Vehicle Characteristics

FARS: V29

Format: 1 numeric

Screen Name: Extent of Damage (490-E)

Long Name: What is the damage severity for this vehicle?

SAS Name: Vehicle.DEFORMED

Oracle Name: GES.Vehicle.DamageSeverityID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	26831	0	0	No Damage
2	26832	2	2	Minor Damage
3	26833	4	4	Functional Damage
4	26834	6	6	Disabling Damage
7	26837	7	8	Not Reported
5	26835	9	9	Unknown

Remarks:

No Damage is used when there is no damage indicated in the available information for this vehicle.

Minor Damage is damage that does not disable or affect the operation of the motor vehicle. This attribute is used when the case materials indicate damage to the vehicle to be Minor or less than Functional and the vehicle is not towed due to damage.

Examples of **Minor Damage** include: dented or bent fenders, bumpers, grills, body panels and destroyed hubcaps.

Functional Damage is damage that is not disabling, but affects the operation of the motor vehicle or its parts. This attribute is used when the available information specifically indicates the damage is moderate or functional.

Examples of **Functional Damage** include:

- doors, windows, hood and trunk lids that will not operate properly;
- broken glass that obscures vision;

- damage that would prevent the motor vehicle from passing an official motor vehicle inspection;
- tire damage even though the tire may have been changed at the scene;
- bumpers that are loose;
- headlamp or taillight damage that would make night driving hazardous but would not affect daytime driving; and,
- damage to turn signals, horn or windshield wipers, that makes them inoperative.

Disabling Damage is damage that precludes departure of the motor vehicle from the crash scene in its usual daylight-operating manner after simple repairs. As a result, the motor vehicle had to be towed, or carried from the crash scene, or assisted by an emergency motor vehicle. This attribute should be used when the available information specifically indicates disabling or severe damage. This attribute is also used when the damage is indicated to be of greater magnitude than Functional (moderate), e.g., major, extensive, totaled and the vehicle was towed from the scene.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown is used when the available information specifically indicated the damage severity to be unknown.

Note: There is a distinction between the cost to repair the damage and the degree to which the damage affects the vehicle's operability (totaled, under/over monetary threshold). Operational damage is recorded here. For example, if the available information indicates that the vehicle was totaled and the vehicle was towed away, use **Disabling Damage**. However, if the available information indicates that the vehicle was totaled, but the vehicle was driven away, use **Functional Damage**.

VEHICLE REMOVAL

GES: V19

Screen Heading: Vehicle Characteristics

FARS: V30

Format: 1 numeric

Screen Name: Leave Scene (500-E)

Long Name: What is the disposition of this vehicle at the crash scene?

SAS Name: Vehicle.Towed

Oracle Name: GES.Vehicle.MannerLeftID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	26836	1	1	Driven Away
2	26837	2	2	Towed Due to Disabling Damage
3	26838	3	3	Towed Not Due to Disabling Damage
4	26839	4	4	Abandoned/Left at Scene
7	26847	7	8	Not Reported
5	26840	9	9	Unknown

Remarks:

This data element describes the mode in which the vehicle left the scene of the crash. Towing includes vehicles carried from the scene on a flatbed tow truck.

If the vehicle is a combination vehicle (power unit and at least one trailer), the power unit and/or trailer(s) are considered when determining tow status. If the available information indicates the power unit, or trailer of a combination unit, sustained enough damage to require towing, consider this vehicle as towed due to damage.

Driven Away is used when the vehicle was driven from the scene of this crash. This attribute applies to a vehicle which is reported by the police as towed out of a ditch or snowbank and subsequently driven away. In addition, this attribute is used if a vehicle was driven from the scene and subsequently disabled.

Towed Due to Disabling Damage is used for any towing which is due to disabling damage caused by this crash which prohibits vehicle movement under its own power. Towed due to disabling damage includes any towing when the reason for towing is unknown. In other words, if a vehicle is reported in the case materials as towed but it cannot be determined whether it was due to disabling damage or for other reasons, then the default assumption is that this

vehicle was towed due to disabling damage - the data element **Extent of Damage** can still be **Unknown**.

If a vehicle was pushed by hand or by another vehicle after the crash because it was not drivable, then use **Towed Due to Disabling Damage**.

If a vehicle was towed due to damage AND for other reasons such as driver arrest, then code this vehicle as **Towed Due to Disabling Damage**.

Towed Not Due to Disabling Damage is used when the vehicle has been towed but the towing results from other than disabling damage (e.g., minor damage, functional damage, mired vehicles, driver arrested, injured driver, etc.).

Abandoned/Left at Scene is used when it is specifically indicated in the available information or when the preponderance of the information available indicates that the vehicle remained at the scene. Do not use this attribute if the vehicle was left at the scene because this location was the vehicle's destination at the time of the crash.

NOTE: The PAR narrative may be used to supercede and/or clarify the above information.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown is used when the investigating officer indicates it was unknown as to how the vehicle was removed.

GES SPECIAL INSTRUCTION:

For articulated light vehicles, that are not commercial, do not code Vehicle Removal as "towed" if only the trailer portion of the combination is towed

MOST HARMFUL EVENT/MOST HARMFUL EVENT NUMBER

GES: V20/V20A

Screen Heading: Vehicle Crash

FARS: **V32**

Format: 2 numeric

Screen Name: Most Harmful Event (510-E)

Long Name: What is the event number of the most harmful event for this vehicle?

SAS Name: Vehicle.V_Event; Vehicle.MHENum

Oracle Name: GES.Vehicle.MostHarmfulID,
GES.Events.ObjectHitID, GES.Events.EventNumber

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE*</u>	<u>SAS</u>		
		<u>GES*</u>	<u>FARS</u>	

Non-Collision Most Harmful Events:

n/a	10231	1	01	<i>Rollover/Overturn</i>
n/a	10232	2	02	Fire/Explosion
n/a	10233	3	03	Immersion
n/a	19433	4	04	Gas Inhalation
n/a	10234	5	51	Jackknife (<i>harmful to this vehicle</i>)
n/a	19411	11	06	Injured in Vehicle (<i>Non-Collision</i>)
n/a	19434	7	44	Pavement Surface Irregularity (<i>Ruts</i> , Potholes, Grates, etc.)
n/a	10236	8	07	Other Non-Collision
n/a	10238	10	16	Thrown or Falling Object
n/a	19412	12	72	Cargo/Equipment Loss or Shift (<i>harmful to this vehicle</i>)
n/a	19413	13	05	Fell/Jumped from Vehicle

Collision with Motor Vehicle In-Transport:

n/a	**	90	12	<i>Motor Vehicle In-Transport</i>
n/a	**	91	54	Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport
n/a	**	92	55	Motor Vehicle In Motion Outside the Trafficway

Collision with Object Not Fixed:

n/a	10239	21	08	Pedestrian
n/a	10240	22	09	Pedalcyclist
n/a	10241	23	10	Railway Vehicle
n/a	10242	24	11	Live Animal
n/a	19449	49	49	Ridden Animal or Animal Drawn Conveyance
n/a	10246	28	18	Other Object (Not Fixed)
n/a	19436	27	15	Non-Motorist on Personal Conveyance
n/a	19131	29	14	Parked Motor Vehicle
n/a	19130	30	45	Working Motor Vehicle

Collision with Fixed Object:

n/a	10263	46	17	Boulder
n/a	10249	32	19	Building
n/a	10248	31	58	Ground
n/a	10250	33	20	Impact Attenuator/Crash Cushion
n/a	10271	71	50	Bridge Overhead Structure
n/a	10272	72	21	Bridge Pier or Support
n/a	10273	73	23	Bridge Rail (Includes Parapet)
n/a	10274	74	24	Guardrail Face
n/a	10275	75	52	Guardrail End
n/a	10253	36	25	Concrete Traffic Barrier
n/a	10276	76	57	Cable Barrier
n/a	10277	77	26	Other Traffic Barrier
n/a	10278	78	59	Traffic Sign Support
n/a	10279	79	46	Traffic Signal Support
n/a	10280	80	30	Utility Pole/ Light Support
n/a	10281	81	31	Other Post, Other Pole or Other Supports
n/a	10282	82	32	Culvert
n/a	10256	39	33	Curb
n/a	10283	83	34	Ditch
n/a	10257	40	35	Embankment
n/a	10258	41	38	Fence
n/a	10259	42	39	Wall
n/a	10260	43	40	Fire Hydrant
n/a	10261	44	41	Shrubbery
n/a	10262	45	42	Tree (Standing Only)
n/a	10284	84	48	Snow Bank
n/a	10285	85	53	Mail Box
n/a	10265	58	43	Other Fixed Object

Not Reported and Unknown:

n/a	10286	97	98	Not Reported
n/a	10267	99	99	Unknown

*- GES.Vehicle.MostHarmfulID. This identifier indicates which event is the most

above, the GES.Vehicle and GES.Events tables are joined “where ges.vehicle.parid=ges.events.parid and GES.Vehicle.MostHarmfulID = GES.Events.EventID”; the Oracle value for the most harmful event is stored in GES.Events.ObjectHitID of this table join.

The SAS Values listed are for SAS variable V20, Most Harmful Event (vehicle.V_Event).

The SAS variable V20A, Most Harmful Event Number (Vehicle.MHENum) is the number of the event which produced the most severe injury or property damage for the vehicle. To obtain the most harmful event number associated with the vehicle, the Oracle events and vehicle tables are joined “where ges.vehicle.parid=ges.events.parid and GES.Vehicle.MostHarmfulID = GES.Events.EventID”; the Oracle value for the most harmful event number is stored in GES.Events.Eventnumber of this table join.

**.-VEHICLEID OF THE OTHER VEHICLE

Remarks:

This element identifies the event that resulted in the most severe injury or, if no injury, the greatest property damage involving this motor vehicle. Must be the major event **FOR THIS VEHICLE**, even if different from the FIRST HARMFUL EVENT.

Code for each vehicle. May be different for each vehicle.

Code using the following hierarchy:

(A) FATALITIES take precedence over INJURIES.

1. If this vehicle is involved in more than one event which causes fatality to its own occupants or to non-motorists, choose the event which causes the greatest number of fatalities to occupants of this vehicle or to non-motorists (not occupants of other vehicles).
2. If this vehicle is involved in more than one event that causes fatality to its own occupants or to non-motorists; and if there are an equal number of fatalities in each such event, choose the fatal event that is worst with respect to other injuries and property damage.
3. At last resort, choose the fatal event that occurred first, time-wise.

(B) INJURIES take precedence over PROPERTY DAMAGE.

1. If the vehicle is not involved in events that cause fatality to its occupants or to non-motorist, choose the event that produces the worst injury.
2. If in doubt, choose the event with the greatest number of injuries.
3. If in doubt, choose the event that occurred first, time-wise.

(C) If only PROPERTY DAMAGE results for this vehicle:

1. Choose the event causing the most damage.
2. If in doubt, choose the event that happened first, time-wise.

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

FARS SPECIAL INSTRUCTION:

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

GES SPECIAL INSTRUCTION:

For articulated light vehicles, that are not commercial do not code a **Rollover/Overturn** if only the trailer portion of the combination overturns.

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

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

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

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

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

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

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

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

Example:

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

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

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

Example:

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

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

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

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

Examples:

1. If cargo falls from a truck (in-transport) and strikes another motor vehicle in-transport, this is treated as a two-vehicle crash. Therefore, the proper code for both vehicles is **Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport**.
2. If cargo falls from a truck (in-transport) and strikes another vehicle that is not in-transport, this is also treated as a two-vehicle crash; however in this example, the proper attribute is **Parked Motor Vehicle** or **Working Motor Vehicle** depending on which type of not in-transport vehicle was contacted by the load.
3. If cargo falls from a truck (in-transport) and strikes a pedestrian, the proper attribute would be **Pedestrian**.

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

Example:

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

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

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

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

Inclusions:

— Street car on private way

Exclusions:

— Street car operating on trafficway

Live Animal is used for collisions with live animals (domesticated or wild) that are not themselves being used as transportation or to draw a wagon, cart or other transport device

(see ANSI D16.1). Default to **Live Animal** if it cannot be determined if the struck animal is alive, dead or if it was being ridden or drawing a transport device.

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

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

Non-Motorist on Personal Conveyance is used for pedestrians using personal conveyances. A personal conveyance is a device, other than a transport device, used by a pedestrian for personal mobility assistance or recreation. These devices can be motorized or human powered, but not propelled by pedaling.

Inclusions:

1) Rideable toys

- Roller Skates, in-line skates
- Skateboards
- Skates
- Baby carriage
- Scooters
- Toy Wagons

- Motorized and non-motorized wheelchair
- Handicapped scooters

Exclusions:

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

2) Motorized rideable toys

- Motorized skateboard
- Motorized toy car

3) Devices for personal mobility assistance

- Segway-style devices

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

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

Examples:

1. Asphalt/steam roller working in a highway construction zone paving the roadway or flattening dirt.
2. State highway maintenance crew painting lane lines on the road, mowing grass on the roadside or median, repairing potholes, removing debris from the roadway, etc.

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

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

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

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

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

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

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

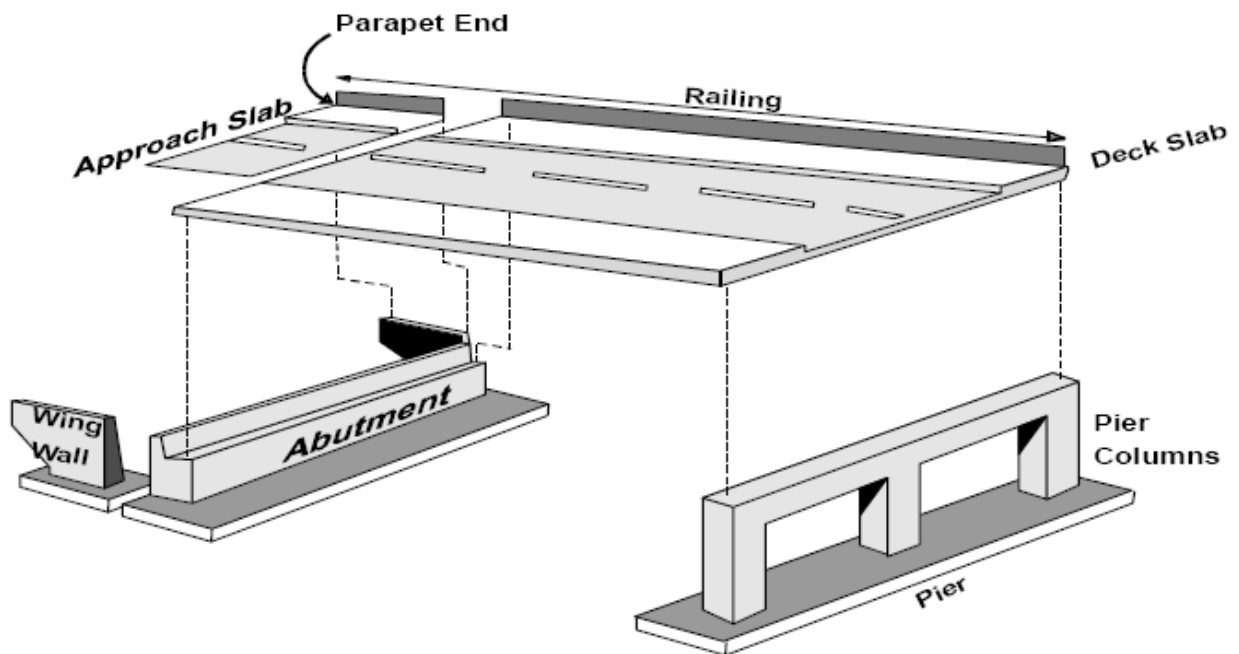
Bridge Overhead Structure is used when striking the bottom of a bridge while traveling on a trafficway underneath it.

Bridge Pier or Support is a square or round column of stone, concrete, brick, steel or wood for supporting a bridge between abutments. This attribute includes the bridge abutments which are supporting the ends of a bridge. Abutments are generally designed for retaining or supporting the embankment under bridge ends and composed of stone, concrete, brick or wood (includes the wing-walls).

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

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

BRIDGE COMPONENTS



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- a. Use **Ditch** if the driver would not have been able to recover from the ditch even if there had been no field approach (crossing).
- b. Use **Embankment** if the driver would have been able to recover from the ditch, but struck the field approach (crossing) prior to doing so.
- c. Use **Embankment** if it is not known whether or not the driver would have been able to recover from the ditch and a field approach (crossing) is involved.

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

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

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

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

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

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

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

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

Examples:

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

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown is used when police indicate unknown.

PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT)

GES: V21

Screen Heading: Vehicle Crash

FARS: **PC17**

Format: 2 numeric

Screen Name: Pre Movement (520-E)

Long Name: What is this vehicle's movement prior to the critical event?

SAS Name: Vehicle.P_Crash1

Oracle Name: GES.Precrash.PriorMovementID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	1	0	00	<i>No Driver Present</i>
2	2	1	01	<i>Going Straight</i>
3	3	2	02	<i>Decelerating in traffic lane</i>
4	4	3	03	<i>Accelerating in traffic lane</i>
5	5	4	04	<i>Starting in traffic lane</i>
6	6	5	05	<i>Stopped in traffic lane</i>
7	7	6	06	<i>Passing or overtaking another vehicle</i>
8	8	7	07	<i>Disabled or parked in travel lane</i>
9	9	8	08	<i>Leaving a parking position</i>
10	10	9	09	<i>Entering a parking position</i>
11	11	10	10	<i>Turning right</i>
12	12	11	11	<i>Turning left</i>
13	13	12	12	<i>Making a U-turn</i>
14	14	13	13	<i>Backing up (other than for parking position)</i>
15	15	14	14	<i>Negotiating a curve</i>
16	16	15	15	<i>Changing lanes</i>
17	17	16	16	<i>Merging</i>
18	18	17	17	<i>Successful avoidance maneuver to a previous critical event</i>
19	19	97	98	<i>Other (specify:)</i>
20	20	99	99	<i>Unknown</i>

Remarks:

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

Actions taken by the driver, of this vehicle, **after realization** of an impending danger are captured in Attempted Avoidance Maneuver.

No Driver Present is pre-coded for in-transport motor vehicles when the element Driver Presence is coded as **No Driver Present/Not Applicable**.

Going straight is used when this vehicle's path of travel was straight ahead on the roadway without any attempted or intended changes.

Decelerating in traffic lane is used when this vehicle was traveling straight ahead within the traffic lane and was decelerating.

Accelerating in traffic lane is used when this vehicle was traveling straight ahead within the traffic lane and was accelerating.

Starting in traffic lane is used when this vehicle was in the process of starting forward from a stopped position within the traffic lane (e.g., start up from traffic signal).

Stopped in traffic lane is used when this vehicle was stopped momentarily, with the motor running within the traffic lane (e.g., stopped for traffic signal).

Passing or overtaking another vehicle is used when this vehicle was traveling straight ahead and was in the process of passing or overtaking another vehicle on the left or right.

Disabled or parked in travel lane is used when this vehicle was parked in a travel lane (e.g., double parked, disabled) with a driver present in the vehicle.

Leaving a parking position is used this vehicle was entering the travel lane from a parking area adjacent to the traffic lanes.

Entering a parking position is used when this vehicle was leaving the travel lane to a parking area adjacent to the traffic lanes (i.e., in the process of parking).

Turning right is used when this vehicle was moving forward and turned right, changing lanes from one roadway to a different roadway (e.g., from or to a driveway, parking lot or intersection).

Turning left is used when this vehicle was moving forward and turned left, changing lanes from one roadway to a different roadway (e.g., from or to a driveway, parking lot or intersection).

Making a U-turn is used when this vehicle was making a U-turn on the trafficway.

Backing up (other than for parking position) is used when this vehicle was traveling backwards within the trafficway. Do not use this attribute if the vehicle was backing into a parking space (See **Entering Parking Position**)

Negotiating a curve is used when this vehicle was continuing along a roadway that curved to the right or left.

Changing lanes is used when this vehicle was traveling straight ahead and changed travel lanes to the right or left while on the same roadway.

Merging is used when this vehicle was moving forward and merging from the left or right into a traffic lane (e.g., roadway narrows, exit/entrance ramps).

Successful avoidance maneuver to a previous critical event is used when this vehicle responded to a previous critical event and successfully avoided an impact. However, this maneuver precipitated a subsequent critical crash envelope, which resulted in this vehicle's first impact.

Other (specify:) is used when this vehicle's pre-event movement is known but none of the specified attributes are applicable. For example, vehicles traveling on off-roadway locations would be coded as "Other". The movement must be specified in the "specify box".

Unknown is used when the vehicle's movement prior to the driver's realization of an impending critical event is unknown.

CRASH TYPE

GES: V23

Screen Heading: Vehicle Crash

FARS:PC23

Format: 2 numeric

Screen Name: Category (540-E)

Long Name: What is the crash type category for the first harmful event?

SAS Name: None / None / Vehicle.Acc_Type

Oracle Name: GES.Vehicle.CrashConfigID,
GES.Vehicle.CrashCatID, GES.Vehicle.CrashTypeID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
<i>0</i>	<i>00,100</i>	<i>00</i>	<i>00</i>	As assigned by the selection on the next screens <i>No Impact</i>
<i>1-93</i>	<i>1-93</i>	<i>1-93</i>	<i>01-93</i>	<i>01-93</i>
<i>98</i>	<i>98</i>	<i>98</i>	<i>98</i>	<i>Other Crash Type</i>
<i>99</i>	<i>99</i>	<i>99</i>	<i>99</i>	<i>Unknown</i>

Remarks:

The Crash Type is a numeric value assigned by selecting the **Crash Category** and the **Crash Configuration** on the next screens/pages. The number can be directly entered or edited here, however, the two-step process of selecting the Crash Category And Crash Configuration is preferred to visualize the crash scenario.

The first harmful event may include a collision between a vehicle and some object, accompanied by property damage or human injury. The object may be another vehicle, a person, an animal, a fixed object, the road surface or the ground. If the first collision is a rollover, the impact is with the ground or road surface. The collision may also involve plowing into soft ground, if severe vehicle deceleration results in damage or injury. A road departure without damage or injury is not defined as a harmful event.

Category	Configuration	CRASH TYPES (includes intent)					
I Single Driver	A Right Roadside Departure	01 DRIVE OFF ROAD	02 CONTROL/ TRACTION LOSS	03 AVOID COLLISION WITH VEH., PED., ANIM.	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	24 SLOWER 25, 26, 27	28 DECEL. 29, 30, 31	(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	<p>Initial Opposite Directions</p> <p>Initial Same Directions</p>	(EACH - 74) SPECIFICS OTHER	(EACH - 75) SPECIFICS UNKNOWN
	K Turn Into Path	<p>Turn Into Same Direction</p> <p>Turn Into Opposite Direction</p>	(EACH - 84) SPECIFICS OTHER	(EACH - 85) SPECIFICS UNKNOWN
V Intersect Paths	L Straight Paths	<p>87 Struck on the Right</p> <p>86 Striking from the Right</p>	(EACH - 90) SPECIFICS OTHER	(EACH - 91) SPECIFICS UNKNOWN
		<p>88 Striking from the Left</p> <p>89 Struck on the left</p>		
VI Misc.	M Backing, Etc.	<p>92 Backing Veh.</p> <p>93 Other Veh. or Object</p>	<p>98 Other Accident Type 99 Unknown Accident Type 00 No Impact</p>	

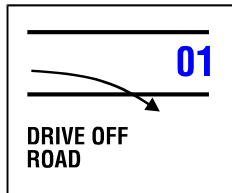
CRASH TYPES (includes intent)

Category I. Single Driver

Configuration A. Right Roadside Departure

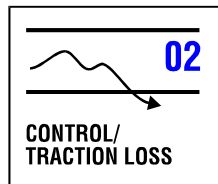
The vehicle departed the right side of the road with the first harmful event occurring off the road.

01 Right Roadside Departure: Drive Off Road



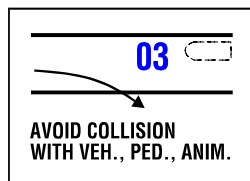
Use **Right Roadside Departure: Drive Off Road** when the vehicle departed the road under a controlled situation (e.g., the driver was distracted, fell asleep, intentionally departed, etc.)

02 Right Roadside Departure: Control/Traction Loss



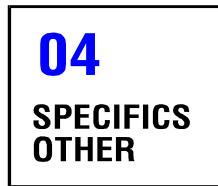
Use **Right Roadside Departure: Control/Traction** when there is evidence that the vehicle lost traction or "got away" from the driver in some other way (e.g., the vehicle spun off the road as a result of surface conditions, oversteer phenomena or mechanical malfunctions). If doubt exists, use **Right Roadside Departure, Drive Off Road**.

03 Right Roadside Departure: Avoid Collision With Vehicle, Pedestrian, Animal



Use **Right Roadside Departure: Avoid Collision With Vehicle, Pedestrian, Animal** when the vehicle departed the road to avoid something on the road. Phantom vehicle situations, pedestrians, bicyclists, and other cyclists and non-motorists are included here.

04 Right Roadside Departure: Specifics Other



Use **Right Roadside Departure: Specifics Other** if the vehicle departed the road to avoid something on the road other than a vehicle, pedestrian or animal. Also use "Specifics Other" for crashes involving a driverless in-transport vehicle.

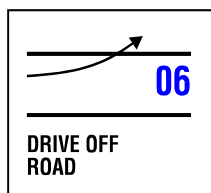
05 Right Roadside Departure: Specifics Unknown



Use **Right Roadside Departure: Specifics Unknown** if the vehicle departed the right side of the road for unknown reasons.

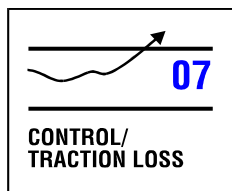
Configuration B. Left Roadside Departure

06 Left Roadside Departure: Drive Off Road



Use **Left Roadside Departure: Drive Off Road** when the vehicle departed the road under a controlled situation (e.g., the driver was distracted, fell asleep, intentionally departed, etc.)

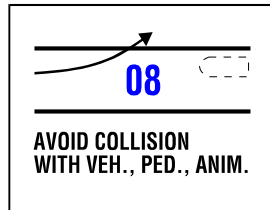
07 Left Roadside Departure: Control/Traction Loss



Use **Left Roadside Departure: Control/Traction Loss** if there is evidence that the vehicle lost traction or "got away" from the driver in some other way (e.g., the vehicle spun off the road

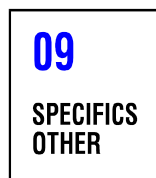
as a result of surface conditions, oversteer phenomena or mechanical malfunctions.) If doubt exists, use **Left Roadside Departure, Drive Off Road**.

08 Left Roadside Departure: Avoid Collision With Vehicle, Pedestrian, Animal



Use **Left Roadside Departure: Avoid Collision With Vehicle, Pedestrian, Animal** when the vehicle departed the road to avoid something on the road. Phantom vehicle situations, pedestrians, bicyclists, and other cyclists and non-motorists are included here.

09 Left Roadside Departure: Specifics Other



Use **Left Roadside Departure: Specifics Other** if the vehicle departed the road to avoid something on the road other than a vehicle, pedestrian or animal. Also, use “Specifics Other” for crashes involving a driverless in-transport vehicle.

10 Left Roadside Departure: Specifics Unknown

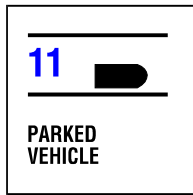


Use **Left Roadside Departure: Specifics Unknown** if the vehicle departed the left side of the road for unknown reasons.

Configuration C. Forward Impact

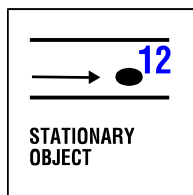
The vehicle struck an object on the road or off the end of a trafficway while moving forward.

11 Forward Impact: Parked Vehicle



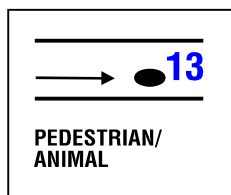
Use **Forward Impact: Parked Vehicle** if the crash involves impact with a parked vehicle on either side of the road.

12 Forward Impact: Stationary Object



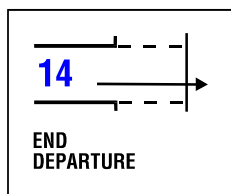
Use **Forward Impact: Stationary Object** if the crash involves impact with a stationary object on either side of the road.

13 Forward Impact: Pedestrian/Animal



Use **Forward Impact: Pedestrian/Animal** if the first harmful event involves impact with a pedestrian or animal on either side of the road. Pedestrians, bicyclists, and other cyclists and non-motorists are included here. Vehicle plane of contact is NOT a consideration.

14 Forward Impact: End Departure



Use **Forward Impact: End Departure** when the vehicle ran off the end of the road and crashed into something.

15 Forward Impact: Specifics Other



Use **Forward Impact: Specifics Other** for impacted (striking or struck) trains and non-stationary objects on the road. Also use “Specifics Other” for crashes involving a driverless in-transport vehicle.

16 Forward Impact: Specifics Unknown



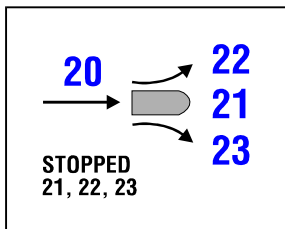
Use **Forward Impact: Specifics Unknown** when the PAR indicates a single driver was involved in a forward impact collision, but no further classification is possible.

Category II. Same Trafficway, Same Direction

Configuration D. Rear-End

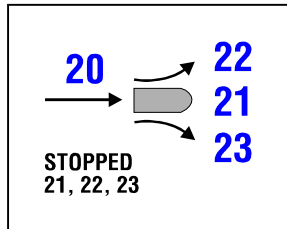
The front of the overtaking vehicle impacted the rear of the other vehicle. Note, even if the rear-impacted vehicle had started to make a turn, code here (not in Category IV - Change in Trafficway, Vehicle Turning).

20 Rear-End: Stopped



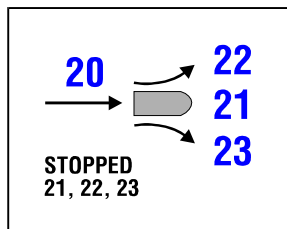
Use **Rear-End: Stopped** for a vehicle that impacts another vehicle from the rear when the impacted vehicle was stopped in the trafficway.

21 Rear-End: Stopped, Straight



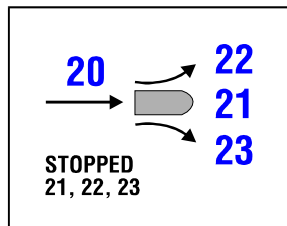
Use **Rear-End: Stopped, Straight** for a rear-impacted vehicle that was stopped in the trafficway, and was intending to proceed straight ahead.

22 Rear-End: Stopped, Left



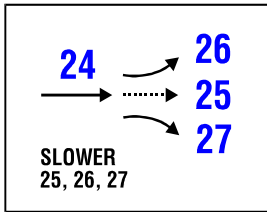
Use **Rear-End: Stopped, Left** for a rear-impacted vehicle that was stopped in the trafficway, intending to make a left turn.

23 Rear-End: Stopped, Right



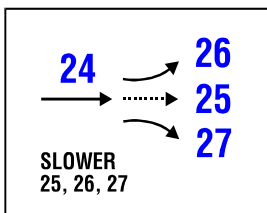
Use **Rear-End: Stopped, Right** for a rear-impacted vehicle that was stopped in the trafficway, intending to make a right turn.

24 Rear-End: Slower



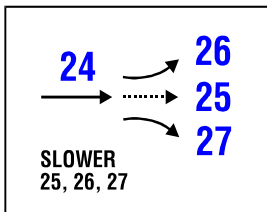
Use **Rear-End: Slower** for a vehicle that impacts another vehicle from the rear when the impacted vehicle was going slower than the striking vehicle.

25 Rear-End: Slower, Going Straight



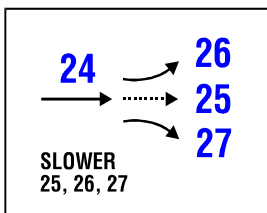
Use **Rear-End: Slower, Going Straight** for a rear-impacted vehicle that was going slower than the other vehicle while proceeding straight ahead.

26 Rear-End: Slower, Going Left



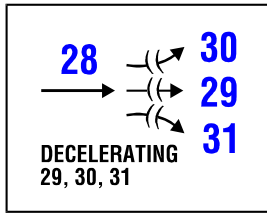
Use **Rear-End: Slower, Going Left** for a rear-impacted vehicle that was going slower than the other vehicle while intending to turn left.

27 Rear-End: Slower, Going Right



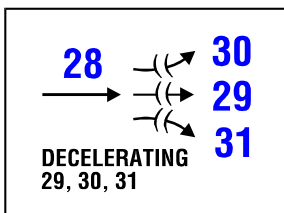
Use **Rear-End: Slower, Going Right** for a rear-impacted vehicle that was going slower than the other vehicle while intending to turn right.

28 Rear-End: Decelerating (Slowing)



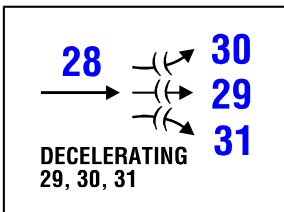
Use **Rear-End: Decelerating (Slowing)** for a vehicle which impacts another vehicle from the rear when the impacted vehicle was slowing down.

29 Rear-End: Decelerating (Slowing), Going Straight



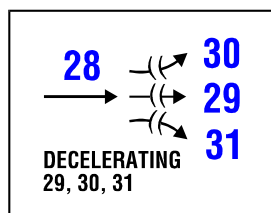
Use **Rear-End: Decelerating (Slowing), Going Straight** for a rear-impacted vehicle that was slowing down while proceeding straight ahead.

30 Rear-End: Decelerating (Slowing), Going Left



Use **Rear-End: Decelerating (Slowing), Going Left** for a rear-impacted vehicle that was slowing down while intending to turn left.

31 Rear-End: Decelerating (Slowing), Going Right



Use **Rear-End: Decelerating (Slowing), Going Right** for a rear-impacted vehicle that was slowing down while intending to turn right.

32 Rear-End: Specifics Other



Use **Rear-End: Specifics Other** for rear-end collisions which cannot be described in “20-31.” Enter “Specifics Other” for crashes involving a driverless in-transport vehicle.

33 Rear-End: Specifics Unknown

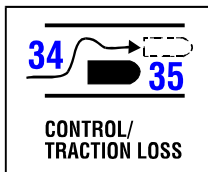


Use **Rear-End: Specifics Unknown** when the PAR indicates a rear-end collision occurred, but no further classification is possible.

Configuration E. Forward Impact

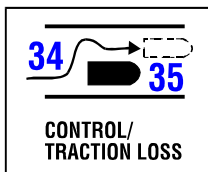
The front of the overtaking vehicle impacted the rear of the other vehicle, following a steering maneuver around a noninvolved vehicle or object.

34 Forward Impact: Control/Traction Loss



Use **Forward Impact: Control/Traction Loss** for a vehicle that's frontal area impacts another vehicle due to loss of control or traction (during a maneuver to avoid a collision with a non-involved vehicle) while both are traveling on the same trafficway in the same direction.

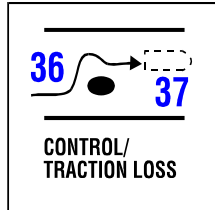
35 Forward Impact: Control/Traction Loss



Use **Forward Impact: Control/Traction Loss** for a vehicle that is impacted by the frontal area of another vehicle due to loss of control or traction (during a maneuver to avoid a collision

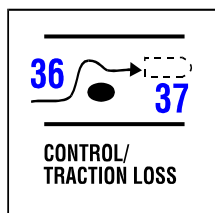
with a non-involved vehicle) while both are traveling on the same trafficway in the same direction.

36 Forward Impact: Control/Traction Loss



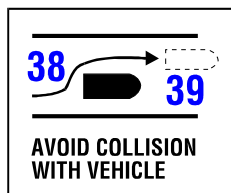
Use **Forward Impact: Control/Traction Loss** for a vehicle that's frontal area impacts another vehicle due to loss of control or traction (during a maneuver to avoid a collision with an object) while both are traveling on the same trafficway in the same direction.

37 Forward Impact: Control/Traction Loss



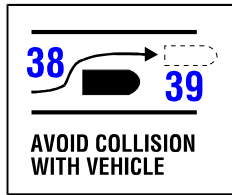
Use **Forward Impact: Control/Traction Loss** for a vehicle that is impacted by the frontal area of another vehicle due to loss of control or traction (during a maneuver to avoid a collision with an object) while both are traveling on the same trafficway in the same direction.

38 Forward Impact: Avoid Collision with Vehicle



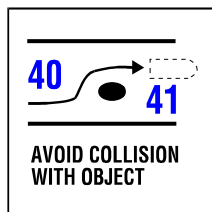
Use **Forward Impact: Avoid Collision with Vehicle** for a vehicle that struck the rear of another vehicle with its front plane while maneuvering to avoid collision with a non-involved vehicle, when loss of control or traction was not a factor, and both were traveling on the same trafficway, in the same direction.

39 Forward Impact: Avoid Collision with Vehicle



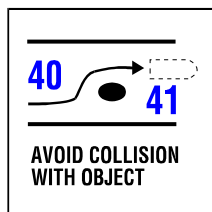
Use **Forward Impact: Avoid Collision with Vehicle** for a vehicle that was impacted by the frontal area of another vehicle which was maneuvering to avoid a collision with a non-involved vehicle, when loss of control or traction was not a factor, and both were traveling on the same trafficway, in the same direction.

40 Forward Impact: Avoid Collision with Object



Use **Forward Impact: Avoid Collision with Object** for a vehicle that struck the rear of another vehicle with its front plane while maneuvering to avoid collision with an object, when loss of control or traction was not a factor, and both were traveling on the same trafficway, in the same direction.

41 Forward Impact: Avoid Collision with Object



Use **Forward Impact: Avoid Collision with Object** for a vehicle that was impacted by the frontal area of another vehicle that was maneuvering to avoid a collision with an object, when loss of control or traction was not a factor, and both were traveling on the same trafficway, in the same direction.

42 Forward Impact: Specifics Other

EACH: **42**

SPECIFICS
OTHER

Use **Forward Impact: Specifics Other** (for both vehicles) for a forward impact collision that occurred while both vehicles were traveling on the same trafficway, in the same direction, and the striking vehicle was attempting to avoid a vehicle or an object that cannot be described by "34 - 40."

Also, use this code for crashes involving a driverless in-transport vehicle that would otherwise qualify for this configuration.

43 Forward Impact: Specifics Unknown

EACH: **43**

SPECIFICS
UNKNOWN

Use **Forward Impact: Specifics Unknown** when the PAR indicates that a forward impact collision occurred while both vehicles were traveling on the same trafficway and in the same direction, but no further classification was possible.

Configuration F. Sideswipe/Angle

The two vehicles are involved in an impact involving the side of one or both vehicles.

The following four attributes, **Sideswipe/Angle, straight ahead on left, Sideswipe/Angle, straight ahead on left/right, Sideswipe/Angle, changing lanes to the right** and **Sideswipe/Angle, changing lanes to the left** identify relative vehicle positions (left versus right) and lane of travel intentions (straight ahead versus changing lanes). From these four codes, four combinations are permitted. They are:

1. **Sideswipe/Angle, straight ahead on left** and **Sideswipe/Angle, straight ahead on left/right.**
2. **Sideswipe/Angle, changing lanes to the right** and **Sideswipe/Angle, straight ahead on left/right.**
3. **Sideswipe/Angle, straight ahead on left/right** and **Sideswipe/Angle, changing lanes to the left.**
4. **Sideswipe/Angle, changing lanes to the right** and **Sideswipe/Angle, changing lanes to the left.**

When used in combination, these codes refer to a sideswipe or angle collision that involved a vehicle to the left of a vehicle to the right where:

1. neither vehicle (**Sideswipe/Angle, straight ahead on left** and **Sideswipe/Angle, straight ahead on left/right**) intended to change its lane;
2. the vehicle on the left (**Sideswipe/Angle, changing lanes to the right**) was changing lanes to the right, and the vehicle on the right (**Sideswipe/Angle, straight ahead on left/right**) was not intending to change its lane;
3. the vehicle on the left (**Sideswipe/Angle, straight ahead on left/right**) was not intending to change its lane, and the vehicle on the right (**Sideswipe/Angle, changing lanes to the left**) was changing lanes to the left, and
4. the vehicle on the left (**Sideswipe/Angle, changing lanes to the right**) was changing lanes to the right, and the vehicle on the right (**Sideswipe/Angle, changing lanes to the left**) was changing lanes to the left.

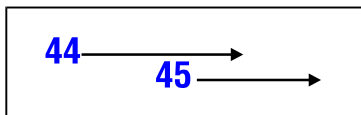
In addition, when:

1. the right sides of the two vehicles impact following a 180 degree rotation of the vehicle on the right, or
2. the left sides of the two vehicles impact following a 180 degree rotation of the vehicle on the left.

Select the appropriate combination depending upon:

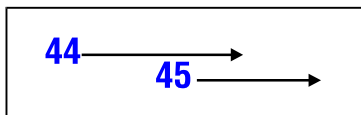
1. their positions (i.e., left versus right) and
2. the intended lane of travel (straight ahead versus changing lanes) of their drivers.

44 Sideswipe/Angle: Straight Ahead on Left



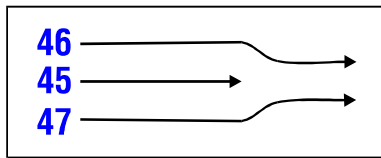
See discussion under Configuration F. Sideswipe/Angle, above for an explanation of when this attribute applies.

45 Sideswipe/Angle: Straight Ahead on Left/Right



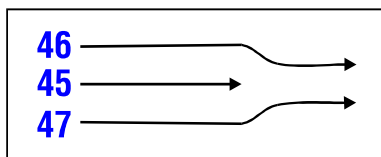
See discussion under Configuration F. Sideswipe/Angle, above for an explanation of when this attribute applies.

46 Sideswipe/Angle: Changing Lanes to the Right



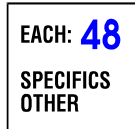
See discussion under Configuration F. Sideswipe/Angle, above for an explanation of when this attribute applies.

47 Sideswipe/Angle: Changing Lanes to the Left



See discussion under Configuration F. Sideswipe/Angle, above for an explanation of when this attribute applies.

48 Sideswipe/Angle: Specifics Other



Use **Sideswipe/Angle: Specifics Other** if one vehicle was behind the other prior to a sideswipe/angle collision occurring while both vehicles were traveling on the same trafficway and in the same direction.

For example, use this code when two vehicles are on the same trafficway and going the same direction, and one loses control and is struck in the side by the front of the other vehicle. However, if one vehicle rotates such that the impact is front to front, then use code "98" (Other crash type).

Use **Sideswipe/Angle: Specifics Other** for crashes involving a driverless in-transport vehicle.

49 Sideswipe/Angle: Specifics Unknown

EACH: **49**
SPECIFICS
UNKNOWN

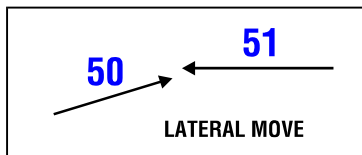
Use **Sideswipe/Angle: Specifics Unknown** for sideswipe/angle collisions that occur while both vehicles are traveling on the same trafficway and in the same direction, when no further classification is possible.

Category III. Same Trafficway, Opposite Direction

Configuration G. Head-On

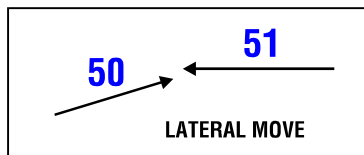
The frontal area of one vehicle impacted the frontal area of another.

50 Head-On: Lateral Move (Left/Right)



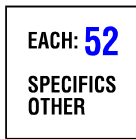
Use **Head-On: Lateral Move (Left/Right)** for a vehicle that LEAVES ITS LANE [moves laterally (sideways)] immediately before colliding head-on with another vehicle, when the vehicles are traveling on the same trafficway in opposite directions.

51 Head-On: Lateral Move (Going Straight)



Use **Head-On: Lateral Move (Going Straight)** for a vehicle that collides head-on with another vehicle which has IMMEDIATELY LEFT ITS LANE (moved laterally), when the vehicles are traveling on the same trafficway in opposite directions.

52 Head-On: Specifics Other



Use **Head-On: Specifics Other** for a head-on collision that cannot be described by “50-51”, when the vehicles are traveling on the same trafficway in opposite directions. Clarification: Enter “52” for both vehicles involved in a head-on collision when one is traveling the wrong way on a one way roadway.

Enter “Specifics Other” for crashes involving a driverless in-transport vehicle.

53 Head-On: Specifics Unknown

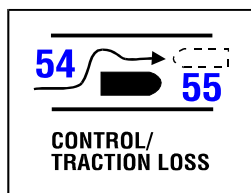


Use **Head-On: Specifics Unknown** when the PAR indicates a head-on collision occurred between two vehicles traveling on the same trafficway in opposite directions, when no further classification is possible.

Configuration H. Forward Impact

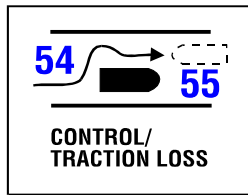
The frontal area of one vehicle impacted the frontal area of another following a steering maneuver around a noninvolved vehicle or an object.

54 Forward Impact: Control/Traction Loss



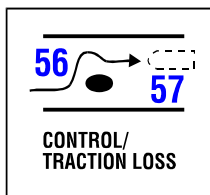
Use **Forward Impact: Control/Traction Loss** for a vehicle whose frontal area impacts another vehicle due to loss of control or traction (during a maneuver to avoid a collision with a third vehicle) while the vehicles are traveling on the same trafficway in opposite directions.

55 Forward Impact: Control/Traction Loss



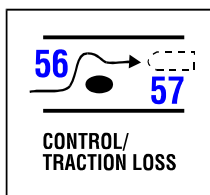
Use **Forward Impact: Control/Traction Loss** for a vehicle that is impacted by the frontal area of another vehicle due to loss of control or traction (during a maneuver to avoid a collision with a third vehicle) while the vehicles are traveling on the same trafficway in opposite directions.

56 Forward Impact: Control/Traction Loss



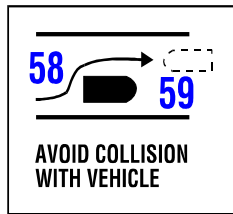
Use **Forward Impact: Control/Traction Loss** for a vehicle whose frontal area impacts another vehicle due to loss of control or traction (during a maneuver to avoid a collision with an object) while the vehicles are traveling on the same trafficway in opposite directions.

57 Forward Impact: Control/Traction Loss



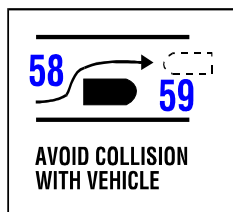
Use **Forward Impact: Control/Traction Loss** for a vehicle that is impacted by the frontal area of another vehicle due to loss of control or traction (during a maneuver to avoid a collision with an object) while the vehicles are traveling on the same trafficway in opposite directions.

58 Forward Impact: Avoid Collision with Vehicle



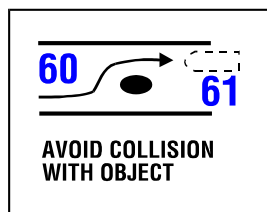
Use **Forward Impact: Avoid Collision with Vehicle** for a vehicle whose frontal area impacts another vehicle while maneuvering to avoid a collision with a non-involved vehicle, when loss of control or traction was not a factor, and the vehicles were traveling on the same trafficway, in opposite directions.

59 Forward Impact: Avoid Collision with Vehicle



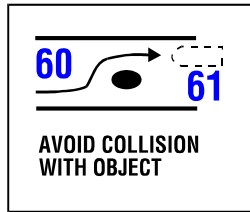
Use **Forward Impact: Avoid Collision with Vehicle** for a vehicle that was impacted by the frontal area of another vehicle which was maneuvering to avoid collision with a non-involved vehicle, when loss of control or traction was not a factor, and the vehicles were traveling on the same trafficway, in opposite directions.

60 Forward Impact: Avoid Collision with Object



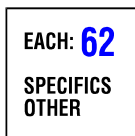
Use **Forward Impact: Avoid Collision with Object** for a vehicle that struck the front of another vehicle with the frontal plane while maneuvering to avoid collision with an object, when loss of control or traction was not a factor, and the vehicles were traveling on the same trafficway, in opposite directions.

61 Forward Impact: Avoid Collision with Object



Use **Forward Impact: Avoid Collision with Object** for a vehicle that was impacted by the frontal area of another vehicle that was maneuvering to avoid collision with an object, when loss of control or traction was not a factor, and the vehicles were traveling on the same trafficway, in opposite directions.

62 Forward Impact: Specifics Other



Use **Forward Impact: Specifics Other** for forward impact collisions occurring while the vehicles were traveling on the same trafficway in opposite directions that cannot be described by "54-61". Enter "Specifics Other" for crashes involving a "driverless in-transport vehicle."

63 Forward Impact: Specifics Unknown

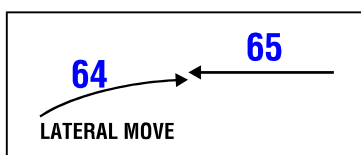


Use **Forward Impact: Specifics Unknown** when the PAR indicates a forward impact collision occurred while the vehicles were traveling on the same trafficway in opposite directions, but no further classification is possible.

Configuration I. Sideswipe/Angle

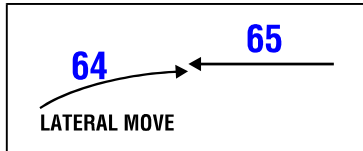
The two vehicles are involved in an impact involving the side of one or both vehicles.

64 Sideswipe/Angle: Lateral Move (Left/Right)



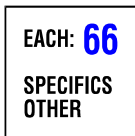
Use **Sideswipe/Angle: Lateral Move (Left/Right)** identifies the vehicle which infringed upon the other vehicle (code "65") in a Category III, Configuration I collision; i.e., enter "64" for the vehicle which left its lane (moved laterally) leading to the collision.

65 Sideswipe/Angle: Lateral Move (Going Straight)



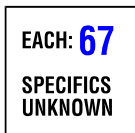
Use **Sideswipe/Angle: Lateral Move (Going Straight)** for the vehicle that was infringed upon by the other vehicle (code "64") in a Category III, Configuration I collision.

66 Sideswipe/Angle: Specifics Other



Use **Sideswipe/Angle: Specifics Other** for sideswipe/angle collisions occurring while both vehicles were traveling on the same trafficway in opposite directions that cannot be described by "64-65". Enter "Specifics Other" for crashes involving a "driverless in-transport vehicle."

67 Sideswipe/Angle: Specifics Unknown



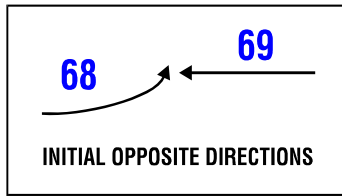
Use **Sideswipe/Angle: Specifics Unknown** when the PAR indicates a sideswipe/angle collision occurred while both vehicles were traveling on the same trafficway in opposite directions, but no further classification is possible.

Category IV. Changing Trafficway, Vehicle Turning

Configuration J. Turn Across Path

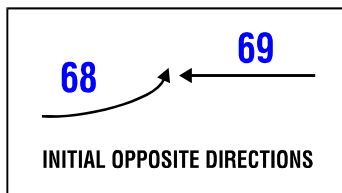
The two vehicles were initially on the same trafficway when one vehicle tried to turn onto another trafficway and pulled in front of the other vehicle. Vehicles making a "U" turn are identified in Category VI. Miscellaneous.

68 Turn Across Path: Initial Opposite Directions (Left/Right)



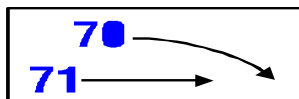
Use **Turn Across Path: Initial Opposite Directions (Left/Right)** identifies the vehicle which turned across the path of another vehicle (**Turn Across Path: Initial Opposite Directions (Going Straight)**) in a Category IV, Configuration J collision, in which the vehicles were initially traveling in opposite directions.

69 Turn Across Path: Initial Opposite Directions (Going Straight)



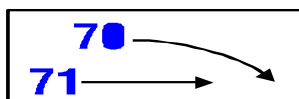
Use **Turn Across Path: Initial Opposite Directions (Going Straight)** for a vehicle involved in a collision in which another vehicle (**Turn Across Path: Initial Opposite Directions (Left/Right)**) across its Path, and in which the vehicles were initially traveling in opposite directions.

70 Turn Across Path: Initial Same Directions (Turning Right)



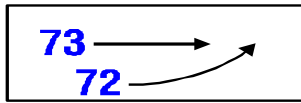
Use **Turn Across Path: Initial Same Directions (Turning Right)** for a vehicle that turned right, across the path of another vehicle (**Turn Across Path: Initial Same Directions (Going Straight)**), when both vehicles were initially traveling in the same direction.

71 Turn Across Path: Initial Same Directions (Going Straight)



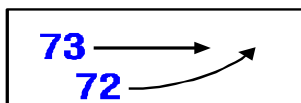
Turn Across Path: Initial Same Directions (Going Straight) for a vehicle whose path was crossed by a vehicle turning right (**Turn Across Path: Initial Same Directions (Turning Right)**), when both vehicles were initially traveling in the same direction.

72 Turn Across Path: Initial Same Directions (Turning Left)



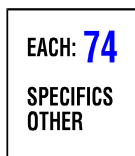
Use **Turn Across Path: Initial Same Directions (Turning Left)** for a vehicle that turned left, across the path of another vehicle (**Turn Across Path: Initial Same Directions (Going Straight)**), when both vehicles were initially traveling in the same direction.

73 Turn Across Path: Initial Same Directions (Going Straight)



Use **Turn Across Path: Initial Same Directions (Going Straight)** for a vehicle whose path was crossed by a vehicle turning left (**Turn Across Path: Initial Same Directions (Turning Left)**), when both vehicles were initially traveling in the same direction.

74 Turn Across Path: Specifics Other



Use **Turn Across Path: Specifics Other** for collisions in which one vehicle turned across another's path, which cannot be described by "68-72". Enter "Specifics Other" for crashes involving a driverless in-transport vehicle.

75 Turn Across Path: Specifics Unknown



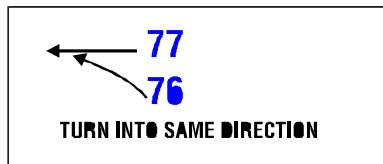
Use **Turn Across Path: Specifics Unknown** when the PAR indicates one vehicle turned across another's path, causing a collision, but no further classification is possible.

Configuration K. Turn Into Path

The two vehicles were initially on different trafficways when one attempted to turn into the same trafficway as the other vehicle.

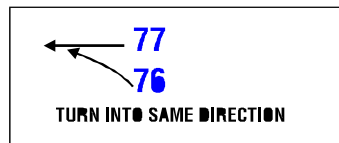
Note, the focus of this configuration is on the turning maneuver from one trafficway to another and not on the vehicles' plane of contact.

76 Turn Into Same Direction (Turning Left)



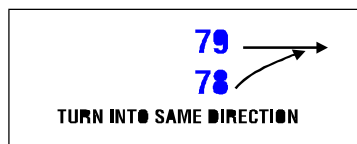
Use **Turn Into Same Direction (Turning Left)** for a vehicle that turned left, into the path of another vehicle (**Turn Into Same Direction (Going Straight)**), so that both vehicles were traveling in the same direction at the time of the collision.

77 Turn Into Same Direction (Going Straight)



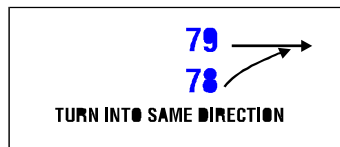
Use **Turn Into Same Direction (Going Straight)** for a vehicle involved in a collision in which another vehicle (**Turn Into Same Direction (Turning Left)**) turned left, into its path, so that both vehicles were traveling in the same direction at the time of the collision.

78 Turn Into Same Direction (Turning Right)



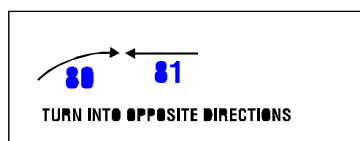
Use **Turn Into Same Direction (Turning Right)** for a vehicle that turned right, into the path of another vehicle (**Turn Into Same Direction (Going Straight)**), so that both vehicles were traveling in the same direction at the time of the collision.

79 Turn Into Same Direction (Going Straight)



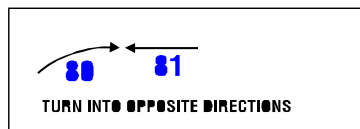
Use **Turn Into Same Direction (Going Straight)** for a vehicle involved in a collision in which another vehicle (**Turn Into Same Direction (Turning Right)**) turned right, into its path, so that both vehicles were traveling in the same direction at the time of the collision.

80 Turn Into Opposite Directions (Turning Right)



Use **Turn Into Opposite Directions (Turning Right)** for a vehicle that turned right, into the path of another vehicle (**Turn Into Opposite Directions (Going Straight)**), so that the vehicles were traveling in opposite directions at the time of the collision.

81 Turn Into Opposite Directions (Going Straight)



Use **Turn Into Opposite Directions (Going Straight)** for a vehicle involved in a collision in which another vehicle (**Turn Into Opposite Directions (Turning Right)**) turned right, into its path, so that the vehicles were traveling in opposite directions at the time of the collision.

82 Turn Into Opposite Directions (Turning Left)



Use **Turn Into Opposite Directions (Turning Left)** for a vehicle that turned left, into the path of another vehicle (**Turn Into Opposite Directions (Going Straight)**), so that the vehicles were traveling in opposite directions at the time of the collision.

Turn Into Opposite Directions (Turning Left) is used when the driver's vehicle was in the act of making a left turn (e.g., from a driveway, parking lot or intersection). Do not confuse this

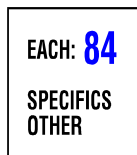
situation with “Configuration L - Straight Paths.” The driver's intended path is the prime concern.

83 Turn Into Opposite Directions (Going Straight)



Use **Turn Into Opposite Directions (Going Straight)** for a vehicle involved in a collision in which another vehicle (**Turn Into Opposite Directions (Turning Left)**) turned left, into its path, so that the vehicles were traveling in opposite directions at the time of the collision.

84 Turn Into Path: Specifics Other



Use **Turn Into Path: Specifics Other** for collisions in which one vehicle turned across another's path, which cannot be described by “76-83”. Enter “Specifics Other” for crashes involving a driverless in-transport vehicle.

85 Turn Into Path: Specifics Unknown



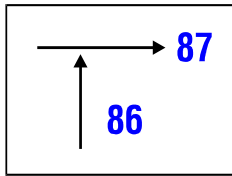
Use **Turn Into Path: Specifics Unknown** when the PAR indicates one vehicle turned into another's path, causing a collision, but no further classification is possible.

Category V. Intersecting Paths (Vehicle Damage)

Configuration L. Straight Paths

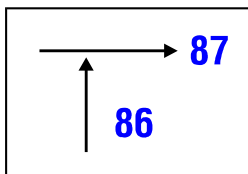
The two vehicles were proceeding (or attempting to proceed) straight ahead.

86 Straight Paths: Striking from the Right



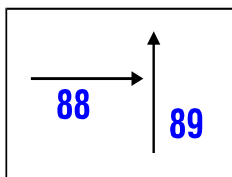
Use **Straight Paths: Striking from the Right** for a vehicle that strikes the right side of another vehicle (code "87") from the right when both vehicles were going straight at the time of the collision, i.e., right side damage to 87, front damage to 86.

87 Straight Paths: Struck on the Right



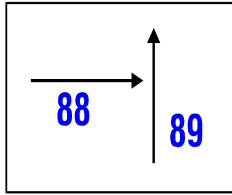
Use **Straight Paths: Struck on the Right** for a vehicle that is struck on the right side by another vehicle (**Straight Paths: Striking from the Right**) from the right when both vehicles were going straight at the time of the collision, i.e., right side damage to 87, front damage to 86.

88 Straight Paths: Striking from the Left



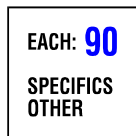
Use **Straight Paths: Striking from the Left** for a vehicle that strikes another vehicle (**Straight Paths: Struck on the Left**) from the left when both vehicles were going straight at the time of the collision, i.e., left side damage to 89, front damage to 88.

89 Straight Paths: Struck on the Left



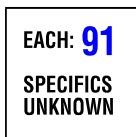
Use **Straight Paths: Struck on the Left** for a vehicle that is struck on the left side by another vehicle (**Straight Paths: Striking from the Left**) from the left when both vehicles were going straight at the time of the collision, i.e., left side damage to 89, front damage to 88.

90 Straight Paths: Specifics Other



Use **Straight Paths: Specifics Other** for collisions in which two vehicles, both going straight, collide when their paths intersect, which cannot be described by “86-89”. Enter “Specifics Other” for crashes involving a driverless in-transport vehicle.

91 Straight Paths: Specifics Unknown



Use **Straight Paths: Specifics Unknown** when the PAR indicates two vehicles, both going straight, collided when their paths intersected, but no further classification is possible.

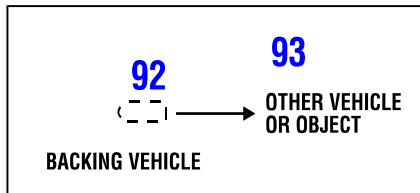
Category VI. Miscellaneous

Configuration M. Backing, Etc.

One of the two vehicles involved was a backing vehicle, regardless of its location on the trafficway or the damage location on the vehicles.

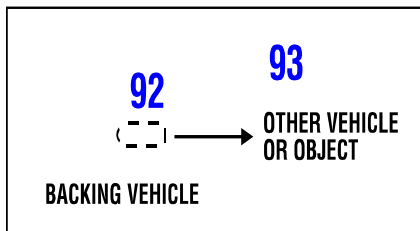
Any crash configuration that cannot be described in Category I. through V. is included here.

92 Backing, Etc.: Backing Vehicle



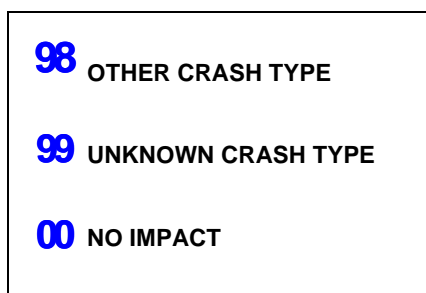
Use **Backing, Etc.: Backing Vehicle** for a backing vehicle which was involved with another vehicle (code 93) or object.

93 Backing, Etc.: Other Vehicle or Object



Use **Backing, Etc.: Other Vehicle or Object** for the vehicle that was involved with the backing vehicle (code 92).

98 Other Crash Type



Other Crash Type is used for those events and collisions that do not reasonably fit any of the specified types. This code includes (but is not limited to): rollovers on the road; U-turns; crashes initiated by objects set in motion by an in-transport motor vehicle; third or subsequent vehicles involved in a crash; or the second involved vehicle, when the first harmful event involves a vehicle-to-object collision or a non-collision.

99 Unknown Crash Type

98 OTHER CRASH TYPE
99 UNKNOWN CRASH TYPE
00 NO IMPACT

Use **Unknown Crash Type** when the crash category or configuration is unknown.

00 No Impact

98 OTHER CRASH TYPE
99 UNKNOWN CRASH TYPE
00 NO IMPACT

No Impact identifies the non-collision events fire, immersion, gas inhalation, jackknife, injured in vehicle, pavement surface irregularity, other non-collision, thrown or falling object, cargo equipment loss or shift, or fell/jumped from vehicle. Rollovers on the road should be coded **Other Crash Type**.

The following crash types require clarification:

No impact identifies non-collision events (i.e., fire, immersion, gas inhalation, jackknife, non-collision injury, other non-collision or non-collision - no details). Rollovers on the road should be coded as **Other Crash Type**.

Right roadside departure, drive off road and **Left roadside departure, drive off road** are used when the vehicle departed the road under a controlled situation (e.g., the driver was distracted, fell asleep, intentionally departed, etc.).

Right roadside departure, control/traction loss and **Left roadside departure, control/traction loss** are used if there is some evidence that the vehicle lost traction or in some other manner “got away” from the driver (i.e., the vehicle spun off the road as a result of surface conditions, oversteer phenomena or mechanical malfunctions). If doubt exists, use **Right roadside departure, drive off road** or **Left roadside departure, drive off road** respectively.

Right roadside departure; avoid collision with vehicle, pedestrian, animal and **Left roadside departure; avoid collision with vehicle, pedestrian, animal** are used when the vehicle departed the road as a result of avoiding something in the road. “Phantom” situations are included here.

Right roadside departure, specifics other and **Left roadside departure, specifics other** are used for any other stationary or nonstationary objects if the avoidance characteristics of codes “03” or “08” are present.

Forward impact, parked vehicle, Forward impact, stationary object, and **Forward impact, pedestrian/animal** involves an impact with an object that can be located on either side of the road.

Forward impact, stationary object includes a hole in the road, an overhead object (e.g., overpass) or an object projecting over the road edge (e.g., support column of elevated railway).

Forward impact, pedestrian/animal is used when a pedestrian, non-motorist or animal is involved with the first harmful event. Vehicle plane of contact is not a consideration.

Forward impact, specifics other is used for impacted (striking or struck) trains and nonstationary objects on the road.

Sideswipe/Angle, straight ahead on left, Sideswipe/Angle, straight ahead on left/right, Sideswipe/Angle, changing lanes to the right, and **Sideswipe/Angle, changing lanes to the left** identify relative vehicle positions (left versus right) and lane of travel intentions (straight ahead versus changing lanes).

From these four codes, four combinations are permitted. They are:

1. "44" and "45",
2. "46" and "45",
3. "45" and "47", and
4. "46" and "47".

When used as a combination these codes refer to a sideswipe or angle collision which involved a vehicle to the left of a vehicle to the right where:

1. neither vehicle (codes "44" and "45") intended to change its lane;
2. the vehicle on the left (code "46") was changing lanes to the right, and the vehicle on the right (code "45") was not intending to change its lane;
3. the vehicle on the left (code "45") was not intending to change its lane, and the vehicle on the right (code "47") was changing lanes to the left; and
4. the vehicle on the left (code "46") was changing lanes to the right, and the vehicle on the right (code "47") was changing lanes to the left.

In addition, when:

1. the right sides of the two vehicles impact following a 180 degree rotation of the vehicle on the right, or
2. the left sides of the two vehicles impact following a 180 degree rotation of the vehicle on the left; select the appropriate combination ("44-45", "46-45", "45-47" or "46-47") depending upon:
3. their positions (i.e., left versus right), and
4. the intended lane of travel (straight ahead versus changing lanes) of their drivers.

Sideswipe/Angle, specifics other is used if one vehicle was behind the other prior to their Category II, Configuration F collision. For example, use this code when two vehicles are on the same trafficway and going the same direction, and one loses control and is struck in the side by the front of the other vehicle. However, if one vehicle rotates such that the impact is front to front, then use code "98" (Other crash type).

Sideswipe/Angle, lateral move-infringing vehicle identifies the vehicle that infringed upon the other (code 65) in a Category III, Configuration I collision.

Codes 68 through 85 (**Turn Across Path and Turn Into Path**) are used in Configurations J and K where the vehicle's action is the controlling factor, and the plane of contact is irrelevant.

Left Turn Into Opposite Direction is used when the driver's vehicle was in the act of making a left turn (e.g., from a driveway, parking lot or intersection). Do not confuse this situation with Configuration L. Straight Paths. The driver's intended path is the prime concern.

Codes 86 through 89 (**Straight Paths**) must not be confused with crash types in Configuration K. Turn Into Path. For these codes the vehicles are proceeding (or attempting to proceed) straight ahead, usually at a junction.

Other Crash Type is used for those events and collisions that do not reasonably fit any of the specified types. This code includes (but is not limited to): rollovers on the road; U-turns; crashes initiated by objects set in motion by an in-transport motor vehicle; third or subsequent vehicles involved in a crash; or the second involved vehicle when the first harmful event involved a vehicle-to-object collision.

CRITICAL EVENT – PRECRASH (CATEGORY)

GES: V26

Screen Heading: Precrash Events

FARS:PC18

Format: 1 numeric

Screen Name: Critical Category (570-E)

Long Name: What is the critical event category for this vehicle's first impact?

SAS Name: None

Oracle Name: GES.Precrash.CrashCatEventID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	1	N/A	1	<i>This Vehicle Loss of Control Due To:</i>
2	2	N/A	2	<i>This Vehicle Traveling</i>
3	3	N/A	3	<i>Other Motor Vehicle in Lane</i>
4	4	N/A	4	<i>Other Motor Vehicle Encroaching into Lane</i>
5	5	N/A	5	<i>Pedestrian or Pedalcyclist or Other Non-Motorist</i>
6	6	N/A	6	<i>Object or Animal</i>
7	7	N/A	7	<i>Other (specify:)</i>
8	8	N/A	9	<i>Unknown</i>

Remarks:

When more than one condition applies and it cannot be determined which one had a greater effect, choose the higher listed attribute (e.g., **This Vehicle Loss of Control Due To:** takes precedence over **This Vehicle Traveling**).

This Vehicle Loss of Control Due To: is used to identify situations where the critical factor leading to the collision involved control loss of this vehicle. Control loss can be related to either mechanical failure or environmentally induced vehicle instability.

This Vehicle Traveling is used to identify situations where the critical factor leading to the collision involves the travel path of this vehicle.

Other Motor Vehicle In Lane is used to identify situations where the critical factor leading to the collision involved the travel of the other vehicle in the same lane as this vehicle.

Other Motor Vehicle Encroaching Into Lane is used to identify situations where the critical factor leading to the collision involves the other vehicle's movement into or across this vehicle's travel lane from another lane, intersection, driveway or ramp.

Pedestrian or Pedalcyclist or Other Non-Motorist is used to identify situations where the critical factor leading to the collision for this vehicle involved a pedestrian, pedalcyclist or other non-motorist. A pedalcyclist is defined as a person riding a pedal power conveyance (e.g., bicycle, tricycle, etc.). A non-motorist is defined as a person riding on or in a conveyance which is not motorized or propelled by pedaling (e.g., baby carriage, skate board, roller blades, etc.).

Object or Animal is used to identify situations where the critical factor leading to the collision for this vehicle involved an object or animal.

Other (Specify:) is used when a critical factor not previously listed resulted in the collision for this vehicle. Previous impacts in the crash are not considered as other critical precrash events. For example, use this attribute if the critical event developed from this vehicle's departure from a driveway.

Unknown is used when the critical precrash event which resulted in the collision is unknown.

CRITICAL EVENT – PRECRASH (EVENT)

GES: V26

Screen Heading: Precrash Events

FARS:PC19

Format: 2 numeric

Screen Name: Critical Event (575-E)

Long Name: Enter the critical event for this vehicle's first impact.

SAS Name: Vehicle.P_Crash2

Oracle Name: GES.Precrash.CriticalEventID

ELEMENT VALUES

SAS
SCN ORACLE GES FARS

THIS VEHICLE LOSS OF CONTROL DUE TO:

1	10390	1	01	<i>Blow out/flat tire</i>
2	10391	2	02	<i>Stalled engine</i>
3	10392	3	03	<i>Disabling vehicle failure (e.g., wheel fell off) (specify:)</i>
4	10393	4	04	<i>Non-disabling vehicle problem (e.g., hood flew up) (specify:)</i>
5	10394	5	05	<i>Poor road conditions (puddle, pothole, ice, etc.) (specify:)</i>
6	10395	6	06	<i>Traveling too fast for conditions</i>
7	10396	8	08	<i>Other cause of control loss (specify:)</i>
8	17547	9	09	<i>Unknown cause of control loss</i>

THIS VEHICLE TRAVELING

1	10397	10	10	<i>Over the lane line on left side of travel lane</i>
2	10398	11	11	<i>Over the lane line on right side of travel lane</i>
3	10399	12	12	<i>Off the edge of the road on the left side</i>
4	10400	13	13	<i>Off the edge of the road on the right side</i>
5	10425	14	14	<i>End departure</i>
6	10426	15	15	<i>Turning left at intersection</i>
7	10427	16	16	<i>Turning right at intersection</i>
8	10428	17	17	<i>Crossing over (passing through) intersection</i>
9	10429	18	18	<i>This vehicle decelerating</i>
10	10430	19	19	<i>Unknown travel direction</i>

OTHER MOTOR VEHICLE IN LANE

1	10401	50	50	<i>Other vehicle stopped</i>
2	10402	51	51	<i>Traveling in same direction with lower or steady speed</i>
3	10403	52	52	<i>Traveling in same direction while decelerating</i>
4	10404	53	53	<i>Traveling in same direction with higher speed</i>
5	10405	54	54	<i>Traveling in opposite direction</i>
6	10406	55	55	<i>In crossover</i>
7	10422	56	56	<i>Backing</i>
8	10423	59	59	<i>Unknown travel direction of the other motor vehicle in lane</i>

OTHER MOTOR VEHICLE ENCROACHING INTO LANE

1	10407	60	60	<i>From adjacent lane (same direction) over left lane line</i>
2	10408	61	61	<i>From adjacent lane (same direction) over right lane line</i>
3	10409	62	62	<i>From opposite direction over left lane line</i>
4	10410	63	63	<i>From opposite direction over right lane line</i>
5	10411	64	64	<i>From parking lane, median, shoulder, roadside</i>
6	10412	65	65	<i>From crossing street, turning into same direction</i>
7	10413	66	66	<i>From crossing street, across path</i>
8	10414	67	67	<i>From crossing street, turning into opposite direction</i>
9	10415	68	68	<i>From crossing street, intended path not known</i>
10	10416	70	70	<i>From driveway, turning into same direction</i>
11	10417	71	71	<i>From driveway, across path</i>
12	10418	72	72	<i>From driveway, turning into opposite direction</i>
13	10419	73	73	<i>From driveway, intended path not known</i>
14	10420	74	74	<i>From entrance to limited access highway</i>
15	10421	78	78	<i>Encroachment by other vehicle - details unknown</i>

PEDESTRIAN OR PEDALCYCLIST OR OTHER NON-MOTORIST

1	10447	80	80	<i>Pedestrian in roadway</i>
2	10448	81	81	<i>Pedestrian approaching roadway</i>
3	10438	82	82	<i>Pedestrian unknown location</i>
4	10449	83	83	<i>Pedalcyclist or other non-motorist in roadway (specify:)</i>
5	10450	84	84	<i>Pedalcyclist or other non-motorist approaching roadway (specify:)</i>
6	10451	85	85	<i>Pedalcyclist or other non-motorist unknown location (specify:)</i>

OBJECT OR ANIMAL

1	10452	87	87	<i>Animal in roadway</i>
2	10453	88	88	<i>Animal approaching roadway</i>
3	10454	89	89	<i>Animal - unknown location</i>

4	10455	90	90	<i>Object in roadway</i>
5	10456	91	91	<i>Object approaching roadway</i>
6	10457	92	92	<i>Object unknown location</i>

OTHER (SPECIFY:)

7	10445/58	98	98	<i>Other critical precrash event (specify:)</i>
8	10446	99	99	<i>Unknown</i>

Remarks:

The selection of the Critical Precrash Category will determine what Critical Precrash Events are available to select.

When more than one condition applies and it cannot be determined which one had a greater effect, choose the higher listed element.

This variable identifies the critical event which made the crash imminent (i.e., something occurred which made the collision possible). Responsive actions to this situation, if any, are coded under Attempted Avoidance Maneuver.

A Critical Precrash Event is coded for each vehicle and identifies the circumstances leading to this vehicle's first impact in the crash.

Do not refer to culpability. Many crash scenarios will suggest fault, but this should be coincidental rather than by design. As an example, vehicle 1 was speeding when vehicle 2 crossed vehicle 1's path from a driveway. The situation which made the precrash event critical for vehicle 1 (since it did not lose control) was vehicle 2's movement across vehicle 1's path **and not** vehicle 1's speed.

This Vehicle Loss Of Control Due To:

Blow out or flat tire is used when a vehicle in motion loses control as the result of an immediate tire disruption. Examples include blow out, rapid air loss, tread separation, etc.

Stalled engine refers to a vehicle which is in motion and loses engine power. A stalled engine situation must precipitate a collision to be coded in this variable. A vehicle that is stopped as the result of an engine malfunction does not take this attribute.

Disabling vehicle failure (e.g., wheel fell off) (specify:) is selected when a mechanical malfunction, such as a component of the vehicle suspension or steering system, leads to the critical reason for the collision.

Non-disabling vehicle problem (e.g., hood flew up) (specify:) is selected when some mechanical abnormality occurred to this vehicle which leads to the critical reason for the collision. The abnormality must not be disabling damage.

Poor road conditions (puddle, pot hole, ice, etc.) (specify:) captures control loss due to environmental conditions of the roadway. These conditions must have initiated the precrash event which resulted in the collision.

Traveling too fast for conditions identifies this vehicle's movement relative to its surroundings in which the subsequent loss of control lead to the collision. An example is a roadway departure on a curve where the driver failed to negotiate and departed the roadway resulting in an impact. If the driver merely steered straight while in a curve and departed the roadway, then the category **This Vehicle Traveling** may apply.

Other cause of control loss (specify:) is selected when it was determined that this vehicle's loss of control was the primary reason which made the event critical and the above attributes do not adequately identify the control loss condition.

Unknown cause of control loss is selected when it is known control loss made the situation critical, but it is unknown whether the vehicle or the environment caused the control loss.

This Vehicle Traveling

These attributes identify situations where the critical factor leading to the collision involved the travel path of this vehicle.

Over the lane line on left side of travel lane is selected when this vehicle departs its lane to the left and is entering or had entered the adjoining lane or shoulder. The change of travel path by this vehicle must precipitate the critical event for the collision. As an example, this vehicle attempts to pass another vehicle on the other vehicle's left and is struck by a vehicle traveling within its travel lane in the opposite direction.

However, by modifying the scenario slightly, the lane change may not always be the factor leading to the precrash event. Consider the same situation where this vehicle is passing to the left of the lead vehicle. If an animal runs into the roadway and is struck by this vehicle, then the correct choice would be **Animal in Roadway**.

Over the lane line on right side of travel lane is selected when this vehicle departs its lane to the right and is entering or had entered the adjoining lane or shoulder. To use this attribute, change of travel path by this vehicle must precipitate the critical event for the collision. As an example, this vehicle attempts to pass another vehicle on the other vehicle's right and is struck in the rear by a vehicle traveling within its travel lane in the same direction. The correct choice for this vehicle would be **Over the lane line on right side of travel lane**.

However, by modifying the scenario slightly the lane change may not always be the factor leading to the precrash event. Consider the same situation where this vehicle is passing to the right of the lead vehicle. If an animal runs into the roadway and is struck by this vehicle, then the correct choice would be **Animal in roadway**.

Off the edge of the road on the left side identifies a situation where the initial precrash event occurred beyond the left side shoulder area. This also includes departure into a median.

Off the edge of the road on the right side identifies a situation where the initial precrash event occurred beyond the right side shoulder area.

End departure is used when the vehicle departs the end of the roadway (e.g., "T" intersection).

Turning left at intersection is used when this vehicle attempts a left turn from its roadway to another roadway or driveway.

Turning right at intersection is used when this vehicle attempts a right turn from its roadway to another roadway or driveway.

Crossing over (passing through) intersection identifies this vehicle's travel as proceeding through the intersection without any planned turning.

This vehicle decelerating is used when the vehicle is decelerating, or has just stopped and was immediately struck.

Unknown travel direction is used for those occasions where this vehicle's travel made the situation critical, but it is unknown which travel direction this vehicle was moving.

Other Motor Vehicle In Lane

These attributes identify situations where the critical factor leading to the collision involved the travel of the other vehicle in the same lane as this vehicle.

Other vehicle stopped identifies a situation where the other vehicle is not in motion (i.e., stopped, parked, disabled) and in this vehicle's travel lane. This attribute should not be used if the other vehicle just stopped and was immediately struck.

Traveling in same direction with lower steady speed is used when the other vehicle was the lead vehicle in the same travel lane, traveling in the same direction, and was traveling slower than this vehicle

Traveling in same direction while decelerating is used when the other vehicle was the lead vehicle in the same travel lane, traveling in the same direction, and was decelerating.

Traveling in same direction with higher speed is used when the speed of the other vehicle was higher than this vehicle or accelerating. The other vehicle must be overtaking this vehicle.

Traveling in opposite direction is used when the other vehicle was in this vehicle's travel lane and traveling head-on in the opposite direction of this vehicle.

In crossover is used when the other vehicle enters a crossover already occupied by this vehicle. A crossover is defined as a designated opening within a median used primarily for "u-turns".

Backing identifies a situation where the other vehicle was in the process of backing up while in this vehicle's travel lane.

Unknown travel direction of other motor vehicle in lane is used for situations where the other vehicle's activity (while in the same lane as this vehicle) precipitated the precrash event, but the travel direction and/or speed could not be determined.

Other Motor Vehicle Encroaching Into Lane

These attributes identify situations where the critical factor leading to the collision involved the other vehicle's movement into or across this vehicle's travel lane from another lane, intersection, driveway or ramp.

From adjacent lane (same direction) over left lane line is used when the other vehicle was traveling in the same direction as this vehicle and crosses the left lane line with respect to this vehicle's travel lane (i.e., other vehicle crosses its right lane line).

From adjacent lane (same direction) over right lane line is used when the other vehicle was traveling in the same direction as this vehicle and crosses the right lane line with respect to this vehicle's travel lane (i.e., other vehicle crosses its left lane line).

From opposite direction over left lane line identifies a situation where the other vehicle crosses the left lane line while traveling in the opposite direction from this vehicle.

From opposite direction over right lane line identifies a situation where the other vehicle crosses the right lane line while traveling in the opposite direction from this vehicle.

From parking lane, median, shoulder, roadside is selected when the other vehicle was departing one of these trafficway components and entering the travel lane of this vehicle.

From crossing street, turning into same direction is used when the other vehicle was turning from another roadway onto this vehicle's roadway and attempted to travel in the same

direction as this vehicle. Use this attribute for entrance ramps leading onto limited access highways.

From crossing street, across path is used when the other vehicle was continuing straight through the intersection and attempted to cross over this vehicle's roadway.

From crossing street, turning into opposite direction is used when the other vehicle was entering an intersection from another roadway and was turning or attempting to turn onto this vehicle's roadway in the opposite travel direction of this vehicle.

From crossing street, intended path not known is used when the other vehicle's entrance into the intersection was the critical factor which led to the collision, however, the other vehicle's travel direction could not be determined.

From driveway, turning into same direction is used when the other vehicle was turning from a driveway onto this vehicle's roadway and attempted to travel in the same direction as this vehicle.

From driveway, across path is used when the other vehicle was entering this vehicle's roadway from a driveway and was continuing straight across to another driveway or roadway.

From driveway, turning into opposite direction is used when the other vehicle was entering this vehicle's roadway from a driveway and was attempting to turn into the opposite travel direction of this vehicle.

From driveway, intended path not known is used to identify driveway-related precrash events where details surrounding the other vehicle's intended path are not known.

From entrance to limited access highway is used for entrance ramp situations where the other vehicle was attempting to enter (merge) onto the limited access highway that was being traveled by this vehicle.

Encroachment by other vehicle details unknown is used for situations where the other vehicle initiated the critical precrash event, but circumstances surrounding the other vehicle's encroachment are unknown.

Pedestrian or Pedalcyclist or Other Non-Motorist

These attributes identify situations where the critical factor leading to the collision for this vehicle involved a pedestrian, pedalcyclist, or other non-motorist. A pedalcyclist is defined as a person riding a pedal powered conveyance (e.g., bicycle, tricycle, etc.). A non-motorist is defined as a person riding on or in a conveyance which is not motorized or propelled by pedaling (e.g., baby carriage, skate board, roller blades, etc.).

Pedestrian in roadway is used when a pedestrian was present (e.g., sitting, standing, walking or running, etc.) in the roadway.

Pedestrian approaching roadway identifies situations where a pedestrian was within the trafficway and moving toward the roadway or attempting to enter the roadway, but was not on the roadway.

Pedestrian unknown location is used when it was determined the presence or action of a pedestrian was the critical factor which led to this vehicle's collision, but the location or action of the pedestrian was not known.

Pedalcyclist or other non-motorist in roadway, (specify:) is selected when a pedalcyclist or other non-motorist was present in the roadway (irrespective of relative motion).

Pedalcyclist or other non-motorist approaching roadway (specify:) identifies situations where the pedalcyclist or other non-motorist was within the trafficway and moving toward the roadway or attempting to enter the roadway, but was not on the roadway.

Pedalcyclist or other non-motorist unknown location (specify:) is used when it was determined the presence or action of a pedalcyclist or other non-motorist was the critical factor which led to this vehicle's collision, but the action of the pedalcyclist or other non-motorist was not known.

Object or Animal

These attributes identify situations where the critical factor leading to the collision for this vehicle involved an object or animal.

Animal in roadway is used when an animal was present (i.e., stationary or moving) in the roadway.

Animal approaching roadway identifies situations where an animal was within the trafficway and moving toward the roadway or attempting to enter the roadway, but not on the roadway.

Animal - unknown location is used when it was determined the presence or action of an animal was the critical factor which led to this vehicle's collision, but the action of the animal was not known.

Object in roadway is used when an object was present in the roadway. An object is defined as being either fixed or non-fixed (only non-fixed objects are captured in this attribute).

Object approaching roadway identifies situations where an object was within the trafficway and moving toward the roadway, but not on the roadway.

Object unknown location is selected when it was determined the presence or movement of an object was the critical factor which led to this vehicle's collision, but details surrounding the location of the object were not known.

Other (specify:)

These attributes identify situations where the critical factor leading to the collision for this vehicle was not previously listed.

Other Critical Precrash Event (specify:) is used when a critical factor not previously listed resulted in the collision for this vehicle. Previous impacts in the crash **are not** considered as “other critical precrash events”. For example, use this code if the critical event developed from this vehicle’s departure from a driveway.

Unknown is used when the critical precrash event that resulted in the collision is not known.

Precrash Event Scenarios for Different Rear-End Collision Situations

Two Vehicle Collisions

			Trail Vehicle	Lead Vehicle
1)	Both vehicles in motion. Leading vehicle, traveling at steady speed, is struck from behind by trailing vehicle.	Pre-Event Movement	Going straight	Going straight
		Critical Precrash Category	Other motor vehicle in Lane	Other motor vehicle In lane
		Critical Precrash Event	Traveling in same direction with lower steady speed	Traveling in same direction with higher speed
2)	Both vehicles traveling at same speed. Lead vehicle decelerates and trailing vehicle continues at initial speed. Trailing vehicle eventually applies brakes before striking the lead vehicle.	Pre-Event Movement	Going straight	Going straight
		Critical Precrash Category	Other motor vehicle in lane	This vehicle traveling
		Critical Precrash Event	Traveling in same direction while decelerating	This vehicle decelerating
3)	Both vehicles traveling at same speed. Lead vehicle stops and is immediately struck by trailing vehicle.	Pre-Event Movement	Going straight	Going straight
		Critical Precrash Category	Other motor vehicle in lane	Other motor vehicle in lane
		Critical Precrash Event	Traveling in same direction while decelerating	Traveling in same direction with higher speed
4)	Lead vehicle is stopped on roadway and is struck by a trailing vehicle.	Pre-Event Movement	Going straight	Stopped in traffic
		Critical Precrash Category	Other motor vehicle in lane	Other motor vehicle in lane
		Critical Precrash Event	Other vehicle stopped	Traveling in same direction with higher speed
5)	Lead and trailing vehicle stopped on roadway. Lead vehicle backs into trailing vehicle.	Pre-Event Movement	Stopped in traffic lane	Stopped in traffic lane
		Critical Precrash Category	Other motor vehicle in lane	Other motor vehicle in lane
		Critical Precrash Event	Backing	Other vehicle stopped

Three Vehicle Collisions

			Trail Vehicle	Middle Vehicle	Lead Vehicle
6)	Two vehicles stopped in traffic, struck by decelerating trailing vehicle	Pre-Event Movement	Decelerating	Stopped in traffic	Stopped in traffic
		Critical Precrash Category	Other motor vehicle in lane	Other motor vehicle in lane	Other motor vehicle in lane
		Critical Precrash Event	Other vehicle stopped	Traveling in same direction while decelerating	Traveling in same direction with higher speed
7)	Lead vehicle stopped in traffic, middle vehicle decelerating, trailing vehicle strikes middle vehicle which strikes lead vehicle.	Pre-Event Movement	Going straight	Decelerating	Stopped in traffic
		Critical Precrash Category	Other motor vehicle in lane	Other motor vehicle in lane	Other motor vehicle in lane
		Critical Precrash Event	Traveling in same direction while decelerating	Traveling in same direction with higher speed	Traveling in same direction with higher speed

ATTEMPTED AVOIDANCE MANEUVER

GES: V27

Screen Heading: Attempted Avoidance Maneuver

FARS:PC20

Format: 2 numeric

Screen Name: Corrective Action (585-E)

Long Name: What corrective action(s) are attempted by this driver?

SAS Name: Vehicle.P_Crash3

Oracle Name: GES.CorrectiveAction.CorrectActionID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	17132	0	00	<i>No Driver Present</i>
2	26375	1	01	<i>No Avoidance Maneuver</i>
3	26376	2	02	<i>Braking (no lockup)</i>
4	26383	3	03	<i>Braking (lockup)</i>
5	17127	4	04	<i>Braking (lockup unknown)</i>
6	17128	5	05	<i>Releasing brakes</i>
7	26380	6	06	<i>Steering left</i>
8	26381	7	07	<i>Steering right</i>
9	26406	8	08	<i>Braking and steering left</i>
10	26620	9	09	<i>Braking and steering right</i>
11	26382	10	10	<i>Accelerating</i>
12	17130	11	11	<i>Accelerating and steering left</i>
13	17131	12	12	<i>Accelerating and steering right</i>
14	26621	98	98	<i>Other actions (specify:)</i>
15	26622	99	99	<i>Unknown</i>

Remarks:

Attempted avoidance maneuvers are movements/actions taken by the driver, within a critical crash envelope, in response to a Critical Precrash Event. See **Precrash Data Overview** for an expanded discussion on precrash definitions. Attempted avoidance maneuvers occur after the driver has realization of an impending danger. This element assesses what the driver's action(s) was in response to his/her realization.

This variable may be used independently: (1) of any maneuvers associated with this driver's Crash Type, and (2) this vehicle's first associated crash event.

Select the attribute which best describes the actions taken by the driver in response to the Critical Precrash Event, within the critical crash envelope that occurred just prior to this vehicle's impact. When there was a known action (e.g., braking), but you cannot determine whether there was more than one action (e.g., braking and steering left), default to the known action (e.g., braking).

No Driver Present is pre-coded for in-transport motor vehicles when the element Driver Presence is coded as **No Driver Present/Not Applicable**.

No Avoidance Maneuver is selected whenever the driver did not attempt any evasive (pre-impact) maneuvers.

Braking (no lockup) is selected when there is no indication that the brakes locked up. This attribute can be used with vehicles equipped with anti-lock braking systems (ABS) that perform as designed.

Braking (lockup) is selected when there is indication that the brakes locked up. This attribute is generally not a valid choice for vehicles with anti-lock braking systems (ABS) unless definite evidence of lockup exists.

GES SPECIAL INSTRUCTION:

Other Actions, (Specify:) is used when the Police Accident Report indicates the driver took certain avoidance actions, but none of the specified attributes apply. This value also applies when there are reported movements / actions taken by the driver with no information provided about the driver's specific actions. (e.g., "The driver of Vehicle 2 attempted to avoid the collision, but was unsuccessful").

Unknown is used when it cannot be determined from any section of the PAR if the driver attempted an avoidance maneuver.

PRE-IMPACT STABILITY

GES: V28

Screen Heading: Regarding Vehicle # ____

FARS:PC21

Format: 1 numeric

Screen Name: Vehicle Control (590-E)

Long Name: What is the pre-impact stability of this vehicle?

SAS Name: Vehicle.PCrash4

Oracle Name: GES.VehicleControl.ControlID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	10207	0	0	<i>No Driver Present</i>
2	10208	1	1	<i>Tracking</i>
3	10209	2	2	<i>Skidding longitudinally rotation less than 30 degrees</i>
4	10210	3	3	<i>Skidding laterally clockwise rotation</i>
5	10211	4	4	<i>Skidding laterally counterclockwise rotation</i>
6	10215	7	7	<i>Other vehicle loss-of-control (specify:)</i>
7	10216	9	9	<i>Pre-crash stability unknown</i>

Remarks:

The purpose of this variable is to assess the stability of the vehicle **after** the critical event, but before the impact. The stability of the vehicle prior to an avoidance action is not considered except in the following situation:

A vehicle that is out of control (e.g., yawing clockwise) prior to an avoidance maneuver is indicated as **Other vehicle loss-of-control (specify:)** only if an avoidance action was taken in response to an impending danger.

Thus, this variable focuses upon this vehicle's dynamics after the critical event.

No Driver Present is pre-coded for in-transport motor vehicles when the element Driver Presence is coded as **No Driver Present/Not Applicable**.

Tracking is used when there is no brake lockup and the vehicle continued along its intended path without rotation. Stopped, slowing, turning or accelerating to avoid a rear-end collision are examples.

Skidding longitudinally rotation less than 30 degrees is selected when there is brake lockup or whenever tire marks are apparent without brake lockup (braking or non-braking) and rotation is less than 30 degrees clockwise or counterclockwise. If there is no information to support rotation greater than or equal to 30 degrees, then use this attribute.

Skidding laterally clockwise rotation is selected when the vehicle rotates clockwise, relative to the driver's seating position. The vehicle must rotate 30 degrees or more. This attribute also applies when the driver attempts a steering input (i.e., steers right), but the vehicle rotates clockwise.

Skidding laterally counterclockwise rotation is selected when the vehicle rotates counterclockwise, relative to the driver's seating position. The vehicle must rotate 30 degrees or more. This attribute also applies when the driver attempts a steering input (i.e., swerves left), but the vehicle rotates counterclockwise.

Other vehicle loss-of-control (specify:) is selected when a driver loses control of a vehicle prior to the critical event.

Precrash stability unknown is selected when the stability of the vehicle, after the Critical Event, cannot be determined.

PRE-IMPACT LOCATION

GES: V29

Screen Heading: Regarding Vehicle # ____

FARS: **PC22**

Format: 1 numeric

Screen Name: Vehicle Location (600-E)

Long Name: What is the pre-impact location of this vehicle?

SAS Name: Vehicle.PCrash5

Oracle Name: GES.Precrash.LocationID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	1	0	0	<i>No Driver Present</i>
2	2	1	1	<i>Stayed in original travel lane</i>
3	3	2	2	<i>Stayed on roadway, but left original travel lane</i>
4	4	3	3	<i>Stayed on roadway, not known if left original travel lane</i>
5	5	4	4	<i>Departed roadway</i>
6	6	5	5	<i>Remained off roadway</i>
7	7	6	6	<i>Returned to roadway</i>
8	8	7	7	<i>Entered roadway</i>
9	9	99	9	<i>Unknown</i>

Remarks:

The purpose of this variable is to assess the location of the vehicle **after** the critical event, but before the impact. Select the attribute which best describes the location of the vehicle (i.e., perimeter of the vehicle from the case diagram).

No Driver Present is used when there is no driver in this vehicle.

Stayed in original travel lane is selected when the vehicle remained within the boundaries of its initial travel lane.

Stayed on roadway but left original travel lane is selected when the perimeter of the vehicle departed its initial travel lane; however, the vehicle remained within the boundaries of the roadway (travel lanes).

Stayed on roadway, not known if left original travel lane is selected when it cannot be ascertained whether the vehicle remained within its initial travel lane. To use this attribute, the vehicle must have remained within the boundaries of the roadway.

Departed roadway is selected when the vehicle departed the roadway as a result of a precrash motion. The roadway departure must not be related to the post-impact trajectory of a crash within the roadway.

Remained off roadway the precrash motion occurred outside the boundaries of the roadway. This includes traveling on the shoulders, within the median, on the roadside, or off the trafficway.

Returned to roadway is selected when the vehicle was on the roadway, went off the roadway and then returned to the roadway during precrash motion.

Entered roadway is selected when the vehicle was not previously on the roadway and then the vehicle enters the roadway during precrash motion.

Unknown the precrash motion of the vehicle cannot be determined.

ROLLOVER

GES: V30

Screen Heading: Regarding Vehicle # 1 ____

FARS: V26

Format: 1 numeric

Screen Name: Rollover (610-R)

Long Name: What is the rollover type for this vehicle?

SAS Name: Vehicle.Rollover

Oracle Name: GES.Vehicle.RolloverTypeID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	26860	0	0	No Rollover
2	26861	1	1	Rollover, Tripped by Object/Vehicle
3	26862	2	2	Rollover, Untripped
4	26863	9	9	Rollover, Unknown Type

Remarks:

Rollover is defined as any vehicle rotation of 90 degrees or more about any true longitudinal or lateral axis. Rollover can also be referred to as overturn, and can occur at any time during this vehicle's critical crash envelope.

Rollover does not apply to motorcycles for this element (use **No Rollover**). However, in the First Harmful Event, Most Harmful Event and Sequence of Events you may use **Rollover/Overturn** to record that this vehicle (motorcycle) overturned.

A rollover can be used for 3- or 4-wheeled ATVs, snowmobiles and go-karts.

No Rollover is used when there is no indication that a rollover occurred.

Rollover, Tripped by Object/Vehicle is used when the vehicle's lateral motion is suddenly slowed or stopped by an opposing force, inducing a rollover. The opposing force may be produced by a curb, ditch, pot-hole, another vehicle, pavement or soil dug into by the vehicle's wheels. This includes instances where a vehicle impacts a fixed object (i.e., tree, barrier, pole or post) then rolls over.

Rollover, Untripped is used when a rollover occurs, but not as a result of a collision with an object or a vehicle or generated by any other opposing force as referred to in Rollover, Tripped

by Object/Vehicle. An untripped rollover is one for which there is no obvious cause other than normal surface friction. This is usually the result of vehicle instability and there is no evidence of furrowing or gouging on the pavement, gravel, grass or dirt surface.

Rollover, Unknown Type is used when a rollover occurred, but there is not sufficient information to determine tripped versus untripped status.

LOCATION OF ROLLOVER

GES: V30A

Screen Heading: Regarding Vehicle #1 _____

FARS: V27

Format: 1 numeric

Screen Name: Location of Roll (?)

Long Name: What is the location of the rollover for this vehicle?

SAS Name: Vehicle.ROLINLOC

Oracle Name: GES.Vehicle.RolloverLocID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	1	0	0	No Rollover
2	2	1	1	On Roadway
3	3	2	2	On Shoulder
4	4	3	3	On Median/Separator
5	5	4	4	In Gore
6	6	5	5	On Roadside
7	7	6	6	Outside of Trafficway
8	9	9	9	Unknown

Remarks:

This element defines the location of the trip point or start of the vehicle's roll. Any rollover initiated by a fixed object (e.g., pole, tree, barrier, etc.) cannot be on a roadway or a shoulder.

On Roadway is used when the available information indicates the vehicle tripped or began its roll on the roadway. A Roadway is that part of a trafficway designed, improved and ordinarily used for motor vehicle travel. Where various classes of motor vehicles are segregated, that part of a trafficway used by a particular class is the roadway (i.e., travel lanes). Separate roadways may be provided for northbound and southbound traffic or for trucks and automobiles. This includes continuous left-turn lanes.

On Shoulder is used when the available information indicates the vehicle tripped or began its roll on the shoulder. A Shoulder is that part of a trafficway contiguous with the roadway for emergency use, for accommodation of stopped road vehicles and for lateral support of the roadway structure.

On Median/Separator is used when the available information indicates the vehicle tripped or began its roll on the median/separator. A Median is an area of a trafficway between parallel roads separating travel in opposite directions. Continuous left-turn lanes are not considered painted medians. A Separator is the area of a trafficway between parallel roads separating travel in the same direction or separating a frontage road.

In Gore is used when the available information indicates the vehicle tripped or began its roll in the gore. The Gore is an area of land where two roadways diverge or converge. The area is bounded on two sides by the edges of the roadways, which join at the point of divergence or convergence. The direction of traffic must be the same on both of these roadways. The area includes shoulders or marked pavement, if any, between the roadways.

On Roadside is used when the available information indicates the vehicle tripped or began its roll on the roadside. Roadside is the outermost part of the trafficway from the property line or other boundary into the edge of the first road.

Outside of Trafficway is used when the available information indicates the vehicle tripped or began its roll outside the right-of-way.

Unknown is used when the location of the trip point cannot be determined from available resources.

MOTOR CARRIER IDENTIFICATION NUMBER

GES: V31 (Carrier's Identification Number)

Screen Heading: NGA Crash Data

FARS: **V16**

Format: 1 set 2 numeric, 1 set 9 alpha/numeric

Screen Name: Carrier ID (620-E)

Long Name: What is the carrier's identification number for this vehicle?

SAS Name: Vehicle.MCARR_ID

Oracle Name: GES.NGA_Type.CarrierNumber (Character)

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
N/C	N/C	N/C	00	<u>Issuing Authority:</u> Not Applicable
N/C	N/C	N/C	01-56	FARS State Code
N/C	N/C	N/C	57	US DOT
N/C	N/C	N/C	58	MC/MX (ICC)
N/C	N/C	N/C	95	Canada
N/C	N/C	N/C	96	Mexico
N/C	N/C	N/C	88	None
N/C	N/C	N/C	77	Not Reported
N/C	N/C	N/C	99	Unknown
				<u>Identification Number:</u>
000000	000000,	000000000	0s	Actual Number Not Applicable
	0			
1- 999999996	1-999999996	1- 999999996	X	US DOT
97	97,	999999997	7s	Not Reported
	999999997			
*	999999999	999999999	9s	Unknown

Remarks:

FARS SPECIAL INSTRUCTION:

This information should be available on your Police Accident Report (PAR) or Truck and Bus Supplement with other elements required by the Federal Motor Carrier Safety Administration (FMCSA) for commercial vehicles.

The Motor Carrier Identification Number is recorded on the Truck Supplement or PAR next to the appropriate Source (Issuing Authority.) If your state uses separate Truck Supplements, you should seek help to get routine access to them, just as with your state's PAR.

Your state's SAFETYNET representative may be able to provide a Motor Carrier Identification Number.

You should expect to find motor carrier identification numbers for the following commercial vehicles:

1. Light trucks pulling a trailer with gross combination weight rating (GCWR) greater than 10,000 lbs.
2. Medium/Heavy Trucks: vehicles with GVWR greater than 10,000 lbs.
3. Buses with 9 or more seats (including the driver).
4. Light Trucks, Vans and Passenger Vehicles displaying a hazardous materials placard.

Identification Number should be left justified. If less than 9 characters, left-justify and do not zero-fill.

Examples of Left-Justified Coding of Identification Number

Supplement/Par	FARS Coding
003518 []	003518 [][][][][][]
[][][]3518 []	0003518 [][][][][][]
3518 [][][][] []	3518 [][][][][][]
3581000 []	3581000 [][][][][][]
Nebraska issued Intrastate DOT # 358164NE [][] []	358164NE [][][][][][]

Federal regulations require that almost all commercial trucks/buses operating across state lines that meet the above criteria (i.e., interstate) have Identification Numbers except those hauling "exempt" commodities (such as unprocessed agricultural products). This will be a US DOT or MC/MX (ICC) Number.

Many carriers will have a US DOT or MC/MX (ICC) Number plus a State Number.

US DOT NUMBERS: US DOT is used in “Issuing Authority” if a US DOT Number or a State Number and US DOT Number are recorded on the PAR or Supplement. Enter the US DOT Number in “Identification Number.”

- US DOT Numbers are in the process of being assigned to Intrastate motor carriers in a number of states. These should include the issuing state’s two-character abbreviation on the end; e.g., US DOT 123456XX (where “XX” is the State abbreviation). See example of proper coding in diagram above.

MC/MX (ICC) NUMBERS: MC/MX (ICC) is used in “Issuing Authority” if an MC/MX (ICC) Number or a State Number and an MC/MX (ICC) Number are recorded on the PAR or Supplement. Enter the MC/MX (ICC) Number in “Identification Number.”

STATE NUMBERS: If only a State Number is recorded on the PAR or Supplement, then code the appropriate FARS State Code in “Issuing Authority” and enter the State Number in “Identification Number.”

State Numbers are issued by a public utility commission, a public service commission, or some other state agency, to vehicles that operate either in interstate commerce or only within that state. However, some states do not regulate the motor carrier industry. Trucks and buses that operate strictly within such states (i.e., intrastate) may not have numbers.

CANADIAN/MEXICAN NUMBERS: Use Code “95” or “96” in “Issuing Authority” if a Canadian or Mexican authority (respectively) has issued the only Carrier Identification Number recorded on the PAR or Supplement.

HIERARCHY: When Identification Numbers are available from more than one Source (Issuing Authority), it is most important to code the US DOT number then the MC/MX (ICC) number if one is available. It is next most important to code the Mexican or Canadian issued number. Finally, State-issued numbers should be coded.

Not Applicable would apply when you would never expect this style of vehicle to have a Motor Carrier ID number (cars, motor homes, etc.). This vehicle would not appear on a truck supplement (supplemental truck elements on the PAR would be coded N/A).

None should be used when:

- you could expect this type of vehicle to have an ID Number, but it is exempt because of its use or activity at the time of the crash;
- this type of vehicle often does have a number (but vehicle is operated strictly intrastate and activity not regulated); or
- the PAR/supplement states “No Number.”

Note: In some states, school buses are exempt from requiring a Motor Carrier ID Number

Unknown is used if the investigating officer reported the motor carrier identification number as unknown or you don't know if the truck is a light, medium or heavy truck.

Example:

- An unidentified hit-and-run vehicle.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Note: For this element, **Not Reported** is used when you could expect this type of vehicle to have a Motor Carrier ID Number, but:

- the PAR or truck supplement leaves the field blank; or
- you don't have a supplement or a field on the PAR (no further information given).

GES SPECIAL INSTRUCTION:

The Carrier's ID is the unique number assigned to certain types of medium/heavy trucks and buses by the United States Department of Transportation.

The number is assigned only to motor vehicles of interstate for-hire or private carriers in the transportation business.

Not Applicable is used when the vehicle is not a medium/heavy truck or a bus. This attribute should also be used when the vehicle is a medium/heavy truck or a bus but the vehicle is not an interstate for-hire or private carrier.

Unknown is used when the vehicle is a medium/heavy truck or a bus but the Carrier ID is not known. Also, this attribute is used when the body type of the vehicle is unknown.

CARGO BODY TYPE

GES: V33

Screen Heading: NGA Crash Data

FARS: V19

Format: 2 numeric

Screen Name: Cargo Body Type (640-E)

Long Name: What is the cargo body type for this vehicle?

SAS Name: Vehicle.CARGO_BT

Oracle Name: GES.NGA_Type.CargoBodyTypeID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	10217	00	00	Not Applicable (N/A)
3	10219	01	01	Van/Enclosed Box
4	10220	02	02	Cargo Tank
5	10221	03	03	Flatbed
6	10222	04	04	Dump
7	10223	05	05	Concrete Mixer
8	10224	06	06	Auto Transporter
9	10225	07	07	Garbage/Refuse
12	10228	08	08	Grain/Chips/Gravel
13	10229	09	09	Pole-Trailer
14	10230	10	10	Log
15	10231	11	11	Intermodal Container Chassis
16	10232	12	12	Vehicle Towing Another Motor Vehicle
2	10218	22	22	Bus
97	10237	28	28	Not Reported
17	10233	96	96	No Cargo Body Type
18	10234	97	97	Other
19	10235	98	98	Unknown Cargo Body Type
20	10236	99	99	Unknown

Remarks:

This information should be available on the PAR or Truck and Bus Supplement with other elements required by the Federal Motor Carrier Safety Administration (FMCSA) for commercial vehicles.

You should expect to find cargo body types for the following commercial vehicles:

1. Light trucks pulling a trailer with gross combination weight rating (GCWR) greater than 10,000 lbs.
2. Medium/Heavy Trucks: vehicles with GVWR greater than 10,000 lbs.
3. Buses with 9 or more seats (including the driver).
4. Light Trucks, Vans and Passenger Vehicles displaying a hazardous materials placard.

Not Applicable is used for automobiles, motorcycles, passenger vans (with less than 9 seats, including driver) and single-unit small trucks or vans (10,000 lbs. or less GVWR), not displaying hazardous material placard.

Van/Enclosed Box is used for all enclosed trailers and enclosed cargo vans.

Flatbed is used when the available information refers to a cargo body without sides or roof, with or without readily removable stakes which may be tied together with chains/slats or panels. This includes “stake trucks.”

Dump is used when the available information refers to a cargo body designed to be tilted to discharge its load by gravity.

Auto Transporter is used when the available information refers to a cargo body capable of transporting multiple, fully assembled automobiles on an “auto transporter” trailer. Do not use this code for flatbeds transporting vehicles (e.g., flatbed tow truck, or flatbed semi-trailer carrying wrecked/salvaged automobiles).

Garbage/Refuse is used when the available information refers to a cargo body that is specifically designed to collect and transport garbage and refuse. This includes both conventional rear-loading and over-the-top bucket loading garbage trucks. Also included are recycle trucks and roll-off style garbage trucks.

Grain/Chips/Gravel is used when the available information refers to trucks that discharge their loads by gravity from the bottom (i.e., belly dump).

Pole-Trailer is used when the available information refers to a cargo body type that consists of a trailer designed to be attached to a towing vehicle by a reach or pole or by being boomed and secured to the towing vehicle. These are ordinarily used to carry property of a long or irregular shape, such as telephone poles. The pole trailer extends or retracts to accommodate varying lengths of cargo.

Log is used when the available information refers to a cargo body type with a fixed middle beam and side support posts specifically designed for carrying logs. This includes single-unit log trucks.

Pole-Trailer and **Log** may be listed on a PAR as “Pole/Log”. If the trailer can telescope to carry different log lengths, then it should be considered a **Pole-Trailer**.

Intermodal Container Chassis is used when the available information refers to a cargo body type used for a trailer specifically designed to have a rail or ship container mounted directly on the chassis. These should not be confused with van/enclosed box cargo body types. Intermodal containers may also be mounted on a flatbed trailer, in which case **Flatbed** is the cargo body type.

Vehicle Towing Another Motor Vehicle is used when the available information refers to vehicles that have no cargo carrying capability but are in the act of towing another motor vehicle where the towed vehicle has at least two wheels on the ground. These are often called “drive-away, tow-aways” and will be applicable to tow trucks and specially rigged truck tractors. This includes “saddlemount” configurations. Does not apply to vehicles “towed” by being loaded on a flatbed or auto transporter.

Bus is a motor vehicle with seating for transporting nine or more persons, including the driver.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

No Cargo Body Type is used for any medium heavy truck with no cargo carrying capability (bobtail); a truck chassis with a cab only (stripped chassis); and light trucks and passenger vehicles displaying a hazardous materials placard. Other examples of **No Cargo Body Type** would be Sign Trucks, Fire Trucks, Tow Trucks, etc.

Other is used when the cargo body type is other than the body types listed above. This includes 2-axle, 6 tire pickups greater than 10,000 lb without a trailer. This does not include a pickup pulling a trailer (truck/trailer). Use the Cargo Body Type of the attached trailer in these situations. This attribute previously included “log trucks” which are now recorded under the attribute **Log**.

Unknown Cargo Body Type is used when the vehicle qualifies for this data element but the cargo body type is not known or when there is not enough information to distinguish one cargo body type from another. An example would be contradictory data on whether the truck is a van/enclosed box or a flatbed.

Unknown is used when the investigating officer indicates it was unknown as to cargo body type. This attribute is also used when the body type of the vehicle is unknown.

NOTE: For truck/trailer vehicle configurations where the power unit and trailer have different cargo body types, code the cargo body type of the power unit. For example, a dump truck pulling a flatbed trailer should be coded as **Dump**.

For truck/trailer vehicle configurations where the power unit's Cargo Body Type would be coded **No Cargo Body Type** or **Other**, code the cargo body of the trailer. For example: a dual-rear-wheel pickup truck pulling a flatbed trailer should be coded as **Flatbed**.

FARS SPECIAL INSTRUCTION:

Prior to 2007, **Vehicle Towing Another Motor Vehicle** was recorded as code "96 – No Cargo Body".

HAZARDOUS MATERIALS INVOLVEMENT/PLACARD

GES: V33A, V34, V35, V35A, V36

Screen Heading: NGA Crash Heading

Screen Name: HM Involvement, Hazardous Materials (650-E),
Placard Number (660-E), Class Number (680-E), Hazardous
Release (670-E)

Long Name: Was this vehicle carrying hazardous materials?,
Did this motor vehicle display a Hazardous Materials (HM)
placard?, What is the hazardous material identification
number?, What is the Hazardous Materials class number?,
Was an hazardous cargo released from the vehicle cargo tank
or compartment?

SAS Name: Vehicle.HAZ_INV; Vehicle.HAZ_PLAC;
Vehicle.HAZ_ID; Vehicle.HAZ_CNO; Vehicle.HAZ_REL

Oracle Name: GES.NGA_Type.HazardInvolve,
GES.NGA_Type.HazardPlak,
GES.NGA_Type.HazardPlakNum,
GES.NGA_Type.HazardClassID,
GES.NGA_Type.HazardRelease

FARS: V20

Format: 1 set, 1 numeric;
1 set, 1 numeric; 1 set, 4
numeric; 1 set, 2 numeric;
1 set, 1 numeric

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
				<u>HM1: Hazardous Materials Involvement</u>
1	1	1	1	No
2	2	2	2	Yes
				<u>HM2: Placard</u>
				Did This Motor Vehicle Display a Hazardous Material (HM) Placard?
3	7	0	0	Not Applicable
1	5	1	1	No
2	6	2	2	Yes
4	9	8	8	Not Reported
				<u>HM3: 4-digit Hazardous Material Identification Number</u>
0000	0000	0000	0000	Not Applicable
				Actual 4-digit number except
8888	8888	8888	8888	Not Reported

				<u>HM4: 1-digit Hazardous Material Class Number</u>
1	1	0	00	Not Applicable
2-10	2-10	1-9	01-09	Actual 1-digit number (with leading zero)
11	88	88	88	Not Reported

				<u>HM5: Release of Hazardous Material from the Cargo Compartment</u>
3	7	0	0	Not Applicable
1	5	1	1	No
2	6	2	2	Yes
4	8	8	8	Not Reported

Remarks:

This element must be coded for all vehicles.

Placard and Hazardous Materials Released information should be available on your PAR or Truck and Bus Supplement with other elements required by the Federal Motor Carrier Safety Administration (FMCSA) for commercial vehicles.

Hazardous Material is a substance or material which has been designated by the U.S. Department of Transportation, or other authorizing entity, as capable of posing an unreasonable risk to health, safety and property when transported in commerce. Any motor vehicle transporting hazardous materials in quantities above the thresholds established by the U.S. Department of Transportation, or other authorized entity is required to display a hazardous materials placard.

Exclusions:

- Fuel or oil carried by the vehicle for its own use.

Hazardous Materials Placard: is a sign required to be affixed to any motor vehicle transporting hazardous materials in quantities above the thresholds established by the U.S. Department of Transportation, or other authorized entity. This placard identifies the 1-digit hazard class division number, 4-digit hazardous material identification number or name of the hazardous material being transported.

Vehicle transporting hazardous materials should have a diamond-shaped placard affixed indicating the material carried. (See list of examples below.)

HM1 – Hazardous Materials Involvement

No is used when there is no indication of hazardous materials for this vehicle in the case materials.

If HM1 is **No**, HM2-HM5 will be coded **Not Applicable**.

Yes is used when hazardous materials were indicated for this vehicle in the case materials.

Examples for code **Yes**:

1. The officer records any information about a placard, whether or not he indicates that the vehicle was carrying hazardous materials.
2. The officer does not record any information about a placard, however, you know that hazardous material was involved.
3. Information identifying hazardous material is blank, but you know that hazardous material was released.

HM2 – Hazardous Materials Placard

Not Applicable is used when there is no indication of hazardous materials for this vehicle in the case materials (HM1 equals **No**).

No is used when hazardous materials are involved, but the officer indicates there was no placard.

Yes is used when hazardous materials are involved, and the vehicle does have a placard.

Not Reported is used when hazardous materials are involved, but the crash report does not record any information about the presence of a placard.

HM3 – 4-Digit Hazardous Materials Identification Number

Not Applicable – No indication of hazardous materials for this vehicle in the case materials (HM1 equals **No**).

Actual 4-digit Number – Record the 4-digit Hazardous Materials Identification Number reported in the case materials.

Not Reported – Hazardous materials involved, but the 4-digit number was not recorded or this field is not available on your crash report. If you are provided the name of the hazardous material on your report but not the 4-digit number, use this attribute and be sure to record the 1-digit class number if it is provided.

HM4 – 1-Digit Hazardous Materials Class Number

Not Applicable – No indication of hazardous materials for this vehicle in the case materials (HM1 equals **No**).

Actual 2-digit Class Number (01-09) – Record the 1-digit Hazardous Materials Class Number recorded on your crash report with a leading zero (e.g., if the 1-digit class number is 5, enter “05”). If you were given a two-digit number with decimal point, record only the first digit with a leading zero (e.g., if the class number is “1.3” you should record “01”). See chart on nine classes of Hazardous Materials on following page.

Not Reported – Hazardous Materials involved, but the 1-digit number was not recorded or this field is not available in the crash materials.

HM5 – Release of Hazardous Materials from Cargo Compartment

Not Applicable – No indication of hazardous materials for this vehicle in the case materials (HM1 equals **No**).

No – Hazardous Materials involved, and the officer indicates there was no release of the material(s) from the cargo compartment.

Yes – Hazardous Materials involved, and the officer indicates there was a release of the material(s) from the cargo compartment.

Not Reported – Hazardous Materials involved, and you can't determine from the crash materials whether or not hazardous material was released from the cargo compartment.

Do not include fuel or oil carried by the vehicle for its own use which has been released.

Examples of Hazardous Materials are:

Any transport vehicle containing any quantity of the following classes of material must be placarded:

Explosives (1.1, 1.2, 1.3)	Poison
Poison Gas	Radioactive
Materials Dangerous When Wet	

Any transport vehicle containing over 1,001 lbs. or more (gross weight) of the following classes of materials must be placarded:

Explosives (1.4, 1.5, 1.6)	Oxidizer/Organic Peroxide
Flammable and Non Flammable Gas	Poison
Flammable/Combustible Liquid (gasoline, fuel oil)	Radioactive
Flammable Solid/Spontaneously Combustible	Corrosive
	Other (A material which presents a hazard during transportation which is not included in any other hazard class)

FARS SPECIAL INSTRUCTION:

Beginning 2007, this element replaced the element "Hazardous Cargo".

9 CLASSES OF HAZARDOUS MATERIALS

Class 1: Explosives
Divisions: 1.1, 1.2, 1.3, 1.4, 1.5, 1.6



Class 6: Poison (Toxic) and Poison Inhalation Hazard

Class 2: Gases
Divisions: 2.1, 2.2, 2.3



Class 7: Radioactive

Class 3: Flammable Liquid and Combustible Liquid



Class 8: Corrosive

Class 4: Flammable Solid, Spontaneously Combustible, and Dangerous When Wet
Divisions 4.1, 4.2, 4.3



Class 9: Miscellaneous

Class 5: Oxidizer and Organic Peroxide
Divisions 5.1, 5.2



Dangerous

AREAS OF IMPACT – INITIAL DAMAGE AREA / MOST DAMAGED AREA

GES: V24/V38

Screen Heading: Vehicle Characteristics

FARS: V28

Format: 2 numeric, 2 times

Screen Name:

Long Name:

SAS Name: Vehicle.Impact1, Vehicle.Impact2

Oracle Name: GES.Vehicle.InitialPointID,
GES.Vehicle.MostDamaged

ELEMENT VALUES

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

Remarks:

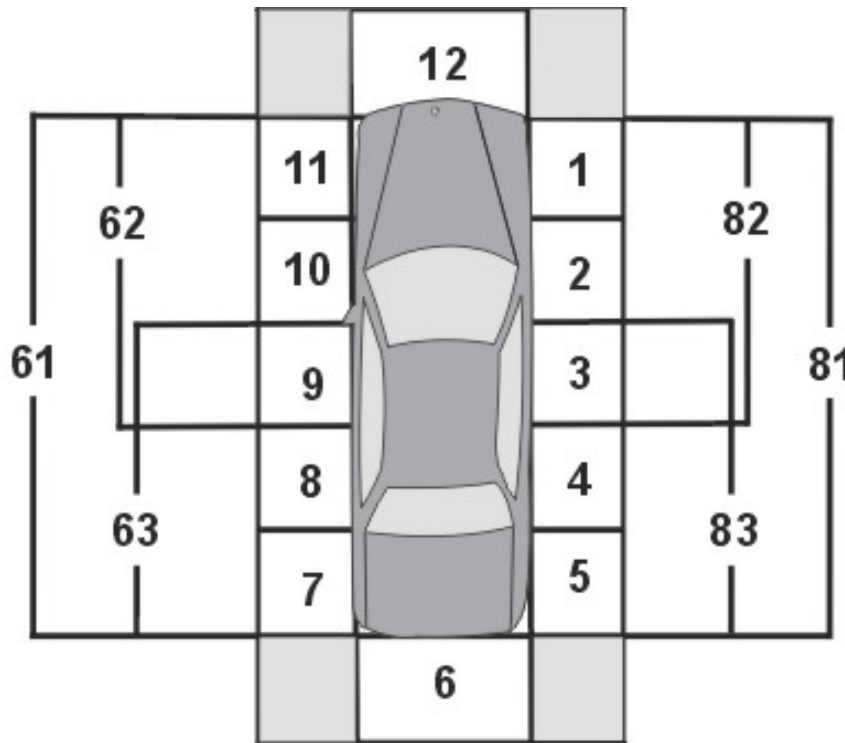
Area(s) of Impact / Initial Damage Area:

This element identifies the area on this vehicle that produced the first instance of injury to a non-motorists or occupants of this vehicle, or that resulted from the first instance of damage to other property or to this vehicle. The event that produced the initial damage area for this vehicle may or may not be the first harmful event for the crash. This data will be derived from the Crash Events Table and will always be the first recorded Area(s) of Impact element value for each vehicle in the Crash Events Table.

Area(s) of Impact / Most Damaged Area:

This element identifies the area on this vehicle that was most damaged during an event it underwent in the crash. The most damaged area may or may not be associated with the Most Harmful Event for this vehicle.

Area(s) of Impact Element Values Diagram



Attributes “01-12” refer to the points on a clock. Use the diagram at the end of the element for examples of how to superimpose the clock point on several vehicle types.

If Areas of Impact Initial / Most Damaged are provided on the crash report in this exact format, use the values from the report unless there are clear errors (e.g. officer switches vehicles by mistake). If these elements are not provided on the crash report in this exact format, then similar report fields, narrative or diagram information may be used to code these elements.

If the initial and most damaged areas are the same, both elements receive the same code.

As procedure, start by looking for one of the “clock” values 01-12 or specific situation values 00, 13, 14, 18. If sufficient detail is not available to choose one of these values, move out to the next set of values to try to identify the appropriate codes (i.e., **62-63, 82-83**, then **61, 81**). Lastly, for missing information pertaining to known harmful events, a **Not Reported** attribute is available.

Codes, 61-63 and 81-83:

Codes, 62-63 and 82-83 are used when there is not sufficient detail available in the case materials to identify a more specific area of impact, 01-05 and 07-11, but one of the quadrants can be identified (i.e., **Left-Front**, **Left-Rear**, **Right-Front** or **Right-Rear**). Also use these attributes if the case materials indicate that the damage area is “between” or overlapping two known clock points. (e.g., if the damage area is midway between or overlapping clock points 10 and 11, use **Front-Left**).

Codes 61 and 81 are used when there is not sufficient detail available in the case materials to identify a more specific area of impact, 62-63 or 82-83, but one of the sides can be identified (i.e., **Left** or **Right**).

Guideline for Resolving Ambiguous Information

If the language in the narrative is ambiguous **AND** the diagram or other case information don't provide resolution, use the area indicated first in the narrative wording to select the Area of Impact to code. See examples table below.

Description	Coding
Front, left	12
Left, front	62
Front, corner	12
Right, rear	83
Back, right side	06

Wheel impacts are coded **Undercarriage**.

It is important to note that area of impact refers mainly to the area of the vehicle that sustained the damage and does not depend upon the attitude of the vehicle (e.g., damage to a grille is still damage at 12 o'clock even if it was caused by sliding sideways past a utility pole).

However, **Top** may raise questions. The front and rear windows of some vehicles may also be viewed from the top. It may also be difficult to code impacts to the hood and rear deck of a vehicle.

With **Top** the direction of force sometimes has to be considered. The following are guidelines for using **Top**.

1. If the area was damaged by an impact that was received horizontally to an upright vehicle, use one of the codes “01 to 12, 61-63, 81-83.”
2. If the area was damaged by an impact that was received from a vertical direction above the upright vehicle, use **Top**.
3. If the impact was received or direction of force was at an angle of less than 15 degrees above the horizontal, it is considered horizontal.
4. With a vehicle in other than upright attitudes, remember, it is the area of the vehicle which was damaged that is important.

If the only event for a vehicle is a non-collision event, the Damage Areas are coded **Non-Collision**. If following a non-collision event, a vehicle has a collision event; Area of Impact, Initial Damage Area is still coded **Non-Collision**.

Hitting the ground during a non-collision crash is not considered an “impact.”

1. If **FIRST HARMFUL EVENT** is coded as a non-collision and no impact to the vehicle occurs throughout the crash, then Initial Damage Area and Most Damaged Area are both recorded as **Non-Collision**.
2. If **FIRST HARMFUL EVENT** is coded as a non-collision (particularly **Overturn/Rollover**) and impacts to the vehicle do occur, then Initial Damage Area is still recorded as **Non-Collision** and the Most Damaged Area is coded as appropriate for the collision event(s).

Set-in-Motion (Not a Clock Point)

A vehicle that propels part of its load or has set something in motion; striking another vehicle, person or property causing injury or damage; may not have a normal impact point; only the load has made contact with the person or other property. However, a value must be coded. Use **Set-in-Motion (Not a Clock Point)** for these set-in-motion conditions.

Example 1:

Vehicle 1 (motorcycle) impacts the rear of Vehicle 2. The operator of Vehicle 1 is propelled forward impacting Vehicle 3 in the opposing travel lane.

- Vehicle 1 Area of Impact, Initial Damage Area would be coded as Clock Point 12.
- Vehicle 1 Area of Impact, Most Damaged Area would be coded as Clock Point 12.

Example 2:

Vehicle 1 (log truck) swerves to avoid a braking vehicle (Vehicle 2). A log becomes dislodged from Vehicle 1 and lands on Vehicle 2's top.

- Vehicle 1 Area of Impact, Initial Damage Area would be coded as Set-In-Motion (Not a Clock Point).
- Vehicle 1 Area of Impact, Most Damaged Area would be coded as Set-In-Motion (Not a Clock Point).
- Vehicle 2 Area of Impact, Initial Damage Area would be coded as Top.
- Vehicle 2 Area of Impact, Most Damaged Area would be coded as Top.

Example 3:

Vehicle 1 (log truck) swerves to avoid a braking vehicle (Vehicle 2). A log becomes dislodged from Vehicle 1 and lands on Vehicle 2's top. Vehicle 1 then departs the roadway and has a severe frontal impact with a tree.

- Vehicle 1 Area of Impact, Initial Damage Area would be coded as Set-In-Motion (Not a Clock Point).
- Vehicle 1 Area of Impact, Most Damaged Area would be coded as Clock Point 12.
- Vehicle 2 Area of Impact, Initial Damage Area would be coded as Top.
- Vehicle 2 Area of Impact, Most Damaged Area would be coded as Top.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Areas of Impact Examples of Not Reported:

- The case materials lack the detail to identify a value at all (e.g., narrative only states the vehicle departed the roadway and impacted a tree).
- The case materials lack the detail to identify a single Areas of Impact value among a number of possible choices (e.g., crash report field indicates front and right side damage from separate impacts and does not clarify which area is the most damaged).

Unknown is used if the investigating officer reported that the **Initial Damage Area** or **Most Damaged Area** was unknown.

FARS SPECIAL INSTRUCTION:

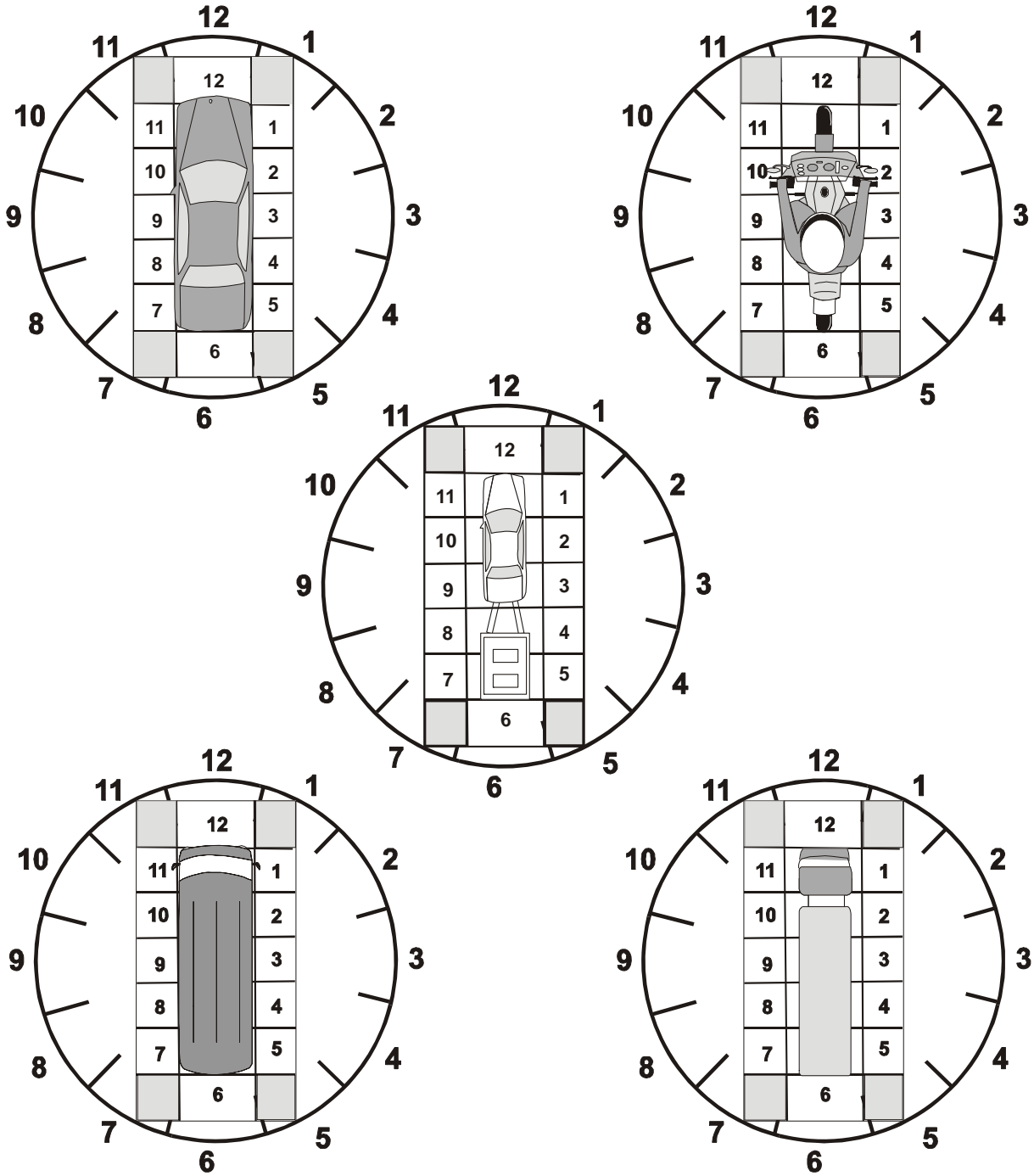
Prior to 2010, FARS recorded the Impact Point-Initial and the Impact Point-Principal for each vehicle. If a vehicle had no impacts throughout a crash, the Initial and Principal Impact Points were both "00 - Non-Collision". Non-Collision Events (including Rollovers) are not considered "impacts".

If the vehicle first had a Non-Collision Event but then experienced a Collision Event later in the accident, the clock point on the vehicle associated with that collision was recorded as the Impact Point-Initial. If this was the only Collision Event for the vehicle, then it was also the Impact Point-Principal for the vehicle. Otherwise, Impact Point, Principal was the clock point on the vehicle associated with the Collision Event that produced the most severe incidence of injury or property damage involving this vehicle.

FARS now records INITIAL DAMAGED AREA and MOST DAMAGED AREA for this vehicle. If the initial damage to the vehicle is caused by a Non-Collision Event, the INITIAL DAMAGED AREA is coded "00 – Non-Collision". The MOST DAMAGED AREA simply records the area of this vehicle sustaining the most damage in the crash.

Other Vehicle Examples

CLOCKPOINT DIAGRAM



TRAFFICWAY DESCRIPTION

GES: V41

Screen Heading: Environmental Conditions

FARS: **PC5**

Format: 1 numeric

Screen Name: Traffic Flow (170-E)

Long Name: Describe this vehicle's trafficway.

SAS Name: Accident.TRAF_WAY; Vehicle.VTRAFWAY

Oracle Name: GES.Roadway.TrafficFlowID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
0	8	8	0	Non-Trafficway Area
1	1	1	1	Two-Way, Not Divided
5	0	0	5	Two-Way, Not Divided With a Continuous Left-Turn Lane
4	3	4	2	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median
2	2	2	3	Two-Way, Divided, Positive Median Barrier
3	4	3	4	One-Way Trafficway
6	6	6	6	Entrance/Exit Ramp
7	7	7	8	Not Reported
4	5	9	9	Unknown

Remarks:

Enter the value indicated in the case materials which best describes the trafficway flow just prior to this vehicle's critical precrash event. The trafficway selected for classification is the one this vehicle departed if it is off the trafficway just prior to its critical precrash event. If this vehicle is in a junction just prior to its critical precrash event, the trafficway selected for classification is the one it is on before entering the junction.

Non-Trafficway Area is used when this vehicle was not on a trafficway prior to its critical precrash event.

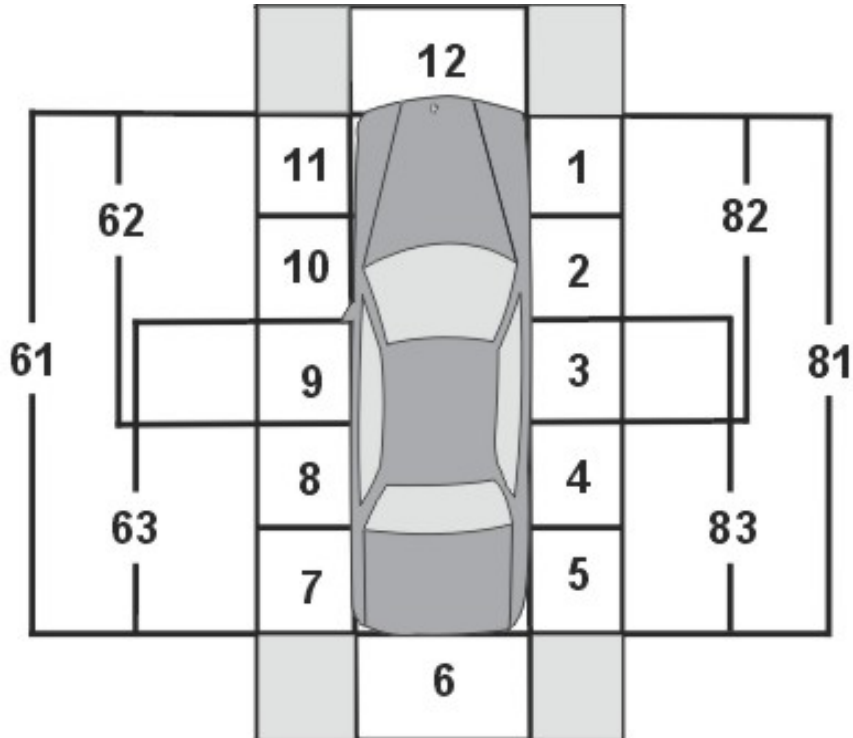
A trafficway may include several roadways if it is a physically divided highway. Trafficways are not physically divided unless the divider is a median, barrier, or other constructed device.

Pavement markings do qualify when they meet the definition of a median. Refer to the definition of **On Median** under Relation To Trafficway.

Area(s) of Impact / Most Damaged Area:

This element identifies the area on this vehicle that was most damaged during an event it underwent in the crash. The most damaged area may or may not be associated with the Most Harmful Event for this vehicle.

Area(s) of Impact Element Values Diagram



Attributes “01-12” refer to the points on a clock. Use the diagram at the end of the element for examples of how to superimpose the clock point on several vehicle types.

If Areas of Impact Initial / Most Damaged are provided on the crash report in this exact format, use the values from the report unless there are clear errors (e.g. officer switches vehicles by mistake). If these elements are not provided on the crash report in this exact format, then similar report fields, narrative or diagram information may be used to code these elements.

If the initial and most damaged areas are the same, both elements receive the same code.

As procedure, start by looking for one of the “clock” values 01-12 or specific situation values 00, 13, 14, 18. If sufficient detail is not available to choose one of these values, move out to the next set of values to try to identify the appropriate codes (i.e., **62-63, 82-83, then 61, 81**). Lastly, for missing information pertaining to known harmful events, a **Not Reported** attribute is available.

Codes, 61-63 and 81-83:

Codes, 62-63 and 82-83 are used when there is not sufficient detail available in the case materials to identify a more specific area of impact, 01-05 and 07-11, but one of the quadrants can be identified (i.e., **Left-Front**, **Left-Rear**, **Right-Front** or **Right-Rear**). Also use these attributes if the case materials indicate that the damage area is “between” or overlapping two known clock points. (e.g., if the damage area is midway between or overlapping clock points 10 and 11, use **Front-Left**).

Codes 61 and 81 are used when there is not sufficient detail available in the case materials to identify a more specific area of impact, 62-63 or 82-83, but one of the sides can be identified (i.e., **Left** or **Right**).

Guideline for Resolving Ambiguous Information

If the language in the narrative is ambiguous **AND** the diagram or other case information don't provide resolution, use the area indicated first in the narrative wording to select the Area of Impact to code. See examples table below.

Description	Coding
Front, left	12
Left, front	62
Front, corner	12
Right, rear	83
Back, right side	06

Wheel impacts are coded **Undercarriage**.

It is important to note that area of impact refers mainly to the area of the vehicle that sustained the damage and does not depend upon the attitude of the vehicle (e.g., damage to a grille is still damage at 12 o'clock even if it was caused by sliding sideways past a utility pole).

However, **Top** may raise questions. The front and rear windows of some vehicles may also be viewed from the top. It may also be difficult to code impacts to the hood and rear deck of a vehicle.

With **Top** the direction of force sometimes has to be considered. The following are guidelines for using **Top**.

1. If the area was damaged by an impact that was received horizontally to an upright vehicle, use one of the codes “01 to 12, 61-63, 81-83.”
2. If the area was damaged by an impact that was received from a vertical direction above the upright vehicle, use **Top**.
3. If the impact was received or direction of force was at an angle of less than 15 degrees above the horizontal, it is considered horizontal.
4. With a vehicle in other than upright attitudes, remember, it is the area of the vehicle which was damaged that is important.

If the only event for a vehicle is a non-collision event, the Damage Areas are coded **Non-Collision**. If following a non-collision event, a vehicle has a collision event; Area of Impact, Initial Damage Area is still coded **Non-Collision**.

Hitting the ground during a non-collision crash is not considered an “impact.”

1. If **FIRST HARMFUL EVENT** is coded as a non-collision and no impact to the vehicle occurs throughout the crash, then Initial Damage Area and Most Damaged Area are both recorded as **Non-Collision**.
2. If **FIRST HARMFUL EVENT** is coded as a non-collision (particularly **Overturn/Rollover**) and impacts to the vehicle do occur, then Initial Damage Area is still recorded as **Non-Collision** and the Most Damaged Area is coded as appropriate for the collision event(s).

Set-in-Motion (Not a Clock Point)

A vehicle that propels part of its load or has set something in motion; striking another vehicle, person or property causing injury or damage; may not have a normal impact point; only the load has made contact with the person or other property. However, a value must be coded. Use **Set-in-Motion (Not a Clock Point)** for these set-in-motion conditions.

Example 1:

Vehicle 1 (motorcycle) impacts the rear of Vehicle 2. The operator of Vehicle 1 is propelled forward impacting Vehicle 3 in the opposing travel lane.

- Vehicle 1 Area of Impact, Initial Damage Area would be coded as Clock Point 12.
- Vehicle 1 Area of Impact, Most Damaged Area would be coded as Clock Point 12.

Example 2:

Vehicle 1 (log truck) swerves to avoid a braking vehicle (Vehicle 2). A log becomes dislodged from Vehicle 1 and lands on Vehicle 2's top.

- Vehicle 1 Area of Impact, Initial Damage Area would be coded as Set-In-Motion (Not a Clock Point).
- Vehicle 1 Area of Impact, Most Damaged Area would be coded as Set-In-Motion (Not a Clock Point).
- Vehicle 2 Area of Impact, Initial Damage Area would be coded as Top.
- Vehicle 2 Area of Impact, Most Damaged Area would be coded as Top.

Example 3:

Vehicle 1 (log truck) swerves to avoid a braking vehicle (Vehicle 2). A log becomes dislodged from Vehicle 1 and lands on Vehicle 2's top. Vehicle 1 then departs the roadway and has a severe frontal impact with a tree.

- Vehicle 1 Area of Impact, Initial Damage Area would be coded as Set-In-Motion (Not a Clock Point).
- Vehicle 1 Area of Impact, Most Damaged Area would be coded as Clock Point 12.
- Vehicle 2 Area of Impact, Initial Damage Area would be coded as Top.
- Vehicle 2 Area of Impact, Most Damaged Area would be coded as Top.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Areas of Impact Examples of Not Reported:

- The case materials lack the detail to identify a value at all (e.g., narrative only states the vehicle departed the roadway and impacted a tree).
- The case materials lack the detail to identify a single Areas of Impact value among a number of possible choices (e.g., crash report field indicates front and right side damage from separate impacts and does not clarify which area is the most damaged).

Unknown is used if the investigating officer reported that the **Initial Damage Area** or **Most Damaged Area** was unknown.

FARS SPECIAL INSTRUCTION:

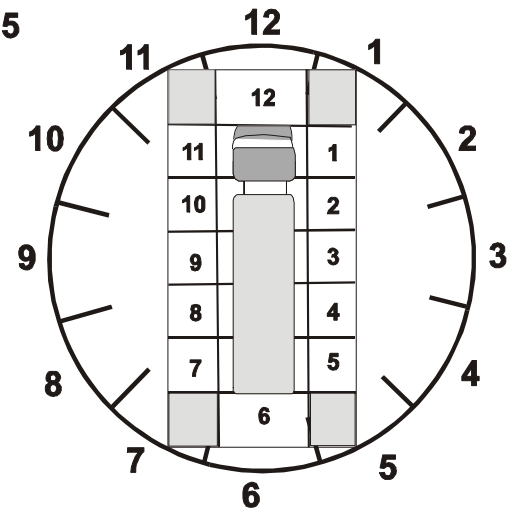
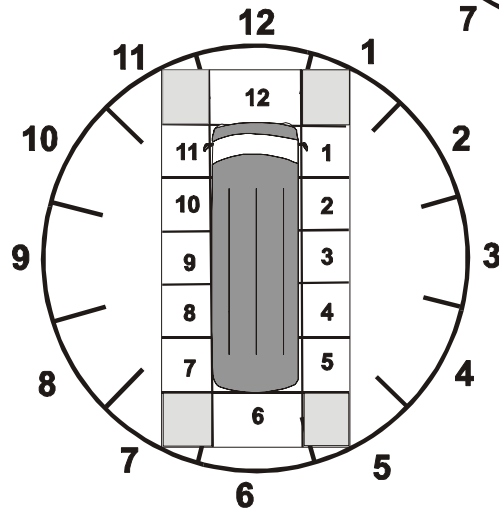
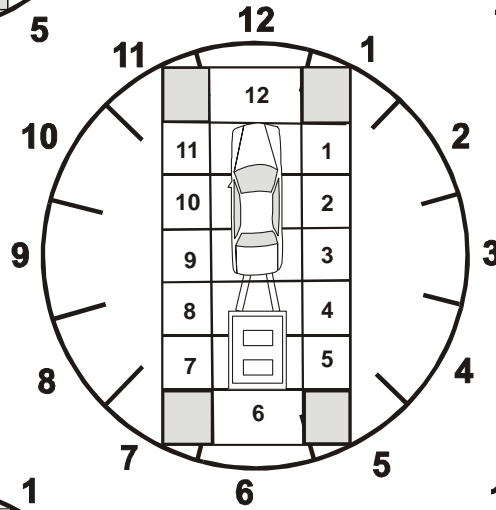
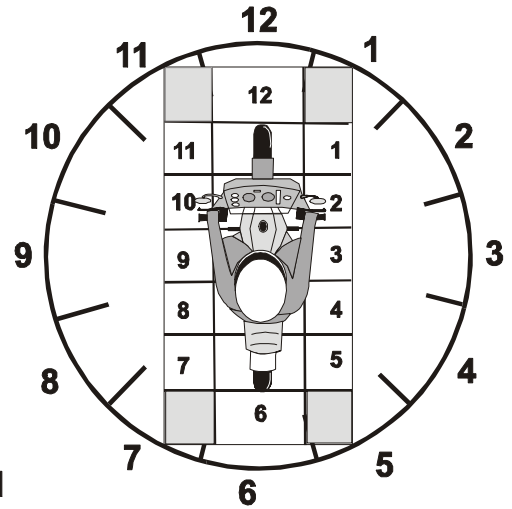
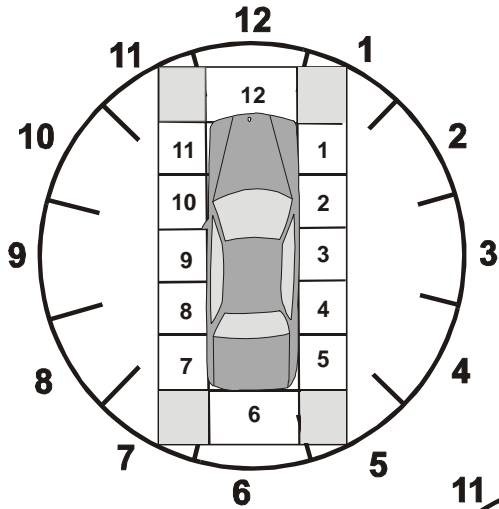
Prior to 2010, FARS recorded the Impact Point-Initial and the Impact Point-Principal for each vehicle. If a vehicle had no impacts throughout a crash, the Initial and Principal Impact Points were both "00 - Non-Collision". Non-Collision Events (including Rollovers) are not considered "impacts".

If the vehicle first had a Non-Collision Event but then experienced a Collision Event later in the accident, the clock point on the vehicle associated with that collision was recorded as the Impact Point-Initial. If this was the only Collision Event for the vehicle, then it was also the Impact Point-Principal for the vehicle. Otherwise, Impact Point, Principal was the clock point on the vehicle associated with the Collision Event that produced the most severe incidence of injury or property damage involving this vehicle.

FARS now records INITIAL DAMAGED AREA and MOST DAMAGED AREA for this vehicle. If the initial damage to the vehicle is caused by a Non-Collision Event, the INITIAL DAMAGED AREA is coded "00 – Non-Collision". The MOST DAMAGED AREA simply records the area of this vehicle sustaining the most damage in the crash.

Other Vehicle Examples

CLOCKPOINT DIAGRAM



BUS USE

GES: V39

Screen Heading: Vehicle Characteristics

FARS: V21

Format: 2 numeric

Screen Name:

Long Name: Was this Vehicle being used as a bus at the time of the crash?

SAS Name: Vehicle.Bus_Use

Oracle Name: GES.Vehicle.Bususe

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
0	0	0	00	<i>Not a Bus</i>
1	1	1	01	<i>School</i>
5	5	5	04	<i>Intercity</i>
6	6	6	05	<i>Charter/Tour</i>
4	4	4	06	<i>Transit/ Commuter</i>
7	7	7	07	<i>Shuttle</i>
8	8	8	08	<i>Modified for Personal/Private Use</i>
97	97	97	98	<i>Not Reported</i>
99	99	99	99	<i>Unknown</i>

Remarks:

This data element describes the common type of bus service this vehicle was being used as at the time of the crash. Buses are any motor vehicle with seats to transport nine (9) or more people, including the driver's seat. This element does not include vans that are owned and operated for personal use.

Not a Bus is used for vehicles that do not have a bus body type AND are not being used as a bus in the crash. This should be used for vehicles with less than nine (9) seats (including the driver) and personal-use vans with nine (9) or more seats (including the driver).

School is described as a motor vehicle that satisfies the following criteria:

- externally identifiable to other traffic units as a school/pupil transport vehicle;
- operated, leased, owned or contracted by a public or private school-type institution;
- where the institution's students may range from pre-school through high school;
- whose occupants, if any, are associated with the institution; and,

- the vehicle is in operation at the time of the crash to and from the school or on a school-sponsored activity or trip.

In addition, School includes vehicles that are not externally identifiable as a school/pupil transport vehicle, but do meet all of the other criteria above, are vehicles used as school buses. (For example, a transit bus, at the time of the crash, used exclusively [no other passengers except students] to transport students to/from the school or school-related activity.)

In most cases, the decision to use this code will be based on a reference to the vehicle as a school bus in the case materials. In this situation, assume the criteria are met unless it is otherwise stated in the case materials.

Intercity is used when a company is providing for-hire, long-distance passenger transportation between cities over fixed routes with regular schedules (for example; Greyhound bus service between major cities).

Charter/Tour is used when a company is providing transportation on a for-hire basis and demand-response basis, usually round-trip service for a tour group or outing.

Transit/Commuter is used for a government entity or private company providing passenger transportation over fixed, scheduled routes, within primarily urban geographical areas. (For example; inner-city mass transit bus/van service.)

Shuttle is used when private companies provide transportation services for their own employees, non-governmental organizations (such as churches and non-profit groups), and non-educational units of government (such as departments of corrections). (Examples include buses/nine-passenger vans transporting people from airports, hotels, rental car companies, and business facility to facility.)

Modified for Personal/Private Use is used when a bus body type has been modified for personal or private use. For example, a bus with seats removed and exterior altered to allow for personal/ private hauling of cargo (instead of passengers). Also includes musical groups in cross-country bus with interior remodeled with home-like conveniences.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown is used if the information about this vehicle is reported as Unknown (e.g., an unidentified hit-and-run vehicle).

VEHICLE CONFIGURATION

GES: V40

Screen Heading: Vehicle Data

FARS: **V18**

Format: 2 numeric

Screen Name:

Long Name: How is the vehicle configured?

SAS Name: Vehicle.V_Config

Oracle Name: GES.Vehicle.Vehconfig

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	0	0	00	Not Applicable
2	10	10	10	Vehicle 10,000 pounds or less placarded for hazardous materials
3	1	1	01	Single-Unit Truck (2-axle and GVWR more than 10,000 lbs)
4	2	2	02	Single-Unit Truck (3 or more axles)
5	4	4	04	Truck Pulling Trailer(s)
6	5	5	05	Truck Tractor (Bobtail)
7	6	6	06	Truck Tractor/Semi-Trailer
8	7	7	07	Truck Tractor/Double
9	8	8	08	Truck Tractor/Triple
10	19	19	19	Truck More Than 10,000 lbs, Cannot Classify
11	20	20	20	Bus/Large Van (seats for 9-15 occupants, including driver)
12	21	21	21	Bus (seats for more than 15 occupants, including driver)
97	97	97	98	Not Reported
99	99	99	99	Unknown

Remarks:

This information should be available on your PAR or Truck and Bus Supplement with other elements required by the Federal Motor Carrier Safety Administration (FMCSA) for commercial vehicles.

In some states, the data element "Vehicle Configuration" or its attributes may appear under another title, such as: Unit Type, Vehicle Type, Type of Unit, etc. In many states, Vehicle Configuration is recorded for all vehicles. However, in our data systems, only code Vehicle Configurations for the following commercial vehicles:

1. Light trucks pulling a trailer with gross combination weight rating (GCWR) greater than 10,000 lbs.
2. Medium/Heavy Trucks: vehicles with GVWR greater than 10,000 lbs.
3. Buses with 9 or more seats (including the driver).
4. Light Trucks, Vans and Passenger Vehicles displaying a hazardous materials placard.

If Vehicle Configuration is coded "01-99," Cargo Body Type should be coded "01-99."

Not Applicable is used for automobiles, motorcycles, passenger vans (with less than 9 seats, including driver) and single-unit light trucks or cargo vans (10,000 lbs. or less GVWR), not carrying hazardous cargo.

GES SPECIAL INSTRUCTION:

If not known if the vehicle is over 10,000 lbs. use this attribute.

A light truck carrying hazardous cargo is coded **Vehicle 10,000 Pounds or Less Placarded for Hazardous Materials**. When vehicles in this category are not displaying a hazardous materials placard, use **Not Applicable**.

Single-Unit Truck (2-axle and GVWR more than 10,000 lbs) is a power unit that includes a permanently mounted cargo body (also called a straight truck) that has only two axles and a GVWR of over 10,000 lbs.

Single-Unit Truck (3 or more axles) is a power unit that includes a permanently mounted cargo body (also called a straight truck) that has three or more axles. When counting axles on a single-unit truck, include raised axles.

Truck Pulling Trailer(s) is used for single-unit trucks pulling a trailer.

Truck Tractor (Bobtail) is a motor vehicle consisting of a single motorized transport device designed primarily for pulling semi-trailers.

Truck Tractor/Semi-Trailer is used for truck tractors with one trailer. This attribute should not be used for single-unit trucks pulling a trailer.

FARS SPECIAL INSTRUCTION:

NOTE: This attribute was used for truck tractors with any number of trailers before 2001

Truck Tractor/Double is used for tractor pulling two trailers.

Truck Tractor/Triple is used for tractor pulling three trailers.

Truck More Than 10,000 lbs, Cannot Classify is used when you know the vehicle meets the definition of a medium/heavy truck, but you can not select from the above attributes. An example is a vehicle with one trailer, but it is unknown whether it is a tractor-trailer or a single-unit truck pulling a trailer.

Bus/Large Van (seats for 9-15 people, including driver) is used for smaller van-based buses (less than 16 seats, including driver). Examples include commuter vans and van-based school buses.

Bus (seats for more than 15 occupants, including driver). A van-based bus qualifies for this attribute if it is configured to include enough seats. A CDL is required for the driver of this bus.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown is used if the investigating officer indicates that the vehicle configuration is unknown.

TRAFFICWAY DESCRIPTION

GES: V41

Screen Heading: Environmental Conditions

FARS: **PC5**

Format: 1 numeric

Screen Name: Traffic Flow (170-E)

Long Name: Describe this vehicle's trafficway.

SAS Name: Vehicle.VTRAFWAY

Oracle Name: GES.Roadway.TrafficFlowID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
0	8	0	0	Non-Trafficway Area
1	1	1	1	Two-Way, Not Divided
5	10	5	5	Two-Way, Not Divided With a Continuous Left-Turn Lane
4	3	2	2	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median
2	12	3	3	Two-Way, Divided, Positive Median Barrier
3	14	4	4	One-Way Trafficway
6	6	6	6	Entrance/Exit Ramp
7	7	8	8	Not Reported
4	5	9	9	Unknown

Remarks:

Enter the value indicated in the case materials which best describes the trafficway flow just prior to this vehicle's critical precrash event. The trafficway selected for classification is the one this vehicle departed if it is off the trafficway just prior to its critical precrash event. If this vehicle is in a junction just prior to its critical precrash event, the trafficway selected for classification is the one it is on before entering the junction.

Non-Trafficway Area is used when this vehicle was not on a trafficway prior to its critical precrash event.

A trafficway may include several roadways if it is a physically divided highway. Trafficways are not physically divided unless the divider is a median, barrier, or other constructed device.

Pavement markings do qualify when they meet the definition of a median. Refer to the definition of **On Median** under Relation To Trafficway.

A channelized lane should be considered a turn lane of the roadway it is part of, not a separate one-way roadway. Therefore, crashes occurring in a channelized lane should not be coded as a separate trafficway.

Two-Way, Not Divided is used whenever there is no median. Generally, medians are not designed to legally carry traffic. **NOTE:** Although gores are separate roadways, and traffic islands (associated with channels) separate travel lanes, neither is involved in the determination of trafficway division.

Two-Way, Not Divided, With a Continuous Left Turn Lane is used whenever the trafficway has a two-way left turn lane positioned between opposing straight-through travel lanes. It is designed to allow left turns to driveways, shopping centers, businesses, etc., while at the same time providing a separation of opposing straight-through travel lanes.

Two-Way, Divided, Unprotected (Painted > 4 Feet) Median is used whenever the trafficway is physically divided, however, the division is unprotected [e.g., vegetation, gravel, paved medians, trees, water, embankments and ravines that separate a trafficway (i.e., all non-manufactured barriers)]. **NOTE:** Raised curbed median **DO NOT** constitute a positive barrier in and by themselves. The unprotected medians can be of any width, however, painted paved flush areas, must be at least 4 feet in width to constitute a median strip.

Two-Way, Divided, Positive Median Barrier is used whenever the traffic is physically divided and the division is protected by any concrete, metal, or other type of longitudinal barrier (i.e., all manufactured barriers). For underpass support structures and bridge rails acting as a barrier, use this attribute.

Traffic Barrier refers to a physical structure such as a guardrail, a concrete safety barrier or a rock wall which has the primary function of preventing cross-median travel by deflecting and redirecting vehicles along the roadway on which they were traveling. Therefore, trees, curbing, rumble strips and drain depressions are not barriers.

All traffic barriers are constructed on a median strip; therefore, if a traffic barrier exists on a divided highway, **Two-Way, Divided, Positive Median Barrier** must be used. If it is not known whether or not a barrier exists, assume one does and use **Two-Way, Divided, Positive Median Barrier** (that is, if a median is known to exist).

One Way Trafficway is used whenever the trafficway is undivided and traffic flows in but one direction (e.g., one-way streets).

Entrance/Exit Ramp is an auxiliary or connecting roadway used for entering or exiting through-traffic lanes of a limited access roadway.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown is used when police indicate unknown.

DRIVER PRESENCE

GES: D01

Screen Heading: Vehicle Occupants

FARS:D4

Format: 1 numeric

Screen Name: Driver Presence (680-R)

Long Name: Was a Driver Present in the vehicle at the Time of the Crash?

SAS Name: Vehicle.Dr_Pres

Oracle Name: GES.Vehicle.DriverPresenceID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	26871	0	0	No Driver Present/Not Applicable
2	26872	1	1	Yes
4	26874	9	9	Unknown

Remarks:

No Driver Present/Not Applicable is used when there is no person who was controlling this vehicle at the time of the crash.

Yes is used when there is a person who is physically controlling the vehicle at the onset of the unstabilized situation for this crash. Do not use this attribute for a child sitting in the driver's seat unless the case materials indicate the child was in control of the vehicle. Hit-and-run drivers are included in this attribute. A driver under medical distress would be included.

Unknown is used when it is unknown if there was a driver present in the vehicle at the time of the crash. This attribute includes when a person was in the vehicle, but it is unknown if the person was the driver.

FARS SPECIAL INSTRUCTION:

Also use attribute 0 – **No Driver Present/Not Applicable** when Unit Type for this vehicle is not a motor vehicle in-transport (Unit Type codes "2, 3, 4"). Use this code regardless of the presence of an occupant in the driver's seat.

If coded **No Driver Present/Not Applicable** or **Unknown**, all other elements on the Driver Level must be left blank except Related Factors-Driver Level that are coded "00". A Person

Level - Occupant of a Motor Vehicle form with Person Type equal to **Driver of a Motor Vehicle In-Transport** must not be submitted for that vehicle.

VIOLATIONS CHARGED

GES: D02

Screen Heading: :Driver violations

Screen Name: Driver Violations (690-E)

Long Name: What driver violations are charged by the police?

SAS Name: Violatn.MVIOLATN

Oracle Name: GES.DriverViolation.ViolationID

FARS:D21

Format: 2 numeric. **Select all the apply.**

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	26710	0	00	None
				<u>Reckless/Careless/Hit-and-Run Type Offenses</u>
2	26711	01	01	Manslaughter or homicide
3	26712	02	02	Willful reckless driving; driving to endanger; negligent driving
4	26713	03	03	Unsafe reckless (not willful, wanton reckless) driving
5	26714	04	04	Inattentive, careless, improper driving
6	26715	05	05	Fleeing or eluding police
7	26716	06	06	Fail to obey police, fireman, authorized person directing traffic
8	26717	07	07	Hit-and-run, fail to stop after crash
9	26718	08	08	Fail to give aid, information, wait for police after crash
10	26719	09	09	Serious violation resulting in death
				<u>Impairment Offenses</u>
11	26720	11	11	Driving while intoxicated (alcohol or drugs) or BAC above limit (any detectable BAC for CDLs)
12	26721	12	12	Driving while impaired
13	26722	13	13	Driving under influence of substance not intended to intoxicate
14	26723	14	14	Drinking while operating
15	26724	15	15	Illegal possession of alcohol or drugs
16	26725	16	16	Driving with detectable alcohol
17	26726	18	18	Refusal to submit to chemical test
18	26727	19	19	Alcohol, drug or impairment violations generally
				<u>Speed-Related Offenses</u>
19	26728	21	21	Racing
20	26729	22	22	Speeding (above the speed limit)

21	26730	23	23	Speed greater than reasonable & prudent (not necessarily over the limit)
22	26731	24	24	Exceeding special limit (e.g.: for trucks, buses, cycles, or on bridge, in school zone, etc.)
23	26732	25	25	Energy speed (exceeding 55 mph, non-pointable)
24	26733	26	26	Driving too slowly
25	26734	29	29	Speed related violations, generally
<u>Rules of the Road – Traffic Sign & Signals</u>				
26	26735	31	31	Fail to stop for red signal
27	26736	32	32	Fail to stop for flashing red
28	26737	33	33	Violation of turn on red (fail to stop & yield, yield to pedestrians before turning)
29	26738	34	34	Fail to obey flashing signal (yellow or red)
30	26739	35	35	Fail to obey signal, generally
31	26740	36	36	Violate RR grade crossing device/regulations
32	26741	37	37	Fail to obey stop sign
33	26742	38	38	Fail to obey yield sign
34	26743	39	39	Fail to obey traffic control device
<u>Rules of the Road – Turning, Yielding, Signaling</u>				
35	26744	41	41	Turn in violation of traffic control (disobey signs, turn arrow or pavement markings; this is not a right-on-red violation)
36	26745	42	42	Improper method & position of turn (too wide, wrong lane)
37	26746	43	43	Fail to signal for turn or stop
38	26747	45	45	Fail to yield to emergency vehicle
39	26748	46	46	Fail to yield, generally
40	26749	48	48	Enter intersection when space insufficient
41	26750	49	49	Turn, yield, signaling violations, generally
<u>Rules of the Road – Wrong Side, Passing & Following</u>				
3	26751	51	51	Driving wrong way on one-way road
4	26752	52	52	Driving on left, wrong side of road, generally
5	26753	53	53	Improper, unsafe passing
6	26754	54	54	Pass on right (drive off pavement to pass)
7	26755	55	55	Pass stopped school bus
8	26756	56	56	Fail to give way when overtaken
9	26757	58	58	Following too closely
10	26758	59	59	Wrong side, passing, following violations, generally
<u>Rules of the Road – Lane Usage</u>				
11	26759	61	61	Unsafe or prohibited lane change
12	26760	62	62	Improper use of lane (enter of 3-lane road, HOV designated lane)
13	26761	63	63	Certain traffic to use right lane (trucks, slow-moving, etc.)

14	26762	66	66	Motorcycle lane violations (more than two per lane, riding between lanes, etc.)
15	26763	67	67	Motorcyclist attached to another vehicle
16	26764	69	69	Lane violations, generally
				<u>Non-Moving – License and Registration Violations</u>
17	26765	71	71	Driving while license withdrawn (including violation of provisions of work permit)
18	26766	72	72	Other driver license violations
19	26767	73	73	Commercial driver violations (log book, hours, permits carried)
20	26768	74	74	Vehicle registration violations
21	26769	75	75	Fail to carry insurance card
22	26770	76	76	Driving uninsured vehicle
23	26771	79	79	Non-moving violations, generally
				<u>Equipment</u>
24	26772	81	81	Lamp violations
25	26773	82	82	Brake violations
26	26774	83	83	Failure to require restraint use (by self or passengers)
27	26775	84	84	Motorcycle equipment violations (helmet, special equipment)
28	26776	85	85	Violation of hazardous cargo regulations
29	26777	86	86	Size, weight, load violations
30	26778	89	89	Equipment violations, generally
				<u>License, Registration & Violations</u>
31	26779	91	91	Parking
32	26780	92	92	Theft, unauthorized use of motor vehicle
33	26781	93	93	Driving where prohibited (sidewalk, limited access, off truck route)
100	26783	95	95	<i>No Driver Present/Unknown if Driver Present</i>
77	26787	97	97	<i>Not Reported</i>
34	26785	98	98	Other moving violation (coasting, backing, opening door)
35	26786	99	99	Unknown VIOLATION

Remarks:

This refers to those violations to the Vehicle Code charged as noted on the police accident report. Select all that apply.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

FARS SPECIAL INSTRUCTION:

Coding Hierarchy

When more than three violations are cited, the three most serious violations should be coded; choosing the lowest number first. The hierarchy is as follows:

Codes "01-09" (Serious Violations), "11-19," (Impairment Offenses), Racing, Pass Stopped School Bus, and Driving While License Withdrawn. Beyond this hierarchy, choose violations which are not reflected in other elements, such as Related Factors.

If you are unable to distinguish between the violations within a specific category, use the General Code (i.e., "09, 19, 29, 39, 49, 59, 69, 79, 89") for that category.

GES SPECIAL INSTRUCTION:

Code all the violations listed on the PAR for this driver.

DRIVER'S VISION OBSCURED BY

GES: D04

Screen Heading: Visual Obstructions

Screen Name: Visual Obstructions (700-E)

Long Name: What visual obstructions may contribute to the crash?

SAS Name: Vision.MVISOBSC

Oracle Name: GES.DriverVision.VisionID

FARS:**PC14**

Format: 2 numeric. **Enter all the apply.**

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	1	00	00	No Obstruction Noted
2	2	01	01	Rain, Snow, Fog, Smoke, Sand, Dust
3	3	02	02	Reflected Glare, Bright Sunlight, Headlights
4	4	03	03	Curve, Hill or Other Roadway Design Feature
5	5	04	04	Building, Billboard, Other Structure
6	6	05	05	Trees, Crops, Vegetation
7	7	06	06	In-Transport Motor Vehicle (including load)
8	8	07	07	Not In-Transport Motor Vehicle (parked, working)
9	9	08	08	Splash or Spray of Passing Vehicle
10	10	09	09	Inadequate Defrost or Defog System
11	11	10	10	Inadequate Vehicle Lighting System
12	12	11	11	Obstruction Interior to the Vehicle
13	13	12	12	External Mirrors
17	17	13	13	Broken or Improperly Cleaned Windshield
18	18	14	14	Obstructing Angles on Vehicle
24	26671	95	95	No Driver Present / Unknown if Driver Present
19	26460	97	97	Vision Obscured – No Details
20	26669	98	98	Other Visual Obstruction
21	26670	99	99	Unknown

Remarks:

This data element records impediments to a driver's visual field that were noted in the case materials. These "visual obstructions" can appear anywhere in the case materials. Examples include a field on the PAR (e.g., "Contributing Factors"), in the narrative section, in the violations section, or in witness statements.

No Obstruction Noted is used when the case materials give no indication of a visual obstruction for this driver.

Rain, Snow, Fog, Smoke, Sand, Dust is used when one or more of these conditions exist AND are noted to have obstructed the view of the driver. Do not use this code when only the vehicle windshield is described as “fogged”. (See **Inadequate Defrost or Defog System** or **Broken or Improperly Cleaned Windshield**.)

Reflected Glare, Bright Sunlight, Headlights is used when one or more of these conditions are noted to have obstructed the view of the driver.

Curve, Hill or Other Roadway Design Feature is used when any of these roadway features or design elements is noted to have obstructed the view of the driver (including embankment, sag, etc.).

Building, Billboard or Other Structure is used when any of these man-made structures are noted to have obstructed the view of the driver (including traffic signs, poles, signals, etc.).

Trees, Crops, Vegetation is used when any of these natural features are noted to have obstructed the view of the driver.

In-Transport Motor Vehicle (including load) is used when a vehicle that is in motion or stopped on the roadway is noted to have obstructed the view of the driver. The vehicle may be but does not have to be a contact vehicle in the case.

Not In-Transport Motor Vehicle (parked, working) is used when a vehicle that is parked in a designated parking area or space, stopped in an area off the roadway or is a working motor vehicle is noted to have obstructed the view of the driver. The vehicle may be but does not have to be a contact vehicle in the case.

Splash or Spray of Passing Vehicle is used when this condition is noted to have obstructed the view of the driver. The splash or spray can come from water or mud, however the use of this attribute does not require it to be raining at the time of the crash.

Inadequate Defrost or Defog System is used when the presence of frost or fog on the windshield was noted as being due to an inadequate system. The case materials must state specifically that the system was not operating properly. If the case material states the presence of frost or fog alone on the windshield you should use **Broken or Improperly Cleaned Windshield**.

Inadequate Vehicle Lighting System is used when the case materials indicate this driver's vision was impaired because the exterior lighting system (including head-lights, fog-lights, etc., of the driver's vehicle was deficient in some way. This would include being turned off or not operating properly. This response should not be used to describe inadequate lighting systems of other vehicles (e.g., oncoming motor vehicles) or for inadequate highway lighting.

Obstruction Interior to the Vehicle is used when the case materials indicate this driver's vision was impaired because of a feature in the interior of their vehicle (including head restraint, rear-view mirror, window stickers, sun shades, ornaments, windshield tinting).

External Mirrors is used when the case materials indicate that an exterior mirror on this driver's vehicle created a visual obstruction.

Broken or Improperly Cleaned Windshield is used when this condition is noted to have obstructed the view of the driver. The presence of frost or fog on the windshield would apply. For a "fogged" or "frosted" windshield due to an inadequate or inoperable system see **Inadequate Defrost or Defog System**.

Obstructing Angles on Vehicle is used when the case materials indicate that the size or shape of a driver's own vehicle created a visual obstruction (including trailer, vehicle height, blind spot). Not to be confused with visual obstructions from other vehicles or a vehicle's interior components such as head restraints, sun shades, etc.

Vision Obscured - No Details is used when the case materials indicate that a vision impediment exists but does not clearly indicate the nature of the impediment.

Other Visual Obstruction is used when the case materials indicate the nature of a vision impediment that cannot be attributed to one of the other attributes above. For example, an unattached trailer left on the road shoulder.

DRIVER MANEUVERED TO AVOID

GES: D06

Screen Heading: What the Driver Maneuvered to Avoid

FARS: PC15

Format: **2 numeric**
Enter all that apply

Screen Name: What the Driver Maneuvered to Avoid (710-E)

Long Name: Encode the attribute(s) which indicate what the driver attempted to avoid.

SAS Name: Maneuver.MDRMANAV

Oracle Name: GES.DriverManveuver.ManeuverID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	26240	00	00	<i>Driver Did Not Maneuver To Avoid</i>
2	26241	01	01	<i>Object</i>
3	26242	02	02	<i>Poor Road Conditions (Puddle, Ice, Pothole, etc.)</i>
4	26405	03	03	<i>Live Animal</i>
5	26685	04	04	<i>Motor Vehicle</i>
6	26686	05	05	<i>Pedestrian, Pedalcyclist or Other Non-Motorist</i>
14	26693	92	92	<i>Phantom/Non-Contact Motor Vehicle</i>
11	26690	95	95	<i>No Driver Present</i>
12	26701	98	98	<i>Not Reported</i>
10	26689	99	99	<i>Unknown</i>

Remarks:

This data element identifies the thing(s) the driver attempted to avoid while the vehicle was on the road portion of the trafficway, just prior to the first harmful event for this vehicle. The "road" by definition includes the roadway and shoulder/parking lane portions, when a shoulder/parking lane is present. The source for this data is the crash report narrative or related crash report form fields as completed by the investigating officer. It is the officer's assessment. Consequently, do not consider items noted only in driver or witness statement documentation unless verified by being reported in the crash report narrative.

Code the thing(s) the driver tried to avoid whether the maneuver was successful or not (i.e., whether or not the driver was able to avoid the object, poor road condition, animal, vehicle or non-motorist).

Driver Did Not Maneuver to Avoid is used when:

- The crash report indicates that no avoidance maneuvers were taken by the driver.
- The avoidance maneuver(s) occurred after the first harmful event for the vehicle.
- The avoidance maneuver occurred when the vehicle was not on a roadway, shoulder or parking lane.

Object is used when the driver attempted to avoid a non-fixed object such as; an animal carcass, an unattached trailer, a bicycle without a rider, downed tree limbs or power lines, debris from a previous crash, rocks that fall from an adjacent hillside, a load that fell from another vehicle, debris left from a tire blowout, etc.

Poor Road Conditions (Puddle, Ice, Pothole, etc.) is used when the driver maneuvered to avoid the location of a road condition. Treat the condition as if it were an object. Do not use this attribute if the driver lost control while traveling on/over the road condition but made no maneuver to avoid it.

Live Animal is used when the driver attempted to avoid a live animal that is stationary or moving. A dead animal carcass is considered debris and coded as **Object**.

Motor Vehicle is used when the driver attempted to avoid another contact motor vehicle in the crash. This includes in-transport, parked or working motor vehicles. A trailer not connected to a motor vehicle would be considered an **Object**.

Pedestrian, Pedalcyclist or Other Non-Motorist is used when the driver attempts to avoid a pedestrian, pedalcyclist or other non-motorist. Other Non-motorist would include persons riding on an animal, or in an animal drawn conveyance or on a personal conveyance. A person killed in a previous crash or an unoccupied pedalcycle or personal conveyance would be considered an **Object**.

Phantom/Non-contact Motor Vehicle is used when the driver attempted to avoid another motor vehicle in the crash that was reported as a non-contact or phantom vehicle. This includes in-transport, parked or working motor vehicles. A trailer not connected to a motor vehicle would be considered an **Object**.

No Driver Present is used when there is no driver for this vehicle.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown is used when the information about a particular vehicle's circumstances are reported as "unknown". Examples include a hit-and-run driver that is not apprehended, or a fatal crash discovered weeks after the crash occurred.

DRIVER DISTRACTED BY

GES: D07

Screen Heading: Driver Distractions

Screen Name: Driver Distractions (720-E)

Long Name: Encode the driver distraction(s).

SAS Name: Distract.MDRDSTRD

Oracle Name: GES.DriverDistraction.DistractionID

FARS:PC16

Format: **2 numeric. Enter all the apply.**

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	26268	00	00	<i>Not Distracted</i>
2	17133	01	01	<i>Looked But Did Not See</i>
3	26270	03	03	<i>By Other Occupant(s)</i>
4	26271	04	04	<i>By Moving Object in Vehicle</i>
5	26398	05	05	<i>While Talking or Listening to Cellular Phone</i>
6	26690	06	06	<i>While Dialing Cellular Phone</i>
8	26703	07	07	<i>Adjusting Audio And/Or Climate Controls</i>
9	26693	09	09	<i>While Using Other Device/Controls Integral to Vehicle</i>
10	26694	10	10	<i>While Using or Reaching For Device/Object Brought Into Vehicle</i>
12	16912	12	12	<i>Distracted by Outside Person, Object or Event</i>
13	16913	13	13	<i>Eating or Drinking</i>
14	16914	14	14	<i>Smoking Related</i>
23	26700	15	15	<i>Other Cellular Phone Related</i>
19	26696	95	16	<i>No Driver Present</i>
22	26699	92	92	<i>Distraction/Inattention, Details Unknown</i>
97	26702	96	96	<i>Not Reported</i>
16	16910	97	97	<i>Inattentive or Lost in Thought</i>
17	16915	98	98	<i>Other Distraction</i>
18	26695	99	99	<i>Unknown if Distracted</i>

Remarks:

Record the attribute(s) which best describe this driver's attention to driving prior to the driver's realization of an impending critical event or just prior to impact if realization of an impending critical event does not occur. If this driver's vehicle has two critical crash envelopes, record the attribute(s) which best describe the driver's attention prior to the first Critical Precrash Event

(i.e., prior to realization of the impending danger which the driver successfully avoided). Intoxication, Ill, Blackout, Asleep or Fatigued are not considered distractions. This information is captured under the data element Driver Condition.

Not Distracted

- When the case materials indicate that the individual was completely attentive to driving
- When the case materials do not indicate a distraction in an available field and not reporting a distraction in that field indicates **Not Distracted**.
- When the investigating officer is limited in selection and cannot select a distraction in addition to another factor relevant to crash and no other indication of distraction exists in the case materials.
- For omission of information see **Not Reported** guidance below.

Note: If it is unknown if the device or object was brought into the vehicle or was original equipment on this vehicle, default to **Object Brought Into Vehicle**.

Intoxication, asleep, fatigue, illness and other physical impairments are not considered distractions. These conditions are captured in the **Condition (Impairment) at Time of Crash** variable.

Looked But Did Not See is used when the driver is paying attention to driving, but does not see the relevant vehicle, object, etc. This attribute should be used when a driver has an opportunity to take some action prior to impact, but the driver takes no action and no other distractions apply. This situation frequently occurs when an overtaking vehicle is in the driver's "blind spot" or at intersections when a crossing vehicle is not noticed. If the driver sees the vehicle, object, etc., but does not consider it a danger, and no other distractions apply then the attribute **Not Distracted** would be used.

By Other Occupant(s) is used when the driver was distracted by another occupant in this driver's vehicle prior to realization of impending danger. Examples of other occupant distraction include conversing with or looking at another occupant.

By Moving Object in Vehicle is used when the driver was distracted by a moving object in this driver's vehicle prior to realization of impending danger. Examples include a dropped object, a moving pet, insect or cargo.

While Talking or Listening to Cellular Phone is used when the driver is talking or listening on a cellular phone.

While Dialing Cellular Phone is used when the driver is dialing or text messaging (texting) on a cellular phone. This includes dialing or text messaging on any wireless e-mail device.

Adjusting Audio or Climate Controls is used when someone is distracted from the driving task while adjusting the air conditioner, heater, radio, cassette, using the radio, using the cassette or CD that are mounted in the vehicle.

While Using Other Device/Controls Integral to Vehicle is used when the driver is distracted while using a device in the vehicle including adjusting windows (power or manual) adjusting door locks (power or manual), adjusting side view mirrors (power or manual), adjusting rear view mirror, adjusting seat (power or manual), adjusting steering wheel and adjusting seat belt, on-board navigational devices, etc. (OEM equipment).

While Using or Reaching For Device/Object Brought Into Vehicle is used when the driver is distracted while using or reaching for a device in the vehicle including a radar detector, CDs, razors, portable CD player, headphones, a navigational device, cigarette lighter, etc. The use of another device to light a cigarette other than the vehicle's cigarette lighter should be coded **Smoking Related**. This attribute is also used when it can not be determined if the involved device was OEM, brought into the vehicle, or a function of a cell phone (i.e. GPS).

If it is unknown if the device or object was brought into the vehicle or was original equipment on this vehicle default to brought into vehicle.

Distracted By Outside Person, Object or Event is used when the driver was distracted by an outside person, object or event prior to realization of impending danger. Examples include animals on the roadside or a previous crash. Do not use this attribute for a person, object or event that the driver has recognized and for which the driver has taken some action (e.g., avoiding a pedestrian on the roadway).

Eating or Drinking is used when the driver is eating or drinking or involved in an activity related to these actions (e.g., picking food from carton placed on passenger seat, reaching to throw out used food wrapper, etc.)

Smoking Related is used when the driver is smoking or involved in an activity related to smoking, such as lighting his cigarette, putting his ashes in the ash tray, etc. Any method of lighting the cigarette would be coded **Smoking Related**.

Other Cellular Phone Related is used when the case material indicates the driver is distracted from the driving task due to cellular phone involvement, but none of the specified codes are applicable (e.g., reaching for cellular phone, etc.). This attribute is also applied when specific details regarding cellular phone distraction / usage are not provided.

No Driver Present is used when there is no driver in this vehicle.

Distraction/Inattention, Details Unknown is used when distraction and/or inattention are noted in the case materials, but the specifics are unknown.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or

- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Inattentive or Lost in Thought is used when the driver is thinking about items other than the driving task (daydreaming).

Other Distraction is used when details regarding this driver's distraction are known but none of the specified codes are applicable.

Unknown if Distracted is used when the case materials specifically indicates unknown. Also use this response when hit-and-run drivers are involved, unless the case material provides information about driver distraction/inattention.

DRIVER'S ZIP CODE

GES: D08

Screen Heading: Driver Data

FARS:D6

Format: 5 numeric

Screen Name: Zip Code (730-E)

Long Name: What is the driver's zip code?

SAS Name: Vehicle.DZipCode

Oracle Name: GES.Driver.Zipcode

ELEMENT VALUES

SAS				
<u>SCN</u>	<u>ORACLE</u>	<u>GES</u>	<u>FARS</u>	
00000	00000	00000	00000	Not a resident of U.S. or Territories
xxxxx	xxxxx	xxxxx	nnnnn	Actual Value
99998	99998	99998	99998	No Driver Present
*	99999	99999	99999	Unknown

Remarks:

FARS SPECIAL INSTRUCTION:

Code only the first five digits of nine-digit zip codes.

Use the following guidelines to resolve discrepancies between the Police Accident Report (PAR) and Driver License File:

- If the street address is the same on both sources but the zip codes differ, use the zip code from the License File. If you have access to a Zip Code Directory, confirm the address with that.
- If the street addresses on the two sources differ, then use the zip code for the address reported on the PAR.
- If you have both a residence address and a different mailing address (e.g., a P.O. Box) use the zip code for the residence address.

If the PAR indicates an address in-state and a driver's license from another state is recorded (with a different residence address), attempt to determine the most current address for the driver. If the most current address cannot be determined, use the zip code that corresponds to the address from the DRIVER'S LICENSE STATE.

GES SPECIAL INSTRUCTION:

For the purposes of this variable, a driver is considered to reside at the address listed on the police accident report. This address was most likely taken from the driver's license given to the police officer and/or from the licensing state's driver license file.

If the driver's address is present and the ZIP code is missing or not available, then determine the correct ZIP code by using the two volume National Five Digit Zip Code & Post Office Directory.

Not Resident of US or Territories is used when the address found on the PAR indicates that the driver resides at an address which has not been assigned a ZIP code by the US Post Office.

No Driver Present is used when there is no driver in this vehicle.

Unknown is used whenever the ZIP cannot be determined. For example, use this attribute when no information is provided on the PAR about the driver (e.g., hit-and-run). In addition, use this code if the driver, licensed or not, has no permanent address. For example, the driver could be living out of his/her vehicle (camper, motor home, etc.) or the driver could be "homeless."

If a ZIP CODE is listed on the PAR but it is not a valid number use **Unknown**.

SPEED RELATED

GES: D09

Screen Heading: Driver Data

FARS:D22

Format: 1 numeric

Screen Name: Speed Related (725-E)

Long Name: Is the driver's speed a factor in the crash?

SAS Name: Vehicle.SpeedRel

Oracle Name: GES.Driver.SpeedRelated

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	1	0	0	No
2	2	1	1	Yes
3	3	9	9	Unknown
4	8	8	X	No Driver Present / Unknown if Driver Present

Remarks:

Speed can be indicated in the case materials by the police issuing a citation for a speed offense, by their indicating a related or contributing factor, or through a description in the narrative.

No is used if the case materials do not indicate any speed related charges (violations, citations) and do not indicate any speed related factors.

Yes is used if the case materials indicate a speed related factor or charge (violation, citation) for this driver. This includes information found in the PAR narrative. Do not use this value if the violation is "too slow" or equivalent. Factors, charges and descriptions may include the following:

- Speed greater than reasonable or prudent (not necessarily over the limit)
- Driving too fast for conditions
- Speeding (above the speed limit)
- Exceeding special limit (e.g., for trucks, buses, cycles, on bridge, at night, in school zone, etc.)
- Racing

Do not compare an estimated travel speed to the posted speed limit for determining the correct attribute for this data element.

Unknown is used if the police state that the circumstances of the crash are unknown (i.e., it is unknown what factors, if any, may have been present at the time of the crash).

DRIVER'S LICENSE STATE

GES: D10

Screen Heading: Driver Data

FARS:D5

Format: 2 numeric

Screen Name: Driver License State (822-E)

Long Name: What is the driver license State?

SAS Name:

Oracle Name: GES.Driver.LicState

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
61	98	98	00	No Driver Present
2	AL	01	01	Alabama
1	AK	02	02	Alaska
4	AS	03	03	American Samoa
5	AZ	04	04	Arizona
3	AR	05	05	Arkansas
6	CA	06	06	California
7	CO	08	08	Colorado
8	CT	09	09	Connecticut
10	DE	10	10	Delaware
9	DC	11	11	District of Columbia
11	FL	12	12	Florida
12	GA	13	13	Georgia
13	GU	14	14	Guam
14	HI	15	15	Hawaii
16	ID	16	16	Idaho
17	IL	17	17	Illinois
18	IN	18	18	Indiana
15	IA	19	19	Iowa
19	KS	20	20	Kansas
20	KY	21	21	Kentucky
21	LA	22	22	Louisiana
24	ME	23	23	Maine
23	MD	24	24	Maryland
22	MA	25	25	Massachusetts
25	MI	26	26	Michigan
26	MN	27	27	Minnesota
28	MS	28	28	Mississippi

27	MO	29	29	Missouri
29	MT	30	30	Montana
32	NE	31	31	Nebraska
36	NV	32	32	Nevada
33	NH	33	33	New Hampshire
34	NJ	34	34	New Jersey
35	NM	35	35	New Mexico
37	NY	36	36	New York
30	NC	37	37	North Carolina
31	ND	38	38	North Dakota
38	OH	39	39	Ohio
39	OK	40	40	Oklahoma
40	OR	41	41	Oregon
41	PA	42	42	Pennsylvania
42	PR	43	43	Puerto Rico
43	RI	44	44	Rhode Island
44	SC	45	45	South Carolina
45	SD	46	46	South Dakota
46	TN	47	47	Tennessee
47	TX	48	48	Texas
48	UT	49	49	Utah
51	VT	50	50	Vermont
49	VA	51	51	Virginia
50	VI	52	52	Virgin Islands
52	WA	53	53	Washington
54	WV	54	54	West Virginia
53	WI	55	55	Wisconsin
55	WY	56	56	Wyoming
56	93	93	93	Indian Nation
57	94	94	94	U.S. Government
58	95	95	95	Canada
59	96	96	96	Mexico
60	97	97	97	Other Foreign Country
77	77	77	98	Not Reported
62	99	99	99	Unknown

Remarks:

If no license is required or driver is not licensed, use the resident State of the driver. U.S. Government is used to indicate the license was issued by the U.S. Government, such as military or State Department Foreign Service.

Not Reported

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

D5

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

DRIVER LICENSE NUMBER

GES: D11

Screen Heading: Driver Data

FARS:XXX

Format: Not A FARS
element

Screen Name: Driver License Number (825-E)

Long Name: What is the driver license number (DLN)?

SAS Name:

Oracle Name: GES.Driver.LicNumber

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
0	Twenty 0's	n/a	XXX	No License
DLN	xxxxxxxx...	n/a	XXX	Driver License Number (DLN)
98	9 + Nineteen 8's	n/a	XXX	No driver present
*	Twenty 9's	n/a	XXX	Unknown

Remarks:

Enter the driver license number.

VEHICLE NUMBER (OCCUPANTS)

GES: P01

Screen Heading: Regarding Vehicle # __ Occupant # __

Screen Name: None (N)

Long Name: None

SAS Name: Person.Vehno

Oracle Name: GES.Person.VehicleID;
GES.Vehicle.VehicleNumber

FARS:XXX

Format: Not a FARS
element

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>GES</u>	<u>FARS</u>	
1-30	1-30	1-30	X	Computer Assigned Number

Remarks:

The in-transport motor vehicles within a crash are numbered sequentially by the computer beginning with 1; no numbers are skipped. Numbers are assigned in accordance with the PAR's assignment unless a number is skipped.

VEHICLE NUMBER (NON-MOTORIST)

GES: P01

Screen Heading: Regarding Vehicle # __ Occupant # __

Screen Name: None (N)

Long Name: None

SAS Name: Person.Vehno

Oracle Name: GES.Person.VehicleID

FARS:XXX

Format: Not a FARS
element

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>GES</u>	<u>FARS</u>	
N/A	-1	0	X	Non-Motorist

Remarks:

All Non-Motorists are assigned SAS element value 0 and Oracle element value -1.
GES.Person.VehicleID is set to -1 for all non-motorists.

PERSON NUMBER

GES: P02

Screen Heading: Regarding Vehicle # __ Occupant # __/
Regarding Non-Motorist # __

FARS: P4/NM3

Format: 3 numeric

Screen Name: None(N)

Long Name: None

SAS Name: Person.Perno

Oracle Name: GES.Person.OccNumber

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
1,...	1,...	<u>GES</u>	<u>FARS</u>	Assigned Number/ Computer Assigned
		1,...	001-999	

Remarks:

FARS Special Instruction:

Person Level (Motor Vehicle Occupant) must be numbered consecutively beginning with "001" for each motor vehicle occupant. Drivers do not have to be "001." Numbers must not be skipped.

Person Level (Not a Motor Vehicle Occupant) must be numbered consecutively beginning with "001" for persons not in motor vehicles. Numbers must not be skipped.

GES Special Instruction:

Motorists must be numbered consecutively beginning with "001" for each in-transport motor vehicle occupant. Drivers do not have to be "001." Numbers must not be skipped.

Non-Motorist must be numbered consecutively beginning with "001" for people who are not occupants of in-transport motor vehicles. Numbers must not be skipped.

PERSON TYPE

GES: P03

Screen Heading: Vehicle Occupants

Screen Name: Person Type (760-R)

Long Name: What is the person type of this motorist?

SAS Name: Person.PER_TYP

Oracle Name: GES.Person.PersonTypeID

FARS: XXX

Format: Not a FARS
Element

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	26704	01	XX	Driver of a Motor Vehicle In-Transport
2	26705	02	XX	Passenger of a Motor Vehicle In-Transport
7	26717	77	XX	Not Reported Occupant Type in a Motor Vehicle In-Transport
9	26711	09	XX	Unknown Occupant Type in a Motor Vehicle In-Transport

Remarks:

An involved person in a crash must maintain Person Type during the crash. Once the unstabilized situation begins, a driver, passenger or non-motorist/non-occupant cannot change Person Type until the accident stabilizes.

If a person is entering or exiting a vehicle before the unstabilized situation begins, try to determine if the person has successfully changed type before control is lost. (e.g., a pedestrian getting into an automobile that begins to move, a passenger stepping off of a bus as it begins to pull away, etc.).

Codes 1, 2, 7 and 09 are used for occupants of a motor vehicle in-transport. This includes occupants of motor vehicles that are in motion outside the trafficway.

Hit-and-run vehicles are assumed to have only one occupant (unless reliable evidence to the contrary exists), and that person is assumed to be the driver. All other persons riding in or on the vehicle are considered to be passengers.

Enter **Unknown Occupant Type in a Motor Vehicle In-Transport** when it is unknown whether this occupant was a driver or passenger.

Not Reported Occupant Type in a Motor Vehicle In-Transport

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

Code **Not Reported Occupant in a Motor Vehicle In-Transport** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

PERSON TYPE

GES: P03

Screen Heading: Non-Motorist Data

Screen Name: Person Type (890-R)

Long Name: What is the person type of this non-motorist?

SAS Name: Person.PER_TYP

Oracle Name: GES.Person.PersonTypeID

FARS: XXX

Format: Not a FARS Element.

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	26800	03	XX	Occupant of a Motor Vehicle Not In-Transport
2	26801	04	XX	Occupant of a Non-Motor Vehicle Transport Device
3	26802	05	XX	Pedestrian
4	26803	06	XX	Bicyclist
5	26804	07	XX	Other Cyclist
6	26805	08	XX	Person on Personal Conveyances
7	26806	10	XX	Persons In/On Buildings
0	26777	78	XX	Not Reported Type of Non-Motorist
8	26807	19	XX	Unknown

Remarks:

Occupant of a Non-Motor Vehicle Transport Device refers to persons riding in an animal-drawn conveyance, on an animal, or injured occupants of railway trains, etc.

Pedestrian is used for all pedestrians except for those in/on personal conveyances (See **Persons on Personal Conveyances** below) and in buildings. A pedestrian pushing a vehicle should be coded **Pedestrian**.

Bicyclist is used for a two-wheel, non-motorized cycle. Includes all persons (operator and passengers) on a bicycle.

Other Cyclist is used for unicycles and tricycles.

Person on Personal Conveyances: This attribute should be used for pedestrians using personal conveyances. A personal conveyance is a device, other than a transport device,

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

Inclusions:

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

Exclusions:

- Golf cart
- Low Speed Vehicles (LSVs)
- Go-carts
- Minibike
- “Pocket” motorcycles
- Motor scooters
- Moped

Wheelchair: use the term, “wheelchair” as follows:

“Wheelchair - A mobility aid, usable indoors, and designed for and used by individuals with mobility impairments, whether operated manually or powered.” Therefore all wheelchair users, motorized or not, are **Persons on Personal Conveyances**.

RATIONALE:

Some states have passed legislation to classify operators of motorized wheelchairs as “pedestrians” and others as “motor vehicles.” Also, there seems to be an increase in the variety of forms these devices take (if not in the actual number in use). Some resemble 3-wheeled scooters; others small four-wheel carts; still others look like the typical human-powered wheelchair. They are in use by individuals who are unable to walk, who have limited walking ability, or who need to avoid walking for reasons of health or stamina. Since these devices simply supply a form of assisted “walking” for such persons, their legitimate users may be seen as “other persons on personal conveyances” just as other non-motorists moving along a sidewalk, walking with or against traffic on the edge of a road, crossing the roadway, or turning into a driveway.

Persons In/On Buildings is used for a person inside of or on a building who is struck by a motor vehicle. **Persons In/On Buildings** takes precedence over attributes "05-08."

Not Reported Type of Non-Motorist

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

Code **Not Reported Type of Non-Motorist** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown Type of Non-Motorist is used only when it cannot be determined which attribute is applicable for persons not in motor vehicles.

SEATING POSITION

GES: P04

Screen Heading: Occupant Characteristics

FARS: P9

Format: 2 numeric

Screen Name: Seat Position (770-R)

Long Name: What Is This Occupant's Seating Position?

SAS Name: Person.Seat_Pos

Oracle Name: GES.Person.SeatID

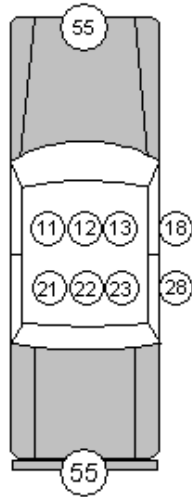
ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
n/a	null	00	00	Not a Motor Vehicle Occupant*
1	26726	11	11	Front Seat, Left Side
2	26727	12	12	Front Seat, Middle
3	26728	13	13	Front Seat, Right Side
4	26729	18	18	Front Seat, Other
5	26730	19	19	Front Seat, Unknown
6	26731	21	21	Second Seat, Left Side
7	26732	22	22	Second Seat, Middle
8	26733	23	23	Second Seat, Right Side
9	26734	28	28	Second Seat, Other
10	26735	29	29	Second Seat, Unknown
11	26736	31	31	Third Seat, Left Side
12	26737	32	32	Third Seat, Middle
13	26738	33	33	Third Seat, Right Side
14	26739	38	38	Third Seat, Other
15	26740	39	39	Third Seat, Unknown
16	26746	41	41	Fourth Seat, Left Side
17	26747	42	42	Fourth Seat, Middle
18	26748	43	43	Fourth Seat, Right Side
18	26749	48	48	Fourth Seat, Other
20	26750	49	49	Fourth Seat, Unknown
21	26741	50	50	Sleeper Section of Cab (Truck)
22	26742	51	51	Other Passenger in enclosed passenger or cargo area
25	26751	52	52	Other Passenger in unenclosed passenger or cargo area
26	26753	53	53	Other Passenger in passenger or cargo area, unknown whether or not enclosed
23	26754	54	54	Trailing Unit

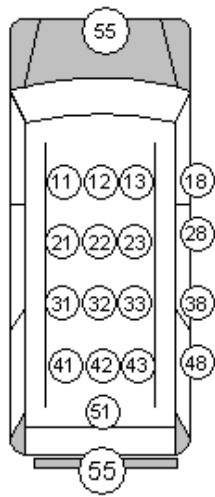
24	26755	55	55	Riding on Exterior of Vehicle
97	26757	97	98	Not Reported
29	26745	99	99	Unknown

**PICKUP/SINGLE TRUCK
(ENCLOSED OR
UNENCLOSED BED)**

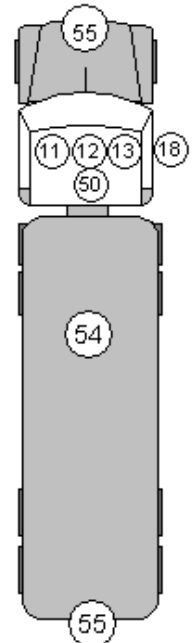
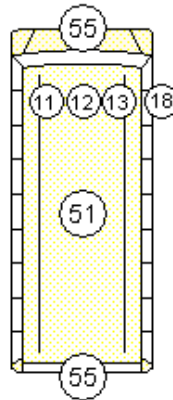
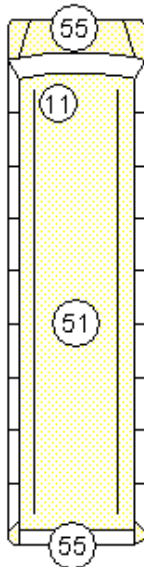
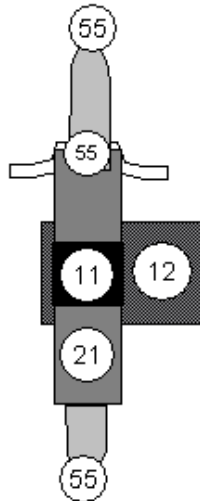
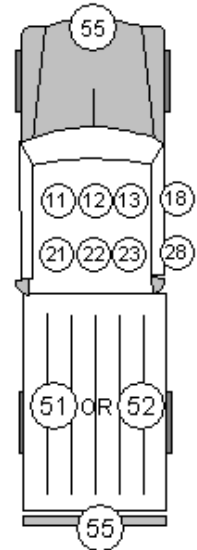
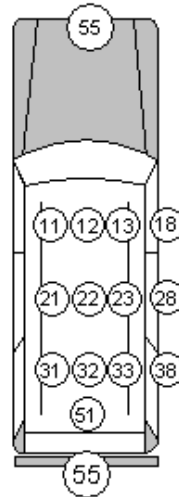
CAR



VAN



SUV



* For van-based buses, use the actual seating position if known, or use code "51" for the 2nd, 3rd & 4th rows, if actual seating position is not known.

Remarks:

Seating Position is determined by the location of the occupant in relation to the seat row and the forward longitudinal axis of the vehicle.

More than one person may be assigned the same seating position; however, this is allowed only when a person is sitting on someone's lap (e.g., child on mother's lap).

If the PAR does not specifically state that one person was on the lap of another, then see the discussion below under attributes **Front Seat, Other; Second Seat Other; Third Seat, Other;** and **Fourth Seat, Other**.

In seating rows designated for only two passengers, use **Front Seat, Left Side; Front Seat, Right Side; Second Seat, Left Side; Second Seat, Right Side; Third Seat, Left Side; Third Seat, Right Side; Fourth Seat, Left Side; Fourth Seat, Right Side** or **Other Passenger in enclosed passenger or cargo area**.

Front Seat, Left Side is used if there is an assumed driver of a hit-and-run vehicle unless evidence indicates a different position for the person or persons.

Front Seat, Other; Second Seat, Other; Third Seat, Other and **Fourth Seat, Other** are used to record the position of someone sitting on the floor or lying across the seat. In addition, enter these attributes when two or more persons are sitting abreast of one another in the same seating location (as opposed to on or in someone's lap), since only one occupant can be assigned the seat's position. If the PAR provides enough specific information, then assign the seat position to the person using the restraint; if no restraint was used, then assign the seat position to the older person.

Front Seat, Other is used if the only seat in the front seating area is a driver's seat (e.g., bucket, pedestal, etc.), and the occupant was in the area but not in the seat. This situation could occur because of vehicle design or seat removal. The same logic applies to other seat areas.

Sleeper Section of Cab (Truck) is used if the occupant's vehicle is a medium or heavy truck and has a cab sleeper, and this occupant is in the sleeper section at the time of the crash.

Other Passenger in enclosed passenger or cargo area is used when an occupant is in the fifth or higher numbered seat row, in an enclosed area where no defined seating exists or using a fold-down type seat in its folded-down position. This attribute is also used for bus passengers in undetermined seating (not driver).

Enter **Other Passenger in unenclosed passenger or cargo area** when an occupant is in the fifth or higher numbered seat area, in an unenclosed area where no defined seating exists or using a fold-down type seat in its folded-down position. Examples include passenger riding in an open pickup bed, top of open double-decker bus, etc.

If seating in the vehicle is longitudinal rather than lateral, use the basic idea of a vehicle interior being divided laterally into roughly equal thirds and visualize lateral rows of seats to determine what seat position is the best descriptor.

For rearward facing seats, use the basic idea described in the previous paragraph to describe the occupant's seat position.

If a seat row has more than three designated seat positions, the occupants should have their positions assigned as usual for the left and right positions, while the two center positions would be entered as **Other** (i.e., **Front Seat, Other; Second Seat, Other; Third Seat, Other; Fourth Seat, Other** or **Other Passenger in enclosed passenger or cargo area**) depending upon the seat row.

For motorcycles, enter the driver **Front Seat, Left**; sidecar passenger **Front Seat, Right**; passenger behind the driver **Second Seat, Left** and passenger on the lap of the driver (in front of) **Front Seat, Left**.

Trailing Unit is used when an occupant is in or on a trailing unit (i.e., Vehicle Trailing, for this occupant's vehicle must be coded ≥ 1 , one or more trailing units).

Riding on Vehicle Exterior of Vehicle is used when an occupant is riding on a fender, the boot of a convertible, etc.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown is used if the investigating officer indicates that this occupant's seating position is unknown.

GES SPECIAL INSTRUCTION:

Persons appended to the vehicle for motion are not considered to be occupants of the vehicle. For example, a bicyclist holding onto a motor vehicle for motion.

EJECTION

GES: P06

Screen Heading: Occupant Characteristics

FARS:**P13**

Format: 1 numeric

Screen Name: Ejection (780-E)

Long Name: Was the occupant totally or partially thrown from the vehicle as a result of the crash?

SAS Name: Person.Ejection

Oracle Name: GES.Person.EjectionID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	26754	0	0	Not Ejected
2	26755	1	1	Totally Ejected
3	26756	2	2	Partially Ejected
6	26762	3	3	Ejected - Unknown Degree
<i>n/a</i>	<i>n/a</i>	4	4	<i>Not a Motor Vehicle Occupant</i>
8	26763	7	7	<i>Not Reported</i>
7	26759	8	8	Not Applicable
4	26758	9	9	Unknown if Ejected

Remarks:

Ejection refers to occupants being totally or partially thrown from the vehicle (including the bed of pickup trucks) during the course of the crash. This includes occupants of jeeps, go carts, snowmobiles, three- or four-wheel ATVs. Note: This variable excludes occupants of motorcycles.

Partial ejection refers to those instances where some part but not all of an occupant's body is, at some time during the crash sequence, outside the occupant compartment.

Not Ejected is used if the case materials specifically so state for a given occupant. Use this attribute for occupants of a hit-and-run vehicle, unless the case materials specifically indicate that an ejection occurred.

If the case materials do not show the ejection status of uninjured drivers or passengers and there is no other information about ejection, e.g., in the narrative/diagram, then use **Not Reported**.

Totally Ejected is used when the occupant's body is entirely outside the vehicle but may be in contact with the vehicle. This includes occupants who are not initially in the seating compartment of the vehicle (e.g., pickup beds, boot of a convertible and persons riding on open tailgates).

Partially Ejected refers to those instances where some part but not all of an occupant's body is, at some time during the crash sequence, outside the occupant compartment. This does not apply to occupants who are not initially in the seating compartment of the vehicle (e.g., pickup beds, boot of a convertible and persons riding on open tailgates), since any ejection for them is coded as **Totally Ejected**.

Ejected - Unknown Degree is used when the case materials indicate that an occupant is ejected but fails to discriminate between total and partial ejection.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Not Applicable is used for persons who are riding on the exterior of a vehicle or motorcycle occupants. Exterior of the vehicle includes running boards, roof, fenders and bumpers, but not the bed of pickup trucks, open tail gate or boot of a convertible.

Enter **Unknown if Ejected** when the case materials specifically indicate unknown.

AGE

GES: P07

Screen Heading: Occupant Characteristics and Non-Motorist Data

FARS: **P5/NM5**

Format: 3 numeric

Screen Name: Age (790-E) and Age (900-E)

Long Name: Enter the person's age.

SAS Name: Person.Age

Oracle Name: GES.Person.Age

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
0	0	0	000	Blank
000-105	000-105	000-110	001-120	Less than One Year
997	997	997	998	Actual Age*
999	-9999	999	999	Not Reported
				Unknown

Remarks:

The person's age at the time of the crash is recorded with respect to the person's last birthday. Age is recorded in years.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

FARS SPECIAL INSTRUCTION:

* Values greater than "094" are unlikely occurrences, and they will raise an error flag.

* Values greater than "120" are not permitted.

For drivers, verify age with data on Licensing File. Licensing data takes precedence over crash report data.

SEX

GES: P08

Screen Heading: Occupant Characteristics/Non-motorist Data

FARS: **P6/NM6**

Format: 1 numeric

Screen Name: Sex (800-E)/ Sex (910-E)

Long Name: What is the person's sex?

SAS Name: Person.Sex

Oracle Name: GES.Person.SexID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	26712	1	1	Male
2	26713	2	2	Female
7	26717	7	8	Not Reported
3	26714	9	9	Unknown

Remarks:

Self-Explanatory.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

INJURY SEVERITY

GES: P09

Screen Heading: Occupant Characteristics/Non-Motorist Characteristics

FARS: **P8/NM8**

Format: 2 numeric

Screen Name: Injury Severity (810-E)/Injury Severity (920-E)

Long Name: What is the police reported injury severity for this occupant? / What is the police reported injury severity for this person?

SAS Name: Person.Inj_Sev

Oracle Name: GES.Person.InjurySeverityID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	26746	0	0	No Injury (O)
2	26747	1	1	Possible Injury (C)
3	26748	2	2	Non-incapacitating Evident Injury (B)
4	26749	3	3	Incapacitating Injury (A)
5	26750	4	4	Fatal Injury (K)
6	26751	5	5	Injured, Severity Unknown
7	26752	6	6	Died Prior to Crash*
0	26777	7	8	Not Reported
8	26753	9	9	Unknown

Remarks:

Each case must have at least one Person Level form with Injury Severity attribute Fatal injury.

Possible Injury is any injury reported or claimed that is not a fatal injury, incapacitating injury or non-incapacitating evident injury. This includes: momentary unconsciousness, claim of injuries not evident, limping, complaint of pain, nausea and hysteria.

Non-incapacitating Evident Injury is any injury, other than a fatal injury or an incapacitating injury, which is evident to observers at the scene of the crash in which the injury occurred. This includes: lump on head, abrasions, bruises and minor lacerations. This does not include limping (the injury cannot be seen). (See **Possible Injury**).

Incapacitating Injury is any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred. This includes: severe lacerations, broken or distorted limbs, skull or chest injuries, abdominal injuries, unconsciousness at or when taken from the crash scene, and unable to leave the crash scene without assistance. This does not include momentary unconsciousness. (See **Possible Injury**).

Fatal Injury must only be used if the death occurred within thirty consecutive 24-hour time periods from the time of the crash. Every effort should be made to determine that the Death Date was within thirty consecutive 24-hour time periods from the Crash Time.

Died Prior To Crash refers to non-motor vehicle fatalities that are involved in an crash resulting in a motor vehicle fatality; e.g., a heart attack victim, a homicide victim, a suicide or person involved in a legal intervention that is involved in an crash in which another person dies (innocent victim).

In suicide incidents, use the following criteria:

1. If the only fatality is the suicide victim and it can be ascertained that the crash was a suicide, do not code the case.
2. If other fatalities occur, code the case as appropriate. The suicide victim's Injury Severity should be coded **Died Prior to Crash** if the death occurred at the time of the crash (or prior) or **No Injury** if the death occurred after the crash.

* This value is an unlikely occurrence and will raise an edit flag

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

FARS SPECIAL INSTRUCTION:

Definition: ANSI D16.1; 2.3.1 and 2.3.2

GES SPECIAL INSTRUCTION:

Enter the police reported injury severity for this person (i.e., occupant, pedestrian or non-motorist). Most jurisdictions use the KABCO injury coding scheme.

K = Killed

A = Incapacitating Injury

B = Non-incapacitating Injury
C = Possible Injury
O = No Injury

If the police report contains a detailed description of the injuries but does not translate the injuries into the KABCO codes, use the police method for doing so. For example, injuries that are considered to be of an incapacitating nature are classified as “A”, Non-incapacitating-evident injuries are classified as “B”, and possible injuries are “C”. Property damage only (i.e., no injury) is classified as “O”.

Enter **Injured, Severity Unknown** if the police report indicates a “U” or in any other way communicates the idea that the person was injured but the severity is unknown.

Enter **Died Prior to Crash** only if the police explicitly states the person died prior to the crash. This attribute is also used if the police report indicates the person died as a result of natural causes (e.g., heart attack), disease, drug overdose or alcohol poisoning. This attribute does not apply if the police report specifically states that the cause of death is a result of crash-related injury or that on-set occurred after the crash. Further clarification: this attribute applies if the police report indicates that the person died as a result of natural causes (e.g., heart attack), disease, drug overdose or alcohol poisoning, but is silent about the time of on-set and if on-set is the result of injuries sustained in the crash.

As a general rule, if the PAR is “blank” where the injury severity is assessed and the person was at the scene during the police investigation, enter **No Injury (O)**. If the PAR is “blank” and the person was not present during the police investigation, enter **Unknown**.

Listed below, by state, are alternative schemes; a mapping to the GES scheme is provided.

State	PAR Code/Definition	NASS Scheme/ Code
Alabama	K = Killed	K - 4
	A = Visible or carried from scene	A - 3
	B = Bruise/abrasion/swelling	B - 2
	C = Not visible - has pain/faint	C - 1
	Blank = Occupant present	O - 0
	Blank = Occupant not present	- 9
Arizona	5 = Fatal Injury	K - 4
	4 = Incapacitating injury	A - 3
	3 = Non-incapacitating Evident	B - 2
	2 = Possible Injury	C - 1
	1 = No injury	O - 0
	6 = Unknown	U - 9
California	1 = Fatal	K - 4
	2 = Severe injury	A - 3
	3 = Other visible injury	B - 2
	4 = Complaint of pain	C - 1
	Blank = Occupant present	O - 0
	Blank = Occupant not present	- 9
Colorado*	5 = Fatal	K - 4
	4 = Evident - incapacitating	A - 3
	3 = Evident - non-incapacitating	B - 2
	2 = Possible injury	C - 1
	1 = No injury	O - 0

*There is a box at the top of the PAR indicating number of persons injured. If this box is marked 0 and the injury code is left "blank", assume "No injury". If the box is marked 1 (or more) pertaining to the vehicle occupants in question and the injury code is "blank", assume "Injured, severity unknown". If "blanks" are present in both the persons injured box and the injury code box, assume "Unknown".

Florida	5	= Fatal (within 30 days) injury	K - 4
	4	= Incapacitating	A - 3
	3	= Non-Incapacitating	B - 2
	2	= Possible	C - 1
	1	= None	O - 0
		= No set unknown code	- 9
	6	= Non-traffic fatality	- 9

Illinois	K	= Fatal	K - 4
	A	= Incapacitating Injury	A - 3
	B	= Non-Incapacitating Injury	B - 2
	C	= Reported not evident	C - 1
	O	= No indication of injury	O - 0
		= No set unknown code	- 9

Indiana

Injury Status:

- i. Code “refused” as no injury when “Nature of Most Severe Injury” is blank.
- ii. If the officer selects a code for “Nature of Most Severe Injury” that does not correspond to the code for “Victim’s Injury Status,”
 - 1. Use the “Victim’s Injury Status” to determine the crash stratum and injury severity.
 - 2. If “Victim’s Injury Status” is blank, default to “Nature of Most Severe Injury.”
 - 3. If “Victim’s Injury Status” indicates a fatal injury, verify that someone was killed on the front of the PAR. Do not use the block on the front of the PAR showing number injured to verify other injuries.
 - 4. If the “Nature of Most Severe Injury” information reflects a more severe injury than that reflected by the “Injury Status” box, upgrade the injury to match.
- iii. Use the table below to determine injury status.

Nature of Most Severe Injury	Victim’s Injury Status	NASS Scheme/Code
Any Entry	Fatal injury	K (see note ii above)
Severed	Incapacitating - Nonfatal Injury	A
Internal	Incapacitating -- Nonfatal Injury	A
Minor Burn	Non-incapacitating B Nonfatal Injury	B
Severe Burn	Incapacitating -- Nonfatal Injury	A
Abrasion	Non-incapacitating B Nonfatal Injury	B
Minor Bleeding	Non-incapacitating B Nonfatal Injury	B
Severe Bleeding (arterial)	Incapacitating -- Nonfatal Injury	A
Fracture/dislocation	Incapacitating -- Nonfatal Injury	A
Contusion/bruise	Non-incapacitating B Nonfatal Injury	B
Complaint of pain	Possible B Nonfatal Injury	C
None Visible	Not Reported B Nonfatal Injury	O
Other (explain in narrative)	Possible B Nonfatal Injury	C
Unknown	Unknown B Nonfatal Injury	U

*There is a box at the top of the PAR indicating number of persons injured. If this box is marked 0 and the injury code is left "blank", assume "No injury". If the box is marked 1 (or more) pertaining to the vehicle occupants in question and the injury code is "blank", assume "Injured, severity unknown". If "blanks" are present in both the persons injured box and the injury code box, assume "Unknown".

State	PAR Code/Definition	NASS Scheme/ Code
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Iowa

1	= Fatal	K - 4
2	= Incapacitating	A - 3
3	= Non-incapacitating	B - 2
4	= Possible	C - 1
5	= Uninjured	O - 0
9	= Unknown	U - 9

Kentucky

1	= Fatal	K - 4
2	= Incapacitating	A - 3
3	= Non-Incapacitating	B - 2
4	= Possible Injury	C - 1
5	= None Detected	O - 0

*There is a box at the top of the PAR indicating number of persons injured. If this box is marked 0 and the injury code is left "blank", assume "No injury". If the box is marked 1 (or more) pertaining to the vehicle occupants in question and the injury code is "blank", assume "Injured, severity unknown". If "blanks" are present in both the persons injured box and the injury code box, assume "Unknown".

State	PAR Code/Definition	NASS Scheme/ Code
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Massachusetts

1	= Fatal Injury	K - 4
2	= Incapacitating	A - 3
3	= Non-incapacitating	B - 2
4	= Possible	C - 1
5	= No Injury	O - 0
Blank	= No occupant documentation	O - 0
99	= unknown	- 9

Maryland

05	= Fatal	K - 4
04	= Disabled (Incapacitated)	A - 3
03	= Injured (Not Incapacitated)	B - 2
02	= Possible Injury	C - 1
01	= Not Injured (& Present)	O - 0
01	= Not Known (If Left Scene)	- 9
Blank	= No Occupant Documentation	- 9

Michigan

K	=Fatal Injury: Any injury which results in death	K - 4
A	= Incapacitating Injury: Any injury, other than fatal, which prevents normal activities and generally requires hospitalization	A - 3
B	= Non-Incapacitating Injury: Any injury not incapacitating, but evident to others at the scene	B - 2
C	= Possible Injury: No visible injury, but complaint of pain or momentary unconsciousness	C - 1
O	= No Injury: No indication of injury	O - 0
	= No set unknown code	- 9

Missouri

1	= Fatal	K - 4
2	= Disabling	A - 3
3	= Evident-Not Disabling	B - 2
4	= Probable-Not Apparent	C - 1
5	= None Apparent	O - 0
6	= Unknown	U - 9

* There is a box at the top of the PAR indicating number of persons injured. If this box is marked 0 and the injury code is left "blank", assume "no Injury". If the box is marked 1 (or more) pertaining to the vehicle occupants in question and the injury code is "blank", assume "injured, severity unknown". If "blanks" are present in both the persons injured box and the injury code box, assume "Unknown".

Nebraska

1	= Killed	K - 4
2	= Disabling - cannot leave scene without assistance	A - 3
3	= Visible but not disabling	B - 2
4	= Possible but not visible	C - 1
Blank	= Occupant present	O - 0

New Jersey

Victim's Physical Condition [PAR Column 86]	Location of Most Severe Injury [PAR Column 89]	Type of Most Severe Physical Injury [PAR Column 90]	NASS Scheme/Code
01 Killed	01-12 Any Entry	01-08 Any Entry	K-4
02 Incapacitated	01-12 Any Entry	01-08 Any Entry	A-3
03 Moderate Injury or 04 Complaint of Pain	01-12 Any Entry	01 Amputation 02 Concussion 03 Internal 04 Fracture/Dislocation	A-3
03 Moderate Injury or 04 Complaint of Pain	03 Eye	04 Bleeding 06 Burn 08 Complaint of Pain	A-3
03 Moderate Injury 04 Complaint of Pain	01-12 Any Entry	04 Bleeding 05 Contusion/Bruise/ Abrasion	B-2
04 Complaint of Pain	01, 02, 04-12 Any Entry (Except Eye)	08 Complaint of Pain	C-1
(-)	(-) = N/A	(-)	O-0
Blank	Blank	Blank	O-0
00 = Unknown	00 = Unknown	00 = Unknown	-9

New York

Location of Most Severe Physical Complaint [PAR Column 14]	Type of Physical Complaint [PAR Column 15]	Victim's Physical Condition [PAR Column 16]	NASS Scheme/Code
1-12 Any Entry	1-14 Any Entry	1 Apparent Death	K-4
1-12 Any Entry	Any Entry	2 Unconscious 3 Semi-Conscious 4 Incoherent	A-3
1-12 Any Entry	1 Amputation 2 Concussion 3 Internal 5 Severe Bleeding 7 Moderate Burn 8 Severe Burn, 9 Fracture-Dislocation	5 Shock 6 Conscious	A-3
3 Eye	4 Minor Bleeding 6 Minor Burn 12 Complaint of Pain	5 Shock 6 Conscious	A-3
1, 2, 4-12 Any Entry (Except Eye)	4 Minor Bleeding 6 Minor Burn	5 Shock 6 Conscious	B-2
1-12 Any Entry	10 Contusion-Bruise 11 Abrasion	5 Shock 6 Conscious	B-2
2, 4-12 Any Entry (Except Eye)	12 Complaint of Pain 13 None Visible 14 Whiplash	5 Shock 6 Conscious	C-1
1-12 Any Entry or (X) = Unknown	13 None Visible	6 Conscious or (-)	C-1
1, 2, 4-12 Any Entry (Except Eye)	(X) = Unknown	6 Conscious	C-1
Blank or (-)	13 None Visible or (-)	6 Conscious	O-0
Blank or (-)	Blank or (-)	Blank or (-)	O-0
(X) = Unknown	(X) = Unknown	(X) = Unknown	-9

New Mexico

PAR Code/Definition	NASS Scheme/Code
K = Killed	K-4
A = Incapacitated – carried from scene	A-3
B = Visible injury	B-2
C = Complaint of injury	C-1
O = No apparent injury	O-0
= No Set Unknown Code.	-9

North Carolina

[PAR Column 32]		
PAR Code/Definition		NASS Scheme/Code
K-1	Killed	K-4
A-2	A-Type Injury (Disabling)	A-3
B-3	B-Type Injury (Evident)	B-2
C-4	C-Type Injury (Possible)	C-1
O-5	No Injury	O-0
-6	Unknown	-9

Ohio

PAR: 1 -No Injury	O - 0
2 -Possible Injury	C - 1
3 -Non-Incapacitating	B - 2
4 -Incapacitating	A - 3
5 -Fatal Injury	K - 4
6 -Unknown	U - 9

Oklahoma

PAR: 1 - No Injury	O - 0
2 - Possible Injury	C - 1
3 - Non-Incapacitating	B - 2
4 - Incapacitating	A - 3
5 - Fatal Injury	K - 4

Also codes for "Type of Injury"

- 1 - Head
- 2 - Trunk External
- 3 - Trunk Internal
- 4 -Arm
- 5 -Leg

*There is a box at the top of the PAR indicating number of persons injured. If this box is marked 0 and the injury code is left "blank", assume "No injury". If the box is marked 1 (or more) pertaining to the vehicle occupants in question and the injury code is "blank", assume "Injured, severity unknown". If "blanks" are present in both the persons injured box and the injury code box, assume "Unknown".

Pennsylvania

PAR Code/Definition	NASS Scheme/Code
1 = Killed	K-4
2 = Major Injury	A-3
3 = Moderate Injury	B-2
4 = Minor Injury	C-1
0 = Not Injured	O-0
8 = Injury, Unknown Severity	-5
9 = Unknown if Injury	-9

Tennessee

PAR Code/Definition	NASS Scheme/Code
4 = Fatal Injury	K-4
3 = Incapacitating Injury	A-3
2 = Non-Incapacitating Injury	B-2
1 = Possible Injury	C-1
0 = No Injury	O-0
= No Set Unknown Code.	-9

Texas:

PAR Code/Definition	NASS Scheme/Code
4 = Killed	K-4
1 = Incapacitating Injury	A-3
2 = Non-Incapacitating Injury	B-2
3 = Possible Injury	C-1
5= Not Injured	O-0
= No Set Unknown Code.	-9

Virginia

PAR Code/Definition	NASS Scheme/Code
1 = Dead Before Report Made	K-4
2 = Visible Signs of Injury, as bleeding wound or distorted member; or had to be carried from scene.	A-3
3 = Other Visible Injury, as bruises, abrasions, swelling limping, etc.	B-2
4 = No Visible Injury, but complaint of pain or momentary unconsciousness.	C-1
(X) = N/A	O-0
(U) = Unknown	-9
Blank	-9

Washington

PAR:

1 - No Injury	O - 0
2 - Dead at Scene	K - 4
3 - Dead on Arrival	K - 4
4 - Died at Hospital	K - 4
5 - Disabling	A - 3
6 - Non Disabling (Evident Injury)	B - 2
7 - Possible Injury	C - 1
0 -Unknown	U - 9

Wisconsin

PAR Code/Definition	NASS Scheme/Code
K = Fatal Injury	K-4
A = Incapacitating Injury	A-3
B = Non-Incapacitating Injury	B-2
C = Possible Injury	C-1
N = No Apparent Injury	O-0
= No Set Unknown Code.	-9

*There is a box at the top of the PAR indicating number of persons injured. If this box is marked 0 and the injury code is left "blank", assume "No injury". If the box is marked 1 (or more) pertaining to the vehicle occupants in question and the injury code is "blank", assume "Injured, severity unknown". If "blanks" are present in both the persons injured box and the injury code box, assume "Unknown".

TRANSPORTED TO MEDICAL FACILITY BY

GES: P10

Screen Heading: Occupant Characteristics/ Non-Motorist Characteristics

FARS: P22/NM21

Format: 1 numeric

Screen Name: Transported (820-E)

Long Name: What is the mode of transportation used to transport this person to a hospital or other treatment facility?

SAS Name: Person.Hospital

Oracle Name: GES.Person.Treatment

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	4	4	0	Not Transported
3	6	6	1	EMS Air
2	5	5	5	EMS Ground
4	7	7	3	EMS Unknown Mode
5	8	8	2	Law Enforcement
6	9	9	4	Transported Unknown Source
98	98	98	6	Other
97	97	97	8	Not Reported
99	99	99	9	Unknown

Remarks:

Medical Facility refers to an injury treatment facility. The treatment facility is the first medical facility to which the person is taken. Use appropriate attribute, even if the person dies en route to the treatment facility. A morgue is not an injury treatment facility.

Use attributes **EMS Air**, **EMS Ground**, **Law Enforcement**, **EMS Unknown Mode** or **Other** if the person did not go to a treatment facility directly from the scene, but was transported at a later time for injuries sustained in this crash.

If there is an indication that both air and ground transportation were used, code **EMS Air**.

Not Transported is used for victims who are dead on the scene and for those who are not taken (or do not go) to a treatment facility or hospital for treatment. For example, an uninjured occupant rides along with an injured person to a treatment facility.

EMS Air includes any air transport device.

EMS Ground includes transport by private and county/city-owned ambulance or rescue squad vehicles.

EMS Unknown Mode is used when a person who is transported to a treatment facility by EMS, but the mode of transportation is not known.

Law Enforcement includes transport by state, county or local law enforcement agency vehicles.

Transported Unknown Source is used if you know the person was transported to a treatment facility, but you do not know the source.

Other includes transport by private citizens or individuals who drive themselves to the hospital or treatment facility. May be indicated on your crash report as "POV" (Privately/Personally Owned Vehicle).

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown is used when it is reported as "unknown" whether or not this victim was taken (or went) to a hospital/treatment facility for treatment.

FARS SPECIAL INSTRUCTION:

Prior to 2007, this element was called "Taken to Hospital or Treatment Facility" and only recorded whether or not the person was transported for treatment. After 2007, this element's name was changed to "Transported for Treatment By". Beginning in 2010, this element's name is changed to "Transported to Medical Facility By" and indicates if the person was transported for treatment, and if transported, the source of transport.

GES SPECIAL INSTRUCTION:

This data element is not related to GES sampling.

POLICE REPORTED ALCOHOL INVOLVEMENT

GES: P11

FARS:P16/NM15

Screen Heading: Occupant Characteristics/Non-Motorist Data

Format: 1 numeric

Screen Name: Alcohol (830-E)/Alcohol (940-E)

Long Name: Did the police report alcohol presence or involvement for this person?

SAS Name: Person.Per_Alch

Oracle Name: GES.Person.Police_AlcoholID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	26730	0	0	No (Alcohol Not Involved)
2	26731	1	1	Yes (Alcohol Involved)
3	26732	8	8	Not Reported
4	26733	9	9	Unknown (Police Reported)

Remarks:

This data element reflects only the judgment of law enforcement as to whether alcohol was involved or not for this person.

The phrase "alcohol involved" means that alcohol is present in the person or presumed to be present by the police. Consequently, this data element may not agree with the alcohol test results for this person. Involvement is not an indication that alcohol was in any way a cause of the crash.

If the case materials indicate that open or unopened alcoholic beverages were found in the vehicle, then this information does not by itself constitute involvement unless the police indicate that this was the basis for a determination of involvement. If the case materials indicate that a preliminary breath test (PBT) was given and the officer's judgment contradicts the preliminary test, the officer's judgment will be the determining factor.

No (Alcohol Not Involved) applies if the judgment of law enforcement is that alcohol is not present.

In some circumstances it is possible for the police to give sufficient information in the report fields (such as contributing circumstances, driver/pedestrian condition, alcohol presence or

use, alcohol test, etc.) or narrative to indicate that they believe alcohol is not involved without specifically mentioning “no” alcohol. In such cases, use **No (Alcohol Not Involved)**. However, if there is any question that the officer’s position on alcohol involvement is “no alcohol” because of lack of information, then use **Not Reported**.

Yes (Alcohol Involved) applies only if the judgment of the law enforcement is that alcohol was present. For example, the police indicate alcohol involvement via:

- a specific data element on the police report form such as Driver Condition,
- the police charge the driver with an alcohol-related offense,
- the police mention in the narrative section of the report that the person had been drinking,
- the police report has a positive BAC test result (BAC>.00).

Some PARs have a block labeled “Alcohol/Drugs.” If use is indicated, and it cannot be determined which was used (e.g., narrative, arrest/charged section, etc.), then assume alcohol is present. If the police report indicates that a driver was charged with DWI/DUI (driving while intoxicated, driving while impaired or driving under the influence), and no clarification is offered to indicate if the DWI/DUI was alcohol related or other drug related (e.g., a specific data element; mentioned in the narrative section; BAC results), then assume alcohol presence.

Not Reported applies when law enforcement makes no mention of alcohol involvement in either narrative or data fields. For example, there is a specific location on the police report for assessment of alcohol but the investigating officer fails to make either a positive or negative assessment by leaving the field blank. Also use **Not Reported** if no block exists on the PAR for reporting alcohol presence and no other information is available.

There are instances when the police do not indicate in the PAR whether alcohol was involved or not, but they do mention that a test was given or ordered. For example, the police may only say that an evidential test was ordered for a driver without indicating that they suspected alcohol or providing a result. The use of passive alcohol sensors (PAS) may also be mentioned as used by the police, without mention of the result. Use **Not Reported** for these instances.

Unknown (Police Reported) applies when law enforcement indicates in either narrative or data fields that alcohol involvement is “unknown” for this person. In general, crash reports have blocks to indicate either positive or negative alcohol involvement. However if a crash report has a provision for the investigating officer to respond “unknown involvement,” then enter this attribute. Also enter this attribute for hit-and-run drivers or passengers unless clear evidence to the contrary exists.

FARS SPECIAL INSTRUCTION:

Important Guidelines:

- Do not change the coding of this element because a positive alcohol test is obtained from the coroner, medical examiner or state toxicology lab. A positive or negative

BAC test submitted from the toxicology lab or coroner directly to the FARS analyst is not evidence of the officer's judgment.

- The police accident report, including any supplemental reports or direct contact with the police are the only valid sources.

When Police-Reported Alcohol Involvement **Not Reported** or **Unknown (Police Reported)**, Method of Alcohol by Police Determination attributes "1-8" are allowed. However, this should only happen when the method is stated by the police, but the involvement is not mentioned at all or stated as unknown.

ALCOHOL TEST

GES: P11 A/B/C

Screen Heading: Occupant Characterists/Non-Motorist Data

Screen Name: Alcohol Test Status (832-E)/ Alcohol Test Status (942-E) Alcohol Test Type (834-E) Alcohol Test Result (836-E)

Long Name: Did the police report indicate an alcohol test was given to this person? Did the police report indicate the type of test given to this person? What is the BAC for this person?

SAS Name: Person.AlchTest; Person.Altstype; Person.Altrsult

Oracle Name: GES.Person.AlcTestGiven / GES.Person.AlcTestType / GES.Person.AlcTestResult

FARS: P18/NM17

Format: 3 sets, 1 set, 1 numeric, 2 sets, 2 numeric

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
				Subfield 1 – Test Status
1	10	0	0	Test Not Given
2	11	1	1	Test Refused
3	12	2	2	Test Given
7	97	7	8	Not Reported
4	19	9	9	Unknown if Tested
				Subfield 2 – Test Type
1	0	00	00	Test Not Given
2	1	01	01	Blood
3	2	02	02	Breathalyzer “BAC”
6	10	10	10	Preliminary Breath Test (PBT)
4	3	03	03	Urine
X	X	XX	04	Vitreous
X	X	XX	05	Blood Plasma/Serum
X	X	XX	06	Blood Clot
X	X	XX	07	Liver
5	8	08	08	Other Test Type
7	98	98	98	Unknown Test Type
9	97	97	95	Not Reported
8	99	99	99	Unknown if Tested

				Subfield 3 – Test Result
00-93	00-93	00-93	00-93	Actual Value
94	94	94	94	.94 or Greater
96	96	96	96	Test Not Given
97	97	97	97	AC Test Performed, Results Unknown
98	98	98	98	Positive Reading With No Actual Value
95	95	95	95	Not Reported
99	99	99	99	Unknown if Tested

Remarks:

Subfield 1 – Test Status indicates whether or not a test was performed on this person to detect the presence of alcohol.

Test Not Given is used when the case materials indicate an alcohol test was not given.

Test Refused is used when the case materials indicate an alcohol test was refused.

Test Given is used when the case materials indicate an alcohol test was given.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown if Tested is used when the case materials specifically indicated "Unknown if Tested."

Subfield 2 – Test Type identifies the type of test that was administered to this person as indicated in the case materials.

If more than one type of test is performed on the same person, a Blood Test is preferred over other tests. The exception is if you have information that casts clear doubt on the validity or reliability of the Blood Test when you have results from a test of another type. For example, the blood test was spoiled or contaminated. In such a case, record the Test Type for the test with the valid result. Other situations where this may occur include information that:

- the test was performed on a live victim unreasonably long after the crash; or
- the lab, coroner, or medical examiner expresses doubt in their result from a blood test.

Blood is used when the case materials indicate this was the type of test used to obtain a BAC.

Note that there are test types for **Blood** (01), **Blood Plasma or Serum** (05) and **Blood Clot** (06). If the Coroner, Medical Examiner, or State Lab reports that the test was a “blood” test (whole blood), this most likely does not refer to Blood Plasma or Blood Clot, but you should try to verify this. If the test was performed on blood, or if you know the results are already converted to a BLOOD ALCOHOL CONCENTRATION (BAC), then code TEST TYPE as **Blood**.

Breath is used when the case materials indicate this was the type of test used to obtain a BAC.

Breath is used if you have a result from an evidential breath test (a breath test performed on a State-approved breath test device). Usually, results from a **Preliminary Breath Test (PBT)** device are not considered evidential. Some PBTs are of evidential quality in some States; but if the device was used only as a preliminary test and not an evidential test, then do not use code “02.”

Urine is used when the case materials indicate this was the type of test used to obtain a BAC.

Other Test Type is used when the case materials indicate a type of test used to obtain a BAC was recorded as “Other” or is indicated to be of a type other than the available attributes.

Preliminary Breath Test (PBT) is used when the case materials indicate this was the type of test used to obtain a BAC and no other test is available. Update Test Type and corresponding Result if a PBT is followed by an evidential test, other than a PBT. A breath, blood or urine test will take precedence over a PBT result unless you have information that casts clear doubt on the validity or reliability of the Evidential Test AND you have a valid PBT result to record.

- Example 1: You only receive a PBT with an actual value
 - Code Test Type “10 – PBT” and Test Result “the actual value received”
- Example 2: You only receive a PBT with a “negative” result returned
 - Code Test Type “10 – PBT” and Test Result “00”
- Example 3: You only receive a PBT with “positive” result, but no actual value
 - Code Test Type “10 – PBT” and Test Result code “98 – Positive Reading with no Actual Value”
- Example 4: You receive a PBT with an actual value of .10% and a blood test (whole blood) from the lab of .08%
 - Code Test Type “01 – Blood” and Test Result .08
- Example 5: You receive a PBT with an actual value of .10% and a breathalyzer test both from the police of .08%
 - Code Test Type “02 – Breathalyzer (BAC)” and Test Result .08

- Example 6: You receive a PBT with an actual value of .10% from the police and a blood test (whole blood) from the state lab indicating a “contaminated” sample.
 - Code Test Type “10 – PBT” and Test Result .01

Unknown Test Type is used when the case materials indicate a test was given but do not specify the type of test.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown if Tested is used when the case materials specifically indicated “Unknown if Tested.”

Subfield 3 – Test Result records the actual value reported from a test performed on this person to detect the presence of alcohol.

A TEST RESULT of .01 is a low probability and will raise an error flag. Any BAC test result reported in 3 decimal places should be truncated, not rounded. For example, a reported BAC of .099 becomes .09. The reason for truncating is that the accuracy of most testing devices is only reliable to two decimal places, so the third decimal place is meaningless.

AC Test Performed, Results Unknown refers to alcohol content tests that were performed but the results are reported as unknown or are unobtainable (including a “Contaminated Sample” or “Insufficient Sample”). AC Test Performed, Results Unknown can be used for any Test Type.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

FARS SPECIAL INSTRUCTION:

Prior to 2009, the Alcohol Test Result code “95” represented an alcohol test result that was not provided because the test was refused. This situation was identified using the

element value “95 – Test Refused”. This element value was dropped in 2009 and the code “95” was reintroduced in 2010 as the element value “95 – Not Reported”.

Unknown if Tested is used when the case materials specifically indicated “Unknown if Tested.”

FARS SPECIAL INSTRUCTION:

As a general coding guideline, do not prematurely use Test Result “**AC Test Performed, Results Unknown.**” It is recommended that you leave the information blank for drivers and non-motorists until the test results are received from the state lab, coroner or police. You need to be reasonably certain that you will never receive the test results to use attribute “97” at the time of the initial coding and case entry.

Positive Reading with No Actual Value can be used for any Test Type code where the result is indicated to be positive without a numeric value to record. This should only be used when a final test result is returned as “positive” with no actual result to record. This can occur when a screening test is used and it is the only test result available. Some PBTs only indicate whether alcohol is present in the breath by positive (green) or negative (red) lights. Other PBTs indicate the approximate BAC in numbers. **Positive Reading with No Actual Value** should be used when a PBT result only indicates “positive” for alcohol, with no actual BAC value. A negative PBT result should be interpreted as .00.

Before recording this value make sure that this is the final test result and no actual value was available from a follow-up confirmatory test.

FARS SPECIAL INSTRUCTION:

Prior to 2006, this attribute read “**PBT Positive Reading with No Actual Value**” and was used strictly for recording test results for Preliminary Breath Test devices.

State Law versus Practice: You may be aware that your State laws require testing of certain classes of crash victims. However, you may also know that the practice in your State is that the law is not observed. In such cases, you are not bound only by what the law says. You may consider State practices in your coding decisions.

Example 1: Your state law may require all fatalities to be tested for BAC, but you know that this does not happen in your State and you are unable to locate alcohol test information for this person:

- In such a case, you cannot rely on the law for your coding decisions. Therefore, you should use attribute **Unknown If Tested** rather than **AC Test Performed, Results Unknown**, or **Test Not Given**. (Test Status equals “9” and Test Type equals “99”).

Example 2: Most states’ practice is that “live” non-drivers are not routinely tested for alcohol. Consequently, for live non-drivers when there is no mention of a test ordered by the police in the Police Accident Report (PAR):

- Code Test Status as **Test Not Given** and MDE will auto-fill Test Type as **Test Not Given** and Test Result as **Test Not Given**. However, if you happen to obtain an alcohol test result later, you may enter the appropriate test type and results.

Computed Estimates of BACs:

An expert may calculate an estimate of what the BAC would have been at the time of the crash (i.e., toxicologist uses the lapse time from crash and the victim's weight to calculate the BAC).

You may accept these results if the following are all true:

- Results were reported by someone with the authority in your state to make this determination; and
- the result is considered official in your state; and
- you can support the result with official documentation or it is reported on the PAR (may vary from state-to-state).

NON-MOTORIST LOCATION AT TIME OF CRASH

GES: P13

Screen Heading: Non-motorist Data

FARS: **NM10**

Format: 2 numeric

Screen Name: Location (950-E)

Long Name: What is the person's location at the time of the impact?

SAS Name: Person.Locatn

Oracle Name: GES.NonMotorist.LocusID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
N/A	<i>null</i>	0	00	<i>In-Transport Motor Vehicle Occupant</i>
N/A	26778	0	00	<i>Not In-Transport Motor Vehicle Occupant</i>
1	21	21	01	Intersection-In Marked Crosswalk
2	22	22	02	Intersection- Unmarked Crosswalk
3	23	23	03	Intersection- Not In Crosswalk
4	24	24	09	Intersection-Unknown Location
5	25	25	10	Non-Intersection-In Marked Crosswalk
6	26	26	11	Non-Intersection-On Roadway, Not in Marked Crosswalk
7	27	27	13	Non-Intersection-On Roadway, Crosswalk Availability Unknown
15	35	35	14	Parking Lane/ Zone
8	28	28	16	Bicycle Lane
9	29	29	20	Shoulder/Roadside
10	30	30	21	Sidewalk
11	31	31	22	Median/Crossing Island
12	32	32	23	Driveway Access
13	33	33	24	Shared-Use Path/Trail
14	34	34	25	Non-Trafficway Area
98	38	38	28	Other
97	37	37	98	Not Reported
99	39	39	99	Unknown Location

Remarks:

The location of the non-motorist with respect to the roadway at the time of the crash.

Crosswalk is (1) that part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway, and in the absence of a sidewalk on one side of the highway, that part of the highway included within the extension of the lateral line of the existing sidewalk to the side of the highway without the sidewalk, with such extension forming a right angle to the centerline of the highway; or (2) Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface of the roadway placed in accordance with the provisions in the Manual of Uniform Traffic Control Devices.

Intersection is an area that (1) contains a crossing or connection of two or more roadways not classified as driveway access (2) is embraced within the prolongation of the lateral curb lines, or, if none, the lateral boundary lines of the roadways

Intersection - In Marked Crosswalk is that portion of a roadway at an intersection that is distinctly indicated for pedestrian crossing by lines or other markings on the surface of the roadway. This does not include crosswalks located in mid-blocks.

Intersection - In Unmarked Crosswalk is that portion of the roadway at an intersection outside of the lateral lines that connect the curbs.

Intersection - Not In Crosswalk refers to a person in a travel lane that is not using an available crosswalk or there is not a crosswalk at this location.

Intersection - Unknown Location is used when a person is known to be at an intersection, but the case materials do not give sufficient details to establish the location.

Non-Intersection – In Marked Crosswalk is used when a person is in the portion of the roadway, not at an intersection, that is distinctly indicated for pedestrian crossing by lines or other markings on the surface of the roadway.

Non-Intersection - On Roadway, Not in Crosswalk refers to a person in a travel lane that is not using an available crosswalk or there is not a crosswalk at this location.

Non-Intersection - On Roadway, Crosswalk Availability Unknown is used when it cannot be determined if a crosswalk was available.

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

Bicycle Lane is any road, path or way that is specifically designated as being open to bicycle travel regardless of whether such facilities are designated for the exclusive use of bicycles (Dedicated Bike Lane).

Shoulder/Roadside - Shoulder is that part of a trafficway contiguous with the roadway for emergency use, for accommodation of stopped motor vehicles, and lateral support of the roadway structure. Roadside is the outermost part of the trafficway from the property line or other boundary in to the edge of the first road.

Sidewalk is any improved surface primarily constructed for use by pedestrians.

Median/Crossing Island - Median is an area of trafficway between parallel roads separating travel in opposite directions. A median should be four or more feet wide. Crossing Island is a cement or grassy area in the middle of a trafficway.

Driveway Access is a portion of the trafficway at the end of a driveway providing access to property adjacent to a trafficway.

Shared-Use Path/Trail is a bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or an independent right-of-way. Shared-Use Paths will also be used by pedestrians, skaters, wheelchairs, joggers and other non-motorized users.

Non-Trafficway Area is not physically located on any land way open to the public as a matter of right or custom for moving persons or property from one place to another. For Example: a person in a parking lot, a yard, or in a house.

Other is used when the location stated in the case materials does not reflect the listed attributes for this data element.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown Location is used when the case materials state that the location of the non-motorist was unknown at the time of the crash.

RESTRAINT SYSTEM/HELMET USE

GES: P15

Screen Heading: Restraints Used

FARS: P10

Format: 2 numeric

Screen Name: Restraints Used (845-E)

Long Name: What restraints are being used by this occupant immediately prior to the crash?

SAS Name: Person.Rest_Sys

Oracle Name: Ges.Person.Restraint

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
n/a	-1	96	XX	Not a Motor Vehicle Occupant
1	10330	30	00	Not Applicable
2	10331	31	07	None Used – Motor Vehicle Occupant
3	10316	21	03	Shoulder and Lap Belt Used
4	10318	23	01	Shoulder Belt Only Used
5	10317	22	02	Lap Belt Only Used
6	10324	28	08	Restraint Used - Type Unknown
7	10337	37	10	Child Restraint System - Forward Facing
8	10338	38	11	Child Restraint System - Rear Facing
9	10339	39	12	Booster Seat
10	10440	40	04	Child Restraint Type Unknown
12	10442	42	05	DOT-Compliant Motorcycle Helmet
13	10443	43	16	Other Helmet
11	10441	41	17	No Helmet
98	10498	98	97	Other
97	10497	97	98	Not Reported
99	10499	99	99	Unknown

Remarks:

The restraint equipment in use by the occupant, or the helmet in use by a motorcyclist, at the time of the crash.

Not Applicable is used when the case material indicates that no restraint was available in the seat position of this occupant. Use this attribute for persons who are riding in the sleeper section of the cab of a truck and persons who are riding on the exterior of the vehicle, such as a bed of a pick up truck.

None Used – Motor Vehicle Occupant is used when the case materials indicate that the occupant did not use a restraint. In order to code this value, the case materials first have to indicate that there was a restraint available and that the occupant of that seat position did not use the available restraint. In the case of a motorcycle occupant without a helmet, use **No Helmet**.

Shoulder and Lap Belt Used is used when the occupant restraint system consists of both the shoulder belt and lap belt portions and is connected to a buckle.

Shoulder Belt Only Used is used for a two-part occupant restraint system and only the shoulder belt portion is connected to a buckle.

Example:

You are coding a driver in the vehicle that is indicated by the PAR to have an automatic shoulder harness and a manual belt. The police state that the shoulder harness was used at the time of the crash, but the lap belt was not. Code as **Shoulder Belt Only Used**.

Lap Belt Only Used is used when the occupant is using a lap safety belt either because the motor vehicle is equipped only with a lap belt or because the shoulder belt is not in use.

Note: The presence of an air bag system does not mean that there are no active belts present. In fact, most air bag equipped vehicles also have some belt restraint system installed in the seat positions protected by the air bags.

Restraint Used – Type Unknown is used when the investigating officer indicates that some type of restraint was in use but the type of restraint is not clear.

The attribute scheme on some PARs may offer a choice, such as “seatbelt/harness” or “lap/shoulder” but does not distinguish between “lap belt only,” “shoulder belt only,” or “combination lap and shoulder belt.” If your PAR has such a coding scheme and the officer checks. e.g.; “seat belt/harness,” then the attribute should be **Restraint Used - Type Unknown** unless the narrative clarifies which type of restraint was used.

Child Restraint System - Forward Facing is used when a child passenger is seated in a forward facing child safety seat. This does not imply correct use or placement of the seat.

Child Restraint System - Rear Facing is used when a child passenger is seated in a rearward facing child safety seat. This does not imply correct use or placement of the seat.

Booster Seat is used when a child passenger is seated in a “belt-positioning seat” that positions a child on a vehicle seat to improve the fit of the child in a lap and shoulder seat belt system.

Child Restraint Type Unknown is used when the investigating officer indicates that some type of child restraint was in use, but the type of restraint is not clear.

DOT-Compliant Motorcycle Helmet is a motorcycle helmet that is compliant with Federal Motor Vehicle Safety Standards. Indication of a DOT sticker alone is not sufficient to code this attribute. It must be specifically indicated to be “DOT-Compliant” in the case materials to code this attribute, otherwise use **Other Helmet**.

Other Helmet is used when the case materials indicate that a motorcycle helmet was used but it could not be determined if it was a **DOT-Compliant Helmet** or wearing a helmet not designed for motorcyclists (e.g., a bicycle helmet).

No Helmet is used when the investigating officer indicates that the occupant of a motorcycle was not wearing a helmet or wearing a helmet not designed for motorcyclists (e.g. bicycle helmet).

Other is used when the case materials indicated that some other type of restraint not listed was being used at the time of the crash.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown is used when the investigating officer indicates that the restraint system or helmet use was unknown at the time of the crash.

FARS SPECIAL INSTRUCTION:

Prior to 2007, this data element was called “Restraint” System Use before being changed to “Protection System Use.” In 2010, this element was changed to Restraint System/Helmet Use to align with MMUCC.

Code this element regardless of whether the vehicle is equipped with manual systems, automatic belts or harnesses, air bags, or any combination of these. Whether the restraint was manual or automatic will be determined via the VIN. Even if the VIN is unknown, use this rule.

Guidelines When Police and EMS/M.E. Differ:

Occasionally, information from EMS personnel or medical examiners (M.E.) includes statements about protection/restraint use or presence. If these people were in a position to have information when the investigating officer(s) could not (e.g., EMS arrived and removed victims from vehicles before police arrived or the medical examiner reports definite indications of belt usage), then the EMS/M.E. assessment may override the PAR assessment of Restraint

System/Helmet Use. **Make sure to note the arrival times of Police and EMS before making a decision.**

Rules of thumb are as follows, unless you have information to the contrary:

If the M.E./EMS report that a restraint was used but the PAR/Police report "NOT USED" or "UNKNOWN," then accept the EMS/M.E. assessment. On the other hand, if the M.E./EMS report "NOT USED" but the PAR/Police report that a restraint was used, then try to verify the police assessment that a restraint was used. If the PAR/Police report that a restraint was used or was not used but the M.E./EMS report "UNKNOWN," then accept the Police assessment.

POLICE REPORTED DRUG INVOLVEMENT

GES: P17

Screen Heading: Occupant Characteristics/Non-Motorist Data

FARS:P19/NM18

Format: 1 numeric

Screen Name: Drugs (835-E)/Drugs (945-E)

Long Name: Did the police report drug presence or involvement for this person?

SAS Name: Person.Per_Drug

Oracle Name: GES.Person.Police_DrugID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	26730	0	0	No (drugs not involved)
2	26731	1	1	Yes (drugs involved)
3	26732	8	8	Not Reported
4	26733	9	9	Unknown

Remarks:

This data element reflects only the judgment of law enforcement as to whether drugs were involved or not for this person.

The phrase "drug involvement" means that drugs are present in the person or presumed to be present by the police. This includes prescription and over-the-counter medications, as well as illicit substances (e.g., marijuana, cocaine, heroin, etc.). It is not an indication that the drug usage was in any way a cause of the crash.

If case materials indicate that drugs were found in the vehicle, then this information does not by itself constitute involvement unless the police indicate that this was the basis for a determination of involvement.

Some PARs have a block labeled "Alcohol/Drugs." If use is indicated, and it cannot be determined which was used (e.g., narrative, arrest/charged section, etc.), then assume alcohol, not drugs. If the police report indicates that a driver was charged with DWI (driving while intoxicated or driving while impaired) and no clarification is offered to indicate if the DWI was alcohol related or drug related (e.g., a specific data element, mentioned in the narrative section, BAC results), then interpret as alcohol presence .

No (drugs not involved) applies if the judgment of law enforcement is that drugs are not present.

In some circumstances it is possible for the police to give sufficient information in the report fields (such as contributing circumstances, driver/pedestrian condition, substance use, drug test, etc.) or narrative to indicate that they believe drugs are not involved without specifically mentioning no drugs. In such cases, you may use **No**. However, if there is any question that the officer's position on drug involvement is **No** because of a lack of information, then it is best to use **Not Reported**.

Yes (drugs involved) applies only if the police assessment is that drugs were present. For example the police indicate drug involvement via:

- a specific data element on the police report form such as Driver Condition,
- the police charge the driver with an drug related offense,
- the police mention in the narrative section of the report that the person had been under the influence of a drug
- the police report has a positive test result reported for drugs

Not Reported applies when law enforcement makes no mention of drug involvement in either narrative or data fields. For example, there is a specific location on the police report for assessment of drugs but the investigating officer fails to make either a positive or negative assessment by leaving the field blank. Also use **Not Reported** if no block exists on the PAR for reporting drug presence and no other information is available.

There are instances when law enforcement do not indicate in the PAR whether drugs were involved or not, but they do mention that a test was given or ordered. For example, the police may only say that an evidential test was ordered for a driver without indicating that they suspected drugs or providing a result. Use **Not Reported** for these instances.

Unknown (Police Reported) applies when law enforcement indicate in either narrative or data fields that drug involvement is "unknown" for this person. In general, police reports have blocks to indicate either positive or negative drug involvement. However, if a crash report has a provision for the investigating officer to respond "unknown involvement," then enter this attribute. Also enter this attribute for hit-and-run drivers unless clear evidence to the contrary exists.

FARS SPECIAL INSTRUCTION:

Important Guidelines:

- Do not change the coding of this element because a positive drug test is obtained from the coroner, medical examiner or state toxicology lab. A positive or negative test result submitted from the toxicology lab or coroner directly to the FARS analyst is not evidence of the officer's judgment.
- The crash report, including any supplemental reports or direct contact with law enforcement, are the only valid sources.

When Police Reported Drug Involvement is **Not Reported** or **Unknown (Police Reported)**, all Method of Drug Determination attributes are allowed. However, this should only happen when the method is stated by the police, but the involvement is not mentioned at all or stated as unknown.

DRUG TEST

GES: P17A/B/C

Screen Heading: Occupant Characteristics/Non-Motorist Data

FARS: P21/NM20

Format: 3 sets: 2 sets, 1 numeric; 1 set, 3 numeric

Screen Name: Drug Test Given (837-E)/ Drug Test Given (947-E) Drug Test Type (839-E) Drug Test Result (840-E)

Long Name: Did the police report indicate a drug test was given to this driver person? / Did the police report indicate the type of test given to this person? / Did the police report indicate the result of the drug test?

SAS Name: Person.DrugTest; Person.Drtstype; Person.DRTRSULT

Oracle Name: GES.Person.DrugTestGiven / GES.Person.DrugTestType / GES.Person.DrugTestResult

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
				Subfield 1 – Test Status
1	10	0	0	Test Not Given
2	11	1	1	Test Refused
3	12	2	2	Test Given
7	97	7	8	Not Reported
4	19	9	9	Unknown if Tested
				Subfield 2 – Test Type
1	0	00	0	Test Not Given
2	1	01	1	Blood
3	2	02	2	Urine
4	3	03	3	Both: Blood and Urine Tests
6	98	98	7	Unknown Test Type
5	8	08	8	Other Test Type
8	95,97	97	6	Not Reported
7	99	99	9	Unknown if Tested
				Subfield 3 – Test Result
1	0	0	000	Test Not Given
2	1	1	001	No Drugs Reported/Negative
X	X	X	100-295	Narcotic*
X	X	X	300-395	Depressant*
X	X	X	400-495	Stimulant*

X	X	X	500-595	Hallucinogen*
X	X	X	600-695	Cannabinoid*
X	X	X	700-795	Phencyclidine (PCP)*
X	X	X	800-895	Anabolic Steroid*
X	X	X	900-995	Inhalant*
X	X	X	996	Other Drug
7	7	7	997	Test for Drug, Results Unknown
3	2	2	998	Tested for Drugs, Drugs Found, Type Unknown/ Positive
6	5,95	5	095	Not Reported
5	9	9	999	Unknown If Tested

*See Specific Drug Listings

Remarks:

Subfield 1 – Test Status indicates whether or not a test was performed on this person to detect the presence of drugs.

Test Not Given is used when the case materials indicate a drug test was not given. If Test Status is **Test Not Given** then Test Type and Test Result will also be **Test Not Given**.

Test Refused is used when the case materials indicate a drug test was refused. If Test Status is **Test Refused** then Test Type and Test Result will be **Test Not Given**.

Test Given is used when the case materials indicate a drug test was given.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown if Tested is used when the case materials specifically indicated “Unknown if Tested.”

Subfield 2 – Test Type identifies the type of test that was administered to this person as indicated in the case materials. You may record up to 3 separate drug test types and their corresponding result.

Blood is used when the case materials indicate this was the type of test used to detect the presence of drugs.

Urine is used when the case materials indicate this was the type of test used to detect the presence of drugs.

Both: Blood and Urine Tests is used when the case materials indicate this testing combination was used to detect the presence of drugs. Typically this would be found on a toxicology report.

Other Test Type is used when the case materials indicate a type of test used to detect the presence of drugs was recorded as “Other” or is indicated to be of a type other than the available attributes.

Unknown Test Type is used when the case materials indicate a test was given but do not specify the type of test.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown if Tested is used when the case materials specifically indicated “Unknown if Tested.”

Subfield 3 – Test Result records the specific drug or its category identified by a test performed on this person to detect the presence of drugs. This element excludes Nicotine, Aspirin, and Alcohol. In addition, exclude drugs explicitly indicated to have been administered after the crash.

FARS SPECIAL INSTRUCTION:

You may record up to 3 separate drug test results and their corresponding test type. Use the translation table to assign the three-digit code. If the drug is not on the list, use **Other Drug**, except for drug confirmed as “post crash” administered. Caffeine and mild analgesics are coded **Other Drug**. When four or more drugs are present, use the categories as a hierarchy (ex. narcotics (100-295) over depressants (300-395) over stimulants (400-495), etc.)

Test Not Given is used when the case materials indicate a drug test was not given. If Test Status is **Test Not Given** then Test Type and Test Result will also be **Test Not Given**.

Negative is used when the case materials indicate that a test for the presence of drugs was “negative” or that no drugs were found.

Tested for Drugs, Results Unknown refers to drug tests that were performed but the results are reported as unknown or are unobtainable. **Tested for Drugs, Results Unknown** can be used for any Test Type.

As a general coding guideline, do not prematurely use Test Result Tested for Drugs, Results Unknown. It is recommended that you leave the information blank until the test results are received from the state lab, coroner or police. You need to be reasonably certain that you will never receive the test results to use attribute “97” at the time of the initial coding and case entry. Examples of this situation would be if the test results are returned indicating a “Contaminated Sample” or “Insufficient Sample.”

Tested for Drugs, Drugs Found, Type Unknown/Positive can be used for any Test Type code where the result is indicated to be positive without an actual drug identified to record.

This should only be used when a final test result is returned as “positive” with no actual result to record. This can occur when a screening test is used and it is the only test result available. Before recording this value make sure that this is the final test result and no actual value was available from a follow-up confirmatory test.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown if Tested is used when the case materials specifically indicated “Unknown if Tested.”

CONDITION (IMPAIRMENT) AT TIME OF CRASH

GES: P18

Screen Heading: Physical Impairments

Screen Name: Condition (970-E)

Long Name: Did the police identify any contributory conditions for this person?

SAS Name: Impair.MIMPAIR

Oracle Name: GES.Impairment.ImpairID

FARS: **D23/NM14**

Format: 2 numeric. Enter all that apply

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	26791	0	00	<i>None/Apparently Normal</i>
2	26792	1	01	<i>Ill, Blackout</i>
3	26793	2	02	<i>Asleep or Fatigued</i>
4	26794	3	03	<i>Walking with a Cane or Crutches</i>
5	26795	4	04	<i>Paraplegic Or Restricted To Wheelchair</i>
6	26796	5	05	<i>Impaired Due To Previous Injury</i>
7	26797	6	06	<i>Deaf</i>
8	26798	7	07	<i>Blind</i>
9	26802	8	08	<i>Emotional (depressed, angry, disturbed, etc)</i>
10	26803	9	09	<i>Under the Influence of Alcohol, Drugs or Medication</i>
97	26828	10	10	<i>Physical Impairment – No Details</i>
n/a	n/a	n/a	95	<i>No Driver Present/Unknown if Driver Present</i>
98	26829	96	96	<i>Other Physical Impairment</i>
100	26827	98	98	<i>Not Reported</i>
99	26801	99	99	<i>Unknown If Physically Impaired</i>

Remarks:

Select all that apply.

This element attempts to identify physical impairments to this driver or non-motorist which may have contributed to the cause of the crash. These impairments can appear anywhere in the case materials--in the narrative section, in the violations section, in a column entitled "Contributing Factors" or "Driver Action", etc. Do not consider pedestrian, non-motorist or witness statements unless verified by the investigating police officer by being reported in the narrative section of the crash report.

None/Apparently Normal is used when:

- When the case materials make a positive statement that the individual was apparently normal or “none” was indicated on the PAR.
- When the case materials do not indicate an impairment in an available field and not reporting an impairment in that field indicates **None/Apparently Normal**.
- When the investigating officer
 - is limited in the number of factors that can be displayed
 - and cannot select an impairment in addition to another factor relevant to the crash
 - and some other factor is selected
 - and no other indication of impairment exists in the case materials.
- **For omission of information see Not Reported guidance below.**

III, Blackout is used when indicated in the case materials. Enter this attribute even if the source of the illness or loss of consciousness is alcohol or drug related. Use this attribute if the driver or non-motorist had fainted and/or seizures were identified.

Fell Asleep or Fatigued is used when indicated in the case materials. Also, use this attribute when the investigating officer indicates the person was drowsy or sleepy. Alcohol or other drugs may be the source of this impairment.

Walking with a Cane or Crutches is used when non-motorist is walking with a cane or crutches when indicated in the case materials.

Paraplegic or Restricted to Wheelchair is used if this person has to use a wheelchair or is paraplegic (may or may not have used a wheelchair).

Impaired Due to Previous Injury is used if the case materials specifically indicates this condition (e.g., if a person is involved in this crash subsequent to his/her involvement in a previous crash in which the person was injured). This attribute should be extremely rare.

Deaf is used when this condition is attributed to this person in the case materials.

Blind is used when this condition is attributed to this person in the case materials.

Emotional (depressed, angry, disturbed, etc.) is used when the person is arguing with someone, is having a disagreement, is depressed and/or is emotionally upset.

Under the Influence of Alcohol, Drugs or Medication is used when the investigating officer determines that the individual was under the influence of alcohol, drugs or medication, or there was a positive test result.

Physical Impairment-No Details is used when the case materials indicate a physical impairment existed but provides no further details about the impairment.

Other Physical Impairment is used when the case materials indicate that a physical impairment was involved but it isn't a listed attribute.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown if Physically Impaired is used if the investigating officer states that the physical impairment of this person is unknown. Hit-and-Run drivers are included in this attribute.

NON-MOTORIST SAFETY EQUIPMENT

GES: P20

Screen Heading: Non-Motorist Safety Equipment

Screen Name: Non-Motorist Safety Equipment (990-E)

Long Name: What safety equipment did this non-motorist use?

SAS Name: Safety.MSAFEQMT

Oracle Name: GES.NonMotoristSafety.SafetyID

FARS:NM13

Format: **1 numeric.**
Select all the apply.

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	19430	1	1	None Used
2	26760	2	2	Helmet
4	26765	4	4	Protective Pads Used (elbows, knees, shins, etc.)
3	26761	3	3	Reflective Equipment/Clothing (jacket, backpack, etc.)
6	26766	5	5	Lighting
8	26768	7	7	Other Safety Equipment
7	26767	8	8	Not Reported
9	26764	9	9	Unknown if Used

Remarks:

Select all that apply.

None Used is used when the case materials specifically states that the non-motorist was not wearing or carrying any type of safety equipment.

Helmet is used when the case materials indicate that the non-motorist was wearing a safety helmet. The non-motorist does not have to be riding a bicycle at the time of the crash to use this attribute.

Protective Pads Used is used when the case materials indicate the non-motorist was wearing padded, shaped attachments to protect specific areas of the body (elbows, knees, shins, etc.) from injury.

Reflective Equipment/Clothing is used when the case materials indicate that the non-motorist was wearing or carrying some type of reflective equipment. The emphasis is on the

reflective property of the equipment and does not include devices which give off light under their own power (e.g. flashlights). The equipment can be reflective tape affixed to regular clothing, special reflective clothing, a reflective device that is worn or a reflective device that is carried. It can be made by the non-motorist and does not have to be specially designed as a safety device.

Lighting is used when a non-motorist uses a light on his/her person or on a pedalcycle or personal conveyance for safety purposes, to include flashlights.

Other Safety Equipment is used when the case materials indicate that the non-motorist was using safety equipment but it does not fit into the listed attributes. Any clothing that is non-reflective but considered to be safety equipment (hi-glo orange clothing) should be coded using this attribute.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown If Used if the investigating officer indicates that it is unknown if safety equipment was used.

GES SPECIAL INSTRUCTION:

This data element applies to people who are not occupants of motor vehicles.

AIR BAG DEPLOYED

GES: P21

Screen Heading: Occupant Characteristics

FARS: **P12**

Format: 2 numeric

Screen Name: Bag Available (870-E)

Long Name: Did the air bag deploy for this occupant's seat position?

SAS Name: Person.AIR_BAG

Oracle Name: GES.AirBag.AirbagAvailID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
n/a	null	96	96	Not a Motor Vehicle Occupant
1	10	0	00	Not Applicable
2	11	1	01	Deployed-Front
3	12	2	02	Deployed-Side (door, seatback)
4	13	3	03	Deployed-Curtain (roof)
5	14	7	07	Deployed-Other (knee, air belt, etc.)
6	15	8	08	Deployed-Combination
7	16	9	09	Deployment-Unknown Location
8	17	20	20	Not Deployed
9	18	28	28	Switched Off
97	97	97	98	Not Reported
10	19	99	99	Deployment Unknown

Remarks:

This element is used to record air bag availability and deployment for this person as reported in the case materials. Code this element regardless of the motor vehicle's Body Type or the age of the motor vehicle.

Not Applicable is used when the case materials indicate there was no air bag available for this person. Examples include any of the following terms.

- Not Applicable, No Air bag, Not Equipped, Not Present, None, Not available/Unavailable, Not Installed

Not Deployed is used only if the available information indicates the vehicle is equipped with an air bag (air bags) for this occupant's position, but it (they) did not deploy in this crash.

Deployed-Front, Deployed-Side, Deployed-Curtain, Deployed-Other, Deployed-Combination, and Deployment-Unknown Location are used only if you have indication in the available information that an air bag deployed for this occupant's seat position (not for others in the vehicle.) There may be multiple air bags available for this occupant's seat position. **Deployed-Front, Deployed-Side** and **Deployed-Curtain** are used if case materials indicate that at least one air bag deployed for this person from only one of these directions. **Deployed-Combination** is used if case materials indicate that air bags deployed from more than one direction (e.g., SIDE and FRONT) for this seat position. **Deployment-Unknown Location** is used if an air bag did deploy for this person, but the origin of the air bag is not known.

Switched Off is used when the case materials indicate that any air bag for this occupant's position was manually switched off and did not deploy. This attribute takes precedence over all other codes for this seating position.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Deployment Unknown is used if the investigating officer indicates that deployment of an air bag was unknown.

NUMBER OF MOTOR VEHICLES STRIKING NON-MOTORIST

GES: P22

Screen Heading: Non-Motorist Data

FARS: **NM4**

Format: 3 numeric

Screen Name: Harming Vehicle # (1000-E?)

Long Name: Enter the non-motorist's striking vehicle number.

SAS Name: Person.Str_Veh

Oracle Name: GES.NonMotorist.StrikeVehicleID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
n/a	null, -1	00	000	Not Applicable-Occupant of a Motor Vehicle**
1-30	*	1-30	001-998	Assigned Vehicle Number
N/A	N/A	N/A	999	Unknown

Remarks:

This data element captures the vehicle that made contact with the non-motorist being coded. This only applies to those non-motorists who are not occupants of a motor vehicle.

In cases where more than one vehicle makes contact with a non-occupant, code the number of the vehicle that caused the most significant injury. If uncertain, code the number of the vehicle that made contact first.

Unknown is used when the investigating officer indicates that it is unknown which vehicle struck the non-motorist.

GES SPECIAL INSTRUCTION:

*The Oracle value is set equal to the value of GES.Vehicle.VehicleID for the in-transport motor vehicle which comes in contact with the non-motorist.

****Not Applicable** is used for vehicle occupants (Person Types 01, 02, 03, 09, 77).

NON-MOTORIST PARKED/WORKING VEHICLE NUMBER

GES: P23

Screen Heading: Non-Motorist Data

FARS:XXX

Format: Not A FARS
Element

Screen Name: Parked/Working Vehicle # (895-R)

Long Name: Enter the non-motorist's parked/working vehicle number.

SAS Name: Person.PVehno

Oracle Name: GES.NonMotorist.ParkVehicleID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
n/a	n/a	0	X	Not Applicable
*	*	1-30	X	Parked/Working Vehicle Number

Remarks:

This variable applies to non-motorists where P03, Person Type, equals "Occupant Of A Motor Vehicle Not In-Transport."

This variable is the number of the parked/working vehicle this person is a part of.

Not Applicable applies when P03, Person Type, equals SAS values 1, 2, 4, 5, 6, 7, 8, 9, 10, 19, 77 or 78.

* The Oracle value is set equal to the value of GES.Parked.PVehicleID for the parked/working vehicle the non-motorist is associated with.

ANY INDICATION OF MIS-USE OF RESTRAINTS/HELMET USE

GES: P24

Screen Heading: Indication of Restraints/Helmet Mis-Use

FARS: **P11**

Format: 1 numeric

Screen Name:

Long Name: Were there any indications of Restraint/Helmet mis-use?

SAS Name: Person.Rest_Mis

Oracle Name: GES.Person.Restraintmisuse

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
n/a	-1	96	96	Not a Motor Vehicle Occupant
1	1	1	0	No
2	2	2	1	Yes

Remarks:

No is used when the case materials indicate that the restraints or helmet use were not mis-used. Also, included in No is Unknown. If the investigating officer states that the restraints were being used but it couldn't be determined if they were mis-used use this attribute

Yes is used when the case materials indicate that the restraints or helmet use were mis-used at the time of the crash.

Examples:

- The investigating officer states in the crash report that the driver of Vehicle 1 had the shoulder belt portion of the seatbelt behind his back.***
- The investigating officer states the operator of the motorcycle had the helmet on backwards.***

An indication of Yes requires a positive response in the case materials, if not default to No.

NON-MOTORIST ACTION/CIRCUMSTANCES

PRIOR TO CRASH

GES: P25

Screen Heading: Non Motorist Action/Circumstances Prior to Crash

FARS:NM11

Format: 2 numeric. **Select all the apply.**

Screen Name: Non Motorist Action/Circumstances Prior to Crash

Long Name: What were the actions/circumstances of the non-motorist immediately prior to the critical precrash event?

SAS Name: nmprior.MPR_ACT

Oracle Name: GES.Nmactionprior.Actionid

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	1	1	01	<i>Going To or From School (K-12)</i>
2	2	2	02	<i>Waiting to Cross Roadway</i>
3	3	3	03	<i>Crossing Roadway</i>
4	4	4	04	<i>Jogging/Running</i>
5	5	5	05	<i>Movement Along Roadway with Traffic (In or Adjacent to Travel Lane)</i>
6	6	6	06	<i>Movement Along Roadway Against Traffic (In or Adjacent to Travel Lane)</i>
7	7	7	07	<i>Movement on Sidewalk</i>
8	8	8	08	<i>In Roadway – Other (Working, Playing, etc.)</i>
9	9	9	09	<i>Adjacent to Roadway (e.g., Shoulder, Median)</i>
10	10	10	10	<i>Working in Trafficway (Incident Response)</i>
11	11	11	11	<i>Entering/Exiting a Vehicle</i>
12	12	12	12	<i>Disabled Vehicle Related (Working on, Pushing, Leaving/Approaching)</i>
XX	XX	XX	14	<i>Other</i>
0	0	15	15	<i>None</i>
97	97	98	98	<i>Not Reported</i>
99	99	99	99	<i>Unknown</i>

Remarks:

Select all that apply.

The action of the non-motorist immediately prior to their involvement in the crash and an indication of whether the non-motorist was walking/cycling to/from school.

Going To or From School (K-12) includes person age 5-18 or an adult supervising persons age 5 - 18 going to or from a school for any reason. Examples are going to a school dance, sports practice or extracurricular activities.

Waiting to Cross Roadway is used when the non-motorist is near the curb or the roadway edge waiting to cross a roadway anywhere along the roadway.

Crossing Roadway is used when the non-motorist was moving across the travel lanes with the goal of crossing the roadway.

Jogging/Running is used when the pedestrian was running or jogging.

Movement Along Roadway with Traffic (In or Adjacent to Travel Lane) is used when the non-motorist was not on a sidewalk and was moving in the same direction of traffic, either in the travel lane or adjacent to it.

Movement Along Roadway Against Traffic (In or Adjacent to Travel Lane) is used when the non-motorist was not on a sidewalk and was moving in the opposite direction of traffic (facing oncoming vehicles), either in the travel lane or adjacent to it.

Movement on Sidewalk is used when the non-motorist was moving (not standing) on the sidewalk.

In Roadway - Other (Working, Playing, Etc.) is used when the non-motorist was in the roadway but not crossing it. Examples include conducting maintenance, playing in the roadway, or lying in the roadway.

Adjacent to Roadway (e.g., Shoulder, Median) is used when the non-motorist was in an area immediately adjacent to the roadway, such as a median or a shoulder, but not a sidewalk.

Working in Trafficway (Incident Response) is used when the non-motorist was in the roadway as part of an official response to an incident, such as a firefighter moving between an emergency vehicle and a crash involved vehicle.

Entering/Exiting a Vehicle is used when a pedestrian was in the act of entering or had just exited a motor vehicle.

Disabled Vehicle Related (Working on, Pushing, Leaving/Approaching) is used when the pedestrian was outside of a disabled vehicle for any of a number of reasons, including working on it, pushing it, leaving it, or approaching it.

Other is used when the actions or circumstances stated in the case materials do not reflect the listed attributes for this data element.

None is used when the case materials specifically states that the non-motorist did not have any actions or circumstances prior to the crash.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown is used when the case materials state that the action or circumstances of the non-motorist prior to the crash was unknown.

NON-MOTORIST ACTION/CIRCUMSTANCES **AT TIME OF CRASH**

GES: P26

FARS:NM12

Screen Heading: Non Motorist Action/Circumstances at time of Crash

Format: 2 numeric. **Select all the apply.**

Screen Name: Non Motorist Action/Circumstances at time of Crash

Long Name: What were the the actions/circumstances of the non-motorist that may have contributed to the crash?

SAS Name: nmcrash.MTM_CRSH

Oracle Name: GES.Nmactionduring.Actionid

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
0	0	0	00	<i>No Improper Action</i>
1	1	1	01	<i>Dart/Dash</i>
2	2	2	02	<i>Failure to Yield Right-Of-Way</i>
3	3	3	03	<i>Failure to Obey Traffic Signs, Signals or Officer</i>
4	4	4	04	<i>In Roadway Improperly (Standing, Lying, Working, Playing)</i>
5	5	5	05	<i>Entering/Exiting Vehicle</i>
6	6	6	06	<i>Inattentive (Talking, Eating, etc.)</i>
7	7	7	07	<i>Improper Turn/Merge</i>
8	8	8	08	<i>Improper Passing</i>
9	9	9	09	<i>Wrong-Way Riding or Walking</i>
10	10	10	10	<i>Driving on Wrong Side of Road</i>
12	12	12	12	<i>Improper Crossing of Roadway or Intersection (Jaywalking)</i>
13	13	13	13	<i>Failing to Have Lights on When Required</i>
14	14	14	14	<i>Operating Without Required Equipment</i>
15	15	15	15	<i>Improper or Erratic Lane Changing</i>
16	16	16	16	<i>Failure to Keep in Proper Lane or Running Off Road</i>
17	17	17	17	<i>Making Improper Entry to or Exit from Trafficway</i>
18	18	18	18	<i>Operating the Vehicle in Other Erratic, Reckless, Careless or Negligent Manner</i>

19	19	19	19	<i>Not Visible (Dark Clothing, No Lighting, etc.)</i>
20	20	20	20	<i>Passing with Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle</i>
98	98	21	21	<i>Other</i>
97	97	98	98	<i>Not Reported</i>
99	99	99	99	<i>Unknown</i>

Remarks:

The actions/circumstances of the non-motorist that may have contributed to the crash. This data element is based on the judgment of the law enforcement officer investigating the crash.

No Improper Action is used when the investigating officer states that no improper action was taken by the non-motorist.

Dart/Dash is used when a non-motorist either ran, rode, etc., into the roadway in front of a motorist whose view of the non-motorist was not obstructed or the non-motorist walked, ran, rode, etc., into the road and was struck by a motorist whose view of the pedestrian was blocked until an instant before impact.

For example:

1. A pedestrian runs into the roadway in front a motorist whose view of the pedestrian was blocked until an instant before impact.
2. A bicyclist enters the roadway in front of a motorist whose view of the bicyclist was not obstructed.

Not Visible (Dark Clothing, No Lighting, etc.) is used when the non-motorist was not visible to the motorist because of blocked views, insufficient lighting or other reasons.

Other is used when the case materials state that an action(s)/circumstances(s) by the non-motorist may have contributed to the crash, but are not listed in these attributes.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown is used when the case materials state that the action(s)/circumstance(s) of the non-motorist was unknown at the time of the crash.

PEDESTRIAN/BIKE TYPING

GES: P27-P37

Screen Heading: Various

Screen Name: Various

Long Name: Various

SAS Name: Various

Oracle Name: Various

FARS:NM9

Format: **Elements**
Completed in MDE

Pedestrian and Bicycle *Crash Type* describes the pre-crash actions of the involved parties to better define the sequence of events and precipitating actions leading to crashes between motor vehicles and pedestrians or bicyclists.

During the 1970s, the National Highway Traffic Safety Administration developed methodologies for *typing* pedestrian and bicycle crashes. In the 1990s, the methodologies were applied to more than 8,000 pedestrian and bicycle crashes in six States. The results provided a representative summary of the distribution of crash types experienced by pedestrians and bicyclists and, over time, this method has evolved and was refined. Ped/Bike typing is offered as a tool to help overcome hindrances to the development of effective countermeasures to prevent bicyclist and pedestrian crashes

In FARS and GES, Pedestrian and Bicycle Crash Typing is accomplished through a software application so that by simply following on-screen prompts and clicking on choices, the analyst/coder successfully enters data into the file without actually doing any coding.

Since data input is software driven, elements, attributes and remarks are not presented here in the printed manual. The data entry system automatically presents the application at the appropriate time when a non-motorist with an appropriate person type is entered.

The Pedestrian/Bike Typing application is presented for the following person types:

- **Pedestrian,**
- **Persons on Personal Conveyances,**
- **Bicyclist,**
- **Other Cyclist.**

Additional detail on PED/BIKE TYPING is available in the electronic version of the 2010 FARS/GES Coding and Validation Manual.

TRAFFIC CONTROL DEVICE - CYCLIST

GES: MB_A16

FARS: XXX

Screen Heading: Non-Motorist Data - Cyclists

Format: Not a FARS
Element

Screen Name: Cyclist Traffic Control Devices (960-E)

Long Name: What traffic control devices are applicable to this cyclist?

SAS Name: Biketraf.BTrafCon

Oracle Name: GES.BiketrafTrafficDevice.DeviceID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
n/a	26623	00	XX	No Controls
<u>Traffic Signals</u>				
2	26650	1	XX	Traffic Control Signal (on colors) without Pedestrian Signal
3	26651	2	XX	Traffic Control Signal (on colors) with Pedestrian Signal
4	26652	3	XX	Traffic Control Signal (on colors) not known whether or not Pedestrian Signal
6	26626	8	XX	Other Highway Traffic Signal
7	26627	9	XX	Unknown Highway Traffic Signal
2	26625	4	XX	Flashing Traffic Control Signal
<u>Regulatory Signs</u>				
1	26628	21	XX	Stop Sign
2	26629	22	XX	Yield Sign
11	26631	28	XX	Other Regulatory Sign
12	26632	29	XX	Unknown Regulatory Sign
13	26630	23	XX	School Zone Sign/Device
8	26653	5	XX	Lane Use Control Signal
14	26654	44	XX	Warning Sign
15	26655	63	XX	Railway Crossing Device
1	26638	51	XX	Person
2	26642	98	XX	Other
97	26656	97	XX	Not Reported
3	26643	99	XX	Unknown

Remarks:

Enter the attribute indicated in the case materials which best describes the traffic controls in the bicycle's environment just prior to this bicycle's critical precrash event. The roadway used for coding this element is the one this bicycle departed if it is off the roadway just prior to its critical precrash event. If this bicycle is in a junction just prior to its critical precrash event, this element is coded based on the roadway this bicycle was on before entering the junction. Code the attribute indicated in the case materials if it directly matches.

Code this element whether the device was functioning or not. If more than one device is present, code the highest device (lowest number on list) most related to the crash.

There are two exceptions:

1. One exception is **Person** which includes a law enforcement officer, crossing guard, flagman, etc. **Person** takes precedence over the entire list.
2. The other exception is an **Other Regulatory Sign** which includes a Regulatory Speed Limit Sign.

No Controls is used if, at the time of the crash, there was no intent to control (regulate or warn) bicycle traffic. Use this attribute if statutory controls apply (e.g., state law requires that when two bicycles meet at an uncontrolled intersection, the one on the right has the right-of-way).

When a traffic control is deactivated (e.g., traffic signal that emits no signals) during certain times of the day and was deactivated at the time of the crash, code **No Controls**. A traffic control that has just been installed and not yet activated is also coded **No Controls**.

However, a traffic control that is out (e.g., due to a power failure) and was reported as such in the case materials is coded, unless a temporary control (e.g., stop sign, police officer, etc.) has been inserted, in which case the temporary control should be coded.

Traffic Control Signal (on colors) without Pedestrian Signal refers to any highway traffic signal by which traffic is alternatively directed to stop and permitted to proceed, utilizing the colors of red, yellow and green. This traffic control signal does not have a pedestrian control signal. The source of actuation is of no concern.

Traffic Control Signal (on colors) with Pedestrian Signal refers to any highway traffic signal by which traffic is alternatively directed to stop and permitted to proceed, utilizing the colors of red, yellow and green. This traffic control signal does have a pedestrian control signal. The source of actuation is of no concern.

Traffic Control Signal (on colors) not known whether or not Pedestrian Signal any highway traffic signal by which traffic is alternatively directed to stop and permitted to proceed, utilizing the colors of red, yellow and green. It is unknown if this traffic control signal has a pedestrian control signal. The source of actuation is of no concern.

Other Highway Traffic Signal should be coded for traffic signals that are not covered in the preceding attributes. Use this attribute when a School Bus uses flashing lights to control traffic around the bus, regardless of any additional signs the school bus uses. For example, a school bus uses flashing lights and a stop sign on an arm to stop traffic around the school bus. This should only be used if the crash occurred during the time the sign was in effect.

Unknown Highway Traffic Signal is used with the investigating officer reported that the highway traffic signal was unknown at the time of crash.

Flashing Traffic Control Signal usually has a single colored head and flashes. Use this attribute if it is a Highway Traffic Signal that is flashing. This includes a flashing beacon. If a flashing red beacon appears with a stop sign, use this attribute.

Guide signs do not constitute traffic controls.

You may have a Regulatory Speed Limit Sign along with another Traffic Control Device (for example, a Warning Sign for a dangerous condition in which the Warning Sign is more relevant in the crash). In this case, the Warning Sign is more appropriate to code.

Another set of questions arises from the issue of proximity of the device to the crash. Judgment must be applied in these situations. Typical signs which create such problems are:

- Speed limit signs where a party to the crash may be speeding
- “Do Not Pass” signs where a no passing zone extends for miles but is only marked at the beginning of the zone
- Pedestrians Prohibited signs at entrances to freeways but a pedestrian crash occurs on the freeway between interchanges
- And other such signs which may pertain to a significant length of road.

In these instances, if the crash occurs within reasonably close proximity of the sign and the sign type is relevant to the crash then it may be appropriate to code the sign.

If there is a question as to which type a sign is, consult the Manual of Uniform Traffic Control Devices (MUTCD). Generally, the appropriate code should be used if a party to the crash failed to heed the sign, was in a position to be controlled by the sign, or the sign has some relationship to the crash. For example, for a crash at a four-legged, two-way stop intersection where a driver fails to stop at the stop sign and collides with another bicycle, use the attribute **Stop Sign**. Conversely, at the same intersection, a driver on an approach not controlled by a stop sign loses control and strikes a utility pole. In this case, **Stop Sign** would not be appropriate.

Pavement markings are not considered as traffic control devices.

Stop Sign is a traffic sign used to control vehicular traffic, usually erected at road junctions, that instructs drivers to stop and then to proceed only if the way ahead is clear.

Yield Sign indicates that a bicycle driver must slow down and prepare to stop if necessary usually while merging into traffic on another road but needn't stop if the way is clear.

Other Regulatory Sign

Regulatory signs inform highway users of traffic laws or regulations and indicate the applicability of legal requirements that would not otherwise be apparent.

Examples of Regulatory Signs other than **Stop Sign** or **Yield Sign** are:

- Speed Limit signs
- Turn Prohibition signs
- Do Not Pass
- Do Not Enter signs
- Wrong-way
- One-way signs
- Road Closed signs
- Hazardous Cargo signs.

Unknown Regulatory Sign is used with the investigating officer reported that the regulatory sign was unknown at the time of crash.

School Zone Sign/Device is used when the first harmful event occurred during the time the sign was in effect. If the sign was in effect, it does not matter whether or not children were present. Some **School Zone Signs/Devices** can be flashing, if this is the case, use this attribute before using **Flashing Traffic Control Signal**.

Lane Use Control Signal is for permanent lane control electronic devices (i.e., overhead lights or "X" indicating lane open or closed for rush hour lanes, bridges or at tollbooths).

Warning Signs is used when it is deemed necessary to warn traffic of existing or potentially hazardous conditions on or adjacent to a highway or street. Examples of **Warning Signs** are: Changes in Horizontal Alignment signs (Hill, Curve, etc.), Road Narrows, Divided Road/Divided Road Ends, Low Clearance, Road Surface Condition signs (Bump, Slippery When Wet, etc.), Traffic Flow signs (Merge, Two-way Traffic, No Passing Zone etc.). This includes electronic warning signs such as portable signs, (i.e., attached to a bicycle), or stationary devices. Also use **Warning Signs** for the flashing lights on an approaching train.

Railway Crossing Device is used to control or warn vehicular traffic at a railway crossing.
Examples:

- Flashing Lights
- Wigwags
- Bells
- Cross Bucks

Person is someone, (e.g., police officer, crossing guard, flagman or officially designated person), that is in the act of controlling both vehicular and pedestrian traffic.

Other includes: any other device, which (a) functions as a traffic control device which is not listed as an attribute of this data element and (b) is not excluded by the manual and (c) is related to the crash. Some examples are: barricades, cones, drums and object markers.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown is used if the investigating officer reported that the traffic control device at the time of crash was not known.

PARKED/WORKING VEHICLE NUMBER

GES: PV01/PE01

Screen Heading: Parked/Working Vehicle Number/
Parked/Working Vehicle Number (1425-R)

FARS:XXX

Format: Not A FARS
element

Screen Name: None (N) / Parked/Working Vehicle Number
(1425-R)

Long Name: None / Which parked/working vehicle is
associated with the event?

SAS Name: Parked.PVehno, Vevent.PVEHNUM

Oracle Name: GES.Parked.VehicleNumber,
GES.ParkedEvent.VehicleID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1-30	1-30	1-30	X	Computer Assigned Number
n/a	n/a	96	n/a	Not a Parked/Working Motor Vehicle

Remarks:

Parked/Working vehicles within a crash are numbered sequentially by the computer beginning with 1; no numbers are skipped.

Parked vehicles are motor vehicles stopped off the roadway.

Working motor vehicles are motor vehicles which are in the act of performing trafficway construction, maintenance or utility work when involved in a crash.

PARKED/WORKING VEHICLE TYPE

GES: PV02

Screen Heading: Parked/Working Vehicle Characteristics

Screen Name: Parked/Working Vehicle Type (1210-E)

Long Name: What is the type of the parked/working vehicle?

SAS Name: Parked.PType

Oracle Name: GES.Parked.TypeID

FARS:XXX

Format: Not A FARS
element

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	1	1	2,3	Parked Vehicle
2	2	2	4	Working Vehicle

Remarks:

Parked Vehicle is used when a motor vehicle is stopped off the roadway. A motor vehicle stopped off the roadway, its door open over a roadway, is classified as a parked vehicle.

Working Vehicle -- A motor vehicle is considered a working motor vehicle if and only if it is in the act of performing trafficway construction, maintenance or utility work when it is involved in a crash. This "work" may be located within or outside the trafficway boundaries, including portions of the trafficway closed for construction.

Working Motor Vehicle Inclusions:

1. Asphalt/steam roller working in a highway construction zone paving the roadway or flattening dirt.
2. State highway maintenance crew painting lane lines on the road, mowing grass on the roadside or median, repairing potholes, removing debris from the roadway, etc.
3. Utility truck or a "cherry picker", performing maintenance on power lines along the roadway or maintaining a traffic signal.
4. A private excavating company contracted by the State digging the foundation for a new overpass.
5. A state, county, or privately owned snow plow, plowing ice/snow as part of a highway maintenance activity.
6. Street sweeper sweeping the street.

7. A vehicle in a mobile work convoy displaying arrow boards or other signaling devices warning motorists of the work activity.
8. A law enforcement vehicle which is participating strictly in a stationary construction or mobile maintenance activity as a traffic slowing, control, signaling or calming influence.

Working Motor Vehicle Exclusions:

1. Vehicles performing a private construction/maintenance activity.
2. Law enforcement vehicles performing other work activities, such as traffic stops, accident investigation, patrolling, and traffic control which is not related to construction, maintenance or utility work on the trafficway.
3. Vehicles performing a work activity other than highway construction, maintenance, or utility work.
4. Construction, maintenance, utility vehicles while moving from one job site to another.

Working motor vehicles do not include personal motor vehicles performing 'neighborly' activity (such as plowing the neighborhood streets) and not contracted to perform highway construction, maintenance or utility work or motor vehicles such as garbage trucks, delivery trucks, taxis, police motor vehicles, emergency motor vehicles or tow trucks.

When the motor vehicle is not in the act of performing "work" and involved in a crash, these highway construction, maintenance or utility vehicles are not working motor vehicles and can be:

1. In-transport when in motion or stopped on a roadway; or
2. Not in-transport when stopped off the roadway.

If the PAR is unclear whether the motor vehicle is actually in the act of performing work at the time of the crash, then consider the motor vehicle as not working. For example, if the crash involves a passenger car and a snow plow but the road conditions are clear, then assume the snow plow was not working.

PARKED/WORKING VEHICLE MAKE

GES: PV03

Screen Heading: Parked/Working Vehicle Data

FARS:V8

Format: 2 numeric

Screen Name: Parked/Working Vehicle Make (1220-E)

Long Name: What is the make of the parked/working vehicle?

SAS Name: Parked.PMake

Oracle Name: GES.Parked.Make

ELEMENT VALUES

See element values section under V03, Vehicle Make.

Remarks:

Note that for both PV03 - Parked/Working Vehicle Make, and PV04 - Parked/Working Vehicle Model, the use of the terms “other” and “unknown” have very specific meanings. “Other” refers to a make or model which is known but is not explicitly listed. “Unknown” refers to the situation where no specific make or model is known.

Selection of the proper “other” or “unknown” code can only be made with consideration of the parked/working vehicle’s body type. For example, if a medium/heavy truck or bus make is known and is not listed, PV03 - Parked/Working Vehicle Make, is coded OTHER MAKE (**med/heavy truck/bus or “other”**) and the appropriate model code is used. If the make is unknown but the body type is known as a “school bus”, for instance, PV03 - Parked/Working Vehicle Make, is coded **Unknown Manufacturer** and PV04 - Parked/Working Vehicle Model, is coded **Unknown Bus Type**.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

PARKED/WORKING VEHICLE MODEL

GES: PV04

Screen Heading: Parked/working Vehicle Data

FARS:V10

Format: 3 numeric

Screen Name: Parked/Working Vehicle Model (1230-E)

Long Name: What is the model of the parked/working vehicle?

SAS Name: Parked.PModel

Oracle Name: GES.Parked.Model

ELEMENT VALUES

See element values section under V04, Vehicle Model.

Remarks:

Note that for both PV03 - Parked/Working Vehicle Make, and PV04 - Parked/Working Vehicle Model, the use of the terms “other” and “unknown” have very specific meanings. “Other” refers to a make or model which is known but is not explicitly listed. “Unknown” refers to the situation where no specific make or model is known.

Selection of the proper “other” or “unknown” code can only be made with consideration of the parked/working vehicle’s body type. For example, if a medium/heavy truck or bus make is known and is not listed, PV03 - Parked/Working Vehicle Make, is coded OTHER MAKE (**med/heavy truck/bus or “other”**) and the appropriate model code is used. If the make is unknown but the body type is known as a “school bus”, for instance, PV03 - Parked/Working Vehicle Make, is coded **Unknown Manufacturer** and PV04 - Parked/Working Vehicle Model, is coded **Unknown Bus Type**.

If a parked/working vehicle make or parked/working vehicle model is encountered which is not listed, headquarters is notified.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

PARKED/WORKING VEHICLE BODY TYPE

GES: PV05

Screen Heading: Parked/Working Vehicle Data

FARS:V11

Format: 2 numeric

Screen Name: Parked/Working Vehicle Body Type (1240-E)

Long Name: What is the body type of this parked/working vehicle?

SAS Name: Parked.PBodyTyp

Oracle Name: GES.Parked.BodyTypeID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
<u>Automobiles:</u>				
1		01	01	Convertible (excludes sun-roof, t-bar)
2		02	02	2-Door Sedan, Hardtop, Coupe
3		03	03	3-Door/2-Door Hatchback
4		04	04	4-Door Sedan, Hardtop
5		05	05	5-Door/4-Door Hatchback
6		06	06	Station Wagon (excluding van and truck based)
7		07	07	Hatchback, Number of Doors Unknown
17		17	17	3-Door Coupe
36		08	08	Sedan/Hardtop, number of doors unknown
37		09	09	Other or Unknown automobile type
<u>Automobile Derivatives:</u>				
10		10	10	Auto-Based Pickup (includes Chevrolet - El Camino, GMC -Caballero, Ford - Ranchero, Chevrolet – SSR; Pontiac – G8-ST; Subaru-Baha, Brat, and Volkswagen - Rabbit Pickup)
11		11	11	Auto-Based Panel (Cargo Station Wagon, auto-based Ambulance/Hearse)
12		12	12	Large Limousine (More than four side doors or stretched chassis)
13		13	13	Three-Wheel Automobile or Automobile Derivative
<u>Utility Vehicles:</u>				
14		14	14	Compact Utility (ANSI D16.1 Utility Vehicle)

Categories “Small” and “Midsize”):

- Small: Chevy-Tracker; GMC - Jimmy/Typhoon; Isuzu - Trooper II; Oldsmobile - Bravada (1991-94); Suzuki - Samurai, Sidekick.
- Midsize: Acura - SLX, RDX; AMC – Hummer H3; Audi - Q5, Q7; BMW - X3, X5; Buick - Rendezvous, Rainier; Cadillac - BRX; Chevrolet - S10-Blazer/TrailBlazer, Tracker (1999 on), TrailBlazer (2003 on), Equinox; Diahatsu -Rocky; Chrysler - Aspen, Dodge - Durango, Nitro, Raider; Ford - Bronco II (1984 on), Escape, Explorer, Explorer Sport; GMC - Jimmy (1995 on), Envoy, Terrain; Honda - CRV, Passport, Element; Hummer - H3; Hyundai - Santa Fe, Tuscon, Veracruz; Infiniti - QX4; Isuzu - Amigo, Axiom, Rodeo, Rodeo Sport, Vehicross, Trooper, Hombre; Jeep - Cherokee (1984 on), Commander, Grand Cherokee, Liberty, Patriot, Wagoneer, Wrangler; Lincoln - Aviator; Kia - Sportage, Sorrento; Land Rover - Defender, Discovery, Freelander; Lexus - RX300, RX330, GX470; Mahinda - Scorpio; Mazda - Navajo, Tribute; Mercedes - M, ML, G, GLK; Mercury - Mariner, Mountaineer; Mitsubishi - Montero, Montero Sport, Endeavor; Nissan - Pathfinder, Xterra; Oldsmobile - Bravada (1996 on);Pontiac - Aztek, Torrent; Saab - 9-7x; Saturn – Vue; Subaru - B9 Tribeca, Forester; Suzuki - Vitara, Vitara V6, Grand Vitara, X90, XL7; Toyota - 4-Runner, FJ Cruiser, Highlander, RAV4; Volkswagen - Tiguan; Volvo - XC90.

15 15 15 Large utility (ANSI D16.1 Utility Vehicle Categories and “Full Size” and “Large”)

- Full Size: Acura - MDX; Cadillac - Escalade; Chevrolet Full-size Blazer, Tahoe; Chrysler - Aspen; Ford - Full-size Bronco (78 and after), Excursion, Expedition; Honda - Pilot; Hyundai - Vera Cruz; GMC - Jimmy (1991 on), Yukon (Denali/XL); Infiniti - QX56; Isuzu - Ascender; Jeep - Cherokee (83 and before); Kia - Mesa, Borrego; Land Rover - LR2, LR3, Range Rover; Mercedes Benz - GL; Nissan - Armada; Porsche - Cayenne; Lexus -

LX450/470; Lincoln - Navigator; Toyota - Land Cruiser, Sequoia; Volkswagen - Touareg.

- Large: Avanti - Studebaker XUV; AMC - Hummer (H1, H2)

16	16	16	Utility station wagon (includes suburban limousines), Cadillac – Escalade ESV; Chevrolet – Suburban (Yukon XL (2000 on), Travellall, Jeep – Grand Wagoneer)
19	19	19	Utility Vehicle, Unknown Body Type

Van-Based Light Trucks (GVWR <= 10,000 lbs.):

20	20	20	Minivan (Buick-Terraza; Chevrolet-Astro, Lumina, Uplander, Venture; Chrysler-Town and Country, Voyager; Dodge-Caravan, Grand Caravan; Ford-Aerostar, Windstar, Freestar, Transit Connect; GMC-Safari, Savana; Honda-Odyssey; Hyundai-Entourage; Isuzu-Oasis; Kia-Sedona; Mazda-MPV; Mercury-Monterey, Villager; Mistubishi-Minivan; Nissan-Altra EV, Axxess, Quest, Van; Oldsmobile-Silhouette; Plymouth-Voyager, Grand Voyager, Vista; Pontiac-Transport, Montana; Saturn-Relay; Toyota-Previa, Sienna; Volkswagen-Camper, Eurovan, Routan, Vanagon.
21	21	21	Large Van-Includes van-based buses (B150-B350, Sportsman, Royal Maxiwagon, Ram, Tradesman, Voyager [83 and before], E150-E450, Econoline, Clubwagon, Chateau, G10-G30, Chevy Van, Beauville, Sport Van, G15-G35, Rally Van, Vandura, Freightliner - Sprinter/Advantage, Mercedes Benz - Sprinter, Dodge - Sprinter)
22	22	22	Step-van or walk-in van (<= 10,000 lbs. GVWR)
28	28	28	Other van type (Hi-Cube Van, Kary)
29	29	29	Unknown van type

Light Conventional Truck (Pick-up style cab, GVWR <= 10,000 lbs.):

30	30	30	Compact pickup (GVWR < 4,500 lbs.) (Chevrolet - Colorado, Courier, S-10, T-10, LUV; Dodge - D50, Colt P/U, Ram 50, Dakota; Plymouth - Arrow Pickup [foreign]; Ford - Courier, Ranger, Explorer Sport Trac; GMC – Canyon, Dakota, S-15, T-15, Sonoma, Honda - Ridgeline; Isuzu - Hombre, i-280, i-350; Mazda - Pickup, B-Series; Mitsubishi - Pickup; Nissan/Datsun - Pickup, Frontier; Toyota - Pickup, Tacoma)
31	31	31	Standard pickup (GVWR 4,500 to 10,000 lbs.) (AM

General - Hummer Pickup; Avanti - Studebaker XUT; Cadillac - Escalade EXT; Chevrolet - Avalanche, Silverado, C-K 1500, C-K 2500, C-K 3500, S/T, Sierra, R100-R500; Dodge - Ram Pick up, Dakota, D100-D350, W100-W350, Ford – F100-F350; GMC - C10-C35, K10-K35, R10-R35, V10-V35; Jeep - Pickup, Comanche; Lincoln - Blackwood , Mark LT; Mitsubishi - Raider; Nissan - Titan; Suzuki - Equator; Toyota - Tundra, T-100.)

32	32	32	Pickup with slide-in camper
33	33	33	Convertible pickup
39	39	39	Unknown (pickup style) light conventional truck type

Other Light Convention Trucks (GVWR < = 10,000 lbs.):

40	40	40	Cab Chassis Based (includes Rescue Vehicle, Light Stake, Dump, and Tow Truck)
41	41	41	Truck Based Panel
45	45	45	Other light conventional truck type
48	48	48	Unknown light truck type (not a pickup)
49	49	49	Unknown light vehicle type (automobile, utility vehicle, van, or light truck)

Buses (excludes van-based):

50	50	50	School Bus
51	51	51	Cross Country/Intercity Bus (Motor Coach)
52	52	52	Transit Bus (City Bus)
58	58	58	Other Bus Type
59	59	59	Unknown Bus Type

Medium/Heavy Vehicle (GVWR > 10,000 lbs.):

60	60	60	Step Van (>10,000 lbs. GVWR)
61	61	61	Single-unit straight truck (10,000 lbs. < GVWR < or = 19,500 lbs.)
62	62	62	Single-unit straight truck (19,500 lbs. < GVWR < or = 26,000 lbs.)
63	63	63	Single-unit straight truck (GVWR > 26,000 lbs.)
68	68	64	Single-unit straight truck (GVWR unknown)
66	66	66	Truck-tractor (Cab only, or with any number of trailing units; any weight)
67	67	67	Medium/heavy Pickup (Ford Super Duty 450/550)
71	71	71	Unknown if single-unit or combination unit Medium Truck (10,000 lbs. < GVWR < 26,000 lbs.)
72	72	72	Unknown if single-unit or combination unit Heavy Truck (GVWR > 26,000 lbs.)
78	78	78	Unknown medium/heavy truck type
79	79	79	Unknown truck type (light/medium/heavy)

Motor Homes – (Do NOT code commercial vehicle elements for motor homes, unless hazardous cargo is present):

42	42	42	Light Truck Based Motorhome (Chassis Mounted)
65	65	65	Medium/heavy truck based motor home
73	73	73	Camper or motor home, unknown truck type

Motorcycles, Mopeds, All-Terrain Vehicles; All-Terrain Cycles:

80	80	80	Motorcycle
81	81	81	Moped (motorized bicycle)
82	82	82	Three-wheel Motorcycle or Moped – not All-Terrain Vehicle
83	83	83	Off-road Motorcycle (2-wheel)
88	88	88	Other motored cycle type (mini-bikes, motor scooters, pocket motorcycles “pocket bikes”)
89	89	89	Unknown motored cycle type
90	90	90	ATV (All-Terrain Vehicle)/3-Wheel ATC (All-Terrain Cycle)

Other Vehicles:

91	91	91	Snowmobile
92	92	92	Farm equipment other than trucks
93	93	93	Construction equipment other than trucks (includes graders)
97	97	97	Other vehicle type (includes go-cart, fork-lift, city street sweeper, dune/swamp buggy, golf cart)
98	98	98	Not Reported
99	99	99	Unknown body type

Remarks:

AUTOMOBILES

These attributes are used to classify different types of passenger cars. These type of light vehicles, referred to as automobiles, are designed primarily to transport eight or fewer persons.

Convertible (excludes sun-roof and t-bar) refers to a passenger car equipped with a removable or retractable roof. To qualify for this code, the entire roof must open. Convertible roofs are generally fabric; however, removable hardtops are also included. This attribute takes priority over 2-door or 4-door codes.

2-door sedan, hardtop, coupe refers to a passenger car equipped with two doors for ingress/egress and a separate trunk area for cargo (e.g., trunk lid hinged below the backlight). Folding rear seats do not necessarily violate the separate “trunk area” concept.

3-door/2-door hatchback refers to a passenger car equipped with two doors for ingress/egress and a rear hatch opening for cargo (e.g., hinged above the backlight). The cargo area is not permanently partitioned from the passenger compartment area.

3-door/2-door hatchback refers to a passenger car equipped with two doors for ingress/egress and a rear hatch opening for cargo (e.g., hinged above the backlight). The cargo area is not permanently partitioned from the passenger compartment area.

3-door coupe refers to a passenger car equipped with three doors for ingress/egress in which 2 of the doors are located on the driver's side and a separate trunk area for cargo (e.g., trunk lid hinged below the backlight). Folding rear seats do not necessarily violate the separate "trunk area" concept.

4-door sedan, hardtop refers to a passenger car equipped with four doors for ingress/egress and a separate trunk area for cargo (e.g., trunk lid hinged below the backlight). Folding rear seats do not necessarily violate the separate "trunk area" concept.

5-door/4-door hatchback refers to a passenger car equipped with four doors for ingress/egress and a rear hatch opening for cargo (e.g., hinged above the backlight). The cargo area is not permanently partitioned from the passenger compartment area.

Station wagon (excluding van and truck based) refers to a passenger car with an enlarged cargo area. The entire roof covering the cargo area is generally equal in height from front to rear and full height side glass is installed between the C and D-pillars. The rearmost area is not permanently partitioned from the forward passenger compartment area (e.g., "horizontal window shades" to hide cargo do not constitute partitions).

Hatchback, number of doors unknown refers to a passenger car with an unknown number of doors for ingress/egress and a rear hatch opening for cargo (e.g., hinged above the backlight). The cargo area is not permanently partitioned from the passenger compartment area.

Sedan/Hardtop, number of doors unknown refers to a passenger car equipped with an unknown number of doors for ingress/egress and a separate trunk area for cargo (e.g., trunk lid hinged below the backlight). Folding rear seats do not necessarily violate the separate "trunk area" concept.

Other or Unknown automobile type is used for any passenger car that cannot be described by the other automobile codes OR when it is known that the vehicle is a passenger car, but there is insufficient data to determine the type. Do not use this attribute if the Police Accident Report (PAR) alone or in combination with other information gives sufficient detail to identify a more specific attribute.

- **Example #1:** If the possible choices are codes "01," "02", or "09" but there is enough detail to identify that it is a 2-door and that it is NOT a convertible, then use attribute **2-door sedan, hardtop, coupe**.
- **Example #2:** If there is information that it is a 4-door and the PAR eliminates the possibility of a hatchback or station wagon, then use **4-door sedan, hardtop**.

AUTOMOBILE DERIVATIVES

This describes certain passenger cars that have been modified to perform cargo-related tasks. **Auto based pickup** refers to a passenger car based, pickup type vehicle. The roof area (and side glass) rearward of the front seats on a station wagon have been removed and converted into a pickup-type cargo box.

Auto based panel (cargo station wagon, auto based ambulance/hearse) refers to an automotive station wagon that may have sheet metal rearward of the B-pillar rather than glass.

Large Limousine - more than four side doors or stretched chassis refers to an automobile that has sections added within its wheelbase to increase length and passenger/cargo carrying capacity.

Three-wheel automobile or automobile derivative refers to three-wheel vehicles with an enclosed passenger compartment.

UTILITY VEHICLES (< = 10,000 lbs. GVWR)

Utility Vehicles are designed for carrying persons, and generally considered a multi-purpose vehicle that is designed to have off-road capabilities. These vehicles are: generally four-wheel drive (4 x 4), have increased ground clearance, and are equipped with a strong frame. Four wheel drive automobiles are not considered utility vehicles.

Compact Utility refers to a short wheelbase and narrow tracked multi-purpose vehicle designed to operate in rugged terrain.

Large Utility refers to fullsize multi-purpose vehicles primarily designed around a shortened pickup truck chassis. Generally a station wagon style body, some model are equipped with a removable top.

Utility Station Wagon refers primarily to a pickup truck based chassis enlarged to a station wagon.

Utility Vehicle, Unknown Body Type is used when it is known that the vehicle is a utility vehicle, but there is insufficient data to determine the specific type.

VAN-BASED LIGHT TRUCKS (< = 10,000 lbs. GVWR)

Van-Based Light Trucks (< = 10,000 lbs. GVWR) are designed to maximize cargo/passenger area versus overall length. Basically a "box on wheels", these vehicles are identifiable by their enclosed cargo/passenger area and relatively short (or non-existent) hood.

Minivan refers to down-sized cargo or passenger unibody vans.

Large Van refers to a standard cargo or passenger van and includes van-based buses. These vans will generally have a larger capacity in both volume and GVWR.

Step Van or Walk-In Van (< = 10,000 lbs. GVWR) refers to a multi-stop delivery vehicle with a GVWR less than or equal to 10,000 lbs. Examples are the Grumman LLV used by the US Postal Service or the Aeromate manufactured by Utilimaster Motor Corporation.

Other Van Type refers to a cargo or delivery van where the chassis and cab portions from the B-pillar forward of this vehicle are the same as in Minivans or Large Vans with a frame mounted cargo area unit added behind the driver/cab area or if the van cannot be described as a Minivan, Large Van, Step-van or a Van-based motorhome. Annotate the van type when using this code. This code takes priority over Minivans and Large Vans.

Unknown Van Type is used when it is known that this vehicle is a light van, but its specific type cannot be determined.

LIGHT CONVENTIONAL TRUCKS (Pickup Style Cab, < = 10,000 lbs. GVWR)

Light Conventional Trucks are used to describe vehicles commonly referred to as pickup trucks and some of their derivatives. These light trucks are characteristically designed with a small cab containing a single row of seats (extended cabs with additional seats are available for some models), a large hood covering a conventional engine placement, and a separate open box area (approximately 180 to 240 centimeters long) for cargo.

Compact Pickup is used to describe a pickup truck having a width of 178 centimeters or less.

Standard Pickup is used to describe a pickup truck having a width of greater than 178 centimeters.

Pickup with Slide-in Camper is used to describe any pickup truck that is equipped with a slide-in camper. A slide-in camper is a unit that mounts within a pickup bed. Pickup bed caps, tonneau covers or frame mounted campers are not applicable for this code.

Convertible Pickup refers to a pickup truck equipped with a removable or retractable roof. To qualify for this code, the entire roof must open. Convertible roofs are generally fabric; however, removable hardtops are also included. This code takes priority over compact and large pickups.

Unknown (Pickup Style) Light Conventional Truck Type is used when this vehicle is a Light Conventional Truck, but there is insufficient data to determine the specific code.

OTHER LIGHT TRUCKS (< = 10,000 lbs. GVWR)

Other Light Trucks are used to describe vehicles that are based upon a conventional light pickup frame, but a commercial or recreational body has been affixed to the frame rather than a pickup box.

Cab Chassis Based (includes rescue vehicles, light stake, dump and tow truck) is used to describe a light vehicle with a pickup style cab and a commercial (non-pickup) body attached to the frame. Included are pickup based ambulances and tow trucks.

Truck Based Panel is used to describe a truck based station wagon that has sheet metal rather than glass above the beltline rearward of the B-pillars.

Other Light Conventional Truck Type is used for light conventional trucks that cannot be described elsewhere.

Unknown Light Truck Type (not a pickup) is used when it is known that the vehicle is a light truck chassis based vehicle and not a pickup, but insufficient data exist to specify utility, van, or other light vehicle.

Unknown Light Vehicle Type (automobile, utility, van or light truck) is used when it is known that the vehicle is a light vehicle, but insufficient data exists to specify what type of light vehicle it is.

BUSES (Excludes Van-Based)

Buses are defined as any motor vehicle designed primarily to transport large groups of passengers (nine or more persons, including the driver).

School Bus (designed to carry students, not cross country or transit) is a bus designed to carry passengers to and from educational facilities and/or related functions. The vehicles are characteristically painted yellow and clearly identified as school buses. Use this code regardless of whether the vehicle is owned by a school system or a private company. School buses converted for other uses (e.g., church bus) also take this code.

Cross Country/Intercity Bus (Motor Coach) describes a bus body type designed to travel long distances between cities (e.g. Greyhound).

Transit Bus (City Bus) describes a bus body type designed for public transportation typically within a city.

Other Bus Type is a vehicle designed/converted to carry nine or more persons, including the driver, not described by the attributes school bus, cross country/intercity bus, transit bus, or van-based bus. Examples include a specialized tour bus or bus based motor home.

Unknown Bus Type is used when it is known the transport device is a bus but there is insufficient data to choose between the bus attributes.

MEDIUM/HEAVY TRUCKS (> 10,000 lbs. GVWR)

Medium/Heavy Trucks describe a single unit truck specifically designed for carrying cargo on the same chassis as the cab. They pertain to a truck-tractor designed for towing trailers or semi-trailers. Although towing is their primary purpose, some truck-tractors are equipped with cargo areas located rearward of the cab.

Step Van (>10,000 lbs. GVWR) defines a single unit enclosed body with a GVWR greater than 10,000 lbs. and an integral driver's compartment and cargo area. Step vans are generally equipped with a folding driver seat mounted on a pedestal and a sliding door for easy ingress/egress.

Single-Unit Straight Truck describes a non-articulated truck designed to carry cargo. The attribute selected is based on the applicable GVWR range for the vehicle.

Single-Unit Straight Truck (GVWR unknown) describes a medium/heavy non-articulated truck designed to carry cargo. It is known not to be a step van, van, or pickup truck, but its GVWR is unknown.

Truck-Tractor (Cab only or with any number of trailing units) describes a fifth wheel equipped tractor-trailer power unit. The number of trailing units is not a consideration.

Medium/Heavy Pick-up is a single-unit straight truck with a pickup body style with a GVWR > 10,000 lbs. Examples include the Ford Super Duty 350, 450, or 550.

Unknown Medium/Heavy Truck Type is used when it is unknown whether the medium/heavy truck is a single unit truck or a truck-tractor and/or trailer combination and it is known that the vehicle is either a medium or heavy truck with GVWR >10,000 lbs..

Unknown Truck Type (light/medium/heavy) is used when it is known that this vehicle is a truck, but there is insufficient data to classify the vehicle further.

MOTOR HOMES

Motor Homes are recreational vehicles mounted on an incomplete vehicle chassis that is suitable to live in and drive across the country. (Do NOT code commercial vehicle elements for motor homes, unless hazardous cargo is present.)

Light Truck Based Motor Home (chassis mounted) is used to describe a frame mounted recreational unit attached to a light van or conventional chassis.

Medium/Heavy Truck Based Motor Home describes a recreational vehicle mounted on a single unit medium/heavy truck chassis.

Camper or Motor Home, unknown truck type is used when it is known the vehicle is a camper or motor home, but the truck type is unknown.

MOTORCYCLES, MOPEDS, ALL-TERRAIN VEHICLES, ALL-TERRAIN CYCLES

Motorcycle is used when a motor vehicle having a seat or saddle for the use of its operator is a two-wheeled open (e.g., no enclosed body) vehicle propelled by an internal combustion engine. Motorcycles equipped with a side car also use this code.

Moped (motorized bicycle) is used when the vehicle is a speed-limited motor-driven cycle capable of moving either by pedaling or by an internal combustion engine.

Three-Wheeled Motorcycle or Moped is used when the vehicle is a three-wheeled open vehicle propelled by an internal combustion engine or a three-wheeled motorized bicycle capable of moving either by pedaling or by an internal combustion engine.

Off-road Motorcycle (2-wheel) is used when the vehicle is a two-wheeled open vehicle propelled by an internal combustion engine designed or built for off road use only.

Other Motored Cycle (mini-bike, motor scooter, pocket motorcycles “pocket bikes”) is used when the vehicle in question does not qualify for attributes motorcycle, moped, three-wheeled motorcycle or moped (e.g., motor scooter).

Unknown Motored Cycle Type is used when it is known that the vehicle is a motored cycle, but no further data is available.

ATV (All-Terrain Vehicle)/3-Wheel ATC (All-Terrain Cycle) is used for off-road recreational vehicles which cannot be licensed for use on public roadways. ATVs have 3 or 4 or more wheels.

OTHER VEHICLES

Other Vehicles describes all motored vehicles that are designed primarily for off-road use.

Snowmobile refers to a vehicle designed to be operated over snow propelled by an internal combustion engine.

Farm Equipment Other Than Trucks refers to farming implements other than trucks propelled by an internal combustion engine (e.g., farm tractors, combines, etc.).

Construction Equipment Other Than Trucks refers to construction equipment other than trucks propelled by an internal combustion engine (e.g., bulldozer, road grader, etc.).

Other Vehicle Type is used when the motorized vehicle in question does not qualify for Construction equipment other than trucks, Farm equipment other than trucks, or Snowmobile (e.g., fork-lift, city street sweeper, dune/swamp buggy, golf cart, go-kart, “kit” car, etc.).

Unknown Body Type is used when the available information regarding the type of vehicle is reported as Unknown.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

PARKED/WORKING VEHICLE MODEL YEAR

GES: PV06

Screen Heading: Parked/Working Vehicle Data

FARS:V12

Format: 4 numeric

Screen Name: Parked/Working Vehicle Model Year (1250-E)

Long Name: What is the parked/working vehicle model year?

SAS Name: Parked.PModelYr

Oracle Name: GES.Parked.ModelYear

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
7777	7777	7777	9998	Four Digit Model Year
*	9999	9999	9999	Not Reported Unknown

Remarks:

Enter the 4 digit model year of the parked/working vehicle.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

PARKED/WORKING VEHICLE IDENTIFICATION NUMBER

GES: PV07

Screen Heading: Parked/Working Vehicle Data

FARS:V13

Format: 17 alphanumeric

Screen Name: Parked/Working Vehicle VIN (1260-E)

Long Name: What is the vehicle identification number of this parked/working vehicle

SAS Name: Parked.PVIN

Oracle Name: GES.Parked.VIN

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>GES</u>	<u>FARS</u>	<u>SAS</u>
	000000000000000000			No VIN Required
	888888888888888888			Any Alphanumeric Characters – Actual VIN number
	999999999999999999			Not Reported
				Unknown

Remarks:

Vehicles manufactured after September 1980 conform to Federal Motor Vehicle Safety Standard 115. This standard requires that each VIN have 17 characters, not contain the letter "I", "O" or "Q", and pass a mathematical test (check digit). Vehicles older than 1980 may have VINs that are shorter.

Code the complete VIN. The VIN is always left-justified.

If the VIN is less than 17-characters long (pre-1981 VIN), leave the remaining characters blank. Do not zero-fill.

Enter **Unknown** when the entire VIN is unknown or missing.

Trailer VINs are not coded. If the VIN for the power unit is not available, code Unknown.

Enter all zero's or **No VIN Required** if the vehicle is not required to have a VIN as per FMVSS 115 or the vehicle does not require registration (farm tractors, go-carts, etc.).

NOTE: For any multi-stage manufactured vehicle (e.g., school bus, motor home, limousine, tow truck, etc.), enter the VIN for the vehicle's power unit/chassis. Do not code the secondary manufacturer's serial number, which is not considered a VIN under FMVSS 115.

If the vehicle is manufactured by the Ford Motor Company and the VIN begins or ends with a script "f", the script "f" is not entered.

Proceed to the next character, as in the example below.

VIN: f3U62S100932f
ENTER: 3U62S100932

In addition, if any hyphens or periods are contained in the string of alphanumeric characters, ignore them as in the example below.

VIN: SM-E.3076421
ENTER: SME3076421

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

For vehicles that require a VIN, enter Unknown if the PAR does not provide the VIN.

Leave "Blank" any column which does not have a VIN character. If part of the VIN is missing or not decipherable, leave the column any such character would ordinarily occupy "Blank." In the special case where the first 11 columns of the VIN are blank, but part or all of columns 12 through 17 contain information, code Unknown instead of the partial information contained in the columns 12 through 17 of the VIN.

If the information from PC VINA or VINASSIST and the PAR are inconsistent, use the following guidelines:

- Make and model on the PAR takes precedence over the make and model indicated by the VIN.
- Model year - Use model year as indicated by VIN if the VIN Make and Model matches the make and model shown on the PAR.
- Body type - Use body type indicated by the VIN if the VIN Make and Model matches the make and model shown on the PAR.

If the information about make and model on the PAR is inconsistent, model takes precedence over the make.

PARKED/WORKING VEHICLE LICENSE PLATE NUMBER

GES: PV07A

Screen Heading: Vehicle Data

Screen Name: License Plate (472-E)

Long Name: What is the vehicle license plate number?

SAS Name:

Oracle Name: GES.Parked.LicensePlateID

FARS:XXX

Format: Not A FARS
element

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
	0000000000		X	No License Plate Number
	xxxxxxxxxx		X	10 Characters
*	9999999999		X	Unknown

Remarks:

None.

PARKED/WORKING VEHICLE REGISTRATION STATE

GES: PV07B

Screen Heading: Vehicle Data

FARS:V7

Format: 2 numeric

Screen Name: Registered State (474-E)

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

SAS Name:

Oracle Name: GES.Parked.RegistStateID

ELEMENT VALUES

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

29	MT	30	30	Montana
32	NE	31	31	Nebraska
36	NV	32	32	Nevada
33	NH	33	33	New Hampshire
34	NJ	34	34	New Jersey
35	NM	35	35	New Mexico
37	NY	36	36	New York
30	NC	37	37	North Carolina
31	ND	38	38	North Dakota
38	OH	39	39	Ohio
39	OK	40	40	Oklahoma
40	OR	41	41	Oregon
41	PA	42	42	Pennsylvania
42	PR	43	43	Puerto Rico
43	RI	44	44	Rhode Island
44	SC	45	45	South Carolina
45	SD	46	46	South Dakota
46	TN	47	47	Tennessee
47	TX	48	48	Texas
48	UT	49	49	Utah
51	VT	50	50	Vermont
49	VA	51	51	Virginia
50	VI	52	52	Virgin Islands
52	WA	53	53	Washington
54	WV	54	54	West Virginia
53	WI	55	55	Wisconsin
55	WY	56	56	Wyoming
61	98	98	X	No Driver Present
77	77	77	91	Not Reported
92	92	92	92	No Registration
73	73	73	93	Multiple State Registration
57	94	94	94	U.S. Government Tags (includes military)
58	95	95	95	Canada
59	96	96	96	Mexico
60	97	97	97	Other Foreign Country *
56	93	93	98	Other Registration (includes Native American Indian Nations)
62	99	99	99	Unknown

Remarks:

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

If there is no license plate number, use the residence of the driver, no driver present or unknown if the residence of the driver is unknown.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

PARKED/WORKING VEHICLE SPECIAL USE

GES: PV08

Screen Heading: Parked/Working Vehicle Characteristics

FARS:V22

Format: 2 numeric

Screen Name: Parked/Working Vehicle Special Use (1270-E)

Long Name: What special use category applies to this parked/working vehicle?

SAS Name: Parked.PSp_Use

Oracle Name: GES.Parked.SpecialUseID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	26875	0	00	No special use
2	26876	1	01	Taxi
3	26877	2	02	Vehicle used as School Bus
4	26878	3	03	Vehicle used as Other Bus
5	26879	4	04	Military
6	26880	5	05	Police
7	26881	6	06	Ambulance
8	26882	7	07	Fire Truck
13	26890	8	08	Emergency Services Vehicle
17	26897	77	98	Not Reported
14	26900	99	99	Unknown

Remarks:

This data element refers to a motor vehicle that is being used for a function other than the primary function for that type of vehicle. That is, this element is entered using the attributes listed above in those cases where Body Type does not reflect how the vehicle was being used.

The special function served by this motor vehicle regardless of whether the function is marked on the vehicle.

No Special Use is used when the PAR available information does not indicate or imply that this vehicle was applicable to any of the special uses listed above.

Taxi is used when this vehicle was being used during this trip (at the time of the crash) on a "fee-for-hire" basis to transport persons. Most of these vehicles will be marked and formally

registered as taxis; however, vehicles which are used as taxis, even though they are not registered (e.g., "Gypsy Cabs"), are included here. Passengers do not have to be present at the time of the crash. Taxis and drivers which are off-duty at the time of the crash are coded as **No Special Use**. If it is unknown whether or not the taxi is on-duty, code as **Taxi**. This code also applies for limousines on a fee-for-hire basis.

Vehicle used as School Bus is used if this motor vehicle satisfies all of the following criteria:

- externally identifiable to other traffic units as a school/pupil transport vehicle;
- operated, leased, owned or contracted by a public or private school-type institution;
- where the institution's students may range from pre-school through high school;
- whose occupants, if any, are associated with the institution; and
- the vehicle is in operation at the time of the crash to and from the school or on a school-sponsored activity or trip.

In addition, this code includes vehicles which are not externally identifiable as a school/pupil transport vehicle, but do meet all of the other criteria above are vehicles used as school buses. (For example, a transit bus, at the time of the crash, used exclusively [no other passengers except students] to transport students to/from the school or school-related activity).

In most cases, the decision to use this code will be based on a reference to the vehicle as a school bus on the PAR. In this situation, assume the criteria are met unless it is otherwise stated on the PAR.

Vehicle used as Other Bus is used when a motor vehicle is designed for transporting more than ten nine or more persons including the driver and does not satisfy the above "School bus" criteria. For example, BODY TYPE code "School Bus" transporting senior citizens to an activity.

Military is used for any vehicle which is owned by any of the Armed Forces regardless of body type. This code includes:

- military police vehicles;
- military ambulances;
- military hearses; and
- military fire vehicles.

Police is a vehicle equipped with police emergency devices (lights and siren) that is owned or subsidized by any local, county, state or federal government entity. The police vehicle is presumed to be in special use at all times, although not necessarily in "emergency use." Vehicles not owned by a government entity that are used by law enforcement officers (e.g., undercover) are excluded.

Ambulance is used for any readily identifiable (lights or markings) vehicles designed to transport sick or injured persons. The ambulance is presumed to be in special use at all times, although not necessarily in "emergency use."

Fire Truck is used for any readily identifiable (lights or markings) vehicles specially designed and equipped to respond to fire, hazmat, medical, and extrication incidents. This attribute includes medium and heavy vehicles such as engines, pumpers, ladder, platform aerial apparatus, heavy rescue vehicles, water tenders or tankers, brush or wilderness firefighting vehicles, etc.

Emergency Services Vehicle is used for any readily identifiable (lights or markings) vehicles that do not meet the criteria for Ambulance or Fire Truck and are specially designed and equipped to respond to fire, hazmat, medical, and extrication incidents. This attribute includes light vehicles such as sedans, vans, SUVs, pick-ups, trucks, motorcycles, etc.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown is used when no information is available on the vehicle's special use for this trip (i.e., hit-and-run vehicle).

PARKED/WORKING VEHICLE EMERGENCY USE

GES: PV09

Screen Heading: Parked/Working Vehicle Characteristics

FARS:V23

Format: 1 numeric

Screen Name: Parked/Working Vehicle Emergency Use (1280-E)

Long Name: Was this parked/working vehicle on an emergency run at the time of the crash?

SAS Name: Parked.PEm_Use

Oracle Name: GES.Parked.EmergencyUse

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	1	0	0	No
2	2	1	1	Yes
7	7	7	8	Not Reported
3	3	9	9	Unknown

Remarks:

Emergency Use indicates operation of any motor vehicle that is legally authorized by a government authority to respond to emergencies with or without the use of emergency warning equipment, such as a police vehicle, fire truck or ambulance while actually engaged in such response.

Emergency Use also refers to an official motor vehicle that is usually traveling with emergency signals in use; typically red light blinking, siren sounding, etc.

If Special Use is Military, Police, Ambulance, Fire Truck or Emergency Services Vehicle then refer to the case materials to determine if the vehicle was on an emergency response (i.e., red lights flashing, siren sounding, on route to hospital, etc.) at the time of the crash.

No is used when this motor vehicle is not on an emergency response.

Yes is used when this motor vehicle was on an emergency response, regardless of whether the emergency warning equipment was in use.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown is used when:

- The case materials are not clear as to whether the vehicle was on an emergency response.
- The case materials are not clear as to whether the vehicle is legally authorized by a government authority to respond to emergencies.

PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS CODED

GES: PV10

Screen Heading: Parked/Working Vehicle Occupants/Persons

FARS:XXX

Format: Not A FARS element

Screen Name: Coded Parked/Working Vehicle Occupants/Persons (1300-R)

Long Name: How many coded occupants are associated with parked/working vehicle #?

SAS Name: Parked.POcclnvl

Oracle Name: GES.Parked.NumOccCoded

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
0	0	0	X	Zero Occupants Coded
1,...	1,...	1,...	X	Number of Occupants Coded for This Parked/Working Vehicle

Remarks:

Enter **Zero Occupants Coded** when the parked/working vehicle is unoccupied or when there are no people in or on the working vehicle.

Count and enter the total number of coded occupants associated with this parked/working vehicle.

Some State PARs only list drivers and injured passengers of parked/working vehicles. For these States code only the drivers and injured passengers unless there is information elsewhere on the PAR, e.g., the narrative.

For parked buses, only the driver and injured passengers are coded.

PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS

GES: PV10B

FARS:V4

Screen Heading: Parked/Working Vehicle Occupants/Persons

Format: 2 numeric

Screen Name: Parked/Working Vehicle Number of Occupants/
Persons (1290-E)

Long Name: How many occupants are associated with parked/
working vehicle #?

SAS Name: Parked.PNumOccs

Oracle Name: GES.Parked.NumOccs

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
0	0	00	00	None
1,...	1,...	01 -95	01 -95	Total
96	96	96	96	Ninety-six or more
97	97	97	98	Not Reported
*	-9999	99	99	Unknown

Remarks:

This data element must be coded for each motor vehicle involved in the crash.

Code the total number of occupants (injured and uninjured) in this motor vehicle. In bus crashes, the total number of occupants, including the driver, must be entered.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

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

PARKED/WORKING VEHICLE TRAILING

GES: PV13

Screen Heading: Parked/Working Vehicle Data

FARS:V14

Format: 1 numeric

Screen Name: Parked/Working Vehicle Trailing Units (1310-E)

Long Name: Did this parked/working vehicle have trailing units?

SAS Name: Parked.PTrailer

Oracle Name: GES.Parked.Trailing

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	11	0	0	No Trailing Units
2	12	1	1	One Trailing Unit
3	13	2	2	Two Trailing Units
4	14	3	3	Three or More Trailing Units
5	15	4	4	Yes, Number of Trailing Units Unknown
7	16	5	5	Vehicle towing another motor vehicle - fixed-linkage
8	17	6	6	Vehicle towing another motor vehicle - non-fixed linkage
9	19	9	9	Unknown

Remarks:

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

If the case materials do not provide sufficient information if the linkage was fixed or not, consider the linkage as fixed.

A vehicle towing another motor vehicle is not considered to be a trailer but is considered to be a towed vehicle (see attribute "Vehicle towing another motor vehicle - fixed linkage" or "Vehicle towing another motor vehicle - non-fixed linkage").

A converter dolly is a device used to hitch a trailer to another semi-trailer or straight truck and is not counted as a separate trailing unit. For combination vehicles (medium/heavy trucks), count only the cargo-carrying units.

No Trailing Units is used when this vehicle was not pulling or towing a wheeled unit.

One Trailing Unit is used when one trailer was being pulled by this vehicle.

Two Trailing Units is used when this vehicle was pulling two trailers.

Three or More Trailing Units is used when this vehicle was pulling three or more trailers.

Yes, Number of Trailing Units Unknown is used when it is known that there was a trailer(s) but the number of trailers can not be determined.

Vehicle towing another motor vehicle - fixed linkage is used to identify that a vehicle was towing another motor vehicle(s) connected by a fixed linkage. The towed vehicle will have two or more wheels on the ground. This will most commonly apply to drive-away/tow-away tow trucks. These are vehicles equipped with a mechanism designed to be attached to a towed vehicle (e.g., hoist). This attribute would also be used for saddle-mounted towed vehicles. An example of a saddle-mount unit would be a bobtail towing one or more other bobtails. This attribute does not apply to vehicles towed by being loaded on a flatbed or auto transporter.

Vehicle towing another motor vehicle - non-fixed linkage is used to identify that a vehicle was towing another motor vehicle(s) connected by a non-fixed linkage. A non-fixed linkage includes ropes, chains or cables.

Unknown is used when it can not be determined from any information if a unit was being pulled or towed.

The intent of this data element is to determine if the vehicle was pulling a trailing unit. If the linkage is fixed, then the trailing unit is considered a towed unit. If the linkage is not fixed (e.g., one vehicle is pulling another using a rope), then each vehicle is considered to be separate.

PARKED/WORKING VEHICLE FIRE OCCURRENCE

GES: PV16

Screen Heading: Parked/Working Vehicle Characteristics

FARS:V34

Format: 1 numeric

Screen Name: Parked/Working Vehicle Fire (1320-E)

Long Name: Does this parked/working vehicle sustain fire damage?

SAS Name: Parked.PFire

Oracle Name: GES.Parked.Fire

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	2	0	0	No or Not Reported
2	3	1	1	Yes

Remarks:

For the purposes of this element, "vehicle" is defined to mean the power unit plus any and all trailing units associated with the power unit.

If it cannot be determined that a fire occurred in the vehicle during the crash, use No or Not Reported.

Yes is used when the case materials indicate that this vehicle sustained fire damage.

In a multi-vehicle crash where a fire occurs, only the vehicles sustaining fire damage should be coded as **Yes**.

Fires that begin in a vehicle before the first impact may be counted. If fire damage is produced, Fire/Explosion would be the First Harmful Event.

If the Most Harmful Event for this vehicle is Fire/Explosion, or a fire in the vehicle is produced by damage in the crash, code **Yes**. The involved vehicles may be at rest for a short period of time.

If the vehicles are at rest long enough to raise a question about the fire's relationship to the crash's damage-producing events, use **No or Not Reported**.

PARKED/WORKING VEHICLE EXTENT OF DAMAGE

GES: PV18

Screen Heading: Parked/Working Vehicle Characteristics

FARS:V29

Format: 1 numeric

Screen Name: Parked/Working Vehicle Extent of Damage
(1330-E)

Long Name: What is the extent of damage for this
parked/working vehicle?

SAS Name: Parked.PVeh_Sev

Oracle Name: GES.Parked.DamageSeverityID

ELEMENT VALUES

SCN	ORACLE	SAS		
		GES	FARS	
1	26831	0	0	No Damage
2	26832	2	2	Minor Damage
3	26833	4	4	Functional Damage
4	26834	6	6	Disabling Damage
7	26837	7	8	Not Reported
5	26835	9	9	Unknown

Remarks:

No Damage is used when there is no damage indicated in the available information for this vehicle.

Minor Damage is damage that does not disable or affect the operation of the motor vehicle. This attribute is used when the case materials indicate damage to the vehicle to be Minor or less than Functional and the vehicle is not towed due to damage.

Examples of **Minor Damage** include: dented or bent fenders, bumpers, grills, body panels, and destroyed hubcaps.

Functional Damage is damage that is not disabling, but affects the operation of the motor vehicle or its parts. This attribute is used when the available information specifically indicates the damage is moderate or functional.

Examples of **Functional Damage** include:

- doors, windows, hood, and trunk lids that will not operate properly;
- broken glass that obscures vision;
- damage that would prevent the motor vehicle from passing an official motor vehicle inspection;
- tire damage even though the tire may be changed at the scene;
- bumpers that are loose;
- headlamp or taillight damage that would make night driving hazardous but would not affect daytime driving; and,
- damage to turn signals, horn or windshield wipers which makes them inoperative.

Disabling Damage is damage that precludes departure of the motor vehicle from the crash scene in its usual daylight-operating manner after simple repairs. As a result, the motor vehicle had to be towed, or carried from the crash scene, or assisted by an emergency motor vehicle. This attribute should be used when the available information specifically indicates disabling or severe damage. This attribute is also used when the damage is indicated to be of greater magnitude than Functional (moderate), e.g., major, extensive, totaled and the vehicle was towed from the scene.

Unknown is used when the available information specifically indicated the damage severity to be unknown or the information is inadequate to determine the level of severity. If the available information is blank or not reported, use this attribute unless the narrative states otherwise or a State-specific rule applies.

Note: There is a distinction between the cost to repair the damage and the degree to which the damage affects the vehicle's operability (totaled, under/over monetary threshold). Operational damage is recorded here. For example, if the available information indicates that the vehicle was totaled and the vehicle was towed away, use Disabling. However, if the available information indicates that the vehicle was totaled, but the vehicle was driven away, use Functional.

Minor Damage applies only when V19, Vehicle Removal, is Driven Away, Towed Not Due to Disabling Damage, Abandoned/Left at Scene or Unknown.

PARKED/WORKING VEHICLE REMOVAL

GES: PV19

Screen Heading: Parked/Working Vehicle Characteristics

FARS:V30

Format: 1 numeric

Screen Name: Leave Scene (1340-E)

Long Name: What is the disposition of this parked/working vehicle at the crash scene?

SAS Name: Parked.PTowed

Oracle Name: GES.Parked.MannerLeftID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	26836	1	1	Driven Away
2	26837	2	2	Towed Due to Disabling Damage
3	26838	3	3	Towed Not Due to Disabling Damage
4	26839	4	4	Abandoned/Left at Scene
7	26847	7	8	Not Reported
5	26840	9	9	Unknown

Remarks:

This data element describes the mode in which the vehicle left the scene of the crash. Towing includes vehicles carried from the scene on a flatbed tow truck.

If the vehicle is a combination vehicle (power unit and at least one trailer), the power unit and/or trailer(s) are considered when determining tow status. If the available information indicates the power unit, or trailer of a combination unit, sustained enough damage to require towing, consider this vehicle as towed due to damage.

Driven Away is used when the vehicle was driven from the scene of the crash. This attribute applies to a vehicle which is reported by the police as towed out of a ditch or snowbank and subsequently driven away. In addition, this attribute is used if a vehicle was driven from the scene and subsequently disabled.

Towed Due to Disabling Damage is used for any towing which is due to disabling damage caused by this crash which prohibits vehicle movement under its own power. **Towed Due to Disabling Damage** includes any towing, when the reason for towing is unknown. In other words, if a vehicle is reported in the case materials as towed but it cannot be determined

whether it was due to disabling damage or for other reasons, then the default assumption is that this vehicle was towed due to disabling damage - the data element Extent of Damage can still be **Unknown**.

If a vehicle was pushed by hand or by another vehicle after the crash because it was not driveable, then use **Towed Due to Disabling Damage**.

If a vehicle was towed due to damage AND for other reasons such as driver arrest, then code this vehicle as **Towed Due to Disabling Damage**.

Towed Not Due to Disabling Damage is used when the vehicle has been towed but the towing results from other than disabling damage (e.g., minor damage, functional damage, mired vehicles, driver arrested, injured driver, etc.).

Abandoned/Left at Scene is used when it is specifically indicated in the available information or when the preponderance of the information available indicates that the vehicle remained at the scene. Do not use this attribute if the vehicle was left at the scene because this location was the vehicle's destination at the time of the crash.

Unknown is used when the available information does not indicate the manner in which the vehicle left the scene of the crash.

NOTE: The PAR narrative may be used to supercede and/or clarify the above information.

PARKED/WORKING VEHICLE AREAS OF IMPACT/AREAS OF IMPACT-INITIAL

GES: PV24 / PE03

FARS:V28

Screen Heading: Parked/Working Vehicle Events

Format: 2 numeric

Screen Name: Parked/Working Vehicle Point of Impact (1440-E)

Long Name: What is the point of impact for this parked/working vehicle?

SAS Name: Parked.Pimpact1, Parkevnt.PGAD, Vevent.PGAD

Oracle Name: GES.Parkedevent.VehiclePlaneID

ELEMENT VALUES

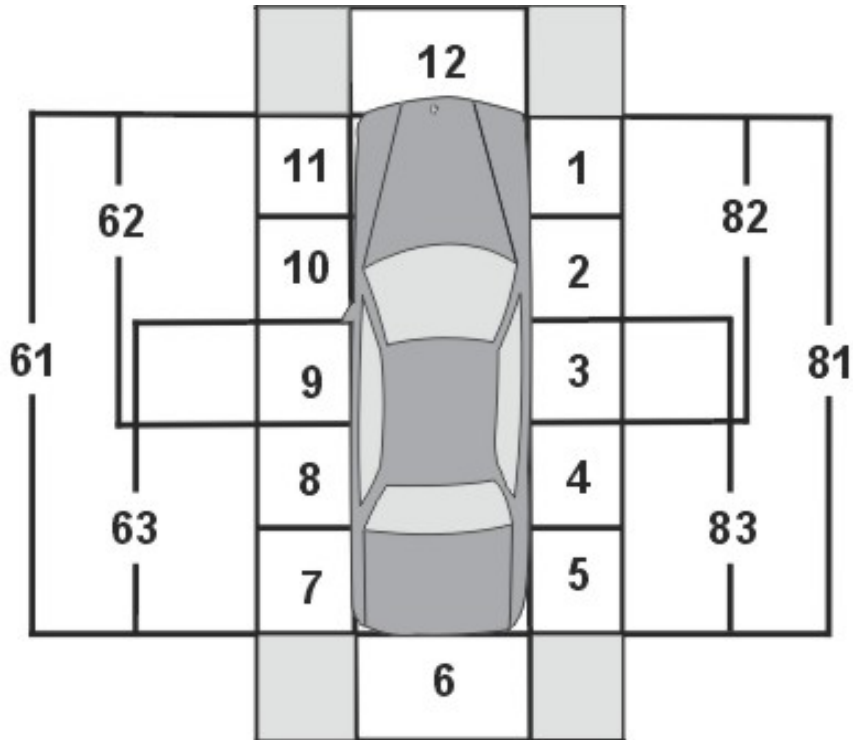
<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1-12	1-12	21-32	01-12	Clock Points
13	13	33	13	Top
14	14	34	14	Undercarriage
61	61	61	61	Left
62	62	62	62	Left-Front Half
63	63	63	63	Left-Back Half
81	81	81	81	Right
82	82	82	82	Right-Front Half
83	83	83	83	Right-Back Half
n/a	n/a	96	XX	Not a Parked/Working Motor Vehicle
97	97	97	98	Not Reported
99	99	99	99	Unknown

Remarks:

Area(s) of Impact / Initial Damage Area:

This element identifies the area on this vehicle that produced the first instance of injury to a non-motorists or occupants of this vehicle, or that resulted from the first instance of damage to other property or to this vehicle. The event that produced the initial damage area for this vehicle may or may not be the first harmful event for the crash. This data will be derived from the Crash Events Table and will always be the first recorded Area(s) of Impact element value for each vehicle in the Crash Events Table.

Area(s) of Impact Element Values Diagram



Attributes “01-12” refer to the points on a clock. Use the diagram at the end of the element for examples of how to superimpose the clock point on several vehicle types.

If Areas of Impact Initial / Most Damaged are provided on the crash report in this exact format, use the values from the report unless there are clear errors (e.g. officer switches vehicles by mistake). If these elements are not provided on the crash report in this exact format, then similar report fields, narrative or diagram information may be used to code these elements.

If the initial and most damaged areas are the same, both elements receive the same code.

As procedure, start by looking for one of the “clock” values 01-12 or specific situation values 00, 13, 14, 18. If sufficient detail is not available to choose one of these values, move out to the next set of values to try to identify the appropriate codes (i.e., **62-63, 82-83, then 61, 81**). Lastly, for missing information pertaining to known harmful events, a **Not Reported** attribute is available.

Codes, 61-63 and 81-83:

Codes, 62-63 and 82-83 are used when there is not sufficient detail available in the case materials to identify a more specific area of impact, 01-05 and 07-11, but one of the quadrants can be identified (i.e., **Left-Front, Left-Rear, Right-Front** or **Right-Rear**). Also use these attributes if the case materials indicate that the damage area is “between” or overlapping two

PARKED/WORKING VEHICLE AREAS OF IMPACT/AREAS OF IMPACT-INITIAL

GES: PE03 / PV24

FARS:V28

Screen Heading: Parked/Working Vehicle Events

Format: 2 numeric

Screen Name: Parked/Working Vehicle Point of Impact (1440-E)

Long Name: What is the point of impact for this parked/working vehicle?

SAS Name: Parkevnt.PGAD, Vevent.PGAD, Parked.Pimpact1

Oracle Name: GES.Parkedevent.VehiclePlaneID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1-12	1-12	21-32	01-12	Clock Points
13	13	33	13	Top
14	14	34	14	Undercarriage
61	61	61	61	Left
62	62	62	62	Left-Front Half
63	63	63	63	Left-Back Half
81	81	81	81	Right
82	82	82	82	Right-Front Half
83	83	83	83	Right-Back Half
n/a	n/a	96	XX	Not a Parked/Working Motor Vehicle
97	97	97	98	Not Reported
99	99	99	99	Unknown

Remarks:

For this event involving a parked/working vehicle, code the parked/working vehicle impact point that produced property damage or personal injury. The impact point is for the parked/working vehicle coded in variable PE01, Parked/Working Vehicle Number, and the event coded in PE02, Parked/Working Vehicle Event Number.

Area(s) of Impact / Initial Damage Area:

This element identifies the area on this vehicle that produced the first instance of injury to a non-motorists or occupants of this vehicle, or that resulted from the first instance of damage to other property or to this vehicle. The event that produced the initial damage area for this vehicle may or may not be the first harmful event for the crash. This data will be derived from

the Crash Events Table and will always be the first recorded Area(s) of Impact element value for each vehicle in the Crash Events Table.

PARKED/WORKING VEHICLE ROLLOVER

GES: PV30

Screen Heading: Parked/Working Vehicle Characteristics

Screen Name: Parked/Working Vehicle Rollover (1350-R)

Long Name: What is the rollover type for this parked/working vehicle?

SAS Name: Parked.PRollovr

Oracle Name: GES.Parked.RolloverTypeID

FARS:V26

Format: Not A FARS element

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	26860	0	0	No Rollover
2	26861	1	1	Rollover, Tripped by Object/Vehicle
3	26862	2	2	Rollover, Untripped
4	26863	9	9	Rollover, Unknown Type

Remarks:

Rollover is defined as any vehicle rotation of 90 degrees or more about any true longitudinal or lateral axis. Rollover can also be referred to as overturn, and can occur at any time during the crash.

Rollover does not apply to motorcycles for this element (use No Rollover). However, in the First Harmful Event, Most Harmful Event, and Sequence of Events you may use Rollover/Overturn to record that this vehicle (motorcycle) overturned.

A rollover can be coded for 3- or 4-wheeled ATVs, snowmobiles, and go-karts.

No Rollover is used when there is no indication that a rollover occurred.

Rollover, Tripped by Object/Vehicle is used when the vehicles lateral motion is suddenly slowed or stopped by an opposing force, inducing a rollover. The opposing force may be produced by a curb, ditch, pot-hole, another vehicle, pavement or soil dug into by the vehicles wheels. This includes instances where a vehicle impacts a fixed object (i.e., tree, barrier, pole or post) then rolls over.

Rollover, Untripped is used when a rollover occurs, but not as a result of a collision with an object or a vehicle or generated by any other opposing force as referred to in Rollover, Tripped by Object/Vehicle. An untripped rollover is one for which there is no obvious cause other than normal surface friction. This is usually the result of vehicle instability and there is no evidence of furrowing or gouging on the pavement, gravel, grass or dirt surface.

Rollover, Unknown Type is used when a rollover occurred, but there is not sufficient information to determine tripped versus untripped status.

PARKED/WORKING VEHICLE LOCATION OF ROLLOVER

GES: PV30A

FARS:V27

Screen Heading: Regarding Parked/Working Vehicle #1 ____

Format: 1 numeric

Screen Name: Location of Roll (?)

Long Name: What is the location of the rollover for this parked/working vehicle?

SAS Name: Parked.PROLINLOC

Oracle Name: GES.Parked.RolloverLocID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	1	0	0	No Rollover
2	2	1	1	On Roadway
3	3	2	2	On Shoulder
4	4	3	3	On Median/Separator
5	5	4	4	In Gore
6	6	5	5	On Roadside
7	7	6	6	Outside of Trafficway
8	9	9	9	Unknown

Remarks:

This element defines the location of the trip point or start of the vehicle's roll. Any rollover initiated by a fixed object (i.e, pole, tree, barrier, etc.) cannot be on a roadway or a shoulder.

On Roadway is used when the available information indicates the vehicle tripped or began its roll on the roadway. A Roadway is that part of a trafficway designed, improved and ordinarily used for motor vehicle travel. Where various classes of motor vehicles are segregated, that part of a trafficway used by a particular class is the roadway (i.e., travel lanes). Separate roadways may be provided for northbound and southbound traffic or for trucks and automobiles. This includes continuous left-turn lanes.

On Shoulder is used when the available information indicates the vehicle tripped or began its roll on the shoulder. A Shoulder is that part of a trafficway contiguous with the roadway for emergency use, for accommodation of stopped road vehicles and for lateral support of the roadway structure.

On Median/Separator is used when the available information indicates the vehicle tripped or began its roll on the median/separator. A Median is an area of a trafficway between parallel roads separating travel in opposite directions. Continuous left-turn lanes are not considered painted medians. A Separator is the area of a trafficway between parallel roads separating travel in the same direction or separating a frontage road.

In Gore is used when the available information indicates the vehicle tripped or began its roll in the gore. The Gore is an area of land where two roadways diverge or converge. The area is bounded on two sides by the edges of the roadways, which join at the point of divergence or convergence. The direction of traffic must be the same on both of these roadways. The area includes shoulders or marked pavement, if any, between the roadways.

On Roadside is used when the available information indicates the vehicle tripped or began its roll on the roadside. Roadside is the outermost part of the trafficway from the property line or other boundary into the edge of the first road. Outside of Trafficway is used when the available information indicates the vehicle tripped or began its roll on outside the right-of-way.

Unknown is used when the location of the trip point cannot be determined from available resources.

PARKED/WORKING VEHICLE MOTOR CARRIERS IDENTIFICATION NUMBER

GES: PV31

Screen Heading: Parked/Working Vehicle NGA Crash Data

Screen Name: Parked/Working Vehicle Carrier ID (620-E)

Long Name: What is the carrier's identification number for this parked/working vehicle?

SAS Name: Parked.PCarIDNo

Oracle Name: GES.Parked.CarrierNumber (Character)

FARS:V16

Format: 1 set 2 numeric, 1 set 9 alpha/numeric

ELEMENT VALUES

		SAS		
<u>SCN</u>	<u>ORACLE</u>	<u>GES</u>	<u>FARS</u>	
000000	000000, null	000000000	0s	Not applicable
1-99999996	1-99999996	1- 99999996	X	US DOT Number
97,999999997	97,999999997	999999997	7s	Not Reported
*	999999999	999999999	9s	Unknown

Remarks:

The Carrier's ID is the unique number assigned to certain types of medium/heavy trucks and buses by the United States Department of Transportation.

The number is assigned only to parked/working vehicles of interstate for-hire or private carriers in the transportation business.

Code **Not Applicable** is used when the parked/working vehicle is not a medium/heavy truck or a bus. This code should also be used when the parked/working vehicle is a medium/heavy truck or a bus but the parked/working vehicle is not an interstate for-hire or private carrier.

Code **Unknown** is used when the parked/working vehicle is a medium/heavy truck or a bus but the Carrier ID is not known. Also, this code is used when the body type of the parked/working vehicle is unknown.

PARKED/WORKING VEHICLE CARGO BODY TYPE

GES: PV33

Screen Heading: Parked/Working Vehicle NGA Crash Data

FARS:V19

Format: 2 numeric

Screen Name: Parked/Working Vehicle Cargo Body Type
(640-E)

Long Name: What is the cargo body type for this parked/
working vehicle?

SAS Name: Parked.PCargTyp

Oracle Name: GES.Parked.CargoBodyTypeID

ELEMENT VALUES

SCN	ORACLE	SAS		
		GES	FARS	
1	10217,-1	00	00	Not Applicable (NA)
2	10218	22	22	Bus
3	10219	1	01	Van/Enclosed Box
4	10220	2	02	Cargo Tank
5	10221	3	03	Flatbed
6	10222	4	04	Dump
7	10223	5	05	Concrete Mixer
8	10224	6	06	Auto Transporter
9	10225	7	07	Garbage/Refuse
12	10228	8	08	Grain/Chips/Gravel
13	10229	9	09	Pole-Trailer
14	10230	10	10	Log
15	10231	11	11	Intermodal Container Chassis
16	10232	12	12	Vehicle Towing Another Vehicle
97	10237	28	28	Not Reported
17	10233	96	96	No Cargo Body
18	10234	97	97	Other
19	10235	98	98	Unknown Cargo Body Type
20	10236	99	99	Unknown

Remarks:

This information should be available on the PAR or Truck and Bus Supplement with other elements required by the Federal Motor Carrier Safety Administration (FMCSA) for commercial vehicles.

You should expect to find cargo body types for the following commercial vehicles:

1. Light trucks pulling a trailer with gross combination weight rating (GCWR) greater than 10,000 lbs.
2. Medium/Heavy Trucks: vehicles with GVWR greater than 10,000 lbs.
3. Buses with 9 or more seats (including the driver).
4. Light Trucks, Vans and Passenger Vehicles displaying a hazardous materials placard.

Not Applicable is used for automobiles, motorcycles, passenger vans (with less than 9 seats, including driver) and single-unit light trucks or cargo vans (10,000 lbs. or less GVWR), not displaying hazardous materials placard.

Bus is a motor vehicle with seating for transporting nine or more persons, including the driver.

Van/Enclosed Box is used for all enclosed trailers and enclosed cargo vans.

Cargo Tank when the cargo body is designed for the transport of bulk liquids or dry commodities such as petroleum, oil or grain.

Flatbed is used when the available information refers to a cargo body without sides or roof, with or without readily removable stakes which may be tied together with chains/slats or panels. This includes "stake trucks."

Dump is used when the available information refers to a cargo body designed to be tilted to discharge its load by gravity.

Concrete Mixer when the cargo body is designed and equipped to mix or agitate concrete.

Auto Transporter is used when the available information refers to a cargo body capable of transporting multiple, fully assembled automobiles on an "auto transporter" trailer. Do not use this code for flatbeds transporting vehicles (e.g., flatbed tow truck, or flatbed semi-trailer carrying wrecked/salvaged automobiles).

Garbage/Refuse is used when the available information refers to a cargo body that specifically designed to collect and transport garbage and refuse. This includes both conventional rear-loading and over-the-top bucket loading garbage trucks. Also included are recycling trucks and roll-off style garbage trucks.

Grain/Chips/Gravel is used when the available information refers to cargo body type used for hauling these or other similar bulk commodities. They may be referred to as "open hoppers" or "belly dumps."

Pole-Trailer is used when the available information refers to a cargo body type that consists of a trailer designed to be attached to a towing vehicle by a reach or pole or by being boomed and secured to the towing vehicle. These are ordinarily used to carry property of a long or

irregular shape, such as telephone poles. The pole trailer extends or retracts to accommodate varying lengths of cargo.

Log is used when the available information refers to a cargo body type with a fixed middle beam and side support posts specifically designed for carrying logs. This includes single-unit log trucks.

Pole-Trailer and **Log** may be listed on a PAR as "Pole/Log." If the trailer can telescope to carry different log lengths, then it should be considered a **Pole-Trailer**.

Intermodal Container Chassis is used when the available information refers to a cargo body type used for a trailer specifically designed to have a rail or ship container mounted directly on the chassis. These should not be confused with van/enclosed box cargo body types. Intermodal containers may also be mounted on a flatbed trailer, in which case **Flatbed** is the cargo body type.

Vehicle Towing Another Motor Vehicle is used when the available information refers to vehicles that have no cargo carrying capability but are in the act of towing another motor vehicle where the towed vehicle has at least two wheels on the ground. These are often called "driveaway, tow-aways" and will be applicable to tow trucks and specially rigged truck tractors. This includes "saddlemount" configurations. Does not apply to vehicles "towed" by being loaded on a flatbed or auto transporter.

No Cargo Body Type is used for any medium heavy truck with no cargo carrying capability (bobtail); a truck chassis with a cab only (stripped chassis); and light trucks and passenger vehicles displaying a hazardous materials placard.

PARKED/WORKING VEHICLE HAZARDOUS MATERIALS INVOLVEMENT

GES: PV33A

Screen Heading: NGA Crash Data

FARS:V20

Format: 1 numeric

Screen Name: HM Involvement

Long Name: Was this vehicle carrying hazardous materials?

SAS Name: Parked.PHAZ_INV

Oracle Name: GES.Parked.HazardInvolve

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	1	1	1	No
2	2	2	2	Yes

Remarks:

No is used when there is no indication of hazardous materials for this vehicle in the case materials.

Yes is used when hazardous materials were indicated for this vehicle in the case materials.

Examples for Yes:

1. The officer records any information about a placard, whether or not he indicates that the vehicle was carrying hazardous materials.
2. The officer does not record any information about a placard, however, you know that hazardous material was involved.
3. Information identifying hazardous material is blank, but you know that hazardous material was released.

PARKED/WORKING VEHICLE HAZARDOUS MATERIAL PLACARD

GES: PV34

Screen Heading: NGA Crash Data

FARS:V20

Format: 1 numeric

Screen Name: HM Involvement

Long Name: Was this vehicle carrying hazardous materials?

SAS Name: Parked.PHAZPLAC

Oracle Name: GES.Parked.HazardPlak

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
3	7	0	0	Not Applicable
1	5	1	1	No
2	6	2	2	Yes
4	9	8	8	Not Reported

Remarks:

Not Applicable is used when there is no indication of hazardous materials for this vehicle in the case materials.

No is used when hazardous materials are involved, but the officer indicates there was no placard.

Yes is used when hazardous materials are involved, and the vehicle does have a placard.

Not Reported is used when hazardous materials are involved, but the crash report does not record any information about the presence of a placard.

PARKED/WORKING VEHICLE - 4 DIGIT HAZARDOUS MATERIAL IDENTIFICATION NUMBER

GES: PV35

Screen Heading: Parked/Working Vehicle NGA Crash Data

FARS:V20

Format: 4 numeric

Screen Name: Parked/Working Vehicle Placard Number (660-E)

Long Name: What is the hazardous material identification number for this parked/working vehicle?

SAS Name: Parked.PHAZ_ID

Oracle Name: GES.Parked.HazardPlakNum

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
0	0	0000	0000	Not Applicable
xxxx	xxxx	xxxx	xxxx	Actual 4-Digit Number
8888	8888	8888	8888	Not Reported

Remarks:

Not Applicable - No indication of hazardous materials for this vehicle in your case documentation (Hazardous Material Involvement equals 1).

Actual 4-digit Number - Record the 4-digit Hazardous Materials Identification Number reported in your case documentation.

Not Reported - Hazardous materials involved, but the 4-digit number was not recorded or this field is not available on your crash report. If you are provided the name of the hazardous material on your report but not the 4-digit number, use this code and be sure to record the 1-digit class number if it is provided.

PARKED/WORKING VEHICLE 1-DIGIT HAZARDOUS MATERIAL CLASS NUMBER

GES: PV35A

Screen Heading: NGA Crash Data

FARS:V20

Format: 2 numeric

Screen Name: Class Number (680-E)

Long Name: What is the parked /working vehicle hazardous material class number?

SAS Name: Parked.PHAZ_CNO

Oracle Name: GES.Parked.HazardClassID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	1	0	00	Not Applicable
2	2	1	01	
3	3	2	02	
4	4	3	03	
5	5	4	04	
6	6	5	05	
7	7	6	06	
8	8	7	07	
9	9	8	08	
10	10	9	09	
11	88	88	88	Not Reported

Remarks:

Not Applicable - No indication of hazardous materials for this vehicle in your case documentation (Hazardous Material Involvement equals 1).

1-digit Class Number (01-09) B Record the 1-digit Hazardous Materials Class Number recorded on your crash report with a leading zero (e.g., if the 1-digit class number is 5, enter "05"). If you were given a two-digit number with decimal point, record only the first digit with a leading zero (e.g., if the class number is "1.3" you should record "01"). See chart on nine classes of Hazardous Materials on following page.

Not Reported - Hazardous Materials involved, but the 1-digit number was not recorded or this field is not available on your crash report.

9 CLASSES OF HAZARDOUS MATERIALS (see below)

<p>Class 1: Explosives Divisions: 1.1, 1.2, 1.3, 1.4, 1.5, 1.6</p>	<p>Class 2: Gases Divisions: 2.1, 2.2, 2.3</p>	<p>Class 3: Flammable Liquid and Combustible Liquid</p>	<p>Class 4: Flammable Solid, Spontaneously Combustible, and Dangerous When Wet Divisions 4.1, 4.2, 4.3</p>	<p>Class 5: Oxidizer and Organic Peroxide Divisions 5.1, 5.2</p>
<p>Class 6: Poison (Toxic) and Poison Inhalation Hazard</p>	<p>Class 7: Radioactive</p>	<p>Class 8: Corrosive</p>	<p>Class 9: Miscellaneous</p>	<p>Dangerous</p>

**PARKED/WORKING VEHICLE RELEASE OF
HAZARDOUS MATERIAL FROM CARGO
COMPARTMENT**

GES: PV36

Screen Heading: Parked/Working Vehicle NGA Crash Data

FARS:V20

Format: 2 numeric

Screen Name: Parked/Working Vehicle Hazardous Release
(670-E)

Long Name: Was any hazardous cargo released from the
parked/working vehicle cargo tank or compartment?

SAS Name: Parked.PHAZ_REL

Oracle Name: GES.Parked.HazardRelease

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
3	7	0	0	Not Applicable
1	5	1	1	No
2	6	2	2	Yes
4	8	8	8	Not Reported

Remarks:

Not Applicable - No indication of hazardous materials for this vehicle in your case documentation (Hazardous Material Involvement equals 1).

No - Hazardous Materials involved, and the officer indicates there was no release of the material(s) from the cargo compartment.

Yes - Hazardous Materials involved, and the officer indicates there was a release of the material(s) from the cargo compartment.

Not Reported - Hazardous Materials involved, and you can't determine from the crash report whether or not hazardous material was released from the cargo compartment. Do not include fuel or oil carried by the vehicle for its own use which has been released.

PARKED/WORKING VEHICLE LOCATION

GES: PV37

Screen Heading: Parked/Working Vehicle Data

Screen Name: Parked/Working Vehicle Location (1420-E)

Long Name: Select the attribute which best describes the location of the parked/working vehicle.

SAS Name: Parked.PRel_Rwy

Oracle Name: GES.Parked.RoadwayRelID

FARS:XXX

Format: Not A FARS element

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	10190	1	X	On Roadway
2	10191	2	X	On Shoulder
3	10192	3	X	On Median
4	10193	4	X	On Roadside
5	10194	5	X	Outside Trafficway
6	10195	6	X	Off Roadway - Location Unknown
7	19437	7	X	In Parking Lane
8	19438	8	X	Gore
9	19439	10	X	Separator
97	19442	97	X	Not Reported
10	19440	99	X	Unknown
11	19441	9	X	Continuous Left Turn Lane

Remarks:

This element is coded as to the location of the parked/working vehicle.

On Roadway - The roadway is that part of a trafficway designed, improved and ordinarily used for motor vehicle travel or, where various classes of motor vehicles are segregated, that part of a trafficway used by a particular class. Separate roadways may be provided for northbound and southbound traffic or for trucks and automobiles. The roadway and any shoulder alongside the roadway together make up the road.

A **Shoulder** is that part of a trafficway contiguous with the roadway for emergency use, for accommodation of stopped vehicles and for lateral support of the roadway structure.

A Median is defined as that area of a divided trafficway between parallel roads separating the travelways for traffic in opposite directions. The principal functions of a median are to provide the desired freedom from interference of opposing traffic, to provide a recovery area for out-of-control vehicles, to provide a stopping area in case of emergencies, and to minimize headlight glare. Medians may be depressed, raised or flush. Flush medians can be as little as 4-feet wide between roadway edgelines. Painted roadway edgelines four (4) or more feet wide denote medians. Medians of lesser width must have a barrier to be considered a median.

On Roadside refers to a location off the roadway, but inside the right-of-way. It is the outermost part of the trafficway which lay between the outer property line or other barrier and the edge of the first road encountered in the trafficway. Use this element if the parked/working vehicle is in a raised or painted island (directional or channeling).

Outside Trafficway is used when the parked/working vehicle is outside the right-of-way.

Off Roadway - Location Unknown refers to a location off the roadway, but its relationship to the right-of-way is not known.

In Parking Lane refers to a strip of road located on the roadway or next to the roadway, on which parking is permitted. This includes curb-side and edge-of-roadway parking (for example, legal residential parking, city street parking, etc.). Sometimes a strip of roadway can be designated for parking at certain hours of the day (parking lane) and for regular travel at other hours (travel lane). This code should not be used during hours when parking is NOT permitted.

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

Gore Inclusions:

- Areas at rest area or exit ramps
- Areas at truck weight station entry or exit ramps
- Areas where two main roadways diverge or converge
- Areas where a ramp and another roadway or two ramps, diverge or converge
- Areas where a frontage road and another roadway or two frontage roads diverge or converge

Gore Exclusions:

- Islands for channelizing of vehicle movements
- Islands for pedestrian refuge

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

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

PARKED/WORKING VEHICLE AREAS OF IMPACT – MOST DAMAGED AREA

GES: PV38

Screen Heading: Parked/Working Vehicle Events

FARS:V28

Format: 2 numeric

Screen Name: Parked/Working Vehicle Point of Impact (1440-E)

Long Name: What is the area most damaged for this parked/working vehicle?

SAS Name: Parked.Pimpact2

Oracle Name: GES.Parked.MOSTDAMAGED

ELEMENT VALUES

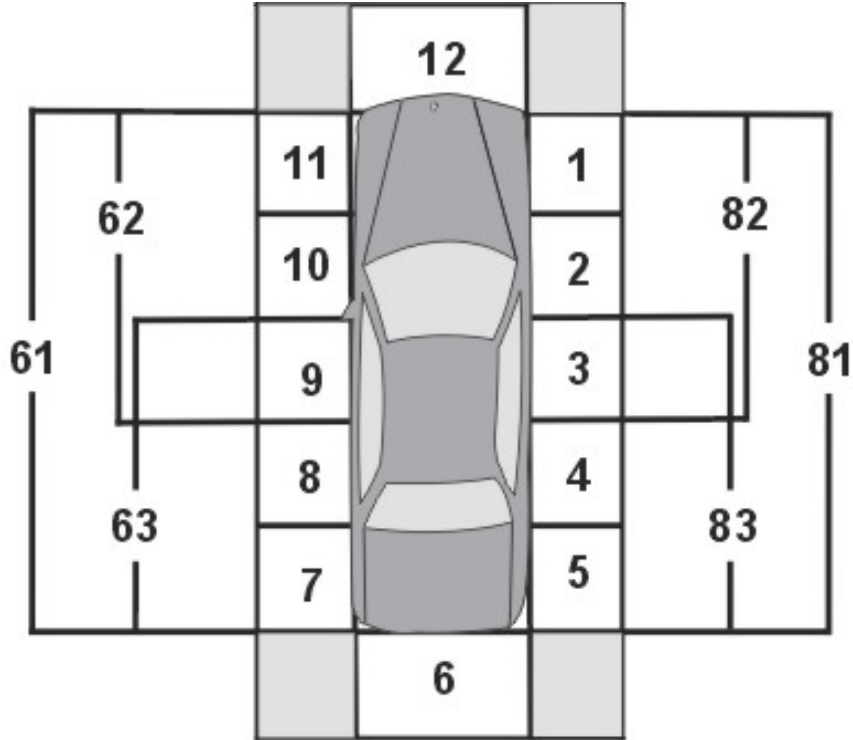
<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1-12	1-12	21-32	01-12	Clock Points
13	13	33	13	Top
14	14	34	14	Undercarriage
61	61	61	61	Left
62	62	62	62	Left-Front Half
63	63	63	63	Left-Back Half
81	81	81	81	Right
82	82	82	82	Right-Front Half
83	83	83	83	Right-Back Half
97	97	97	98	Not Reported
99	99	99	99	Unknown

Remarks:

Area(s) of Impact / Most Damaged Area:

This element identifies the area on this vehicle that was most damaged during an event it underwent in the crash. The most damaged area may or may not be associated with the Most Harmful Event for this vehicle.

Area(s) of Impact Element Values Diagram



Attributes “01-12” refer to the points on a clock. Use the diagram at the end of the element for examples of how to superimpose the clock point on several vehicle types.

If Areas of Impact Initial / Most Damaged are provided on the crash report in this exact format, use the values from the report unless there are clear errors (e.g. officer switches vehicles by mistake). If these elements are not provided on the crash report in this exact format, then similar report fields, narrative or diagram information may be used to code these elements.

If the initial and most damaged areas are the same, both elements receive the same code.

As procedure, start by looking for one of the “clock” values 01-12 or specific situation values 00, 13, 14, 18. If sufficient detail is not available to choose one of these values, move out to the next set of values to try to identify the appropriate codes (i.e., **62-63, 82-83**, then **61, 81**). Lastly, for missing information pertaining to known harmful events, a **Not Reported** attribute is available.

Codes, 61-63 and 81-83:

Codes, 62-63 and 82-83 are used when there is not sufficient detail available in the case materials to identify a more specific area of impact, 01-05 and 07-11, but one of the quadrants can be identified (i.e., **Left-Front**, **Left-Rear**, **Right-Front** or **Right-Rear**). Also use these attributes if the case materials indicate that the damage area is “between” or overlapping two known clock points. (e.g., if the damage area is midway between or overlapping clock points 10 and 11, use **Front-Left**).

Codes 61 and 81 are used when there is not sufficient detail available in the case materials to identify a more specific area of impact, 62-63 or 82-83, but one of the sides can be identified (i.e., **Left** or **Right**).

Guideline for Resolving Ambiguous Information

If the language in the narrative is ambiguous **AND** the diagram or other case information don't provide resolution, use the area indicated first in the narrative wording to select the Area of Impact to code. See examples table below.

Description	Coding
Front, left	12
Left, front	62
Front, corner	12
Right, rear	83
Back, right side	06

Wheel impacts are coded **Undercarriage**.

It is important to note that area of impact refers mainly to the area of the vehicle that sustained the damage and does not depend upon the attitude of the vehicle (e.g., damage to a grille is still damage at 12 o'clock even if it was caused by sliding sideways past a utility pole).

However, **Top** may raise questions. The front and rear windows of some vehicles may also be viewed from the top. It may also be difficult to code impacts to the hood and rear deck of a vehicle.

With **Top** the direction of force sometimes has to be considered. The following are guidelines for using **Top**.

1. If the area was damaged by an impact that was received horizontally to an upright vehicle, use one of the codes "01 to 12, 61-63, 81-83."
2. If the area was damaged by an impact that was received from a vertical direction above the upright vehicle, use **Top**.
3. If the impact was received or direction of force was at an angle of less than 15 degrees above the horizontal, it is considered horizontal.
4. With a vehicle in other than upright attitudes, remember, it is the area of the vehicle which was damaged that is important.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or

- No other information is available (e.g., narrative, diagram or case materials).

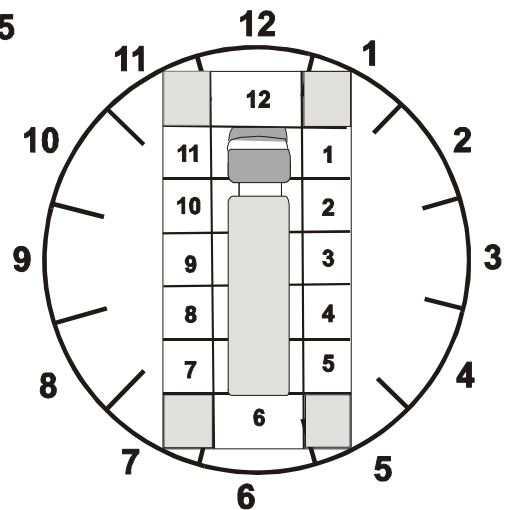
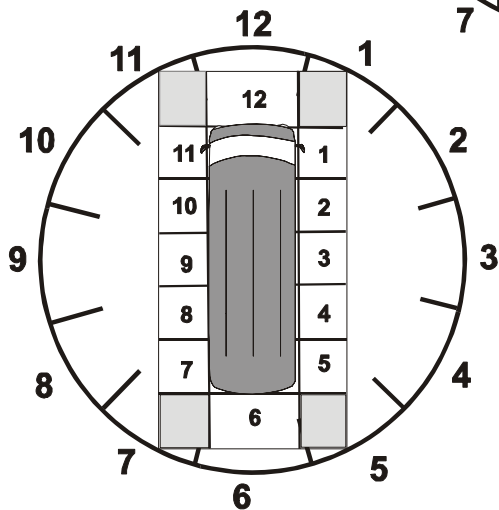
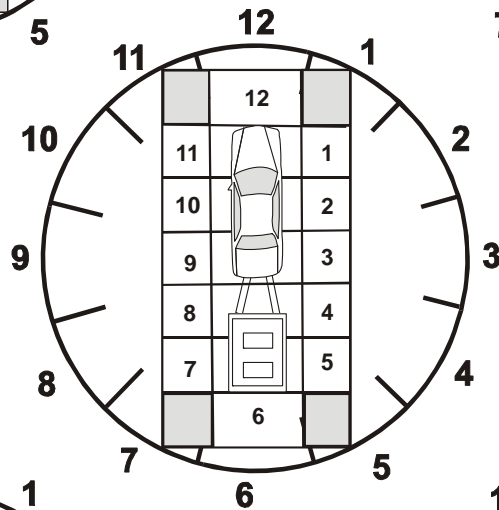
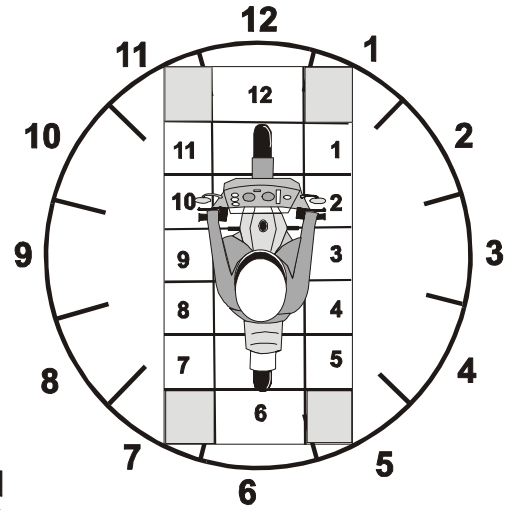
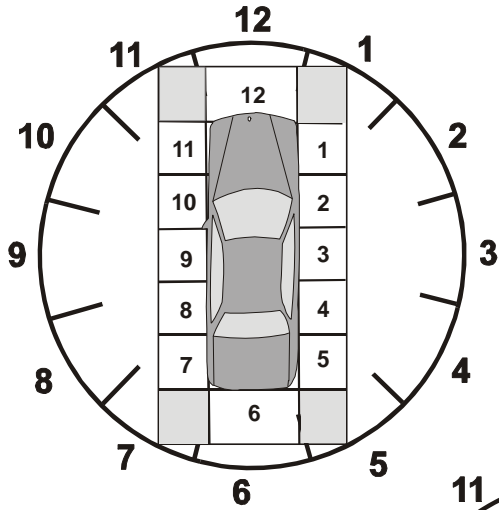
Areas of Impact Examples of Not Reported:

- The case materials lack the detail to identify a value at all (e.g., narrative only states the vehicle departed the roadway and impacted a tree).
- The case materials lack the detail to identify a single Areas of Impact value among a number of possible choices (e.g., crash report field indicates front and right side damage from separate impacts and does not clarify which area is the most damaged).

Unknown is used if the investigating officer reported that the **Initial Damage Area** or **Most Damaged Area** was unknown.

Other Vehicle Examples

CLOCKPOINT DIAGRAM



PARKED/WORKING VEHICLE CONFIGURATION

GES: PV40

Screen Heading: Vehicle Data

FARS:V18

Format: 2 numeric

Screen Name:

Long Name: How is this parked/working vehicle configured?

SAS Name: Parked.PV_CONFIG

Oracle Name: GES.Parked.Vehconfig

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	0	00	00	Not Applicable
2	10	10	10	Vehicle 10,000 pounds or less placarded for hazardous materials
3	1	1	01	Single-Unit Truck (2-axle and GVWR more than 10,000 lbs)
4	2	2	02	Single-Unit Truck (3 or more axles)
5	4	4	04	Truck Pulling Trailer(s)
6	5	5	05	Truck Tractor (bobtail)
7	6	6	06	Truck Tractor/Semi-Trailer
8	7	7	07	Truck Tractor/Double
9	8	8	08	Truck Tractor/Triple
10	19	19	19	Truck More Than 10,000 lbs, Cannot Classify
11	20	20	20	Bus/Large Van (seats for 9-15 occupants, including driver)
12	21	21	21	Bus (seats for more than 15 occupants, including driver)
97	97	97	98	Not Reported
99	99	99	99	Unknown

Remarks:

This information should be available on your PAR or Truck and Bus Supplement with other elements required by the Federal Motor Carrier Safety Administration (FMCSA) for commercial vehicles.

In some states, the data element "Vehicle Configuration" or its attributes may appear under another title, such as: Unit Type, Vehicle Type, Type of Unit, etc. In many states, Vehicle

Configuration is recorded for all vehicles. However, in our data systems, only code Vehicle Configurations for the following commercial vehicles:

1. Light trucks pulling a trailer with gross combination weight rating (GCWR) greater than 10,000 lbs.
2. Medium/Heavy Trucks: vehicles with GVWR greater than 10,000 lbs.
3. Buses with 9 or more seats (including the driver).
4. Light Trucks, Vans and Passenger Vehicles displaying a hazardous materials placard.

FARS SPECIAL INSTRUCTION:

If Vehicle Configuration is coded "01-99," Cargo Body Type should be coded "01-99."

Not Applicable is used for automobiles, motorcycles, passenger vans (with less than 9 seats, including driver) and single-unit light trucks or cargo vans (10,000 lbs. or less GVWR), not carrying hazardous cargo.

A light truck carrying hazardous cargo is coded **Vehicle 10,000 Pounds or Less Placarded for Hazardous Materials**. When vehicles in this category are not displaying a hazardous materials placard, use **Not Applicable**.

Single-Unit Truck (2-axle and GVWR more than 10,000 lbs) is a power unit that includes a permanently mounted cargo body (also called a straight truck) that has only two axles and a GVWR of over 10,000 lbs.

Single-Unit Truck (3 or more axles) is a power unit that includes a permanently mounted cargo body (also called a straight truck) that has three or more axles. When counting axles on a single-unit truck, include raised axles.

Truck Pulling Trailer(s) is used for single-unit trucks pulling a trailer.

Truck Tractor (Bobtail) is a motor vehicle consisting of a single motorized transport device designed primarily for pulling semi-trailers.

Truck Tractor/Semi-Trailer is used for truck tractors with one trailer. This attribute should not be used for single-unit trucks pulling a trailer.

FARS SPECIAL INSTRUCTION:

NOTE: This attribute was used for truck tractors with any number of trailers before 2001

Truck Tractor/Double is used for tractor pulling two trailers.

Truck Tractor/Triple is used for tractor pulling three trailers.

Truck More Than 10,000 lbs, Cannot Classify is used when you know the vehicle meets the definition of a medium/heavy truck, but you can not select from the above attributes. An example is a vehicle with one trailer, but it is unknown whether it is a tractor-trailer or a single-unit truck pulling a trailer.

Bus/Large Van (seats for 9-15 people, including driver) is used for smaller van-based buses (less than 16 seats, including driver). Examples include commuter vans and van-based school buses.

Bus (seats for more than 15 occupants, including driver). A van-based bus qualifies for this attribute if it is configured to include enough seats. A CDL is required for the driver of this bus.

Not Reported

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

Code **Not Reported** in these situations:

- No coded data block exists on the report, and/or
- A coded data block exists and it is left blank, and/or
- No other information is available (e.g., narrative, diagram or case materials).

Unknown is used if the investigating officer indicates that the vehicle configuration is unknown.

PARKED/WORKING VEHICLE EVENT NUMBER

GES: PE02

Screen Heading: Parked/Working Vehicle Events

FARS:XXX

Format: Not A FARS element

Screen Name: Parked/Working Vehicle Event Number (1430-R)

Long Name: What is (are) the event(s) associated with this parked/working vehicle?

SAS Name: Parkevnt.EventNum

Oracle Name: GES.ParkedEvent.EventID

ELEMENT VALUES

The events involving an in-transport motor vehicle and a parked/working vehicle are displayed. The event(s) in which this parked/working vehicle is involved is/are entered.

Remarks:

A “crash” is the total set of “harmful events” (one or more) resulting from an unstabilized situation. The “crash” is concluded in time when all harmful events which originate from the unstabilized situation are stabilized.

A harmful event is an occurrence of injury or damage involving an in-transport motor vehicle. It can result from an impact or non-collision event. An impact is defined as any vehicle to vehicle or vehicle to object (fixed or non-fixed, stationary or non-stationary) contact which results in damage or injury. Noncollision events such as fire/explosion, occupant fell from vehicle, occupant injury without vehicle impact, etc., involving an in-transport motor vehicle are harmful events if damage or injury result.

The NASS GES is only interested in harmful events that involve in-transport motor vehicles. Events that involve only not in-transport motor vehicles and/or pedestrians and/or non-motorists are not included in the coded crash sequence. Below are some examples of non-qualifying events.

Not in-transport vehicle impacts pedestrian, pedalcyclist, or other non-motorist (e.g., in-transport motor vehicle impacts a parked vehicle and then the parked vehicle impacts a pedestrian). The parked vehicle/pedestrian impact is a non-qualifying event.

Not in-transport vehicle impacts an object (fixed, e.g., tree, or non-fixed, e.g., parked/working vehicle)

Not in-transport vehicle impacts another not in-transport vehicle

Pedestrian (pedalcyclist, other non-motorist) impacts an object

Pedestrian (pedalcyclist, other non-motorist) impacts a not in-transport vehicle

PRECRASH DATA OVERVIEW

Pre-crash data elements are completed for each of the in-transport vehicles in the case. This means that the entire crash is first completed from the perspective of one vehicle, then from the perspective of a second vehicle, if any, and so forth. The pre-crash data elements are:

Driver Distracted By,
Pre-Event Movement (Prior to Recognition of Critical Event),
Critical Pre-crash Category,
Critical Pre-crash Event,
Attempted Avoidance Maneuver,
Pre-Impact Stability,
Pre-Impact Location,
Crash Type

The pre-crash data elements are designed to identify the following:

what was this vehicle doing just prior to the critical pre-crash event,
what made this vehicle's situation critical,
what was the avoidance response, if any, to this critical situation, and
what was the movement of the vehicle just prior to impact?

The most important determination that must be made for each in-transport vehicle is: what was this vehicle's Critical Pre-crash Event, (i.e., what action by this vehicle, another vehicle, person, animal, or non-fixed object was critical to this vehicle's crash?). Once the critical event is determined, the remaining pre-crash data elements are coded relative to this selected **Critical Pre-crash Event**.

Do not consider culpability as a factor for determining pre-crash data. Many crash scenarios will suggest fault, but this is considered coincidental rather than by design.

Critical Crash Envelope

The critical crash envelope begins at the point where:

- (1) the driver recognizes an impending danger (e.g., deer runs into the roadway), or
- (2) the vehicle is in an imminent path of collision with another vehicle, pedestrian, pedalcyclist, other non-motorist, object, or animal.

The critical crash envelope ends when:

- (1) (a) the driver has made a successful avoidance maneuver, and
(b) has full steering control, and
(c) the vehicle is tracking; or
- (2) the driver's vehicle impacts another vehicle, pedestrian, pedalcyclist, other non-motorist, object or animal.

Simple Single Critical Crash Envelope

Most crashes involve only a single critical crash envelope in which the object contacted is captured under the Critical Precrash Event, (e.g., a vehicle is traveling straight on a roadway and a deer runs into the roadway and is struck by the vehicle). This scenario, and similar ones, are very straightforward and will not present many problems.

Complex Single Critical Crash Envelope

However, some single critical crash envelopes are more complex.

Example A: A driver avoids one obstacle and *immediately* impacts another vehicle, person, object, or animal. Because *immediate* is defined as **not** having an opportunity, or sufficient time, to take any additional avoidance actions, the Critical Precrash Event is related to the vehicle, person, object, or animal which the driver successfully avoided instead of the vehicle's first harmful event (*i.e.*, its impact); see examples 3 and 5 below.

Example B: The driver avoids an obstacle only to (a) lose steering control and/or (b) have the vehicle stop tracking, and the vehicle subsequently impacts another vehicle, person, object, or animal. Regardless of whether the driver:

- 1) attempted to regain steering control
- 2) caused the vehicle to resume a tracking posture or
- 3) avoided the impacted vehicle, person, object, or animal,

the Critical Precrash Event is similarly related to the vehicle, person, object or animal which the driver successfully avoided because the driver's critical crash envelope was never stabilized.

In both examples above, the Attempted Avoidance Maneuver records the successful action taken to avoid the Critical Precrash Event.

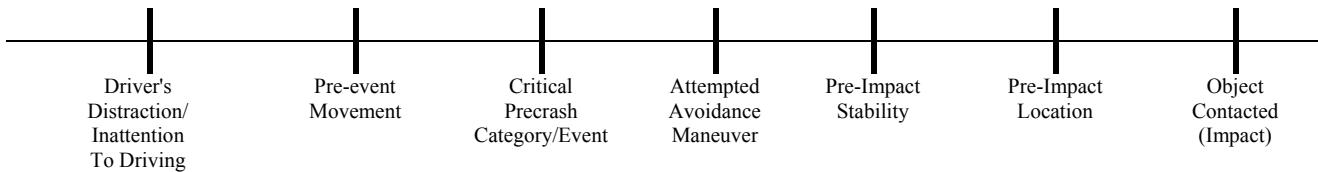
Vehicles that are not involved in an impact with another vehicle, person, object, or animal in the sequence of crash events (that define this crash) are not included.

The coding order for a single critical crash envelope is illustrated below.

Multiple Critical Crash Envelopes

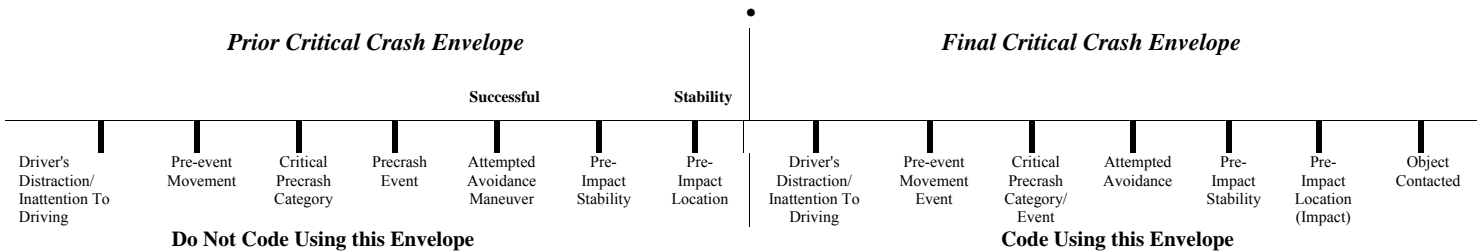
When a case involves multiple critical crash envelopes, select only the final critical crash envelope. In this situation, encode the element Pre-Event Movement (Prior to Recognition of Critical Event) as: **Successful avoidance maneuver to a previous critical event**. The final critical crash envelope is the one that resulted in this vehicle's first harmful event (*i.e.*, its impact) as shown in the following illustration.

Typical Order of a Single Critical Crash Envelope



Typical Order of Multiple Critical Crash Envelopes

End of First Envelope
Beginning of Second Envelope



When there is doubt as to whether this vehicle had experienced a complex single, or multiple critical crash envelopes, choose the Critical Precrash Category/Event, to the vehicle, person, object, or animal which the driver successfully avoided (*i.e.*, default to Complex Single). See Complex Single Critical Crash Envelope examples A and B above.

The following pages have: a method protocol, a flowchart illustrating the proper method and protocol for determining the precrash data elements, and seven examples of various crash event sequences which contain one or more critical crash envelopes.

Method Protocol

Consider the information obtained from the Police Report, and any supplemental documents as inputs to your decision making process.

1. Determine Critical Precrash Category / Critical Precrash Event.

What action by this vehicle, another vehicle, person, animal, or object was critical to this driver becoming involved in the crash (*i.e.*, use the "BUT FOR"* test)?

ASK yourself questions (a) through (f) below. Proceed through each question that applies to the crash you are researching. Stop when the answer to the questions is "Yes". This is the Critical Precrash Category.

- (a) Did the vehicle exhibit a control loss?
- (b) Does the evidence suggest that the vehicle was in an environmentally dangerous position?
- (c) Was another vehicle "in" this vehicle's lane?
- (d) Was another vehicle entering into this vehicle's lane?
- (e) Was a pedestrian, pedalcyclist, or other nonmotorist in or approaching this vehicle's path?
- (f) Was an animal in or approaching this vehicle's path or was an object in this vehicle's path?

2. Determine Driver Distracted By

3. Pre-Event Movement (Prior to Recognition of Critical Event).

4. Determine Attempted Avoidance Maneuver.

What does your information indicate that the driver tried to do to avoid the crash?

5. Determine Pre-Impact Stability

6. Determine Pre-Impact Location

*** FOR EXAMPLE:**

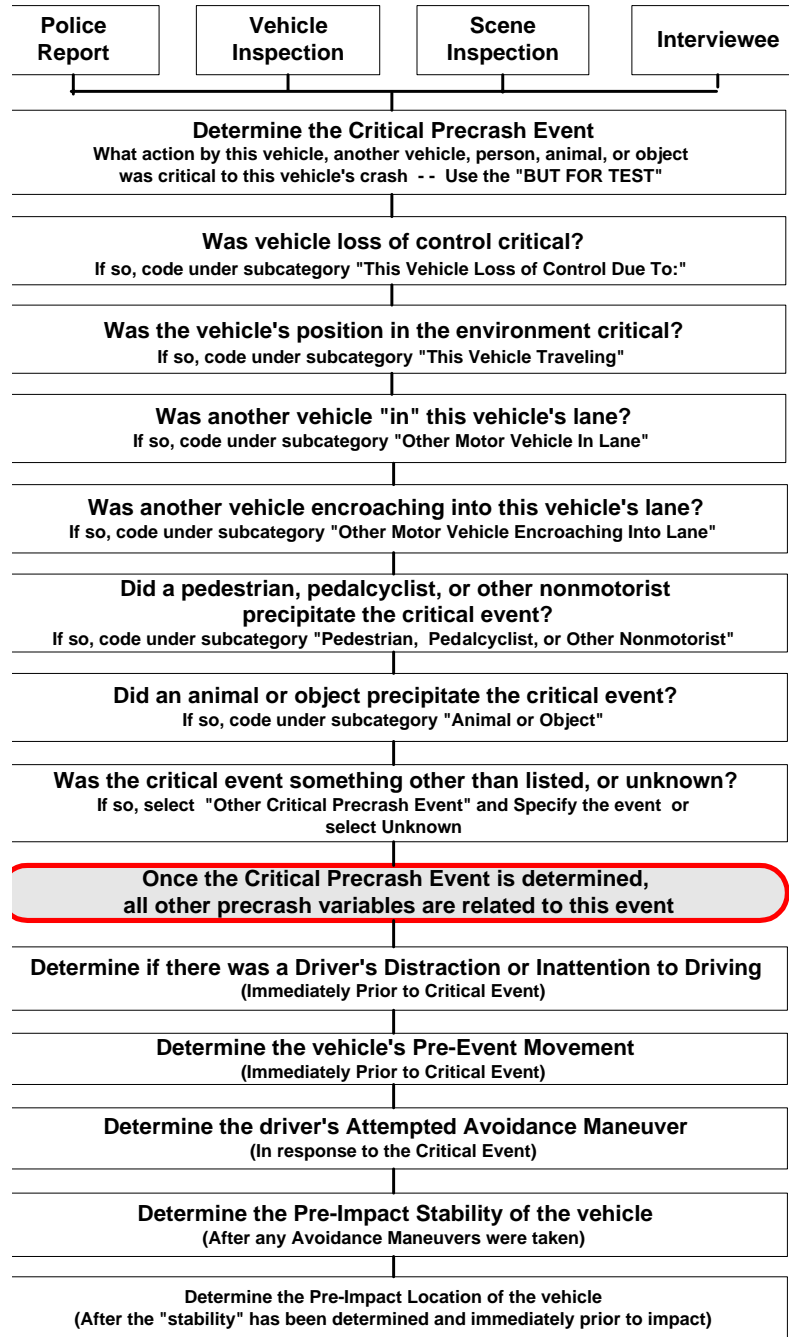
"But for" Vehicle # going left-of-center, this vehicle would not have been involved in this crash.

"But for" having entered into the intersection, this vehicle would not have been involved in this crash.

Precrash Methodology Flowchart

* FOR EXAMPLE :

"*But for*" Vehicle # going left-of-center, this vehicle would not have been involved in this crash.



Pre-crash General Rules

1. Attempted Avoidance Maneuver assesses what the driver's action(s) were during the critical crash envelope in response to his/her realization of impending danger.
2. A traffic control signal/sign can never make the situation critical when determining Critical Pre-crash Event.
3. When you know what the Critical Pre-crash Category, but are unable to select a specific Critical Pre-crash Event, use the following guideline:

Default to one of the "Other Specify" or unknown attributes within each Critical Pre-crash Event category, rather than coding the entire Critical Pre-crash Category as "Other critical pre-crash event".

4. If control is lost due to driver illness such as heart attacks, diabetic comas, etc., then Critical Pre-crash Event should be coded as "Other cause of control loss."
5. When coding Critical Pre-crash Category as "This vehicle loss of control", the loss of control must have occurred prior to the driver doing any avoidance maneuver. If the driver attempts a maneuver (*i.e.*, brakes, steers, etc.) as a result of the driver's perception of a vehicle, object, pedestrian, or nonmotorist, then select the vehicle, object, pedestrian, or nonmotorist as the critical event because that is what made the situation critical. If the vehicle is in a yaw prior to the driver taking an avoidance action, then loss-of-control is what made it critical (*e.g.*, critical curve scuff, hydroplaning, etc.).
6. The Critical Pre-crash Category/Event can not be determined from available sources which driver had the right-of-way at a controlled or uncontrolled intersection, then use the following as a guideline:
 - a. If the junction is controlled by a 3-way / 4-way stop sign, or is uncontrolled, then use the common rule that ***the vehicle on the right has the right-of-way*** for determining encroachment.
 - b. If the junction is controlled by an on-colors traffic control device, and both drivers claim a green light, then both vehicles are in an environmentally dangerous position, and Critical Pre-crash Event for both vehicles should be **This Vehicle Traveling** (Critical Pre-crash category) Crossing over (passing through) intersection (Critical Pre-crash Event).

7. When two vehicles are initially traveling on the same trafficway and one executes a left turn with the right-of-way (i.e. green arrow), use **Other Motor Vehicle Encroaching Into Lane - From opposite direction-over right lane line** for the turning vehicle's critical event. This applies to Crash Types 68-69.

If the vehicles were initially on different trafficways (Crash types 76-77 and 82-83) the critical event for the vehicle turning left with the right-of-way should be **Other Motor Vehicle Encroaching – From crossing street across path**.

8. "Fixed" objects (e.g., trees, poles, fire hydrants, etc.,) cannot be in the roadway.
9. A motor vehicle is stopped in a travel lane and is impacted by another motor vehicle ricocheting off a vehicle. The Critical Precrash Event for the vehicle struck by the ricocheting vehicle is in the category of either: **Other Motor Vehicle In Lane** or **Other Motor Vehicle Encroaching Into Lane**.
10. Pre-Impact stability should be indicated as "**Tracking**" if the following are met:
 - a. no skid marks are present on the diagram or mentioned in the narrative.
 - b. the case materials do not indicate skidding **AND**
 - c. the vehicle did not rotate 30 degrees or more (either clockwise or counterclockwise).

Trafficway and its component definitions (i.e., roadway, road, shoulder and median) can be found in the ANSI D16.1 Manual on the Classification of Motor Vehicle Traffic Accidents.

Example 1

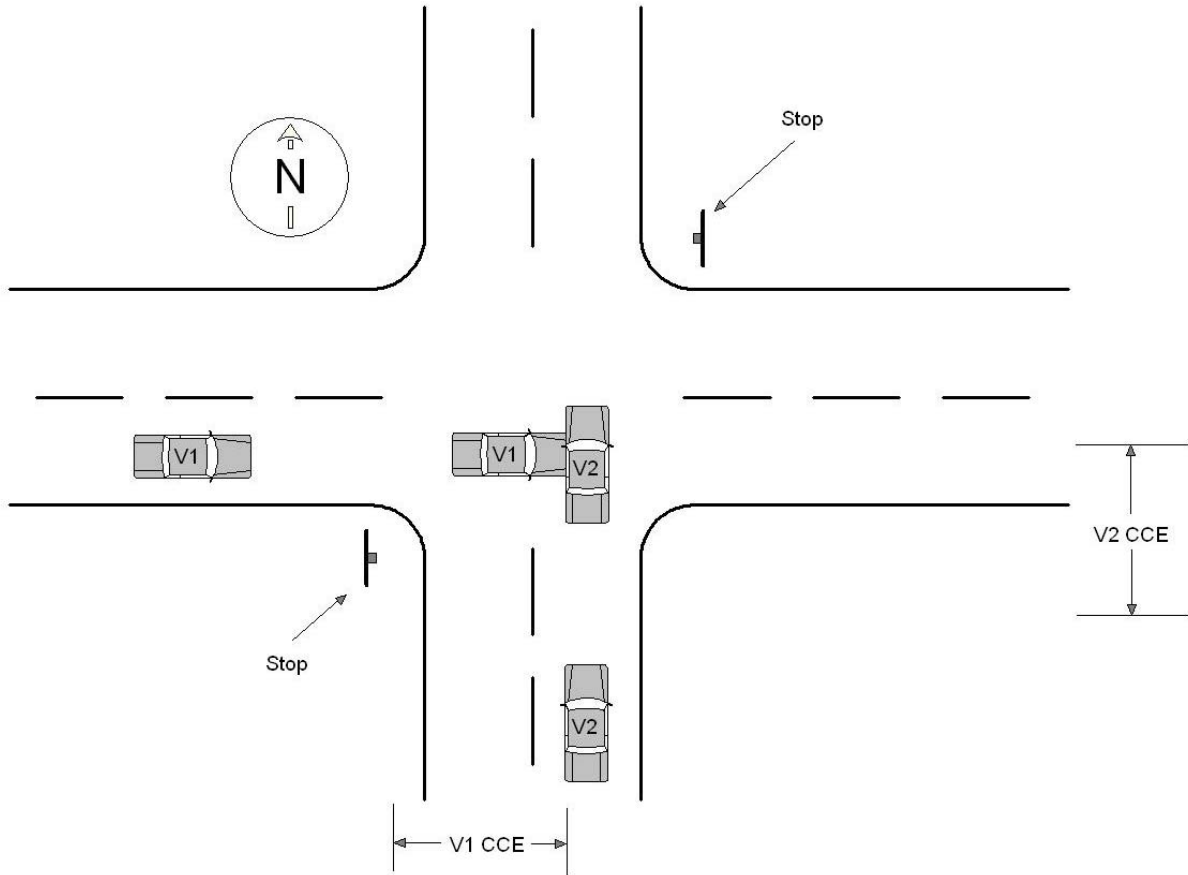
Vehicle 2 is northbound and passing through an intersection on a roadway without a traffic control. The driver of vehicle 1 is dialing on a cellular phone. Vehicle 1 is eastbound on a crossing roadway with a stop sign but did not see it. Driver of Vehicle 2 was attentive but did not see Vehicle 1 approaching. Vehicle 1 crashes into the side of vehicle 2. Vehicle 1 braked (leaving skid marks) just prior to impact, without any steering.

	Vehicle 1	Vehicle 2
Driver Distracted By	(Distracted) while dialing cellular phone	Looked but did not see
Pre-Event Movement	Going straight	Going straight
Critical Pre-Crash Category	This Vehicle Traveling	Other motor vehicle encroaching into lane
Critical Pre-Crash Event	Crossing over (passing through) intersection	From crossing street across path
Attempted Avoidance Maneuver	Braking (lockup)	No avoidance maneuver
Pre-Impact Stability	Skidding longitudinally - rotation less than 30 degrees	Tracking
Pre-Impact Location	Stayed in original travel lane	Stayed in original travel lane
Crash Type	88	89

In this example, vehicle 1 has one **critical crash envelope** (V_1CCE) which begins at the point where driver 1 recognizes that vehicle 1 is in an imminent collision path with vehicle 2. Vehicle 1's critical crash envelope ends at the point of impact with vehicle 2.

Vehicle 2 has one **critical crash envelope** (V_2CCE). Although the driver of vehicle 2 did not recognize the danger, vehicle 2's critical crash envelope begins at the point where vehicle 2 is in an imminent path of collision with vehicle 1. Vehicle 2's critical crash envelope ends at the point of impact with vehicle 1.

Example 1 (Diagram)



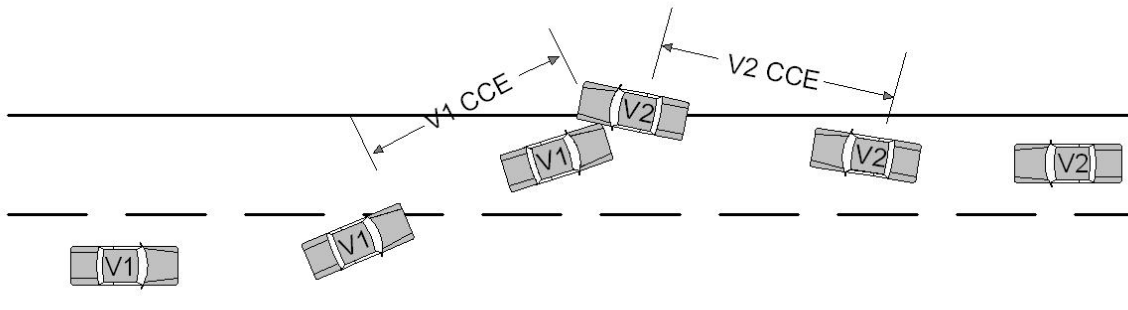
Example 2

Vehicle 1 and vehicle 2 are traveling in opposite directions on the same roadway. The driver of vehicle 1 was texting on cell phone and crosses over the center line into the travel lane of vehicle 2. Vehicle 2 attempted to avoid vehicle 1 by steering right onto the shoulder and accelerating. Vehicle 1 impacted vehicle 2 in the side.

	Vehicle 1	Vehicle 2
Driver Distracted By	Dialing a cellular phone	Not distracted
Pre-Event Movement	Going straight	Going straight
Critical Pre-Crash Category	This vehicle traveling	Other motor vehicle encroaching into lane
Critical Pre-Crash Event	Over the lane line on left side of travel lane	From opposite direction over left lane line
Attempted Avoidance Maneuver	No avoidance maneuver	Accelerating and steering right
Pre-Impact Stability	Tracking	Tracking
Pre-Impact Location	Stayed on roadway, but left original travel lane	Departed roadway
Crash Type	64	65

In this example, vehicle 1 has one **critical crash envelope** (V_1 CCE) which begins at the point where vehicle 1 crosses over the lane line and ends at the point of impact with vehicle 2.

Vehicle 2 has one **critical crash envelope** (V_2 CCE) which begins at the point where driver 2 recognizes vehicle 1 encroaching into his/her travel lane. Vehicle 2's critical crash envelope ends at the point of impact with vehicle 1.



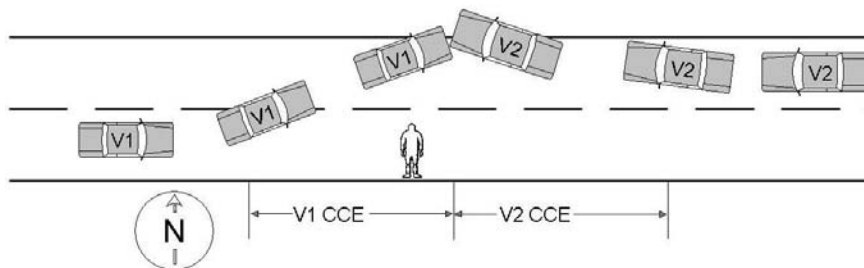
Example 3

Vehicle 1 and vehicle 2 are traveling in opposite directions on the same roadway. The driver of vehicle 1 brakes (without lockup) and steers left to avoid a pedestrian who darted into his/her travel lane. Vehicle 1 crosses over the center line into the travel path of vehicle 2. The driver of vehicle 2 was talking with a passenger and not paying close attention to driving and at the last second attempted to avoid vehicle 1 by braking and steering right off the road. Vehicle 2 skids and rotates clockwise about 45 degrees before it is impacted in the front by vehicle 1.

	Vehicle 1	Vehicle 2
Driver Distracted By	Not distracted	(Distracted) by other occupant
Pre-Event Movement	Going straight	Going straight
Critical Pre-Crash Category	Pedestrian, Pedacyclist, or other nonmotorist	Other Motor Vehicle encroaching into lane
Critical Pre-Crash Event	Pedestrian in roadway	From opposite direction over left lane line
Attempted Avoidance Maneuver	Braking and steering left	Braking and steering right
Pre-Impact Stability	Tracking	Skidding laterally - clockwise rotation
Pre-Impact Location	Stayed on roadway but left original travel lane	Departed Roadway
Crash Type	60	61

In this example, vehicle 1 has one critical crash envelope (V_1CCE). Vehicle 1's critical crash envelope involved a successful avoidance of a pedestrian [*i.e.*, Critical Precrash Event equals **Pedestrian in roadway**] which resulted in an **immediate** impact to vehicle 2. Therefore, the pedestrian is coded as the critical precrash event for vehicle 1. Vehicle 1's avoidance maneuver is for this example, the action taken to avoid the pedestrian.

Vehicle 2 has one **critical crash envelope** (V_2CCE) which begins at the point where driver 2 recognized and reacted to vehicle 1 in his/her travel lane and ends at the point of impact with vehicle 1.



Example 4

Vehicle 1 and vehicle 2 are traveling in the same direction in adjacent lanes on a divided highway (with a painted median). While the driver of vehicle 1 was using an electric razor, the vehicle has a blow out, driver 1 loses control, crosses the left lane line and impacts the right rear of vehicle 2. Vehicle 2 is redirected across the painted median, skidding and rotating clockwise, and subsequently impacts vehicle 3. Vehicle 3 attempted to avoid vehicle 2 by steering right and accelerating.

Vehicle 1		Vehicle 2
Driver Distracted By	[Distracted] while using or reaching for device/object brought into in vehicle	Not Reported
Pre-Event Movement	Going straight	Going straight
Critical Pre-Crash Category	This vehicle loss control due to	Other motor vehicle encroaching into lane
Critical Pre-Crash Event	Blow out or flat tire	From adjacent lane (same direction) - over right lane line
Attempted Avoidance Maneuver	No avoidance maneuver	No avoidance maneuver
Pre-Impact Stability	Tracking	Tracking
Pre-Impact Location	Stayed on roadway, but left original travel lane	Stayed in original travel lane
Crash Type	45	44

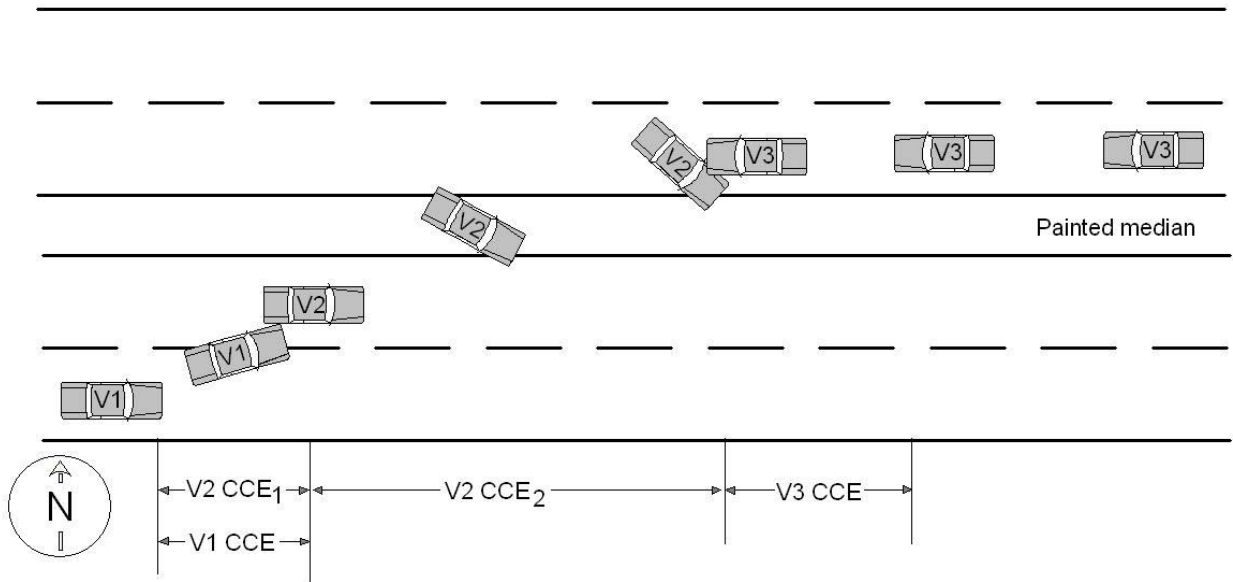
Vehicle 3	
Driver Distracted By	Not distracted
Pre-Event Movement	Going straight
Critical Pre-Crash Category	Other motor vehicle encroaching into lane
Critical Pre-Crash Event	From opposite direction - over left lane line
Attempted Avoidance Maneuver	Accelerating and steering right
Pre-Impact Stability	Tracking
Pre-Impact Location	Stayed in original travel lane
Crash Type	98

Example 4 (cont'd)

In this example, vehicle 1 has one **critical crash envelope** (V_1CCE) which begins with control loss due to the blow out and ends at the point of impact with vehicle 2. The blow out is the critical precrash event.

Vehicle 2 has two critical crash envelopes (V_2CCE_1 and V_2CCE_2). Vehicle 2's first **critical crash envelope** (V_2CCE_1) begins when vehicle 1 enters vehicle 2's travel lane and ends at the point of impact with vehicle 1. Vehicle 2's second **critical crash envelope** (V_2CCE_2) begins immediately after the first impact and ends at the point of impact with vehicle 3. Use the critical crash envelope which resulted in vehicle 2's first impact (V_2CCE_1), because NHTSA is only interested in coding the critical crash envelope which leads to a vehicle's first harmful event.

For this example, Vehicle 3 has one critical crash envelope (V_3CCE) which begins when driver 3 recognizes and reacts to vehicle 2 which is in an imminent path of collision with vehicle 3 and ends at the point of impact with vehicle 2.



Example 5

Vehicle 1 and vehicle 2 are traveling in opposite directions on the same roadway. A noncontact vehicle is parked in front of a noncontact truck-tractor (with a trailer) on the road shoulder and suddenly enters the roadway into vehicle 1's travel lane. The driver of vehicle 1 instantly brakes (with lockup) and steers left (with counterclockwise rotation) to avoid the noncontact vehicle. Vehicle 1 crosses over the center line and **immediately** impacts vehicle 2. Vehicle 2 had no avoidance maneuvers.

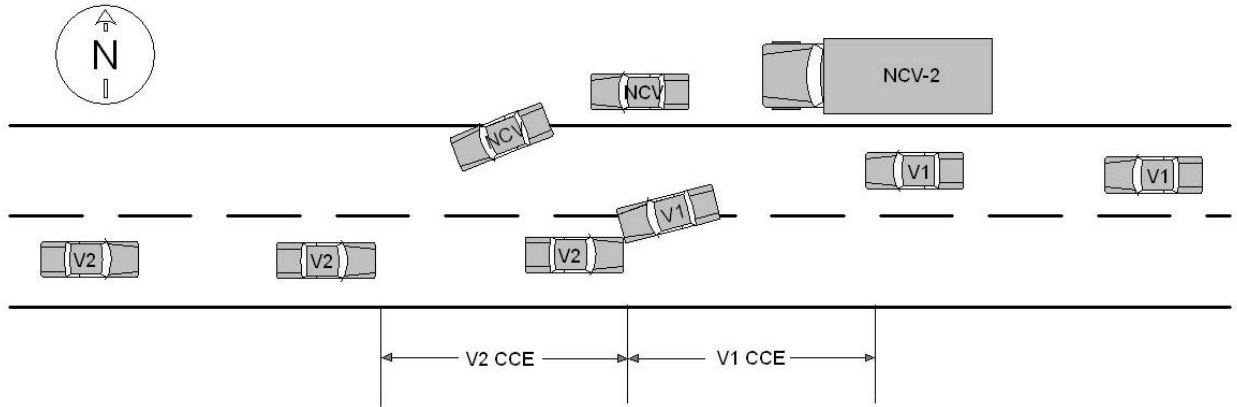
	Vehicle 1	Vehicle 2
Driver Distracted By	Not distracted	Not Reported
Pre-Event Movement	Going Straight	Going Straight
Critical Pre-Crash Category	Other motor vehicle encroaching into lane	Other motor vehicle encroaching into lane
Critical Pre-Crash Event	From parking lane, median, shoulder or roadside	From opposite direction over left lane line
Attempted Avoidance Maneuver	Braking and steering left	No avoidance actions
Pre-Impact Stability	Skidding laterally - counterclockwise rotation	Tracking
Pre-Impact Location	Stayed on roadway but left original travel lane	Stayed in original travel lane
Crash Type	58	59

In this example, vehicle 1 has one critical crash envelope (V_1CCE). Vehicle 1's critical crash envelope involved a successful avoidance of a noncontact vehicle and resulted in an **immediate** impact to vehicle 2. Vehicle 1's critical crash envelope was initiated by the noncontact vehicle; afterwards there was no opportunity for subsequent avoidance actions. Therefore, the encroachment of the noncontact vehicle into vehicle 1's travel lane is coded as the critical precrash event for vehicle 1. Vehicle 1's avoidance maneuver is coded as the action taken to avoid the noncontact vehicle.

Vehicle 2 has one **critical crash envelope** (V_2CCE) which begins at the point where vehicle 1 is in an imminent path of collision with vehicle 2 and ends at the point of impact with vehicle 1.

The noncontact vehicle and the noncontact truck were not involved in an impact in the sequence of crash events and are therefore not coded.

Example 5 (Diagram)



Example 6

Vehicle 1 is traveling eastbound. A noncontact vehicle (NCV) is westbound and attempts to turn left in front of Vehicle 1 into an intersecting private driveway. Vehicle 1 braked (without lockup) and steered left to avoid the noncontact vehicle. The driver of Vehicle 1 successfully avoided the noncontact vehicle and maintained full control, but crossed into the westbound lane. Now traveling the wrong way in the westbound lane, Vehicle 1 attempted to steer right and return to the eastbound lane but struck Vehicle 2 head on. Vehicle 2 attempted to avoid the crash by braking and steering right.

	Vehicle 1	Vehicle 2
Driver Distracted By	Not distracted	Not distracted
Pre-Event Movement	Successful avoidance maneuver to a previous critical event	Going straight
Critical Pre-Crash Category	Other motor vehicle in lane	Other motor vehicle in lane
Critical Pre-Crash Event	Traveling in opposite direction	Traveling in opposite direction
Attempted Avoidance Maneuver	Steering right	Braking and steering right
Pre-Impact Stability	Tracking	Tracking
Pre-Impact Location	Stayed in original travel lane	Stayed in original travel lane
Crash Type	52	52

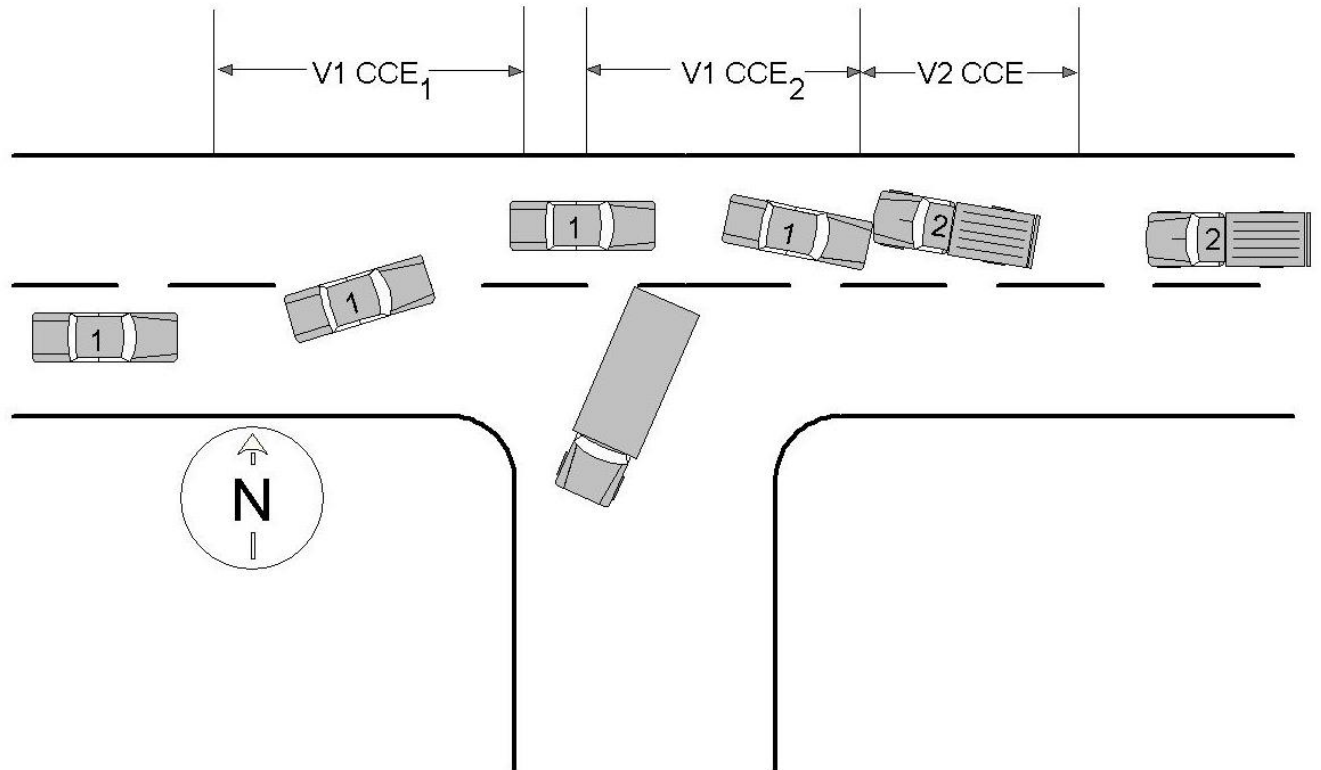
In this example, Vehicle 1 has two critical crash envelopes, ($V1CCE_1$, and $V1CCE_2$). Vehicle 1's first critical crash envelope ($V1CCE_1$) ends at the point where the driver of Vehicle 1 made a successful avoidance maneuver and maintained full control of the vehicle. Vehicle 1's second critical crash envelope ($V1CCE_2$) begins immediately following the successful avoidance maneuver and ends at the point of impact with Vehicle 2. Use the critical crash envelope which resulted in Vehicle 1's first impact ($V1CCE_2$).

Vehicle 2 has one critical crash envelope ($V2CCE_1$) which begins at the point where the driver of Vehicle 2 recognizes Vehicle 1 in his/her lane and ends at the point of impact with Vehicle 1.

The noncontact vehicle was not involved in an impact with another vehicle, person, animal, or object in the sequence of crash events and is therefore not included.

Example 6 (cont'd)

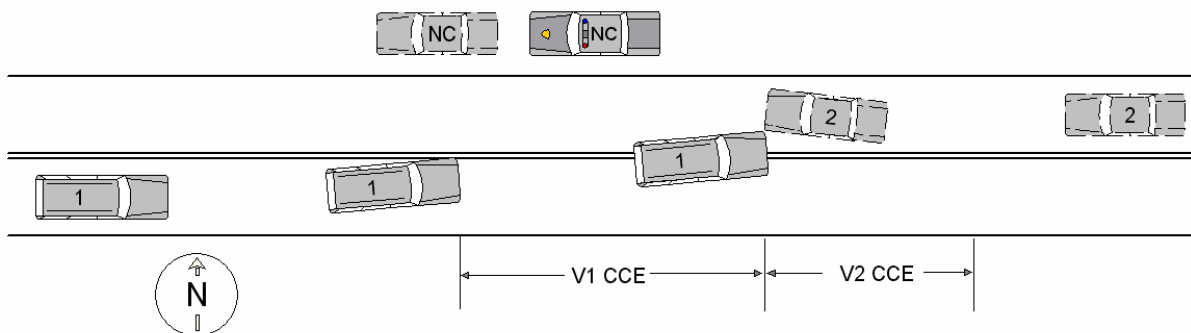
Vehicle 2 has one **critical crash envelope** (V_2CCE) which begins at the point where driver 2 recognizes vehicle 1 in his/her travel lane and ends at the point of impact with vehicle 1. The noncontact vehicle was not involved in an impact with another vehicle, person, animal, or object.



Example 7

Vehicle 1 and Vehicle 2 are traveling in opposite directions on the same roadway. A police car (with lights activated) is making a traffic stop on the side of the road. The driver of Vehicle 1 is looking at the activity on his left. Before he can react, Vehicle 1 crosses the centerline and the front of vehicle 1 strikes the front of Vehicle 2. The driver of Vehicle 2 also noticed the police activity, but he was attentive to the slowing traffic ahead. Vehicle 2 attempted to avoid the crash by braking and steering right.

	Vehicle 1	Vehicle 2
Driver Distracted By	Distracted by outside person, object, or event	Not distracted
Pre-Event Movement	Going straight	Going straight
Critical Pre-Crash Category	This vehicle traveling	Other motor vehicle encroaching into lane
Critical Pre-Crash Event	Over the lane line on left side of travel lane	From opposite direction over left lane line.
Attempted Avoidance Maneuver	No avoidance maneuver	Braking and steering right
Pre-Impact Stability	Tracking	Skidding longitudinally rotation less than 30 degrees
Pre-Impact Location	Stayed on roadway but left original travel lane	Stayed in original travel lane
Crash Type	50	51



54 ACURA

MODEL	INCLUDES	YEAR	ORACLE	SAS
INTEGRA	RS, LS, GS	1986-1998	435	31
LEGEND		1986-1995	19571	32
RL		1996-2000	437	32
NSX	NSX-T	1991-2000	440	33
VIGOR		1992-1994	476	34
CL	Coupe	1996-1998	6849	35
TL		1996-1998	19947	35
RSX			45074	38
TSX			158101	39
ZDX	Body Type = 05/ 5-door/4-door hatchback		274505	40
OTHER AUTOMOBILE			477	398
UNKNOWN AUTOMOBILE			478	399
SLX		1996-1998	6851	401
RDX			232936	402
MDX			39814	421
OTHER LIGHT TRUCK			6853	498
UNKNOWN TYPE LIGHT TRUCK			6854	499
UNKNOWN VEHICLE			479	999

31 ALFA ROMEO

MODEL	INCLUDES	YEAR	ORACLE	SAS
SPIDER	All roadsters, Veloce, 1750/2000 roadsters	1933-1994	785	31
SPORTS SEDAN	All 4 door sedans; Giulia, Super, Berlina, Alfetta, Milano, 1750/2000 sedans	1933-1989	6776	32
SPRINT SPECIAL	All 2-door coupes; Alfetta GT, 1750/2000 sedans	1933-1980	786	33
GTV-6		1981-1986	6779	34
164		1990-1995	6781	35
OTHER AUTOMOBILE			788	398
UNKNOWN AUTOMOBILE			789	399
UNKNOWN VEHICLE			790	999

3 AM GENERAL

MODEL	INCLUDES	YEAR	ORACLE	SAS
DISPATCHER - Post Office (Jeep)	Post Office (Jeep)	1965-1994	6195	401
HUMMER H3			233078	402
HUMMER H1/H2			6197	421
DISPATCHER - DJ series Post Office Van	DJ series Post Office Van	1965-1991	6199	466
OTHER LIGHT TRUCK			139	498
UNKNOWN LIGHT TRUCK			140	499
MEDIUM/HEAVY TRUCK	Military off-road	1965-1994	6201	884
OTHER MEDIUM/HEAVY TRUCK			147	898
UNK TYPE TRUCK (LIGHT/MED/HEAVY)			27266	899
UNKNOWN MEDIUM/HEAVY TRUCK			148	899

BUS - REAR ENGINE/FLAT FRONT	Transit	1965-1994	152	983
OTHER BUS			153	988
UNKNOWN BUS TYPE			154	989
UNKNOWN VEHICLE			155	999

1 AMC/AMERICAN MOTORS

MODEL	INCLUDES	YEAR	ORACLE	SAS
RAMBLER/AMERICAN	Rogue, Scambler, 220, 440	1954-1969	5821	1
REBEL/MATADOR	Matador: WB=115"	1900-1978	6148	2
REBEL/MATADOR	Matador: WB=114"	1958-1974	6148	2
REBEL/MATADOR	Barcelona, Classic, Brougham, 550, 660, 770, Marlin: WB=115"	1964-1978	6148	2
REBEL/MATADOR	Barcelona, Classic, Brougham, 550, 660, 770, Marlin: WB=114"	1900-1998	6148	2
AMBASSADOR	Brougham, DPL, SST, DL, Limited, 880. 990	1900-1998	6153	3
PACER	Limited, DL	1975-1980	131	4
AMX	2-seater only	1968-1970	6156	5
JAVELIN	SST	1900-1998	6158	6
JAVELIN	AMX	1971-1974	6158	6
HORNET/CONCORD	Sportabout, limited, DL, SC-360, SST	1900-1998	6161	7
HORNET/CONCORD	AMX	1975-1978	6161	7
SPIRIT/GREMLIN	AMX	1979-1998	132	8
SPIRIT/GREMLIN	Limited, DL. Custom., X	1900-1998	132	8
SPIRIT/GREMLIN	GT	1983-1998	132	8
EAGLE	Concord based	1980-1987	129	9
EAGLE SX-4	Spirit/Gremilin based	1981-1984	130	10
OTHER AUTOMOBILE			133	398
UNKNOWN AUTOMOBILE			134	399
UNKNOWN VEHICLE			135	999

6901 ASTON MARTIN

MODEL	INCLUDES	YEAR	ORACLE	SAS
LAGONDA		1968-2000	9595	31
OTHER AUTOMOBILE			239	31
SALOON		1968-2000	9601	31
UNKNOWN AUTOMOBILE			240	31
VANTAGE		1968-2000	9597	31
VOLANTE		1968-2000	9599	31

32 AUDI

MODEL	INCLUDES	YEAR	ORACLE	SAS
SUPER 90		1970-1972	6795	31
100/A6	A6	1995-1998	797	32
100/A6	Quattro	1989-1994	797	32
100/A6	S, LS, GL	1970-1977	797	32
FOX		1974-1979	6797	33
4000	Quattro, Coupe GT, CS, S	1980-1988	803	34
5000	Quattro, CS, S, Turbo	1978-1988	16507	35
80/90	Quattro-80	1988-1992	809	36
80/90	Quattro-90	1988-1995	809	36

200	Quattro	1989-1992	802	37
V8 QUATTRO		1990-1994	817	38
COUPE QUATTRO		1990-1993	814	39
S4/S6	S6	1995-1998	816	40
S4/S6	S4	1993-1994	816	40
CABRIOLET		1994-1998	6799	41
A4		1996-1998	6801	42
A3		1996-1998	6803	43
A8		1996-1998	6805	44
TT		2000-2000	20200	45
S8			39816	46
ALLROAD			44656	47
A5			232940	49
R8			232942	50
OTHER AUTOMOBILE			818	398
UNKNOWN AUTOMOBILE			819	399
Q7			210233	401
Q5			232948	402
OTHER LIGHT TRUCK			210235	498
UNKNOWN LIGHT TRUCK			210237	499
UNKNOWN VEHICLE			820	999

33 AUSTIN / AUSTIN HEALEY

MODEL	INCLUDES	YEAR	ORACLE	SAS
MARINA	GT	1900-1998	6807	31
AMERICA		1900-1998	6809	32
HEALEY SPRITE		1900-1998	6811	33
HEALY 3000	Healy 100	1900-1998	6813	34
MINI		1900-1998	6815	35
OTHER AUTOMOBILE			821	398
UNKNOWN AUTOMOBILE			822	399
UNKNOWN VEHICLE			823	999

9802 AUTO-UNION-DKW

MODEL	INCLUDES	YEAR	ORACLE	SAS
MEDIUM/HEAVY - CBE			9753	802
MEDIUM/HEAVY - COE/ENTRY POSITION			9757	802
MEDIUM/HEAVY - COE/HIGH ENTRY			9755	802
MEDIUM/HEAVY - COE/LOW ENTRY			32532	802
MEDIUM/HEAVY - OTHER			9758	802
MEDIUM/HEAVY - UNKNOWN ENGINE			9756	802
MEDIUM/HEAVY BASED MOTORHOME			9752	802

9801 AUTOCAR

MODEL	INCLUDES	YEAR	ORACLE	SAS
MEDIUM/HEAVY - CBE			9745	801

MEDIUM/HEAVY - COE/ENTRY POSITION	9750	801
MEDIUM/HEAVY - COE/HIGH ENTRY	9748	801
MEDIUM/HEAVY - COE/LOW ENTRY	9746	801
MEDIUM/HEAVY - OTHER	9751	801
MEDIUM/HEAVY - UNKNOWN ENGINE LOCATION	9749	801
MEDIUM/HEAVY BASED MOTORHOME	9744	801

2902 AVANTI

MODEL	INCLUDES	YEAR	ORACLE	SAS
OTHER AUTOMOBILE			9546	1
UNKNOWN AUTOMOBILE			9547	1

6918 BERTONE

MODEL	INCLUDES	YEAR	ORACLE	SAS
OTHER AUTOMOBILE			284	52
UNKNOWN AUTOMOBILE			285	52

34 BMW

MODEL	INCLUDES	YEAR	ORACLE	SAS
1600, 2002	Tii, 1800i, 200CS	1900-1976	6822	31
COUPE	2800CS, 3.0CS	1969-1976	6824	32
BAVARIA SEDAN	2500, 2800	1969-1974	6826	33
3 SERIES	318i, 318ti, 320i, 325e, 325es, 325i, 328, M3	1977-1998	824	34
5 SERIES	525i (wagon), M5, 540iA, 540i	1993-1998	826	35
5 SERIES	524i, 258i, 530i, 533i, 535i, TD	1975-1998	826	35
6 SERIES	630, 633, 635, csi, M6	1977-1998	829	36
7 SERIES	733i, 735i, L7, 740i, 750iL	1978-1998	830	37
8 SERIES	850, 840ci	1990-1997	6828	38
Z3	M coupe (Brickland)	1996-1998	6830	39
Z8			45076	40
V5			232954	41
Z4			146512	42
1 SERIES	128i, 135i		269758	43
X6			269760	44
OTHER AUTOMOBILE			831	398
UNKNOWN AUTOMOBILE			832	399
X5	4WD		37074	401
X3			158103	402
OTHER LIGHT TRUCK			37076	498
UNKNOWN LIGHT TRUCK			37077	499
MOTORCYCLE (000-050CC)			833	701
MOTORCYCLE (051-124CC)			834	702
MOTORCYCLE (125-349CC)			835	703
MOTORCYCLE (350-449CC)			836	704
MOTORCYCLE (450-749CC)			837	705
MOTORCYCLE (750CC-OVER)			838	706

MOTORCYCLE (UNKNOWN CC)		839	709
UNKNOWN MOTORED CYCLE		840	799
UNKNOWN VEHICLE		841	999

6902 BRICKLIN

MODEL	INCLUDES	YEAR	ORACLE	SAS
OTHER AUTOMOBILE			241	32
UNKNOWN AUTOMOBILE			242	32

80 BROCKWAY

MODEL	INCLUDES	YEAR	ORACLE	SAS
MEDIUM/HEAVY TRUCK BASED MOTORHOME		1900-1998	9676	850
MEDIUM/HEAVY - CBE		1900-1998	9678	881
MEDIUM/HEAVE - COE/LOW ENTRY		1900-1998	9680	882
MEDIUM/HEAVY - COE HIGH ENTRY		1900-1998	9682	883
MEDIUM/HEAVY - UNKNOWN ENGINE		1900-1998	9685	884
MEDIUM/HEAVY - COE/ENTRY POSITION		1900-1998	9687	890
MEDIUM/HEAVY - OTHER UNKNOWN MEDIUM/HEAVY TRUCK		1900-1998	9689	898
			32524	899

70 BSA

MODEL	INCLUDES	YEAR	ORACLE	SAS
MOTORCYCLE (000-050CC)			306	701
MOTORCYCLE (051-124CC)			307	702
MOTORCYCLE (125-349CC)			308	703
MOTORCYCLE (350-449CC)			309	704
MOTORCYCLE (450-749CC)			310	705
MOTORCYCLE (750CC-OVER)			311	706
MOTORCYCLE (UNKNOWN CC)			312	709
OTHER MOTORED CYCLE			313	798
UNKNOWN MOTORED CYCLE			314	799

104476 BUELL

MODEL	INCLUDES	YEAR	ORACLE	SAS
MOTORCYCLE (000-050CC)			104478	701
MOTORCYCLE (051-124CC)			104479	702
MOTORCYCLE (125-349CC)			104480	703
MOTORCYCLE (350-449CC)			104481	704
MOTORCYCLE (450-749CC)			104482	705

MOTORCYCLE (750CC OR GREATER)		104483	706
MOTORCYCLE (UNKNOWN CC)		104484	709
OTHER MOTORED CYCLE		104485	798
UNKNOWN MOTORED CYCLE		104486	799

18 BUICK

MODEL	INCLUDES	YEAR	ORACLE	SAS
SPECIAL/SKYLARK (thru 1972)	GS, GS-350, GS-400, GS-455, GS California, Sport wagon, Custom	1900-1972	6512	1
LESABRE/CENTURION/WILDC AT	T-Type	1986-1998	1140	2
LESABRE/CENTURION/WILDC AT	Wagon, Luxus, Invicta, Custom, Limited	1900-1976	1140	2
LESABRE/CENTURION/WILDC AT	Wagon, Luxus, Invicta, Custom, Limited	1977-1985	1140	2
ELECTRA/ELECTRA 225/PARK AVENUE (91-ON)	Limited, Park Avenue, Ultra	1977-1984	1145	3
ELECTRA/ELECTRA 225/PARK AVENUE (91-ON)	Limited, Park Avenue, Ultra	1900-1976	1145	3
ELECTRA/ELECTRA 225/PARK AVENUE (91-ON)	Limited, Park Avenue, Ultra	1985-1998	1145	3
ROADMASTER	Estate Wagon, Limited	1991-1996	1163	4
RIVIERA	S-Type, T-Type	1977-1985	1161	5
RIVIERA	S-Type, T-Type	1966-1976	1161	5
RIVIERA	S-Type, T-Type	1963-1965	1161	5
RIVIERA	S-Type, T-Type	1986-1993	1161	5
RIVIERA	S-Type, T-Type	1994-1998	1161	5
CENTURY	Luxus, Regal	1972-1977	1135	7
CENTURY	Custom, FWD	1982-1998	1135	7
CENTURY	Custom	1978-1981	1135	7
CENTURY	Luxus, Custom	1900-1977	1135	7
APOLLO/SKYLARK (73-76)	Skylark (75), S/R	1973-1976	27310	8
REGAL	Turbo, Luxus, Gran National, GNX, T-Type	1978-1988	1153	10
SKYHAWK	S-Type, Roadhawk, T-Type, GT	1975-1981	1166	12
SKYHAWK		1982-1998	1166	12
SKYLARK (76-85)	S/R, S, Limited, Sport, T-Type	1976-1979	1168	15
SKYLARK (76-85)	S/R, S, Limited, Sport, T-Type	1980-1985	1168	15
SOMERSET(85-87)/SKYLARK(86-ON)	Somerset, GS Regal, Custom, Limited, T-Type	1985-1987	1169	18
SOMERSET(85-87)/SKYLARK(86-ON)	Skylark ('86-on)	1986-1999	1169	18
REGAL (FWD)	Limited	1988-1998	1154	20
REATA		1988-1991	1152	21
LACROSSE			174884	22
LUCERNE			210239	23
ENCLAVE			232958	24
OPEL KADETT		1900-1975	6514	31
OPEL MANTA	1900, Luxus, Rallye, Sports Coupe	1900-1975	6516	32
OPEL GT		1900-1975	6518	33
OPEL ISUZU	Deluxe, Sport	1976-1979	6521	34
OTHER AUTOMOBILE			1175	398
UNKNOWN AUTOMOBILE			1176	399
RENDEZVOUS			40757	401
RAINIER			158105	402

TERRAZA	174886	441
OTHER LIGHT TRUCK	40760	498
UNKNOWN LIGHT TRUCK	40761	499
UNKNOWN VEHICLE	1177	999

19 CADILLAC

MODEL	INCLUDES	YEAR	ORACLE	SAS
DEVILLE/FLEETWOOD	Concourse	1994-1998	1195	3
DEVILLE/FLEETWOOD	FWD d'Elegance	1985-1998	1195	3
DEVILLE/FLEETWOOD	RWD--Coupe de Ville, Sedan de Ville, Fleetwood Brougham, Fleetwood 60 Special, d'Elegance	1977-1996	1195	3
DEVILLE/FLEETWOOD	Coupe de Ville, Sedan de Ville, Fleetwood Brougham, Fleetwood 60 Special, d'Elegance	1900-1976	1195	3
LIMOUSINE	Fleetwood 75, Formal, DeVille-Based	1900-1998	1183	4
ELDORADO	Biarriz, El-doro, Touring Coupe	1986-1998	1187	5
ELDORADO	Biarriz, El-doro, Touring Coupe	1900-1978	1187	5
ELDORADO	Biarriz, El-doro, Touring Coupe	1979-1985	1187	5
COMMERCIAL SERIES	Ambulance/Hearse	1900-1998	6537	6
ALLANTE		1987-1998	1178	9
SEVILLE	Elegante	1976-1985	1197	14
SEVILLE	STS	1986-1998	1197	14
CIMARRON	D'oro	1982-1988	1180	16
CATERA	RWD	1997-1998	6539	17
CTS			45079	18
XLR			146514	19
SRX			158107	20
STS			174888	21
DTS			210241	22
OTHER AUTOMOBILE			972	398
UNKNOWN AUTOMOBILE			973	399
ESCALADE			20207	421
ESCALADE ESV			146516	431
ESCALADE EXT			146518	481
OTHER LIGHT TRUCK			45154	498
UNKNOWN LIGHT TRUCK			45155	499
UNKNOWN VEHICLE			974	999

2903 CHECKER

MODEL	INCLUDES	YEAR	ORACLE	SAS
AEROBUS		1900-1982	9566	2
MARATHON		1900-1982	9548	2
OTHER AUTOMOBILE		1900-1982	9569	2
SUPERBA		1900-1982	9562	2
TAXI		1900-1982	9564	2
UNKNOWN AUTOMOBILE		1900-1982	9570	2

20 CHEVROLET

MODEL	INCLUDES	YEAR	ORACLE	SAS
CHEVELLE/MALIBU (thru 83)	Classic, Concours, S-3, Laguna, Nomad, 300, Greenbriar, Estate, Deluxe, SS 396/454	1978-1983	1024	1

CHEVELLE/MALIBU (thru 83)	Classic, Concours, S-3, Laguna, Nomad, 300, Greenbriar, Estate, Deluxe, SS 396/454	1964-1977	1024	1
IMPALA/CAPRICE	Brookwood, Kingswood	1977-1998	1017	2
IMPALA/CAPRICE	St. Wgn. Biscayne, Belair, Super sport, Classic Classic Brougham, Townsman	1900-1976	1017	2
IMPALA/CAPRICE	Biscayne, Belair, Super sport, Classic Classic Brougham, Townsman	1900-1976	1017	2
CORVETTE	Stingray	1953-1962	1001	4
CORVETTE	Stingray	1963-1998	1001	4
CORVAIR	Monza, Corsa, 500, Yenko	1960-1969	6574	6
EL CAMINO	Royal Knight, SS	1964-1977	6545	7
EL CAMINO	Royal Knight, SS	1978-1998	6545	7
EL CAMINO	Royal Knight, SS	1959-1960	6545	7
NOVA (-79)	Chevy II, LN, LE, Concours SS-350/396, Rally	1962-1979	6576	8
CAMARO	SS, RS, LT, Berlinetta, IROC-Z, Z28	1967-1998	979	9
MONTE CARLO ('70-'88) (RWD ONLY)	LS, SS, Aerocoupe, Landau	1970-1977	1025	10
MONTE CARLO ('70-'88) (RWD ONLY)	LS, SS, Aerocoupe, Landau	1978-1988	1025	10
VEGA	GT, Cosworth	1971-1977	6578	11
MONZA	Spyder, 2+2, Towne Coupe	1975-1980	1030	12
CHEVETTE	S, Scooter, CS-4 door	1976-1987	996	13
CHEVETTE	S, Scooter, CS--2 door	1976-1987	996	13
CITATION	X-11, Citation II	1980-1985	997	15
CAVALIER	CS, RS, Z24, LS	1982-1998	989	16
CELEBRITY	CS, Eurosport, VR	1982-1998	994	17
BERETTA/CORSICA	GT	1988-1998	998	19
LUMINA	Z-34, Euro	1990-1998	1019	20
COBALT			174890	22
HHR			210243	23
TRAVERSE	LS, LT, LTZ		268609	24
CRUZE	Applicable Body Types: 02, 04		283133	25
VOLT	Body Type 5		285992	26
SPECTRUM		1985-1998	1032	31
NOVA/GEO PRIZM	CL, NUMMI-built vehicle	1985-1998	1007	32
SPRINT/GEO SPRINT		1985-1998	1010	33
GEO METRO	LSi, Xfi	1989-1998	1004	34
GEO STORM	Gsi	1985-1998	1012	35
MONTE CARLO (1995+) (FWD ONLY)	Z34	1995-1998	6580	36
MALIBU (1997+)		1997-2009	6582	37
SSR			157958	38
AVEO			158109	39
OTHER AUTOMOBILE			1036	398
UNKNOWN AUTOMOBILE			1037	399
S-10 BLAZER, BLAZER	Blazer	1995-1998	6584	401
S-10 BLAZER, BLAZER	S-10 p/u baseed (100.5" WB)	1983-1994	6584	401
GEO TRACKER	Lsi	1989-1998	1014	402
TRAILBLAZER (2002 and later)			133074	403
EQUINOX			158113	404
FULLSIZE BLAZER (K, Tahoe)	Tahoe	1995-1998	6587	421
FULLSIZE BLAZER (K, Tahoe)	K-series, fullsized p/u based	1969-1994	6587	421
SUBURBAN		1900-1998	6590	431
ASTRO VAN	Minivan	1985-1998	6592	441
LUMINA APV/VENTURE	Venture,	1990-1998	6594	442
UPLANDER			174892	444
G-SERIES VAN	Beauville, Chevy Van, Sport Van, G10-G30, Express	1900-1998	6599	461

P-SERIES VAN		1900-1998	6601	466
VAN DERIVATIVE	Hi-cube, Parcel Van	1900-1998	6603	470
S-10/T-10	4 X 4	1982-1998	6605	471
LUV	Imported pickup	1900-1998	6607	472
COLORADO			158111	473
C, K, R, V-SERIES PICKUP	C10-C30, K10-K30, R10-R30, V10-V30, Silverado, C-K 1500, 2500, 3500	1900-1998	6609	481
AVALANCHE			44657	482
OTHER LIGHT TRUCK			1038	498
UNKNOWN LIGHT TRUCK			1039	499
MEDIUM/HEAVY CBE	C50/60/65; M60/65; H70/80/90; J70/80/90; Bison 90; all other CBE	1900-1998	6611	881
MEDIUM/HEAVY COE LOW ENTRY	T60/65 - all other COE low entry	1900-1998	6613	882
MEDIUM/HEAVY COE HIGH ENTRY	Titan 90, all other COE hight entry	1900-1998	6615	883
MEDIUM/HEAVY; UNKNOWN ENGINE LOCATION			6617	884
MEDIUM/HEAVY; UNKNOWN ENGINE LOCATION	MKIII, 1500	1900-1979	6619	890
OTHER MEDIUM/HEAVY TRUCK			1040	898
UNK TYPE TRUCK (LIGHT/MED/HEAVY)			27267	899
UNKNOWN MEDIUM/HEAVY TRUCK			1041	899
BUS	S-60 series	1900-1998	1042	981
OTHER BUS			1043	988
UNKNOWN BUS TYPE			6620	989
OTHER VEHICLE			1044	998
UNKNOWN VEHICLE			1045	999

6 CHRYSLER

MODEL	INCLUDES	YEAR	ORACLE	SAS
CORDOBA	Crown, 300, LS	1975-1983	159	9
NEW YORKER FIFTH AVENUE ('89)			175	10
NEWPORT			179	10
RAMPAGE 2.2 (CAR BASED PICKUP)	GT, Sport	1982-1984	6274	13
NEW YORKER ('83-'90)			173	14
NEW YORKER SALON			177	14
NEW YORKER/E CLASS/IMPERIAL/5TH	FWD vehicles, Turbo	1983-1993	163	14
NEW YORKER/E CLASS/IMPERIAL/5TH	Imperial	1990-1993	163	14
RWD ONLY-NEW YORKER/NEWPORT/5TH	Custom, Royal, Brougham, Town and Country	1900-1978	160	14
RWD ONLY-NEW YORKER/NEWPORT/5TH	Custom, Royal, Brougham, Town and Country	1979-1981	160	14
RWD ONLY-NEW YORKER/NEWPORT/5TH	Custom, Royal, Brougham, Town and Country	1982-1989	160	14
RWD ONLY-NEW YORKER/NEWPORT/5TH	300	1900-1971	160	14
LASER	Turbo, XE, XT	1984-1986	164	15
LEBARON	FWD except GTS or GTC Sport Coupe	1982-1998	165	16
LEBARON	Medallion, Salon (RWD), Landau, LX	1977-1981	165	16
LEBARON GTS/GTC	GTC-Sport Coupe	1987-1998	166	17

LEBARON GTS/GTC	GTS-Turbo	1985-1998	166	17
INTREPID (CANADIAN)			44198	18
NEON (EXPORT)			149626	19
TC (MASERATI SPORT)	Turbo Convertible	1988-1991	181	31
CONQUEST	TSI, Turbo	1987-1989	158	35
CONCORDE		1993-1998	157	41
LHS	New Yorker	1994-1998	171	42
SEBRING		1995-1998	180	43
CIRRUS		1995-1998	156	44
300/300M/300C		1999-2000	20209	51
PT CRUISER			36181	52
PROWLER		2001-2002	146522	53
PACIFICA			146524	54
CROSSFIRE			158115	55
OTHER AUTOMOBILE			185	398
UNKNOWN AUTOMOBILE			186	399
ASPEN			232963	421
TOWN AND COUNTRY	Minivan	1990-1998	183	441
VOYAGER			38486	442
OTHER LIGHT TRUCK			187	498
UNKNOWN LIGHT TRUCK			188	499
UNKNOWN VEHICLE			189	999

6903 CITROEN

MODEL	INCLUDES	YEAR	ORACLE	SAS
OTHER AUTOMOBILE			243	33
UNKNOWN AUTOMOBILE			244	33

2909 CONSULIER

MODEL	INCLUDES	YEAR	ORACLE	SAS
OTHER AUTOMOBILE		1900-1998	9589	398
UNKNOWN AUTOMOBILE		1900-1998	9591	398

20212 DAEWOO

MODEL	INCLUDES	YEAR	ORACLE	SAS
LANOS		1999-2000	20213	31
NUBIRA			20215	32
LEGANZA		1999-2000	20217	33
OTHER AUTOMOBILE			31388	398
UNKNOWN AUTOMOBILE			31389	399
UNKNOWN VEHICLE			31390	999

60 DAIHATSU

MODEL	INCLUDES	YEAR	ORACLE	SAS
CHARADE		1990-1992	458	31
OTHER AUTOMOBILE			460	398
UNKNOWN AUTOMOBILE			461	399
ROCKY		1990-1992	459	401

OTHER LIGHT TRUCK	462	498
UNKNOWN LIGHT TRUCK	463	499
UNKNOWN VEHICLE	464	999

6904 DELOREAN

MODEL	INCLUDES	YEAR	ORACLE	SAS
OTHER AUTOMOBILE			245	34
UNKNOWN AUTOMOBILE			246	34

2904 DESOTO

MODEL	INCLUDES	YEAR	ORACLE	SAS
OTHER AUTOMOBILE		1900-1998	9568	398
UNKNOWN AUTOMOBILE		1900-1998	9572	398

6916 DESTA

MODEL	INCLUDES	YEAR	ORACLE	SAS
OTHER AUTOMOBILE			280	48
UNKNOWN AUTOMOBILE			281	48

81 DIAMOND REO/REO

MODEL	INCLUDES	YEAR	ORACLE	SAS
MEDIUM/HEAVY TRUCK BASED MOTORHOME		1900-1998	9655	850
MEDIUM/HEAVY - CBE		1900-1998	9657	881
MEDIUM/HEAVY - COE/LOW ENTRY		1900-1998	9666	882
MEDIUM/HEAVY - COE/HIGH ENTRY		1900-1998	9668	883
MEDIUM/HEAVY - UNKNOWN ENGINE		1900-1998	9670	884
MEDIUM/HEAVY - COE/ENTRY POSITION			9672	890
MEDIUM/HEAVY - OTHER		1900-1998	9673	898
UNKNOWN MEDIUM/HEAVY TRUCK			32525	899

9803 DIVCO

MODEL	INCLUDES	YEAR	ORACLE	SAS
MEDIUM/HEAVY - CBE			9760	803
MEDIUM/HEAVY - COE/ENTRY POSITION			9764	803
MEDIUM/HEAVY - COE/HIGH ENTRY			9762	803
MEDIUM/HEAVY - COE/LOW ENTRY			9761	803
MEDIUM/HEAVY - OTHER			9765	803
MEDIUM/HEAVY - UNKNOWN ENGINE			9763	803

7 DODGE

MODEL	INCLUDES	YEAR	ORACLE	SAS
DART	Custom, Swinger, Sport, GT, Demon, Special, Special Edition, 170, 270, 340, 360: WB=108"	1962-1976	6259	1
DART	Custom, Swinger, Sport, GT, Demon, Special, Special Edition, 170, 270, 340, 360: WB=111"	1962-1976	6259	1
CORONET/CHARGER/MAGNUM	Charger	1900-1978	226	2
CORONET/CHARGER/MAGNUM	Brougham, Custom, Superbee, Crestwood, Deluxe, XE, R/t, SE 440, 500, Police	1900-1979	226	2
POLARA/MONACO/ROYAL MONACO	Custom, Special, Crestwood, Brougham, Police Taxi	1900-1976	6264	3
POLARA/MONACO/ROYAL MONACO	Custom, Special, Crestwood, Brougham, Police Taxi	1977-1978	6264	3
VIPER	RT/10, GTS	1992-1998	6268	4
CHALLENGER (1970-1974)	R/T, T/A, Rallye	1970-1974	6270	5
ASPEN	Custom, Special Edition, Police, R/T, Sport: WB=109"	1976-1980	195	6
ASPEN	Custom, Special Edition, Police, R/T, Sport: WB=113"	1976-1980	195	6
DIPLOMAT	Medallion, Salon, S	1977-1989	215	7
OMNI/CHARGER	Charger 2.2	1983-1990	124	8
OMNI/CHARGER	O24, DeTomaso, Miser, GLH, GLHS, Shelby, America, Expo	1978-1990	124	8
MIRADA		1980-1983	227	9
ST REGIS	Police, Taxi	1979-1981	9	10
ARIES (K)	Custom, SE, LE	1981-1989	192	11
400	LS	1983-1983	6272	12
RAMPAGE 2.2, GT, SPORT 600	ES, Turbo	1983-1988	25735	13
DAYTONA	Turbo Z, Shelby Z, Pacifica, C/S Competition, IROC R/T	1984-1994	191	14
LANCER	Pacifica, Turbo, ES, Shelby	1985-1989	208	15
SHADOW	ES, Turbo	1985-1989	223	16
DYNASTY		1987-1998	6276	17
SPIRIT	ES, Shelby, R/T	1988-1998	216	18
NEON	Expresso	1989-1994	5	19
MAGNUM		1994-1998	230	20
CHARGER (2006+)			174894	21
CALIBER			174896	24
AVENGER ('08 - on)			210245	25
JOURNEY			232965	26
CHALLENGER (2008 - ON)	SE, SXT, R/T		260186	27
CHALLENGER (1978-1983) (ALL IMPORTED)	all imported	1978-1983	263284	28
COLT (EXCLUDES VISTA)	RS, Turbo, Custom, GTS, DL, E, Premier, Deluxe Carousel, GT	1978-1983	200	33
COLT (EXCLUDES VISTA)	RS, Turbo, Custom, GTS, DL, E, Premier, Deluxe Carousel, GT	1974-1976	203	34
COLT (EXCLUDES VISTA)	RS, Turbo, Custom, GTS, DL, E, Premier, Deluxe Carousel, GT	1980-1994	203	34
COLT (EXCLUDES VISTA)	RS, Turbo, Custom, GTS, DL, E, Premier, Deluxe Carousel, GT	1977-1980	203	34
COLT (EXCLUDES VISTA)	RS, Turbo, Custom, GTS, DL, E, Premier, Deluxe Carousel, GT: WB<93"	1977-1980	203	34
CONQUEST	Turbo	1984-1986	206	35
STEALTH		1991-1998	10	39
MONACO		1990-1992	228	40
INTREPID		1993-1998	221	41

AVENGER ('95 - '00)	Model Years 1995 thru 2000	1995-1998	196	42
STRATUS		1995-1998	11	43
OTHER AUTOMOBILE			14	398
UNKNOWN AUTOMOBILE			15	399
RAIDER	Sport	1986-1998	127	401
NITRO			232967	403
RAMCHARGER		1900-1998	6278	421
DURANGO		1998-2000	18847	422
VISTA	4 X 4	1984-1991	204	441
CARAVAN	Mini-Ram, SE, ES: WB=119"	1984-1998	197	442
CARAVAN	Mini-Ram, SE, ES: WB=112"	1984-1998	197	442
B-SERIES VANS	Sportsman, Royal, Maxiwagon, Ram, B150-B350, Tradesman	1900-1998	6280	461
SPRINTER			158117	462
VAN DERIVATIVE	Kary Van	1900-1998	6282	470
D50, COLT P/U, RAM 50/RAM 100	D50, Colt P/U	1900-1982	126	471
D50, COLT P/U, RAM 50/RAM 100	Ram 50/Ram 100	1983-1998	126	471
DAKOTA	WB=124"	1987-1998	6284	472
DAKOTA	WB=112"	1987-1998	6284	472
D, W-SERIES PICKUP, W100-W350	Ram, Custom, Royal, Miser, D100-D350	1900-1998	6287	481
RAM	1500/2500/3500, P/U	1994-1998	6289	482
OTHER LIGHT TRUCK			16	498
UNKNOWN LIGHT TRUCK			17	499
MEDIUM/HEAVY: CBE			6291	881
MEDIUM/HEAVY: COE LOW ENGRY			6293	882
MEDIUM/HEAVY: COE HIGH ENTRY			6294	883
MEDIUM/HEAVY: UNKNOWN ENGINE			6295	884
MEDIUM/HEAVY: COE ENTRY POSITION			6296	890
OTHER MEDIUM/HEAVY TRUCK			18	898
UNK TYPE TRUCK (LIGHT/MED/HEAVY)			27268	899
UNKNOWN MEDIUM/HEAVY TRUCK			19	899
MEDIUM BUS	not van based	1900-1998	20	981
OTHER BUS			21	988
UNKNOWN BUS TYPE			6258	989
OTHER VEHICLE			22	998
UNKNOWN VEHICLE			23	999

71 DUCATI

MODEL	INCLUDES	YEAR	ORACLE	SAS
MOTORCYCLE (000-050CC)			315	701
MOTORCYCLE (051-124CC)			316	702
MOTORCYCLE (125-349CC)			317	703
MOTORCYCLE (350-449CC)			318	704
MOTORCYCLE (450-749CC)			319	705
MOTORCYCLE (750CC-OVER)			320	706

MOTORCYCLE (UNKNOWN CC)		321	709
OTHER MOTORED CYCLE		322	798
UNKNOWN MOTORED CYCLE		323	799

10 EAGLE

MODEL	INCLUDES	YEAR	ORACLE	SAS
SUMMIT	DL, LX, ES	1989-1998	65	34
TALON	TSI	1990-1998	67	37
PREMIER	LX, ES	1988-1992	63	40
VISION		1993-1998	68	41
MEDALLION	DL, LX	1988-1990	62	44
OTHER AUTOMOBILE			70	398
UNKNOWN AUTOMOBILE			72	399
SUMMIT WAGON	WB=99.2"	1992-1998	66	441
OTHER LIGHT TRUCK			73	498
UNKNOWN LIGHT TRUCK			74	499
UNKNOWN VEHICLE			75	999

2905 EXCALIBER

MODEL	INCLUDES	YEAR	ORACLE	SAS
OTHER AUTOMOBILE		1900-1998	9573	398
UNKNOWN AUTOMOBILE		1900-1998	9574	398

6905 FERRARI

MODEL	INCLUDES	YEAR	ORACLE	SAS
OTHER AUTOMOBILE			247	35
SUPERAMERICA			210247	35
UNKNOWN AUTOMOBILE			248	35

36 FIAT

MODEL	INCLUDES	YEAR	ORACLE	SAS
124 (COUPE/SEDAN)	Sport	1967-1975	6487	31
124 SPIDER/RACER	Spider 2000/1500	1968-1983	766	32
BRAVA - 131		1975-1982	765	33
850 (COUPE/SPYDER)		1967-1973	6489	34
128		1972-1979	6491	35
X-1/9		1975-1983	768	36
STRADA		1979-1983	767	37
OTHER AUTOMOBILE			769	398
UNKNOWN AUTOMOBILE			770	399
MEDIUM/HEAVY COE LOW ENTRY			6493	882
MEDIUM/HEAVY COE HIGH ENTRY			6494	883
MEDIUM/HEAVY COE ENTRY POSITION UNKNOWN			6495	890
OTHER MEDIUM/HEAVY TRUCK			771	898

UNKNOWN MEDIUM/HEAVY TRUCK		772	899
UNKNOWN VEHICLE		773	999

12 FORD

MODEL	INCLUDES	YEAR	ORACLE	SAS
FALCON	Sprint, GT, Futura	1900-1970	6377	1
FAIRLANE	Torino	1900-1970	6379	2
MUSTANG/MUSTANG II	Ghia, SVO, GT, LX, Shelby	1974-1998	100	3
MUSTANG/MUSTANG II	Mach, Boss, Granada, Cobra	1965-1973	100	3
THUNDERBIRD (ALL SIZES)	Landau, Heritage, Turbo coupe, Elan, Fila	1955-1957	118	4
THUNDERBIRD (ALL SIZES)	Landau, Heritage, Turbo coupe, Elan, Fila	1958-1971	118	4
THUNDERBIRD (ALL SIZES)	Landau, Heritage, Turbo coupe, Elan, Fila	1972-1976	118	4
THUNDERBIRD (ALL SIZES)	Landau, Heritage, Turbo coupe, Elan, Fila	1977-1979	118	4
THUNDERBIRD (ALL SIZES)	Landau, Heritage, Turbo coupe, Elan, Fila	1980-1988	118	4
THUNDERBIRD (ALL SIZES)	Landau, Heritage, Turbo coupe, Elan, Fila	1989-1998	118	4
LTD II	S, Squire, Brougham	1977-1979	98	5
LTD/CUSTOM/GALAXIE (ALL SIZES)	XL, Landau, Ranch Wagon, Country Squire, S, 500, Brougham, XL, GT	1900-1977	94	6
LTD/CUSTOM/GALAXIE (ALL SIZES)	XL, Landau, Ranch Wagon, Country Squire, S, 500, Brougham, XL, GT	1978-1982	94	6
LTD/CUSTOM/GALAXIE (ALL SIZES)	XL, Landau, Ranch Wagon, Country Squire, S, 500, Brougham, XL, GT	1983-1986	94	6
RANCHERO	Torino/LTD II based	1972-1979	6381	7
RANCHERO	Flacon/Fairlane based	1900-1971	6381	7
MAVERICK	Grabber	1970-1977	6384	8
PINTO	Pony, MPG, ESS	1971-1980	105	9
TORINO/GRAN TORINO/ELITE	GT, Cobra, Sport, Squire, Brougham	1971-1976	6386	10
GRANADA	ESS, Ghia	1975-1982	6388	11
FAIRMONT	Futura, Sport Coupe	1978-1983	87	12
ESCORT/EXP	L, GL, GLX, SS, GT, LX, ZX2	1981-1991	80	13
TEMPO	L, GL, GLX, Sport, 4X4	1992-1999	115	15
CROWN VICTORIA		1981-1989	79	16
TAURUS/TAURUS X	MT-5, L, GL, LX, SHO, G,SE, SVG, SES, SEL, Limited, Eddie Bauer, Police Interceptor		110	17
PROBE	GL, LX, GT	1988-1998	6390	18
FIVE HUNDRED			174898	21
FREESTYLE			174900	22
FUSION			210249	23
EDGE			232969	24
FLEX	Includes SE, SEL, Limited		268100	25
ENGLISH FORD	Cortina	1900-1998	6392	31
FIESTA	Sport, Ghia	1978-1980	92	32
FESTIVA		1988-1993	88	33
LASER		1900-1998	6394	34
CONTOUR		1994-1998	77	35
ASPIRE		1994-1998	76	36
FOCUS			28553	37
GT			158122	38
OTHER AUTOMOBILE			1084	398
UNKNOWN AUTOMOBILE			1085	399
EXPLORER/BRONCO ii/BRONCO (-77)	Bronco II--Eddie Bauer, XL, XLT, Limited	1983-1989	6396	401
EXPLORER/BRONCO ii/BRONCO (-77)	Explorer	1990-1998	6396	401

EXPLORER/BRONCO ii/BRONCO (-77)	Bronco	1900-1977	6396	401
ESCAPE			37748	402
BRONCO-FULLSIZE	Eddie Bauer, Custom, XL, XLT	1978-1998	6400	421
EXPEDITION		1997-1998	6402	422
EXCURSION			37078	431
AEROSTAR	XLT, Cargo Van	1984-1998	6404	441
WINDSTAR		1994-1998	6406	442
FREESTAR			158120	443
TRANSIT CONNECT			277245	444
E-SERIES VANS	Econoline, Clubwagon, Chateau, E150-E350	1900-1998	6408	461
VAN DERIVATIVE	Parcel van	1900-1998	6411	470
RANGER	Supercab, 4X4, STX, Splash: WB=108"	1982-1998	6413	471
RANGER	Supercab, 4X4, STX, Splash: WB=108"	1982-1998	6413	471
COURIER	Imported pickup	1900-1998	6416	472
SPORT TRAC			44658	473
F-SERIES PICKUP	F100-F350	1900-1998	6418	481
OTHER LIGHT TRUCK			1086	498
UNKNOWN LIGHT TRUCK			1087	499
F450/550 PICKUP >4536 GVWR			39465	880
MEDIUM/HEAVY CBE	F-5 through F-8, L-series, FT-series	1900-1998	6420	881
MEDIUM/HEAVY COE LOW ENTRY	C/Ct series	1900-1998	6422	882
MEDIUM/HEAVY COE HIGH ENTRY	C/CLT series	1900-1998	6424	883
MEDIUM/HEAVY: UNKNOWN ENGINE			6426	884
MEDIUM/HEAVY: COE ENTRY POSITION			6427	890
OTHER MEDIUM/HEAVY TRUCK			1088	898
UNK TYPE TRUCK (LIGHT/MED/HEAVY)			27269	899
UNKNOWN MEDIUM/HEAVY TRUCK			1089	899
MEDIUM BUS	B-series (not van based)	1900-1998	1090	981
OTHER BUS			1091	988
UNKNOWN BUS TYPE			6428	989
OTHER VEHICLE			1092	998
UNKNOWN VEHICLE			1093	999

82 FREIGHTLINER/WHITE

MODEL	INCLUDES	YEAR	ORACLE	SAS
SPRINTER/ADVANTAGE			104594	461
M-LINE WALK IN VAN			27457	470
OTHER LIGHT TRUCK			27455	498
UNKNOWN LIGHT TRUCK			27456	499
MEDIUM/HEAVY TRUCK BASED MOTORHOME		1900-1998	9691	850
MEDIUM/HEAVY - CBE		1900-1998	9693	881
MEDIUM/HEAVY - COE/LOW ENTRY		1900-1998	9695	882
MEDIUM/HEAVY - COE/HIGH ENTRY		1900-1998	9697	883
MEDIUM/HEAVY - UNKNOWN ENGINE		1900-1998	9699	884

MEDIUM/HEAVY - COE/ENTRY POSITION	1900-1998	9701	890
MEDIUM/HEAVY - OTHER UNKNOWN	1900-1998	9703	898
LIGHT/MEDIUM/HEAVY BUS CONVENTIONAL ENGINE OUT FRONT		27458	899
BUS FRONT ENGINE/FLAT FRONT		39977	981
BUS REAR ENGINE/FLAT FRONT		39978	982
OTHER BUS		39979	983
UNKNOWN BUS TYPE		39980	988
UNKNOWN VEHICLE		39981	989
		45156	999

83 FWD

MODEL	INCLUDES	YEAR	ORACLE	SAS
MEIDUM/HEAVY TRUCK BASED MOTORHOME			9705	850
MEDIUM/HEAVY - CBE			9706	881
MEDIUM/HEAVY - COE/LOW ENTRY			9707	882
MEDIUM/HEAVY - COE/HIGH ENTRY			9708	883
MEDIUM/HEAVY - UNKNOWN ENGINE			9709	884
MEDIUM/HEAVY - COE/ENTRY POSITION			9710	890
MEDIUM/HEAVY - OTHER UNKNOWN MEDIUM/HEAVY TRUCK			9711	898
			32526	899

23 GMC

MODEL	INCLUDES	YEAR	ORACLE	SAS
CABALLERO/SPRINT	Sierra Madre del Sur, SP	1900-1977	6687	7
CABALLERO/SPRINT	Sierra Madre del Sur, SP	1978-1998	6687	7
ACADIA			232971	8
OTHER AUTOMOBILE			914	398
UNKNOWN AUTOMOBILE			915	399
JIMMY/TYPHOON/ENVOY	S15 based (100.5" WB)	1983-1998	6690	401
TERRAIN	SLE, SLT		275837	402
FULLSIZE JIMMY/YUKON	fullsize pickup based	1900-1998	6692	421
SUBURBAN	all models	1900-1998	6694	431
SAFARI (MINIVAN)		1986-1998	6696	441
G-SERIES VAN	Rally Van, Vandura, G15-G35	1900-1998	6698	461
P-SERIES VAN		1900-1998	6700	466
VAN DERIVATIVE		1987-1987	6702	470
S15/T15/SONOMA CANYON	4X4, Cyclone	1982-1998	6704	471
			158124	472
C, K, R, V-SERIES PICKUP	C15-C35, K15-K35, R15-R35, V15-V35, SIERRA	1900-1998	6706	481
OTHER LIGHT TRUCK			916	498
UNKNOWN LIGHT TRUCK			917	499
MEDIUM/HEAVY CBE	W5000/6000/7000 series, Brigadier/General models	1900-1998	6709	881
MEDIUM/HDAVY COE LOW ENTRY	W6000/W7000, all other COE, low entry	1900-1998	6711	882

MEDIUM/HEAVY COE HIGH ENTRY	Astro 95, all other COE, high entry	1900-1998	6713	883
MEDIUM/HEAVY: UNKNOWN ENGINE		1900-1998	6715	884
MEDIUM/HEAVY: COE ENTRY POSITION			6717	890
OTHER MEDIUM/HEAVY TRUCK			918	898
UNK TYPE TRUCK (LIGHT/MED/HEAVY)			27270	899
UNKNOWN MEDIUM/HEAVY TRUCK			919	899
MEDIUM BUS	B6000	1900-1998	920	981
OTHER BUS			921	988
UNKNOWN BUS TYPE			6718	989
UNKNOWN VEHICLE			922	999

25 GRUMMAN

MODEL	INCLUDES	YEAR	ORACLE	SAS
LLV	Postal vehicles (see Chevrolet for VIN)	1900-1998	6727	441
STEP-IN VAN	Multi-stop, step van	1900-1998	6729	442
OTHER LIGHT TRUCK			926	498
UNKNOWN LIGHT TRUCK			927	499
MEDIUM/HEAVY TRUCK - CBE			6731	881
MEDIUM/HEAVY TRUCK - COE LOW ENTRY			6732	882
MEDIUM/HEAVY TRUCK - COE HIGH ENTRY			6733	883
MEDIUM/HEAVY TRUCK UNKNOWN ENGINE			6734	884
MEDIUM/HEAVY TRUCK ENTRY POSITION			6735	890
OTHER MEDIUM/HEAVY TRUCK			928	898
UNK TYPE TRUCK (LIGHT/MED/HEAVY)			27271	899
UNKNOWN MEDIUM/HEAVY TRUCK			929	899
BUS-FLAT FRONT, REAR ENGINE	Transit	1900-1998	6736	983
OTHER BUS			930	988
UNKNOWN BUS TYPE			6738	989
UNKNOWN VEHICLE			931	999

72 HARLEY-DAVIDSON

MODEL	INCLUDES	YEAR	ORACLE	SAS
MOTORCYCLE (000-050CC)			324	701
MOTORCYCLE (051-124CC)			325	702
MOTORCYCLE (125-349CC)			326	703
MOTORCYCLE (350-449CC)			327	704
MOTORCYCLE (450-749CC)			328	705
MOTORCYCLE (750CC-OVER)			329	706
MOTORCYCLE (UNKNOWN CC)			330	709

OTHER MOTORED CYCLE		331	798
UNKNOWN MOTORED CYCLE		332	799

6906 HILLMAN

MODEL	INCLUDES	YEAR	ORACLE	SAS
OTHER AUTOMOBILE			249	36
UNKNOWN AUTOMOBILE			250	36

9806 HINO

MODEL	INCLUDES	YEAR	ORACLE	SAS
MEDIUM/HEAVY - CBE			9781	806
MEDIUM/HEAVY - COE/ENTRY POSITION			9785	806
MEDIUM/HEAVY - COE/HIGH ENTRY			9783	806
MEDIUM/HEAVY - COE/LOW ENTRY			9782	806
MEDIUM/HEAVY - OTHER			9786	806
MEDIUM/HEAVY - UNKNOWN ENGINE			9784	806
MEDIUM/HEAVY BASED MOTORHOME			9780	806

37 HONDA

MODEL	INCLUDES	YEAR	ORACLE	SAS
CIVIC/CRX/DEL SOL	del Sol	1993-1998	775	31
CIVIC/CRX/DEL SOL	1300, 1500, CVCC, DX, EX, VX, CRX, S, Si, HF, 4WD Wagon	1900-1998	775	31
ACCORD	LX, CVCC, SE-i, LX-i, EX, EX wagon	1982-1986	774	32
ACCORD	LX, CVCC, SE-i, LX-i, EX, EX wagon	1900-1981	774	32
ACCORD	LX, CVCC, SE-i, LX-i, EX, EX wagon, 6 cylinder LX/EX	1987-1998	774	32
PRELUDE	Si	1984-1998	651	33
PRELUDE	Si	1980-1983	651	33
600	Coupe, Sedan	1900-1998	6504	34
S2000			31630	35
INSIGHT			37080	37
FCX			158126	38
FIT			210251	39
OTHER AUTOMOBILE			653	398
UNKNOWN AUTOMOBILE			654	399
PASSPORT		1994-1998	6506	401
CR-V		1997-2000	16407	402
ELEMENT			146526	403
PILOT			146528	421
ODYSSEY		1995-1998	650	441
RIDGELINE			174902	471
OTHER LIGHT TRUCK			655	498
UNKNOWN LIGHT TRUCK			656	499
MOTORCYCLE (000-050CC)			657	701
MOTORCYCLE (051-124CC)			658	702
MOTORCYCLE (125-349CC)			659	703

MOTORCYCLE (350-449CC)		660	704
MOTORCYCLE (450-749CC)		661	705
MOTORCYCLE (750CC-OVER)		662	706
MOTORCYCLE (UNKNOWN CC)		663	709
ATC/ATV (000-050CC)		664	731
ATC/ATV (051-124CC)		665	732
ATC/ATV (125-349CC)		666	733
ATC/ATV (350CC-OVER)		667	734
ATC/ATV (UNKNOWN CC)		668	739
OTHER MOTORED CYCLE		46435	798
UNKNOWN VEHICLE		670	999

2907 HUDSON

MODEL	INCLUDES	YEAR	ORACLE	SAS
OTHER AUTOMOBILE		1900-1998	9577	398
UNKNOWN AUTOMOBILE		1900-1998	9587	398

232974 HYOSUNG

MODEL	INCLUDES	YEAR	ORACLE	SAS
OTHER MOTORED CYCLE			232996	798
UNKNOWN MOTORED CYCLE			233002	799

55 HYUNDAI

MODEL	INCLUDES	YEAR	ORACLE	SAS
PONY		1984-1988	7878	31
EXCEL	GL, GLS	1984-1994	480	32
SONATA		1989-1998	482	33
SCOUPE		1991-1995	7880	34
ELANTRA		1992-1998	7882	35
ACCENT		1995-1998	7884	36
TIBURON		1997-1998	7886	37
XG300/350			44659	38
AZERA			210253	39
EQUUS			233005	40
GENESIS	3.8, 4.6		269395	41
OTHER AUTOMOBILE			481	398
UNKNOWN AUTOMOBILE			484	399
SANTA FE			31626	401
TUCSON			174904	402
VERACRUZ			233007	403
ENTOURAGE			233013	441
OTHER LIGHT TRUCK			31628	498
UNKNOWN LIGHT TRUCK			31629	499
UNKNOWN VEHICLE			485	999

8 IMPERIAL

MODEL	INCLUDES	YEAR	ORACLE	SAS
IMPERIAL	Mark Cross, Frank Sinatra editions	1981-1983	6297	10
IMPERIAL	Lebaron	1900-1976	6297	10
OTHER AUTOMOBILE			24	398
UNKNOWN AUTOMOBILE			25	399
UNKNOWN VEHICLE			26	999

67602 INDIAN

MODEL	INCLUDES	YEAR	ORACLE	SAS
MOTORCYCLE (000-050CC)			104455	701
MOTORCYCLE (051-124CC)			104456	702
MOTORCYCLE (125-349CC)			104457	703
MOTORCYCLE (350-449CC)			104458	704
MOTORCYCLE (450-749CC)			104459	705
MOTORCYCLE (750CC OR GREATER)			104460	706
MOTORCYCLE (UNKNOWN CC)			104466	709
OTHER MOTORED CYCLE			104467	798
UNKNOWN MOTORED CYCLE			104471	799

58 INFINITI

MODEL	INCLUDES	YEAR	ORACLE	SAS
M30		1990-1992	444	31
Q45		1990-1998	445	32
G20		1999-2000	442	33
G20		1991-1996	442	33
J30		1993-1998	443	34
I30		1996-1998	7896	35
I35			146530	36
G35/G37			146532	37
M35/M37/M45/M56			146534	38
FX35/45/50	FX50 (2009 -)		146536	39
EX35	Includes Journey		260573	40
OTHER AUTOMOBILE			446	398
UNKNOWN AUTOMOBILE			447	399
QX4		1997-1998	7898	401
QX56			158128	421
OTHER LIGHT TRUCK			7900	498
UNKNOWN LIGHT TRUCK			7901	499
UNKNOWN VEHICLE			448	999

84 INTERNATIONAL HARVESTER/NAVISTAR

MODEL	INCLUDES	YEAR	ORACLE	SAS
SCOUT	Scout II, Utility pu, SS-2, Roadstar, 800 series, Traveler, Terra Traveltop	1900-1998	9632	421
TRAVELALL	1010-1210, 100-200	1900-1998	9634	431
MULTISTOP VAN	Metro RM, 120-160, MS 1210, MS 1510	1900-1998	9636	466
PICKUP	R-100-500, 900A-1500C/D, 1010-1510	1900-1998	9638	481

OTHER LIGHT TRUCK			301	498
UNKNOWN LIGHT TRUCK			302	499
TRUCK BASED MOTORHOME			303	850
MEDIUM HEAVY - CBE	Loadstar/Fleetstar, Paystar, CBE Transtar, 4200, S-series Mixer	1900-1998	9641	881
MEDIUM/HEAVY - COE LOW ENTRY	CO, VCO, DCO, 190-1950, Cargostar, LFM, 5370 (Garbage)	1900-1998	9643	882
MEDIUM/HEAVY - COE HIGH ENTRY	DCO, DCOT, UCO, VCOT, 405-series, COE Transtar, Unistar, Conco 707B, 9600	1900-1998	9645	883
MEDIUM/HEAVY: UNKNOWN ENGINE LOCATION			9647	884
MEDIUM/HEAVY: COE ENTRY POSITION			9648	890
OTHER MEDIUM/HEAVY TRUCK	Fire Truck - R140-R306, CO 8190-	1900-1998	231	898
UNK TYPE TRUCK (LIGHT/MED/HEAVY)			27275	899
UNKNOWN MEDIUM/HEAVY TRUCK			232	899
BUS BASED MOTOHOME			25907	950
CONVENTIONAL BUS	R153-1853 - Loadstar, 1603-1853	1900-1998	9649	981
BUS-FLAT FRONT, FRONT ENGINE	173FC, 183FC	1900-1998	9651	982
BUS-FLAT FRONT, REAR ENGINE	183RE, 193RD-transit	1900-1998	9653	983
OTHER BUS			234	988
UNKNOWN BUS TYPE			32531	989
OTHER VEHICLE			235	998
UNKNOWN VEHICLE			236	999

38 ISUZU

MODEL	INCLUDES	YEAR	ORACLE	SAS
I-MARK	S, RS, Turbo	1985-1989	672	31
IMPULSE	Turbo, RS	1984-1998	673	32
STYLUS		1990-1998	677	33
OTHER AUTOMOBILE			680	398
UNKNOWN AUTOMOBILE			681	399
TROOPER/TROOPER II	Deluxe, LS	1984-1998	678	401
RODEO		1991-1998	676	402
AMIGO		1989-1994	671	403
VEHICROSS			37454	404
AXIOM			44662	405
ASCENDER			146538	421
OASIS		1996-1998	674	441
P'UP (PICKUP) HOMBRE	Hombre	1996-1998	675	471
P'UP (PICKUP) HOMBRE	4x4	1900-1995	675	471
i-280/i-290	S, LS, Luxury		210258	473
i-350/i-370	LS, Limited, S		210260	474
OTHER LIGHT TRUCK			682	498
UNKNOWN LIGHT TRUCK			683	499
MEDIUM/HEAVY - CBE			6517	881
MEDIUM/HEAVY COE LOW ENTRY			6540	882
MEDIUM/HEAVY COE HIGH ENTRY			6519	883

MEDIUM/HEAVY UNKNOWN ENGINE LOCATION	6523	884
MEDIUM/HEAVY COE ENTRY POSITION UNKNOWN	6524	890
OTHER MEDIUM/HEAVY TRUCK	684	898
UNK TYPE TRUCK (LIGHT/MED/HEAVY)	27272	899
UNKNOWN MEDIUM/HEAVY TRUCK	685	899
CONVENTIONAL FRONT ENGINE	6525	981
FRONT ENGINE/FLAT FRONT	6526	982
REAR ENGINE/FLAT FRONT	6527	983
OTHER BUS	686	988
UNKNOWN BUS TYPE	6528	989
UNKNOWN VEHICLE	687	999

88 IVECO/MAGIRUS

MODEL	INCLUDES	YEAR	ORACLE	SAS
MEDIUM/HEAVY BASED MOTORHOME			9736	850
MEDIUM/HEAVY - CBE			9737	881
MEDIUM/HEAVY - COE/LOW ENTRY			9738	882
MEDIUM/HEAVY - COE/HIGH ENTRY			9739	883
MEDIUM/HEAVY - UNKOWN ENGINE LOCATION			9740	884
MEDIUM/HEAVY - COE/ENTRY POSITION			9742	890
MEDIUM/HEAVY - OTHER			9743	898
UNKNOWN MEDIUM/HEAVY TRUCK			32530	899

39 JAGUAR

MODEL	INCLUDES	YEAR	ORACLE	SAS
XJ-S COUPE		1976-1998	688	31
VANDEN PLAS		1999-2000	20220	32
XJ6/12 SEDAN/COUPE/XJ8/ XKE	L, XJ, C, 340/420 Sedan V12, Roadster, 120	1900-1998	691	32
XKE	2+2	1900-1998	6531	33
S-TYPE			40034	34
X100		1997-1998	6534	34
X-TYPE			44661	35
OTHER AUTOMOBILE			693	398
UNKNOWN AUTOMOBILE			694	399
UNKNOWN VEHICLE			695	999

2 JEEP / KAISER-JEEP

MODEL	INCLUDES	YEAR	ORACLE	SAS
COMPASS			233015	1

OTHER AUTOMOBILE		233017	398
UNKNOWN AUTOMOBILE		233018	399
CJ-2/CJ-3/CJ-4	Military: WB=101"	1900-1966	6169 401
CJ-2/CJ-3/CJ-4	Military: WB=81"	1900-1966	6169 401
CJ-5/CJ-6/CH-7/CH-8	Scrambler, Bolde Eagle, Renegade, Laredo, Wrangler: WB=84"	1967-1998	6174 402
CJ-5/CJ-6/CH-7/CH-8	Scrambler, Bolde Eagle, Renegade, Laredo, Wrangler: WB=104"	1967-1998	6174 402
YJ-SERIES/WRANGLER	Wrangler	1986-2009	6178 403
CHEROKEE (1984 ON)	Grand	1992-1998	6180 404
CHEROKEE (1984 ON)	Limited, Loredo, Pioneer, Briarwood	1984-1998	6180 404
LIBERTY			45081 405
COMMANDER		2006-2009	210262 406
PATRIOT			233019 407
CHEROKEE (1963 - 1983)	Wide Track, Chief, Commando, Jeepster	1963-1983	6183 421
GRAND WAGONEER	Custom, Bougham Limited	1971-1991	6186 431
GRAND WAGONEER	Wagoneer	1971-1991	6186 431
PICKUP	J-10, J-20, Honcho	1900-1998	6189 481
COMANCHE	Chief: WB=111"	1986-1992	6191 482
COMANCHE	Chief: WB=119"	1986-1992	6191 482
OTHER LIGHT TRUCK			136 498
UNKNOWN LIGHT TRUCK			137 499
UNKNOWN VEHICLE			138 999

6907 JENSEN

MODEL	INCLUDES	YEAR	ORACLE	SAS
HEALY		1900-1998	9603	37
OTHER AUTOMOBILE			251	37
UNKNOWN AUTOMOBILE			252	37

73 KAWASAKI

MODEL	INCLUDES	YEAR	ORACLE	SAS
MOTORCYCLE (000-050CC)			333	701
MOTORCYCLE (051-124CC)			334	702
MOTORCYCLE (125-349CC)			335	703
MOTORCYCLE (350-449CC)			336	704
MOTORCYCLE (450-749CC)			337	705
MOTORCYCLE (750CC-OVER)			338	706
MOTORCYCLE (UNKNOWN CC)			339	709
ATC/ATV (000-050CC)			340	731
ATC/ATV (051-124CC)			341	732
ATC/ATV (125-349CC)			342	733
ATC/ATV (350CC-OVER)			343	734
ATC/ATV (UNKNOWN CC)			344	739
OTHER MOTORED CYCLE			345	798
UNKNOWN MOTORED CYCLE			346	799

85 KENWORTH

MODEL	INCLUDES	YEAR	ORACLE	SAS
MEDIUM/HEAVY TRUCK BASED MOTORHOME			9712	850
MEDIUM/HEAVY - CBE			9713	881
MEDIUM/HEAVY - COE/LOW ENTRY			9714	882
MEDIUM/HEAVY - COE/HIGH ENTRY			9718	883
MEDIUM/HEAVY - UNKNOWN ENGINE			9719	884
MEDIUM/HEAVY - COE/ENTRY POSITION			9720	890
MEDIUM/HEAVY - OTHER			9721	898
UNKNOWN MEDIUM/HEAVY TRUCK			32527	899

63 KIA

MODEL	INCLUDES	YEAR	ORACLE	SAS
SEPHIA		1900-1998	471	31
SPECTRA			38480	32
RIO/RIO 5			38482	33
OPTIMA			38484	34
AMANTI			158130	35
RONDO			233021	36
SOUL			269675	37
FORTE			270415	38
OTHER AUTOMOBILE			473	398
UNKNOWN AUTOMOBILE			474	399
SPORTAGE		1996-1998	472	401
SORENTO			146540	402
BORREGO	includes EX, LX (Body Type = 15/Large utility)		274503	421
SEDONA			45083	441
OTHER LIGHT TRUCK			475	498
UNKNOWN LIGHT TRUCK			304	499
UNKNOWN VEHICLE			305	999

232985 KTM

MODEL	INCLUDES	YEAR	ORACLE	SAS
OTHER MOTORED CYCLE			233003	798
UNKNOWN MOTORED CYCLE			233004	799

6919 LADA

MODEL	INCLUDES	YEAR	ORACLE	SAS
OTHER AUTOMOBILE			286	53
UNKNOWN AUTOMOBILE			287	53

6908 LAMBORGHINI

MODEL	INCLUDES	YEAR	ORACLE	SAS
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COUNTACH 5000S		1900-1998	9605	38
JALPA		1900-1998	9607	38
OTHER AUTOMOBILE			253	38
UNKNOWN AUTOMOBILE			254	38

40 LANCIA

MODEL	INCLUDES	YEAR	ORACLE	SAS
BETA SEDAN-HPE		1900-1980	696	31
BETA COUPE - ZAGATO		1900-1982	697	32
SCORPION		1900-1978	6538	33
OTHER AUTOMOBILE			698	398
UNKNOWN AUTOMOBILE			699	399
UNKNOWN VEHICLE			700	999

62 LAND ROVER

MODEL	INCLUDES	YEAR	ORACLE	SAS
DISCOVERY (LR)		1994-1998	7914	401
RANGE ROVER	County LWB (RR)	1900-1994	7918	421
RANGE ROVER	CountY Classic (RR)	1994-1998	7918	421
4.0 SE (RR)		1995-1998	7922	422
DEFENDER 90 (LR)		1994-1998	7916	422
FREELANDER			146542	422
LR3			174906	423
LR2			233023	424
OTHER LIGHT TRUCK			468	498
UNKNOWN LIGHT TRUCK			469	499
UNKNOWN VEHICLE			470	999

59 LEXUS

MODEL	INCLUDES	YEAR	ORACLE	SAS
ES-250/300/330/350		1990-1998	449	31
LS	Includes 400/430/460/L/600h/L		452	32
SC-300/SC-400	2-door Coupe	1992-1998	453	33
GS-300/350/400/430/450h	Includes Hybrid		451	34
IS-250/300/350/500			37082	35
SC 430			133514	36
OTHER AUTOMOBILE			455	398
UNKNOWN AUTOMOBILE			456	399
RX300		1999-2000	20801	401
GX470			146552	402
RX330/350/400h	Hybrid, Thundercloud, Mark Levinson Package		263711	403
LX 450/470			7906	421
OTHER LIGHT TRUCK			7908	498
UNKNOWN LIGHT TRUCK			7909	499
UNKNOWN VEHICLE			457	999

13 LINCOLN

MODEL	INCLUDES	YEAR	ORACLE	SAS
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CONTINENTAL/TOWN CAR	Continental	1900-1979	1099	1
CONTINENTAL/TOWN CAR	Continental	1980-1981	1099	1
CONTINENTAL/TOWN CAR	Town Car	1982-1998	1099	1
MARK	LSC, all Signature/Designer Series	1971-1980	1096	2
MARK	VI	1980-1983	1096	2
MARK	I, II, III, IV, V	1900-1970	1096	2
MARK	VII	1993-1998	1096	2
MARK	VII	1984-1998	1096	2
CONTINENTAL (82-ON)	All Signature/Designer Series	1988-1998	6438	5
CONTINENTAL (82-ON)	All Signature/Designer Series	1982-1987	6438	5
VERSAILLES		1977-1980	1100	11
LS		2000-2000	20803	12
ZEPHYR / MKZ			210264	13
MKX			233036	14
MKS			233038	15
MKT			276053	16
OTHER AUTOMOBILE			1101	398
UNKNOWN AUTOMOBILE			1102	399
AVIATOR			146554	401
NAVIGATOR		1997-1998	6441	421
BLACKWOOD			44663	481
MARK LT			174909	482
OTHER LIGHT TRUCK			6443	498
UNKNOWN LIGHT TRUCK			6444	499
UNKNOWN VEHICLE			1103	999

6909 LOTUS

MODEL	INCLUDES	YEAR	ORACLE	SAS
ELISE			193699	39
ESPRIT		1900-1998	9611	39
EUROPE		1900-1998	9609	39
OTHER AUTOMOBILE			255	39
UNKNOWN AUTOMOBILE			256	39

86 MACK

MODEL	INCLUDES	YEAR	ORACLE	SAS
MEDIUM/HEAVY BASED			9722	850
MOTORHOME				
MEDIUM/HEAVY - CBE			9723	881
MEDIUM/HEAVY - COE/LOW			9724	882
ENTRY				
MEDIUM/HEAVY - COE/HIGH			9725	883
ENTRY				
MEDIUM/HEAVY - UNKNOWN			9726	884
ENGINE				
MEDIUM/HEAVY - COE/ENTRY			9727	890
POSITION				
MEDIUM/HEAVY - OTHER			9728	898
UNKNOWN MEDIUM/HEAVY			32528	899
TRUCK				

9808 MARMON

MODEL	INCLUDES	YEAR	ORACLE	SAS
MEDIUM/HEAVY - CBE			9795	898
MEDIUM/HEAVY - COE/ENTRY POSITION			9799	898
MEDIUM/HEAVY - COE/HIGH ENTRY			9797	898
MEDIUM/HEAVY - COE/LOW ENTRY			9796	898
MEDIUM/HEAVY - OTHER			9800	898
MEDIUM/HEAVY - UNKNOWN ENGINE			9798	898
MEDIUM/HEAVY BASED MOTORHOME			9794	898

6910 MASERATI

MODEL	INCLUDES	YEAR	ORACLE	SAS
BITURBO		1900-1998	9613	40
OTHER AUTOMOBILE			257	40
UNKNOWN AUTOMOBILE			258	40

41 MAZDA

MODEL	INCLUDES	YEAR	ORACLE	SAS
RX2		1972-1974	6553	31
RX3		1972-1978	6555	32
RX4		1974-1978	6557	33
RX7	S, GS, GSL, SE	1979-1998	714	34
GLC/PROTEGE/323	Protege	1990-1998	701	35
GLC/PROTEGE/323	323	1977-1994	701	35
GLC/PROTEGE/323	DX	1977-1998	701	35
COSMO		1976-1978	6559	36
626	GT, GS, GSL, SE	1979-1998	702	37
808		1972-1977	6563	38
MIZER		1976-1976	6565	39
R-100		1900-1972	6567	40
616/618		1900-1972	6569	41
1800		1900-1972	6571	42
929		1988-1996	703	43
MX-6	Turbo	1988-1998	712	44
MIATA		1990-1998	711	45
MX-3	GS	1992-1998	710	46
MILLENIA		1995-1998	708	47
MP3			45085	48
RX-8			146556	49
MAZDA 6			146558	50
MAZDA3			158132	51
MAZDA 5			210266	52
CX-7			210268	53
CX9			233040	54
OTHER AUTOMOBILE			715	398
UNKNOWN AUTOMOBILE			716	399
NAVAJO		1991-1998	6573	401
TRIBUTE			31624	402

MPV		1989-1998	709	441
MAZDA PICKUP	Cab Plus, B-4000	1994-1998	704	471
MAZDA PICKUP	B-2000, B-2200, B-2600, SE-5, LX	1900-1998	704	471
OTHER LIGHT TRUCK			717	498
UNKNOWN LIGHT TRUCK			718	499
UNKNOWN VEHICLE			719	999

42 MERCEDES BENZ

MODEL	INCLUDES	YEAR	ORACLE	SAS
200/220/230/240/250/260/280/300/320 SE,CD,D,SD,E	Sedan and 5 passenger "C" only, SE, CD, D, SD, TD, TE, CE, E, (DOES NOT include 280 SE) (75 on)	1900-1998	725	31
230/280 SL	2 seater only	1900-1998	6588	32
300/350/380/450/500SL/560SL	300/500 SL	1990-1994	632	33
300/350/380/450/500SL/560SL	2 seater only	1900-1994	632	33
350/380/420/450/560/ SLC		1900-1998	6593	34
280/300SEL		1900-1998	616	35
380/420/450/500/560SEL/500SE		1900-1998	631	36
C/560SEC/350SDL/300S				
300 SE/380/450 SE	280 SE	1975-1998	621	37
300 SE/380/450 SE	280 S, 300 SD Sedan/350 SD	1900-1998	621	37
600, 6.9 SEDAB	Pullman	1900-1998	633	38
190	D, E, 2.3, 2,5	1900-1998	720	39
300	CE Cabriolet	1993-1998	727	40
400/500 E	SE	1992-1998	641	41
C CLASS (94 on)	C220/C230 (Kompressor)/C240/C280/C320/C300/C350/C36/C43, C32/55/63 AMG	1994-1900	636	42
S CLASS			22152	43
SL CLASS			22154	44
SLK			22156	45
CL			22158	46
CLK			22160	47
E			22163	48
SLR MCLAREN			174911	49
R-CLASS			210270	50
CLS CLASS			210272	51
OTHER AUTOMOBILE			639	398
UNKNOWN AUTOMOBILE			495	399
M		1997-2000	6597	401
G CLASS			45087	402
VAN DERIVATIVE	Kurbstar	1982-1998	6600	470
OTHER LIGHT TRUCK			496	498
UNKNOWN LIGHT TRUCK			497	499
MEDIUM/HEAVE - CBE			6602	881
MEDIUM/HEAVY - COE LOW ENTRY			6604	882
MEDIUM/HEAVY - COE HIGH ENTRY			6606	883
MEDIUM/HEAVY; UNKNOWN ENGINE LOCATION			6610	884
MEDIUM/HEAVY: COE ENTRY POSITION			6612	890
OTHER MEDIUM/HEAVY TRUCK			498	898
UNK TYPE TRUCK (LIGHT/MED/HEAVY)			27273	899

UNKNOWN MEDIUM/HEAVY TRUCK	499	899
MEDIUM BUS	500	981
OTHER BUS	501	988
UNKNOWN BUS TYPE	6618	989
UNKNOWN VEHICLE	502	999

14 MERCURY

MODEL	INCLUDES	YEAR	ORACLE	SAS
CYCLONE	GT, CJ, Spoiler	1900-1971	6467	2
CAPRI-DOMESTIC	RS, Turbo, GS, Black Magic	1979-1986	1105	3
COUGAR/XR7	XR-7, RS, LS, GS, Eliminator, Brougham, Villager, (includes all body styles)	1967-1976	1109	4
COUGAR/XR7	XR-7, RS, LS, GS, Eliminator, Brougham, Villager, (includes all body styles): WB=114"	1977-1979	1109	4
COUGAR/XR7	XR-7, RS, LS, GS, Eliminator, Brougham, Villager, (includes all body styles)	1989-1998	1109	4
COUGAR/XR7	XR-7, RS, LS, GS, Eliminator, Brougham, Villager, (includes all body styles)	1980-1988	1109	4
COUGAR/XR7	XR-7, RS, LS, GS, Eliminator, Brougham, Villager, (includes all body styles): WB=118"	1977-1979	1109	4
MARQUIS/MONTEREY	Marauder, X-100, Parklane, S-55, Custom, Brougham, Montclair, Grand Marquis: WB=114"	1982-1998	1108	6
MARQUIS/MONTEREY	Marauder, X-100, Parklane, S-55, Custom, Brougham, Montclair, Grand Marquis: WB=124"	1900-1978	1108	6
MARQUIS/MONTEREY	Marauder, X-100, Parklane, S-55, Custom, Brougham, Montclair, Grand Marquis: WB=121"	1900-1978	1108	6
MARQUIS/MONTEREY	Marauder, X-100, Parklane, S-55, Custom, Brougham, Montclair, Grand Marquis	1979-1982	1108	6
MARQUIS/MONTEREY	Marauder, X-100, Parklane, S-55, Custom, Brougham, Montclair, Grand Marquis: WB=106"	1982-1998	1108	6
COMET	Caliente, GT, Voyager, 202	1962-1967	6469	8
COMET	Caliente, GT, Voyager, 202	1971-1977	6469	8
COMET	Capri	1966-1967	6469	8
BOBCAT	Runabout, Villager	1975-1980	1104	9
MONTEGO	GT, MX, Villager, Brougham: WB=114"	1972-1976	6473	10
MONTEGO	GT, MX, Villager, Brougham: WB=114"	1972-1976	6473	10
MONTEGO	GT, MX, Villager, Brougham	1968-1973	6473	10
MONTEGO	Comet	1968-1970	6473	10
MONARCH	Ghia	1975-1980	1119	11
ZEPHYR	GS, Z-7	1978-1983	1131	12
LYNX/LN-7 (82-83)	L, LS, GS, RS, XR-3	1981-1987	1113	13
TOPAZ	L, LS, GS, 4 X 4	1984-1998	1124	15
SABLE	LS, GS	1986-1998	1121	17
MONTEGO (2005+)			174913	20
MILAN			210274	21
CAPRI-FOREIGN	2 + 2	1989-1994	1106	31
CAPRI-FOREIGN	Capri II	1970-1977	1106	31
PANTERA	deTomaso	1972-1974	6478	33
TRACER	L, GL	1994-1998	1129	36
MYSTIQUE		1994-1998	1120	37
COUGAR			22165	38
MARAUDER			146560	39
OTHER AUTOMOBILE			1132	398
UNKNOWN AUTOMOBILE			1133	399
MOUNTAINEER		1996-1998	6480	401
MARINER			174915	402

VILLAGER	LS, GS	1993-1998	6482	443
MONTEREY (2004+)			158134	444
OTHER LIGHT TRUCK			6484	498
UNKNOWN LIGHT TRUCK			6485	499
UNKNOWN VEHICLE			1134	999

56 MERKUR

MODEL	INCLUDES	YEAR	ORACLE	SAS
XR4Ti	Turbo	1985-1989	487	31
SCORPIO	Turbo	1987-1990	486	32
OTHER AUTOMOBILE			488	398
UNKNOWN AUTOMOBILE			489	399
UNKNOWN VEHICLE			490	999

43 MG

MODEL	INCLUDES	YEAR	ORACLE	SAS
MIDGET			6542	31
MGB ('76-'79)		1976-1979	6621	32
MGB ('67-'75)	GT	1967-1975	6623	33
MGA		1900-1998	6625	34
TA/TC/TD/TF		1900-1998	6627	35
MGC	GT	1900-1969	6629	36
OTHER AUTOMOBILE			503	398
UNKNOWN AUTOMOBILE			504	399
UNKNOWN VEHICLE			505	999

143055 MINI

MODEL	INCLUDES	YEAR	ORACLE	SAS
COOPER,COOPER S			143056	54

52 MITSUBISHI

MODEL	INCLUDES	YEAR	ORACLE	SAS
STARION	2+2, LE, Turbo	1983-1990	391	31
TREDIA	L, LS, Turbo	1983-1988	393	32
CORDIA	L, Turbo	1983-1988	382	33
GALANT	Sigma	1985-1988	384	34
GALANT	ECS	1985-1998	384	34
MIRAGE	L, Turbo	1985-1998	385	35
PRECIS			6817	36
ECLIPSE		1990-1998	383	37
SIGMA		1989-1990	390	38
3000GT	Spyder, VR-4	1991-1998	381	39
DIAMANTE		1992-1998	6819	40
LANCER			46434	46
OTHER AUTOMOBILE			397	398
UNKNOWN AUTOMOBILE			398	399
MONTERO	Sport	1985-1998	386	401
OUTLANDER			146562	402

ENDEAVOR			158136	403
MINIVAN	LS	1987-1998	395	441
EXPO WAGON	LRV, Sport WB=99.2"	1992-1995	396	442
EXPO WAGON	LRV, Sport WB=107.1"	1992-1995	396	442
PICKUP	Mighty Max, SPX, 4 X 4	1900-1998	389	471
RAIDER/DUROCROSS			233043	472
OTHER LIGHT TRUCK			399	498
UNKNOWN LIGHT TRUCK			400	499
MEDIUM/HEAVY - COE LOW ENTRY	FUSO FE	1900-1998	6821	882
OTHER MEDIUM/HEAVY TRUCK			401	898
UNK TYPE TRUCK (LIGHT/MED/HEAVY)			27274	899
UNKNOWN MEDIUM/HEAVY TRUCK			402	899
CONVENTIONAL FRONT ENGINE			6823	981
FRONT ENGINE/FLAT FRONT			6825	982
REAR ENGINE/FLAT FRONT			6827	983
OTHER BUS			403	988
UNKNOWN TYPE BUS			6829	989
UNKNOWN VEHICLE			6831	999

6911 MORRIS

MODEL	INCLUDES	YEAR	ORACLE	SAS
MINOR		1900-1998	9615	41
OTHER AUTOMOBILE			259	41
UNKNOWN AUTOMOBILE			260	41

74 MOTO-GUZZI

MODEL	INCLUDES	YEAR	ORACLE	SAS
MOTORCYCLE (000-050CC)			347	701
MOTORCYCLE (051-124CC)			348	702
MOTORCYCLE (125-349CC)			349	703
MOTORCYCLE (350-449CC)			350	704
MOTORCYCLE (450-749CC)			351	705
MOTORCYCLE (750CC-OVER)			352	706
MOTORCYCLE (UNKNOWN CC)			353	709
ATC/ATV (000-050CC)			354	731
ATC/ATV (051-124CC)			355	732
ATC/ATV (125-349CC)			356	733
ATC/ATV (350CC-OVER)			357	734
ATC/ATV (UNKNOWN CC)			358	739
OTHER MOTORED CYCLE			359	798
UNKNOWN MOTORED CYCLE			360	799

9810 NEOPLAN

MODEL	INCLUDES	YEAR	ORACLE	SAS
BUS - CONVENTIONAL FRONT ENGINE			9810	902
BUS - FRONT ENGINE/FLAT FRONT			9811	902
BUS - REAR ENGINE/FLAT FRONT			9812	902
BUS BASED MOTORHOME			9809	902
OTHER BUS			9813	902

35 NISSAN / DATSUN

MODEL	INCLUDES	YEAR	ORACLE	SAS
F10		1977-1978	6855	31
200/240 SX		1974-1983	846	32
200/240 SX		1984-1998	846	32
1200/210/B210	Honeybee	1971-1982	842	33
Z-CAR, ZX	2+2	1975-1978	849	34
Z-CAR, ZX	2+2	1979-1998	849	34
Z-CAR, ZX	240/260/280Z, 300 ZX, Turbo	1970-1998	849	34
310		1979-1982	843	35
510	PL	1968-1973	844	36
510	PL	1978-1981	844	36
610	PL	1973-1976	6857	37
710	PL	1974-1977	6859	38
810/MAXIMA		1977-1998	738	39
ROADSTER	SPL 311, SRL 311, 1600, 2000, convertible	1900-1970	6861	40
PL411, RL411		1900-1967	6863	41
STANZA	XE	1982-1992	756	42
SENTRA		1983-1998	750	43
PULSAR	NX	1983-1990	745	44
PULSAR	EXA	1986-1990	745	44
MICRA		1987-1998	6865	45
NX 1600/2000		1992-1998	742	46
ALTIMA		1993-1999	12227	47
350Z/370Z	370Z included on 11/17/09		158138	48
MURANO			158140	49
VERSA			210276	50
ROGUE	Includes S, SL.		261329	51
CUBE			271535	52
GT-R			282790	53
LEAF			282792	55
OTHER AUTOMOBILE			758	398
UNKNOWN AUTOMOBILE			759	399
PATHFINDER		1986-1998	6867	401
XTERRA			31619	402
JUKE			282788	403
PATHFINDER ARMADA			158142	421
VAN	XE, GXE	1988-1998	757	441
AXXESS		1989-1990	6833	442
QUEST		1993-1998	747	443
ALTRA EV	Electric vehicle	1998-2005	282796	444
NV	Body Types 21 and 22		282798	445
DATSUN/NISSAN PU/Frontier	PL620, King Cab, Hardbody	1973-1998	743	471

TITAN			158144	481
OTHER LIGHT TRUCK	Patrol (1960)	1900-1998	760	498
UNKNOWN LIGHT TRUCK			761	499
MEDIUM/HEAVY COE HIGH ENTRY			6870	883
OTHER MEDIUM/HEAVY TRUCK			762	898
UNK TYPE TRUCK (LIGHT/MED/HEAVY)			27276	899
UNKNOWN MEDIUM/HEAVY TRUCK			763	899
UNKNOWN VEHICLE			764	999

75 NORTON

MODEL	INCLUDES	YEAR	ORACLE	SAS
MOTORCYCLE (000-050CC)			361	701
MOTORCYCLE (051-124CC)			362	702
MOTORCYCLE (125-349CC)			363	703
MOTORCYCLE (350-449CC)			364	704
MOTORCYCLE (450-749CC)			365	705
MOTORCYCLE (750CC-OVER)			366	706
MOTORCYCLE (UNKNOWN CC)			367	709
OTHER MOTORED CYCLE			368	798
UNKNOWN MOTORED CYCLE			369	799

21 OLDSMOBILE

MODEL	INCLUDES	YEAR	ORACLE	SAS
CUTLASS (RWD-ONLY)	Supreme, S, LS, Salon, Brougham, Vista Cruiser, Rallye 350, Hurst Olds, 442, Calais	1978-1988	1052	1
CUTLASS (RWD-ONLY)	Supreme, S, LS, Salon, Brougham, Vista Cruiser, Rallye 350, Hurst Olds, 442, Calais	1900-1977	1052	1
CUTLASS (RWD-ONLY)	Classic	1988-1988	1052	1
CUTLASS (RWD-ONLY)	F85	1900-1972	1052	1
DELTA 88	Royale, Custom, Delta, Jetstar 88, Delmont 88, Custom Cruiser	1977-1985	1051	2
DELTA 88	Royale, Custom, Delta, Jetstar 88, Delmont 88, Custom Cruiser	1985-1998	1051	2
DELTA 88	Royale, Custom, Delta, Jetstar 88, Delmont 88, Custom Cruiser	1900-1976	1051	2
DELTA 88	Starfire	1900-1966	1051	2
NINETY-EIGHT	Regency, Luxury	1977-1984	1071	3
NINETY-EIGHT	Regency, Luxury	1900-1976	1071	3
NINETY-EIGHT	Regency, Luxury	1986-1998	1071	3
TORONADO-TROFEO	XSR, Trofeo, Brougham, Custom	1966-1978	1079	5
TORONADO-TROFEO	XSR, Trofeo, Brougham, Custom	1979-1985	1079	5
TORONADO-TROFEO	XSR, Trofeo, Brougham, Custom	1986-1992	1079	5
COMMERCIAL SERIES	Ambulance/Hearse	1900-1998	6646	6
STARFIRE	SX, GT	1975-1980	1078	12
OMEGA	RWD	1975-1979	1076	15
OMEGA	X-body type FWD	1980-1985	1076	15
FIRENZA	S, LS, SX, Cruiser, GT	1982-1988	1069	16
CIERA	Cutlass Ciera, Brougham, ES	1982-1998	1054	17

CALAIS	GT, ES, 500	1985-1991	1050	18
CUTLASS (FWD)	Supreme	1988-1998	1060	20
ACHIEVA	SC	1992-1998	1046	21
AURORA		1994-1998	1049	22
INTRIGUE			22167	23
ALERO			22169	24
OTHER AUTOMOBILE			1081	398
UNKNOWN AUTOMOBILE			1082	399
BRAVADA		1991-1994	22171	401
SILHOUETTE		1990-1998	1077	441
OTHER LIGHT TRUCK			1083	498
UNKNOWN LIGHT TRUCK			853	499
OTHER VEHICLE			854	998
UNKNOWN VEHICLE			855	999

9805 OSHKOSH

MODEL	INCLUDES	YEAR	ORACLE	SAS
MEDIUM/HEAVY - CBE			9774	805
MEDIUM/HEAVY - COE/ENTRY POSITION			9778	805
MEDIUM/HEAVY - COE/HIGH ENTRY			9776	805
MEDIUM/HEAVY - COE/LOW ENTRY			9775	805
MEDIUM/HEAVY - OTHER			9779	805
MEDIUM/HEAVY - UNKNOWN ENGINE			9777	805
MEDIUM/HEAVY BASED MOTORHOME			9773	805

29 OTHER DOMESTIC MANUFACTURER (light

MODEL	INCLUDES	YEAR	ORACLE	SAS
OTHER MAKE			932	398
UNKNOWN MAKE			933	399
OTHER LIGHT TRUCK			12917	498
OTHER MEDIUM/HEAVY TRUCK			12919	898
OTHER BUS			12921	988
OTHER VEHICLE			12923	998

69 OTHER FOREIGN MANUFACTURER (light vehicles)

MODEL	INCLUDES	YEAR	ORACLE	SAS
OTHER MAKE			12916	398
UNKOWN MAKE			32533	399
OTHER LIGHT TRUCK			12918	498

15691 OTHER MAKE (med/heavy truck/bus or "other")

MODEL	INCLUDES	YEAR	ORACLE	SAS
TRUCK BASED MOTORHOME			26126	850

OTHER MEDIUM/HEAVY TRUCK		12914	898
BUS BASED MOTORHOME		25908	950
OTHER BUS		12912	988
OTHER VEHICLE		12915	998

78 OTHER MAKE MOPED

MODEL	INCLUDES	YEAR	ORACLE	SAS
0-50cc			32508	701
51-124cc			32509	702
UNKNOWN cc			32510	709
OTHER MOTORED CYCLE			299	798
UNKNOWN MOTORED CYCLE			300	799

79 OTHER MAKE MOTORED CYCLE

MODEL	INCLUDES	YEAR	ORACLE	SAS
0-50cc		1900-1998	9625	701
51-124cc		1900-1998	9626	702
125-349cc		1900-1998	9627	703
350-449cc		1900-1998	9628	704
450-749cc		1900-1998	9629	705
750c or greater		1900-1998	9630	706
Unknown cc		1900-1998	9631	709
ATC/ATV 0-50cc			32511	731
ATC/ATV 51-124cc			32512	732
ATC/ATV 125-349cc			32513	733
ATC/ATV 350cc OR GREATER			32514	734
ATV/ATC UNKNOWN cc			32515	739
OTHER MOTORED CYCLE			32516	798
UNKNOWN MOTORED CYCLE			32517	799

87 PETERBILT

MODEL	INCLUDES	YEAR	ORACLE	SAS
MEDIUM/HEAVY BASED MOTORHOME			9729	850
MEDIUM/HEAVY - CBE			9730	881
MEDIUM/HEAVY - COE/LOW ENTRY			9731	882
MEDIUM/HEAVY - COE/HIGH ENTRY			9732	883
MEDIUM/HEAVY - UNKNOWN ENGINE			9733	884
MEDIUM/HEAVY - COE/ENTRY POSITION			9734	890
MEDIUM/HEAVY - OTHER			9735	898
UNKNOWN MEDIUM/HEAVY TRUCK			32529	899

44 PEUGEOT

MODEL	INCLUDES	YEAR	ORACLE	SAS
304		1971-1973	6635	31
403		1900-1967	6637	32
404		1900-1970	6639	33
404	Station Wagon	1900-1970	6639	33
504/505	STI, STX, Turbo, S, GL GLS, Liberte	1970-1991	6642	34
504/505	Station Wagon	1970-1991	6642	34
604	SL, D	1977-1984	6645	35
405		1989-1991	6647	36
OTHER AUTOMOBILE			506	398
UNKNOWN AUTOMOBILE			507	399
MOTORCYCLE (000-050CC)			508	701
MOTORCYCLE (051-124CC)			509	702
MOTORCYCLE (UNKNOWN CC)			510	709
UNKNOWN MOTORED CYCLE			511	799
UNKNOWN VEHICLE			512	999

9 PLYMOUTH

MODEL	INCLUDES	YEAR	ORACLE	SAS
VALIANT/DUSTER/SCAMP	100, 200, Brougham, Signet, Custom, Special, 340/360, Twister: WB=108"	1900-1976	6320	1
VALIANT/DUSTER/SCAMP	100, 200, Brougham, Signet, Custom, Special, 340/360, Twister: WB=111"	1900-1976	6320	1
SATELLITE/BELVEDERE	Belveder I/II, GTX, Roadrunner, Sebring, Sebring Plus, Superbird, Brougham	1900-1974	6323	2
FURY	Salon, VIP, Sport, Suburban	1975-1978	6325	3
FURY	Roadrunner	1975-1975	6325	3
FURY	I, II, III	1900-1974	6325	3
GRAN FURY	Sedan, Brougham, Custom Sport, Suburban	1982-1989	36	4
GRAN FURY	Sedan, Brougham, Custom Sport, Suburban	1975-1981	36	4
BARRACUDA	Formula, S, 340, AAR, 'Cuda, Gran Coupe	1965-1973	6329	5
VOLARE	Custom, Premier, Roadrunner, Police: WB=109"	1976-1980	53	6
VOLARE	Custom, Premier, Roadrunner, Police: WB=113"	1976-1980	53	6
CARAVELLE	Turbo, SE	1985-1989	29	7
HORIZON	Duster	1985-1990	40	8
HORIZON	TC-3, Miser, Turismo 2.2, Custom, SE, America Expo	1978-1990	40	8
RELIANT (K)	SE, LE	1981-1989	44	11
SCAMP (CAR BASED PICKUP)	GT, 2.2	1982-1984	6331	13
SUNDANCE	Turbo	1987-1998	47	17
ACCLAIM	LX, LE	1989-1998	27	19
NEON	Expresso	1994-1998	42	20
CRICKET		1971-1972	32518	31
ARROW	Fire Arrow, GS, GT	1976-1980	28	32
SAPPORO	all imported	1978-1983	46	33
CHAMP/COLT (EXCLUDES VISTA)	Station Wagon (WB=103")	1984-1994	30	34
CHAMP/COLT (EXCLUDES VISTA)	Turbo, Custom	1979-1994	30	34
CONQUEST	TSI	1984-1989	34	35
LASER	RS, Turbo	1989-1998	41	37
BREEZE		1996-1998	6333	38
PROWLER			6335	39

OTHER AUTOMOBILE			57	398
UNKNOWN AUTOMOBILE			58	399
TRAILDUSTER		1900-1998	6337	421
COLT VISTA	4 X 4	1987-1998	32	441
VOYAGER (MINIVAN)	SE, LX: WB=119"	1984-1998	37	442
VOYAGER (MINIVAN)	SE, LX: WB=112"	1984-1998	37	442
VAN-FULLSIZE (B-SERIES)	Includes Voyager, Sport, Premier	1965-1995	32520	461
ARROW PICKUP (FOREIGN)		1900-1998	6341	471
OTHER LIGHT TRUCK			59	498
UNKNOWN LIGHT TRUCK			60	499
UNKNOWN VEHICLE			61	999

22 PONTIAC

MODEL	INCLUDES	YEAR	ORACLE	SAS
LEMANS/TEMPEST (THRU 79)	Safari, T-37, Luxury, Grand Sport, GT-37, Sprint, Grand Lemans	1978-1979	893	1
LEMANS/TEMPEST (THRU 79)	Safari, T-37, Luxury, Grand Sport, GT-37, Sprint, Grand Lemans	1976-1977	893	1
LEMANS/TEMPEST (THRU 79)	Safari, T-37, Luxury, Grad Sport, GTO, GT-37, Sprint, Grand Lemans	1900-1973	893	1
LEMANS/TEMPEST (THRU 79)	Safari, T-37, Luxury, Grand Sport, GT-37, Sprint, Judge Grand AM, Grand Lemans	1973-1975	893	1
BONNEVILLE/CATALINA/PARI SIENNE	Brougham, Gand Safari, Safari, Granville, 2+2 Executive, Starchief	1977-1981	895	2
BONNEVILLE/CATALINA/PARI SIENNE	Brougham, Gand Safari, Safari, Granville, 2+2 Executive, Starchief	1982-1984	895	2
BONNEVILLE/CATALINA/PARI SIENNE	SE, SSE, SSEi	1987-1998	895	2
BONNEVILLE/CATALINA/PARI SIENNE	Parisienne	1983-1984	895	2
BONNEVILLE/CATALINA/PARI SIENNE	Brougham, Gand Safari, Safari, Granville, 2+2 Executive, Starchief	1900-1968	895	2
BONNEVILLE/CATALINA/PARI SIENNE	Brougham, Gand Safari, Safari, Granville, 2+2 Executive, Starchief	1969-1976	895	2
FIERO	2M4, 2M6, GT, SE	1984-1988	873	5
VENTURA/GTO	II, SJ, Sprint, Custom	1971-1977	6681	8
VENTURA/GTO	GTO	2004-2006	6681	8
VENTURA/GTO	GTO	1974-1977	6681	8
FIREBIRD/TRANS AM	Esprit, Formula, GTA, Redbird, Yellowbird, Skybird, SE	1982-1998	875	9
FIREBIRD/TRANS AM	Esprit, Formula, GTA, Redbird, Yellowbird, Skybird, SE	1967-1981	875	9
GRAND PRIX (RWD)	J, LJ, SJ, Brougham, 2+2	1978-1987	885	10
GRAND PRIX (RWD)	J, LJ, SJ, Brougham, 2+2	1963-1972	885	10
GRAND PRIX (RWD)	J, LJ, SJ, Brougham, 2+2	1973-1977	885	10
ASTRE	Safari, SJ, Custom	1975-1977	6684	11
SUNBIRD (THRU 80)	Safari, Sport, Formula	1976-1980	897	12
T1000/1000	4 door	1981-1987	905	13
T1000/1000	2 door	1981-1987	905	13
PHOENIX	LJ, SJ	1980-1984	896	15
PHOENIX	LJ, SJ	1977-1979	896	15
J2000/SUNBIRD/SUNFIRE	Sunfire-GT/SE	1995-1998	901	16
J2000/SUNBIRD/SUNFIRE	Sunbird	1984-1994	901	16
J2000/SUNBIRD/SUNFIRE	Le, Se, GT, Convertible	1982-1994	901	16
6000	STE, SE, LE	1982-1998	858	17
GRAND AM	SE, LE	1980-1980	881	18
GRAND AM	SE, LE	1985-1998	881	18
G5			233045	19

GRAND PRIX (FWD)	SE, McLaren Turbo, GTP	1988-1998	886	20
G6			174917	22
SOLSTICE			210278	23
G8	Includes GT.		261331	24
G3			279912	25
LEMANS (88-on)	SE, Tempest (Canadian)	1988-1998	894	31
VIBE	Includes GT, AWD		45089	32
OTHER AUTOMOBILE			909	398
UNKNOWN AUTOMOBILE			910	399
AZTEK			40755	401
TORRENT			210280	403
TRANS SPORT/MONTANA		1990-1998	906	441
OTHER LIGHT TRUCK			911	498
UNKNOWN LIGHT TRUCK			912	499
UNKNOWN VEHICLE			913	999
OTHER LIGHT			40759	

45 PORSCHE

MODEL	INCLUDES	YEAR	ORACLE	SAS
911	Panorama	1996-1998	516	31
911	L, S, E, T, SC, Carrera, Slopenose, Speedstar	1900-1998	516	31
912	E, T	1900-1969	6654	32
914	S, 1.8, 2.0, 914/6	1970-1976	6656	33
924	Turbo, S	1977-1988	513	34
928	S	1978-1998	514	35
930	Turbo	1989-1994	6658	36
944	Turbo, S	1983-1992	515	37
959		1989-1994	6661	38
968		1992-1995	6663	39
986 BOXSTER			22173	40
CAYMAN			210282	41
OTHER AUTOMOBILE	Spyder, Speedster, 356	1900-1998	518	398
UNKNOWN AUTOMOBILE			519	399
CAYENNE			158146	421
UNKNOWN VEHICLE			520	999

6917 RELIANT

MODEL	INCLUDES	YEAR	ORACLE	SAS
OTHER AUTOMOBILE			282	49
UNKNOWN AUTOMOBILE			283	49

46 RENAULT/AMC

MODEL	INCLUDES	YEAR	ORACLE	SAS
LECAR	R5	1976-1983	521	31
DAUPHINE/10/R-8/CARAVELLE		1900-1971	6671	32
12	R12L, R12TL	1972-1977	6674	33
15	R14TL	1973-1976	6676	34
16	R16	1969-1972	6678	35
17	R17, Gordini Coupe, R17TL	1973-1980	6680	36
R18I	Sportwagon	1981-1998	522	37

FUEGO	TL, TS, GTL, GTS, Turbo	1982-1985	525	38
ALLIANCE/ENCORE/GTA, CONVERTIBLE	L, DL, Limited, X-37	1983-1998	523	39
ALPINE	GT	1987-1998	6682	41
MEDALLION	DL, LX	1987-1987	526	44
PREMIER		1987-1987	6685	45
OTHER AUTOMOBILE			527	398
UNKNOWN AUTOMOBILE			528	399
UNKNOWN VEHICLE			529	999

6912 ROLLS ROYCE/BENTLEY

MODEL	INCLUDES	YEAR	ORACLE	SAS
CLOUD/SHADOW SERIES		1900-1998	261	42
OTHER AUTOMOBILE			272	42
UNKNOWN AUTOMOBILE			273	42

47 SAAB

MODEL	INCLUDES	YEAR	ORACLE	SAS
99/99E/900	S, Turbo, Cabriolet	1900-1998	530	31
SONNETT	II, III, V-4	1968-1974	6707	32
95/96/97		1900-1973	6710	33
9000, CS	CS	1993-1998	531	34
9000, CS	S, Trubo	1985-1998	531	34
9 - 3			22175	35
9 - 5			22177	36
9-2X			174919	37
OTHER AUTOMOBILE			533	398
UNKNOWN AUTOMOBILE			534	399
9-7X			174921	401
OTHER LIGHT TRUCK			174923	498
UNKNOWN LIGHT TRUCK			174924	499
UNKNOWN VEHICLE			535	999

24 SATURN

MODEL	INCLUDES	YEAR	ORACLE	SAS
SL	SL1, SL2, SL3	1991-1998	6719	1
SC	SC1, SC2	1991-1996	6721	2
SC	includes 3 door coupe	1997-2000	6721	2
SW	SW1, SW2	1993-1998	6723	3
EV	EV1 (electric vehicle)	1997-1998	6725	4
LS/ LS1/ LS2/L100/L200/L300			31617	5
LW/LW1/ LW2/ LW200/300			37084	6
ION			148360	7
SKY			210286	8
AURA			210284	9
OUTLOOK	XE, XR (Body Type = S/W)		260188	10
ASTRA	XE, XR, Sport (Body Types: 03 & 05)		260190	11
OTHER AUTOMOBILE			923	398
UNKNOWN AUTOMOBILE			924	399
VUE			45091	401
RELAY			174925	441

OTHER LIGHT TRUCK	45158	498
UNKNOWN LIGHT TRUCK	45159	499
UNKNOWN VEHICLE	925	999

9807 SCANIA

MODEL	INCLUDES	YEAR	ORACLE	SAS
MEDIUM/HEAVY - CBE			9788	807
MEDIUM/HEAVY - COE/ENTRY POSITION			9792	807
MEDIUM/HEAVY - COE/HIGH ENTRY			9790	807
MEDIUM/HEAVY - COE/LOW ENTRY			9789	807
MEDIUM/HEAVY - OTHER			9793	807
MEDIUM/HEAVY - UNKNOWN ENGINE			9791	807
MEDIUM/HEAVY BASED MOTORHOME			9787	807

6913 SIMCA

MODEL	INCLUDES	YEAR	ORACLE	SAS
OTHER AUTOMOBILE			274	44
UNKNOWN AUTOMOBILE			275	44

263032 SMART

MODEL	INCLUDES	YEAR	ORACLE	SAS
FORTWO	Includes Pure & Passion		263033	31
OTHER AUTOMOBILE			263038	398
UNKNOWN AUTOMOBILE			263039	399

61 STERLING

MODEL	INCLUDES	YEAR	ORACLE	SAS
827S	Li	1986-1991	7912	31
OTHER AUTOMOBILE			465	398
UNKNOWN AUTOMOBILE			466	399
UNKNOWN VEHICLE			467	999

24428 STERLING TRUCKS

MODEL	INCLUDES	YEAR	ORACLE	SAS
MEDIUM/HEAVY - CBE			24429	808
MEDIUM/HEAVY - COE/ENTRY POSITION			24437	808
MEDIUM/HEAVY - COE/HIGH ENTRY			24433	808
MEDIUM/HEAVY - COE/LOW ENTRY			24431	808
MEDIUM/HEAVY - OTHER			24439	808

MEDIUM/HEAVY - UNKNOWN
ENGINE

24435 808

2901 STUDEBAKER

MODEL	INCLUDES	YEAR	ORACLE	SAS
CRUISER		1900-1966	9542	1
GRAN TURISMO		1900-1966	9538	1
HAWK		1900-1966	9540	1
LARK		1900-1966	9536	1
OTHER AUTOMOBILE			9544	1
UNKNOWN AUTOMOBILE			9545	1

2906 STUTZ

MODEL	INCLUDES	YEAR	ORACLE	SAS
OTHER AUTOMOBILE		1900-1998	9575	398
UNKNOWN AUTOMOBILE		1900-1998	9576	398

48 SUBARU

MODEL	INCLUDES	YEAR	ORACLE	SAS
DL/FE/G/GF/GL/GLF/STD/LOYALE	Loyale	1990-1994	543	31
DL/FE/G/GF/GL/GLF/STD/LOYALE	4 wheel drive, Turbo	1972-1989	543	31
STAR		1970-1971	6720	32
360		1969-1970	6722	33
LEGACY	Brighton, Outback, Outback II	1989-1998	541	34
XT/XT6	4WD Turbo, convertible, DL	1986-1998	546	35
JUSTY	DL, GL	1987-1994	540	36
SVX		1992-1998	545	37
IMPREZA	Outback, Outback II	1993-1998	539	38
BRAT DL, GL		1978-1998	6724	43
BAJA			158148	44
OUTBACK			158150	45
OTHER AUTOMOBILE			550	398
UNKNOWN AUTOMOBILE			551	399
FORESTER			22179	401
B9 TRIBECA			210288	402
OTHER LIGHT TRUCK			32522	498
UNKNOWN LIGHT TRUCK			32523	499
UNKNOWN VEHICLE			552	999

6914 SUNBEAM

MODEL	INCLUDES	YEAR	ORACLE	SAS
OTHER AUTOMOBILE			276	45
UNKNOWN AUTOMOBILE			277	45

53 SUZUKI

MODEL	INCLUDES	YEAR	ORACLE	SAS
SA310	GLX	1986-1998	6839	31
SWIFT	GTi, GTX	1989-1998	411	34
ESTEEM		1995-1998	405	35
AERIO			147792	36
FORENZA			158152	37
VERONA			158156	38
RENO			174927	39
SX4			233047	40
OTHER AUTOMOBILE			416	398
UNKNOWN AUTOMOBILE			417	399
SAMURAI	Standard, Deluxe	1985-1995	406	401
SIDEKICK/GRAND VITARA			407	402
X-90/VITARA			415	403
GRAND VITARA			158154	404
XL7			158158	405
EQUATOR			267769	481
OTHER LIGHT TRUCK			418	498
UNKNOWN LIGHT TRUCK			419	499
MOTORCYCLE (000-050CC)			420	701
MOTORCYCLE (051-124CC)			421	702
MOTORCYCLE (125-349CC)			422	703
MOTORCYCLE (350-449CC)			423	704
MOTORCYCLE (450-749CC)			424	705
MOTORCYCLE (750CC-OVER)			425	706
MOTORCYCLE (UNKNOWN CC)			426	709
ATC/ATV (000-050CC)			427	731
ATC/ATV (051-124CC)			428	732
ATC/ATV (125-349CC)			429	733
ATC/ATV (350CC-OVER)			430	734
ATC/ATV (UNKNOWN CC)			431	739
OTHER MOTORED CYCLE			175434	798
UNKNOWN MOTORED CYCLE			432	799
UNKNOWN VEHICLE			433	999

49 TOYOTA

MODEL	INCLUDES	YEAR	ORACLE	SAS
CORONA	Mark II, Custom, 1900, 2000, Deluxe	1900-1982	561	31
COROLLA	1100, 1200, 1600, SR-5, LE, Deluxe, Custom	1969-1985	560	32
COROLLA	FX-16	1986-1998	560	32
CELICA	1900, 2000, GT, ST	1972-1998	556	33
CELICA	GTS	1972-1993	556	33
SUPRA	Celica Supra, Soarer	1979-1998	559	34
CRESSIDA		1978-1992	562	35
CROWN	2300, 2600	1900-1971	6746	36
CARINA	2000	1972-1973	6748	37
TERCEL	Corolla Tercel, 4WD Wagon	1980-1998	571	38
STARLET		1981-1984	568	39
CAMRY	LE, Deluxe, XLE, Coupe	1983-1998	555	40
MR-2		1985-1995	564	41
PASEO		1992-1998	565	42

AVALON		1995-1998	554	43
SOLARA			22182	44
ECHO			31612	45
PRIUS			44664	46
SCION XA			158160	48
SCION XB			158162	49
SCION TC			174929	50
YARIS			210292	51
SCION XD	Code as a 4 door hatchback		257690	52
VENZA			269179	53
OTHER AUTOMOBILE			608	398
UNKNOWN AUTOMOBILE			607	399
4-RUNNER		1985-1998	553	401
RAV-4		1996-1998	6750	402
HIGHLANDER			44666	403
MATRIX			45093	404
FJ CRUISER			210290	405
LANDCRUISER		1976-1998	563	421
SEQUOIA			40895	422
MINVAN/PREVIEW	LE, Cargo	1984-1990	567	441
MINVAN/PREVIEW	Previa	1991-1998	567	441
SIENNA			22184	442
PICKUP	SR-5, Extra Cab, Sport, LN44, Chinook, Wonder Wagon	1974-1998	566	471
TACOMA			6752	472
T-100		1993-1998	570	481
TUNDRA			31615	482
OTHER LIGHT TRUCK			610	498
UNKNOWN LIGHT TRUCK			611	499
UNKNOWN VEHICLE			612	999

50 TRIUMPH

MODEL	INCLUDES	YEAR	ORACLE	SAS
SPITFIRE	I, II, III, IV, 1500	1900-1981	6754	31
GT-6	MK3	1967-1973	6756	32
TR4	TR2, TR3, TR4A	1900-1968	6758	33
TR6		1969-1976	6760	34
TR7/8		1975-1981	6762	35
HERALD	Vitesse	1900-1998	6764	36
STAG		1971-1973	6766	37
OTHER AUTOMOBILE	2000, 1200 series	1900-1998	572	398
UNKNOWN AUTOMOBILE			573	399
MOTORCYCLE (000-050CC)			574	701
MOTORCYCLE (051-124CC)			575	702
MOTORCYCLE (125-349CC)			576	703
MOTORCYCLE (350-449CC)			577	704
MOTORCYCLE (450-749CC)			578	705
MOTORCYCLE (750CC-OVER)			579	706
MOTORCYCLE (UNKNOWN CC)			580	709
UNKNOWN MOTORED CYCLE			581	799
UNKNOWN VEHICLE			582	999

6915 TVR

MODEL	INCLUDES	YEAR	ORACLE	SAS
	OTHER AUTOMOBILE		278	46
	UNKNOWN AUTOMOBILE		279	46

2999 UNKNOWN DOMESTIC MANUFACTURER

MODEL	INCLUDES	YEAR	ORACLE	SAS
	UNKNOWN AUTOMOBILE		24515	399
	UNKNOWN LIGHT TRUCK		732	499
	UNKNOWN MOTORED CYCLE		728	799
	UNKNOWN MEDIUM/HEAVY TRUCK		734	899
	UNKNOWN BUS TYPE		730	989
	UNKNOWN VEHICLE		736	999

6999 UNKNOWN FOREIGN MANUFACTURER

MODEL	INCLUDES	YEAR	ORACLE	SAS
	UNKNOWN AUTOMOBILE		293	399
	UNKNOWN LIGHT TRUCK		733	499
	UNKNOWN MOTORED CYCLE		729	799
	UNKNOWN MEDIUM/HEAVY TRUCK	1993-1998	735	899
	UNKNOWN BUS TYPE		731	989
	UNKNOWN VEHICLE		737	999

99 UNKNOWN MANUFACTURER

MODEL	INCLUDES	YEAR	ORACLE	SAS
	UNKNOWN AUTOMOBILE		10351	399
	UNKNOWN LIGHT TRUCK		624	499
	UNKNOWN MOTORED CYCLE		238	799
	UNK TYPE TRUCK (LIGHT/MED/HEAVY)		27277	899
	UNKNOWN MEDIUM/HEAVY TRUCK		626	899
	UNKNOWN BUS TYPE		623	989
	UNKNOWN VEHICLE		627	999

9899 UNKNOWN MEDIUM/HEAVY TRUCKS AND BUSES

MODEL	INCLUDES	YEAR	ORACLE	SAS
	Unknown medium/heavy truck	1900-1999	12908	899
	Unknown bus type	1900-1999	12910	988

30 VOLKSWAGEN

MODEL	INCLUDES	YEAR	ORACLE	SAS
KARMANN GHIA		1900-1974	6759	31
BEETLE 1300/1500	flat windshield, 94.5" WB	1900-1977	6761	32
SUPER BEETLE	Distinguished by curved windshield, 95.3" WB	1971-1980	5820	33
411/412	Squareback/Fastback	1971-1974	6763	34
SQUAREBACK/FASTBACK	Type 3, 1600	1900-1974	6765	35
RABBIT	L, GTI, Sport, LS, Custom, DL, Deluxe	1975-1984	964	36
DASHER		1974-1981	6767	37
SCIROCCO	16V	1975-1988	965	38
JETTA	GL, GLI	1981-1992	950	40
QUANTUM	Synco	1982-1988	961	41
GOLF/CABRIOLET/GTI	Synco, GTI, Cabriolet, GT, GL	1985-1992	934	42
RABBIT PICKUP	car/based pickup	1980-1983	6769	43
FOX	GL	1987-1998	941	44
CORRADO		1989-1998	937	45
PASSAT	GL, GLS(1.8T, Synchro, V6), TDI, GLX(1.8T, 2.0T, W8, Synchro, V6), 4MOTION, 3.6GL	1990-1998	958	46
JETTA III		1993-1998	957	47
GOLF III		1993-1998	946	48
NEW BEETLE			22187	49
PHAETON			158164	50
EOS			210294	51
OTHER AUTOMOBILE			968	398
UNKNOWN AUTOMOBILE			969	399
THE THING (181)		1973-1975	6771	401
TIGUAN			233049	402
TOUAREG			158166	421
VANAGON/CAMPER	Bus, Kombi, Van	1900-1998	935	441
EUROVAN		1992-1998	940	442
ROUTAN	S, SE, SEL Premium/RSE		269695	443
OTHER LIGHT TRUCK			781	498
UNKNOWN LIGHT TRUCK			782	499
OTHER VEHICLE			783	998
UNKNOWN VEHICLE			784	999

51 VOLVO

MODEL	INCLUDES	YEAR	ORACLE	SAS
122	S	1900-1968	6774	31
142/144/145	S, E, GL, GLS, Deluxe	1900-1974	6777	32
164	S, E	1969-1975	6780	33
240/242/244/245	DL, GL, GLE, GLT, Deluxe	1975-1998	583	34
262/264/265	GL	1976-1982	587	35
1800	E, S, ES	1900-1973	6782	36
760/780	GLE, Turbo	1987-1992	596	38
760/780	GLE, Turbo	1983-1990	596	38
740	GLE, GT, Turbo, GL	1986-1992	590	39
940	GLE, Turbo, SE	1991-1998	6784	40
960		1992-1998	6786	41
850	GLT, Wagon	1993-1998	6788	42
70 SERIES	C70 (LT, HT, T5), S70 (GLT, T5, AWD) V70 (R, SC Cross Country, GLT, T-5, XC-70, M, 2.4T, 2.4, 2.5T, T-6, R, 3.2) LPT, HPT		24066	43
90 SERIES			24068	44
80 SERIES	S80		31610	45

40 SERIES	Includes S40, V40	31608	46
60 SERIES	S60 (2.4T, 2.4, 2.5 AWD, T5), 2.4M, 2.5T, R, T5, 2.4i, T5, R-Design	44667	47
V50		174931	48
C30	1.0, 2.0, T5, R-Design	268607	49
XC60		277705	50
OTHER AUTOMOBILE		600	398
UNKNOWN AUTOMOBILE		601	399
XC90		148083	401
MEDIUM/HEAVY CBE		6790	881
MEDIUM/HEAVY COE LOW ENTRY		6791	882
MEDIUM/HEAVY COE HIGH ENTRY		6792	883
MEDIUM/HEAVY - UNKNOWN ENGINE		6793	884
MEDIUM/HEAVY: COE ENTRY POSITION		6794	890
OTHER MEDIUM/HEAVY TRUCK		602	898
UNKNOWN MEDIUM/HEAVY TRUCK		603	899
MEDIUM BUS		604	981
OTHER BUS		379	988
UNKNOWN TYPE BUS		6796	989
UNKNOWN VEHICLE		6798	999

9809 WARD LAFRANCE

MODEL	INCLUDES	YEAR	ORACLE	SAS
MEDIUM/HEAVY - CBE			9802	898
MEDIUM/HEAVY - COE/ENTRY POSITION			9806	898
MEDIUM/HEAVY - COE/HIGH ENTRY			9804	898
MEDIUM/HEAVY - COE/LOW ENTRY			9803	898
MEDIUM/HEAVY - OTHER			9807	898
MEDIUM/HEAVY - UNKNOWN ENGINE			9805	898
MEDIUM/HEAVY BASED MOTORHOME			9801	898

9804 WESTERN STAR

MODEL	INCLUDES	YEAR	ORACLE	SAS
MEDIUM/HEAVY - CBE			9767	804
MEDIUM/HEAVY - COE/ENTRY POSITION			9771	804
MEDIUM/HEAVY - COE/HIGH ENTRY			9769	804
MEDIUM/HEAVY - COE/LOW ENTRY			9768	804
MEDIUM/HEAVY - OTHER			9772	804
MEDIUM/HEAVY - UNKNOWN ENGINE			9770	804
MEDIUM/HEAVY BASED MOTORHOME			9766	804

30189 WINNEBAGO

MODEL	INCLUDES	YEAR	ORACLE	SAS
VAN BASED MOTORHOME			30250	470
LIGHT TRUCK BASED MOTORHOME			30251	498
UNKNOWN TYPE LIGHT MOTORHOME			30252	499
MOTOR HOME			30195	850
MEDIUM / HEAVY OTHER			30198	898
MEDIUM / HEAVY UNKNOWN			30199	899
UNKNOWN VEHICLE			45160	999

76 YAMAHA

MODEL	INCLUDES	YEAR	ORACLE	SAS
MOTORCYCLE (000-050CC)			370	701
MOTORCYCLE (051-124CC)			371	702
MOTORCYCLE (125-349CC)			372	703
MOTORCYCLE (350-449CC)			373	704
MOTORCYCLE (450-749CC)			374	705
MOTORCYCLE (750CC-OVER)			375	706
MOTORCYCLE (UNKNOWN CC)			376	709
ATC/ATV (000-050CC)			377	731
ATC/ATV (051-124CC)			378	732
ATC/ATV (125-349CC)			294	733
ATC/ATV (350CC-OVER)			295	734
ATC/ATV (UNKNOWN CC)			296	739
OTHER MOTORED CYCLE			297	798
UNKNOWN MOTORED CYCLE			298	799
OTHER VEHICLE			46436	998

57 YUGO

MODEL	INCLUDES	YEAR	ORACLE	SAS
GV	GVX, Cabriolet	1986-1992	7890	31
OTHER AUTOMOBILE			491	398
UNKNOWN AUTOMOBILE			492	399
UNKNOWN VEHICLE			441	999

PEDESTRIAN/BIKE TYPING
MARKED CROSSWALK PRESENT
SIDEWALK PRESENT
SCHOOL ZONE

GES: PB27/PB28/PB29

Screen Heading: Marked Crosswalk Present / Sidewalk Present / School Zone

FARS:NM9

Format: Element Completed in MDE

Screen Name:

Long Name: Was a marked crosswalk present at the crash site? / Was a sidewalk present at the crash site? / Did the crash occur in a school zone?

SAS Name: pdtype.PBCWALK/ pdtype.PBSWALK/ pdtype.PBSZONE

Oracle Name: GES.Nonmotorist.Crosswalkpresent / GES.Nonmotorist.Sidewalkpresent / GES.Nonmotorist.Schoolzone

ELEMENT VALUES

Was a marked crosswalk present at the crash site?

SAS				
<u>SCN</u>	<u>ORACLE</u>	<u>GES</u>	<u>FARS</u>	
1	1	0	0	No
2	2	1	1	Yes
9	9	9	9	Unknown

Was a sidewalk present at the crash site?

1	1	0	0	No
2	2	1	1	Yes
9	9	9	9	Unknown

Did the crash occur in a school zone?

1	1	0	0	No
2	2	1	1	Yes
9	9	9	9	Unknown

NM9

Remarks:

School Zone

Yes is used when the case materials indicated the crash occurred in a school zone. It does not matter as to the time of the crash, but only that the investigating officer stated or coded the crash was in a school zone.

PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN

GES: PB30

Screen Heading: Crash Type – Pedestrian

FARS:NM9

Format: Element
Completed in MDE

Screen Name:

Long Name:

SAS Name: pbtype.PEDCTYPE

Oracle Name: GES.PEDBIKETYPE.PedTypeid

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
N/A	-1	000	000	Not a Pedestrian
110	110	110	110	Assault with Vehicle
120	120	120	120	Dispute-Related
130	130	130	130	Pedestrian on Vehicle
140	140	140	140	Vehicle-Vehicle / Object
150	150	150	150	Motor Vehicle Loss of Control
160	160	160	160	Pedestrian Loss of Control
190	190	190	190	Other Unusual Circumstances
211	211	211	211	Backing Vehicle - Driveway
212	212	212	212	Backing Vehicle - Driveway / Sidewalk Intersection
213	213	213	213	Backing Vehicle - Roadway
214	214	214	214	Backing Vehicle - Parking Lot
219	219	219	219	Backing Vehicle - Other / Unknown
220	220	220	220	Driverless Vehicle
230	230	230	230	Disabled Vehicle-Related
240	240	240	240	Emergency Vehicle-Related
250	250	250	250	Play Vehicle-Related
311	311	311	311	Working in Roadway
312	312	312	312	Playing in Roadway
313	313	313	313	Lying in Roadway
320	320	320	320	Entering / Exiting Parked Vehicle
330	330	330	330	Mailbox-Related
341	341	341	341	Commercial Bus-Related
342	342	342	342	School Bus-Related
360	360	360	360	Ice Cream / Vendor Truck-Related
410	410	410	410	Walking Along Roadway With Traffic - From Behind
420	420	420	420	Walking Along Roadway With Traffic - From Front

430	430	430	430	Walking Along Roadway Against Traffic - From Behind
440	440	440	440	Walking Along Roadway Against Traffic - From Front
				Walking Along Roadway - Direction / Position
459	459	459	459	Unknown
460	460	460	460	Motorist Entering Driveway or Alley
465	465	465	465	Motorist Exiting Driveway or Alley
469	469	469	469	Driveway Crossing - Other / Unknown
510	510	510	510	Waiting to Cross - Vehicle Turning
520	520	520	520	Waiting to Cross - Vehicle Not Turning
590	590	590	590	Waiting to Cross - Vehicle Action Unknown
610	610	610	610	Standing in Roadway
620	620	620	620	Walking in Roadway
680	680	680	680	Non-Intersection - Other / Unknown
690	690	690	690	Intersection - Other / Unknown
710	710	710	710	Multiple Threat
730	730	730	730	Trapped
741	741	741	741	Dash
742	742	742	742	Dart-Out
760	760	760	760	Pedestrian Failed to Yield
770	770	770	770	Motorist Failed to Yield
781	781	781	781	Motorist Left Turn - Parallel Paths
782	782	782	782	Motorist Left Turn - Perpendicular Paths
791	791	791	791	Motorist Right Turn - Parallel Paths
792	792	792	792	Motorist Right Turn on Red - Parallel Paths
794	794	794	794	Motorist Right Turn on Red - Perpendicular Paths
795	795	795	795	Motorist Right Turn - Perpendicular Paths
799	799	799	799	Motorist Turn / Merge - Other / Unknown
830	830	830	830	Off Roadway - Parking Lot
890	890	890	890	Off Roadway - Other / Unknown
900	900	900	900	Other - Unknown Location
910	910	910	910	Crossing an Expressway

Remarks:

Assault with Vehicle (110) is used when the driver intentionally struck the pedestrian with the vehicle.

Dispute-Related (120) is used when the pedestrian struck by a vehicle during a domestic altercation or other dispute.

Pedestrian on Vehicle (130) is used when the pedestrian was sitting on, leaning against, or clinging to a vehicle which began to move or was moving.

Vehicle-Vehicle/Object (140) is used when the pedestrian was struck as a result of a prior vehicle into vehicle or vehicle into object crash.

Motor Vehicle Loss of Control (150) is used when the vehicle lost control due to mechanical failure, surface conditions, driver error or impairment.

Pedestrian Loss of Control (160) is used when the pedestrian stumbled, fell or rolled into path of vehicle due to surface conditions, impairment or other mishap.

Other Unusual Circumstances (190) is used when the crash involved other unusual circumstances, such as pedestrian being struck by falling cargo or a loose wheel.

Backing Vehicle - Driveway (211) is used when the pedestrian was struck in a driveway by a vehicle that was backing with a driver at the controls.

Backing Vehicle - Driveway/Sidewalk Intersection (212) is used when the pedestrian was struck in a driveway/sidewalk intersection by a vehicle that was backing with a driver at the controls.

Backing Vehicle - Roadway (213) is used when the pedestrian was struck in a roadway by a vehicle that was backing with a driver at the controls.

Backing Vehicle - Parking Lot (214) is used when the pedestrian was struck in a parking lot by a vehicle that was backing with a driver at the controls.

Backing Vehicle - Other/Unknown (219) is used when the pedestrian was struck in another or unknown location by a vehicle that was backing with a driver at the controls.

Driverless Vehicle (220) is used when the pedestrian was struck by a vehicle that was moving without a driver at the controls or that was set in motion by the actions of a child.

Disabled Vehicle-Related (230) is used when the pedestrian was struck while near or next to a disabled vehicle (including a vehicle that had been in a crash) or while walking to or from a disabled vehicle. Note: Crashes involving pedestrians standing near tow trucks responding to the disabled vehicle are also included in this crash type.

Emergency Vehicle-Related (240) is used when the pedestrian was struck while near an active emergency vehicle, by an active emergency vehicle or by a vehicle being pursued.

Play Vehicle - Related (250) is used when the pedestrian was struck while riding a play vehicle that was not a bicycle (e.g., skates, scooter, wagon, sled, etc.).

Playing in Roadway (311) is used when the pedestrian is playing in the roadway.

Working in Roadway (312) is used when the pedestrian is working in the roadway.

Lying in Roadway (313) is used when the pedestrian is lying in the roadway.

Entering/Exiting Parked Vehicle (420) is used when the pedestrian was in the process of getting into or out of a stopped or parked vehicle. Note: Does not include crashes involving pedestrian crossing or other movements that occurred after the pedestrian exited the vehicle.

Mailbox-Related (330) is used when the pedestrian is going to or from or standing at a mailbox or newspaper box.

Commercial Bus-Related (341) is used when the pedestrian is crossing in front of a commercial bus stopped at a marked bus stop.

School Bus-Related (342) is used when the pedestrian is going to or from or waiting at a school bus or school bus stop.

Ice-Cream/Vendor Truck-Related (360) is used when the pedestrian is going to or from an ice-cream truck or other type of vehicle vending from the curb or roadside.

Walking Along Roadway With Traffic - From Behind (410) is used when the pedestrian was walking/running along the roadway with traffic and was struck from behind.

Walking Along Roadway With Traffic - From Front (420) is used when the pedestrian was walking/running along the roadway with traffic and was struck from front.

Walking Along Roadway Against Traffic - From Behind (430) is used when the pedestrian was walking/running along the roadway against traffic and was struck from behind.

Walking Along Roadway Against Traffic - From Front (440) is used when the pedestrian was walking/running along the roadway against traffic and was struck from front.

Walking Along Roadway - Direction/Position Unknown (459) is used when the pedestrian was walking/running along the roadway, but there is insufficient information to determine either the position or direction of the pedestrian at the time of the crash.

Motorist Entering Driveway or Alley (460) is used when the motor vehicle was turning into a driveway or alley and struck the pedestrian on a sidewalk/walkway or driveway crossing.

Motorist Exiting Driveway or Alley (465) is used when the motor vehicle was exiting a driveway or alley and struck the pedestrian on a sidewalk/walkway or driveway crossing.

Driveway Crossing Other/Unknown (469) is used when the pedestrian was on a driveway intersection when struck but there were other or unknown circumstances surrounding the crash from those described.

Waiting to Cross - Vehicle Turning (510) is used when the pedestrian was standing near the curb or roadway edge and waiting to cross the roadway when struck by a turning vehicle.

Waiting to Cross - Vehicle Not Turning (520) is used when the pedestrian was standing near the curb or roadway edge and waiting to cross the roadway when struck by a vehicle that was not turning.

Waiting to Cross - Vehicle Action Unknown (590) is used when the pedestrian was standing near the curb or roadway edge and waiting to cross the roadway when struck by a vehicle, but it could not be determined if the vehicle was turning or not.

Standing in Roadway (610) is used when the pedestrian was standing in the roadway prior to the crash, but the crash cannot be further classified.

Walking in Roadway (620) is used when the pedestrian was walking in the roadway prior to the crash, but the crash cannot be further classified.

Non-Intersection Other/Unknown (680) is used when the crash occurred at a non-intersection location, but the actions of the pedestrian prior to the crash cannot be determined.

Intersection - Other/Unknown (690) is used when the crash occurred at an intersection, but the actions of the pedestrian prior to the crash cannot be determined or it cannot be determined who failed to yield.

Multiple Threat (710) is used when the pedestrian entered the traffic lane in front of stopped or slowing traffic and was struck by a vehicle traveling in the same direction as the stopped or slowing traffic.

Trapped (730) is used when the pedestrian was struck while crossing at a signalized intersection or signalized mid-block crossing when the light changed and traffic started moving.

Dash (741) is used when the pedestrian ran into the roadway and was struck by a vehicle whose view of the pedestrian was not obstructed..

Dart-Out (742) is used when the pedestrian walked or ran into the roadway and was struck by a motorist whose view of the pedestrian was blocked until an instant before impact.

Pedestrian Failed to Yield (760) is used when the pedestrian failed to yield to the motorist.

Motorist Failed to Yield (770) is used when the motorist failed to yield to the pedestrian.

Motorist Left Turn - Parallel Paths (780) is used when the motorist was initially traveling on a parallel path with the pedestrian before making a left turn and striking the individual.

Motorist Left Turn - Perpendicular Paths (781) is used when the motorist was initially traveling on a crossing path with the pedestrian before making a left turn and striking the individual.

Motorist Right Turn - Parallel Paths (791) is used when the motorist was initially traveling on a parallel path with the pedestrian before making a right turn and striking the individual.

Motorist Right Turn on Red - Parallel Paths (792) is used when the motorist was initially traveling on a parallel path with the pedestrian before making a right turn on red and striking the individual.

Motorist Right Turn on Red - Perpendicular Paths (794) is used when the motorist was initially traveling on a crossing path with the pedestrian before making a right turn on red and striking the individual.

Motorist Right Turn - Perpendicular Paths (795) is used when the motorist was initially traveling on a crossing path with the pedestrian before making a right turn and striking the individual.

Motorist Turn/ Merge - Other / Unknown (799) is used when either the approach paths or turn direction are unknown and do not fit with any of the prescribed circumstances.

Off Roadway - Parking Lot (830) is used when the motorist struck a pedestrian in a parking lot.

Off Roadway - Other/ Unknown (890) is used when there were other or unknown circumstances surrounding the crash.

Other - Unknown Location (900) is used when the crash did not involve any of the usual vehicle types or vehicle actions described.

Crossing an Expressway (910) is used the pedestrian was crossing a limited access expressway or expressway ramp.

PEDESTRIAN/BIKE TYPING CRASH TYPE LOCATION - PEDESTRIAN

GES: PB31

Screen Heading: Crash Type Location (Pedestrian)

FARS:NM9

Format: Element
Completed in MDE

Screen Name:

Long Name: What was the location of the Pedestrian?

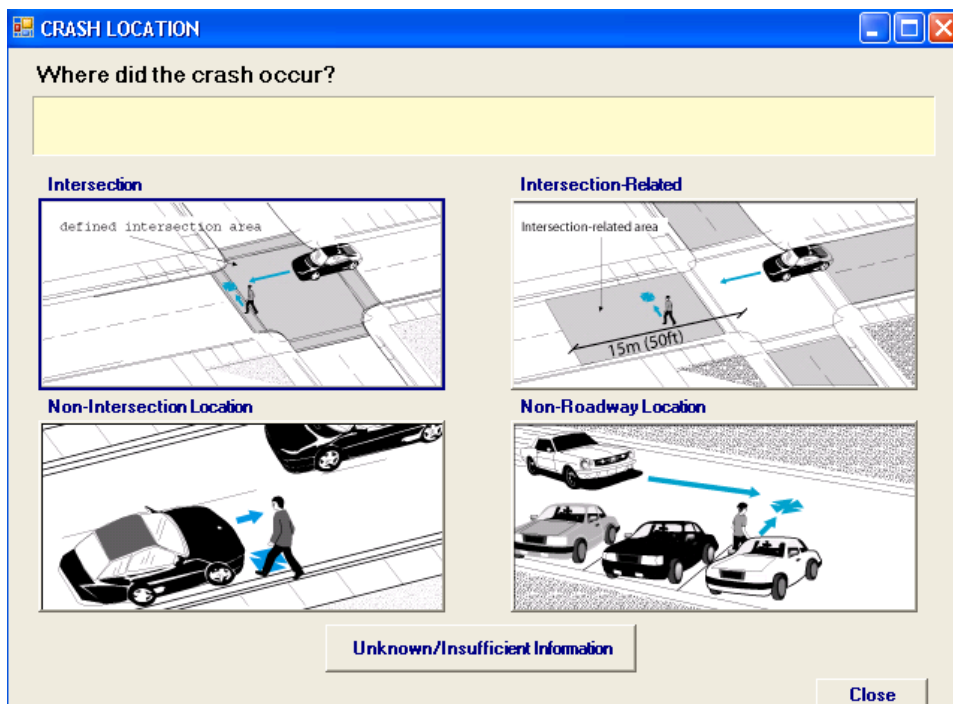
SAS Name: pbtype.PEDLOC

Oracle Name: GES.PEDBIKETYPE.Pedlocation

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	1	1	1	Intersection
4	4	2	2	Intersection- Related
2	2	3	3	Non-Intersection
3	3	4	4	Non-Roadway
N/A	-1	7	7	Not a Pedestrian
9	9	9	9	Unknown/Insufficient Information

Remarks:



Intersection is used when the crash occurred within the intersection proper or within the crosswalk area. Note: Driveways controlled by signals or signs should be coded as **Intersection**. Uncontrolled driveways should be coded as **Non-Intersection Location**.

Non-Intersection Location is used when the crash occurred on or along the roadway and more than 15m (50ft) from an intersection.

Non-Roadway Location is used when the crash occurred off the roadway, including parking lots, driveways, private roads, yards, alleys and other open areas. Note: Crashes occurring on paved shoulders, sidewalks or driveway crossings are considered to be “roadway” crashes and should not be placed in the **Non-Roadway Location**.

Intersection-Related is used when the crash occurred outside the intersection crosswalk area but within 15m (50ft) of the intersection.

Unknown/Insufficient Information is used when there is insufficient information to determine where the crash occurred.

PEDESTRIAN/BIKE TYPING - PEDESTRIAN POSITION

GES: PB32

Screen Heading: Pedestrian Position

Screen Name:

Long Name: What was the position of the pedestrian when struck?

SAS Name: pbtype.PEDPOS

Oracle Name: GES.PEDBIKETYPE.Pedposition

FARS:NM9

Format: Element
Completed in MDE

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	1	1	01	Intersection Proper
2	2	2	02	Crosswalk Area
3	3	3	03	Travel Lane
4	4	4	04	Paved Shoulder / Bike Lane / Parking Lane
5	5	5	05	Sidewalk / Shared Use Path / Driveway Crossing
6	6	6	06	Unpaved Right-of-Way
7	7	7	07	Driveway/alley
8	8	8	08	Non-Roadway-Parking Lot/Other
n/a	-1	77	77	Not a Pedestrian
9	9	9	09	Other / Unknown

Remarks:

Crosswalk area is used when the pedestrian is within a crosswalk, marked or unmarked.

Travel lane is used when the pedestrian is on a roadway, in a travel lane.

Paved Shoulder / Bike Lane / Parking Lane is used when the pedestrian is on a roadway, in a paved shoulder or bike lane, or parking lane.

Sidewalk / Shared Use Path / Driveway Crossing is used when the pedestrian is on a sidewalk, shared-use path, or driveway crossing.

Unpaved Right-of-Way is used when the pedestrian is on another road right-of-way (unpaved shoulder, etc.).

Driveway/alley is used when the pedestrian is on a driveway or alley.

Non-Roadway-Parking Lot/Other is used when the pedestrian is on other non-roadway areas (parking lot, non-right-of-way sidewalk or multi-use path, yard, open areas, etc.)

Other / Unknown is used when the pedestrian's position is other or unknown.

PEDESTRIAN/BIKE TYPING - PEDESTRIAN INITIAL DIRECTION OF TRAVEL

GES: PB33

Screen Heading: Pedestrian Initial Direction

Screen Name:

Long Name: What was the Pedestrian direction of travel?

SAS Name: pbtype.PEDDIR

Oracle Name: GES.PEDBIKETYPE.PEDDIRECTION

FARS:NM9

Format: Element
Completed in MDE

ELEMENT VALUES

What was the Pedestrian's direction of Travel?

SAS				
<u>SCN</u>	<u>ORACLE</u>	<u>GES</u>	<u>FARS</u>	
1	1	1	1	North
3	3	2	2	East
2	2	3	3	South
4	4	4	4	West
5	5	9	9	Unknown
n/a	-1	7	7	Not a Pedestrian
7	7	8	8	Not Applicable / Unknown

Remarks:

GES SPECIAL INSTRUCTION:

This data element is derived by the PBCAT application from PB34-Motorist Direction and PB37-Pedestrian Scenario. For example, if PB34-motorist direction is coded west and PB37-pedestrian scenario, is coded 11a-“pedestrian within crosswalk area, approached from same direction as motorist”, then the PBCAT application derives PB33-pedestrian initial direction of travel, as west, the same direction as the motorist.

Unknown is used when the pedestrian is at or near an intersection (PB31 - Pedestrian Crash Type Location equals Intersection or Intersection- Related) and the travel direction is unknown.

Not Applicable/Unknown is used when PB31 - Pedestrian Crash Type Location equals Non-Intersection, Non-Roadway or Unknown/Insufficient Information.

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PEDESTRIAN/BIKE TYPING - MOTORIST DIRECTION

GES: PB34

Screen Heading: Motorist Direction

Screen Name:

Long Name: What was the motorist's direction of travel?

SAS Name: pbtype.MOTDIR

Oracle Name: GES.PEDBIKETYPE.Motoristdirection

FARS:NM9

Format: Element
Completed in MDE

ELEMENT VALUES

What was the Motorist Initial Direction of Travel?

SAS				
<u>SCN</u>	<u>ORACLE</u>	<u>GES</u>	<u>FARS</u>	
1	1	1	1	North
3	3	2	2	East
2	2	3	3	South
4	4	4	4	West
5	5	9	9	Unknown
n/a	-1	7	7	Not a pedestrian
7	7	8	8	Not Applicable

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PEDESTRIAN/BIKE TYPING - MOTORIST MANEUVER

GES: PB35

Screen Heading: Motorist Maneuver

FARS:NM9

Format: Element
Completed in MDE

Screen Name:

Long Name: Select the motorists maneuver

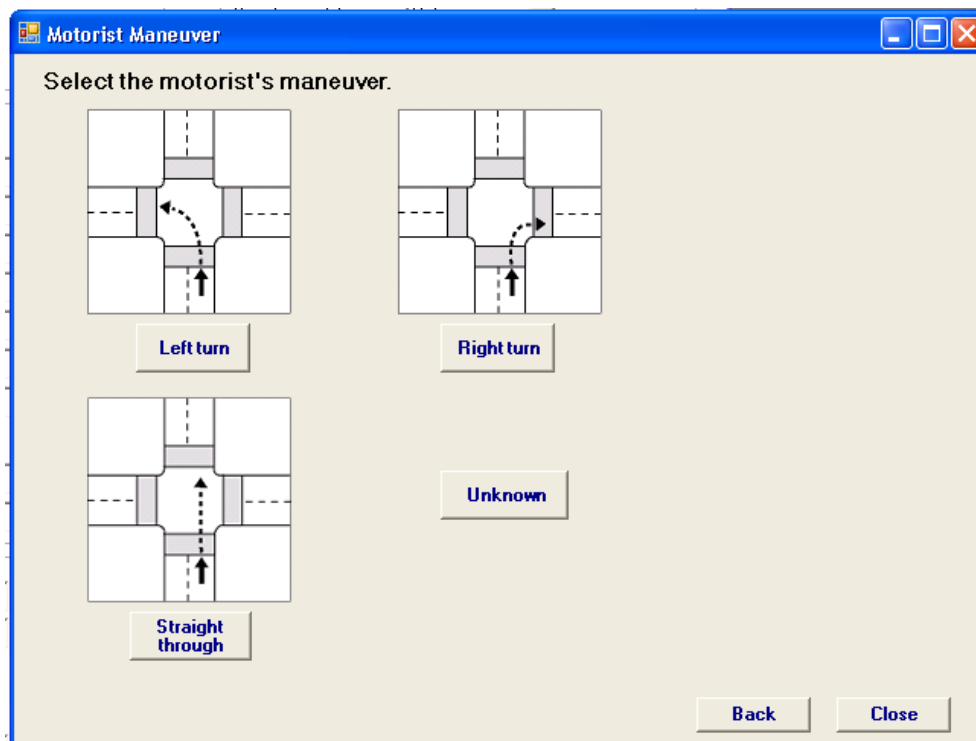
SAS Name: pbtype.MOTMAN

Oracle Name: GES.PEDBIKETYPE.Motoristmaneuver

ELEMENT VALUES

Select the maneuver being made by the motorist at the time of the collision.

SAS				
<u>SCN</u>	<u>ORACLE</u>	<u>GES</u>	<u>FARS</u>	
1	1	1	1	Left Turn
2	2	2	2	Right Turn
3	3	3	3	Straight Through
7	7	8	8	Not Applicable
4	4	9	9	Unknown
n/a	-1	7	7	Not a pedestrian



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PEDESTRIAN/BIKE TYPING INTERSECTION LEG

GES: PB36

Screen Heading: Intersection Leg

FARS:NM9

Format: Element
Completed in MDE

Screen Name:

Long Name: Select the leg of the intersection where the crash occurred?

SAS Name: pbtype.PEDLEG

Oracle Name: GES.PEDBIKETYPE.Intersectionleg

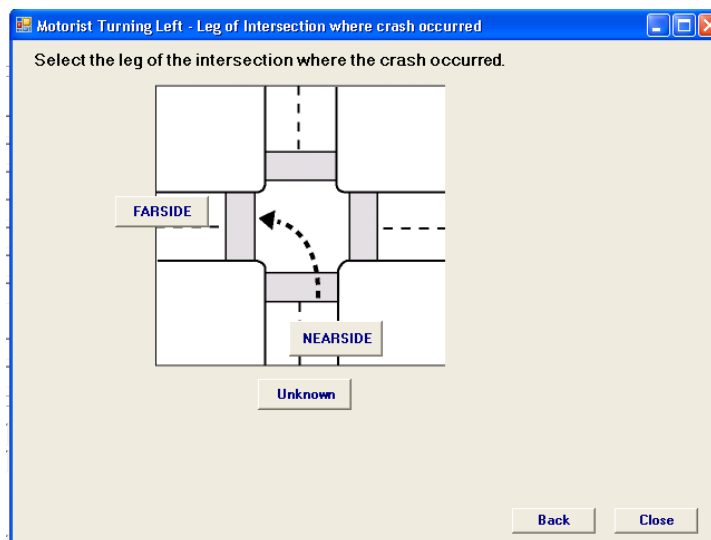
ELEMENT VALUES

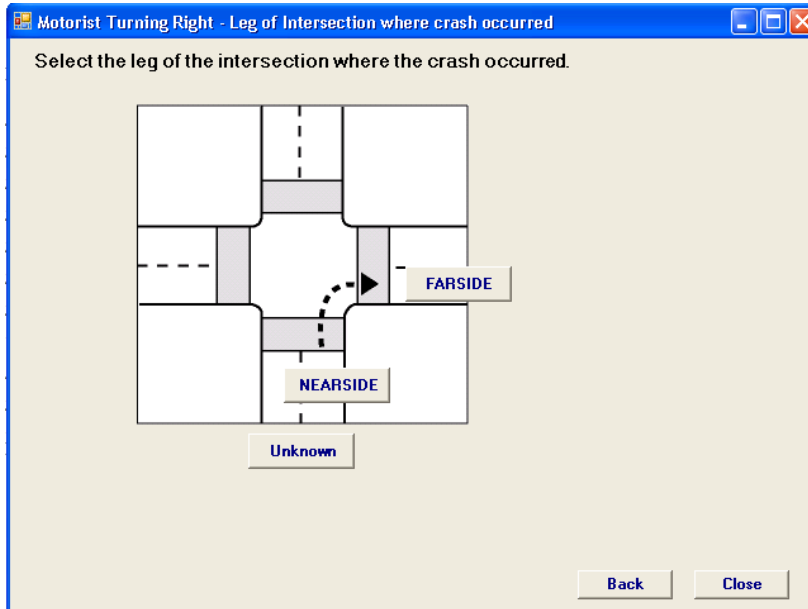
<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
2	2	1	1	Near
1	1	2	2	Far
n/a	-1	7	7	Not a Pedestrian
7	7	8	8	Not Applicable
3	3	9	9	Unknown

Remarks:

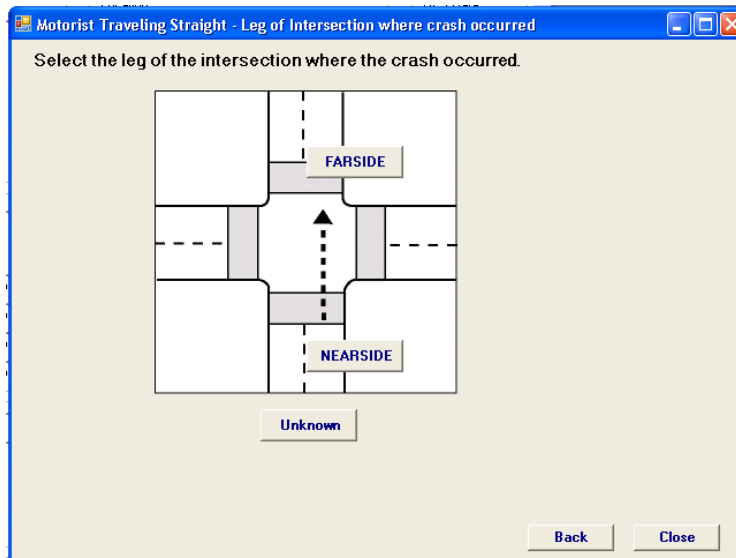
Requires the user to select the correct leg of the intersection where the crash occurred. The choices, regardless of the motorist maneuver, will always be “Nearside” and “Farside.”

Motorist Turning Left





Motorist Traveling Straight



Farside indicates that the collision occurred as the motorist was departing the intersection.

Nearside indicates that the collision occurred as the motorist was approaching the intersection.

PEDESTRIAN/BIKE TYPING PEDESTRIAN SCENARIO

GES: PB37

Screen Heading: Pedestrian Scenario

Screen Name:

Long Name:

SAS Name: pbtype.PEDSNR

Oracle Name: GES.PEDBIKETYPE.PEDSCENARIO

FARS:NM9

Format: Element

Completed in MDE

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
<u>Motorist traveling straight through - Crash</u> <u>Occurred on Near (Approach) Side of Intersection</u>				
1a	1a	1a	1a	Pedestrian within crosswalk area, traveled from motorist's left.
1b	1b	1b	1b	Pedestrian within crosswalk area, traveled from motorist's right.
1c	1c	1c	1c	Pedestrian within crosswalk area, approach direction unknown.
2a	2a	2a	2a	Pedestrian outside crosswalk area, traveled from motorist's left.
2b	2b	2b	2b	Pedestrian outside crosswalk area, traveled from motorist's right.
2c	2c	2c	2c	Pedestrian outside crosswalk area, approach direction unknown.
<u>Motorist traveling straight through - Crash</u> <u>Occurred on Far Side of Intersection</u>				
3a	3a	3a	3a	Pedestrian within crosswalk area, traveled from motorist's left.
3b	3b	3b	3b	Pedestrian within crosswalk area, traveled from motorist's right.
3c	3c	3c	3c	Pedestrian within crosswalk area, approach direction unknown.
4a	4a	4a	4a	Pedestrian outside crosswalk area, traveled from motorist's left.
4b	4b	4b	4b	Pedestrian outside crosswalk area, traveled from motorist's right.

4c	4c	4c	4c	Pedestrian outside crosswalk area, approach direction unknown.
<u>Motorist turning right - Crash Occurred on Near (Approach) Side of Intersection</u>				
5a	5a	5a	5a	Pedestrian within crosswalk area, traveled from motorist's left.
5b	5b	5b	5b	Pedestrian within crosswalk area, traveled from motorist's right.
5c	5c	5c	5c	Pedestrian within crosswalk area, approach direction unknown.
6a	6a	6a	6a	Pedestrian outside crosswalk area, traveled from motorist's left.
6b	6b	6b	6b	Pedestrian outside crosswalk area, traveled from motorist's right.
6c	6c	6c	6c	Pedestrian outside crosswalk area, approach direction unknown.
<u>Motorist turning right - Crash Occurred on Far Side of Intersection</u>				
7a	7a	7a	7a	Pedestrian within crosswalk area, approach direction same as motorist's.
7b	7b	7b	7b	Pedestrian within crosswalk area, approach direction opposite motorist's.
7c	7c	7c	7c	Pedestrian within crosswalk area, approach direction unknown.
8a	8a	8a	8a	Pedestrian outside crosswalk area, approach direction same as motorist's.
8b	8b	8b	8b	Pedestrian outside crosswalk area, approach direction opposite motorist's.
8c	8c	8c	8c	Pedestrian outside crosswalk area, approach direction unknown.
<u>Motorist turning left - Crash Occurred on Near (Approach) Side of Intersection</u>				
9a	9a	9a	9a	Pedestrian within crosswalk area, traveled from motorist's left.
9b	9b	9b	9b	Pedestrian within crosswalk area, traveled from motorist's right.
9c	9c	9c	9c	Pedestrian within crosswalk area, approach direction unknown.
10a	10a	10a	10a	Pedestrian outside crosswalk area, traveled from motorist's left.
10b	10b	10b	10b	Pedestrian outside crosswalk area, traveled from motorist's right.
10c	10c	10c	10c	Pedestrian outside crosswalk area, approach direction unknown.

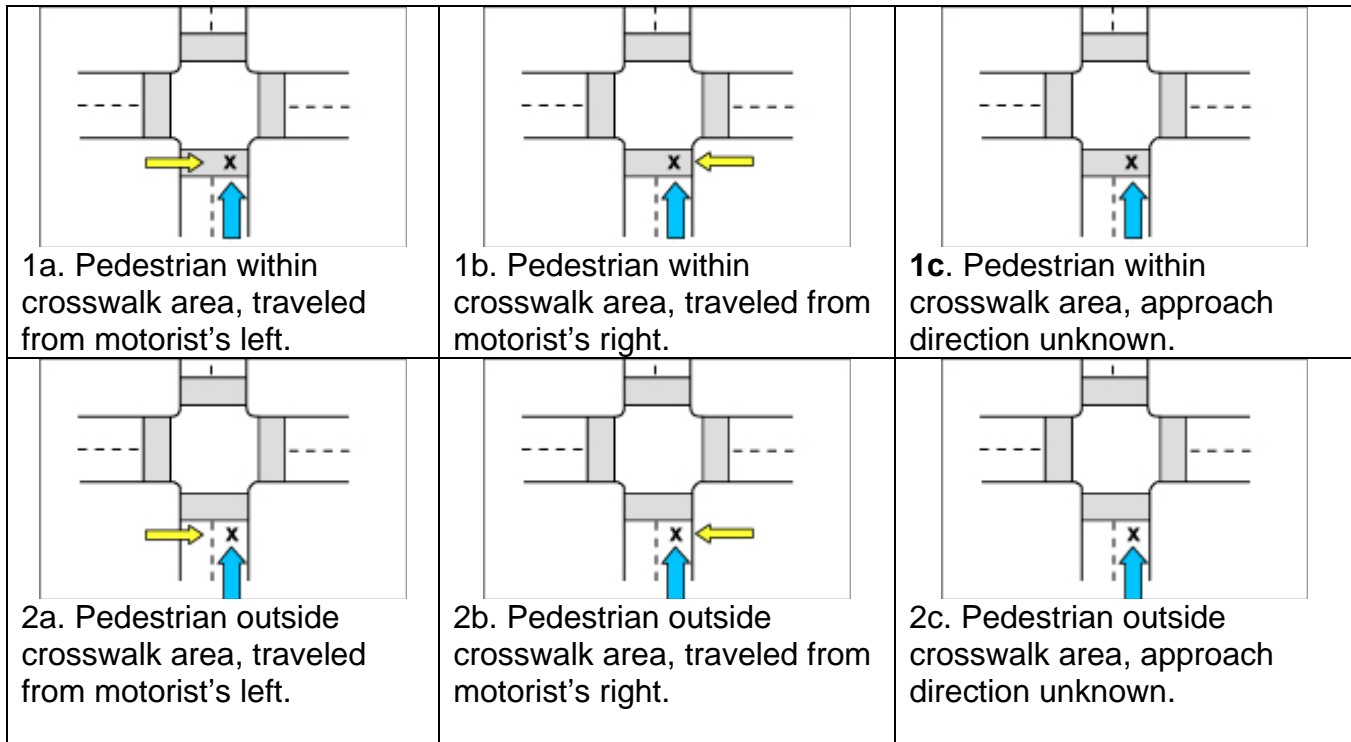
Motorist turning left - Crash Occurred on Far Side of Intersection

11a	11a	11a	11a	Pedestrian within crosswalk area, approach direction same as motorist's.
11b	11b	11b	11b	Pedestrian within crosswalk area, approach direction opposite motorist's.
11c	11c	11c	11c	Pedestrian within crosswalk area, approach direction unknown.
12a	12a	12a	12a	Pedestrian outside crosswalk area, approach direction same as motorist's.
12b	12b	12b	12b	Pedestrian outside crosswalk area, approach direction opposite motorist's.
12c	12c	12c	12c	Pedestrian outside crosswalk area, approach direction unknown.
n/a	-1	7	7	Not a Pedestrian
77	77	8	8	Not Applicable

Remarks:

(See Scenario Diagram on following pages)

Crash Occurred Near (Approach) Side of Intersection



Crash Occurred Far Side of Intersection

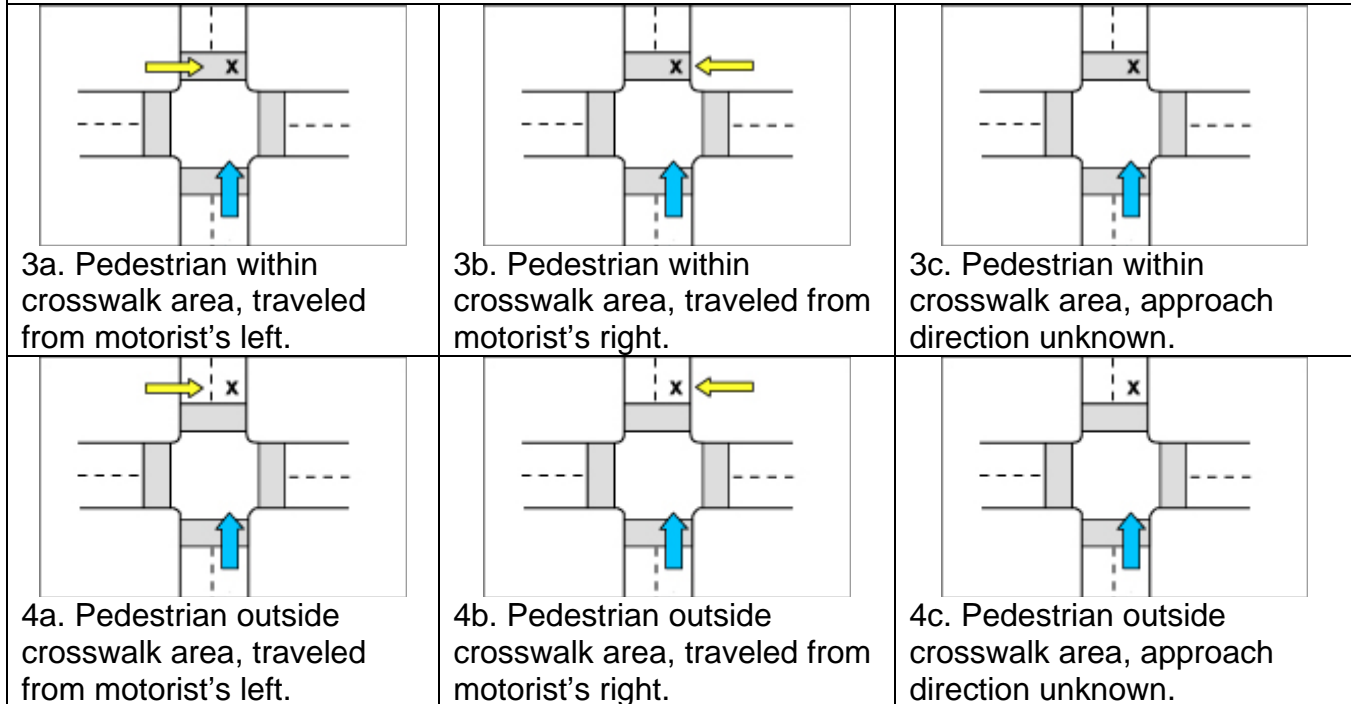


Figure 118. Motorist traveling straight through.

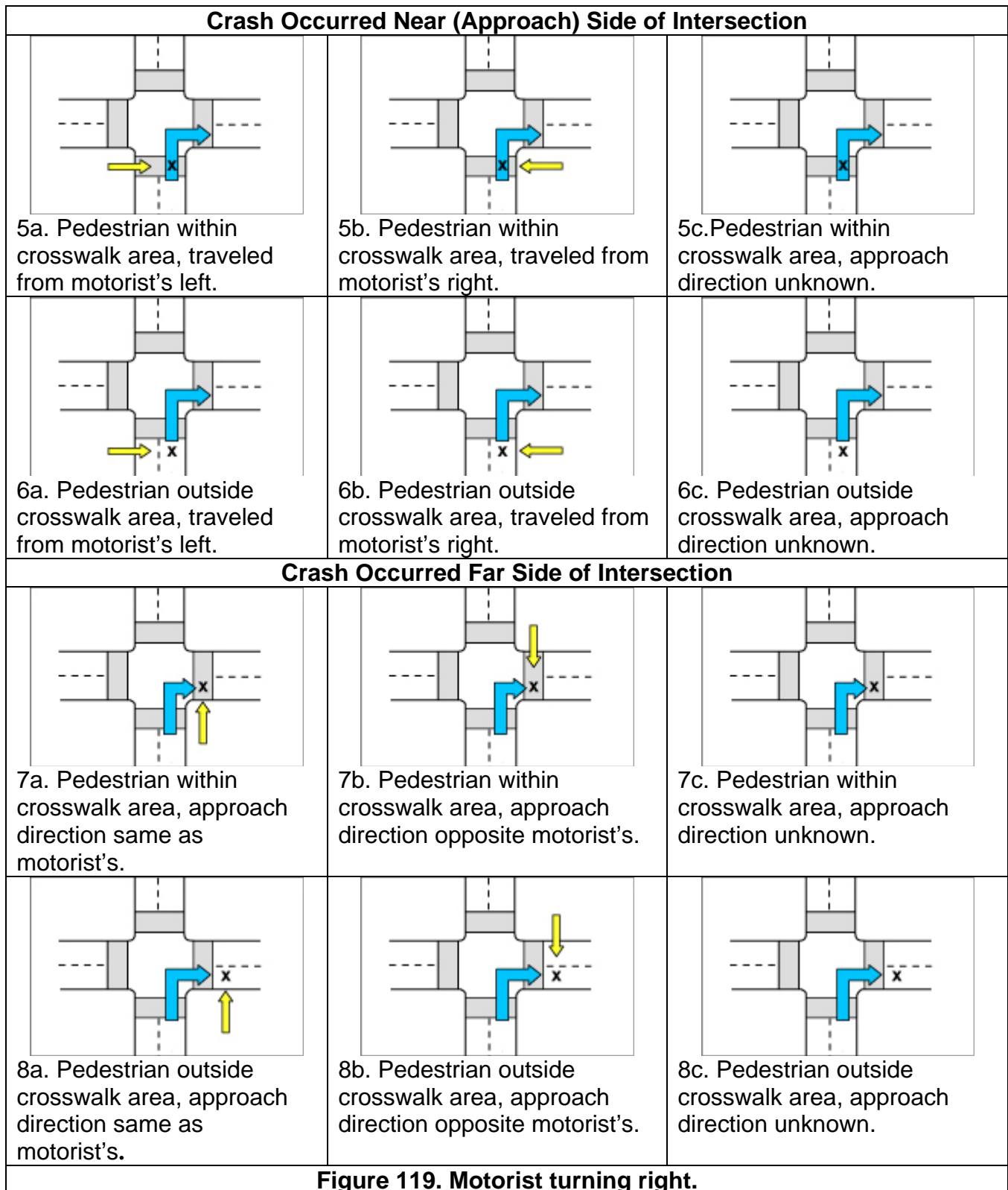


Figure 119. Motorist turning right.

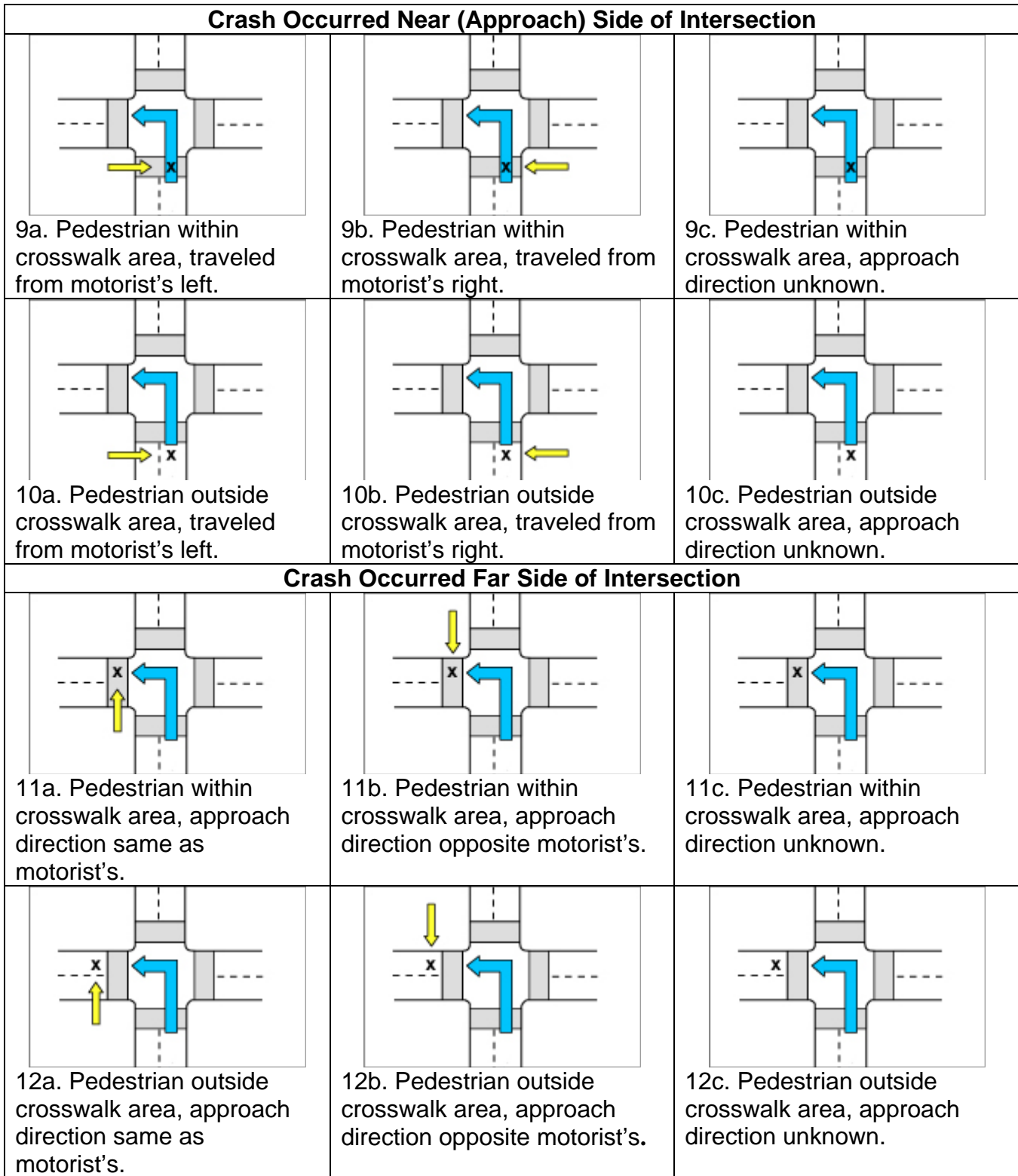


Figure 120. Motorist turning left.

PEDESTRIAN/BIKE TYPING - CRASH TYPE - BICYCLE

GES: PB30B

Screen Heading: Crash Type – Bicycle

FARS:NM9

Format: Element
Completed in MDE

Screen Name:

Long Name:

SAS Name: pbtype.BIKECTYPE

Oracle Name: GES.PEDBIKETYPE.BIKETYPEID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
N/A	-1	000	000	Not a Cyclist
111	111	111	111	Motorist Turning Error - Left Turn
112	112	112	112	Motorist Turning Error - Right Turn
113	113	113	113	Motorist Turning Error - Other
114	114	114	114	Bicyclist Turning Error - Left Turn
115	115	115	115	Bicyclist Turning Error - Right Turn
116	116	116	116	Bicyclist Turning Error - Other
121	121	121	121	Bicyclist Lost Control - Mechanical Problems Bicyclist Lost Control - Oversteering, Improper
122	122	122	122	Braking, Speed
123	123	123	123	Bicyclist Lost Control - Alcohol/Drug Impairment
124	124	124	124	Bicyclist Lost Control - Surface Conditions
129	129	129	129	Bicyclist Lost Control - Other/Unknown
131	131	131	131	Motorist Lost Control - Mechanical Problems Motorist Lost Control - Oversteering, Improper Braking,
132	132	132	132	Speed
133	133	133	133	Motorist Lost Control - Alcohol/Drug Impairment
134	134	134	134	Motorist Lost Control - Surface Conditions
139	139	139	139	Motorist Lost Control - Other/Unknown
141	141	141	141	Motorist Drive-out Sign-Controlled Intersection
142	142	142	142	Bicyclist Ride-out Sign-Controlled Intersection
143	143	143	143	Motorist Drive-Through-Sign-Controlled Intersection
144	144	144	144	Bicyclist Ride-Through-Sign-Controlled Intersection
147	147	147	147	Multiple Threat - Sign-Controlled Intersection
148	148	148	148	Sign-Controlled Intersection - Other/Unknown
151	151	151	151	Motorist Drive-out - Right Turn on Red
152	152	152	152	Motorist Drive-out - Signalized Intersection

153	153	153	153	Bicyclist - Ride-out - Signalized Intersection
154	154	154	154	Motorist Drive-Through - Signalized Intersection
155	155	155	155	Bicyclist Ride-Through - Signalized Intersection
156	156	156	156	Bicyclist Failed to Clear - Trapped
157	157	157	157	Bicyclist Failed to Clear - Multiple Threat
158	158	158	158	Signalized Intersection - Other/Unknown
159	159	159	159	Bicyclist Failed to Clear - Unknown
160	160	160	160	Crossing Paths - Uncontrolled Intersection
180	180	180	180	Crossing Paths - Intersection - Other/Unknown
211	211	211	211	Motorist Left Turn - Same Direction
212	212	212	212	Motorist Left Turn - Opposite Direction
213	213	213	213	Motorist Right Turn - Same Direction
214	214	214	214	Motorist Right Turn - Opposite Direction
215	215	215	215	Motorist Drive-in/out - Parking
216	216	216	216	Bus/Delivery Vehicle Pullover
217	217	217	217	Motorist Right Turn on Red - Same Direction
218	218	218	218	Motorist Right Turn on Red - Opposite Direction
219	219	219	219	Motorist Right Turn/Merge - Other/Unknown
221	221	221	221	Bicyclist Left Turn - Same Direction
222	222	222	222	Bicyclist Left Turn - Opposite Direction
223	223	223	223	Bicyclist Right Turn - Same Direction
224	224	224	224	Bicyclist Right Turn - Opposite Direction
225	225	225	225	Bicyclist Ride-out - Parallel Path
231	231	231	231	Motorist Overtaking - Undetected Bicyclist
232	232	232	232	Motorist Overtaking - Misjudged Space
235	235	235	235	Motorist Overtaking - Bicyclist Swerved
239	239	239	239	Motorist Overtaking - Other/Unknown
241	241	241	241	Bicyclist Overtaking - Passing on Right
242	242	242	242	Bicyclist Overtaking - Passing on Left
243	243	243	243	Bicyclist Overtaking - Parked Vehicle
244	244	244	244	Bicyclist Overtaking - Extended Door
249	249	249	249	Bicyclist Overtaking - Other/Unknown
250	250	250	250	Head-on - Bicyclist
255	255	255	255	Head-on - Motorist
259	259	259	259	Head-on - Unknown
280	280	280	280	Parallel Paths - Other/Unknown
311	311	311	311	Bicyclist Ride-out - Residential Driveway
312	312	312	312	Bicyclist Ride-out - Commercial Driveway/Alley
318	318	318	318	Bicyclist Ride-out - Other Midblock
319	319	319	319	Bicyclist Ride-out - Midblock - Unknown
321	321	321	321	Motorist Drive-out - Residential Driveway
322	322	322	322	Motorist Drive-out - Commercial Driveway/Alley
328	328	328	328	Motorist Drive-out - Other Midblock
329	329	329	329	Motorist Drive-out - Midblock - Unknown
357	357	357	357	Multiple Threat - Midblock
380	380	380	380	Crossing Paths - Midblock - Other/Unknown

400	400	400	400	Bicycle Only
510	510	510	510	Motorist Intentionally Caused
520	520	520	520	Bicyclist Intentionally Caused
600	600	600	600	Backing Vehicle
700	700	700	700	Play Vehicle-Related
800	800	800	800	Unusual Circumstances
910	910	910	910	Non-Roadway
970	970	970	970	Unknown Approach Paths
980	980	980	980	Unknown Location

Remarks:

Motorist Turning Error - Left Turn is used when the motorist made a left turn, cut the corner and entered the opposing traffic lane.

Motorist Turning Error - Right Turn is used when the motorist made a right turn, swung too wide and entered the opposing traffic lane.

Motorist Turning Error - Other is used when the motorist made another type of turning error which led them into the path of the bicyclist.

Bicyclist Turning Error - Left Turn is used when the bicyclist made a left turn, cut the corner and entered the opposing traffic lane.

Bicyclist Turning Error - Right Turn is used when the bicyclist made a right turn, swung too wide and entered the opposing traffic lane.

Bicyclist Turning Error - Other is used when the bicyclist made another type of turning error which led them into the path of the bicyclist.

Bicyclist Lost Control - Mechanical Problems is used when the bicyclist lost control due to mechanical problems.

Bicyclist Lost Control - Oversteering, Improper Braking, Speed is used when the bicyclist lost control due to oversteering, improper braking, or speed too fast for conditions.

Bicyclist Lost Control - Alcohol/Drug Impairment is used when the bicyclist lost control due to alcohol or drug impairment.

Bicyclist Lost Control - Surface Conditions is used when the bicyclist lost control due to surface conditions (sand, debris, potholes, ice, etc.).

Bicyclist Lost Control - Other/Unknown is used when the bicyclist lost control due to other or unknown circumstances.

Motorist Lost Control - Mechanical Problems is used when the motorist lost control due to mechanical problems.

Motorist Lost Control - Oversteering, Improper Braking, Speed is used when the motorist lost control due to oversteering, improper braking, or speed too fast for conditions.

Motorist Lost Control - Alcohol/Drug Impairment is used when the motorist lost control due to alcohol or drug impairment.

Motorist Lost Control - Surface Conditions is used when the motorist lost control due to surface conditions (sand, debris, potholes, ice, etc.).

Motorist Lost Control - Other/Unknown is used when the motorist lost control due to other or unknown circumstances.

Motorist Drive-out Sign-Controlled Intersection is used when the motorist was facing the sign or flashing signal and drove into the crosswalk area or intersection and collided with the bicyclist after stopping or yielding.

Bicyclist Ride-out Sign-Controlled Intersection is used when the bicyclist was facing the sign or flashing signal and rode into the intersection and collided with the motorist after stopping or yielding.

Motorist Drive-through Sign-Controlled Intersection is used when the motorist violated the sign or flashing signal and drove into the crosswalk area or intersection and collided with the bicyclist.

Bicyclist Ride-through Sign-Controlled Intersection is used when the bicyclist violated the sign or flashing signal and rode into the intersection and collided with the motorist.

Multiple Threat - Sign-Controlled Intersection is used when the bicyclist entered a sign-controlled intersection in front of standing or slowing traffic and was struck by another vehicle whose view of the bicyclist was blocked.

Sign-Controlled Intersection - Other/Unknown is used when the crash occurred at a sign-controlled intersection but cannot be further classified.

Motorist Drive-out - Right Turn on Red is used when the motorist was facing a red signal, stopped, and then drove into the crosswalk area or intersection and collided with the bicyclist while attempting to make a right turn on red.

Motorist Drive-out - Signalized Intersection is used when the motorist was facing a red signal, stopped, and then drove into the crosswalk area or intersection and collided with the bicyclist.

Bicyclist Ride-out - Signalized Intersection is used when the bicyclist was facing the red signal, stopped, and then rode into the intersection and collided with the motorist.

Motorist Drive-through - Signalized Intersection is used when the motorist violated the signal and drove into the crosswalk area or intersection and collided with the bicyclist.

Bicyclist Ride-through - Signalized Intersection is used when the bicyclist violated the signal and rode into the intersection and collided with the motorist.

Bicyclist Failed to Clear - Trapped is used when the bicyclist lawfully entered the intersection on green but did not clear the intersection before the signal changed to green for the cross-street traffic and was struck by a vehicle whose view was not obstructed by standing or stopped traffic.

Bicyclist Failed to Clear - Multiple Threat is used when the bicyclist lawfully entered the intersection on green but did not clear the intersection before the signal changed to green for the cross-street traffic and was struck by a motorist whose view of the bicyclist was obstructed by standing or stopped traffic.

Signalized Intersection - Other/Unknown is used when the crash occurred at a signal-controlled intersection but cannot be further classified.

Bicyclist Failed to Clear - Unknown is used when the bicyclist failed to clear the intersection and was struck by a motorist, but it is unknown whether the bicyclist was trapped in the intersection by a signal change or if there was a multiple threat situation or other circumstances surrounding the crash.

Crossing Paths - Uncontrolled Intersection is used when the crash occurred at an intersection not controlled by signs or signals.

Crossing Paths - Intersection - Other/Unknown is used when the crash involved a bicyclist and motorist on initial crossing paths but cannot be further classified.

Motorist Left Turn - Same Direction is used when the motorist turned left in front of a bicyclist going in the same direction.

Motorist Left Turn - Opposite Direction is used when the motorist turned left in front of a bicyclist coming from the opposite direction.

Motorist Right Turn - Same Direction is used when the motorist turned right in front of a bicyclist going in the same direction.

Motorist Right Turn - Opposite Direction is used when the motorist turned right in front of a bicyclist coming from the opposite direction.

Motorist Drive-in/Out - Parking is used when the motorist struck the bicyclist while exiting or entering on-street parking.

Bus/Delivery Vehicle Pullover is used when the bicyclist was struck by a bus or delivery vehicle pulling into or away from the curb.

Motorist Right Turn on Red - Same Direction is used when the bicyclist and motorist were initially traveling on parallel paths when the motorist turned right on red in front of a bicyclist traveling in the same direction as the motorist.

Motorist Right Turn on Red - Opposite Direction is used when the bicyclist and motorist were initially traveling on parallel paths when the motorist turned right on red in front of a bicyclist traveling in the opposite direction as the motorist.

Motorist Turn/Merge - Other/Unknown is used when the motorist's turning maneuver is other than those described or is unknown.

Bicyclist Left Turn - Same Direction is used when the bicyclist turned or merged left in front of a motorist going in the same direction.

Bicyclist Left Turn - Opposite Direction is used when the bicyclist turned or merged left in front of a motorist coming from the opposite direction.

Bicyclist Right Turn - Same Direction is used when the bicyclist turned or merged right in front of a motorist going in the same direction.

Bicyclist Right Turn - Opposite Direction is used when the bicyclist turned or merged right in front of a motorist coming from the opposite direction.

Bicyclist Ride-out - Parallel Path is used when the bicyclist, initially on a sidewalk or other parallel path, rode into the roadway and into the path of a motor vehicle.

Motorist Overtaking - Undetected Bicyclist is used when the motorist was overtaking the bicyclist and failed to detect the bicyclist.

Motorist Overtaking - Misjudged Space is used when the motorist was overtaking the bicyclist and misjudged the width and distance required to pass the bicyclist.

Motorist Overtaking - Bicyclist Swerved is used when the bicyclist swerved or moved suddenly into the path of an overtaking vehicle.

Motorist Overtaking - Other/Unknown is used when the motorist was overtaking the bicyclist, but the specific circumstances surrounding the overtaking maneuver do not conform to the other situations described or are unknown.

Bicyclist Overtaking - Passing on Right is used when the bicyclist struck a motor vehicle in the travel lane while passing on the right.

Bicyclist Overtaking - Passing on Left is used when the bicyclist struck a motor vehicle in the travel lane while passing on the left.

Bicyclist Overtaking - Parked Vehicle is used when the bicyclist struck a parked vehicle while passing.

Bicyclist Overtaking - Extended Door is used the bicyclist struck an extended door on a parked vehicle while passing.

Bicyclist Overtaking - Other/Unknown is used when the specific circumstances surrounding the overtaking maneuver of the bicyclist do not conform to any of the situations described or are unknown.

Head-On - Bicyclist is used when the bicyclist was traveling the wrong way/wrong side and the two parties collided head-on.

Head-On - Motorist is used when the motorist was traveling the wrong way/wrong side and the two parties collided head-on.

Head-On - Unknown is used when the two parties collided head-on but it is unknown which party was traveling on the wrong side.

Parallel Paths - Other/Unknown is used when the crash involved a bicyclist and motorist on initial parallel paths but cannot be further classified.

Bicyclist Ride-out - Residential Driveway is used when the bicyclist rode into the roadway and into the path of a motor vehicle from a residential driveway.

Bicyclist Ride-out - Commercial Driveway/Alley is used when the bicyclist rode into the roadway and into the path of a motor vehicle from a commercial driveway or alley.

Bicyclist Ride-out - Other Midblock is used when the bicyclist rode into the roadway and into the path of a motor vehicle from a midblock area other than a driveway or alley.

Bicyclist Ride-out - Midblock - Unknown is used when the bicyclist rode into the roadway and into the path of a motor vehicle from an unknown midblock location.

Motorist Drive-out - Residential Driveway is used when the motorist drove into the roadway or sidewalk/driveway crossing area and into the path of a bicyclist from a residential driveway.

Motorist Drive-out - Commercial Driveway/Alley is used when the motorist drove into the roadway or sidewalk/driveway crossing area and into the path of a bicyclist from a commercial driveway or alley.

Motorist Drive-out - Other Midblock is used when the motorist drove into the roadway or sidewalk/driveway crossing area and into the path of a bicyclist from a midblock area other than a driveway or alley.

Motorist Drive-out - Midblock - Unknown is used when the motorist drove into the roadway or sidewalk/driveway crossing area and into the path of a bicyclist an unknown midblock area.

Multiple Threat - Midblock is used when the bicyclist entered the roadway in front of standing or slowing traffic at a mid-block location and was struck by a motorist traveling in the same direction as the stopped traffic, and whose view of the bicyclist was blocked.

Crossing Paths -Midblock - Other/Unknown is used when the crash involved a bicyclist and motorist on initial crossing paths at a midblock location but cannot be further classified.

Bicycle Only is used when the crash involved a bicycle but no motor vehicle.

Motorist Intentionally Caused is used when the motorist intentionally caused the crash.

Bicyclist Intentionally Caused is used when the bicyclist intentionally caused the crash.

Backing Vehicle is used when the crash involved a motor vehicle that was backing and did not involve a play vehicle.

Play Vehicle-Related is used when the bicyclist was riding a child's vehicle such as a tricycle (not an adult tricycle), bicycle with training wheels, or "Big Wheel" type tricycle.

Unusual Circumstances is used when there were other unusual circumstances not defined above (e.g., bicyclist struck by falling cargo).

Non-Roadway is used when the crash occurred off the street network (e.g., parking lots, driveways, alleys, trails, and other open areas). Note: crashes occurring on paved shoulders, bike lanes, sidewalks, or driveway crossings are considered to be "roadway" crashes and should not be placed in the non-roadway classification.

Unknown Approach Paths is used when there is insufficient information to determine the initial approach paths for the two vehicles.

Unknown Location is used when there is insufficient information to determine where the crash occurred

PEDESTRIAN/BIKE TYPING - CRASH LOCATION - BICYCLE

GES: PB31B

Screen Heading: Crash Type Location (Bike)

FARS:NM9

Format: Element
Completed in MDE

Screen Name:

Long Name: What was the location of the Bike, etc.?

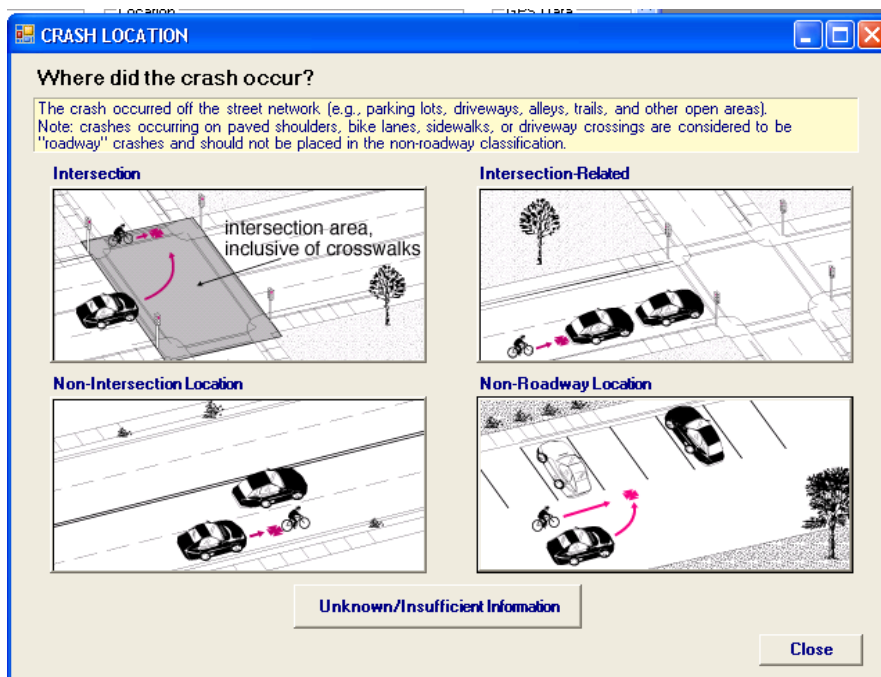
SAS Name: pbtype.BIKELOC

Oracle Name: GES.PEDBIKETYPE.BIKELOCATION

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	1	1	1	Intersection
2	2	2	2	Intersection-Related
3	3	3	3	Non-Intersection
4	4	4	4	Non-Roadway
n/a	-1	7	7	Not A Cyclist
9	9	9	9	Unknown/Insufficient Information

Remarks:



Intersection is used when the crash occurred within the intersection proper or within the crosswalk area. Note: Driveways are considered to be non-intersection locations. The exception is signalized commercial driveways which should be coded as intersections. Selecting this attribute moves to screen Bicyclist Position.

Intersection-Related is used when the crash occurred outside the intersection proper or crosswalk area but was related to the presence of the intersection (e.g., the result of queuing traffic). Selecting this attribute moves to screen Bicyclist Position.

Non-intersection Location is used when the crash occurred outside the intersection proper or crosswalk area and was **not** related to the presence of any intersection. Selecting this attribute moves to screen Bicyclist Position.

Non-roadway Location is used when the crash occurred off the street network; this includes parking lots, driveways, alleys, and other open areas. Note: crashes occurring on paved shoulders, sidewalks, or driveway crossings are considered to be “roadway” crashes and should not be placed in the non-roadway classification. Selecting this attribute moves to screen Bicyclist Position.

Unknown/Insufficient Information is used when there is insufficient information to determine where the crash occurred.

PEDESTRIAN/BIKE TYPING - BICYCLIST POSITION

GES: PB32B

Screen Heading: Bike Position

Screen Name:

Long Name: What was the initial position of the bicyclist?

SAS Name: pbtype.BIKEPOS

Oracle Name: GES.PEDBIKETYPE.BIKEPOSITION

FARS:NM9

Format: Element
Completed in MDE

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
1	1	1	1	Travel Lane
2	2	2	2	Bike Lane / Paved Shoulder
3	3	3	3	Sidewalk / Crosswalk / Driveway crossing
4	4	4	4	Multi-Use Path
5	5	5	5	Driveway / Alley
6	6	6	6	Non-Roadway
8	8	8	8	Other
n/a	-1	7	7	Not a Cyclist
9	9	9	9	Unknown

Remarks:

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PEDESTRIAN/BIKE TYPING - BICYCLIST DIRECTION

GES: PB33B

Screen Heading: Bicyclist Direction

FARS:NM9

Format: Element
Completed by MDE

Screen Name:

Long Name: In what direction was the bicyclist initially traveling prior to being struck or prior to making any turns which caused the crash?

SAS Name: pbtype.BIKEDIR

Oracle Name: GES.PEDBIKETYPE.BICYCLISTDIRECTION

ELEMENT VALUES

In what direction was the bicyclist initially traveling prior to being struck or prior to making any turns which caused the crash?

SAS				
<u>SCN</u>	<u>ORACLE</u>	<u>GES</u>	<u>FARS</u>	
1	1	1	1	With Traffic
2	2	2	2	Facing Traffic
3	3	3	3	Not Applicable
n/a	-1	7	7	Not a Cyclist
9	9	9	9	Unknown

Remarks:

Information related to where the bicyclist was riding just prior to the crash or prior to making a maneuver that caused the crash.

With Traffic is used when the bicyclist was traveling with traffic prior to the crash.

Facing Traffic is used when the bicyclist was traveling facing traffic prior to the crash.

Not Applicable is used when the bicyclist was doing one of the following traveling on one of the following: exiting a driveway, parking lot, or other non-roadway area.

Unknown is used when the bicyclist's direction is unknown.

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PEDESTRIAN/BIKE TYPING CRASH GROUP - PEDESTRIAN

GES: PB38

Screen Heading: Crash Group Pedestrian

FARS:NM9

Format: Element
Completed by MDE

Screen Name:

Long Name:

SAS Name: pbtype.PEDCGP

Oracle Name: GES.PEDBIKETYPE.PEDTYPEID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
n/a	-1	000	000	Not a Pedestrian
n/a	n/a	100	100	Unusual Circumstances
				Assault with Vehicle (110)
				Dispute-Related (120)
				Pedestrian on Vehicle (130)
				Vehicle - Vehicle/Object (140)
				Motor Vehicle Loss of Control (150)
				Pedestrian Loss of Control (160)
				Other Unusual Circumstances (190)
				Driverless Vehicle (220)
				Disabled Vehicle-Related (230)
				Emergency Vehicle-Related (240)
				Play Vehicle-Related (250)
n/a	n/a	200	200	Backing Vehicle
				Backing Vehicle - Driveway (211)
				Backing Vehicle - Driveway/Sidewalk Intersection (212)
				Backing Vehicle - Roadway (213)
				Backing Vehicle - Parking Lot (214)
				Backing Vehicle - Other Unknown (219)
n/a	n/a	310	310	Working or Playing in Roadway
				Working in Roadway (311)
				Playing in Roadway (312)
n/a	n/a	340	340	Bus-Related
				Commercial Bus-Related (341)
				School Bus Related (342)
n/a	n/a	350	350	Unique Midblock

				Entering/Exiting Parked Vehicle (320) Mailbox-Related (330) Ice Cream/Vendor Truck-Related (360)
n/a	n/a	400	400	Walking Along Roadway Walking Along Roadway With Traffic - From Behind (410) Walking Along Roadway With Traffic - From Front (420) Walking Along Roadway Against Traffic - From Behind (430) Walking Along Roadway Against Traffic - From Front (440) Walking Along Roadway - Direction/Position Unknown (459)
n/a	n/a	460	460	Crossing Driveway or Alley Motorist Entering Driveway or Alley (460) Motorist Exiting Driveway or Alley (465) Driveway Crossing - Other/Unknown (469)
n/a	n/a	500	500	Waiting to Cross Waiting to Cross - Vehicle Turning (510) Waiting to Cross - Vehicle Not Turning (520) Waiting to Cross - Vehicle Action Unknown (590)
n/a	n/a	600	600	Pedestrian in Roadway - Circumstances Unknown Standing in Roadway (610) Walking in Roadway (620) Lying in Roadway (313)
n/a	n/a	720	720	Multiple Threat / Trapped Multiple Threat (710) Trapped (730)
n/a	n/a	740	740	Dash / Dart-Out Dash (741) Dart-Out (742)
n/a	n/a	750	750	Crossing Roadway - Vehicle Not Turning Pedestrian Failed to Yield (760) Motorist Failed to Yield (770)
n/a	n/a	790	790	Crossing Roadway - Vehicle Turning Motorist Left Turn - Parallel Paths (781) Motorist Left Turn - Perpendicular Paths (782) Motorist Right Turn - Parallel Paths (791) Motorist Red Turn on Red - Parallel Paths (792) Motorist Right Turn - Perpendicular Paths (795) Motorist Right Turn on Red - Perpendicular Paths (794) Motorist Turn/Merge - Other/Unknown (799)
n/a	n/a	800	800	Off Roadway Off Roadway - Parking Lot (830)

n/a	n/a	910	910	Off Roadway - Other/Unknown (890) Crossing Expressway Crossing an Expressway (910)
n/a	n/a	990	990	Other / Unknown - Insufficient Details Other - Unknown Location (900) Non-Intersection - Other/Unknown (680) Intersection - Other/Unknown (690)

Remarks:

Unusual Circumstances is used when the crash involved a disabled vehicle, emergency vehicle or vehicle in pursuit, play vehicle, driverless vehicle, or the pedestrian was struck intentionally, was clinging to a vehicle, or was struck as a result of other unusual circumstances.

Backing Vehicle is used when the pedestrian was struck by a vehicle that was backing at the time.

Working or Playing in Roadway is used when the pedestrian was working or playing in the roadway.

Bus-Related is used when the pedestrian was struck while crossing/walking to a bus or bus stop or while waiting at a bus stop.

Unique Midblock is used when the crash was associated with a vendor truck, mailbox, or other roadside 'destination' that was not a bus, or the pedestrian was struck while entering or exiting a parked vehicle.

Walking Along Roadway is used when the pedestrian was standing or walking along the roadway on the edge of a travel lane, or on a shoulder or sidewalk.

Crossing Driveway or Alley is used when the pedestrian was crossing a driveway on a sidewalk crossing, shared-use path, shoulder, or edge of the travel lane.

Waiting to Cross is used when the pedestrian was standing on the curb or near the roadway edge waiting to cross the roadway when struck.

Pedestrian in Roadway - Circumstances Unknown is used when the pedestrian was standing, walking, or lying in the road right-of-way at an intersection or midblock location but the circumstances do not otherwise fit any previously described or are unknown.

Multiple Threat/Trapped is used when the pedestrian entered the roadway on a green signal or in front of standing or slowing traffic and was trapped when the signal changed and traffic started moving or was struck by a vehicle traveling in the same direction as the stopped traffic. Note: Multiple threat may occur at nonsignalized locations.

Dash/Dart-Out is used when the pedestrian either ran into the roadway in front of a motorist whose view of the pedestrian was not obstructed or walked or ran into the road and was struck by a motorist

Crossing Roadway - Vehicle Not Turning is used when the pedestrian was struck while crossing the roadway (not an expressway) by a vehicle that was traveling straight through.

Crossing Roadway - Vehicle Turning is used when the pedestrian was struck while crossing a non-expressway road by a vehicle that was turning or about to turn.

Off Roadway is used when the pedestrian was struck in a parking lot, driveway, open area or other or unknown, non-roadway area (vehicle not backing).

Crossing Expressway is used when the pedestrian was on an expressway or expressway ramp when struck by a motor vehicle.

Other/Unknown - Insufficient Details is used when the circumstances do not clearly fit any of the situations described or are unknown.

PEDESTRIAN/BIKE TYPING CRASH GROUP - BICYCLIST

GES: PB38B

Screen Heading: Crash Type Location (Bicyclist)

FARS:NM9

Format: Element
Completed by MDE

Screen Name:

Long Name: What was the location of the Bicyclist?

SAS Name: pbtype.BIKECGP

Oracle Name: GES.PEDBIKETYPE.BIKETYPEID

ELEMENT VALUES

<u>SCN</u>	<u>ORACLE</u>	<u>SAS</u>		
		<u>GES</u>	<u>FARS</u>	
n/a	-1	000	000	Not a Cyclist
n/a	n/a	110	110	Loss of Control / Turning Error
				Bicyclist Lost Control - Mechanical Problems (121)
				Bicyclist Lost Control - Oversteering, Improper Braking, Speed (122)
				Bicyclist Lost Control - Alcohol/Drug Impairment (123)
				Bicyclist Lost Control - Surface Conditions (124)
				Bicyclist Lost Control - Other/Unknown (129)
				Motorist Lost Control - Mechanical Problems (131)
				Motorist Lost Control - Oversteering, Improper Braking, Speed (132)
				Motorist Lost Control - Alcohol/Drug Impairment (133)
				Motorist Lost Control - Surface Conditions (134)
				Motorist Lost Control - Other/Unknown (139)
				Motorist Turning Error - Left Turn (111)
				Motorist Turning Error - Right Turn (112)
				Motorist Turning Error - Other (113)
				Bicyclist Turning Error - Left Turn (114)
				Bicyclist Turning Error - Right Turn (115)
				Bicyclist Turning Error - Other (116)
n/a	n/a	140	140	Motorist Failed to Yield - Sign-Controlled Intersection
				Motorist Drive-Out - Sign-Controlled Intersection (141)
				Motorist Drive-Through - Sign-Controlled Intersection (143)

NM9

n/a	n/a	145	145	Bicyclist Failed to Yield - Sign-Controlled Intersection Bicyclist Ride-Out - Sign-Controlled Intersection (142) Bicyclist Ride-Through - Sign-Controlled Intersection (144) Multiple Threat - Sign-Controlled Intersection (147)
n/a	n/a	150	150	Motorist Failed to Yield - Signalized Intersection Motorist Drive-Out - Signalized Intersection (152) Motorist Drive-Out - Right Turn on Red (151) Motorist Drive-Through - Signalized Intersection (154)
n/a	n/a	158	158	Bicyclist Failed to Yield - Signalized Intersection Bicyclist Ride-Out - Signalized Intersection (153) Bicyclist Ride-Through - Signalized Intersection (155) Bicyclist Failed to Clear - Trapped (156) Bicyclist Failed to Clear - Multiple Threat (157) Bicyclist Failed to Clear - Unknown (159)
n/a	n/a	190	190	Crossing Paths - Other Circumstances Sign-Controlled Intersection - Other/Unknown (148) Signalized Intersection - Other/Unknown (158) Crossing Paths - Intersection - Other/Unknown (180) Crossing Paths - Uncontrolled Intersection (160) Crossing Paths - Midblock - Other/Unknown (380)
n/a	n/a	210	210	Motorist Left Turn / Merge Motorist Left Turn - Same Direction (211) Motorist Left Turn - Opposite Direction (212)
n/a	n/a	215	215	Motorist Right Turn / Merge Motorist Right Turn - Same Direction (213) Motorist Right Turn on Red - Same Direction (217) Motorist Right Turn - Opposite Direction (214) Motorist Right Turn on Red - Opposite Direction (218)
n/a	n/a	219	219	Parking / Bus-Related Motorist Drive-In/Out Parking (215) Bus/Delivery Vehicle Pullover (216)
n/a	n/a	220	220	Bicyclist Left Turn / Merge Bicyclist Left Turn - Same Direction (221) Bicyclist Left Turn - Opposite Direction (222) Bicyclist Ride-Out - Parallel Path (225)
n/a	n/a	225	225	Bicyclist Right Turn / Merge Bicyclist Right Turn - Same Direction (223) Bicyclist Right Turn - Opposite Direction (224)
n/a	n/a	230	230	Motorist Overtaking Bicyclist Motorist Overtaking - Undetected Bicyclist (231)

				Motorist Overtaking - Misjudged Space (232)
				Motorist Overtaking - Bicyclist Swerved (235)
				Motorist Overtaking - Other Unknown (239)
n/a	n/a	240	240	Bicyclist Overtaking Motorist
				Bicyclist Overtaking - Passing on Right (241)
				Bicyclist Overtaking - Passing on Left (242)
				Bicyclist Overtaking - Parked Vehicle (243)
				Bicyclist Overtaking - Extended Door (244)
				Bicyclist Overtaking - Other/Unknown (249)
n/a	n/a	258	258	Head-On
				Head-On - Bicyclist (250)
				Head-On - Motorist (255)
				Head-On - Unknown (259)
n/a	n/a	290	290	Parallel Paths - Other Circumstances
				Motorist Turn/Merge - Other/Unknown (219)
				Parallel Paths - Other/Unknown (280)
				Bicyclist Ride-Out - Parallel Path (225)
n/a	n/a	310	310	Bicyclist Failed to Yield - Midblock
				Bicyclist Ride-Out - Residential Driveway (311)
				Bicyclist Ride-Out - Commercial Driveway / Alley (312)
				Bicyclist Ride-Out - Other Midblock (318)
				Bicyclist Ride-Out - Midblock - Unknown (319)
				Multiple Threat - Midblock (357)
n/a	n/a	320	320	Motorist Failed to Yield - Midblock
				Motorist Drive-Out - Residential Driveway (321)
				Motorist Drive-Out - Commercial Driveway / Alley (322)
				Motorist Drive-Out - Other Midblock (328)
				Motorist Drive-Out - Midblock - Unknown (329)
n/a	n/a	600	600	Backing Vehicle
n/a	n/a	850	850	Other / Unusual Circumstances
				Motorist Intentionally Caused (510)
				Bicyclist Intentionally Caused (520)
				Play Vehicle-Related (700)
				Unusual Circumstances (800)
				Bicycle Only (400)
n/a	n/a	910	910	Non-Roadway
n/a	n/a	990	990	Other / Unknown - Insufficient Details
				Unknown Location (980)
				Unknown Approach Paths

Remarks:

Loss of Control / Turning Error is used when either the motorist or the bicyclist lost control of their vehicle or made a turning error and inadvertently moved into the path of the other operator. **Note: Includes loss of control due to mechanical problems or operator error, or turning errors such as traveling into the opposing lane.**

Motorist Failed to Yield - Sign-Controlled Intersection is used when the motorist drove into the crosswalk area or intersection and collided with the bicyclist. The motorist either violated the sign or did not properly yield right-of-way to the bicyclist. **Note: Crashes at traffic circles or roundabouts with yield control are included here.**

Bicyclist Failed to Yield - Sign-Controlled Intersection is used when the bicyclist rode into the intersection and collided with the motorist. The bicyclist either violated the sign or did not properly yield right-of-way to the motorist. **Note: Crashes at traffic circles or roundabouts with yield control are included here.**

Motorist Failed to Yield - Signalized Intersection is used when the motorist drove into the crosswalk area or intersection and collided with the bicyclist. The motorist either violated the signal or did not properly yield right-of-way to the bicyclist.

Bicyclist Failed to Yield - Signalized Intersection is used when the bicyclist rode into the intersection and collided with the motorist. The bicyclist either violated the signal or did not properly yield right-of-way to the motorist.

Crossing Paths - Other Circumstances is used when the bicyclist and motorist were on initial crossing paths, but the crash cannot be further classified.

Motorist Left Turn/Merge is used when the motorist made a left turn or merge into the path of a bicyclist traveling in the same or opposite direction.

Motorist Right Turn/Merge is used when the motorist made a right turn or merge into the path of a bicyclist traveling in the same or opposite direction.

Parking/Bus-Related is used when the bicyclist was struck by a motorist entering or exiting a parking space or by a bus or delivery vehicle pulling into or away from the curb.

Bicyclist Left Turn/Merge is used when the bicyclist made a left turn or merge into the path of a motor vehicle traveling in the same or opposite direction.

Bicyclist Right Turn/Merge is used when the bicyclist made a right turn or merge into the path of a motor vehicle traveling in the same or opposite direction.

Motorist Overtaking Bicyclist is used when the motorist was overtaking the bicyclist at the time of the crash.

Bicyclist Overtaking Motorist is used when the bicyclist was overtaking the motorist at the time of the crash. **Note: This group includes crashes involving bicyclists striking parked cars or extended doors.**

Head-On is used when either operator was going the wrong way, and the two parties collided head-on.

Parallel Paths - Other Circumstances is used when the bicyclist and motorist were on initial parallel paths, but the crash cannot be further classified.

Bicyclist Failed to Yield - Midblock is used when the bicyclist rode into the street from a nonintersection location (including residential or commercial driveway or other midblock location) without yielding to the motorist.

Motorist Failed to Yield - Midblock is used when the motorist drove across the sidewalk or into the street from a nonintersection location (including residential or commercial driveway or other midblock location) without yielding to the bicyclist.

Backing Vehicle is used when the motorist was backing up at the time the crash occurred.

Other/Unusual Circumstances is used when there were unusual circumstances surrounding the crash, but the crash cannot be further classified.

Non-Roadway is used when the crash occurred off the road network such as in a parking lot, driveway, on a multi-use path separated from the road right-of-way, in an open grassy area or yard, etc.

Other/Unknown - Insufficient Details is used when there is insufficient information to determine where the crash occurred.

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A01 DATEErrors

	IF	THEN
AA034A	there is a row in the ges.crashdata table	there must be a row in the nass.pardata table with a matching parid.
AA034B	NASS.PARWEIGHT.PARERROR must not equal incomplete -- missing pages, incomplete -- bad copy, incomplete -- specify, missing or non-NASS. Check your PAR and if it qualifies for coding, please update the PAR's status in the Zone PAR application.	

Warnings

	IF	THEN
AA034	DATE-MM (A01) equals 05-09	ATMOSPHERIC CONDITIONS (A20) should not equal 3, 4 or 11.
AA035	DATE-MM (A01) equals 05-09	ROADWAY SURFACE CONDITIONS (A15) should not equal 3, 4 or 10.

A02 TIMEErrors

	IF	THEN
AA003	LIGHT CONDITION (A19) equals 5	CRASH TIME (A02) must not equal 2200- 2399, 0000-1400 or 1499.
AA062	LIGHT CONDITION (A19) equals 2, 3 or 6	CRASH TIME (A02) must not equal 1000-1500 or 1599.
AA066	LIGHT CONDITION (A19) equals 1	CRASH TIME (A02) must not equal 2200-2399, 0000-0300 or 0399.
AA066A	TIME (A02) must not equal 2400 or null. The third character must equal : (colon).	
AA079	LIGHT CONDITION (A19) equals 4	CRASH TIME (A02) must not equal 1000-2399, 0000-0300 or 0399.

Warnings

	IF	THEN
AA006	CRASH TIME (A02) equals 1000-1500	LIGHT CONDITION (A19) should equal 1, 8 or 9.
AA057	CRASH TIME (A02) equals 2200-2399 or 0000-0300 or 0399	LIGHT CONDITION (A19) should equal 2, 3, 6, 8 or 9.
AA074	LIGHT CONDITION (A19) equals 1	CRASH TIME (A02) should equal 0500-2100, 2199, 9997 or 9999.
AA078	LIGHT CONDITION (A19) equals 2	CRASH TIME (A02) should equal 1600- 2399, 0000-0900, 0999, 9997 or 9999.
AA080	LIGHT CONDITION (A19) equals 4	CRASH TIME (A02) should equal 0400-0900, 0999, 9997 or 9999.
AA082	LIGHT CONDITION (A19) equals 5	CRASH TIME (A02) should equal 1600-2100, 2199, 9997 or 9999.

A23 STRATUMPost Entry

	IF	THEN
PV188A	no BODY TYPE (V05) equals 60-79 and INJURY SEVERITY (P09) equals 4 for at least one occupant of a vehicle where BODY TYPE (V05) equals 1-49 and VEHICLE REMOVAL (V19) equals 2	STRATUM (A23) should equal 1.
PV188R	at least one BODY TYPE (V05) equals 60-79, the crash does not qualify for category 1 stratum L, category 1 stratum M or category 1 stratum N and there is at least one vehicle where VEHICLE REMOVAL (V19) equals 2 or one person where INJURY SEVERITY (P09) equals 1-5	STRATUM (A23) should equal 2.
PV188S	no BODY TYPE (V05) equals 60-79, the crash does not qualify for category 1 stratum L, category 1 stratum M, category 1 stratum N or category 2 and there is at least one person where INJURY SEVERITY (P09) equals 2-4	STRATUM (A23) should equal 3.
PV188T	the crash does not qualify for category 1 stratum L, category 1 stratum M, category 1 stratum N, category 2 or category 3	STRATUM (A23) should equal 4.

A03 NUMBER OF MOTOR VEHICLESErrors

	IF	THEN
AA014	HARMFUL EVENT (A06) equals 90, 91 or 92	NUMBER OF MOTOR VEHICLES (A03) must be greater than 01.
AA014A	ACTION (E06) equals 7, 8 or 9	NUMBER OF MOTOR VEHICLES (A03) must be greater than 01.
AA086	MANNER OF COLLISION (A07) does not equal 0	NUMBER OF MOTOR VEHICLES (A03) must be greater than 01.
PA201	PERSON TYPE (P03) equals 4-8, 10, 19 or 78 and NUMBER OF MOTOR VEHICLES (A03) equals 01	NON-MOTORIST STRIKING VEHICLE NUMBER (P22) must equal 01.

Warnings

	IF	THEN
AV184	NUMBER OF MOTOR VEHICLES (A03) equals 01 and RELATION TO TRAFFICWAY (A10) equals 2, 4, 6, 7 or 8 and ATTEMPTED AVOIDANCE MANEUVER (V27) equals 00 or 01	CRITICAL EVENT (V26) should equal 1-6, 8, 9, 10, 11, 12, 13, 14 or 19.

Post Entry

	IF	THEN
AP015	At least one PERSON TYPE (P03) should equal 1, 2, 7 or 9.	
AV019	NUMBER OF MOTOR VEHICLES (A03) is greater than 01	there should be at least one vehicle with TRAVEL SPEED (V11) > 00 or not reported/unknown.
AV097	RELATION TO TRAFFICWAY (A10) equals 3 and NUMBER OF MOTOR VEHICLES (A03) equals 01	CRASH TYPE (V23) should equal 06-10, 98 or 99.
PA200	NON-MOTORIST STRIKING VEHICLE NUMBER (P22) must equal one VEHICLE NUMBER (V01) in the crash unless it is equal to 0 or 99.	
VA014	CRASH TYPE (V23) equals 01-16	NUMBER OF MOTOR VEHICLES (A03) should equal 1.

VA015	CRASH TYPE (V23) equals 20-91	NUMBER OF MOTOR VEHICLES (A03) must be greater than 01.
VA120	Only CRASH TYPE (V23) codes 01-16, 92, 98, 99, 00 can be used when the crash involves a single vehicle-NUMBER OF MOTOR VEHICLES (A03) equals 01.	

A03D NUMBER OF PARKED/WORKING VEHICLESErrors

	IF	THEN
AA014P		The NUMBER OF PARKED/WORKING VEHICLES (A03D) must equal the number of parked plus working vehicles coded for the crash.

A04 NUMBER OF NON-MOTORISTSErrors

	IF	THEN
AA033	HARMFUL EVENT (A06) equals 21, 22, 27 or 49	NUMBER OF NON-MOTORISTS (A04) must not equal 00.
AA070A	NUMBER OF NON-MOTORISTS (A04) equals 00	CRASH TYPE-PED. (PB30) and CRASH TYPE-BICYCLE (PB30B) must equal null.

Post Entry

	IF	THEN
AP135B	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) equals 4 and PERSON TYPE (P03) equals 4, 5, 6, 7, 8 or 19 for the person involved in the first harmful event	NON-MOTORIST LOCATION AT TIME OF CRASH (P13) should equal 32. See note under PA127A.
AP135A	The PERSON NUMBERS (P02) of the non-motorists within a crash must be consecutively numbered. The number of non-motorists coded for a crash must equal NUMBER OF NON-MOTORISTS (A04).	

E01 EVENT NUMBER

Errors

	IF	THEN
AA009	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 01-24, 27-49, 58-85	MANNER OF COLLISION (A07) must not equal 1-8.
AA010	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 90, 91 or 92	MANNER OF COLLISION (A07) must not equal 0.
AA012	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 29	RELATION TO TRAFFICWAY (A10) must not equal 1 or 9.
AA038A	CRASH TYPE-PEDESTRIAN (PB30) for a person involved in the first harmful event equals 211, 212, 460, 465, 680, 830, 890, 900 or 910 and EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 21	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) must not equal 2. Note: this edit is restricted to vehicles which are involved in only one event with pedestrian(s).
AA039A	CRASH TYPE-PEDESTRIAN (PB30) for a person involved in the first harmful event equals 311, 312 or 313 and EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 21	RELATION TO TRAFFICWAY (A10) must equal 1 or 9. See note under AA038A.
AA051A	CRASH TYPE-PEDESTRIAN (PB30) for a person involved in the first harmful event equals 510, 520 or 590; EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 21	RELATION TO TRAFFICWAY (A10) must not equal 1 or 9. See note under AA038A.

AA088	EVENT NUMBER (E01) equals the event number of the first harmful even and HARMFUL EVENT (A06) equals 7	RELATION TO TRAFFICWAY (A10) must equal 1 or 9.
AV022A	CRASH TYPE-PEDESTRIAN (PB30) for a person involved in the first harmful event equals 211-214 or 219 and EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 21	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 8, 9, 13 or 97. See note under AA038A.
AV073	MANNER OF COLLISION (A07) equals 2	AREAS OF IMPACT (V24) must equal 32 for the two vehicles involved in the first harmful event
AV073R	AREAS OF IMPACT (V24) equals 32 for the two vehicles involved in the first harmful event	MANNER OF COLLISION (A07) must equal 2
AV074	MANNER OF COLLISION (A07) equals 3	AREAS OF IMPACT (V24) must equal 26 for the two vehicles involved in the first harmful event.
AV075	MANNER OF COLLISION (A07) equals 1	one vehicle involved in the first harmful event must have AREAS OF IMPACT (V24) equal to 32 and the other vehicle must have AREAS OF IMPACT (V24) equal to 26.
AV132	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 02, 03, 04, 05, 07, 08, 10, 11, 12 or 13	CRASH TYPE (V23) must equal 00.
AV215	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 01-05, 07, 08 or 10-13	CRASH TYPE (V23) must not equal 20-91.
PA127A	NON-MOTORIST LOCATION AT TIME OF CRASH (P13) equals 25-35 or 38 for a person involved in the first harmful event	RELATION TO JUNCTION (A09) must not equal 2. Note: this edit check is restricted to vehicles which are involved in only one event (21, 22, 23, 27, 29, 30 or 49) of the type associated with the non-motorist.
PVE700	PARKED VEHICLE TYPE (PV02) EQUALS 1 and PARKED VEHICLE EVENT NUMBER (PE02) equals EVENT NUMBER (E01)	NON-HARMFUL EVENT, NON-COLLISION CATEGORY OR OBJECT CONTACTED (E04) must equal 129.

PVE701	PARKED VEHICLE TYPE (PV02) EQUALS 2 and PARKED VEHICLE EVENT NUMBER (PE02) equals EVENT NUMBER (E01)	NON-HARMFUL EVENT, NON-COLLISION CATEGORY OR OBJECT CONTACTED (E04) must equal 130.
VA081	CRASH TYPE (V23) equals 13 and EVENT NUMBER (E01) equals the event number of the first harmful event	HARMFUL EVENT (A06) must equal 21, 22, 24, 27 or 49.
VA086	CRASH TYPE (V23) equals 01-16 and EVENT NUMBER (E01) equals the event number of the first harmful event	HARMFUL EVENT (A06) must not equal 90, 91 or 92.
VA137	CRASH TYPE (V23) equals 00 and EVENT NUMBER (E01) equals the event number of the first harmful event	HARMFUL EVENT (A06) must equal 02, 03, 04, 05, 07, 08, 10, 11, 12 or 13.
VA219	CRASH TYPE (V23) equals 20-91 and EVENT NUMBER (E01) equals the event number of the first harmful event	HARMFUL EVENT (A06) must equal 90, 91 or 92.
VV065	CRASH TYPE (V23) equals 20, 24, 28, 34, 36, 38, 40, 50-54, 56, 58 or 60 and EVENT NUMBER (E01) equals the event number of the first harmful event	AREAS OF IMPACT (V24) must equal 32.
VV066	CRASH TYPE (V23) equals 21, 22, 23, 25, 26, 27, 29, 30, 31, 35, 37, 39 or 41 and EVENT NUMBER (E01) equals the event number of the first harmful event	AREAS OF IMPACT (V24) must equal 26.
VV097A	CRASH TYPE (V23) equals 87 and EVENT NUMBER (E01) equals the event number of the first harmful event	AREAS OF IMPACT (V24) must equal 21-25 or 81-83.
VV098A	CRASH TYPE (V23) equals 89 and EVENT NUMBER (E01) equals the event number of the first harmful event	AREAS OF IMPACT (V24) must equal 27-31 or 61-63.
VV099A	CRASH TYPE (V23) equals 87 and EVENT NUMBER (E01) equals the event number of the first harmful event	AREAS OF IMPACT (V24) must not equal 26-34, 38, 61-63, 97 or 99.

VV100A	CRASH TYPE (V23) equals 89 and EVENT NUMBER (E01) equals the event number of the first harmful event	AREAS OF IMPACT (V24) must not equal 21-26, 32-34, 38, 81-83, 97, 99.
VV226	ROLLOVER (V30) equals 2 and EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 1	CRASH TYPE (V23) must equal 1-10, 14, 15 or 98.

Warnings

	IF	THEN
AA023	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 99	MANNER OF COLLISION (A07) should not equal 0-8.
AA024	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 31-33, 36, 39-46, 58, 71-85	RELATION TO TRAFFICWAY (A10) should not equal 1 or 9.
AA025	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 23	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) should equal 6.
AV070	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 29 or 30	CRASH TYPE (V23) should equal 01-11, 92, 98 or 99.
AV071	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 21, 22 or 24 and MOVEMENT PRIOR TO CRITICAL EVENT (V21) is not equal to 0 or 13	CRASH TYPE (V23) should equal 13.
AV072	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 28 or 58 and RELATION TO TRAFFICWAY (A10) equals 1 or 9	CRASH TYPE (V23) should equal 12 or 15.
AV223	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 01	CRASH TYPE (V23) should equal 1-10, 98 or 99.

VA087	CRASH TYPE (V23) equals 99 and EVENT NUMBER (E01) equals the event number of the first harmful event	HARMFUL EVENT (A06) should equal 99.
VA198	AREAS OF IMPACT (V24) equals 00 and EVENT NUMBER (E01) equals the event number of the first harmful event	HARMFUL EVENT (A06) should equal 01-05, 07, 08 or 10-13.
VA211	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 1 and ROLLOVER (V30) for the vehicle involved in the first harmful event equals 2	RELATION TO TRAFFICWAY (A10) should equal 1 or 9.

Post Entry

	IF	THEN
AP001	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 21, 22, 27 or 49 and RELATION TO TRAFFICWAY (A10) equals 1	at least one NON-MOTORIST LOCATION AT TIME OF CRASH (P13) must equal 21-28, 32, 37 or 39.
AP002	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 21, 22, 27 or 49 and RELATION TO TRAFFICWAY (A10) equals 2 or 7	at least one NON-MOTORIST LOCATION AT TIME OF CRASH (P13) must equal 29 or 35.
AP003	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 21, 22, 27 or 49 and RELATION TO TRAFFICWAY (A10) equals 3	at least one NON-MOTORIST LOCATION AT TIME OF CRASH (P13) must equal 31.
AP004	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 21, 22, 27 or 49 and RELATION TO TRAFFICWAY (A10) equals 97 or 99	at least one NON-MOTORIST LOCATION (P13) must equal 24, 37 or 39.
AV011	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) is not equal to 02, 10, 11, 13, 21, 22, 90, 91, 92, 27, 28 or 49	TRAVEL SPEED (V11) should not equal 00.

AV011A	HARMFUL EVENT (A06) equals 90, 91 or 92 and EVENT NUMBER (E01) equals 1	TRAVEL SPEED (V11) should not equal 00 for both vehicles.
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E02/V01 VEHICLE NUMBER (THIS VEHICLE)Errors

	IF	THEN
PP048A	PERSON TYPE (P03) equals 3, 4, 5, 6, 7, 8, 10, 19 or 78	VEHICLE NUMBER (V01) must equal null.
EV215		All in-transport motor vehicles must be involved in at least one event.
PA200		NON-MOTORIST STRIKING VEHICLE NUMBER (P22) must equal one VEHICLE NUMBER (V01) in the crash unless it is equal to 0 or 99.

Warnings

	IF	THEN
AV215A		The lower vehicle number should be entered first when entering the event information.

E03/V24 AREAS OF IMPACT (THIS VEHICLE)Errors

	IF	THEN
AA010	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 90, 91 or 92	MANNER OF COLLISION (A07) must not equal 0.
AV063	AREAS OF IMPACT (THIS VEHICLE) (E03) equals 38 and VEHICLE NUMBER (OTHER VEHICLE) (E04) equals 1-100	ACTION (E06) must equal 8.
AV069	HARMFUL EVENT (A06) equals 1-5, 8 or 11-13	AREAS OF IMPACT (V24) must equal 00.
AV073	MANNER OF COLLISION (A07) equals 2	AREAS OF IMPACT (V24) must equal 32 for the two vehicles involved in the first harmful event
AV073R	AREAS OF IMPACT (V24) equals 32 for the two vehicles involved in the first harmful event	MANNER OF COLLISION (A07) must equal 2
AV074	MANNER OF COLLISION (A07) equals 3	AREAS OF IMPACT (V24) must equal 26 for the two vehicles involved in the first harmful event.
AV075	MANNER OF COLLISION (A07) equals 1	one vehicle involved in the first harmful event must have AREAS OF IMPACT (V24) equal to 32 and the other vehicle must have AREAS OF IMPACT (V24) equal to 26.
EE016	AREAS OF IMPACT (THIS VEHICLE) (E03) equals 0	ACTION (E06) must equal 1.
VV065	CRASH TYPE (V23) equals 20, 24, 28, 34, 36, 38, 40, 50-54, 56, 58 or 60 and EVENT NUMBER (E01) equals the event number of the first harmful event	AREAS OF IMPACT (V24) must equal 32.
VV066	CRASH TYPE (V23) equals 21, 22, 23, 25, 26, 27, 29, 30, 31, 35, 37, 39 or 41 and EVENT NUMBER (E01) equals the event number of the first harmful event	AREAS OF IMPACT (V24) must equal 26.

VV097A	CRASH TYPE (V23) equals 87 and EVENT NUMBER (E01) equals the event number of the first harmful event	AREAS OF IMPACT (V24) must equal 21-25 or 81-83.
VV098A	CRASH TYPE (V23) equals 89 and EVENT NUMBER (E01) equals the event number of the first harmful event	AREAS OF IMPACT (V24) must equal 27-31 or 61-63.
VV099A	CRASH TYPE (V23) equals 87 and EVENT NUMBER (E01) equals the event number of the first harmful event	AREAS OF IMPACT (V24) must not equal 26-34, 38, 61-63, 97 or 99.
VV100A	CRASH TYPE (V23) equals 89 and EVENT NUMBER (E01) equals the event number of the first harmful event	AREAS OF IMPACT (V24) must not equal 21-26, 32-34, 38, 81-83, 97, 99.

Warnings

	IF	THEN
VA198	AREAS OF IMPACT (V24) equals 00 and EVENT NUMBER (E01) equals the event number of the first harmful event	HARMFUL EVENT (A06) should equal 01-05, 07, 08 or 10-13.
VV224	CRITICAL EVENT (V26) equals 53	AREAS OF IMPACT (V24) for the vehicle's first harmful event should not equal 32.
VV225	CRITICAL EVENT (V26) equals 51 or 52	AREAS OF IMPACT (V24) for the vehicle's first harmful event should not equal 26.

E06 ACTIONErrors

	IF	THEN
AA014A	ACTION (E06) equals 7, 8 or 9	NUMBER OF MOTOR VEHICLES (A03) must be greater than 1.
AV063	AREAS OF IMPACT (THIS VEHICLE) (E03) equals 38 and VEHICLE NUMBER (OTHER VEHICLE) (E04) equals 1-100	ACTION (E06) must equal 8.
EE016	AREAS OF IMPACT (THIS VEHICLE) (E03) equals 0	ACTION (E06) must equal 1.

E04/A06 NON-HARMFUL EVENT, NON-COLLISION CATEGORY OR OBJECT CONTACTED / HARMFUL EVENT

Errors

	IF	THEN
AA009	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 01-24, 27-49, 58-85	MANNER OF COLLISION (A07) must not equal 1-8.
AA010	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 90, 91 or 92	MANNER OF COLLISION (A07) must not equal 0.
AA012	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 29	RELATION TO TRAFFICWAY (A10) must not equal 1 or 9.
AA014	HARMFUL EVENT (A06) equals 90, 91 or 92	NUMBER OF MOTOR VEHICLES (A03) must be greater than 01.
AA033	HARMFUL EVENT (A06) equals 21, 22, 27 or 49	NUMBER OF NON-MOTORISTS (A04) must not equal 00.
AA037A	CRASH TYPE-PEDESTRIAN (PB30) is greater than 0	the striking vehicle must be involved in an event with a pedestrian or non-motorist on a personal conveyance.
AA037B	If HARMFUL EVENT (A06) equals 8 or 15	there must be at least one CRASH TYPE-PEDESTRIAN (PB30) greater than 0.
AA037C	CRASH TYPE-BICYCLE (PB30B) is greater than 0	the striking vehicle must be involved in an event with a pedalcyclist.
AA037D	If HARMFUL EVENT (A06) equals 22	there must be at least one CRASH TYPE-BICYCLE (PB30B) greater than 0.

AA038A	CRASH TYPE-PEDESTRIAN (PB30) for a person involved in the first harmful event equals 211, 212, 460, 465, 680, 830, 890, 900 or 910 and EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 21	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) must not equal 2. Note: this edit is restricted to vehicles which are involved in only one event with pedestrian(s).
AA039A	CRASH TYPE-PEDESTRIAN (PB30) for a person involved in the first harmful event equals 311, 312 or 313 and EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 21	RELATION TO TRAFFICWAY (A10) must equal 1 or 9. See note under AA038A.
AA051A	CRASH TYPE-PEDESTRIAN (PB30) for a person involved in the first harmful event equals 510, 520 or 590; EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 21	RELATION TO TRAFFICWAY (A10) must not equal 1 or 9. See note under AA038A.
AA088	EVENT NUMBER (E01) equals the event number of the first harmful even and HARMFUL EVENT (A06) equals 7	RELATION TO TRAFFICWAY (A10) must equal 1 or 9.
AV022A	CRASH TYPE-PEDESTRIAN (PB30) for a person involved in the first harmful event equals 211-214 or 219 and EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 21	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 8, 9, 13 or 97. See note under AA038A.
AV062A	all HARMFUL EVENTS (A06) for a vehicle equal 2, 3, 4, 11 or 13	VEHICLE REMOVAL (V19) must not equal 2.
AV063	AREAS OF IMPACT (THIS VEHICLE) (E03) equals 38 and VEHICLE NUMBER (OTHER VEHICLE) (E04) equals 1-100	ACTION (E06) must equal 8.
AV069	HARMFUL EVENT (A06) equals 1-5, 8 or 11-13	AREAS OF IMPACT (V24) must equal 00.
AV105	HARMFUL EVENT (A06) equals 05	JACKKNIFE (V14) for the involved vehicle must equal 1.

AV106	HARMFUL EVENT (A06) equals 05	VEHICLE TRAILING (V13) for the involved vehicle must not equal 0, 6 or 9.
AV132	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 02, 03, 04, 05, 07, 08, 10, 11, 12 or 13	CRASH TYPE (V23) must equal 00.
AV149	HARMFUL EVENT (A06) equals 01 and BODY TYPE (V05) not equal to 80-89	ROLLOVER (V30) must equal 1, 2 or 9.
AV215	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 01-05, 07, 08 or 10-13	CRASH TYPE (V23) must not equal 20-91.
EE016	AREAS OF IMPACT (THIS VEHICLE) (E03) equals 0	ACTION (E06) must equal 1.
PA127A	NON-MOTORIST LOCATION AT TIME OF CRASH (P13) equals 25-35 or 38 for a person involved in the first harmful event	RELATION TO JUNCTION (A09) must not equal 2. Note: this edit check is restricted to vehicles which are involved in only one event (21, 22, 23, 27, 29, 30 or 49) of the type associated with the non-motorist.
PVE700	PARKED VEHICLE TYPE (PV02) EQUALS 1 and PARKED VEHICLE EVENT NUMBER (PE02) equals EVENT NUMBER (E01)	NON-HARMFUL EVENT, NON-COLLISION CATEGORY OR OBJECT CONTACTED (E04) must equal 129.
PVE701	PARKED VEHICLE TYPE (PV02) EQUALS 2 and PARKED VEHICLE EVENT NUMBER (PE02) equals EVENT NUMBER (E01)	NON-HARMFUL EVENT, NON-COLLISION CATEGORY OR OBJECT CONTACTED (E04) must equal 130.
PVE704	NON-HARMFUL EVENT, NON-COLLISION CATEGORY OR OBJECT CONTACTED (E04) equals 129 or 130	there must be a corresponding parked/working vehicle event.
VA081	CRASH TYPE (V23) equals 13 and EVENT NUMBER (E01) equals the event number of the first harmful event	HARMFUL EVENT (A06) must equal 21, 22, 24, 27 or 49.

VA086	CRASH TYPE (V23) equals 01-16 and EVENT NUMBER (E01) equals the event number of the first harmful event	HARMFUL EVENT (A06) must not equal 90, 91 or 92.
VA137	CRASH TYPE (V23) equals 00 and EVENT NUMBER (E01) equals the event number of the first harmful event	HARMFUL EVENT (A06) must equal 02, 03, 04, 05, 07, 08, 10, 11, 12 or 13.
VA191	HARMFUL EVENT (A06) equals 02 or 04 for all harmful events involving this vehicle	CRITICAL EVENT (V26) must equal 98.
VA219	CRASH TYPE (V23) equals 20-91 and EVENT NUMBER (E01) equals the event number of the first harmful event	HARMFUL EVENT (A06) must equal 90, 91 or 92.
VA219A	The Oracle value for HARMFUL EVENT (A06) must not equal 19500, 19501 or 19502.	
VV116	HARMFUL EVENT (A06) equals 01 and BODY TYPE (V05) does not equal 80-89	ROLLOVER (V30) must not equal 0.
VV226	ROLLOVER (V30) equals 2 and EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 1	CRASH TYPE (V23) must equal 1-10, 14, 15 or 98.

Warnings

	IF	THEN
AA023	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 99	MANNER OF COLLISION (A07) should not equal 0-8.
AA024	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 31-33, 36, 39-46, 58, 71-85	RELATION TO TRAFFICWAY (A10) should not equal 1 or 9.
AA025	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 23	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) should equal 6.
AA030	HARMFUL EVENT (A06) equals 2, 4, 7, 11, 13 or 33	it is unlikely.

AV062	at least one HARMFUL EVENT (A06) for a vehicle equals 21, 22, 27 or 49 and all other HARMFUL EVENTS (A06) for the vehicle equal 2, 3, 4, 11, 13, 21, 22, 27 or 49	VEHICLE REMOVAL (V19) should not equal 2.
AV070	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 29 or 30	CRASH TYPE (V23) should equal 01-11, 92, 98 or 99.
AV071	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 21, 22 or 24 and MOVEMENT PRIOR TO CRITICAL EVENT (V21) is not equal to 0 or 13	CRASH TYPE (V23) should equal 13.
AV072	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 28 or 58 and RELATION TO TRAFFICWAY (A10) equals 1 or 9	CRASH TYPE (V23) should equal 12 or 15.
AV214	HARMFUL EVENT (A06) equals 82 or 83	ROLLOVER (V30) should equal 0 or 1.
AV223	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 01	CRASH TYPE (V23) should equal 1-10, 98 or 99.
VA003	HARMFUL EVENT (A06) equals 23	INTERSTATE HIGHWAY (A08) should not equal 1.
VA004	HARMFUL EVENT (A06) equals 23	RELATION TO JUNCTION (A09) should equal 6.
VA087	CRASH TYPE (V23) equals 99 and EVENT NUMBER (E01) equals the event number of the first harmful event	HARMFUL EVENT (A06) should equal 99.
VA198	AREAS OF IMPACT (V24) equals 00 and EVENT NUMBER (E01) equals the event number of the first harmful event	HARMFUL EVENT (A06) should equal 01-05, 07, 08 or 10-13.

VA211	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 1 and ROLLOVER (V30) for the vehicle involved in the first harmful event equals 2	RELATION TO TRAFFICWAY (A10) should equal 1 or 9.
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Post Entry

	IF	THEN
AP001	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 21, 22, 27 or 49 and RELATION TO TRAFFICWAY (A10) equals 1	at least one NON-MOTORIST LOCATION AT TIME OF CRASH (P13) must equal 21-28, 32, 37 or 39.
AP002	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 21, 22, 27 or 49 and RELATION TO TRAFFICWAY (A10) equals 2 or 7	at least one NON-MOTORIST LOCATION AT TIME OF CRASH (P13) must equal 29 or 35.
AP003	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 21, 22, 27 or 49 and RELATION TO TRAFFICWAY (A10) equals 3	at least one NON-MOTORIST LOCATION AT TIME OF CRASH (P13) must equal 31.
AP004	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 21, 22, 27 or 49 and RELATION TO TRAFFICWAY (A10) equals 97 or 99	at least one NON-MOTORIST LOCATION (P13) must equal 24, 37 or 39.
AP005	HARMFUL EVENT (A06) equals 21	at least one PERSON TYPE (P03) must equal 5 or 10.
AP006	HARMFUL EVENT (A06) equals 22	at least one PERSON TYPE (P03) must equal 6, 7 or 10.
AP006A	There is a row in the ges.person table for a non-motorist	there must be a corresponding row in the ges.nonmotorist table.

AP008	HARMFUL EVENT (A06) equals 11 or 13	at least one occupant of the vehicle must have INJURY SEVERITY (P09) equal to 1-5.
AP128	HARMFUL EVENT (A06) equals 27	at least one PERSON TYPE (P03) must equal 8 or 10.
AP128A	HARMFUL EVENT (A06) equals 49	at least one PERSON TYPE (P03) must equal 4 or 10.
AV009	a vehicle is involved in an event where HARMFUL EVENT (A06) equals 2	FIRE OCCURRENCE (V16) must equal 1.
AV009A	FIRE OCCURRENCE (V16) equals 1	at least one HARMFUL EVENT (A06) must equal 2.
AV011	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) is not equal to 02, 10, 11, 13, 21, 22, 90, 91, 92, 27, 28 or 49	TRAVEL SPEED (V11) should not equal 00.
AV011A	HARMFUL EVENT (A06) equals 90, 91 or 92 and EVENT NUMBER (E01) equals 1	TRAVEL SPEED (V11) should not equal 00 for both vehicles.
PP082A	PERSON TYPE (P03) equals 3	the NON-MOTORIST'S STRIKING VEHICLE (P22) must be involved in an event where HARMFUL EVENT (A06) equals 29 or 30.
PP082A	PERSON TYPE (P03) equals 4	the NON-MOTORIST'S STRIKING VEHICLE (P22) must be involved in an event where HARMFUL EVENT (A06) equals 23 or 49.
PP082A	PERSON TYPE (P03) equals 5	the NON-MOTORIST'S STRIKING VEHICLE (P22) must be involved in an event where HARMFUL EVENT (A06) equals 21.
PP082A	PERSON TYPE (P03) equals 6 or 7	the NON-MOTORIST'S STRIKING VEHICLE (P22) must be involved in an event where HARMFUL EVENT (A06) equals 22.
PP082A	PERSON TYPE (P03) equals 8	the NON-MOTORIST'S STRIKING VEHICLE (P22) must be involved in an event where HARMFUL EVENT (A06) equals 27.

PP082A	PERSON TYPE (P03) equals 10	the NON-MOTORIST'S STRIKING VEHICLE (P22) must be involved in an event where HARMFUL EVENT (A06) equals 21, 22 or 27.
PP082A	PERSON TYPE (P03) equals 19 or 78	the NON-MOTORIST'S STRIKING VEHICLE (P22) must be involved in an event where HARMFUL EVENT (A06) equals 28.
VP010	HARMFUL EVENT (A06) equals 21	at least one PERSON TYPE (P03) must equal 5 or 10.
VP010A	at least one PERSON TYPE (P03) equals 5	at least one HARMFUL EVENT (A06) must equal 21.
VP011	HARMFUL EVENT (A06) equals 22	at least one PERSON TYPE (P03) must equal 6, 7 or 10.
VP011A	at least one PERSON TYPE (P03) equals 6 or 7	at least one HARMFUL EVENT (A06) must equal 22.
VP012	HARMFUL EVENT (A06) equals 27	at least one PERSON TYPE (P03) must equal 4, 8 or 10.
VP012A	at least one PERSON TYPE (P03) equals 4 or 8	at least one HARMFUL EVENT (A06) must equal 23, 27, 28 or 49.
VP012B	at least one PERSON TYPE (P03) equals 3	at least one HARMFUL EVENT (A06) must equal 29 or 30.
VV116A	ROLLOVER (V30) equals 1, 2 or 9 and BODY TYPE (V05) does not equal 80-89	at least one HARMFUL EVENT (A06) must equal 01.

E04/V01 VEHICLE NUMBER (OTHER VEHICLE)Errors

	IF	THEN
PP048A	PERSON TYPE (P03) equals 3, 4, 5, 6, 7, 8, 10, 19 or 78	VEHICLE NUMBER (V01) must equal null.
AV063	AREAS OF IMPACT (THIS VEHICLE) (E03) equals 38 and VEHICLE NUMBER (OTHER VEHICLE) (E04) equals 1-100	ACTION (E06) must equal 8.
EV215	All in-transport motor vehicles must be involved in at least one event.	

Warnings

	IF	THEN
AV215A		The lower vehicle number should be entered first when entering the event information.

E05/V24 AREAS OF IMPACT (OTHER VEHICLE)Errors

	IF	THEN
AV069	HARMFUL EVENT (A06) equals 1-5, 8 or 11-13	AREAS OF IMPACT (V24) must equal 00.
AV073	MANNER OF COLLISION (A07) equals 2	AREAS OF IMPACT (V24) must equal 32 for the two vehicles involved in the first harmful event
AV074	MANNER OF COLLISION (A07) equals 3	AREAS OF IMPACT (V24) must equal 26 for the two vehicles involved in the first harmful event.
AV075	MANNER OF COLLISION (A07) equals 1	one vehicle involved in the first harmful event must have AREAS OF IMPACT (V24) equal to 32 and the other vehicle must have AREAS OF IMPACT (V24) equal to 26.
VV065	CRASH TYPE (V23) equals 20, 24, 28, 34, 36, 38, 40, 50-54, 56, 58 or 60 and EVENT NUMBER (E01) equals the event number of the first harmful event	AREAS OF IMPACT (V24) must equal 32.
VV066	CRASH TYPE (V23) equals 21, 22, 23, 25, 26, 27, 29, 30, 31, 35, 37, 39 or 41 and EVENT NUMBER (E01) equals the event number of the first harmful event	AREAS OF IMPACT (V24) must equal 26.
VV097A	CRASH TYPE (V23) equals 87 and EVENT NUMBER (E01) equals the event number of the first harmful event	AREAS OF IMPACT (V24) must equal 21-25 or 81-83.
VV098A	CRASH TYPE (V23) equals 89 and EVENT NUMBER (E01) equals the event number of the first harmful event	AREAS OF IMPACT (V24) must equal 27-31 or 61-63.
VV099A	CRASH TYPE (V23) equals 87 and EVENT NUMBER (E01) equals the event number of the first harmful event	AREAS OF IMPACT (V24) must not equal 26-34, 38, 61-63, 97 or 99.

VV100A	CRASH TYPE (V23) equals 89 and EVENT NUMBER (E01) equals the event number of the first harmful event	AREAS OF IMPACT (V24) must not equal 21-26, 32-34, 38, 81-83, 97, 99.
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Warnings

	IF	THEN
VA198	AREAS OF IMPACT (V24) equals 00 and EVENT NUMBER (E01) equals the event number of the first harmful event	HARMFUL EVENT (A06) should equal 01-05, 07, 08 or 10-13.
VV224	CRITICAL EVENT (V26) equals 53	AREAS OF IMPACT (V24) for the vehicle's first harmful event should not equal 32.
VV225	CRITICAL EVENT (V26) equals 51 or 52	AREAS OF IMPACT (V24) for the vehicle's first harmful event should not equal 26.

A07 MANNER OF COLLISIONErrors

	IF	THEN
AA009	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 01-24, 27-49, 58-85	MANNER OF COLLISION (A07) must not equal 1-8.
AA010	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 90, 91 or 92	MANNER OF COLLISION (A07) must not equal 0.
AA086	MANNER OF COLLISION (A07) does not equal 0	NUMBER OF MOTOR VEHICLES (A03) must be greater than 01.
AV073	MANNER OF COLLISION (A07) equals 2	AREAS OF IMPACT (V24) must equal 32 for the two vehicles involved in the first harmful event
AV073R	AREAS OF IMPACT (V24) equals 32 for the two vehicles involved in the first harmful event	MANNER OF COLLISION (A07) must equal 2
AV074	MANNER OF COLLISION (A07) equals 3	AREAS OF IMPACT (V24) must equal 26 for the two vehicles involved in the first harmful event.
AV075	MANNER OF COLLISION (A07) equals 1	one vehicle involved in the first harmful event must have AREAS OF IMPACT (V24) equal to 32 and the other vehicle must have AREAS OF IMPACT (V24) equal to 26.
AV133	MANNER OF COLLISION (A07) equals 3	CRASH TYPE (V23) must equal 92, 93 or 98 for the two vehicles involved in the first harmful event.

AV225	MANNER OF COLLISION (A07) equals 2	CRASH TYPE (V23) must not equal 64-67 for the two vehicles involved in the first harmful event.
AV226	MANNER OF COLLISION (A07) equals 4	CRASH TYPE (V23) must not equal 20-43 or 50-53 for the two vehicles involved in the first harmful event.

Warnings

	IF	THEN
AA023	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 99	MANNER OF COLLISION (A07) should not equal 0-8.
AA031	UNLIKELY: MANNER OF COLLISION (A07) is equal to 3.	
AV203	MANNER OF COLLISION (A07) equals 5	CRASH TYPE (V23) should not equal 20-33.
AV204	MANNER OF COLLISION (A07) equals 5	CRASH TYPE (V23) should equal 44-49, 98 or 99
AV205	MANNER OF COLLISION (A07) equals 6	CRASH TYPE (V23) should not equal 50-53 ACCIDENT.
AV206	MANNER OF COLLISION (A07) equals 6	CRASH TYPE (V23) should equal 64-67, 98 or 99.
AV243	MANNER OF COLLISION (A07) equals 1	CRASH TYPE (V23) should not equal 44-49.

A25 WORK ZONEErrors

	IF	THEN
A25-RANGE	WORK ZONE (A25) must equal 0-4 or 7.	

Warnings

	IF	THEN
AA097	WORK ZONE (A25) equals 1, 2, 3 or 4	TRAFFIC CONTROL DEVICE (A16) should not equal 00.

A21 SCHOOL BUS RELATEDErrors

	IF	THEN
VA002	SPECIAL USE (V08) for any vehicle equals 02	SCHOOL BUS RELATED (A21) must equal 1.
VA002P	PARKED/WORKING VEHICLE SPECIAL USE (PV08) for any parked/working vehicle equals 02	SCHOOL BUS RELATED (A21) must equal 1.
A21-RANGE	SCHOOL BUS RELATED (A21) must equal 0, 1 or 7 and must not equal null.	

Warning

	IF	THEN
AP024A	SCHOOL BUS RELATED (A21) equals 1 and PERSON TYPE (P03) equals 5 or 8	CRASH TYPE-PEDESTRIAN (PB30) should equal 342.
AP027A	CRASH TYPE-PEDESTRIAN (PB30) equals 342 and PERSON TYPE (P03) equals 5 or 8	SCHOOL BUS RELATED (A21) should equal 1.
VA102	BODY TYPE (V05) equals 50	SCHOOL BUS RELATED (A21) should equal 1.

VA102P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 50	SCHOOL BUS RELATED (A21) should equal 1.
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Post Entry

	IF	THEN
AV210	SCHOOL BUS RELATED (A21) equals 1	at least one SPECIAL USE (V08) or PARKED/WORKING VEHICLE SPECIAL USE (PV08) should equal 02.
AV236	SCHOOL BUS RELATED (A21) equals 1	at least one BODY TYPE (V05) or PARKED/WORKING VEHICLE BODY TYPE (PV05) should equal 21 or 50.

A08 INTERSTATE HIGHWAYErrors

	IF	THEN
A08-RANGE	INTERSTATE HIGHWAY (A08) must equal 0, 1 or 9 and must not equal null.	

Warnings

	IF	THEN
AA018	INTERSTATE HIGHWAY (A08) equals 1, RELATION TO JUNCTION-NON-INTERCHANGE VERSUS INTERCHANGE (A09A) equals 1 and RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) is not equal to 5	NUMBER OF TRAVEL LANES (A12) should not equal 1.
AA019	INTERSTATE HIGHWAY (A08) equals 1, RELATION TO JUNCTION-NON-INTERCHANGE VERSUS INTERCHANGE (A09A) equals 1 and RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) is not equal to 5	TRAFFICWAY DESCRIPTION (V41) should not equal 4.
AA020	INTERSTATE HIGHWAY (A08) equals 1	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) should not equal 2, 3, 4, 6, 8 or 16.
AA021	INTERSTATE HIGHWAY (A08) equals 1	TRAFFIC CONTROL DEVICE (A16) should not equal 1-3, 21, 23 or 63.
AA022	INTERSTATE HIGHWAY (A08) equals 1, RELATION TO JUNCTION-NON-INTERCHANGE VERSUS INTERCHANGE (A09A) equals 1 and RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) is not equal to 5	SPEED LIMIT (A18) should not equal 01-40.
VA003	HARMFUL EVENT (A06) equals 23	INTERSTATE HIGHWAY (A08) should not equal 1.

Post Entry

	IF	THEN
AA092	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) equals 2, 3, 4, 5 or 8	INTERSTATE HIGHWAY (A08) should not equal 1.

A09A/A09B - RELATION TO JUNCTION (NON-INTERCHANGE VERSUS INTERCHANGE)/RELATION TO JUNCTION (SPECIFIC LOCATION)

Errors

	IF	THEN
AA038A	CRASH TYPE-PEDESTRIAN (PB30) for a person involved in the first harmful event equals 211, 212, 460, 465, 680, 830, 890, 900 or 910 and EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 21	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) must not equal 2. Note: this edit is restricted to vehicles which are involved in only one event with pedestrian(s).
AA043A	CRASH TYPE-BICYCLE (PB30B) for a person involved in the first harmful event equals 311, 312, 321 or 322	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) must equal 4 or 8. Note: this edit is restricted to vehicles which are involve in only one event with bicyclist(s).
AA044A	CRASH TYPE-BICYCLE (PB30B) for a person involved in the first harmful event equals 141-144, 147, 151-157 or 159	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) must equal 2 or 3. See note under AA043A.
AA087A	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) equals 2	RELATION TO TRAFFICWAY (A10) must equal 1
AA087B	RELATION TO JUNCTION-NON-INTERCHANGE VERSUS INTERCHANGE (A09A) equals 1	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) must not equal 1 or 6
AA087C	RELATION TO JUNCTION-NON-INTERCHANGE VERSUS INTERCHANGE (A09A) equals 0	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) must not equal 17, 18 or 19.
AA087D	RELATION TO JUNCTION-NON-INTERCHANGE VERSUS INTERCHANGE (A09A) equals 8 or 9	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) must not equal 1 (Non-junction), 6, 17, 18 or 19
PA127A	NON-MOTORIST LOCATION AT TIME OF CRASH (P13) equals 25-35 or 38 for a person involved in the first harmful event	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) must not equal 2. Note: this edit check is restricted to vehicles which are involved in only one event (21, 22, 23, 27, 29, 30 or 49) of the type associated with the non-motorist.

VA139	CRASH TYPE (V23) equals 14	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) must not equal 2.
A09-RANGE	RELATION TO JUNCTION-NON-INTERCHANGE VERSUS INTERCHANGE (A09) must equal 0, 1, 8 or 9.	
A09-RANGE	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) must equal 1, 2, 3, 4, 5, 6, 7, 8, 16, 17, 18, 19, 98 or 99.	

Warnings

	IF	THEN
AA018	INTERSTATE HIGHWAY (A08) equals 1, RELATION TO JUNCTION-NON-INTERCHANGE VERSUS INTERCHANGE (A09A) equals 1 and RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) is not equal to 5	NUMBER OF TRAVEL LANES (A12) should not equal 1.
AA019	INTERSTATE HIGHWAY (A08) equals 1, RELATION TO JUNCTION-NON-INTERCHANGE VERSUS INTERCHANGE (A09A) equals 1 and RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) is not equal to 5	TRAFFICWAY DESCRIPTION (V41) should not equal 4.
AA020	INTERSTATE HIGHWAY (A08) equals 1	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) should not equal 2, 3, 4, 6, 8 or 16.
AA022	INTERSTATE HIGHWAY (A08) equals 1, RELATION TO JUNCTION-NON-INTERCHANGE VERSUS INTERCHANGE (A09A) equals 1 and RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) is not equal to 5	SPEED LIMIT (A18) should not equal 01-40.
AA025	EVENT NUMBER (E01) equals 1 and HARMFUL EVENT (A06) equals 23	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) should equal 6.
AA026	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) equals 6	TRAFFIC CONTROL DEVICE (A16) should equal 63.
AA050A	CRASH TYPE-BICYCLE (PB30B) for a person involved in the first harmful event equals 211-214 or 221-224	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) should not equal 1 or 18.

AA085	TRAFFIC CONTROL DEVICE (A16) equals 21 or 22	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) should not equal 1 or 18.
AA087	RELATION TO TRAFFICWAY (A10) equals 4 or 8	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) should not equal 2.
AA091A	CRASH TYPE-BICYCLE (PB30B) for a person involved in the first harmful event equals 141-144, 147, 148, 151-160 or 180	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) should equal 2 or 3. See note under AA043A.
AA092	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) equals 2, 3, 4, 5 or 8	INTERSTATE HIGHWAY (A08) should not equal 1.
AA096	If TRAFFIC CONTROL DEVICE (A16) equals 63	RELATION TO JUNCTION (A09) should equal 6.
PA130A	NON-MOTORIST LOCATION AT TIME OF CRASH (P13) equals 21-24 for a person involved in the first harmful event	RELATION TO JUNCTION (A09) should equal 2 or 3. See note under edit check PA127A.
VA004	HARMFUL EVENT (A06) equals 23	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) should equal 6.
VA082	CRASH TYPE (V23) equals 68-91	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) should not equal 1.
VA140	CRASH TYPE (V23) equals 14	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) should equal 1, 3 or 18.
VA190A	CRITICAL EVENT (V26) equals 70-73 for a vehicle involved in the first harmful event	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) should equal 4 or 8.
VA242	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 10 or 11 for a vehicle involved in the first harmful event	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) should not equal 1 or 18.

Post Entry

	IF	THEN
AP023A	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) equals 2 and PERSON TYPE (P03) equals 5 for the person involved in the first harmful event	CRASH TYPE-PEDESTRIAN (PB30) must not equal 320, 330, 360 or 910. See note under AA038A.

AP039A	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) equals 2 and PERSON TYPE (P03) equals 5 for the person involved in the first harmful event	CRASH TYPE LOCATION-PEDESTRIAN (PB31) must equal 1. See note under AA038A.
AP135B	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) equals 4 and PERSON TYPE (P03) equals 4, 5, 6, 7, 8 or 19 for the person involved in the first harmful event	NON-MOTORIST LOCATION AT TIME OF CRASH (P13) should equal 32. See note under PA127A.
AV134	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) equals 4 or 8	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) for the vehicles involved in the first harmful event should equal 10, 11, 13 or 97.
VA189A	CRITICAL EVENT (V26) equals 65-68 or 70-73 for a vehicle involved in the first harmful event	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) must not equal 1 or 18.

A10 RELATION TO TRAFFICWAY

Errors

	IF	THEN
AA008	RELATION TO TRAFFICWAY (A10) equals 3 and the FHE involves 2 in-transport motor vehicles	TRAFFICWAY DESCRIPTION (V41) must equal 2 or 3 for at least one vehicle involved in the first harmful event.
AA008A	RELATION TO TRAFFICWAY (A10) equals 9	TRAFFICWAY DESCRIPTION (V41) must equal 5 for at least one vehicle involved in the first harmful event.
AA012	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 29	RELATION TO TRAFFICWAY (A10) must not equal 1 or 9.
AA039A	CRASH TYPE-PEDESTRIAN (PB30) for a person involved in the first harmful event equals 311, 312 or 313; EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 21	RELATION TO TRAFFICWAY (A10) must equal 1 or 9. See note under AA038A.
AA051A	CRASH TYPE-PEDESTRIAN (PB30) for a person involved in the first harmful event equals 510, 520 or 590; EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 21	RELATION TO TRAFFICWAY (A10) must not equal 1 or 9. See note under AA038A.
AA087A	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) equals 2	RELATION TO TRAFFICWAY (A10) must equal 1
AA088	EVENT NUMBER (E01) equals the event number of the first harmful even and HARMFUL EVENT (A06) equals 7	RELATION TO TRAFFICWAY (A10) must equal 1 or 9.
A10-RANGE	RELATION TO TRAFFICWAY (A10) must equal 1-10, 97 or 99 and must not equal null.	

Warnings

	IF	THEN
AA008B	RELATION TO TRAFFICWAY (A10) equals 3 and the FHE involves 1 and only 1 in-transport motor vehicle	TRAFFICWAY DESCRIPTION (V41) should equal 2 or 3.
AA024	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 31-33, 36, 39-46, 58, 71-85	RELATION TO TRAFFICWAY (A10) should not equal 1 or 9.
AA087	RELATION TO TRAFFICWAY (A10) equals 4 or 8	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) should not equal 2.
AV072	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 28 or 58 and RELATION TO TRAFFICWAY (A10) equals 1 or 9	CRASH TYPE (V23) should equal 12 or 15.
AV097	RELATION TO TRAFFICWAY (A10) equals 3 and NUMBER OF MOTOR VEHICLES (A03) equals 01	CRASH TYPE (V23) should equal 06-10, 98 or 99.
AV184	NUMBER OF MOTOR VEHICLES (A03) equals 01 and RELATION TO TRAFFICWAY (A10) equals 2, 4, 6, 7 or 8 and ATTEMPTED AVOIDANCE MANEUVER (V27) equals 00 or 01	CRITICAL EVENT (V26) should equal 1-6, 8, 9, 10, 11, 12, 13, 14 or 19.
AV186	RELATION TO TRAFFICWAY (A10) equals 4, 5, 6 or 8	PRE-IMPACT LOCATION (V29) of the vehicle(s) involved in the first harmful event should equal 00, 04, 05 or 99.
VA094	CRASH TYPE (V23) equals 01-11 or 14	RELATION TO TRAFFICWAY (A10) should not equal 1 or 9.
VA138	CRASH TYPE (V23) equals 06-10 and TRAFFICWAY DESCRIPTION (V41) equals 2 or 3	RELATION TO TRAFFICWAY (A10) should equal 3.
VA181	PRE-IMPACT LOCATION (V29) of a vehicle involved in the first harmful event equals 04	RELATION TO TRAFFICWAY (A10) should not equal 1 or 9.

VA182	PRE-IMPACT LOCATION (V29) of a vehicle involved in the first harmful event equals 01, 02 or 03	RELATION TO TRAFICWAY (A10) should equal 1 or 9.
VA211	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 1 and ROLLOVER (V30) for the vehicle involved in the first harmful event equals 2	RELATION TO TRAFFICWAY (A10) should equal 1 or 9.
VA216	PRE-IMPACT LOCATION (V29) of a vehicle involved in the first harmful event equals 05	RELATION TO TRAFFICWAY (A10) should not equal 1 or 9.
VA217	PRE-IMPACT LOCATION (V29) of a vehicle involved in the first harmful event equals 06	RELATION TO TRAFFICWAY (A10) should equal 1 or 9.
VA243	CRASH TYPE (V23) equals 12	RELATION TO TRAFFICWAY (A10) should equal 1 or 9.

Post Entry

	IF	THEN
AP001	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 21, 22, 27 or 49 and RELATION TO TRAFFICWAY (A10) equals 1	at least one NON-MOTORIST LOCATION AT TIME OF CRASH (P13) must equal 21-28, 32, 37 or 39.
AP002	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 21, 22, 27 or 49 and RELATION TO TRAFFICWAY (A10) equals 2 or 7	at least one NON-MOTORIST LOCATION AT TIME OF CRASH (P13) must equal 29 or 35.
AP003	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 21, 22, 27 or 49 and RELATION TO TRAFFICWAY (A10) equals 3	at least one NON-MOTORIST LOCATION AT TIME OF CRASH (P13) must equal 31.
AP004	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 21, 22, 27 or 49 and RELATION TO TRAFFICWAY (A10) equals 97 or 99	at least one NON-MOTORIST LOCATION (P13) must equal 24, 37 or 39.

AP040A	RELATION TO TRAFFICWAY (A10) is not equal to 1 and PERSON TYPE (P03) equals 5 for a person in the first harmful event	CRASH TYPE-PEDESTRIAN (PB30) should equal 510, 520, 590, 830, 890 or 900. See note under AA038A.
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A19 LIGHT CONDITIONErrors

	IF	THEN
AA003	LIGHT CONDITION (A19) equals 5	CRASH TIME (A02) must not equal 2200- 2399, 0000-1400 or 1499.
AA062	LIGHT CONDITION (A19) equals 2, 3 or 6	CRASH TIME (A02) must not equal 1000-1500 or 1599.
AA066	LIGHT CONDITION (A19) equals 1	CRASH TIME (A02) must not equal 2200-2399, 0000-0300 or 0399.
AA079	LIGHT CONDITION (A19) equals 4	CRASH TIME (A02) must not equal 1000-2399, 0000-0300 or 0399.
A19-RANGE	LIGHT CONDITION (A19) must equal 1-8, 9.	

Warnings

	IF	THEN
AA006	CRASH TIME (A02) equals 1000-1500	LIGHT CONDITION (A19) should equal 1, 8 or 9.
AA057	CRASH TIME (A02) equals 2200-2399 or 0000-0300 or 0399	LIGHT CONDITION (A19) should equal 2, 3, 6, 8 or 9.
AA074	LIGHT CONDITION (A19) equals 1	CRASH TIME (A02) should equal 0500-2100, 2199, 9997 or 9999.
AA078	LIGHT CONDITION (A19) equals 2	CRASH TIME (A02) should equal 1600- 2399, 0000-0900, 0999, 9997 or 9999.
AA080	LIGHT CONDITION (A19) equals 4	CRASH TIME (A02) should equal 0400-0900, 0999, 9997 or 9999.
AA082	LIGHT CONDITION (A19) equals 5	CRASH TIME (A02) should equal 1600-2100, 2199, 9997 or 9999.

A20 ATMOSPHERIC CONDITIONS

Errors

	IF	THEN
AA034C	ATMOSPHERIC CONDITIONS (A20A) must equal 1-8, 10, 11, 98 or 99 and must not equal null.	
AA034D	ATMOSPHERIC CONDITIONS (A20A) and ATMOSPHERIC CONDITIONS (A20B) must not both equal the same value 1-8, 10 or 11.	
AA034F	ATMOSPHERIC CONDITIONS (A20B) must equal 0-8, 10, 11, 98 or 99 and must not equal null.	

Warnings

	IF	THEN
AA028	ATMOSPHERIC CONDITIONS (A20) equals 2-4 or 11	ROADWAY SURFACE CONDITIONS (A15) should not equal 1, 5, 8, 9, 11 or 98.
AA034	DATE-MM (A01) equals 05-09	ATMOSPHERIC CONDITIONS (A20) should not equal 3, 4 or 11.
AA034E	ATMOSPHERIC CONDITIONS (A20A) equals 1	ATMOSPHERIC CONDITIONS (A20B) should equal 0.
AA084	ROADWAY SURFACE CONDITIONS (A15) equals 1	ATMOSPHERIC CONDITIONS (A20) should not equal 2, 3, 4 or 11.
DA124	DRIVER'S VISION OBSCURED BY (D04) equals 01	ATMOSPHERIC CONDITIONS (A20) should not equal 1.

V07 VEHICLE IDENTIFICATION NUMBER

Errors

	IF	THEN
VV003A	MAKE (V03) equals 24 and MODEL (V04) equals 2 and the 4 th and 5 th characters of the VIN (V07) equal ZN, ZP, ZR or ZY	BODY TYPE (V05) must equal 17.
VV300A	VEHICLE MODEL YEAR (V06) is greater than 1980 and all 17 characters of the VIN (V07) are present	the VEHICLE MODEL YEAR (V06) must match the 10 th character of the VIN (V07).
VV300B	VIN (V07) for 1981 and newer vehicles must not contain the characters I, O, or Q.	
VV300C	An unknown VIN (V07) must be coded 9999999999999999. There must be no unusual characters [., -, ` , (, **, d* or =] which are part of the VIN (V07). Trailer VIN=s are not allowed.	
VV300F	VIN (V07) passes the check digit test	BODY TYPE (V05) must be consistent with the VIN (V07) body type.
VV300G	VIN (V07) passes the check digit test	VEHICLE MODEL YEAR (V06) must be greater than or equal to 1981.
VV300T	Columns 1 through 11 of the VIN (V07) must not all be blank.	
VV300V	VIN (PV07) must be alphanumeric (0-9, A-Z) or blank.	
V07-RANGE	VIN (V07) must not equal null.	

Warnings

	IF	THEN
VV300A	VEHICLE MODEL YEAR (V06) is greater than 1980	the VEHICLE MODEL YEAR (V06) should match the 10 th character of the VIN (V07).
VV300D	VEHICLE MODEL YEAR (V06) is greater than 1980 and all 17 characters of the VIN (V07) are present	VIN (V07) should pass the check digit test.

VV300E	VIN (V07) passes the check digit test	BODY TYPE (V05) should not equal 9, 19, 29, 39, 49, 59, 79, 89, 98 or 99 and Model Year (V06) should not equal 9999.
VV300R	VEHICLE MODEL YEAR (V06) is greater than 1980	VIN (V07) should contain 17 characters.

V07A VEHICLE LICENSE PLATE NUMBERErrors

	IF	THEN
VV500	BODY TYPE (V05) equals 90 or 91	VEHICLE LICENSE PLATE NUMBER (V07A) must equal 0000000000.
V07A-RANGE	VEHICLE LICENSE PLATE NUMBER (V07A) must be alphanumeric (0-9, A-Z) or blank and must not equal null.	

V07B VEHICLE REGISTRATION STATEErrors

	IF	THEN
V07B-RANGE	VEHICLE REGISTRATION STATE (V07B) must equal AL-WY, 00, 73, 77, 92-97 or 99.	

V03 VEHICLE MAKEErrors

	IF	THEN
VV003A	MAKE (V03) equals 24 and MODEL (V04) equals 2 and the 4 th and 5 th characters of the VIN (V07) equal ZN, ZP, ZR or ZY	BODY TYPE (V05) must equal 17.
V03-RANGE	MAKE (V03) and MODEL (V04) must be one of the make/model combinations specified in the Oracle nass.modellookup table.	

V04 VEHICLE MODELErrors

	IF	THEN
VV003A	MAKE (V03) equals 24 and MODEL (V04) equals 2 and the 4 th and 5 th characters of the VIN (V07) equal ZN, ZP, ZR or ZY	BODY TYPE (V05) must equal 17.
VV601	BODY TYPE (V05) equals 1-13, 17	MODEL (V04) must equal 1-399.
VV603	BODY TYPE (V05) equals 14	MODEL (V04) must equal 401-420, 498 or 499.
VV604	BODY TYPE (V05) equals 15	MODEL (V04) must equal 421-430, 498 or 499.
VV605	BODY TYPE (V05) equals 16	MODEL (V04) must equal 431-440, 498 or 499.
VV606	BODY TYPE (V05) equals 19	MODEL (V04) must equal 498 or 499.
VV607	BODY TYPE (V05) equals 20	MODEL (V04) must equal 441-460, 498 or 499.
VV608	BODY TYPE (V05) equals 21	MODEL (V04) must equal 461-470, 498 or 499.
VV609	BODY TYPE (V05) equals 22-29	MODEL (V04) must equal 441-470, 498 or 499.
VV611	BODY TYPE (V05) equals 30	MODEL (V04) must equal 471-480, 498 or 499.
VV612	BODY TYPE (V05) equals 31	MODEL (V04) must equal 481-490, 498 or 499.
VV613	BODY TYPE (V05) equals 32, 33 or 39	MODEL (V04) must equal 471-490, 498 or 499.
VV615	BODY TYPE (V05) equals 40-42 or 45	MODEL (V04) must equal 498.
VV616	BODY TYPE (V05) equals 48	MODEL (V04) must equal 499.
VV617	BODY TYPE (V05) equals 49	MODEL (V04) must equal 999.
VV618	BODY TYPE (V05) equals 50 or 59	MODEL (V04) must equal 902, 981-983, 988 or 989.

VV619	BODY TYPE (V05) equals 51, 52 or 58	MODEL (V04) must equal 902, 950, 981-983, 988 or 989.
VV620	BODY TYPE (V05) equals 60- 63, 66-68, 71 or 72	MODEL (V04) must equal 801-808, 881-890, 898 or 899.
VV621	BODY TYPE (V05) equals 65 or 73	MODEL (V04) must equal 850, 898, 899 or Oracle values 9744, 9752, 9759, 9766, 9773, 9780 or 9787.
VV622	BODY TYPE (V05) equals 78	MODEL (V04) must equal 801-808, 881-890, 898 or 899.
VV623	BODY TYPE (V05) equals 79	MODEL (V04) must equal 899.
VV624	BODY TYPE (V05) equals 80-83 or 89	MODEL (V04) must equal 701-706, 709 or 799.
VV625	BODY TYPE (V05) equals 88	MODEL (V04) must equal 798.
VV627	BODY TYPE (V05) equals 90	MODEL (V04) must equal 731-734, 739 or 799.
VV628	BODY TYPE (V05) equals 91-93 or 97	MODEL (V04) must equal 998.
VV629	BODY TYPE (V05) equals 98 or 99	MODEL (V04) must equal 999.
V04-RANGE	MAKE (V03) equals 29 or 69	MODEL (V04) must not equal 498, 898, 988 or 998.
V04-RANGE	MAKE (V03) equals 98	MODEL (v04) must not equal 398 or 498
V04-RANGE	MODEL (V04) must not equal null.	

Notify NHTSA

	IF	THEN
NOTIFY NHTSA		Please notify NHTSA of the specific make and model when another@ make/model is selected.

V05 BODY TYPE

Errors

	IF	THEN
AV149	HARMFUL EVENT (A06) equals 01 and BODY TYPE (V05) not equal to 80-89	ROLLOVER (V30) must equal 1, 2 or 9.
PP070	EJECTION (P06) equals 1, 2 or 3 and BODY TYPE (V05) not equal to 90, 91 or 97	RESTRAINT SYSTEM USE (P15) must not equal 42 or 43.
PV001	PERSON TYPE (P03) equals 1 and BODY TYPE (V05) equals 80-89	SEATING POSITION (P04) must not equal 00, 12-55, 98 or 99.
PV005	PERSON TYPE (P03) equals 2, 9 or 77 and BODY TYPE (V05) equals 80-89	SEATING POSITION (P04) must not equal 13-19 or 22-54.
PV007	PERSON TYPE (P03) equals 2 and BODY TYPE (V05) equals 50-59	SEATING POSITION (P04) must not equal 11, 50, 54, 98 or 99.
PV010	PERSON TYPE (P03) equals 9 or 77 and BODY TYPE (V05) equals 50-59	SEATING POSITION (P04) must not equal 12-55.
PV011	PERSON TYPE (P03) equals 1 and AGE (P07) is less than 08	BODY TYPE (V05) must not equal 01-79 or 93.
PV066	RESTRAINT SYSTEM USE (P15) equals 21-23 or 37-40	BODY TYPE (V05) must not equal 80-89 or 90.
PV125	EJECTION (P06) equals 1, 2 or 3	BODY TYPE (V05) must not equal 80-89.
VP002	PERSON TYPE (P03) equals 2, 9 or 77 and SEATING POSITION (P04) equals 50	BODY TYPE (V05) must equal 61, 62, 63, 68 or 78.
VP002A	PERSON TYPE (P03) equals 2, 9 or 77 and BODY TYPE (V05) equals 01-02, 04, 10, 30-31, 90 or 91	SEATING POSITION (P04) must not equal 51.
VP207	BODY TYPE (V05) equals 80-89 and NUMBER OF OCCUPANTS CODED (V10) is greater than 00	EJECTION (P06) must equal 8.

VP207A	BODY TYPE (V05) equals 80-89 and NUMBER OF OCCUPANTS (V10B) is greater than 00	EJECTION (P06) must equal 8.
VP208	HIT AND RUN (V02) equals 1 and VEHICLE REMOVAL (V19) equals 1 and BODY TYPE (V05) is not equal to 80-89	EJECTION (P06) must equal 0.
VV003	SPECIAL USE (V08) equals 01	BODY TYPE (V05) must equal 02-09, 12, 17, 20-29 or 49.
VV003A	MAKE (V03) equals 24 and MODEL (V04) equals 2 and the 4 th and 5 th characters of the VIN (V07) equal ZN, ZP, ZR or ZY	BODY TYPE (V05) must equal 17.
VV006	SPECIAL USE (V08) equals 02	BODY TYPE (V05) must equal 14-16, 19, 20, 21, 28-29, 45, 48-49, 50, 51, 52, 58 or 59.
VV009	BODY TYPE (V05) equals 80-89	SPECIAL USE (V08) must not equal 01-03, 06 or 07.
VV010	SPECIAL USE (V08) equals 03	BODY TYPE (V05) must equal 14-16, 19, 20, 21, 28-29, 45, 48, 49, 50-59, 98 or 99.
VV012	BODY TYPE (V05) equals 01-05, 07-09 or 17	NUMBER OF OCCUPANTS CODED (V10) must not be greater than 15.
VV012A	BODY TYPE (V05) equals 01-05, 07-09 or 17	NUMBER OF OCCUPANTS (V10B) must not be greater than 15.
VV013	BODY TYPE (V05) equals 06, 11, 14 or 15	NUMBER OF OCCUPANTS CODED (V10) must not be greater than 22.
VV013A	BODY TYPE (V05) equals 06, 11, 14 or 15	NUMBER OF OCCUPANTS (V10B) must not be greater than 22.
VV015	BODY TYPE (V05) equals 80-89	NUMBER OF OCCUPANTS CODED (V10) must not be > 5.
VV015A	BODY TYPE (V05) equals 80-89	NUMBER OF OCCUPANTS (V10B) must not be greater than 5.
VV025	SPECIAL USE (V08) equals 06	BODY TYPE (V05) must equal 09, 11, 12, 14-16, 19, 20-21, 28-29, 40-41, 48-49, 60, 61, 62, 63, 68, 79, 97, 98 or 99.
VV085	BODY TYPE (V05) equals 51,52 or 58	SPECIAL USE (V08) must not equal 00.

VV086	BODY TYPE (V05) equals 59	SPECIAL USE (V08) must equal 98 or 99.
VV110	BODY TYPE (V05) is not equal to 50-63, 66-72, 78,79, 98 or 99	MOTOR CARRIER IDENTIFICATION NUMBER (V31) must equal 0.
VV110A	The NGA variables must not equal null or Oracle value -1.	
VV111	BODY TYPE (V05) equals 80-89	ROLLOVER (V30) must equal 0.
VV116	HARMFUL EVENT (A06) equals 01 and BODY TYPE (V05) does not equal 80-89	ROLLOVER (V30) must not equal 0.
VV145	CARGO BODY TYPE (V33) equals 22	BODY TYPE (V05) must equal 21, 50, 51, 52, 58 or 59
VV153	BODY TYPE (V05) equals 66 and VEHICLE TRAILING (V13) equals 0	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must equal 0000.
VV156	BODY TYPE (V05) equals 66 and VEHICLE TRAILING (V13) equals 0	HAZARDOUS MATERIALS RELEASE (V36) must equal 0.
VV160	BODY TYPE (V05) equals 66 and VEHICLE TRAILING (V13) equals 0	HAZARDOUS MATERIALS PLACARD (V34) must equal 0.
VV163	BODY TYPE (V05) equals 99	CARGO BODY TYPE (V33) must equal 99.
V167	BODY TYPE (V05) equals 99	MOTOR CARRIER IDENTIFICATION NUMBER (V31) must equal 999999999.
VV174	VEHICLE TRAILING (V13) equals 0 and BODY TYPE (V05) equals 66	CARGO BODY TYPE (V33) must equal 96.
VV185A	CARGO BODY TYPE (V33) equals 96 and BODY TYPE (V05) equals 66	VEHICLE TRAILING (V13) must equal 0.
VV220	BODY TYPE (V05) equals 50-63, 66-72, 74-79 or 99	CARGO BODY TYPE (V33) must not equal 00.
VV221	BODY TYPE (V05) equals 60-63, 66, 67, 68, 71, 72, 78 or 79 and SPECIAL USE (V08) equals 07	CARGO BODY TYPE (V33) must equal 96.
VV223	MOTOR CARRIER IDENTIFICATION NUMBER (V31) does not equal 000000000 or 999999999	BODY TYPE (V05) must equal 50-63, 66-72, 78, 79 or 99.
VV248	BODY TYPE (V05) equals 50, 51, 52 or 59	CARGO BODY TYPE (V33) must equal 22.

VV249	BODY TYPE (V05) equals 58	CARGO BODY TYPE (V33) must equal 22 or 97.
VV300F	VIN (V07) passes the check digit test	BODY TYPE (V05) must be consistent with the VIN (V07) body type.
VV500	BODY TYPE (V05) equals 90 or 91	VEHICLE LICENSE PLATE NUMBER (V07A) must equal 0000000000.
VV601	BODY TYPE (V05) equals 1-13, 17	MODEL (V04) must equal 1-399.
VV603	BODY TYPE (V05) equals 14	MODEL (V04) must equal 401-420, 498 or 499.
VV604	BODY TYPE (V05) equals 15	MODEL (V04) must equal 421-430, 498 or 499.
VV605	BODY TYPE (V05) equals 16	MODEL (V04) must equal 431-440, 498 or 499.
VV606	BODY TYPE (V05) equals 19	MODEL (V04) must equal 498 or 499.
VV607	BODY TYPE (V05) equals 20	MODEL (V04) must equal 441-460, 498 or 499.
VV608	BODY TYPE (V05) equals 21	MODEL (V04) must equal 461-470, 498 or 499.
VV609	BODY TYPE (V05) equals 22-29	MODEL (V04) must equal 441-470, 498 or 499.
VV611	BODY TYPE (V05) equals 30	MODEL (V04) must equal 471-480, 498 or 499.
VV612	BODY TYPE (V05) equals 31	MODEL (V04) must equal 481-490, 498 or 499.
VV613	BODY TYPE (V05) equals 32, 33 or 39	MODEL (V04) must equal 471-490, 498 or 499.
VV615	BODY TYPE (V05) equals 40-42 or 45	MODEL (V04) must equal 498.
VV616	BODY TYPE (V05) equals 48	MODEL (V04) must equal 499.
VV617	BODY TYPE (V05) equals 49	MODEL (V04) must equal 999.
VV618	BODY TYPE (V05) equals 50 or 59	MODEL (V04) must equal 902, 981-983, 988 or 989.
VV619	BODY TYPE (V05) equals 51, 52 or 58	MODEL (V04) must equal 902, 950, 981-983, 988 or 989.
VV620	BODY TYPE (V05) equals 60- 63, 66-68, 71 or 72	MODEL (V04) must equal 801-808, 881-890, 898 or 899.

VV621	BODY TYPE (V05) equals 65 or 73	MODEL (V04) must equal 850, 898, 899 or Oracle values 9744, 9752, 9759, 9766, 9773, 9780 or 9787.
VV622	BODY TYPE (V05) equals 78	MODEL (V04) must equal 801-808, 881-890, 898 or 899.
VV623	BODY TYPE (V05) equals 79	MODEL (V04) must equal 899.
VV624	BODY TYPE (V05) equals 80-83 or 89	MODEL (V04) must equal 701-706, 709 or 799.
VV625	BODY TYPE (V05) equals 88	MODEL (V04) must equal 798.
VV627	BODY TYPE (V05) equals 90	MODEL (V04) must equal 731-734, 739 or 799.
VV628	BODY TYPE (V05) equals 91-93 or 97	MODEL (V04) must equal 998.
VV629	BODY TYPE (V05) equals 98 or 99	MODEL (V04) must equal 999.
V05-RANGE	BODY TYPE (V05) must equal 1-17, 19-22, 28-33, 39-42, 45, 48-52, 58-63, 65-68, 71-73, 78-83, 88-93 or 97- 99 and must not equal null.	

Warnings

	IF	THEN
PP045	PERSON TYPE (P03) equals 1, 2, 9 or 77; RESTRAINT SYSTEM USE (P15) equals 1-3, 8, 37, 38, 40, 97, 98 or 99 and BODY TYPE (V05) is not equal to 80-89	EJECTION (P06) should equal 0.
PV068	RESTRAINT SYSTEM USE (P15) equals 41-43	BODY TYPE (V05) should equal 80-90.
PV166	SEATING POSITION (P04) equals 31-49	BODY TYPE (V05) should not equal 01, 02, 03, 04 or 05.
VA102	BODY TYPE (V05) equals 50	SCHOOL BUS RELATED (A21) should equal 1.
VP192	If SEATING POSITION (P04) equals 55 and BODY TYPE (V05) does not equal 01, 06 or 30-39	EJECTION (P06) should equal 0.
VV030	VEHICLE TRAILING (V13) equal 1	BODY TYPE (V05) should not equal 50-58, 80-89, 90 or 91.
VV032	BODY TYPE (V05) equals 01-05, 07-09, 17 or 97	NUMBER OF OCCUPANTS CODED (V10) should not be greater than 8.

Appendix A**GES Edit Checks**

VV032A	BODY TYPE (V05) equals 01-05, 07-09, 17 or 97	NUMBER OF OCCUPANTS (V10B) should not be greater than 8.
VV033	BODY TYPE (V05) equals 12	NUMBER OF OCCUPANTS CODED (V10) should not be greater than 15.
VV033A	BODY TYPE (V05) equals 12	NUMBER OF OCCUPANTS (V10B) should not be > 15.
VV034	BODY TYPE (V05) equals 06, 14-15, 42 or 60-79	NUMBER OF OCCUPANTS CODED (V10) should not be greater than 12.
VV034A	BODY TYPE (V05) equals 06, 14-15, 42 or 60-79	NUMBER OF OCCUPANTS (V10B) should not be > 12.
VV036	BODY TYPE (V05) equals 80-89 or 91	NUMBER OF OCCUPANTS CODED (V10) should not be greater than 2.
VV036A	BODY TYPE (V05) equals 80-89 or 91	NUMBER OF OCCUPANTS (V10B) should not be > 2.
VV037	BODY TYPE (V05) equals 90	NUMBER OF OCCUPANTS CODED (V10) should not be greater than 6.
VV037A	BODY TYPE (V05) equals 90	NUMBER OF OCCUPANTS (V10B) should not be greater than 6.
VV076	BODY TYPE (V05) equals 66	VEHICLE TRAILING (V13) should not equal 0.
VV084	BODY TYPE (V05) equals 50	SPECIAL USE (V08) should equal 02.
VV109	BODY TYPE (V05) equals 50-64, 66-72, 78 or 79	MOTOR CARRIER IDENTIFICATION NUMBER (V31) should not equal 0 (Oracle value 000000).
VV300E	VIN (V07) passes the check digit test	BODY TYPE (V05) should not equal 9, 19, 29, 39, 49, 59, 79, 89, 98 or 99 and Model Year (V06) should not equal 9999.

Post Entry

	IF	THEN
AV236	SCHOOL BUS RELATED (A21) equals 1	at least one BODY TYPE (V05) or PARKED/WORKING VEHICLE BODY TYPE (PV05) should equal 21 or 50.

PV188A	no BODY TYPE (V05) equals 60-79 and INJURY SEVERITY (P09) equals 4 for at least one occupant of a vehicle where BODY TYPE (V05) equals 1-49 and VEHICLE REMOVAL (V19) equals 2	STRATUM (A23) should equal 1.
PV188R	at least one BODY TYPE (V05) equals 60-79, the crash does not qualify for category 1 stratum L, category 1 stratum M or category 1 stratum N and there is at least one vehicle where VEHICLE REMOVAL (V19) equals 2 or one person where INJURY SEVERITY (P09) equals 1-5	STRATUM (A23) should equal 2.
PV188S	no BODY TYPE (V05) equals 60-79, the crash does not qualify for category 1 stratum L, category 1 stratum M, category 1 stratum N or category 2 and there is at least one person where INJURY SEVERITY (P09) equals 2-4	STRATUM (A23) should equal 3.
PV188T	the crash does not qualify for category 1 stratum L, category 1 stratum M, category 1 stratum N, category 2 or category 3	STRATUM (A23) should equal 4.
VP224	BODY TYPE (V05) equals 80-91 and PERSON TYPE (P03) equals 1, 2, 3, 9 or 77	RESTRAINT SYSTEM USE (P15) must equal 41-43, 97 or 99.
VV116A	ROLLOVER (V30) equals 1, 2 or 9 and BODY TYPE (V05) does not equal 80-89	at least one HARMFUL EVENT (A06) must equal 01.

V06 VEHICLE MODEL YEARErrors

	IF	THEN
VV300A	VEHICLE MODEL YEAR (V06) is greater than 1980 and all 17 characters of the VIN (V07) are present	the VEHICLE MODEL YEAR (V06) must match the 10 th character of the VIN (V07).
VV300G	VIN (V07) passes the check digit test	VEHICLE MODEL YEAR (V06) must be greater than or equal to 1981.
V06-RANGE	VEHICLE MODEL YEAR (V06) must not equal Oracle value 9999 and must not be greater than the crash year plus 1.	

Warnings

	IF	THEN
VV300A	VEHICLE MODEL YEAR (V06) is greater than 1980	the VEHICLE MODEL YEAR (V06) should match the 10 th character of the VIN (V07).
VV300D	VEHICLE MODEL YEAR (V06) is greater than 1980 and all 17 characters of the VIN (V07) are present	VIN (V07) should pass the check digit test.
VV300E	VIN (V07) passes the check digit test	BODY TYPE (V05) should not equal 9, 19, 29, 39, 49, 59, 79, 89, 98 or 99 and Model Year (V06) should not equal 9999.
VV300R	VEHICLE MODEL YEAR (V06) is greater than 1980	VIN (V07) should contain 17 characters.

V13 VEHICLE TRAILINGErrors

	IF	THEN
AV106	HARMFUL EVENT (A06) equals 05	VEHICLE TRAILING (V13) for the involved vehicle must not equal 0, 6 or 9.
PV006	SEATING POSITION (P04) equals 54	VEHICLE TRAILING (V13) must not equal 0.
VV005	JACKKNIFE (V14) equals 1	VEHICLE TRAILING (V13) must not equal 0, 6 or 9.
VV153	BODY TYPE (V05) equals 66 and VEHICLE TRAILING (V13) equals 0	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must equal 0000.
VV156	BODY TYPE (V05) equals 66 and VEHICLE TRAILING (V13) equals 0	HAZARDOUS MATERIALS RELEASE (V36) must equal 0.
VV160	BODY TYPE (V05) equals 66 and VEHICLE TRAILING (V13) equals 0	HAZARDOUS MATERIALS PLACARD (V34) must equal 0.
VV174	VEHICLE TRAILING (V13) equals 0 and BODY TYPE (V05) equals 66	CARGO BODY TYPE (V33) must equal 96.
VV185A	CARGO BODY TYPE (V33) equals 96 and BODY TYPE (V05) equals 66	VEHICLE TRAILING (V13) must equal 0.

Warnings

	IF	THEN
VV030	VEHICLE TRAILING (V13) equals 1	BODY TYPE (V05) should not equal 50-58, 80-89, 90 or 91.
VV076	BODY TYPE (V05) equals 66	VEHICLE TRAILING (V13) should not equal 0.

V14 JACKKNIFEErrors

	IF	THEN
VV005	JACKKNIFE (V14) equals 1	VEHICLE TRAILING (V13) must not equal 0, 6 or 9.
VV008	JACKKNIFE (V14) equals 1	TRAVEL SPEED (V11) must not equal 0.
VV026	JACKKNIFE (V14) equals 1	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must not equal 4-5, 7-9 or 13.
VV193	JACKKNIFE (V14) equals 1	DRIVER PRESENCE (D01) must not equal 0.

Post Entry

	IF	THEN
AV105	HARMFUL EVENT (A06) equals 05	JACKKNIFE (V14) for the involved vehicle must equal 1.

V38 AREAS OF IMPACT-MOST DAMAGEDErrors

	IF	THEN
V38-RANGE-1		AREAS OF IMPACT-MOST DAMAGED (V38) must equal 20-34, 38, 61-63, 81-83, 97 or 99.

V39 BUS USE

Errors

	IF	THEN
V39-RANGE-1		BUS USE (V39) must equal 0, 1, 4-8, 97 or 99.

V41 TRAFFICWAY DESCRIPTION

Errors

	IF	THEN
AA008	RELATION TO TRAFFICWAY (A10) equals 3 and the FHE involves 2 in-transport motor vehicles	TRAFFICWAY DESCRIPTION (V41) must equal 2 or 3 for at least one vehicle involved in the first harmful event.
AA008A	RELATION TO TRAFFICWAY (A10) equals 9	TRAFFICWAY DESCRIPTION (V41) must equal 5 for at least one vehicle involved in the first harmful event.
AA052	TRAFFICWAY DESCRIPTION (V41) equals 0	TOTAL LANES IN ROADWAY (A12) must equal 0.
AA053	TOTAL LANES IN ROADWAY (A12) equals 0	ROADWAY ALIGNMENT (A13) must equal 0.
AA054	ROADWAY ALIGNMENT (A13) equals 0	ROADWAY GRADE (A14) must equal 0.
AA055	ROADWAY GRADE (A14) equals 0	ROADWAY SURFACE CONDITIONS (A15) must equal 0.
AA056	ROADWAY SURFACE CONDITIONS (A15) equals 0	TRAFFICWAY DESCRIPTION (V41) must equal 0.
AA058	TRAFFICWAY DESCRIPTION (V41) equals 0	SPEED LIMIT (A18) must equal 0.
V41-RANGE		TRAFFICWAYDESCRIPTION (V41) must equal 0-6 or 8-9.

Warnings

	IF	THEN
AA008B	RELATION TO TRAFFICWAY (A10) equals 3 and the FHE involves 1 and only 1 in-transport motor vehicle	TRAFFICWAY DESCRIPTION (V41) should equal 2 or 3.
AA019	INTERSTATE HIGHWAY (A08) equals 1, RELATION TO JUNCTION-NON-INTERCHANGE VERSUS INTERCHANGE (A09A) equals 1 and RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) is not equal to 5	TRAFFICWAY DESCRIPTION (V41) should not equal 4.
AA027	TRAFFICWAY DESCRIPTION	NUMBER OF TRAVEL LANES

	(V41) equals 1-3 or 5	(A12) should not equal 1.
AA102	NUMBER OF TRAVEL LANES (A12) equals 7	TRAFFICWAY DESCRIPTION (V41) should not equal 2 or 3.
VA138	CRASH TYPE (V23) equals 06-10 and TRAFFICWAY DESCRIPTION (V41) equals 2 or 3	RELATION TO TRAFFICWAY (A10) should equal 3.

A12 NUMBER OF TRAVEL LANES

Consistency Checks:

Errors

	IF	THEN
AA052	TRAFFICWAY DESCRIPTION (V41) equals 0	TOTAL LANES IN ROADWAY (A12) must equal 0.
AA053	TOTAL LANES IN ROADWAY (A12) equals 0	ROADWAY ALIGNMENT (A13) must equal 0.
A12-RANGE	NUMBER OF TRAVEL LANES (A12) must equal 0, 1, 2, 3, 4, 5, 6, 7, 8 or 9.	

Warnings

	IF	THEN
AA018	INTERSTATE HIGHWAY (A08) equals 1, RELATION TO JUNCTION-NON-INTERCHANGE VERSUS INTERCHANGE (A09A) equals 1 and RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) is not equal to 5	NUMBER OF TRAVEL LANES (A12) should not equal 1.
AA027	TRAFFICWAY DESCRIPTION (V41) equals 1-3 or 5	NUMBER OF TRAVEL LANES (A12) should not equal 1.
AA102	NUMBER OF TRAVEL LANES (A12) equals 7	TRAFFICWAY FLOW (V41) should not equal 2 or 3.
VA183	PRE-IMPACT LOCATION (V29) equals 02	NUMBER OF TRAVEL LANES (A12) should not equal 1.

A13 ROADWAY ALIGNMENTErrors

	IF	THEN
AA053	TOTAL LANES IN ROADWAY (A12) equals 0	ROADWAY ALIGNMENT (A13) must equal 0.
AA054	ROADWAY ALIGNMENT (A13) equals 0	ROADWAY GRADE (A14) must equal 0.
VA090	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 14	ROADWAY ALIGNMENT (A13) must equal 2, 3 or 4.
A13-RANGE		ROADWAY ALIGNMENT (A13) must equal 0-4, 8 or 9.

A14 ROADWAY GRADEErrors

	IF	THEN
AA054	ROADWAY ALIGNMENT (A13) equals 0	ROADWAY GRADE (A14) must equal 0.
AA055	ROADWAY GRADE (A14) equals 0	ROADWAY SURFACE CONDITIONS (A15) must equal 0.
A14-RANGE	ROADWAY GRADE (A14) must equal 0- 6, 8 or 9.	

A15 ROADWAY SURFACE CONDITION

Errors

	IF	THEN
AA055	ROADWAY GRADE (A14) equals 0	ROADWAY SURFACE CONDITIONS (A15) must equal 0.
AA056	ROADWAY SURFACE CONDITIONS (A15) equals 0	TRAFFICWAY DESCRIPTION (V41) must equal 0.
A15-RANGE	ROADWAY SURFACE CONDITION (A15) must equal 0-8, 10, 11, 98 or 99.	

Warnings

	IF	THEN
AA028	ATMOSPHERIC CONDITIONS (A20) equals 2-4 or 11	ROADWAY SURFACE CONDITIONS (A15) should not equal 1, 5, 8, 11, 98 or 99.
AA035	DATE-MM (A01) equals 05-09	ROADWAY SURFACE CONDITIONS (A15) should not equal 3, 4 or 10.
AA084	ROADWAY SURFACE CONDITIONS (A15) equals 1	ATMOSPHERIC CONDITIONS (A20) should not equal 2, 3, 4 or 11.
AD091	ROADWAY SURFACE CONDITION (A15) equals 1	DRIVER'S VISION OBSCURED BY (D04) should not equal 08.

A18 SPEED LIMITErrors

	IF	THEN
AA058	TRAFFICWAY DESCRIPTION (V41) equals 0	SPEED LIMIT (A18) must equal 0.
VA245A	SPEED LIMIT (A18) must equal 0-75, 98 or 99 and be in 5 mile per hour increments.	
A18-RANGE	SPEED LIMIT (A18) must not equal Oracle values -1 or null.	

Warnings

	IF	THEN
AA022	INTERSTATE HIGHWAY (A08) equals 1, RELATION TO JUNCTION-NON-INTERCHANGE VERSUS INTERCHANGE (A09A) equals 1 and RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) is not equal to 5	SPEED LIMIT (A18) should not equal 01-40.

V02 HIT AND RUNErrors

	IF	THEN
VP208	HIT AND RUN (V02) equals 1 and VEHICLE REMOVAL (V19) equals 1 and BODY TYPE (V05) is not equal to 80-89	EJECTION (P06) must equal 0.
VV197	VIOLATIONS CHARGED (D02) equals 7 or 8	HIT AND RUN (V02) must equal 1.
VV202	HIT-AND-RUN (V02) equals 1	DRIVER PRESENCE (D01) must equal 1.
V02-RANGE	HIT AND RUN (V02) must equal 0, 1, 7 or 9.	

Warnings

	IF	THEN
VP234A	HIT AND RUN (V02) equals 1 and PERSON TYPE (P03) equals 1	TRANSPORTED TO MEDICAL FACILITY BY (P10) should equal 0.
VV073A	HIT AND RUN (V02) equals 1 and VEHICLE REMOVAL (V19) equals 1	CONTRIBUTING FACTORS, MOTOR VEHICLE (V12) should not equal 0.

V08 SPECIAL USEErrors

	IF	THEN
VV003	SPECIAL USE (V08) equals 01	BODY TYPE (V05) must equal 02-09, 12, 17, 20-29 or 49.
VV006	SPECIAL USE (V08) equals 02	BODY TYPE (V05) must equal 14-16, 19, 20, 21, 28-29, 45, 48-49, 50, 51, 52, 58 or 59.
VV009	BODY TYPE (V05) equals 80-89	SPECIAL USE (V08) must not equal 01-03, 06 or 07.
VV010	SPECIAL USE (V08) equals 03	BODY TYPE (V05) must equal 14-16, 19, 20, 21, 28-29, 45, 48, 49, 50-59, 98 or 99.
VV025	SPECIAL USE (V08) equals 06	BODY TYPE (V05) must equal 09, 11, 12, 14-16, 19, 20-21, 28-29, 40-41, 48-49, 60, 61, 62, 63, 68, 79, 97, 98 or 99.
VV085	BODY TYPE (V05) equals 51,52 or 58	SPECIAL USE (V08) must not equal 00.
VV086	BODY TYPE (V05) equals 59	SPECIAL USE (V08) must equal 98 or 99.
VV087	EMERGENCY USE (V09) equals 1	SPECIAL USE (V08) must equal 04-08.
VV221	BODY TYPE (V05) equals 60-63, 66, 67, 68, 71, 72, 78 or 79 and SPECIAL USE (V08) equals 07	CARGO BODY TYPE (V33) must equal 96.
V08-Range	SPECIAL USE (V08) must equal 0, 1, 2, 3, 4, 5, 6, 7, 8, 77 or 99 and must not equal null.	

Warnings

	IF	THEN
VV048	UNLIKELY: SPECIAL USE (V08) is equal to 02, 03, 04 or 06.	
VV084	BODY TYPE (V05) equals 50	SPECIAL USE (V08) should equal 02.
VV241	SPECIAL USE (V08) equals 01	NUMBER OF OCCUPANTS CODED (V10) should be greater than 01.
VV241A	SPECIAL USE (V08) equals 01	NUMBER OF OCCUPANTS (V10B) should be greater than 01.

Post Entry

	IF	THEN
AV210	SCHOOL BUS RELATED (A21) equals 1	at least one SPECIAL USE (V08) or PARKED/WORKING VEHICLE SPECIAL USE (PV08) should equal 02.
VA002	SPECIAL USE (V08) for any vehicle equals 02	SCHOOL BUS RELATED (A21) must equal 1.

V09 EMERGENCY USEErrors

	IF	THEN
VV087	EMERGENCY USE (V09) equals 1	SPECIAL USE (V08) must equal 04-08.
V09-RANGE	EMERGENCY USE (V09) must equal 0, 1, 7 or 9.	

Post Entry

	IF	THEN
AV041A	CRASH TYPE-PEDESTRIAN (PB30) equals 240	at least one EMERGENCY USE (V09) should equal 1.

V11 TRAVEL SPEEDErrors

	IF	THEN
V11-RANGE	TRAVEL SPEED (V11) must equal 0 -140, 998 or 999	
VV008	JACKKNIFE (V14) equals 1	TRAVEL SPEED (V11) must not equal 0.
VV051	CRASH TYPE (V23) equals 21, 22 or 23	TRAVEL SPEED (V11) must equal 0.
VV255	TRAVEL SPEED (V11) equals 00 and DRIVER PRESENCE (D01) not equal to 0 or 9	SPEED RELATED (D09) must equal 0.

Warnings

	IF	THEN
VV118	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 05 or 07	TRAVEL SPEED (V11) should equal 00.

Post Entry

	IF	THEN
AV011	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) is not equal to 02, 10, 11, 13, 21, 22, 90, 91, 92, 27, 28 or 49	TRAVEL SPEED (V11) should not equal 00.
AV011A	HARMFUL EVENT (A06) equals 90, 91 or 92 and EVENT NUMBER (E01) equals 1	TRAVEL SPEED (V11) should not equal 00 for both vehicles.
AV019	NUMBER OF MOTOR VEHICLES (A03) is greater than 01	there should be at least one vehicle with TRAVEL SPEED (V11) > 00 or not reported/unknown.

V16 FIRE OCCURRENCEPost Entry

	IF	THEN
AV009	a vehicle is involved in an event where HARMFUL EVENT (A06) equals 2	FIRE OCCURRENCE (V16) must equal 1.
AV009A	FIRE OCCURRENCE (V16) equals 1	at least one HARMFUL EVENT (A06) must equal 2.
V16-RANGE	FIRE OCCURRENCE (V16) must equal 0 or 1.	

V18 EXTENT OF DAMAGEErrors

	IF	THEN
VV060A	EXTENT OF DAMAGE (V18) equals 6	VEHICLE REMOVAL (V19) must not equal 1.
VV061	VEHICLE REMOVAL (V19) equals 2	EXTENT OF DAMAGE (V18) must not equal 0, 2 or 4.
VV089	EXTENT OF DAMAGE (V18) equals 6	VEHICLE REMOVAL (V19) must not equal 3.

Warnings

	IF	THEN
VV059	EXTENT OF DAMAGE (V18) equals 6	VEHICLE REMOVAL (V19) should equal 2.

V19 VEHICLE REMOVALErrors

	IF	THEN
AV062A	all HARMFUL EVENTS (A06) for a vehicle equal 2, 3, 4, 11 or 13	VEHICLE REMOVAL (V19) must not equal 2.
VV060A	EXTENT OF DAMAGE (V18) equals 6	VEHICLE REMOVAL (V19) must not equal 1.
VV061	VEHICLE REMOVAL (V19) equals 2	EXTENT OF DAMAGE (V18) must not equal 0, 2 or 4.
VP208	HIT AND RUN (V02) equals 1 and VEHICLE REMOVAL (V19) equals 1 and BODY TYPE (V05) is not equal to 80-89	EJECTION (P06) must equal 0.
VV089	EXTENT OF DAMAGE (V18) equals 6	VEHICLE REMOVAL (V19) must not equal 3.

Warnings

	IF	THEN
AV062	at least one HARMFUL EVENT (A06) for a vehicle equals 21, 22, 27 or 49 and all other HARMFUL EVENTS (A06) for the vehicle equal 2, 3, 4, 11, 13, 21, 22, 27 or 49	VEHICLE REMOVAL (V19) should not equal 2.
VV059	EXTENT OF DAMAGE (V18) equals 6	VEHICLE REMOVAL (V19) should equal 2.
VV073A	HIT AND RUN (V02) equals 1 and VEHICLE REMOVAL (V19) equals 1	CONTRIBUTING FACTORS, MOTOR VEHICLE (V12) should not equal 0.

Post Entry

	IF	THEN
PV188A	no BODY TYPE (V05) equals 60-79 and INJURY SEVERITY (P09) equals 4 for at least one occupant of a vehicle where BODY TYPE (V05) equals 1-49 and VEHICLE REMOVAL (V19) equals 2	STRATUM (A23) should equal 1.

PV188R	at least one BODY TYPE (V05) equals 60-79, the crash does not qualify for category 1 stratum L, category 1 stratum M or category 1 stratum N and there is at least one vehicle where VEHICLE REMOVAL (V19) equals 2 or one person where INJURY SEVERITY (P09) equals 1-5	STRATUM (A23) should equal 2.
PV188S	no BODY TYPE (V05) equals 60-79, the crash does not qualify for category 1 stratum L, category 1 stratum M, category 1 stratum N or category 2 and there is at least one person where INJURY SEVERITY (P09) equals 2-4	STRATUM (A23) should equal 3.
PV188T	the crash does not qualify for category 1 stratum L, category 1 stratum M, category 1 stratum N, category 2 or category 3	STRATUM (A23) should equal 4.

V20/V20A MOST HARMFUL EVENT / MOST HARMFUL EVENT NUMBERErrors

	IF	THEN
PV103	EJECTION (P06) equals 1, 2 or 3	this person's vehicle's MOST HARMFUL EVENT (V20) must not equal 06.
V20A-RANGE	there must be an event involving this vehicle where MOST HARMFUL EVENT NUMBER (V20A) equals EVENT NUMBER (E01).	

V21 MOVEMENT PRIOR TO CRITICAL EVENT (PRECRASH 1)

Errors

	IF	THEN
AV022A	CRASH TYPE-PEDESTRIAN (PB30) for a person involved in the first harmful event equals 211-214 or 219 and EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 21	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 8, 9, 13 or 97. See note under AA038A.
VA090	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 14	ROADWAY ALIGNMENT (A13) must equal 2, 3 or 4.
VV026	JACKKNIFE (V14) equals 1	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must not equal 4-5, 7-9 or 13.
VV094	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 10	CRASH TYPE (V23) must not equal 44-67, 68, 69, 71, 72, 73, 76, 77, 79, 81, 82, 83, 86-91 or 92.
VV095	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 11	CRASH TYPE (V23) must not equal 44-67, 69, 70, 71, 73, 77, 78, 79, 80, 81, 83, 86-91 or 92.
VV213	DRIVER MANEUVERED TO AVOID (D06) equals 00	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must not equal 17.
VV231	DRIVER PRESENCE (D01) equals 0	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 00.
VV232	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 00	ATTEMPTED AVOIDANCE MANEUVER (V27) must equal 00.
VV232A	ATTEMPTED AVOIDANCE MANEUVER (V27) equals 00.	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 00.
VV233	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 00	PRE-IMPACT STABILITY (V28) must equal 00.
VV233A	PRE-IMPACT STABILITY (V28) equals 00	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 00
VV235	PRE-IMPACT LOCATION (V29) equals 00	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 00.
VV235A	MOVEMENT PRIOR TO	PRE-IMPACT LOCATION (V29)

	CRITICAL EVENT (V21) equals 00	must equal 00.
VV236	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 00	DRIVER PRESENCE (D01) must equal 0.
VV243A	CRASH TYPE (V23) equals 46 or 47 and ATTEMPTED AVOIDANCE MANEUVER (V27) equals 01 or 99	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must not equal 01.
VV250	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 0	SPEED RELATED (D09) must equal 8.

Warnings

	IF	THEN
AV071	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 21, 22 or 24 and MOVEMENT PRIOR TO CRITICAL EVENT (V21) is not equal to 0 or 13	CRASH TYPE (V23) should equal 13.
VA242	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 10 or 11 for a vehicle involved in the first harmful event	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) should not equal 1 or 18.
VV053	CRASH TYPE (V23) equals 68, 72, 76 or 82	MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 11 or 97.
VV054	CRASH TYPE (V23) equals 70, 78 or 80	MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 10 or 97.
VV055	CRASH TYPE (V23) equals 29, 30 or 31	MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 02.
VV063	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 12	CRASH TYPE (V23) should equal 98.
VV070	CRASH TYPE (V23) equals 46 or 47	MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 06, 15 or 16.
VV071	CRASH TYPE (V23) equals 92	MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 08, 09, 13, 97 or 99.
VV078	CRASH TYPE (V23) equals 25, 26, 27, 29, 30 or 31	MOVEMENT PRIOR TO CRITICAL EVENT (V21) should not equal 05

VV096	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 13	or 07. CRASH TYPE (V23) should equal 92 or 98.
VV118	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 05 or 07	TRAVEL SPEED (V11) should equal 00.
VV243	CRASH TYPE (V23) equals 46 or 47	MOVEMENT PRIOR TO CRITICAL EVENT (V21) should not equal 01.

Post Entry

	IF	THEN
AV030A	at least one CRASH TYPE-BICYCLE (PB30B) equals 600	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 8, 9, 13 or 97.
AV031A	at least one CRASH TYPE-BICYCLE (PB30B) equals 215	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 8 or 9.
AV032A	at least one CRASH TYPE-BICYCLE (PB30B) equals 111, 211 or 212	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 11 or 17.
AV033A	at least one CRASH TYPE-BICYCLE (PB30B) equals 112, 151, 213, 214, 217 or 218	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 10 or 17.
AV042A	at least one CRASH TYPE-PEDESTRIAN (PB30) equals 781, 782, 791, 792, 794, 795 or 799	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 10, 11, 12, 16, 97 or 99.
AV055A	at least one CRASH TYPE-BICYCLE (PB30B) equals 221-225	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 1.
AV134	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) equals 4 or 8	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) for the vehicles involved in the first harmful event should equal 10, 11, 13 or 97.
VP046A	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 13 and vehicle.vehicleid equals NON-MOTORIST STRIKING VEHICLE # (P22) and PERSON TYPE (P03) equals 5 or 8	at least one CRASH TYPE-PEDESTRIAN (PB30) should equal 211-214 or 219.

VP047A	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 10-12 or 16 and vehicle.vehicleid equals NON-MOTORIST STRIKING VEHICLE # (P22) and PERSON TYPE (P03) equals 5 or 8	at least one CRASH TYPE- PEDESTRIAN (PB30) should equal 460, 510, 781, 782, 791, 792, 794, 795 or 799.
VP056A	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 11 and vehicle.vehicleid equals NON-MOTORIST STRIKING VEHICLE # (P22) and PERSON TYPE (P03) equals 6 or 7	at least one CRASH TYPE- BICYCLE (PB30B) should equal 111, 210, 211 or 212.
VP057A	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 13 and vehicle.vehicleid equals NON-MOTORIST STRIKING VEHICLE # (P22) and PERSON TYPE (P03) equals 6 or 7	at least one CRASH TYPE- BICYCLE (PB30B) should equal 600.
VP136A	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 10 and vehicle.vehicleid equals NON-MOTORIST STRIKING VEHICLE # (P22) and PERSON TYPE (P03) equals 6 or 7	at least one CRASH TYPE- BICYCLE (PB30B) should equal 112, 151, 213, 214, 217 or 218.

V23 CRASH TYPE

Errors

	IF	THEN
AV020	The combination of CRASH TYPE (V23) codes is incorrect.	
AV020A	All Vehicles <u>not</u> involved in the FHE must be coded "98."	
AV132	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 02, 03, 04, 05, 07, 08, 10, 11, 12 or 13	CRASH TYPE (V23) must equal 00.
AV133	MANNER OF COLLISION (A07) equals 3	CRASH TYPE (V23) must equal 92, 93 or 98 for the two vehicles involved in the first harmful event.
AV215	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 01-05, 07, 08 or 10-13	CRASH TYPE (V23) must not equal 20-91.
AV225	MANNER OF COLLISION (A07) equals 2	CRASH TYPE (V23) must not equal 64-67 for the two vehicles involved in the first harmful event.
AV226	MANNER OF COLLISION (A07) equals 4	CRASH TYPE (V23) must not equal 20-43 or 50-53 for the two vehicles involved in the first harmful event.
VA015	CRASH TYPE (V23) equals 20-91	NUMBER OF MOTOR VEHICLES (A03) must be greater than 01.
VA081	CRASH TYPE (V23) equals 13 and EVENT NUMBER (E01) equals the event number of the first harmful event	HARMFUL EVENT (A06) must equal 21, 22, 24, 27 or 49.
VA086	CRASH TYPE (V23) equals 01-16 and EVENT NUMBER (E01) equals the event number of the first harmful event	HARMFUL EVENT (A06) must not equal 90, 91 or 92.
VA120	Only CRASH TYPE (V23) codes 01-16, 92, 98, 99, 00 can be used when the crash involves a single vehicle-NUMBER OF MOTOR VEHICLES (A03) equals 01.	
VA137	CRASH TYPE (V23) equals 00 and EVENT NUMBER (E01) equals the event number of the first harmful event	HARMFUL EVENT (A06) must equal 02, 03, 04, 05, 07, 08, 10, 11, 12 or 13.

VA139	CRASH TYPE (V23) equals 14	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) must not equal 2.
VA219	CRASH TYPE (V23) equals 20-91 and EVENT NUMBER (E01) equals the event number of the first harmful event	HARMFUL EVENT (A06) must equal 90, 91 or 92.
VV051	CRASH TYPE (V23) equals 21, 22 or 23	TRAVEL SPEED (V11) must equal 0.
VV065	CRASH TYPE (V23) equals 20, 24, 28, 34, 36, 38, 40, 50-54, 56, 58 or 60 and EVENT NUMBER (E01) equals the event number of the first harmful event	AREAS OF IMPACT (V24) must equal 32.
VV066	CRASH TYPE (V23) equals 21, 22, 23, 25, 26, 27, 29, 30, 31, 35, 37, 39 or 41 and EVENT NUMBER (E01) equals the event number of the first harmful event	AREAS OF IMPACT (V24) must equal 26.
VV094	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 10	CRASH TYPE (V23) must not equal 44-67, 68, 69, 71, 72, 73, 76, 77, 79, 81, 82, 83, 86-91 or 92.
VV095	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 11	CRASH TYPE (V23) must not equal 44-67, 69, 70, 71, 73, 77, 78, 79, 80, 81, 83, 86-91 or 92.
VV097A	CRASH TYPE (V23) equals 87 and EVENT NUMBER (E01) equals the event number of the first harmful event	AREAS OF IMPACT (V24) must equal 21-25 or 81-83.
VV098A	CRASH TYPE (V23) equals 89 and EVENT NUMBER (E01) equals the event number of the first harmful event	AREAS OF IMPACT (V24) must equal 27-31 or 61-63.
VV099A	CRASH TYPE (V23) equals 87 and EVENT NUMBER (E01) equals the event number of the first harmful event	AREAS OF IMPACT (V24) must not equal 26-34, 38, 61-63, 97 or 99.
VV100A	CRASH TYPE (V23) equals 89 and EVENT NUMBER (E01) equals the event number of the first harmful event	AREAS OF IMPACT (V24) must not equal 21-26, 32-34, 38, 81-83, 97, 99.
VV122	CRASH TYPE (V23) equals 03, 08, 38, 40, 58 or 60	ATTEMPTED AVOIDANCE MANEUVER (V27) must not equal 00 or 1.

VV182	CRITICAL EVENT (V26) equals 14 and ATTEMPTED AVOIDANCE MANEUVER (V27) equals 1	CRASH TYPE (V23) must equal 14.
VV191	DRIVER PRESENCE (D01) equals 0	CRASH TYPE (V23) must equal 00, 04, 09, 15, 32, 42, 48, 52, 62, 66, 74, 84, 90, 92, 93 or 98.
VV195	CRASH TYPE (V23) equals 34, 36, 38, 40, 54, 56, 58 or 60	DRIVER MANEUVERED TO AVOID (D06) must not equal 00.
VV226	ROLLOVER (V30) equals 2 and EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 1	CRASH TYPE (V23) must equal 1-10, 14, 15 or 98.
VV243A	CRASH TYPE (V23) equals 46 or 47 and ATTEMPTED AVOIDANCE MANEUVER (V27) equals 01 or 99	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must not equal 01.
VV245	CRASH TYPE (V23) equals 01 or 06	PRE-IMPACT STABILITY (V28) must not equal 02, 03, 04 or 07.

Warnings

	IF	THEN
AV070	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 29 or 30	CRASH TYPE (V23) should equal 01-11, 92, 98 or 99.
AV071	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 21, 22 or 24 and MOVEMENT PRIOR TO CRITICAL EVENT (V21) is not equal to 0 or 13	CRASH TYPE (V23) should equal 13.
AV072	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 28 or 58 and RELATION TO TRAFFICWAY (A10) equals 1 or 9	CRASH TYPE (V23) should equal 12 or 15.
AV097	RELATION TO TRAFFICWAY (A10) equals 3 and NUMBER OF MOTOR VEHICLES (A03) equals 01	CRASH TYPE (V23) should equal 06-10, 98 or 99.
AV203	MANNER OF COLLISION (A07) equals 5	CRASH TYPE (V23) should not equal 20-33.

AV204	MANNER OF COLLISION (A07) equals 5	CRASH TYPE (V23) should equal 44-49, 98 or 99.
AV205	MANNER OF COLLISION (A07) equals 6	CRASH TYPE (V23) should not equal 50-53.
AV206	MANNER OF COLLISION (A07) equals 6	CRASH TYPE (V23) should equal 64-67, 98 or 99.
AV223	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 01	CRASH TYPE (V23) should equal 1-10, 98 or 99.
AV243	MANNER OF COLLISION (A07) equals 1	CRASH TYPE (V23) should not equal 44-49.
VA014	CRASH TYPE (V23) equals 01-16	NUMBER OF MOTOR VEHICLES (A03) should equal 1.
VA082	CRASH TYPE (V23) equals 68-91	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) should not equal 1.
VA087	CRASH TYPE (V23) equals 99 and EVENT NUMBER (E01) equals the event number of the first harmful event	HARMFUL EVENT (A06) should equal 99.
VA094	CRASH TYPE (V23) equals 01-11 or 14	RELATION TO TRAFFICWAY (A10) should not equal 1 or 9.
VA138	CRASH TYPE (V23) equals 06-10 and TRAFFICWAY DESCRIPTION (V41) equals 2 or 3	RELATION TO TRAFFICWAY (A10) should equal 3.
VA140	CRASH TYPE (V23) equals 14	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) should equal 1, 3 or 18.
VA217	PRE-IMPACT LOCATION (V29) of a vehicle involved in the first harmful event equals 06	RELATION TO TRAFFICWAY (A10) should equal 1 or 9.
VA243	CRASH TYPE (V23) equals 12	RELATION TO TRAFFICWAY (A10) should equal 1 or 9.
VV053	CRASH TYPE (V23) equals 68, 72, 76 or 82	MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 11 or 97.
VV054	CRASH TYPE (V23) equals 70, 78 or 80	MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 10 or 97.
VV055	CRASH TYPE (V23) equals 29, 30 or 31	MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 02.

VV063	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 12	CRASH TYPE (V23) should equal 98.
VV070	CRASH TYPE (V23) equals 46 or 47	MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 06, 15 or 16.
VV071	CRASH TYPE (V23) equals 92	MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 07, 08, 13, 98 or 99.
VV078	CRASH TYPE (V23) equals 25, 26, 27, 29, 30 or 31	MOVEMENT PRIOR TO CRITICAL EVENT (V21) should not equal 04 or 06.
VV096	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 13	CRASH TYPE (V23) should equal 92 or 98.
VV175	CRASH TYPE (V23) equals 20-49 and ATTEMPTED AVOIDANCE MANEUVER (V27) equals 00 or 1	CRITICAL EVENT (V26) should not equal 12-14, 54, 66-68, 71-73 or 80-85.
VV176	CRASH TYPE (V23) equals 50-67 and ATTEMPTED AVOIDANCE MANEUVER (V27) equals 00 or 1	CRITICAL EVENT (V26) should not equal 12-14, 51-53, 60, 61, 65, 66, 70, 71, 80-85 or 87-92.
VV237	CRITICAL EVENT (V26) equals 91 and ATTEMPTED AVOIDANCE MANEUVER (V27) equals 00 or 1	CRASH TYPE (V23) should equal 15.
VV238	CRITICAL EVENT (V26) equals 90, ATTEMPTED AVOIDANCE MANEUVER (V27) equals 01 and the vehicle is involved in the first harmful event	CRASH TYPE (V23) should equal 12 or 15.
VV240	CRASH TYPE (V23) equals 00	CRITICAL EVENT (V26) should equal 98.
VV242	PRE-IMPACT STABILITY (V28) equals 01	CRASH TYPE (V23) should not equal 02, 07, 34, 36, 54 or 56.
VV243	CRASH TYPE (V23) equals 46 or 47	MOVEMENT PRIOR TO CRITICAL EVENT (V21) should not equal 01.
VV247	ROLLOVER (V30) equals 2 and the vehicle is involved in the first harmful event	CRASH TYPE (V23) should equal 01-10, 14, 98 or 99.

A16 TRAFFIC CONTROL DEVICE

Errors

	IF	THEN
AA040A	CRASH TYPE-PEDESTRIAN (PB30) equals 730	TRAFFIC CONTROL DEVICE (A16) for the striking vehicle must equal 1-3.
AA045A	CRASH TYPE-BICYCLE (PB30B) equals 141, 143, 151-158, 217 or 218	TRAFFIC CONTROL DEVICE (A16) for the striking vehicle must not equal 00.
AA045B	CRASH TYPE-BICYCLE (PB30B) equals 142,144, 151-158, 217 or 218	TRAFFIC CONTROL DEVICE-CYCLIST (MB_A16) must not equal 00.
AA046A	CRASH TYPE-BICYCLE (PB30B) equals 151, 156, 157, 217 or 218	TRAFFIC CONTROL DEVICE (A16) for the striking vehicle must equal 1-4.
AA046B	CRASH TYPE-BICYCLE (PB30B) equals 151, 156, 157, 217 or 218	TRAFFIC CONTROL DEVICE-CYCLIST (MB_A16) must equal 1-4.
AA048A	CRASH TYPE-BICYCLE (PB30B) equals 143 or 154	TRAFFIC CONTROL DEVICE (A16) for the striking vehicle must equal 1-4, 21, 22, 28 or 29.
AA048B	CRASH TYPE-BICYCLE (PB30B) equals 144 or 155	TRAFFIC CONTROL DEVICE-CYCLIST (MB_A16) must equal 1-4, 21, 22, 28 or 29.
VV400	Traffic Control Devices (A16) equals 0	Device Functioning (A17) must equal 0
VV401	Device Functioning (A17) equals 0	Traffic Control Devices (A16) must equal 0
A16-RANGE_A		TRAFFIC CONTROL DEVICE (A16) must equal 0-5, 8, 9, 21-23, 28, 29, 44, 51, 63, 97-99 and must not equal null.

Warnings

	IF	THEN
AA021	INTERSTATE HIGHWAY (A08) equals 1	TRAFFIC CONTROL DEVICE (A16) should not equal 1-3, 21, 23 or 63.
AA026	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) equals 6	TRAFFIC CONTROL DEVICE (A16) should equal 63.

AA049A	CRASH TYPE-BICYCLE (PB30B) equals 160	TRAFFIC CONTROL DEVICE (A16) for the striking vehicle should equal 0.
AA049B	CRASH TYPE-BICYCLE (PB30B) equals 160	TRAFFIC CONTROL DEVICE – CYCLIST (MB_A16) should equal 0.
AA085	TRAFFIC CONTROL DEVICE (A16) equals 21 or 22	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) should not equal 1 or 18.
AA096	If TRAFFIC CONTROL DEVICE (A16) equals 63	RELATION TO JUNCTION (A09) should equal 6.
AA097	WORK ZONE (A25) equals 1, 2, 3 or 4	TRAFFIC CONTROL DEVICE (A16) should not equal 00.

Post Entry

	IF	THEN
DA123A	VIOLATIONS CHARGED (D02) equals 31, 32, 33, 34, 35 or 37	TRAFFIC CONTROL DEVICE (A16) must equal 1-4, 8, 9 or 21.
AP054A	TRAFFIC CONTROL DEVICE (V_A16) for the striking vehicle or TRAFFIC CONTROL DEVICE – CYCLIST (MB_A16) equals 1, 2, 3, 4, 8, 9, 21 or 22	CRASH TYPE-BICYCLE (PB30B) should equal 141, 142, 143, 144, 147, 148, 151, 152, 153, 154, 155, 156, 157, 159, 217 or 218.

A17 TRAFFIC CONTROL DEVICE FUNCTIONINGErrors

	IF	THEN
VV400	Traffic Control Devices (A16) equals 0	Device Functioning (A17) must equal 0
VV401	Device Functioning (A17) equals 0	Traffic Control Devices (A16) must equal 0
A17-RANGE-1	Device Functioning (A17) must equal 0, 1, 2, 3, 8 or 9.	

V12 CONTRIBUTING FACTORS, MOTOR VEHICLEErrors

	IF	THEN
VV124	CRITICAL EVENT (V26) equals 1, 2, 3 or 4	CONTRIBUTING FACTORS, MOTOR VEHICLE (V12) must not equal 00.
V12-MULTIPLE RESPONSE	CONTRIBUTING FACTORS, MOTOR VEHICLE (V12) equals 00	no other vehicle contributing factor must be coded for this vehicle
V12-MULTIPLE RESPONSE	CONTRIBUTING FACTORS, MOTOR VEHICLE (V12) equals 97	no other vehicle contributing factor must be coded for this vehicle
V12-MULTIPLE RESPONSE	CONTRIBUTING FACTORS, MOTOR VEHICLE (V12) equals 99	no other vehicle contributing factor must be coded for this vehicle
V12-MULTIPLE RESPONSE	each CONTRIBUTING FACTORS, MOTOR VEHICLE (V12) element value must be coded only once per vehicle.	
V12-RANGE	CONTRIBUTING FACTORS, MOTOR VEHICLE (V12) must equal 0-17 or 97-99 and must not equal null.	

Warnings

	IF	THEN
VV073A	HIT AND RUN (V02) equals 1 and VEHICLE REMOVAL (V19) equals 1	CONTRIBUTING FACTORS, MOTOR VEHICLE (V12) should not equal 0.

V26 CRITICAL EVENT - PRECRASH 2 (EVENT)Errors

	IF	THEN
VA189A	CRITICAL EVENT (V26) equals 65-68 or 70-73 for a vehicle involved in the first harmful event	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) must not equal 1 or 18.
VA191	HARMFUL EVENT (A06) equals 02 or 04 for all harmful events involving this vehicle	CRITICAL EVENT (V26) must equal 98.
VV124	CRITICAL EVENT (V26) equals 1, 2, 3 or 4	CONTRIBUTING FACTORS, MOTOR VEHICLE (V12) must not equal 00.
VV182	CRITICAL EVENT (V26) equals 14 and ATTEMPTED AVOIDANCE MANEUVER (V27) equals 1	CRASH TYPE (V23) must equal 14.
V26-RANGE	CRITICAL EVENT (V26) must equal one of the following values: 1-6, 8-19, 50-56, 59-68, 70-74, 78, 80-85, 87-92, 98 or 99. CRITICAL EVENT (V26) must not equal null.	

Warnings

	IF	THEN
AV184	NUMBER OF MOTOR VEHICLES (A03) equals 01 and RELATION TO TRAFFICWAY (A10) equals 2, 4, 6, 7 or 8 and ATTEMPTED AVOIDANCE MANEUVER (V27) equals 00 or 01	CRITICAL EVENT (V26) should equal 1-6, 8, 9, 10, 11, 12, 13, 14 or 19.
VA190A	CRITICAL EVENT (V26) equals 70-73 for a vehicle involved in the first harmful event	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) should equal 4 or 8.
VV175	CRASH TYPE (V23) equals 20-49 and ATTEMPTED AVOIDANCE MANEUVER (V27) equals 00 or 1	CRITICAL EVENT (V26) should not equal 12-14, 54, 66-68, 71-73 or 80-85.
VV176	CRASH TYPE (V23) equals 50-67 and ATTEMPTED AVOIDANCE MANEUVER (V27) equals 00 or 1	CRITICAL EVENT (V26) should not equal 12-14, 51-53, 60, 61, 65, 66, 70, 71, 80-85 or 87-92.
VV211	DRIVER MANEUVERED TO AVOID (D06) equals 03	CRITICAL EVENT (V26) should equal 87-89.

VV212	DRIVER MANEUVERED TO AVOID (D06) equals 05	CRITICAL EVENT (V26) should equal 80-85.
VV214	DRIVER MANEUVERED TO AVOID (D06) equals 04	CRITICAL EVENT (V26) should equal 50-56, 59-68, 70-74 or 78.
VV215	DRIVER MANEUVERED TO AVOID (D06) equals 01	CRITICAL EVENT (V26) should equal 90-92.
VV224	CRITICAL EVENT (V26) equals 53	AREAS OF IMPACT (V24) for the vehicle's first harmful event should not equal 32.
VV225	CRITICAL EVENT (V26) equals 51 or 52	AREAS OF IMPACT (V24) for the vehicle's first harmful event should not equal 26.
VV237	CRITICAL EVENT (V26) equals 91 and ATTEMPTED AVOIDANCE MANEUVER (V27) equals 00 or 1	CRASH TYPE (V23) should equal 15.
VV238	CRITICAL EVENT (V26) equals 90, ATTEMPTED AVOIDANCE MANEUVER (V27) equals 01 and the vehicle is involved in the first harmful event	CRASH TYPE (V23) should equal 12 or 15.
VV240	CRASH TYPE (V23) equals 00	CRITICAL EVENT (V26) should equal 98.
VV251	CRITICAL EVENT (V26) equals 6	SPEED RELATED (D09) should equal 1.

V27 ATTEMPTED AVOIDANCE MANEUVERErrors

	IF	THEN
VV122	CRASH TYPE (V23) equals 03, 08, 38, 40, 58 or 60	ATTEMPTED AVOIDANCE MANEUVER (V27) must not equal 00 or 1.
VV134	PRE-IMPACT LOCATION (V29) equals 00	ATTEMPTED AVOIDANCE MANEUVER (V27) must equal 00.
VV134A	ATTEMPTED AVOIDANCE MANEUVER (V27) equals 00	PRE-IMPACT LOCATION (V29) must equal 00.
VV182	CRITICAL EVENT (V26) equals 14 and ATTEMPTED AVOIDANCE MANEUVER (V27) equals 1	CRASH TYPE (V23) must equal 14.
VV231A	ATTEMPTED AVOIDANCE MANEUVER (V27) equals 0	DRIVER PRESENCE (D01) must equal 0.
VV232	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 00	ATTEMPTED AVOIDANCE MANEUVER (V27) must equal 00.
VV232A	ATTEMPTED AVOIDANCE MANEUVER (V27) equals 00.	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 00.
VV243A	CRASH TYPE (V23) equals 46 or 47 and ATTEMPTED AVOIDANCE MANEUVER (V27) equals 01 or 99	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must not equal 01.
V27-RANGE	ATTEMPTED AVOIDANCE MANEUVER (V27) must equal 0-12, 98 or 99 and must not equal null.	
V27-MULTIPLE RESPONSE	No more than one response per vehicle must be coded for ATTEMPTED AVOIDANCE MANEUVER (V27)	

Warnings

	IF	THEN
AV184	NUMBER OF MOTOR VEHICLES (A03) equals 01 and RELATION TO TRAFFICWAY (A10) equals 2, 4, 6, 7 or 8 and ATTEMPTED AVOIDANCE MANEUVER (V27) equals 00 or 01	CRITICAL EVENT (V26) should equal 1-6, 8, 9, 10, 11, 12, 13, 14 or 19.

Appendix A**GES Edit Checks**

VV175	CRASH TYPE (V23) equals 20-49 and ATTEMPTED AVOIDANCE MANEUVER (V27) equals 00 or 1	CRITICAL EVENT (V26) should not equal 12-14, 54, 66-68, 71-73 or 80-85.
VV176	CRASH TYPE (V23) equals 50-67 and ATTEMPTED AVOIDANCE MANEUVER (V27) equals 00 or 1	CRITICAL EVENT (V26) should not equal 12-14, 51-53, 60, 61, 65, 66, 70, 71, 80-85 or 87-92.
VV218	ATTEMPTED AVOIDANCE MANEUVER (V27) equals 00 or 1	DRIVER MANEUVERED TO AVOID (D06) should equal 00 or 95.
VV237	CRITICAL EVENT (V26) equals 91 and ATTEMPTED AVOIDANCE MANEUVER (V27) equals 00 or 1	CRASH TYPE (V23) should equal 15.
VV238	CRITICAL EVENT (V26) equals 90, ATTEMPTED AVOIDANCE MANEUVER (V27) equals 01 and the vehicle is involved in the first harmful event	CRASH TYPE (V23) should equal 12 or 15.

V28 PRE-IMPACT STABILITYErrors

	IF	THEN
VV170	PRE-IMPACT STABILITY (V28) equals 00	PRE-IMPACT LOCATION (V29) must equal 00.
VV172	PRE-IMPACT STABILITY (V28) is not equal to 00	PRE-IMPACT LOCATION (V29) must not equal 00.
VV231B	PRE-IMPACT STABILITY (V28) equals 0	DRIVER PRESENCE (D01) must equal 0.
VV233	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 00	PRE-IMPACT STABILITY (V28) must equal 00.
VV233A	PRE-IMPACT STABILITY (V28) equals 00	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 00
VV245	CRASH TYPE (V23) equals 01 or 06	PRE-IMPACT STABILITY (V28) must not equal 02, 03, 04 or 07.
V28-RANGE	PRE-IMPACT STABILITY (V28) must equal 0-4, 7 or 9 and must not equal null.	
V28-MULTIPLE RESPONSE	multiple responses must not be selected for PRE-IMPACT STABILITY (V28).	

Warnings

	IF	THEN
VV135	PRE-IMPACT LOCATION (V29) equals 01	PRE-IMPACT STABILITY (V28) should equal 01 or 02.
VV242	PRE-IMPACT STABILITY (V28) equals 01	CRASH TYPE (V23) should not equal 02, 07, 34, 36, 54 or 56.

V29 PRE-IMPACT LOCATIONErrors

	IF	THEN
VV134	PRE-IMPACT LOCATION (V29) equals 00	ATTEMPTED AVOIDANCE MANEUVER (V27) must equal 00.
VV134A	ATTEMPTED AVOIDANCE MANEUVER (V27) equals 00	PRE-IMPACT LOCATION (V29) must equal 00.
VV170	PRE-IMPACT STABILITY (V28) equals 00	PRE-IMPACT LOCATION (V29) must equal 00.
VV172	PRE-IMPACT STABILITY (V28) is not equal to 00	PRE-IMPACT LOCATION (V29) must not equal 00.
VV235	PRE-IMPACT LOCATION (V29) equals 00	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 00.
VV235A	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 00	PRE-IMPACT LOCATION (V29) must equal 00.
V29-RANGE	PRE-IMPACT LOCATION (V29) must equal 0, 1, 2, 3, 4, 5, 6, 7 or 99.	
V29-MULTIPLE RESPONSE	multiple responses must not be selected for PRE-IMPACT LOCATION (V29).	

Warnings

	IF	THEN
AV186	RELATION TO TRAFFICWAY (A10) equals 4, 5, 6 or 8	PRE-IMPACT LOCATION (V29) of the vehicle(s) involved in the first harmful event should equal 00, 04, 05 or 99.
VA181	PRE-IMPACT LOCATION (V29) of a vehicle involved in the first harmful event equals 04	RELATION TO TRAFFICWAY (A10) should not equal 1 or 9.
VA182	PRE-IMPACT LOCATION (V29) of a vehicle involved in the first harmful event equals 01, 02 or 03	RELATION TO TRAFICWAY (A10) should equal 1 or 9.
VA183	PRE-IMPACT LOCATION (V29) equals 02	NUMBER OF TRAVEL LANES (A12) should not equal 1.
VA216	PRE-IMPACT LOCATION (V29) of a vehicle involved in the first harmful event equals 05	RELATION TO TRAFFICWAY (A10) should not equal 1 or 9.

VA217	PRE-IMPACT LOCATION (V29) of a vehicle involved in the first harmful event equals 06	RELATION TO TRAFFICWAY (A10) should equal 1 or 9.
VV135	PRE-IMPACT LOCATION (V29) equals 01	PRE-IMPACT STABILITY (V28) should equal 01 or 02.

V30 ROLLOVERErrors

	IF	THEN
AV149	HARMFUL EVENT (A06) equals 01 and BODY TYPE (V05) not equal to 80-89	ROLLOVER (V30) must equal 1, 2 or 9.
VV111	BODY TYPE (V05) equals 80-89	ROLLOVER (V30) must equal 0.
VV116	HARMFUL EVENT (A06) equals 01 and BODY TYPE (V05) does not equal 80-89	ROLLOVER (V30) must not equal 0.
VV226	ROLLOVER (V30) equals 2 and EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 1	CRASH TYPE (V23) must equal 1-10, 14, 15 or 98.
VV700	ROLLOVER (V30) equals 0	LOCATION OF ROLLOVER (V30A) must equal 0
VV701	LOCATION OF ROLLOVER (V30A) equals 0	ROLLOVER (V30) must equal 0

Warnings

	IF	THEN
AV214	HARMFUL EVENT (A06) equals 82 or 83	ROLLOVER (V30) should equal 0 or 1.
VA211	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 1 and ROLLOVER (V30) for the vehicle involved in the first harmful event equals 2	RELATION TO TRAFFICWAY (A10) should equal 1 or 9.
VV247	ROLLOVER (V30) equals 2 and the vehicle is involved in the first harmful event	CRASH TYPE (V23) should equal 01-10, 14, 98 or 99.

Post Entry

	IF	THEN
VV116A	ROLLOVER (V30) equals 1, 2 or 9 and BODY TYPE (V05) does not equal 80-89	at least one HARMFUL EVENT (A06) must equal 01.

V30A LOCATION OF ROLLOVERErrors

	IF	THEN
VV700	ROLLOVER (V30) equals 0	LOCATION OF ROLLOVER (V30A) must equal 0
VV701	LOCATION OF ROLLOVER (V30A) equals 0	ROLLOVER (V30) must equal 0

V31 MOTOR CARRIER IDENTIFICATION NUMBERErrors

	IF	THEN
VV110	BODY TYPE (V05) is not equal to 50-63, 66-72, 78,79, 98 or 99	MOTOR CARRIER IDENTIFICATION NUMBER (V31) must equal 0.
VV167	BODY TYPE (V05) equals 99	MOTOR CARRIER IDENTIFICATION NUMBER (V31) must equal 999999999.
VV223	MOTOR CARRIER IDENTIFICATION NUMBER (V31) does not equal 000000000 or 999999999	BODY TYPE (V05) must equal 50-63, 66-72, 78, 79 or 99.
V31-RANGE	MOTOR CARRIER IDENTIFICATION NUMBER (V31) must not be more than 9 digits in length (including leading zeros) and must not contain letters, nulls or strings of 9's or 0's (except 0, 000000000 or 999999999)	

Warnings

	IF	THEN
VV109	BODY TYPE (V05) equals 50-64, 66-72, 78 or 79	MOTOR CARRIER IDENTIFICATION NUMBER (V31) should not equal 0 (Oracle value 000000).

V33 CARGO BODY TYPEErrors

	IF	THEN
VV143	CARGO BODY TYPE (V33) equals 00	HAZARDOUS MATERIALS PLACARD (V34) must equal 0 or 1.
VV145	CARGO BODY TYPE (V33) equals 22	BODY TYPE (V05) must equal 21, 50, 51, 52, 58 or 59
VV163	BODY TYPE (V05) equals 99	CARGO BODY TYPE (V33) must equal 99.
VV174	VEHICLE TRAILING (V13) equals 0 and BODY TYPE (V05) equals 66	CARGO BODY TYPE (V33) must equal 96.
VV185A	CARGO BODY TYPE (V33) equals 96 and BODY TYPE (V05) equals 66	VEHICLE TRAILING (V13) must equal 0.
VV220	BODY TYPE (V05) equals 50-64, 66-72, 74-79 or 99	CARGO BODY TYPE (V33) must not equal 00.
VV221	BODY TYPE (V05) equals 60-63, 66, 67, 68, 71, 72, 78 or 79 and SPECIAL USE (V08) equals 07	CARGO BODY TYPE (V33) must equal 96.
VV248	BODY TYPE (V05) equals 50, 51, 52 or 59	CARGO BODY TYPE (V33) must equal 22.
VV249	BODY TYPE (V05) equals 58	CARGO BODY TYPE (V33) must equal 22 or 97.

V33A HAZARDOUS MATERIALS INVOLVEMENTErrors

	IF	THEN
V33A-RANGE	HAZARDOUS MATERIALS INVOLVEMENT (V33A) must equal 1 or 2 and must not equal null.	
VV146A	HAZARDOUS MATERIALS INVOLVEMENT (V33A) equals 1	HAZARDOUS MATERIALS PLACARD (V34) must equal 0.
VV146B	HAZARDOUS MATERIALS INVOLVEMENT (V33A) equals 1	2-DIGIT HAZARDOUS MATERIAL CLASS NUMBER (V35A) must equal 0.

V34 HAZARDOUS MATERIALS PLACARDErrors

	IF	THEN
VV143	CARGO BODY TYPE (V33) equals 00	HAZARDOUS MATERIALS PLACARD (V34) must equal 0 or 1.
VV146	HAZARDOUS MATERIALS PLACARD (V34) equals 0	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must equal 0000.
VV146A	HAZARDOUS MATERIALS INVOLVEMENT (V33A) equals 1	HAZARDOUS MATERIALS PLACARD (V34) must equal 0.
VV152	HAZARDOUS MATERIALS PLACARD (V34) equals 2	HAZARDOUS MATERIALS RELEASE (V36) must not equal 0.
VV158	HAZARDOUS MATERIALS PLACARD (V34) equals 2 or 8	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must not equal 0000.
VV159	HAZARDOUS MATERIALS PLACARD (V34) equals 8	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must equal 8888.
VV160	BODY TYPE (V05) equals 66 and VEHICLE TRAILING (V13) equals 0	HAZARDOUS MATERIALS PLACARD (V34) must equal 0.
VV168	HAZARDOUS MATERIALS RELEASE (V36) equals 0	HAZARDOUS MATERIALS PLACARD (V34) must equal 0.

V35 4-DIGIT HAZARDOUS MATERIAL IDENTIFICATION NUMBERErrors

	IF	THEN
VV146	HAZARDOUS MATERIALS PLACARD (V34) equals 0	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must equal 0000.
VV148A	HAZARDOUS MATERIALS PLACARD NUMBER (V35) equals 0000	HAZARDOUS MATERIALS RELEASE (V36) must equal 0.
VV149	HAZARDOUS MATERIALS PLACARD NUMBER (V35) is not equal to 0000	HAZARDOUS MATERIALS RELEASE (V36) must not equal 0.
VV153	BODY TYPE (V05) equals 66 and VEHICLE TRAILING (V13) equals 0	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must equal 0000.
VV158	HAZARDOUS MATERIALS PLACARD (V34) equals 2 or 8	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must not equal 0000.
VV159	HAZARDOUS MATERIALS PLACARD (V34) equals 8	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must equal 8888.
V35-RANGE	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must be within the valid range.	

V35A 2-DIGIT HAZARDOUS MATERIAL CLASS NUMBERErrors

	IF	THEN
V35A-RANGE	2-DIGIT HAZARDOUS MATERIAL CLASS NUMBER (V35A) must equal 0-9 or 88 and must not equal null.	
VV146B	HAZARDOUS MATERIALS INVOLVEMENT (V33A) equals 1	2-DIGIT HAZARDOUS MATERIAL CLASS NUMBER (V35A) must equal 0.

V36 RELEASE OF HAZARDOUS MATERIAL FROM THE CARGO COMPARTMENTErrors

	IF	THEN
VV148A	HAZARDOUS MATERIALS PLACARD NUMBER (V35) equals 0000	HAZARDOUS MATERIALS RELEASE (V36) must equal 0.
VV149	HAZARDOUS MATERIALS PLACARD NUMBER (V35) is not equal to 0000	HAZARDOUS MATERIALS RELEASE (V36) must not equal 0.
VV152	HAZARDOUS MATERIALS PLACARD (V34) equals 2	HAZARDOUS MATERIALS RELEASE (V36) must not equal 0.
VV156	BODY TYPE (V05) equals 66 and VEHICLE TRAILING (V13) equals 0	HAZARDOUS MATERIALS RELEASE (V36) must equal 0.
VV168	HAZARDOUS MATERIALS RELEASE (V36) equals 0	HAZARDOUS MATERIALS PLACARD (V34) must equal 0.

V10B NUMBER OF OCCUPANTSErrors

	IF	THEN
VP207A	BODY TYPE (V05) equals 80-89 and NUMBER OF OCCUPANTS (V10B) is greater than 00	EJECTION (P06) must equal 8.
VV012A	BODY TYPE (V05) equals 01-05, 07-09 or 17	NUMBER OF OCCUPANTS (V10B) must not be greater than 15.
VV013A	BODY TYPE (V05) equals 06, 11, 14 or 15	NUMBER OF OCCUPANTS (V10B) must not be greater than 22.
VV015A	BODY TYPE (V05) equals 80-89	NUMBER OF OCCUPANTS (V10B) must not be greater than 5.
VV192A	NUMBER OF OCCUPANTS (V10B) equals 00	DRIVER PRESENCE (D01) must equal 0.
VV196A	DRIVER DISTRACTED BY (D07) equals 3	NUMBER OF OCCUPANTS (V10B) must be greater than 01.
VV207A	NUMBER OF OCCUPANTS (V10B) equals 00	VIOLATIONS CHARGED (D02) must equal 95.
VV208A	NUMBER OF OCCUPANTS (V10B) equals 00	DRIVER'S VISION OBSCURED BY (D04) must equal 95.
VV209A	NUMBER OF OCCUPANTS (V10B) equals 00	DRIVER MANEUVERED TO AVOID (D06) must equal 95.
VV210A	NUMBER OF OCCUPANTS (V10B) equals 00	DRIVER DISTRACTED BY (D07) must equal 95.
VV216C	NUMBER OF OCCUPANTS (V10B) equals 00	DRIVER'S ZIP CODE (D08) must equal 99998.

Warnings

	IF	THEN
VV032A	BODY TYPE (V05) equals 01-05, 07-09, 17 or 97	NUMBER OF OCCUPANTS (V10B) should not be greater than 8.
VV033A	BODY TYPE (V05) equals 12	NUMBER OF OCCUPANTS (V10B) should not be greater than 15.
	BODY TYPE (V05) equals 06,	NUMBER OF OCCUPANTS

Appendix A**GES Edit Checks**

VV034A	14-15, 42 or 60-79	(V10B) should not be > 12.
VV036A	BODY TYPE (V05) equals 80-89 or 91	NUMBER OF OCCUPANTS (V10B) should not be > 2.
VV037A	BODY TYPE (V05) equals 90	NUMBER OF OCCUPANTS (V10B) should not be greater than 6.
VV241A	SPECIAL USE (V08) equals 01	NUMBER OF OCCUPANTS (V10B) should be greater than 01.

Post Entry

	IF	THEN
VP199A	NUMBER OF OCCUPANTS (V10B) is greater than 00	there must be only one occupant coded as the driver (P03=1).

V10 NUMBER OF OCCUPANTS CODEDErrors

	IF	THEN
VP207	BODY TYPE (V05) equals 80-89 and NUMBER OF OCCUPANTS CODED (V10) is greater than 00	EJECTION (P06) must equal 8.
VV012	BODY TYPE (V05) equals 01-05, 07-09 or 17	NUMBER OF OCCUPANTS CODED (V10) must not be greater than 15.
VV013	BODY TYPE (V05) equals 06, 11, 14 or 15	NUMBER OF OCCUPANTS CODED (V10) must not be greater than 22.
VV015	BODY TYPE (V05) equals 80-89	NUMBER OF OCCUPANTS CODED (V10) must not be greater than 5.
VV192	NUMBER OF OCCUPANTS CODED (V10) equals 00	DRIVER PRESENCE (D01) must equal 0.
VV207	NUMBER OF OCCUPANTS CODED (V10) equals 00	VIOLATIONS CHARGED (D02) must equal 95.
VV208	NUMBER OF OCCUPANTS CODED (V10) equals 00	DRIVER'S VISION OBSCURED BY (D04) must equal 95.
VV209	NUMBER OF OCCUPANTS CODED (V10) equals 00	DRIVER MANEUVERED TO AVOID (D06) must equal 95.
VV210	NUMBER OF OCCUPANTS CODED (V10) equals 00	DRIVER DISTRACTED BY (D07) must equal 95.
VV216	NUMBER OF OCCUPANTS CODED (V10) equals 00	DRIVER'S ZIP CODE (D08) must equal 99998.
VV301A	NUMBER OF OCCUPANTS CODED (V10) must be known.	
VV301B	NUMBER OF OCCUPANTS CODED (V10) must equal the count of the number of occupants coded for this vehicle.	

Warnings

	IF	THEN
VV032	BODY TYPE (V05) equals 01-05, 07-09, 17 or 97	NUMBER OF OCCUPANTS CODED (V10) should not be greater than 8.

VV033	BODY TYPE (V05) equals 12	NUMBER OF OCCUPANTS CODED (V10) should not be greater than 15.
VV034	BODY TYPE (V05) equals 06, 14-15, 42 or 60-79	NUMBER OF OCCUPANTS CODED (V10) should not be greater than 12.
VV036	BODY TYPE (V05) equals 80-89 or 91	NUMBER OF OCCUPANTS CODED (V10) should not be greater than 2.
VV037	BODY TYPE (V05) equals 90	NUMBER OF OCCUPANTS CODED (V10) should not be greater than 6.
VV241	SPECIAL USE (V08) equals 01	NUMBER OF OCCUPANTS CODED (V10) should be greater than 01.

Post Entry

	IF	THEN
VP199	NUMBER OF OCCUPANTS CODED (V10) is greater than 00	there must be only one occupant coded as the driver (P03=1).

D01 DRIVER PRESENCEErrors

	IF	THEN
PP062	A previous occupant has been identified as the driver	this occupant cannot be coded as the driver.
VV186	DRIVER PRESENCE (D01) equals 0 or 9	DRIVER'S VISION OBSCURED BY (D04) must equal 95.
VV186A	DRIVER'S VISION OBSCURED BY (D04) equals 95.	DRIVER PRESENCE (D01) must equal 0 or 9
VV187	DRIVER PRESENCE (D01) equals 0	DRIVER MANEUVERED TO AVOID (D06) must equal 95.
VV187A	DRIVER MANEUVERED TO AVOID (D06) equals 95	DRIVER PRESENCE (D01) must equal 0.
VV188	DRIVER PRESENCE (D01) equals 0 or 9	VIOLATIONS CHARGED (D02) must equal 95.
VV189	DRIVER PRESENCE (D01) equals 0	DRIVER DISTRACTED BY (D07) must equal 95.
VV189A	DRIVER PRESENCE (D01) equals 1	DRIVER DISTRACTED BY (D07) must not equal 95 or null.
VV189B	DRIVER DISTRACTED BY (D07) equals 95	DRIVER PRESENCE (D01) must equal 0.
VV189C	DRIVER PRESENCE (D01) equals 1	VIOLATIONS CHARGED (D02) must not equal 95 or null.
VV191	DRIVER PRESENCE (D01) equals 0	CRASH TYPE (V23) must equal 00, 04, 09, 15, 32, 42, 48, 52, 62, 66, 74, 84, 90, 92, 93 or 98.
VV192	NUMBER OF OCCUPANTS CODED (V10) equals 00	DRIVER PRESENCE (D01) must equal 0.
VV192A	NUMBER OF OCCUPANTS (V10B) equals 00	DRIVER PRESENCE (D01) must equal 0.
VV193	JACKKNIFE (V14) equals 1	DRIVER PRESENCE (D01) must not equal 0.
VV202	HIT-AND-RUN (V02) equals 1	DRIVER PRESENCE (D01) must equal 1.
VV216B	DRIVER PRESENCE (D01) equals 0	DRIVER'S ZIP CODE (D08) must equal 99998.

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VV231	DRIVER PRESENCE (D01) equals 0	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 00.
VV231A	ATTEMPTED AVOIDANCE MANEUVER (V27) equals 0	DRIVER PRESENCE (D01) must equal 0.
VV231B	PRE-IMPACT STABILITY (V28) equals 0	DRIVER PRESENCE (D01) must equal 0.
VV236	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 00	DRIVER PRESENCE (D01) must equal 0.
VV255	TRAVEL SPEED (V11) equals 00 and DRIVER PRESENCE (D01) not equal to 0 or 9	SPEED RELATED (D09) must equal 0.
VV489	DRIVER'S LICENSE STATE (D10) equals 98	DRIVER PRESENCE (D01) must equal 0
D01-RANGE	DRIVER PRESENCE (D01) must equal 0, 1 or 9.	

Warnings

	IF	THEN
VP045C	at least one DRIVER PRESENCE (D01) equals 0 and at least one PERSON TYPE (P03) equals 5 or 8	at least one CRASH TYPE-BICYCLE (PB30B) should equal 220 or 230.

Post Entry

	IF	THEN
AD026A	CRASH TYPE-PEDESTRIAN (PB30) equals 220	at least one DRIVER PRESENCE (D01) must equal 0.
DP001	DRIVER PRESENCE (D01) equals 0 or 9	there must not be a Person Level form for that vehicle with PERSON TYPE (P03) equal to 1.
DP004	DRIVER PRESENCE (D01) equals 1	of the person records which exist for this vehicle, there must be one and only one where PERSON TYPE (P03) equals 1.
DP141	DRIVER PRESENCE (D01) equals 9	at least one PERSON TYPE (P03) must equal 9 or 77.

P03 PERSON TYPEErrors

	IF	THEN
AP021A	CRASH TYPE-PEDESTRIAN (PB30) and CRASH TYPE-BICYCLE (PB30B) equal -1 or null.	PERSON TYPE (P03) must not equal 5, 6, 7 or 8.
PA201	PERSON TYPE (P03) equals 4-8, 10, 19 or 78 and NUMBER OF MOTOR VEHICLES (A03) equals 01	NON-MOTORIST STRIKING VEHICLE NUMBER (P22) must equal 01.
PP002	PERSON TYPE (P03) equals 1	SEATING POSITION (P04) must not equal 21-55.
PP002A	PERSON TYPE (P03) equals 1	there must not be another occupant of the same vehicle where PERSON TYPE (P03) equals 9 or 77.
PP012	PERSON TYPE (P03) equals 1	AGE (P07) must not be less than 02.
PP034A	PERSON TYPE (P03) equals 1	RESTRAINT SYSTEM USE (P15) must not equal 37-40.
PP040B	PERSON TYPE (P03) equals 5	NON-MOTORIST ACTION/CIRCUMSTANCES AT TIME OF CRASH (P26) must not equal 07, 08, 10, 13-18 or 20.
PP046A	PERSON TYPE (P03) equals 4, 5, 6, 7, 8, 10, 19 or 78	SEATING POSITION (P04) must equal 0 and EJECTION (P06) must equal 8.
PP048A	PERSON TYPE (P03) equals 3, 4, 5, 6, 7, 8, 10, 19 or 78	VEHICLE NUMBER (V01) must equal null.
PP060	PERSON TYPE (P03) equals 4, 5, 6, 7, 8, 10, 19 or 78	NON-MOTORIST SAFETY EQUIPMENT (P20) must equal 1-5 or 7- 9 and must not equal null.
PP072	PERSON TYPE (P03) equals 1, 2, 3, 9 or 77	NON-MOTORIST SAFETY EQUIPMENT (P20) must equal 0.
PP077	PERSON TYPE (P03) equals 1, 2, 3, 9 or 77	SEATING POSITION (P04) must not equal 0.

PP081A	PERSON TYPE (P03) equals 3	NON-MOTORIST LOCATION AT TIME OF CRASH (P13) must equal 0.
PP082	NON-MOTORIST STRIKING VEHICLE NUMBER (P22) equals null	PERSON TYPE (P03) must not equal 4-8, 10, 19 or 78.
PP083	NON-MOTORIST STRIKING VEHICLE NUMBER (P22) is equal to 01-30 or 99	PERSON TYPE (P03) must not equal 1, 2, 3, 9 or 77.
PP533	PERSON TYPE (P03) equals 5 or 8	CRASH TYPE LOCATION-PEDESTRIAN (PB31) must equal 1, 2, 3, 4 or 9.
PP534	CRASH TYPE LOCATION-PEDESTRIAN (PB31) equals 1, 2, 3, 4 or 9	PERSON TYPE (P03) must equal 5 or 8.
PP535	PERSON TYPE (P03) equals 5 or 8	PEDESTRIAN POSITION (PB32) must equal 1-9.
PP536	PEDESTRIAN POSITION (PB32) equals 1-9	PERSON TYPE (P03) must equal 5 or 8.
PV001	PERSON TYPE (P03) equals 1 and BODY TYPE (V05) equals 80-89	SEATING POSITION (P04) must not equal 00, 12-55, 98 or 99.
PV005	PERSON TYPE (P03) equals 2, 9 or 77 and BODY TYPE (V05) equals 80-89	SEATING POSITION (P04) must not equal 13-19 or 22-54.
PV007	PERSON TYPE (P03) equals 2 and BODY TYPE (V05) equals 50-59	SEATING POSITION (P04) must not equal 11, 50, 54, 98 or 99.
PV010	PERSON TYPE (P03) equals 9 or 77 and BODY TYPE (V05) equals 50-59	SEATING POSITION (P04) must not equal 12-55.
PV011	PERSON TYPE (P03) equals 1 and AGE (P07) is less than 08	BODY TYPE (V05) must not equal 01-79 or 93.
VP002	PERSON TYPE (P03) equals 2, 9 or 77 and SEATING POSITION (P04) equals 50	BODY TYPE (V05) must equal 61, 62, 63, 68 or 78.
VP002A	PERSON TYPE (P03) equals 2, 9 or 77 and BODY TYPE (V05) equals 01-02, 04, 10, 30-31, 90 or 91	SEATING POSITION (P04) must not equal 51.

Warnings

	IF	THEN
AP024A	SCHOOL BUS RELATED (A21) equals 1 and PERSON TYPE (P03) equals 5 or 8	CRASH TYPE-PEDESTRIAN (PB30) should equal 342.
AP027A	CRASH TYPE-PEDESTRIAN (PB30) equals 342 and PERSON TYPE (P03) equals 5 or 8	SCHOOL BUS RELATED (A21) should equal 1.
AP135B	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) equals 4 and PERSON TYPE (P03) equals 4, 5, 6, 7, 8 or 19 for the person involved in the first harmful event	NON-MOTORIST LOCATION AT TIME OF CRASH (P13) should equal 32. See note under PA127A.
PA051A	PERSON TYPE (P03) equals 5 or 8 and NON-MOTORIST LOCATION AT TIME OF CRASH (P13) equals 28, 29, 30, 31, 33, 34 or 35	CRASH TYPE-PEDESTRIAN (PB30) should equal 510, 520, 590, 830 or 890.
PA053A	PERSON TYPE (P03) equals 5 or 8 and NON-MOTORIST LOCATION AT TIME OF CRASH (P13) equals 21, 22, 23 or 24	CRASH TYPE-PEDESTRIAN (PB30) should equal 690, 730, 781, 782, 791, 792, 794, 795 or 799.
PA065A	NON-MOTORIST ACTION/CIRCUMSTANCES AT TIME OF CRASH (P26) equals 2 and PERSON TYPE (P03) equals 6 or 7	CRASH TYPE-BICYCLE (PB30B) should equal 142, 144, 147, 153, 155, 156, 157, 159, 311, 312, 318, 319 or 357
PA168A	NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH (P25) equals 5 and PERSON TYPE (P03) equals 5 or 8	CRASH TYPE- PEDESTRIAN (PB30) should equal 410 or 420.
PA169A	NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH (P25) equals 6 and PERSON TYPE (P03) equals 5 or 8	CRASH TYPE- PEDESTRIAN (PB30) should equal 430 or 440.
PA170A	NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH (P25) equals 4 and PERSON TYPE (P03) equals 5 or 8	CRASH TYPE- PEDESTRIAN (PB30) should equal 410, 420, 430, 440 or 459.
PP009	PERSON TYPE (P03) equals 2, 9 or 77	SEATING POSITION (P04) should not equal 11.

PP018	PERSON TYPE (P03) equals 1	SEATING POSITION (P04) should not equal 12-19.
PP045	PERSON TYPE (P03) equals 1, 2, 9 or 77; RESTRAINT SYSTEM USE (P15) equals 1-3, 8, 37, 38, 40, 97, 98 or 99 and BODY TYPE (V05) is not equal to 80-89	EJECTION (P06) should equal 0.
PP061	NON-MOTORIST SAFETY EQUIPMENT (P20) equals 2	PERSON TYPE (P03) should equal 6 or 7.
PP085	CONDITION (IMPAIRMENT) AT TIME OF CRASH (P18) equals 07	PERSON TYPE (P03) should not equal 1.
VP045C	at least one DRIVER PRESENCE (D01) equals 0 and at least one PERSON TYPE (P03) equals 5 or 8	at least one CRASH TYPE-BICYCLE (PB30B) should equal 220 or 230.
VP234A	HIT AND RUN (V02) equals 1 and PERSON TYPE (P03) equals 1	TRANSPORTED TO MEDICAL FACILITY BY (P10) should equal 0.

Post Entry

	IF	THEN
AP005	HARMFUL EVENT (A06) equals 21	at least one person must have PERSON TYPE (P03) equal to 5 or 10.
AP006	HARMFUL EVENT (A06) equals 22	at least one person must have PERSON TYPE (P03) equal to 6, 7 or 10.
AP008	HARMFUL EVENT (A06) equals 11 or 13	at least one occupant of the vehicle must have INJURY SEVERITY (P09) equal to 1-5.
AP015	At least one PERSON TYPE (P03) should equal 1, 2, 7 or 9.	
AP023A	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) equals 2 and PERSON TYPE (P03) equals 5 for the person involved in the first harmful event	CRASH TYPE-PEDESTRIAN (PB30) must not equal 320, 330, 360 or 910. See note under AA038A.
AP039A	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) equals 2 and PERSON TYPE (P03) equals 5 for the person involved in the first harmful event	CRASH TYPE LOCATION-PEDESTRIAN (PB31) must equal 1. See note under AA038A.

AP040A	RELATION TO TRAFFICWAY (A10) is not equal to 1 and PERSON TYPE (P03) equals 5 for a person in the first harmful event	CRASH TYPE-PEDESTRIAN (PB30) should equal 510, 520, 590, 830, 890 or 900. See note under AA038A.
AP054A	TRAFFIC CONTROL DEVICE (V_A16) for the striking vehicle or TRAFFIC CONTROL DEVICE – CYCLIST (MB_A16) equals 1, 2, 3, 4, 8, 9, 21 or 22	CRASH TYPE-BICYCLE (PB30B) should equal 141, 142, 143, 144, 147, 148, 151, 152, 153, 154, 155, 156, 157, 159, 217 or 218.
AP077A	CRASH TYPE-PEDESTRIAN (PB30) equals 250	PERSON TYPE (P03) must equal 8.
AP128	HARMFUL EVENT (A06) equals 27	at least one PERSON TYPE (P03) must equal 8 or 10.
AP128A	HARMFUL EVENT (A06) equals 49	at least one PERSON TYPE (P03) must equal 4 or 10.
DP001	DRIVER PRESENCE (D01) equals 0 or 9	there must not be a Person Level form for that vehicle with PERSON TYPE (P03) equal to 1.
DP004	DRIVER PRESENCE (D01) equals 1	of the person records which exist for this vehicle, there must be one and only one where PERSON TYPE (P03) equals 1.
DP095	VIOLATIONS CHARGED (D02) equals 14 or 16 and PERSON TYPE (P03) equals 1	POLICE REPORTED ALCOHOL INVOLVEMENT (P11) must equal 1.
DP141	DRIVER PRESENCE (D01) equals 9	at least one PERSON TYPE (P03) must equal 9 or 77.
PP062	A previous occupant has been identified as the driver	this occupant cannot be coded as the driver.
PP082A	PERSON TYPE (P03) equals 3	the NON-MOTORIST'S STRIKING VEHICLE (P22) must be involved in an event where HARMFUL EVENT (A06) equals 29 or 30.
PP082A	PERSON TYPE (P03) equals 4	the NON-MOTORIST'S STRIKING VEHICLE (P22) must be involved in an event where HARMFUL EVENT (A06) equals 23 or 49.

PP082A	PERSON TYPE (P03) equals 5	the NON-MOTORIST'S STRIKING VEHICLE (P22) must be involved in an event where HARMFUL EVENT (A06) equals 21.
PP082A	PERSON TYPE (P03) equals 6 or 7	the NON-MOTORIST'S STRIKING VEHICLE (P22) must be involved in an event where HARMFUL EVENT (A06) equals 22.
PP082A	PERSON TYPE (P03) equals 8	the NON-MOTORIST'S STRIKING VEHICLE (P22) must be involved in an event where HARMFUL EVENT (A06) equals 27.
PP082A	PERSON TYPE (P03) equals 10	the NON-MOTORIST'S STRIKING VEHICLE (P22) must be involved in an event where HARMFUL EVENT (A06) equals 21, 22 or 27.
PP082A	PERSON TYPE (P03) equals 19 or 78	the NON-MOTORIST'S STRIKING VEHICLE (P22) must be involved in an event where HARMFUL EVENT (A06) equals 28.
PP082AP	PERSON TYPE (P03) equals 3	PARKED/WORKING VEHICLE TYPE (PV02) must equal 1 or 2 and must not equal null.
PP082AP2	PARKED/WORKING VEHICLE TYPE (PV02) equals 1	PERSON TYPE (P03) must equal 3
PP082AP3	PARKED/WORKING VEHICLE TYPE (PV02) equals 2	PERSON TYPE (P03) must equal 3
VP010	HARMFUL EVENT (A06) equals 21	at least one PERSON TYPE (P03) must equal 5 or 10.
VP010A	at least one PERSON TYPE (P03) equals 5	at least one HARMFUL EVENT (A06) must equal 21.
VP011	HARMFUL EVENT (A06) equals 22	at least one PERSON TYPE (P03) must equal 6, 7 or 10.
VP011A	at least one PERSON TYPE (P03) equals 6 or 7	at least one HARMFUL EVENT (A06) must equal 22.
VP012	HARMFUL EVENT (A06) equals 27	at least one PERSON TYPE (P03) must equal 4, 8 or 10.
VP012A	at least one PERSON TYPE (P03) equals 4 or 8	at least one HARMFUL EVENT (A06) must equal 23, 27, 28 or 49.

VP012B	at least one PERSON TYPE (P03) equals 3	at least one HARMFUL EVENT (A06) must equal 29 or 30.
VP046A	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 13 and vehicle.vehicleid equals NON-MOTORIST STRIKING VEHICLE # (P22) and PERSON TYPE (P03) equals 5 or 8	at least one CRASH TYPE- PEDESTRIAN (PB30) should equal 211-214 or 219.
VP047A	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 10-12 or 16 and vehicle.vehicleid equals NON-MOTORIST STRIKING VEHICLE # (P22) and PERSON TYPE (P03) equals 5 or 8	at least one CRASH TYPE- PEDESTRIAN (PB30) should equal 460, 510, 781, 782, 791, 792, 794, 795 or 799.
VP056A	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 11 and vehicle.vehicleid equals NON-MOTORIST STRIKING VEHICLE # (P22) and PERSON TYPE (P03) equals 6 or 7	at least one CRASH TYPE- BICYCLE (PB30B) should equal 111, 210, 211 or 212.
VP057A	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 13 and vehicle.vehicleid equals NON-MOTORIST STRIKING VEHICLE # (P22) and PERSON TYPE (P03) equals 6 or 7	at least one CRASH TYPE- BICYCLE (PB30B) should equal 600.
VP136A	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 10 and vehicle.vehicleid equals NON-MOTORIST STRIKING VEHICLE # (P22) and PERSON TYPE (P03) equals 6 or 7	at least one CRASH TYPE- BICYCLE (PB30B) should equal 112, 151, 213, 214, 217 or 218.
VP199	NUMBER OF OCCUPANTS CODED (V10) is greater than 00	there must be only one occupant coded as the driver (P03=1).
VP199A	NUMBER OF OCCUPANTS (V10B) is greater than 00	there must be only one occupant coded as the driver (P03=1).
VP224	BODY TYPE (V05) equals 80-91 and PERSON TYPE (P03) equals 1, 2, 3, 9 or 77	RESTRAINT SYSTEM USE (P15) must equal 41-43, 97 or 99.

P04 SEATING POSITIONErrors

	IF	THEN
PP002	PERSON TYPE (P03) equals 1	SEATING POSITION (P04) must not equal 21-55.
PP046A	PERSON TYPE (P03) equals 4, 5, 6, 7, 8, 10, 19 or 78	SEATING POSITION (P04) must equal 0 and EJECTION (P06) must equal 8.
PP075A	SEATING POSITION (P04) equals 22, 23, 31-51 or 52-55	RESTRAINT SYSTEM USE (P15) must not equal 42 or 43.
PP077	PERSON TYPE (P03) equals 1, 2, 3, 9 or 77	SEATING POSITION (P04) must not equal 0.
PP084	SEATING POSITION (P04) equals 50 or 55	RESTRAINT SYSTEM USE (P15) must equal 30.
PV001	PERSON TYPE (P03) equals 1 and BODY TYPE (V05) equals 80-89	SEATING POSITION (P04) must not equal 00, 12-55, 98 or 99.
PV005	PERSON TYPE (P03) equals 2, 9 or 77 and BODY TYPE (V05) equals 80-89	SEATING POSITION (P04) must not equal 13-19 or 22-54.
PV006	SEATING POSITION (P04) equals 54	VEHICLE TRAILING (V13) must not equal 0.
PV007	PERSON TYPE (P03) equals 2 and BODY TYPE (V05) equals 50-59	SEATING POSITION (P04) must not equal 11, 50, 54, 98 or 99.
PV010	PERSON TYPE (P03) equals 9 or 77 and BODY TYPE (V05) equals 50-59	SEATING POSITION (P04) must not equal 12-55.
VP002	PERSON TYPE (P03) equals 2, 9 or 77 and SEATING POSITION (P04) equals 50	BODY TYPE (V05) must equal 61, 62, 63, 68 or 78.
VP002A	PERSON TYPE (P03) equals 2, 9 or 77 and BODY TYPE (V05) equals 01-02, 04, 10, 30-31, 90 or 91	SEATING POSITION (P04) must not equal 51.

Warnings

	IF	THEN
PP009	PERSON TYPE (P03) equals 2, 9 or 77	SEATING POSITION (P04) should not equal 11.
PP018	PERSON TYPE (P03) equals 1	SEATING POSITION (P04) should not equal 12-19.
PP033	RESTRAINT SYSTEM USE (P15) equals 21	SEATING POSITION (P04) should not equal 12, 22, 32, 42 or 50-55.
PV166	SEATING POSITION (P04) equals 31-49	BODY TYPE (V05) should not equal 01, 02, 03, 04 or 05.
VP192	If SEATING POSITION (P04) equals 55 and BODY TYPE (V05) does not equal 01, 06 or 30-39	EJECTION (P06) should equal 0.

P06 EJECTIONErrors

	IF	THEN
PV103	EJECTION (P06) equals 1, 2 or 3	this person's vehicle's MOST HARMFUL EVENT (V20) must not equal 06.
VP125	EJECTION (P06) equals 1, 2 or 3	BODY TYPE (V05) must not equal 80-89.
PP046A	PERSON TYPE (P03) equals 4, 5, 6, 7, 8, 10, 19 or 78	SEATING POSITION (P04) must equal 0 and EJECTION (P06) must equal 8.
PP070	EJECTION (P06) equals 1, 2 or 3 and BODY TYPE (V05) not equal to 90, 91 or 97	RESTRAINT SYSTEM USE (P15) must not equal 42 or 43.
VP207	BODY TYPE (V05) equals 80-89 and NUMBER OF OCCUPANTS CODED (V10) is greater than 00	EJECTION (P06) must equal 8.
VP207A	BODY TYPE (V05) equals 80-89 and NUMBER OF OCCUPANTS (V10B) is greater than 00	EJECTION (P06) must equal 8.
VP208	HIT AND RUN (V02) equals 1 and VEHICLE REMOVAL (V19) equals 1 and BODY TYPE (V05) is not equal to 80-89	EJECTION (P06) must equal 0.
P06-RANGE	EJECTION (P06) must equal 0, 1, 2, 3, 7, 8 or 9.	

Warnings

	IF	THEN
PP037	EJECTION (P06) equals 1, 2 or 3	RESTRAINT SYSTEM USE (P15) should equal 31, 31, 97 or 99.
PP045	PERSON TYPE (P03) equals 1, 2, 9 or 77; RESTRAINT SYSTEM USE (P15) equals 1-3, 8, 37, 38, 40, 97, 98 or 99 and BODY TYPE (V05) is not equal to 80-89	EJECTION (P06) should equal 0.

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PP069	EJECTION (P06) equals 1, 2 or 3	NJURY SEVERITY (P09) should not equal 0.
VP192	If SEATING POSITION (P04) equals 55 and BODY TYPE (V05) does not equal 01, 06 or 30-39	EJECTION (P06) should equal 0.

P21 AIR BAG DEPLOYEDErrors

	IF	THEN
P21-RANGE	PERSON TYPE (P03) equals 1, 2, 3, 9 or 77	AIR BAG DEPLOYED (P21) must equal 0-9 or 97 and must not equal null.
P21-RANGE	PERSON TYPE (P03) equals 4, 5, 6, 7, 8, 10, 19 or 78	AIR BAG DEPLOYED (P21) must not equal 0-9 or 97.
P21-MULTIPLE RESPONSE	There must only one response per occupant for AIR BAG DEPLOYED (P21)	

P07 AGEErrors

	IF	THEN
PP012	PERSON TYPE (P03) equals 1	AGE (P07) must not be less than 02.
PV011	PERSON TYPE (P03) equals 1 and AGE (P07) is less than 08	BODY TYPE (V05) must not equal 01-79 or 93.
PP013A	AGE (P07) must equal 0-105, 997 or 999 and must not equal null.	

Warnings

	IF	THEN
PP013	UNLIKELY: AGE (P07) is greater than 92 and not equal to 997 or 999.	
PP036	RESTRAINT SYSTEM USE (P15) equals 37-40	AGE (P07) should equal 00-10, 997 or 999.

P09 INJURY SEVERITYWarnings

	IF	THEN
PP011	TRANSPORTED TO MEDICAL FACILITY BY (P10) equals 5-9 or 98	INJURY SEVERITY (P09) should not equal blank, 0, 7 or 9.
PP015	UNLIKELY: INJURY SEVERITY (P09) is equal to 6.	
PP069	EJECTION (P06) equals 1, 2 or 3	INJURY SEVERITY (P09) should not equal 0.

Post Entry

	IF	THEN
AP008	HARMFUL EVENT (A06) equals 11 or 13	at least one occupant of the vehicle must have INJURY SEVERITY (P09) equal to 1-5.
PV188A	no BODY TYPE (V05) equals 60-79 and INJURY SEVERITY (P09) equals 4 for at least one occupant of a vehicle where BODY TYPE (V05) equals 1-49 and VEHICLE REMOVAL (V19) equals 2	STRATUM (A23) should equal 1.
PV188R	at least one BODY TYPE (V05) equals 60-79, the crash does not qualify for category 1 stratum L, category 1 stratum M or category 1 stratum N and there is at least one vehicle where VEHICLE REMOVAL (V19) equals 2 or one person where INJURY SEVERITY (P09) equals 1-5	STRATUM (A23) should equal 2.
PV188S	no BODY TYPE (V05) equals 60-79, the crash does not qualify for category 1 stratum L, category 1 stratum M, category 1 stratum N or category 2 and there is at least one person where INJURY SEVERITY (P09) equals 2-4	STRATUM (A23) should equal 3.
PV188T	the crash does not qualify for category 1 stratum L, category 1 stratum M, category 1 stratum N, category 2 or category 3	STRATUM (A23) should equal 4.

P10 TRANSPORTED TO MEDICAL FACILITY BYWarnings

	IF	THEN
VP234A	HIT AND RUN (V02) equals 1 and PERSON TYPE (P03) equals 1	TRANSPORTED TO MEDICAL FACILITY BY (P10) should equal 0.

Post Entry

	IF	THEN
PP011	TRANSPORTED TO MEDICAL FACILITY BY (P10) equals 5-9 or 98	INJURY SEVERITY (P09) should not equal blank, 0, 7 or 9.

D08 DRIVER'S ZIP CODEErrors

	IF	THEN
VV216	NUMBER OF OCCUPANTS CODED (V10) equals 00	DRIVER'S ZIP CODE (D08) must equal 99998.
VV216A	DRIVER'S ZIP CODE (D08) must be in the range specified in the element values section.	
VV216B	DRIVER PRESENCE (D01) equals 0	DRIVER'S ZIP CODE (D08) must equal 99998.
VV216C	NUMBER OF OCCUPANTS (V10B) equals 00	DRIVER'S ZIP CODE (D08) must equal 99998.
D08-RANGE	DRIVER'S ZIP CODE (D08) equals 99998	DRIVER PRESENCE (D01) must equal 0
D08-RANGE	The first character of DRIVER'S ZIP CODE (D08) must not be blank.	
D08-RANGE	DRIVER'S ZIP CODE (D08) must not equal null based on a right outer join of the ges.vehicle and ges.driver tables.	
D08-RANGE	DRIVER'S ZIP CODE (D08) must be 5 characters in length.	

D09 SPEED RELATEDErrors

	IF	THEN
VV250	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 00	SPEED RELATED (D09) must equal 8.
VV253	VIOLATIONS CHARGED (D02) equals 21-25 or 29	SPEED RELATED (D09) must equal 1.
VV255	TRAVEL SPEED (V11) equals 00 and DRIVER PRESENCE (D01) not equal to 0 or 9	SPEED RELATED (D09) must equal 0.
D09-RANGE	SPEED RELATED (D09) equals 8	DRIVER PRESENCE (D01) must equal 0.
D09-RANGE	DRIVER PRESENCE (D01) equals 0	SPEED RELATED (D09) must equal 8.
D09-RANGE	SPEED RELATED (D09) must equal 0, 1, 8 or 9 and must not equal null.	

Warnings

	IF	THEN
VV251	CRITICAL EVENT (V26) equals 6	SPEED RELATED (D09) should equal 1.

D10 DRIVER'S LICENSE STATEErrors

	IF	THEN
VV489	DRIVER'S LICENSE STATE (D10) equals 98	DRIVER PRESENCE (D01) must equal 0
D10-RANGE	DRIVER'S LICENSE STATE (D10) must not equal null based on a right outer join of the ges.vehicle and ges.driver tables.	
D10-RANGE	DRIVER'S LICENSE STATE (D10) must equal 1-56, 77 or 93-99.	

D11 DRIVER LICENSE NUMBERErrors

	IF	THEN
D11-RANGE		DRIVER LICENSE NUMBER (D11) must not equal null based on a right outer join of the ges.vehicle and ges.driver tables.
D11-RANGE		DRIVER LICENSE NUMBER (D11) must equal XXXXXXXXXXXXXXXX-XXXXXXXXXXXXXXXXXX, 000000000000000000, 98888888888888888888, 999999999999999999.

P11 POLICE REPORTED ALCOHOL INVOLVEMENTErrors

	IF	THEN
P11-RANGE		POLICE REPORTED ALCOHOL INVOLVEMENT (P11) must equal 0, 1, 8 or 9 and must not equal null.

Post Entry

	IF	THEN
DP095	VIOLATIONS CHARGED (D02) equals 14 or 16 and PERSON TYPE (P03) equals 1	POLICE REPORTED ALCOHOL INVOLVEMENT (P11) must equal 1.

P11A ALCOHOL TEST STATUSErrors

	IF	THEN
P11A-RANGE		ALCOHOL TEST STATUS (P11A) must equal 0, 1, 2, 7 or 9.

P11B ALCOHOL TEST TYPEErrors

	IF	THEN
P11B-RANGE		ALCOHOL TEST TYPE (P11B) must equal 0, 1, 2, 3, 8, 10, 97, 98 or 99.

P11C ALCOHOL TEST RESULTErrors

	IF	THEN
P11C-RANGE		ALCOHOL TEST RESULT (P11C) must equal 0-55 or 95-99.

P17 POLICE REPORTED DRUG INVOLVEMENTErrors

	IF	THEN
P17-RANGE		POLICE REPORTED DRUG INVOLVEMENT (P17) must equal 0, 1, 8 or 9 and must not equal null.

Post Entry

	IF	THEN
DP095	VIOLATIONS CHARGED (D02) equals 14 or 16 and PERSON TYPE (P03) equals 1	POLICE REPORTED ALCOHOL INVOLVEMENT (P11) must equal 1.

P17A DRUG TEST STATUSErrors

	IF	THEN
P17A-RANGE		DRUG TEST STATUS (P17A) must equal 0, 1, 2, 7 or 9.

P17B DRUG TEST TYPEErrors

	IF	THEN
P17B-RANGE		DRUG TEST TYPE (P17B) must equal 0, 1, 2, 3, 8, 97, 98 or 99.

P17C DRUG TEST RESULTErrors

	IF	THEN
P17C-RANGE		DRUG TEST RESULT (P17C) must equal 0, 1, 2, 5, 7 or 9.

D02 VIOLATIONS CHARGED

	IF	THEN
VV188	DRIVER PRESENCE (D01) equals 0 or 9	VIOLATIONS CHARGED (D02) must equal 95.
VV189C	DRIVER PRESENCE (D01) equals 1	VIOLATIONS CHARGED (D02) must not equal 95 or null.
VV197	VIOLATIONS CHARGED (D02) equals 7 or 8	HIT AND RUN (V02) must equal 1.
VV207	NUMBER OF OCCUPANTS CODED (V10) equals 00	VIOLATIONS CHARGED (D02) must equal 95.
VV207A	NUMBER OF OCCUPANTS (V10B) equals 00	VIOLATIONS CHARGED (D02) must equal 95.
VV253	VIOLATIONS CHARGED (D02) equals 21-25 or 29	SPEED RELATED (D09) must equal 1.
D02-RANGE	VIOLATIONS CHARGED (D02) must equal 0, 1, 2, 3, 4, 5, 6, 7, 8, 9, 11-16, 18, 19, 21-26, 29, 31-39, 41-43, 45, 46, 48, 49, 51-56, 58, 59, 61-63, 66, 67, 69, 71-76, 79, 81-86, 89, 91-93, 95, 97, 98 or 99.	
D02-MULTIPLE RESPONSE2	VIOLATIONS CHARGED (D02) equals 0	no other violations must be coded for this driver
D02-MULTIPLE RESPONSE2	VIOLATIONS CHARGED (D02) equals 95	no other violations must be coded for this driver
D02-MULTIPLE RESPONSE2	each VIOLATIONS CHARGED (D02) element value must be coded at most once per driver.	

Warnings

	IF	THEN
PP046B	VIOLATIONS CHARGED (D02) equals 11-16, 18 or 19	at least one CONDITION (IMPAIRMENT) AT TIME OF CRASH (P18) should equal 9.

Post Entry

	IF	THEN
DA123A	VIOLATIONS CHARGED (D02) equals 31, 32, 33, 34, 35 or 37	TRAFFIC CONTROL DEVICE (A16) must equal 1-4, 8, 9 or 21.
DP095	VIOLATIONS CHARGED (D02) equals 14 or 16 and PERSON TYPE (P03) equals 1	POLICE REPORTED ALCOHOL INVOLVEMENT (P11) must equal 1.

D04 DRIVER'S VISION OBSCURED BYErrors

	IF	THEN
VV186	DRIVER PRESENCE (D01) equals 0 or 9	DRIVER'S VISION OBSCURED BY (D04) must equal 95.
VV186A	DRIVER'S VISION OBSCURED BY (D04) equals 95.	DRIVER PRESENCE (D01) must equal 0 or 9
VV208	NUMBER OF OCCUPANTS CODED (V10) equals 00	DRIVER'S VISION OBSCURED BY (D04) must equal 95.
VV208A	NUMBER OF OCCUPANTS (V10B) equals 00	DRIVER'S VISION OBSCURED BY (D04) must equal 95.
D04-RANGE	DRIVER'S VISION OBSCURED BY (D04) must equal 00, 01, 02, 03, 04, 05, 06, 07, 08, 09, 10, 11, 12, 13, 14, 95, 97, 98 or 99.	
D04-MULTIPLE RESPONSE2	DRIVER'S VISION OBSCURED BY (D04) equals 00	no other visual obstruction must be coded for this driver
D04-MULTIPLE RESPONSE2	DRIVER'S VISION OBSCURED BY (D04) equals 95	no other visual obstruction must be coded for this driver
D04-MULTIPLE RESPONSE2	DRIVER'S VISION OBSCURED BY (D04) equals 99	no other visual obstruction must be coded for this driver
D04-MULTIPLE RESPONSE2	each DRIVER'S VISION OBSCURED BY (D04) element value must not be coded more than once per driver.	

Warnings

	IF	THEN
AD091	ROADWAY SURFACE CONDITION (A15) equals 1	DRIVER'S VISION OBSCURED BY (D04) should not equal 08.
DA124	DRIVER'S VISION OBSCURED BY (D04) equals 01	ATMOSPHERIC CONDITIONS (A20) should not equal 1.

Post Entry

	IF	THEN
AD034A	CRASH TYPE-BICYCLE (PB30B) equals 147, 157 or 357	at least one DRIVER'S VISION OBSCURED BY (D04) must equal 6.

AD088A	CRASH TYPE-PEDESTRIAN (PB30) equals 742	at least one DRIVER'S VISION OBSCURED BY (D04) must not equal 00 or 95.
AD154A	CRASH TYPE-BICYCLE (PB30B) equals 156	DRIVER'S VISION OBSCURED BY (D04) for the striking vehicle must not equal 6.

D06 DRIVER MANEUVERED TO AVOIDErrors

	IF	THEN
VV187	DRIVER PRESENCE (D01) equals 0	DRIVER MANEUVERED TO AVOID (D06) must equal 95.
VV187A	DRIVER MANEUVERED TO AVOID (D06) equals 95	DRIVER PRESENCE (D01) must equal 0.
VV195	CRASH TYPE (V23) equals 34, 36, 38, 40, 54, 56, 58 or 60	DRIVER MANEUVERED TO AVOID (D06) must not equal 00.
VV209	NUMBER OF OCCUPANTS CODED (V10) equals 00	DRIVER MANEUVERED TO AVOID (D06) must equal 95.
VV209A	NUMBER OF OCCUPANTS (V10B) equals 00	DRIVER MANEUVERED TO AVOID (D06) must equal 95.
VV213	DRIVER MANEUVERED TO AVOID (D06) equals 00	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must not equal 17.
D06-RANGE	DRIVER MANEUVERED TO AVOID (D06) must equal 00-05, 92, 95, 98 or 99.	
D06-MULTIPLE RESPONSE2	DRIVER MANEUVERED TO AVOID (D06) equals 00	no other D06 response must be coded for this driver
D06-MULTIPLE RESPONSE2	DRIVER MANEUVERED TO AVOID (D06) equals 98	no other D06 response must be coded for this driver
D06-MULTIPLE RESPONSE2	DRIVER MANEUVERED TO AVOID (D06) equals 95	no other D06 response must be coded for this driver
D06-MULTIPLE RESPONSE2	DRIVER MANEUVERED TO AVOID (D06) equals 99	no other D06 response must be coded for this driver
D06-MULTIPLE RESPONSE2	each DRIVER MANEUVERED TO AVOID (D06) element value must be coded only once per driver.	

Warnings

	IF	THEN
VV211	DRIVER MANEUVERED TO AVOID (D06) equals 03	CRITICAL EVENT (V26) should equal 87-89.
VV212	DRIVER MANEUVERED TO AVOID (D06) equals 05	CRITICAL EVENT (V26) should equal 80-85.

VV214	DRIVER MANEUVERED TO AVOID (D06) equals 04	CRITICAL EVENT (V26) should equal 50-56, 59-68, 70-74 or 78.
VV215	DRIVER MANEUVERED TO AVOID (D06) equals 01	CRITICAL EVENT (V26) should equal 90-92.
VV218	ATTEMPTED AVOIDANCE MANEUVER (V27) equals 00 or 1	DRIVER MANEUVERED TO AVOID (D06) should equal 00 or 95.

D07 DRIVER DISTRACTED BYErrors

	IF	THEN
VV189	DRIVER PRESENCE (D01) equals 0	DRIVER DISTRACTED BY (D07) must equal 95.
VV189A	DRIVER PRESENCE (D01) equals 1	DRIVER DISTRACTED BY (D07) must not equal 95 or null.
VV189B	DRIVER DISTRACTED BY (D07) equals 95	DRIVER PRESENCE (D01) must equal 0.
VV196A	DRIVER DISTRACTED BY (D07) equals 3	NUMBER OF OCCUPANTS (V10B) must be greater than 01.
VV210	NUMBER OF OCCUPANTS CODED (V10) equals 00	DRIVER DISTRACTED BY (D07) must equal 95.
VV210A	NUMBER OF OCCUPANTS (V10B) equals 00	DRIVER DISTRACTED BY (D07) must equal 95.
D07-RANGE	DRIVER DISTRACTED BY (D07) must equal 0, 1, 3-7, 9, 10, 12-15, 92 or 95-99.	
D07-MULTIPLE RESPONSE	DRIVER DISTRACTED BY (D07) equals 00	no other driver distraction must be coded for this driver
D07-MULTIPLE RESPONSE	DRIVER DISTRACTED BY (D07) equals 1	no other driver distraction must be coded for this driver
D07-MULTIPLE RESPONSE	DRIVER DISTRACTED BY (D07) equals 96	no other driver distraction must be coded for this driver
D07-MULTIPLE RESPONSE	DRIVER DISTRACTED BY (D07) equals 95	no other driver distraction must be coded for this driver
D07-MULTIPLE RESPONSE	DRIVER DISTRACTED BY (D07) equals 99	no other driver distraction must be coded for this driver
D07-MULTIPLE RESPONSE	each DRIVER DISTRACTED BY (D07) element value must be coded only once per driver.	

P15 RESTRAINT SYSTEM USE

Errors

	IF	THEN
PP034A	PERSON TYPE (P03) equals 1	RESTRAINT SYSTEM USE (P15) must not equal 37-40.
PP070	EJECTION (P06) equals 1, 2 or 3 and BODY TYPE (V05) not equal to 90, 91 or 97	RESTRAINT SYSTEM USE (P15) must not equal 42 or 43.
PP075A	SEATING POSITION (P04) equals 22, 23, 31-51 or 52-55	RESTRAINT SYSTEM USE (P15) must not equal 42 or 43.
PP084	SEATING POSITION (P04) equals 50 or 55	RESTRAINT SYSTEM USE (P15) must equal 30.
PV066	RESTRAINT SYSTEM USE (P15) equals 21-23 or 37-40	BODY TYPE (V05) must not equal 80-89 or 90.
P15-RANGE_A	PERSON TYPE (P03) equals 1, 2, 3, 9 or 77	RESTRAINT SYSTEM USE (P15) must equal 21-23, 28, 30, 31, 37-43 or 97-99 and must not equal null.
P15-RANGE_A	PERSON TYPE (P03) equals 4, 5, 6, 7, 8, 10,19 or 78	RESTRAINT SYSTEM USE (P15) must equal null.

Warnings

	IF	THEN
PP033	RESTRAINT SYSTEM USE (P15) equals 21	SEATING POSITION (P04) should not equal 12, 22, 32, 42 or 50-55.
PP036	RESTRAINT SYSTEM USE (P15) equals 37-40	AGE (P07) should equal 00-10, 997 or 999.
PP037	EJECTION (P06) equals 1, 2 or 3	RESTRAINT SYSTEM USE (P15) should equal 31, 31, 97 or 99.
PP045	PERSON TYPE (P03) equals 1, 2, 9 or 77; RESTRAINT SYSTEM USE (P15) equals 1-3, 8, 37, 38, 40, 97, 98 or 99 and BODY TYPE (V05) is not equal to 80-89	EJECTION (P06) should equal 0.
PV068	RESTRAINT SYSTEM USE (P15) equals 41-43	BODY TYPE (V05) should equal 80-90.

Post Entry

	IF	THEN
VP224	BODY TYPE (V05) equals 80-91 and PERSON TYPE (P03) equals 1, 2, 3, 9 or 77	RESTRAINT SYSTEM USE (P15) must equal 41-43, 97 or 99.

P18 CONDITION (IMPAIRMENT) AT TIME OF CRASHErrors

	IF	THEN
P18-RANGE	PERSON TYPE (P03) equals 1, 3, 4, 5, 6, 7, 8, 10, 19 or 78	CONDITION (IMPAIRMENT) AT TIME OF CRASH (P18) must equal 00-10, 96, 98 or 99 must not equal null.
P18-RANGE	PERSON TYPE (P03) equals 2, 9 or 77	CONDITION (IMPAIRMENT) AT TIME OF CRASH (P18) must equal null.
P18-MULTIPLE RESPONSE2	CONDITION (IMPAIRMENT) AT TIME OF CRASH (P18) equals 00	no other physical impairments must be coded for this driver
P18-MULTIPLE RESPONSE2	CONDITION (IMPAIRMENT) AT TIME OF CRASH (P18) equals 98	no other physical impairments must be coded for this driver
P18-MULTIPLE RESPONSE2	CONDITION (IMPAIRMENT) AT TIME OF CRASH (P18) equals 10	no other physical impairments must be coded for this driver
P18-MULTIPLE RESPONSE2	CONDITION (IMPAIRMENT) AT TIME OF CRASH (P18) equals 99	no other physical impairments must be coded for this driver
P18-MULTIPLE RESPONSE2	each CONDITION (IMPAIRMENT) AT TIME OF CRASH (P18) element value must be coded only once per driver.	

Warnings

	IF	THEN
PP085	CONDITION (IMPAIRMENT) AT TIME OF CRASH (P18) equals 07	PERSON TYPE (P03) should not equal 1.
PP046B	VIOLATIONS CHARGED (D02) equals 11-16, 18 or 19	at least one CONDITION (IMPAIRMENT) AT TIME OF CRASH (P18) should equal 9.

PV07 PARKED/WORKING VEHICLE IDENTIFICATION NUMBER

Errors

	IF	THEN
VV003AP	PARKED/WORKING MAKE (PV03) equals 24 and PARKED/WORKING MODEL (PV04) equals 2 and the 4 th and 5 th characters of the PARKED/WORKING VIN (PV07) equal ZN, ZP, ZR or ZY	PARKED/WORKING BODY TYPE (PV05) must equal 17.
VV300AP	PARKED/WORKING MODEL YEAR (PV06) is greater than 1980 and all 17 characters of the PARKED/WORKING VIN (PV07) are present	the PARKED/WORKING MODEL YEAR (PV06) must match the 10 th character of the PARKED/WORKING VIN (PV07).
VV300BP	PARKED/WORKING VIN (PV07) for 1981 and newer vehicles must not contain the characters I, O, or Q.	
VV300CP	An unknown PARKED/WORKING VIN (PV07) must be coded 9999999999999999. There must be no unusual characters [., -, ` , (, **, d* or =] which are part of the PARKED/WORKING VIN (PV07). Parked trailer VIN=s are not allowed.	
VV300FP	PARKED/WORKING VIN (PV07) passes the check digit test	PARKED/WORKING BODY TYPE (PV05) must be consistent with the PARKED/WORKING VIN (PV07) body type.
VV300TP	Columns 1 through 11 of the PARKED/WORKING VIN (PV07) must not all be blank.	
VV300VP	The PARKED/WORKING VIN (PV07) must be alphanumeric (0-9, A-Z) or blank.	
PV07-RANGE	PARKED/WORKING VIN (PV07) must not equal null.	

Warnings

	IF	THEN
VV300AP	PARKED/WORKING MODEL YEAR (PV06) is greater than 1980	the PARKED/WORKING MODEL YEAR (PV06) should match the 10 th character of the

VV300DP	PARKED/WORKING MODEL YEAR (PV06) is greater than 1980 and all 17 characters of the PARKED/WORKING VIN (PV07) are present	PARKED/WORKING VIN (PV07). PARKED/WORKING VIN (PV07) should pass the check digit test.
VV300EP	PARKED/WORKING VIN (PV07) passes the check digit test	PARKED/WORKING BODY TYPE (PV05) should not equal 9, 19, 29, 39, 49, 59, 79, 89, 98 or 99 and PARKED/WORKING Model Year (PV06) should not equal 9999.
VV300RP	PARKED/WORKING MODEL YEAR (PV06) is greater than 1980	PARKED/WORKING VIN (PV07) should contain 17 characters.

PV07A PARKED/WORKING VEHICLE LICENSE PLATE NUMBER

Errors

	IF	THEN
VV500P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 90 or 91	PARKED/WORKING VEHICLE LICENSE PLATE NUMBER (PV07A) must equal 0000000000.
PV07A-RANGE	PARKED/WORKING VEHICLE LICENSE PLATE NUMBER (PV07A) must be alphanumeric (0-9, A-Z) or blank and must not equal null.	

PV07B PARKED/WORKING VEHICLE REGISTRATION STATE

Errors

	IF	THEN
PV07B-RANGE	PARKED/WORKING VEHICLE REGISTRATION STATE (PV07B) must equal AL-WY, 00, 73, 77, 92-97 or 99.	

PV03 PARKED/WORKING VEHICLE MAKEErrors

	IF	THEN
VV003AP	PARKED/WORKING VEHICLE MAKE (PV03) equals 24 and PARKED/WORKING VEHICLE MODEL (PV04) equals 2 and the 4 th and 5 th characters of the PARKED/WORKING VEHICLE VIN (PV07) equal ZN, ZP, ZR or ZY	PARKED/WORKING VEHICLE BODY TYPE (PV05) must equal 17.
PV03-RANGE	PARKED/WORKING VEHICLE MAKE (PV03) and PARKED/WORKING VEHICLE MODEL (PV04) must be one of the make/model combinations specified in the Oracle nass.modellookup table.	

PV04 PARKED/WORKING VEHICLE MODELErrors

	IF	THEN
VV003AP	PARKED/WORKING VEHICLE MAKE (PV03) equals 24 and PARKED/WORKING VEHICLE MODEL (PV04) equals 2 and the 4 th and 5 th characters of the PARKED/WORKING VEHICLE VIN (PV07) equal ZN, ZP, ZR or ZY	PARKED/WORKING VEHICLE BODY TYPE (PV05) must equal 17.
VV601P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 1-13, 17	PARKED/WORKING VEHICLE MODEL (PV04) must equal 1-399.
VV603P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 14	PARKED/WORKING VEHICLE MODEL (PV04) must equal 401-420, 498 or 499.
VV604P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 15	PARKED/WORKING VEHICLE MODEL (PV04) must equal 421-430, 498 or 499.
VV605P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 16	PARKED/WORKING VEHICLE MODEL (PV04) must equal 431-440, 498 or 499.
VV606P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 19	PARKED/WORKING VEHICLE MODEL (PV04) must equal 498 or 499.
VV607P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 20	PARKED/WORKING VEHICLE MODEL (PV04) must equal 441-460, 498 or 499.
VV608P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 21	PARKED/WORKING VEHICLE MODEL (PV04) must equal 461-470, 498 or 499.
VV609P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 22-29	PARKED/WORKING VEHICLE MODEL (PV04) must equal 441-470, 498 or 499.
VV611P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 30	PARKED/WORKING VEHICLE MODEL (PV04) must equal 471-480, 498 or 499.

VV612P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 31	PARKED/WORKING VEHICLE MODEL (PV04) must equal 481-490, 498 or 499.
VV613P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 32, 33 or 39	PARKED/WORKING VEHICLE MODEL (PV04) must equal 471-490, 498 or 499.
VV615P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 40-42 or 45	PARKED/WORKING VEHICLE MODEL (PV04) must equal 498.
VV616P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 48	PARKED/WORKING VEHICLE MODEL (PV04) must equal 499.
VV617P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 49	PARKED/WORKING VEHICLE MODEL (PV04) must equal 999.
VV618P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 50 or 59	PARKED/WORKING VEHICLE MODEL (PV04) must equal 902, 981-983, 988 or 989.
VV619P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 51, 52 or 58	PARKED/WORKING VEHICLE MODEL (PV04) must equal 902, 950, 981-983, 988 or 989.
VV620P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 60- 64, 66-68, 71 or 72	PARKED/WORKING VEHICLE MODEL (PV04) must equal 801- 808, 881-890, 898 or 899.
VV621P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 65 or 73	PARKED/WORKING VEHICLE MODEL (PV04) must equal 850, 898, 899 or Oracle values 9744, 9752, 9759, 9766, 9773, 9780 or 9787.
VV622P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 78	PARKED/WORKING VEHICLE MODEL (PV04) must equal 801- 808, 881-890, 898 or 899.
VV623P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 79	PARKED/WORKING VEHICLE MODEL (PV04) must equal 899.
VV624P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 80-83 or 89	PARKED/WORKING VEHICLE MODEL (PV04) must equal 701- 706, 709 or 799.
VV625P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 88	PARKED/WORKING VEHICLE MODEL (PV04) must equal 798.

VV627P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 90	PARKED/WORKING VEHICLE MODEL (PV04) must equal 731- 734, 739 or 799.
VV628PP	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 91-93 or 97	PARKED/WORKING VEHICLE MODEL (PV04) must equal 998.
VV629P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 98 or 99	PARKED/WORKING VEHICLE MODEL (PV04) must equal 999.
PV04-RANGE	PARKED/WORKING VEHICLE MAKE (PV03) equals 29 or 69	PARKED/WORKING VEHICLE MODEL, (PV04) must not equal 498, 898, 988 or 998.
PV04-RANGE	PARKED/WORKING VEHICLE MAKE (PV03) equals 98	PARKED/WORKING VEHICLE MODEL (PV04) must not equal 398 or 498
PV04-RANGE	PARKED/WORKING VEHICLE MODEL (PV04) must not equal null.	

Notify NHTSA

	IF	THEN
NOTIFY NHTSA		Please notify NHTSA of the specific parked/working vehicle make and model when 'other' make/model is selected.

PV05 PARKED/WORKING VEHICLE BODY TYPEErrors

	IF	THEN
VV003P	PARKED/WORKING VEHICLE SPECIAL USE (PV08) equals 01	PARKED/WORKING VEHICLE BODY TYPE (PV05) must equal 02-09, 12, 17, 20-29 or 49.
VV003AP	PARKED/WORKING VEHICLE MAKE (PV03) equals 24 and PARKED/WORKING VEHICLE MODEL (PV04) equals 2 and the 4 th and 5 th characters of the PARKED/WORKING VEHICLE VIN (PV07) equal ZN, ZP, ZR or ZY	PARKED/WORKING VEHICLE BODY TYPE (PV05) must equal 17.
VV006P	PARKED/WORKING VEHICLE SPECIAL USE (PV08) equals 02	PARKED/WORKING VEHICLE BODY TYPE (PV05) must equal 14-16, 19-21, 28-29, 45, 48-52, 58 or 59.
VV009P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 80-89	PARKED/WORKING VEHICLE SPECIAL USE (PV08) must not equal 01-03, 06 or 07.
VV010P	PARKED/WORKING VEHICLE SPECIAL USE (PV08) equals 03	PARKED/WORKING VEHICLE BODY TYPE (PV05) must equal 14-16, 19, 20, 21, 28-29, 45, 48, 49, 50-59, 98 or 99.
VV012P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 01-05, 07-09 or 17	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS CODED (PV10) must not be greater than 15.
VV012AP	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 01-05, 07-09 or 17	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS (PV10B) must not be greater than 15.
VV013P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 06, 11, 14 or 15	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS CODED (PV10) must not be greater than 22.

VV013AP	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 06, 11, 14 or 15	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS (PV10B) must not be greater than 22.
VV015P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 80-89	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS CODED (PV10) must not be > 5.
VV015AP	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 80-89	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS (PV10B) must not be greater than 5.
VV025P	PARKED/WORKING VEHICLE SPECIAL USE (PV08) equals 06	PARKED/WORKING VEHICLE BODY TYPE (PV05) must equal 09, 11, 12, 14-16, 19, 20-21, 28-29, 40-41, 48-49, 60-63, 68, 79, 97, 98 or 99.
VV085P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 51, 52 or 58	PARKED/WORKING VEHICLE SPECIAL USE (PV08) must not equal 00.
VV086P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 59	PARKED/WORKING VEHICLE SPECIAL USE (PV08) must equal 98 or 99.
VV110AP	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 1-99	the NGA variables must not equal null or Oracle value -1. There are two exceptions. PV31 may equal null and PV33 may equal -1.
VV111P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 80-89	PARKED/WORKING VEHICLE ROLLOVER (PV30) must equal 0.
VV145P	PARKED/WORKING VEHICLE CARGO BODY TYPE (PV33) equals 22	PARKED/WORKING VEHICLE BODY TYPE (PV05) must equal 21, 50, 51, 52, 58 or 59.
VV153P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 66 and PARKED/WORKING VEHICLE TRAILING (PV13) equals 0	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS PLACARD NUMBER (PV35) must equal 0000.

VV156P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 66 and VEHICLE TRAILING (PV13) equals 0	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS RELEASE (PV36) must equal 0.
VV160P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 66 and PARKED/WORKING VEHICLE TRAILING (PV13) equals 0	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS PLACARD (PV34) must equal 0.
VV163P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 99	PARKED/WORKING VEHICLE CARGO BODY TYPE (PV33) must equal 99.
VV167P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 99	PARKED/WORKING VEHICLE MOTOR CARRIER IDENTIFICATION NUMBER (PV31) must equal 999999999.
VV174P	PARKED/WORKING VEHICLE TRAILING (PV13) equals 0 and PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 66	PARKED/WORKING VEHICLE CARGO BODY TYPE (PV33) must equal 96.
VV185AP	PARKED/WORKING VEHICLE CARGO BODY TYPE (PV33) equals 96 and PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 66	PARKED/WORKING VEHICLE TRAILING (PV13) must equal 0.
VV220P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 50-63, 66-72, 74-79 or 99	PARKED/WORKING VEHICLE CARGO BODY TYPE (PV33) must not equal 00.
VV221P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 60-63, 66, 67, 68, 71, 72, 78 or 79 and PARKED/WORKING VEHICLE SPECIAL USE (PV08) equals 07	PARKED/WORKING VEHICLE CARGO BODY TYPE (PV33) must equal 96.
VV248P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 50-52 or 59	PARKED/WORKING VEHICLE CARGO BODY TYPE (PV33) must equal 22.
VV249P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 58	PARKED/WORKING VEHICLE CARGO BODY TYPE (PV33) must equal 22 or 97.

VV300FP	PARKED/WORKING VEHICLE VIN (PV07) passes the check digit test	PARKED/WORKING VEHICLE BODY TYPE (PV05) must be consistent with the PARKED/WORKING VEHICLE VIN (PV07) body type.
VV500P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 90 or 91	PARKED/WORKING VEHICLE LICENSE PLATE NUMBER (PV07A) must equal 0000000000.
VV601P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 1-13, 17	PARKED/WORKING VEHICLE MODEL (PV04) must equal 1-399.
VV603P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 14	PARKED/WORKING VEHICLE MODEL (PV04) must equal 401-420, 498 or 499.
VV604P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 15	PARKED/WORKING VEHICLE MODEL (PV04) must equal 421-430, 498 or 499.
VV605P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 16	PARKED/WORKING VEHICLE MODEL (PV04) must equal 431-440, 498 or 499.
VV606P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 19	PARKED/WORKING VEHICLE MODEL (PV04) must equal 498 or 499.
VV607P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 20	PARKED/WORKING VEHICLE MODEL (PV04) must equal 441-460, 498 or 499.
VV608P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 21	PARKED/WORKING VEHICLE MODEL (PV04) must equal 461-470, 498 or 499.
VV609P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 22-29	PARKED/WORKING VEHICLE MODEL (PV04) must equal 441-470, 498 or 499.
VV611P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 30	PARKED/WORKING VEHICLE MODEL (PV04) must equal 471-480, 498 or 499.
VV612P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 31	PARKED/WORKING VEHICLE MODEL (PV04) must equal 481-490, 498 or 499.

VV613P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 32, 33 or 39	PARKED/WORKING VEHICLE MODEL (PV04) must equal 471-490, 498 or 499.
VV615P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 40-42 or 45	PARKED/WORKING VEHICLE MODEL (PV04) must equal 498.
VV616P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 48	PARKED/WORKING VEHICLE MODEL (PV04) must equal 499.
VV617P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 49	PARKED/WORKING VEHICLE MODEL (PV04) must equal 999.
VV618P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 50 or 59	PARKED/WORKING VEHICLE MODEL (PV04) must equal 902, 981-983, 988 or 989.
VV619P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 51, 52 or 58	PARKED/WORKING VEHICLE MODEL (PV04) must equal 902, 950, 981-983, 988 or 989.
VV620P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 60- 64, 66-68, 71 or 72	PARKED/WORKING VEHICLE MODEL (PV04) must equal 801- 808, 881-890, 898 or 899.
VV621P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 65 or 73	PARKED/WORKING VEHICLE MODEL (PV04) must equal 850, 898, 899 or Oracle values 9744, 9752, 9759, 9766, 9773, 9780 or 9787.
VV622P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 78	PARKED/WORKING VEHICLE MODEL (PV04) must equal 801- 808, 881-890, 898 or 899.
VV623P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 79	PARKED/WORKING VEHICLE MODEL (PV04) must equal 899.
VV624P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 80-83 or 89	PARKED/WORKING VEHICLE MODEL (PV04) must equal 701- 706, 709 or 799.
VV625P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 88	PARKED/WORKING VEHICLE MODEL (PV04) must equal 798.
VV627P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 90	PARKED/WORKING VEHICLE MODEL (PV04) must equal 731- 734, 739 or 799.

PARKED/WORKING VEHICLE

PARKED/WORKING VEHICLE

VV628P	BODY TYPE (PV05) equals 91-93 or 97	MODEL (PV04) must equal 998.
VV629P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 98 or 99	PARKED/WORKING VEHICLE MODEL (PV04) must equal 999.
PV05-RANGE	PARKED/WORKING VEHICLE BODY TYPE (PV05) must equal 1-17, 20-22, 28-33, 39-42, 45, 48, 49-52, 58-63, 65-68, 71-73, 78-83, 88-93 or 97-99 and must not equal null.	

Warnings

	IF	THEN
VA102P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 50	SCHOOL BUS RELATED (A21) should equal 1.
VV030P	PARKED/WORKING VEHICLE TRAILING (PV13) equals 1	PARKED/WORKING VEHICLE BODY TYPE (PV05) should not equal 50-58, 80-89, 90 or 91.
VV032P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 01-05, 07-09, 17 or 97	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS CODED (PV10) should not be greater than 8.
VV032AP	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 01-05, 07-09, 17 or 97	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS (PV10B) should not be greater than 8.
VV033P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 12	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS CODED (PV10) should not be greater than 15.
VV033AP	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 12	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS (PV10B) should not be > 15.
VV034P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 06, 14-15, 42 or 60-79	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS CODED (PV10) should not be greater than 12.
VV034AP	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 06, 14-15, 42 or 60-79	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS (PV10B) should not be > 12.

VV036P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 80-89 or 91	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS CODED (PV10) should not be greater than 2.
VV036AP	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 80-89 or 91	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS (PV10B) should not be > 2.
VV037P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 90	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS CODED (PV10) should not be greater than 6.
VV037AP	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 90	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS (PV10B) should not be greater than 6.
VV076P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 66	PARKED/WORKING VEHICLE TRAILING (PV13) should not equal 0.
VV084P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 50	PARKED/WORKING VEHICLE SPECIAL USE (PV08) should equal 02.
VV109P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 50-64 66-72, 78 or 79	PARKED/WORKING VEHICLE MOTOR CARRIER IDENTIFICATION NUMBER (PV31) should not equal 0 (Oracle value 000000).
VV300EP	PARKED/WORKING VIN (PV07) passes the check digit test	PARKED/WORKING BODY TYPE (PV05) should not equal 9, 19, 29, 39, 49, 59, 79, 89, 98 or 99 and PARKED/WORKING Model Year (PV06) should not equal 9999.

Post Entry

	IF	THEN
AV236	SCHOOL BUS RELATED (A21) equals 1	at least one BODY TYPE (V05) or PARKED/WORKING VEHICLE BODY TYPE (PV05) should equal 21 or 50.

PV06 PARKED/WORKING VEHICLE MODEL YEARErrors

	IF	THEN
VV300AP	PARKED/WORKING VEHICLE MODEL YEAR (PV06) is greater than 1980 and all 17 characters of the PARKED/WORKING VEHICLE VIN (PV07) are present	the PARKED/WORKING VEHICLE MODEL YEAR (PV06) must match the 10 th character of the PARKED/WORKING VEHICLE VIN (PV07).

Warnings

	IF	THEN
VV300AP	PARKED/WORKING VEHICLE MODEL YEAR (PV06) is greater than 1980	the PARKED/WORKING VEHICLE MODEL YEAR (PV06) should match the 10 th character of the VIN (PV07).
VV300DP	PARKED/WORKING VEHICLE MODEL YEAR (PV06) is greater than 1980 and all 17 characters of the PARKED/WORKING VEHICLE VIN (PV07) are present	PARKED/WORKING VEHICLE VIN (PV07) should pass the check digit test.
VV300EP	PARKED/WORKING VIN (PV07) passes the check digit test	PARKED/WORKING BODY TYPE (PV05) should not equal 9, 19, 29, 39, 49, 59, 79, 89, 98 or 99 and PARKED/WORKING Model Year (PV06) should not equal 9999.
VV300RP	PARKED/WORKING VEHICLE MODEL YEAR (PV06) is greater than 1980	PARKED/WORKING VEHICLE VIN (PV07) should contain 17 characters.

PV13 PARKED/WORKING VEHICLE TRAILING

Errors

	IF	THEN
VV153P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 66 and PARKED/WORKING VEHICLE TRAILING (PV13) equals 0	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS PLACARD NUMBER (PV35) must equal 0000.
VV156P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 66 and VEHICLE TRAILING (PV13) equals 0	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS RELEASE (PV36) must equal 0.
VV160P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 66 and PARKED/WORKING VEHICLE TRAILING (PV13) equals 0	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS PLACARD (PV34) must equal 0.
VV174P	PARKED/WORKING VEHICLE TRAILING (PV13) equals 0 and PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 66	PARKED/WORKING VEHICLE CARGO BODY TYPE (PV33) must equal 96.
VV185AP	PARKED/WORKING VEHICLE CARGO BODY TYPE (PV33) equals 96 and PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 66	PARKED/WORKING VEHICLE TRAILING (PV13) must equal 0.
PV13-RANGE		PARKED/WORKING VEHICLE TRAILING (PV13) must equal 0-6 or 9.

Warnings

	IF	THEN
VV030P	PARKED/WORKING VEHICLE TRAILING (PV13) equals 1	PARKED/WORKING VEHICLE BODY TYPE (PV05) should not equal 50-58, 80-89, 90 or 91.
VV076P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 66	PARKED/WORKING VEHICLE TRAILING (PV13) should not equal 0.

PV37 PARKED/WORKING VEHICLE LOCATIONErrors:

	IF	THEN
PV350	PARKED/WORKING VEHICLE TYPE (PV02) equals 1	PARKED/WORKING VEHICLE LOCATION (PV37) must not equal 1 or 9
PV37-RANGE		PARKED/WORKING VEHICLE LOCATION (PV37) must equal 1-10, 97 or 99

PV38 PARKED/WORKING VEHICLE AREAS OF IMPACT-MOST DAMAGEDErrors

	IF	THEN
PV38-RANGE-1		PARKED/WORKING VEHICLE AREAS OF IMPACT-MOST DAMAGED (PV38) must equal 21-34, 38, 61-63, 81-83, 97 or 99.

PV40 PARKED/WORKING VEHICLE CONFIGURATIONErrors

	IF	THEN
PV40-RANGE-1		PARKED/WORKING VEHICLE CONFIGURATION (PV40) must equal 0, 1, 2, 4, 5, 6, 7, 8, 10, 19, 20, 21, 97 or 99.

PV02 PARKED/WORKING VEHICLE TYPEPost Entry

	IF	THEN
PP082AP	PERSON TYPE (P03) equals 3	PARKED/WORKING VEHICLE TYPE (PV02) must equal 1 or 2 and must not equal null.
PP082AP2	PARKED/WORKING VEHICLE TYPE (PV02) equals 1	PERSON TYPE (P03) must equal 3
PP082AP3	PARKED/WORKING VEHICLE TYPE (PV02) equals 2	PERSON TYPE (P03) must equal 3
PV350	PARKED/WORKING VEHICLE TYPE (PV02) equals 1	PARKED/WORKING VEHICLE LOCATION (PV37) must not equal 1 or 9
PVE700	PARKED VEHICLE TYPE (PV02) EQUALS 1 and PARKED VEHICLE EVENT NUMBER (PE02) equals EVENT NUMBER (E01)	NON-HARMFUL EVENT, NON-COLLISION CATEGORY OR OBJECT CONTACTED (E04) must equal 129.
PVE701	PARKED VEHICLE TYPE (PV02) EQUALS 2 and PARKED VEHICLE EVENT NUMBER (PE02) equals EVENT NUMBER (E01)	NON-HARMFUL EVENT, NON-COLLISION CATEGORY OR OBJECT CONTACTED (E04) must equal 130.
PV02-RANGE	PARKED VEHICLE TYPE (PV02) must equal 1 or 2.	

PV08 PARKED/WORKING VEHICLE SPECIAL USEErrors

	IF	THEN
VV003P	PARKED/WORKING VEHICLE SPECIAL USE (PV08) equals 01	PARKED/WORKING VEHICLE BODY TYPE (PV05) must equal 02-09, 12, 17, 20-29 or 49.
VV006P	PARKED/WORKING VEHICLE SPECIAL USE (PV08) equals 02	PARKED/WORKING VEHICLE BODY TYPE (PV05) must equal 14-16, 19-21, 28-29, 45, 48-52, 58 or 59.
VV009P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 80-89	PARKED/WORKING VEHICLE SPECIAL USE (PV08) must not equal 01-03, 06 or 07.
VV010P	PARKED/WORKING VEHICLE SPECIAL USE (PV08) equals 03	PARKED/WORKING VEHICLE BODY TYPE (PV05) must equal 14-16, 19, 20, 21, 28-29, 45, 48, 49, 50-59, 98 or 99.
VV025P	PARKED/WORKING VEHICLE SPECIAL USE (PV08) equals 06	PARKED/WORKING VEHICLE BODY TYPE (PV05) must equal 09, 11, 12, 14-16, 19, 20-21, 28-29, 40-41, 48-49, 60-63, 68, 79, 97, 98 or 99.
VV085P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 51, 52 or 58	PARKED/WORKING VEHICLE SPECIAL USE (PV08) must not equal 00.
VV086P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 59	PARKED/WORKING VEHICLE SPECIAL USE (PV08) must equal 98 or 99.
VV087P	PARKED/WORKING VEHICLE EMERGENCY USE (PV09) equals 1	PARKED/WORKING VEHICLE SPECIAL USE (PV08) must equal 04-08.
VV221P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 60- 63, 66, 67, 68, 71, 72, 78 or 79 and PARKED/WORKING VEHICLE SPECIAL USE (PV08) equals 07	PARKED/WORKING VEHICLE CARGO BODY TYPE (PV33) must equal 96.
PV08-Range	PARKED/WORKING VEHICLE SPECIAL USE (V08) must equal 0, 1, 2, 3, 4, 5, 6, 7, 8, 77 or 99 and must not equal null.	

Warnings

	IF	THEN
VV048P	UNLIKELY: PARKED/WORKING VEHICLE SPECIAL USE (PV08) is equal to 02, 03, 04 or 06.	
AV210	SCHOOL BUS RELATED (A21) equals 1	at least one SPECIAL USE (V08) or PARKED/WORKING VEHICLE SPECIAL USE (PV08) should equal 02.
VV084P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 50	PARKED/WORKING VEHICLE SPECIAL USE (PV08) should equal 02.
VV241P	PARKED/WORKING VEHICLE SPECIAL USE (PV08) equals 01	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS CODED (PV10) should be greater than 01.
VV241AP	PARKED/WORKING VEHICLE SPECIAL USE (PV08) equals 01	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS (PV10B) should be greater than 01.

Post Entry

	IF	THEN
VA002P	PARKED/WORKING VEHICLE SPECIAL USE (PV08) for any parked/working vehicle equals 02	SCHOOL BUS RELATED (A21) must equal 1.

PV09 PARKED/WORKING VEHICLE EMERGENCY USEErrors

	IF	THEN
VV087P	PARKED/WORKING VEHICLE EMERGENCY USE (PV09) equals 1	PARKED/WORKING VEHICLE SPECIAL USE (PV08) must equal 04-08.
PV09-RANGE	PARKED/WORKING VEHICLE EMERGENCY USE (PV09) must equal 0, 1, 7 or 9.	

PV16 PARKED/WORKING VEHICLE FIRE OCCURRENCEErrors

	IF	THEN
PV16-RANGE		PARKED/WORKING VEHICLE FIRE OCCURRENCE (PV16) must equal 0 or 1.

PV18 PARKED/WORKING VEHICLE EXTENT OF DAMAGEErrors

	IF	THEN
VV060AP	PARKED/WORKING VEHICLE EXTENT OF DAMAGE (PV18) equals 6	PARKED/WORKING VEHICLE REMOVAL (PV19) must not equal 1.
VV061P	PARKED/WORKING VEHICLE REMOVAL (PV19) equals 2	PARKED/WORKING VEHICLE EXTENT OF DAMAGE (PV18) must not equal 0, 2 or 4.
VV089P	PARKED/WORKING VEHICLE EXTENT OF DAMAGE (PV18) equals 6	PARKED/WORKING VEHICLE REMOVAL (PV19) must not equal 3.
PV18-RANGE	PARKED/WORKING VEHICLE EXTENT OF DAMAGE (PV18) must equal 0, 2, 4, 6, 7 or 9.	

Warnings

	IF	THEN
VV059P	PARKED/WORKING VEHICLE EXTENT OF DAMAGE (PV18) equals 6	PARKED/WORKING VEHICLE REMOVAL (PV19) should equal 2.

PV19 PARKED/WORKING VEHICLE REMOVAL

Errors

	IF	THEN
VV060AP	PARKED/WORKING VEHICLE EXTENT OF DAMAGE (PV18) equals 6	PARKED/WORKING VEHICLE REMOVAL (PV19) must not equal 1.
VV061P	PARKED/WORKING VEHICLE REMOVAL (PV19) equals 2	PARKED/WORKING VEHICLE EXTENT OF DAMAGE (PV18) must not equal 0, 2 or 4.
VV089P	PARKED/WORKING VEHICLE EXTENT OF DAMAGE (PV18) equals 6	PARKED/WORKING VEHICLE REMOVAL (PV19) must not equal 3.
PV19-RANGE	PARKED/WORKING VEHICLE (PV19) must equal 1, 2, 3, 4, 7 or 9 and must not equal null.	

Warnings

	IF	THEN
VV059P	PARKED/WORKING VEHICLE EXTENT OF DAMAGE (PV18) equals 6	PARKED/WORKING VEHICLE REMOVAL (PV19) should equal 2.

PV30 PARKED/WORKING VEHICLE ROLLOVERErrors

	IF	THEN
VV111P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 80-89	PARKED/WORKING VEHICLE ROLLOVER (PV30) must equal 0.
VV700P	PARKED/WORKING VEHICLE ROLLOVER (PV30) equals 0	PARKED/WORKING VEHICLE LOCATION OF ROLLOVER (PV30A) must equal 0
VV701P	PARKED/WORKING VEHICLE LOCATION OF ROLLOVER (PV30A) equals 0	PARKED/WORKING VEHICLE ROLLOVER (PV30) must equal 0
PV30-RANGE	PARKED/WORKING VEHICLE ROLLOVER (PV30) must equal 0, 1, 2 or 9.	

PV30A PARKED/WORKING VEHICLE LOCATION OF ROLLOVERErrors

	IF	THEN
VV700P	PARKED/WORKING VEHICLE ROLLOVER (PV30) equals 0	PARKED/WORKING VEHICLE LOCATION OF ROLLOVER (PV30A) must equal 0
VV701P	PARKED/WORKING VEHICLE LOCATION OF ROLLOVER (PV30A) equals 0	PARKED/WORKING VEHICLE ROLLOVER (PV30) must equal 0

PV31 PARKED/WORKING VEHICLE MOTOR CARRIER IDENTIFICATION NUMBER

Errors

	IF	THEN
VV110AP	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 1-99	the NGA variables must not equal null or Oracle value -1. There are two exceptions. PV31 may equal null and PV33 may equal -1.
VV167P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 99	PARKED/WORKING VEHICLE MOTOR CARRIER IDENTIFICATION NUMBER (PV31) must equal 999999999.
PV31-RANGE	PARKED/WORKING VEHICLE MOTOR CARRIER IDENTIFICATION NUMBER (PV31) must not be more than 9 digits in length (including leading zeros) and must not contain letters, or strings of 9's or 0's (except 000000000 or 999999999).	

Warnings

	IF	THEN
VV109P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 50-64 66-72, 78 or 79	PARKED/WORKING VEHICLE MOTOR CARRIER IDENTIFICATION NUMBER (PV31) should not equal 0 (Oracle value 000000).

PV33 PARKED/WORKING VEHICLE CARGO BODY TYPE

Errors

	IF	THEN
VV110AP	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 1-99	the NGA variables must not equal null or Oracle value -1. There are two exceptions. PV31 may equal null and PV33 may equal -1.
VV143P	PARKED/WORKING VEHICLE CARGO BODY TYPE (PV33) equals 00	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS PLACARD (PV34) must equal 0 or 1.
VV145P	PARKED/WORKING VEHICLE CARGO BODY TYPE (PV33) equals 22	PARKED/WORKING VEHICLE BODY TYPE (PV05) must equal 21, 50, 51, 52, 58 or 59.
VV163P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 99	PARKED/WORKING VEHICLE CARGO BODY TYPE (PV33) must equal 99.
VV174P	PARKED/WORKING VEHICLE TRAILING (PV13) equals 0 and PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 66	PARKED/WORKING VEHICLE CARGO BODY TYPE (PV33) must equal 96.
VV185AP	PARKED/WORKING VEHICLE CARGO BODY TYPE (PV33) equals 96 and PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 66	PARKED/WORKING VEHICLE TRAILING (PV13) must equal 0.
VV220P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 50-63, 66-72, 74-79 or 99	PARKED/WORKING VEHICLE CARGO BODY TYPE (PV33) must not equal 00.
VV221P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 60-63, 66, 67, 68, 71, 72, 78 or 79 and PARKED/WORKING VEHICLE SPECIAL USE (PV08) equals 07	PARKED/WORKING VEHICLE CARGO BODY TYPE (PV33) must equal 96.
VV248P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 50-52 or 59	PARKED/WORKING VEHICLE CARGO BODY TYPE (PV33) must equal 22.

VV249P

PARKED/WORKING VEHICLE
BODY TYPE (PV05) equals 58PARKED/WORKING VEHICLE
CARGO BODY TYPE (PV33) must
equal 22 or 97.

PV33A PARKED/WORKING VEHICLE HAZARDOUS MATERIALS INVOLVEMENTErrors

	IF	THEN
PV33A-RANGE	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS INVOLVEMENT (PV33A) must equal 1 or 2 and must not equal null.	
VV146AP	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS INVOLVEMENT (PV33A) equals 1	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS PLACARD (PV34) must equal 0.
VV146BP	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS INVOLVEMENT (PV33A) equals 1	PARKED/WORKING VEHICLE 2-DIGIT HAZARDOUS MATERIAL CLASS NUMBER (PV35A) must equal 0.

PV34 PARKED/WORKING VEHICLE HAZARDOUS MATERIALS PLACARD

Errors

	IF	THEN
VV143P	PARKED/WORKING VEHICLE CARGO BODY TYPE (PV33) equals 00	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS PLACARD (PV34) must equal 0 or 1.
VV146P	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS PLACARD (PV34) equals 0	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS PLACARD NUMBER (PV35) must equal 0000.
VV146AP	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS INVOLVEMENT (PV33A) equals 1	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS PLACARD (PV34) must equal 0.
VV152P	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS PLACARD (PV34) equals 2	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS RELEASE (PV36) must not equal 0.
VV158P	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS PLACARD (PV34) equals 2 or 8	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS PLACARD NUMBER (PV35) must not equal 0000.
VV159P	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS PLACARD (PV34) equals 8	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS PLACARD NUMBER (PV35) must equal 8888.
VV160P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 66 and PARKED/WORKING VEHICLE TRAILING (PV13) equals 0	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS PLACARD (PV34) must equal 0.
VV168P	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS RELEASE (PV36) equals 0	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS PLACARD (PV34) must equal 0.

PV35 PARKED/WORKING VEHICLE HAZARDOUS MATERIALS PLACARD NUMBER

Errors

	IF	THEN
VV146P	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS PLACARD (PV34) equals 0	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS PLACARD NUMBER (PV35) must equal 0000.
VV148AP	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS PLACARD NUMBER (PV35) equals 0000	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS RELEASE (PV36) must equal 0.
VV149P	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS PLACARD NUMBER (PV35) is not equal to 0000	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS RELEASE (PV36) must not equal 0.
VV153P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 66 and PARKED/WORKING VEHICLE TRAILING (PV13) equals 0	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS PLACARD NUMBER (PV35) must equal 0000.
VV158P	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS PLACARD (PV34) equals 2 or 8	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS PLACARD NUMBER (PV35) must not equal 0000.
VV159P	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS PLACARD (PV34) equals 8	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS PLACARD NUMBER (PV35) must equal 8888.
PV35-RANGE	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS PLACARD NUMBER (PV35) must be within the valid range.	

**PV35A PARKED/WORKING VEHICLE 2-DIGIT HAZARDOUS MATERIAL
CLASS NUMBER**Errors

	IF	THEN
PV35A-RANGE	PARKED/WORKING VEHICLE 2-DIGIT HAZARDOUS MATERIAL CLASS NUMBER (PV35A) must equal 0-9 or 88 and must not equal null.	
VV146BP	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS INVOLVEMENT (PV33A) equals 1	PARKED/WORKING VEHICLE 2-DIGIT HAZARDOUS MATERIAL CLASS NUMBER (PV35A) must equal 0.

PV36 PARKED/WORKING VEHICLE RELEASE OF HAZARDOUS MATERIAL FROM CARGO COMPARTMENT

Errors

	IF	THEN
VV148AP	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS PLACARD NUMBER (PV35) equals 0000	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS RELEASE (PV36) must equal 0.
VV149P	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS PLACARD NUMBER (PV35) is not equal to 0000	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS RELEASE (PV36) must not equal 0.
VV152P	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS PLACARD (PV34) equals 2	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS RELEASE (PV36) must not equal 0.
VV156P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 66 and VEHICLE TRAILING (PV13) equals 0	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS RELEASE (PV36) must equal 0.
VV168P	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS RELEASE (PV36) equals 0	PARKED/WORKING VEHICLE HAZARDOUS MATERIALS PLACARD (PV34) must equal 0.

PV10B PARKED/WORKING VEHICLE NUMBER OF OCCUPANTSErrors

	IF	THEN
VV012AP	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 01-05, 07-09 or 17	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS (PV10B) must not be greater than 15.
VV013AP	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 06, 11, 14 or 15	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS (PV10B) must not be greater than 22.
VV015AP	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 80-89	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS (PV10B) must not be greater than 5.

Warnings

	IF	THEN
VV032AP	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 01-05, 07-09, 17 or 97	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS (PV10B) should not be greater than
VV033AP	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 12	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS (PV10B) should not be greater than 15.
VV034AP	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 06, 14-15, 42 or 60-79	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS (PV10B) should not be > 12.
VV036AP	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 80-89 or 91	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS (PV10B) should not be greater than 2.

VV037AP	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 90	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS (PV10B) should not be greater than 6.
VV241AP	PARKED/WORKING VEHICLE SPECIAL USE (PV08) equals 01	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS (PV10B) should be greater than 01.

PV10 PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS CODEDErrors

	IF	THEN
VV012P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 01-05, 07-09 or 17	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS CODED (PV10) must not be greater than 15.
VV013P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 06, 11, 14 or 15	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS CODED (PV10) must not be greater than 22.
VV015P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 80-89	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS CODED (PV10) must not be greater than 5.
VV301AP	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS CODED (PV10) must be known.	
VV301BP	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS CODED (PV10) must equal the number of persons coded for this parked/working vehicle.	

Warnings

	IF	THEN
VV032P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 01-05, 07-09 or 97	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS CODED (PV10) should not be greater than 8.
VV033P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 12	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS CODED (PV10) should not be greater than 15.

VV034P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 06, 14-15, 42 or 60-79	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS CODED (PV10) should not be greater than 12.
VV036P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 80-89 or 91	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS CODED (PV10) should not be greater than 2.
VV037P	PARKED/WORKING VEHICLE BODY TYPE (PV05) equals 90	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS CODED (PV10) should not be greater than 6.
VV241P	PARKED/WORKING VEHICLE SPECIAL USE (PV08) equals 01	PARKED/WORKING VEHICLE NUMBER OF OCCUPANTS CODED (PV10) should be greater than 01.

PE02 PARKED/WORKING VEHICLE EVENT NUMBERErrors

	IF	THEN
PVE700	PARKED VEHICLE TYPE (PV02) EQUALS 1 and PARKED VEHICLE EVENT NUMBER (PE02) equals EVENT NUMBER (E01)	NON-HARMFUL EVENT, NON-COLLISION CATEGORY OR OBJECT CONTACTED (E04) must equal 129.
PVE701	PARKED VEHICLE TYPE (PV02) EQUALS 2 and PARKED VEHICLE EVENT NUMBER (PE02) equals EVENT NUMBER (E01)	NON-HARMFUL EVENT, NON-COLLISION CATEGORY OR OBJECT CONTACTED (E04) must equal 130.
PVE702	Parked/working vehicles must be involved in at least one event.	
PVE703	Parked/working vehicle events must include an in-transport motor vehicle.	
PVE704	NON-HARMFUL EVENT, NON-COLLISION CATEGORY OR OBJECT CONTACTED (E04) equals 129 or 130	there must be a corresponding parked/working vehicle event.
PVE704A	There must be at most one parked/working vehicle involved in an event.	
PVE705	There is a row in the Oracle ges.parkedevent table	there must exist a corresponding parked/working vehicle row in the Oracle ges.parked table.

**PE03/PV24 PARKED/WORKING VEHICLE AREAS OF IMPACT/INITIAL
AREAS OF IMPACT**Errors

	IF	THEN
PE03-RANGE		PARKED/WORKING VEHICLE AREAS OF IMPACT (PE03) must equal 21-24, 61-63, 81-83, 97 or 99.

P02 PERSON NUMBER (NON-MOTORISTS)Post Entry

	IF	THEN
AP135A		The PERSON NUMBERS (P02) of the non-motorists within a crash must be consecutively numbered. The number of non-motorists coded for a crash must equal NUMBER OF NON-MOTORISTS (A04).

Warnings

	IF	THEN
PP011	TRANSPORTED TO MEDICAL FACILITY BY (P10) equals 5-9 or 98	INJURY SEVERITY (P09) should not equal blank, 0, 7 or 9.
PP015	UNLIKELY: INJURY SEVERITY (P09) is equal to 6.	
PP069	EJECTION (P06) equals 1, 2 or 3	INJURY SEVERITY (P09) should not equal 0.

P13 NON-MOTORIST LOCATION AT TIME OF CRASHErrors

	IF	THEN
PA127A	NON-MOTORIST LOCATION AT TIME OF CRASH (P13) equals 25-35 or 38 for a person involved in the first harmful event	RELATION TO JUNCTION (A09) must not equal 2. Note: this edit check is restricted to vehicles which are involved in only one event (21, 22, 23, 27, 29, 30 or 49) of the type associated with the non-motorist.
PP081A	PERSON TYPE (P03) equals 3	NON-MOTORIST LOCATION AT TIME OF CRASH (P13) must equal 0.
PP081B	NON-MOTORIST LOCATION (P13) equals 32	NON-MOTORIST ACTION/CIRCUMSTANCES AT TIME OF CRASH (P26) must not equal 01, 12 or 15.
PP081C	NON-MOTORIST LOCATION (P13) equals 37, 38 or 39	NON-MOTORIST ACTION/CIRCUMSTANCES AT TIME OF CRASH (P26) must not equal 01, 03, 04, 10, 15, 16 or 20.
P13-RANGE	PERSON TYPE (P03) equals 4, 5, 6, 7, 8, 10,19 or 78	NON-MOTORIST'S LOCATION (P13) must equal 21-35 or 37-39 and must not equal null.
P13-RANGE	PERSON TYPE (P03) equals 1, 2, 3, 9 or 77	NON-MOTORIST'S LOCATION (P13) must equal 0.

Warnings

	IF	THEN
AP135B	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) equals 4 and PERSON TYPE (P03) equals 4, 5, 6, 7, 8 or 19 for the person involved in the first harmful event	NON-MOTORIST LOCATION AT TIME OF CRASH (P13) should equal 32. See note under PA127A.
PA051A	PERSON TYPE (P03) equals 5 or 8 and NON-MOTORIST LOCATION AT TIME OF CRASH (P13) equals 28, 29, 30, 31, 33, 34 or 35	CRASH TYPE-PEDESTRIAN (PB30) should equal 510, 520, 590, 830 or 890.

PA053A	PERSON TYPE (P03) equals 5 or 8 and NON-MOTORIST LOCATION AT TIME OF CRASH (P13) equals 21, 22, 23 or 24	CRASH TYPE-PEDESTRIAN (PB30) should equal 690, 730, 781, 782, 791, 792, 794, 795 or 799.
PA130A	NON-MOTORIST LOCATION AT TIME OF CRASH (P13) equals 21-24 for a person involved in the first harmful event	RELATION TO JUNCTION (A09) should equal 2 or 3. See note under edit check PA127A.

Post Entry

	IF	THEN
AP001	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 21, 22, 27 or 49 and RELATION TO TRAFFICWAY (A10) equals 1	at least one NON-MOTORIST LOCATION AT TIME OF CRASH (P13) must equal 21-28, 32, 37 or 39.
AP002	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 21, 22, 27 or 49 and RELATION TO TRAFFICWAY (A10) equals 2 or 7	at least one NON-MOTORIST LOCATION AT TIME OF CRASH (P13) must equal 29 or 35.
AP003	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 21, 22, 27 or 49 and RELATION TO TRAFFICWAY (A10) equals 3	at least one NON-MOTORIST LOCATION AT TIME OF CRASH (P13) must equal 31.
AP004	EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 21, 22, 27 or 49 and RELATION TO TRAFFICWAY (A10) equals 97 or 99	at least one NON-MOTORIST LOCATION (P13) must equal 24, 37 or 39.

P23 NON-MOTORIST PARKED/WORKING VEHICLE NUMBERErrors

	IF	THEN
P23-RANGE	PERSON TYPE (P03) equals 3	NON-MOTORIST PARKED/WORKING VEHICLE NUMBER (P23) must be greater than 0 and must not equal null.
P23-RANGE	PERSON TYPE (P03) equals 1, 2, 4, 5, 6, 7, 8, 9, 10,19, 77 or 78	NON-MOTORIST PARKED/WORKING VEHICLE NUMBER (P23) must equal -1 or null.

P22 NON-MOTORIST STRIKING VEHICLE NUMBER

Errors

	IF	THEN
PA201	PERSON TYPE (P03) equals 4-8, 10, 19 or 78 and NUMBER OF MOTOR VEHICLES (A03) equals 01	NON-MOTORIST STRIKING VEHICLE NUMBER (P22) must equal 01.
PP082	NON-MOTORIST STRIKING VEHICLE NUMBER (P22) equals null	PERSON TYPE (P03) must not equal 4-8, 10, 19 or 78.
PP083	NON-MOTORIST STRIKING VEHICLE NUMBER (P22) is equal to 01-30 or 99	PERSON TYPE (P03) must not equal 1, 2, 3, 9 or 77.
P22-RANGE	PERSON TYPE (P03) equals 4, 5, 6, 7, 8, 10, 19 or 78	NON-MOTORIST STRIKING VEHICLE NUMBER (P22) must be greater than 0 and must not equal null.
P22-RANGE	PERSON TYPE (P03) equals 1, 2, 3, 9 or 77	NON-MOTORIST STRIKING VEHICLE NUMBER (P22) must equal null.

Post Entry

	IF	THEN
PA200	NON-MOTORIST STRIKING VEHICLE NUMBER (P22) must equal one VEHICLE NUMBER (V01) in the crash unless it is equal to 0 or 99.	
PP082A	PERSON TYPE (P03) equals 3	the NON-MOTORIST'S STRIKING VEHICLE (P22) must be involved in an event where HARMFUL EVENT (A06) equals 29 or 30.
PP082A	PERSON TYPE (P03) equals 4	the NON-MOTORIST'S STRIKING VEHICLE (P22) must be involved in an event where HARMFUL EVENT (A06) equals 23 or 49.
PP082A	PERSON TYPE (P03) equals 5	the NON-MOTORIST'S STRIKING VEHICLE (P22) must be involved in an event where HARMFUL EVENT (A06) equals 21.

PP082A	PERSON TYPE (P03) equals 6 or 7	the NON-MOTORIST'S STRIKING VEHICLE (P22) must be involved in an event where HARMFUL EVENT (A06) equals 22.
PP082A	PERSON TYPE (P03) equals 8	the NON-MOTORIST'S STRIKING VEHICLE (P22) must be involved in an event where HARMFUL EVENT (A06) equals 27.
PP082A	PERSON TYPE (P03) equals 10	the NON-MOTORIST'S STRIKING VEHICLE (P22) must be involved in an event where HARMFUL EVENT (A06) equals 21, 22 or 27.
PP082A	PERSON TYPE (P03) equals 19 or 78	the NON-MOTORIST'S STRIKING VEHICLE (P22) must be involved in an event where HARMFUL EVENT (A06) equals 28.
VP046A	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 13 and vehicle.vehicleid equals NON-MOTORIST STRIKING VEHICLE # (P22) and PERSON TYPE (P03) equals 5 or 8	at least one CRASH TYPE- PEDESTRIAN (PB30) should equal 211-214 or 219.

Warnings

	IF	THEN
VP046A	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 13 and vehicle.vehicleid equals NON-MOTORIST STRIKING VEHICLE # (P22) and PERSON TYPE (P03) equals 5 or 8	at least one CRASH TYPE- PEDESTRIAN (PB30) should equal 211-214 or 219.
VP047A	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 10-12 or 16 and vehicle.vehicleid equals NON-MOTORIST STRIKING VEHICLE # (P22) and PERSON TYPE (P03) equals 5 or 8	at least one CRASH TYPE- PEDESTRIAN (PB30) should equal 460, 510, 781, 782, 791, 792, 794, 795 or 799.

VP056A	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 11 and vehicle.vehicleid equals NON-MOTORIST STRIKING VEHICLE # (P22) and PERSON TYPE (P03) equals 6 or 7	at least one CRASH TYPE-BICYCLE (PB30B) should equal 111, 210, 211 or 212.
VP057A	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 13 and vehicle.vehicleid equals NON-MOTORIST STRIKING VEHICLE # (P22) and PERSON TYPE (P03) equals 6 or 7	at least one CRASH TYPE-BICYCLE (PB30B) should equal 600.
VP136A	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 10 and vehicle.vehicleid equals NON-MOTORIST STRIKING VEHICLE # (P22) and PERSON TYPE (P03) equals 6 or 7	at least one CRASH TYPE-BICYCLE (PB30B) should equal 112, 151, 213, 214, 217 or 218.

MB_A16 TRAFFIC CONTROL DEVICE - CYCLISTErrors

	IF	THEN
AA045A	CRASH TYPE-BICYCLE (PB30B) equals 141, 143, 151-158, 218 or 218	TRAFFIC CONTROL DEVICE (A16) for the striking vehicle must not equal 00.
AA046B	CRASH TYPE-BICYCLE (PB30B) equals 151, 156, 157, 217 or 218	TRAFFIC CONTROL DEVICE-CYCLIST (MB_A16) must equal 1-4.
AA045B	CRASH TYPE-BICYCLE (PB30B) equals 142,144, 151-158, 217 or 218	TRAFFIC CONTROL DEVICE-CYCLIST (MB_A16) must not equal 00.
AA047B	CRASH TYPE-BICYCLE (PB30B) equals 142	TRAFFIC CONTROL DEVICE-CYCLIST (MB_A16) must equal 4, 21 or 22.
AA048B	CRASH TYPE-BICYCLE (PB30B) equals 144 or 155	TRAFFIC CONTROL DEVICE-CYCLIST (MB_A16) must equal 1-4, 21, 22, 28 or 29.
A16_MB-MULTIPLE RESPONSE2	There must be at most one traffic control device coded per cyclist.	
A16_MB-RANGE	TRAFFIC CONTROL DEVICE - CYCLIST (MB_A16) equals 00-05, 08, 09, 21, 22, 23, 28, 29, 44, 51, 63, 97, 98 or 99	PERSON TYPE (P03) must equal 6, 7 or 8.
A16_MB-RANGE_A	PERSON TYPE (P03) equals 6, 7 or 8	TRAFFIC CONTROL DEVICE - CYCLIST (MB_A16) must equal 00-05, 08, 09, 21, 22, 23, 28, 29, 44, 51, 63, 97, 98 or 99 and must not equal null.

Warnings

	IF	THEN
AA049B	CRASH TYPE-BICYCLE (PB30B) equals 160	TRAFFIC CONTROL DEVICE – CYCLIST (MB_A16) should equal 0.
AP054A	TRAFFIC CONTROL DEVICE (V_A16) for the striking vehicle or TRAFFIC CONTROL DEVICE – CYCLIST (MB_A16) equals 1, 2, 3, 4, 8, 9, 21 or 22	CRASH TYPE-BICYCLE (PB30B) should equal 141, 142, 143, 144, 147, 148, 151, 152, 153, 154, 155, 156, 157, 159, 217 or 218.

P20 NON-MOTORIST SAFETY EQUIPMENT

Errors

	IF	THEN
PP072	PERSON TYPE (P03) equals 1, 2, 3, 9 or 77	NON-MOTORIST SAFETY EQUIPMENT (P20) must equal 0.
P20-RANGE	PERSON TYPE (P03) equals 4, 5, 6, 7, 8, 10, 19 or 78	NON-MOTORIST SAFETY EQUIPMENT (P20) must equal 1-5 or 7- 9 and must not equal null.
PP060	PERSON TYPE (P03) equals 4, 5, 6, 7, 8, 10, 19 or 78	NON-MOTORIST SAFETY EQUIPMENT (P20) must equal 1-5 or 7- 9 and must not equal null.
P20-MULTIPLE RESPONSE2	NON-MOTORIST SAFETY EQUIPMENT (P20) equals 0	no other safety equipment must be coded for this non-motorist
P20-MULTIPLE RESPONSE2	NON-MOTORIST SAFETY EQUIPMENT (P20) equals 1	no other safety equipment must be coded for this non-motorist
P20-MULTIPLE RESPONSE2	NON-MOTORIST SAFETY EQUIPMENT (P20) equals 8	no other safety equipment must be coded for this non-motorist
P20-MULTIPLE RESPONSE2	NON-MOTORIST SAFETY EQUIPMENT (P20) equals 9	no other safety equipment must be coded for this non-motorist
P20-MULTIPLE RESPONSE2	Each NON-MOTORIST SAFETY EQUIPMENT (P20) element value must be coded only once per non-motorist.	

Warnings

	IF	THEN
PP061	NON-MOTORIST SAFETY EQUIPMENT (P20) equals 2	PERSON TYPE (P03) should equal 6 or 7.

PB30 CRASH TYPE-PEDESTRIANErrors

	IF	THEN
AA037A	CRASH TYPE-PEDESTRIAN (PB30) is greater than 0	the striking vehicle must be involved in an event with a pedestrian or non-motorist on a personal conveyance.
AA037B	If HARMFUL EVENT (A06) equals 8 or 15	there must be at least one CRASH TYPE-PEDESTRIAN (PB30) greater than 0.
AA038A	CRASH TYPE-PEDESTRIAN (PB30) for a person involved in the first harmful event equals 211, 212, 460, 465, 680, 830, 890, 900 or 910 and EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 21	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) must not equal 2. Note: this edit is restricted to vehicles which are involved in only one event with pedestrian(s).
AA039A	CRASH TYPE-PEDESTRIAN (PB30) for a person involved in the first harmful event equals 311, 312 or 313 and EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 21	RELATION TO TRAFFICWAY (A10) must equal 1 or 9. See note under AA038A.
AA040A	CRASH TYPE-PEDESTRIAN (PB30) equals 730	TRAFFIC CONTROL DEVICE (A16) for the striking vehicle must equal 1-3.
AA051A	CRASH TYPE-PEDESTRIAN (PB30) for a person involved in the first harmful event equals 510, 520 or 590; EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 21	RELATION TO TRAFFICWAY (A10) must not equal 1 or 9. See note under AA038A.
AA070A	NUMBER OF NON-MOTORISTS (A04) equals 00	CRASH TYPE-PED. (PB30) and CRASH TYPE-BICYCLE (PB30B) must equal null.
AP021A	CRASH TYPE-PEDESTRIAN (PB30) and CRASH TYPE-BICYCLE (PB30B) equal -1 or null.	PERSON TYPE (P03) must not equal 5, 6, 7 or 8.

AP061A	CRASH TYPE-PEDESTRIAN (PB30) equals 910	at least one NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH (P25) must equal 3.
AV022A	CRASH TYPE-PEDESTRIAN (PB30) for a person involved in the first harmful event equals 211-214 or 219 and EVENT NUMBER (E01) equals the event number of the first harmful event and HARMFUL EVENT (A06) equals 21	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 8, 9, 13 or 97. See note under AA038A.
AP063A	CRASH TYPE-PEDESTRIAN (PB30) equals 741 or 742	at least one NON-MOTORIST ACTION/CIRCUMSTANCES AT TIME OF CRASH (P26) must equal 1.
AP158A	CRASH TYPE-PEDESTRIAN (PB30) equals 430 or 440	at least one NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH (P25) must equal 6.
PA064A	NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH (P25) equals 8	CRASH TYPE-PEDESTRIAN (PB30) must not equal 510, 520, 590, 830 or 890.
PA064B	CRASH TYPE-PEDESTRIAN (PB30) equals 510, 520 or 590	at least one NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH (P25) must equal 2.
PB30-RANGE-1	PERSON TYPE (P03) equals 5 or 8	CRASH TYPE-PEDESTRIAN (PB30) must equal 110, 120, 130, 140, 150, 160, 190, 211, 212, 213, 214, 219, 220, 230, 240, 250, 311, 312, 313, 320, 330, 341, 342, 360, 410, 420, 430, 440, 459, 460, 465, 469, 510, 520, 590, 610, 620, 680, 690, 710, 730, 741, 742, 760, 770, 781, 782, 791, 792, 794, 795, 799, 830, 890, 900 or 910.

Warnings

	IF	THEN
AP024A	SCHOOL BUS RELATED (A21) equals 1 and PERSON TYPE (P03) equals 5 or 8	CRASH TYPE-PEDESTRIAN (PB30) should equal 342.
AP027A	CRASH TYPE-PEDESTRIAN (PB30) equals 342 and PERSON TYPE (P03) equals 5 or 8	SCHOOL BUS RELATED (A21) should equal 1.

PA051A	PERSON TYPE (P03) equals 5 or 8 and NON-MOTORIST LOCATION AT TIME OF CRASH (P13) equals 28, 29, 30, 31, 33, 34 or 35	CRASH TYPE-PEDESTRIAN (PB30) should equal 510, 520, 590, 830 or 890.
PA053A	PERSON TYPE (P03) equals 5 or 8 and NON-MOTORIST LOCATION AT TIME OF CRASH (P13) equals 21, 22, 23 or 24	CRASH TYPE-PEDESTRIAN (PB30) should equal 690, 730, 781, 782, 791, 792, 794, 795 or 799.
PA168A	NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH (P25) equals 5 and PERSON TYPE (P03) equals 5 or 8	CRASH TYPE- PEDESTRIAN (PB30) should equal 410 or 420.
PA169A	NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH (P25) equals 6 and PERSON TYPE (P03) equals 5 or 8	CRASH TYPE- PEDESTRIAN (PB30) should equal 430 or 440.
PA170A	NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH (P25) equals 4 and PERSON TYPE (P03) equals 5 or 8	CRASH TYPE- PEDESTRIAN (PB30) should equal 410, 420, 430, 440 or 459.

Post Entry

	IF	THEN
AD026A	CRASH TYPE-PEDESTRIAN (PB30) equals 220	at least one DRIVER PRESENCE (D01) must equal 0.
AD088A	CRASH TYPE-PEDESTRIAN (PB30) equals 742	at least one DRIVER'S VISION OBSCURED BY (D04) must not equal 00 or 95.
AP023A	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) equals 2 and PERSON TYPE (P03) equals 5 for the person involved in the first harmful event	CRASH TYPE-PEDESTRIAN (PB30) must not equal 320, 330, 360 or 910. See note under AA038A.
AP040A	RELATION TO TRAFFICWAY (A10) is not equal to 1 and PERSON TYPE (P03) equals 5 for a person in the first harmful event	CRASH TYPE-PEDESTRIAN (PB30) should equal 510, 520, 590, 830, 890 or 900. See note under AA038A.
AP077A	CRASH TYPE-PEDESTRIAN (PB30) equals 250	PERSON TYPE (P03) must equal 8.

AP156A	CRASH TYPE-PEDESTRIAN (PB30) equals 311, 312 or 313	at least one NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH (P25) must equal 8 or 10.
AP157A	CRASH TYPE-PEDESTRIAN (PB30) equals 410 or 420	at least one NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH (P25) must equal 5.
AP158A	CRASH TYPE-PEDESTRIAN (PB30) equals 430 or 440	at least one NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH (P25) must equal 6.
AV041A	CRASH TYPE-PEDESTRIAN (PB30) equals 240	at least one EMERGENCY USE (V09) should equal 1.
AV042A	at least one CRASH TYPE-PEDESTRIAN (PB30) equals 781, 782, 791, 792, 794, 795 or 799	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 10, 11, 12, 16, 97 or 99.
VP045C	at least one DRIVER PRESENCE (D01) equals 0 and at least one PERSON TYPE (P03) equals 5 or 8	at least one CRASH TYPE-PEDESTRIAN (PB30) should equal 220 or 230.
VP046A	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 13 and vehicle.vehicleid equals NON-MOTORIST STRIKING VEHICLE # (P22) and PERSON TYPE (P03) equals 5 or 8	at least one CRASH TYPE-PEDESTRIAN (PB30) should equal 211-214 or 219.
VP047A	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 10-12 or 16 and vehicle.vehicleid equals NON-MOTORIST STRIKING VEHICLE # (P22) and PERSON TYPE (P03) equals 5 or 8	at least one CRASH TYPE-PEDESTRIAN (PB30) should equal 460, 510, 781, 782, 791, 792, 794, 795 or 799.

PB31 CRASH TYPE LOCATION-PEDESTRIANErrors

	IF	THEN
AP039A	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) equals 2 and PERSON TYPE (P03) equals 5 for the person involved in the first harmful event	CRASH TYPE LOCATION-PEDESTRIAN (PB31) must equal 1. See note under AA038A.
PP520	CRASH TYPE LOCATION-PEDESTRIAN (PB31) equals 1, 2 or 9	MOTORIST DIRECTION (PB34) must equal 1, 2, 3, 4 or 9.
PP521	CRASH TYPE LOCATION-PEDESTRIAN (PB31) equals 3 or 4	MOTORIST DIRECTION (PB34) must equal 8.
PP522	CRASH TYPE LOCATION-PEDESTRIAN (PB31) equals 1, 2 or 9 and MOTORIST DIRECTION (PB34) equals 1, 2, 3 or 4	MOTORIST MANEUVER (PB35) must equal 1, 2, 3 or 9.
PP523	CRASH TYPE LOCATION-PEDESTRIAN (PB31) equals 3 or 4	MOTORIST MANEUVER (PB35) must equal 8.
PP524	CRASH TYPE LOCATION-PEDESTRIAN (PB31) equals 1, 2 or 9 and MOTORIST DIRECTION (PB34) equals 9	MOTORIST MANEUVER (PB35) must equal 8.
PP525	CRASH TYPE LOCATION-PEDESTRIAN (PB31) equals 1, 2 or 9 and MOTORIST MANEUVER (PB35) equals 1, 2 or 3	INTERSECTION LEG (PB36) must equal 1, 2 or 9.
PP526	CRASH TYPE LOCATION-PEDESTRIAN (PB31) equals 3 or 4	INTERSECTION LEG (PB36) must equal 8.
PP527	CRASH TYPE LOCATION-PEDESTRIAN (PB31) equals 1, 2 or 9 and MOTORIST MANEUVER (PB35) equals 8 or 9	INTERSECTION LEG (PB36) must equal 8.
PP528	CRASH TYPE LOCATION-PEDESTRIAN (PB31) equals 1, 2 or 9 and INTERSECTION LEG (PB36) equals 1 or 2	PEDESTRIAN SCENARIO (PB37) must equal 1a through 12c (not including 7-not a pedestrian and 8-not applicable/Unknown).

PP529	CRASH TYPE LOCATION- PEDESTRIAN (PB31) equals 3 or 4	PEDESTRIAN SCENARIO (PB37) must equal 8.
PP530	CRASH TYPE LOCATION- PEDESTRIAN (PB31) equals 1, 2 or 9 and INTERSECTION LEG (PB36) equals 8 or 9	PEDESTRIAN SCENARIO (PB37) must equal 8.
PP534	CRASH TYPE LOCATION- PEDESTRIAN (PB31) equals 1, 2, 3, 4 or 9	PERSON TYPE (P03) must equal 5 or 8.

PB32 PEDESTRIAN POSITIONErrors

	IF	THEN
PP535	PERSON TYPE (P03) equals 5 or 8	PEDESTRIAN POSITION (PB32) must equal 1-9.
PP536	PEDESTRIAN POSITION (PB32) equals 1-9	PERSON TYPE (P03) must equal 5 or 8.

PB33 PEDESTRIAN INITIAL DIRECTION OF TRAVELErrors

	IF	THEN
PP531	PEDESTRIAN SCENARIO (PB37) equals 1a through 12c (not including 7-not a pedestrian and 8-not applicable/Unknown)	PEDESTRIAN INITIAL DIRECTION OF TRAVEL (PB33) must equal 1, 2, 3, 4 or 9.
PP532	PEDESTRIAN INITIAL DIRECTION OF TRAVEL (PB33) equals 1, 2, 3 or 4	PEDESTRIAN SCENARIO (PB37) must equal 1a through 12c (not including 7-not a pedestrian and 8-not applicable/Unknown).

PB34 MOTORIST DIRECTIONErrors

	IF	THEN
PP520	CRASH TYPE LOCATION-PEDESTRIAN (PB31) equals 1, 2 or 9	MOTORIST DIRECTION (PB34) must equal 1, 2, 3, 4 or 9.
PP521	CRASH TYPE LOCATION-PEDESTRIAN (PB31) equals 3 or 4	MOTORIST DIRECTION (PB34) must equal 8.
PP522	CRASH TYPE LOCATION-PEDESTRIAN (PB31) equals 1, 2 or 9 and MOTORIST DIRECTION (PB34) equals 1, 2, 3 or 4	MOTORIST MANEUVER (PB35) must equal 1, 2, 3 or 9.
PP524	CRASH TYPE LOCATION-PEDESTRIAN (PB31) equals 1, 2 or 9 and MOTORIST DIRECTION (PB34) equals 9	MOTORIST MANEUVER (PB35) must equal 8.

PB35 MOTORIST MANEUVERErrors

	IF	THEN
PP522	CRASH TYPE LOCATION- PEDESTRIAN (PB31) equals 1, 2 or 9 and MOTORIST DIRECTION (PB34) equals 1, 2, 3 or 4	MOTORIST MANEUVER (PB35) must equal 1, 2, 3 or 9.
PP523	CRASH TYPE LOCATION- PEDESTRIAN (PB31) equals 3 or 4	MOTORIST MANEUVER (PB35) must equal 8.
PP524	CRASH TYPE LOCATION- PEDESTRIAN (PB31) equals 1, 2 or 9 and MOTORIST DIRECTION (PB34) equals 9	MOTORIST MANEUVER (PB35) must equal 8.
PP525	CRASH TYPE LOCATION- PEDESTRIAN (PB31) equals 1, 2 or 9 and MOTORIST MANEUVER (PB35) equals 1, 2 or 3	INTERSECTION LEG (PB36) must equal 1, 2 or 9.
PP527	CRASH TYPE LOCATION- PEDESTRIAN (PB31) equals 1, 2 or 9 and MOTORIST MANEUVER (PB35) equals 8 or 9	INTERSECTION LEG (PB36) must equal 8.

PB36 INTERSECTION LEGErrors

	IF	THEN
PP525	CRASH TYPE LOCATION- PEDESTRIAN (PB31) equals 1, 2 or 9 and MOTORIST MANEUVER (PB35) equals 1, 2 or 3	INTERSECTION LEG (PB36) must equal 1, 2 or 9.
PP526	CRASH TYPE LOCATION- PEDESTRIAN (PB31) equals 3 or 4	INTERSECTION LEG (PB36) must equal 8.
PP527	CRASH TYPE LOCATION- PEDESTRIAN (PB31) equals 1, 2 or 9 and MOTORIST MANEUVER (PB35) equals 8 or 9	INTERSECTION LEG (PB36) must equal 8.
PP528	CRASH TYPE LOCATION- PEDESTRIAN (PB31) equals 1, 2 or 9 and INTERSECTION LEG (PB36) equals 1 or 2	PEDESTRIAN SCENARIO (PB37) must equal 1a through 12c (not including 7-not a pedestrian and 8- not applicable/Unknown).
PP530	CRASH TYPE LOCATION- PEDESTRIAN (PB31) equals 1, 2 or 9 and INTERSECTION LEG (PB36) equals 8 or 9	PEDESTRIAN SCENARIO (PB37) must equal 8.

PB37 PEDESTRIAN SCENARIOErrors

	IF	THEN
PP528	CRASH TYPE LOCATION- PEDESTRIAN (PB31) equals 1, 2 or 9 and INTERSECTION LEG (PB36) equals 1 or 2	PEDESTRIAN SCENARIO (PB37) must equal 1a through 12c (not including 7-not a pedestrian and 8- not applicable/Unknown).
PP529	CRASH TYPE LOCATION- PEDESTRIAN (PB31) equals 3 or 4	PEDESTRIAN SCENARIO (PB37) must equal 8.
PP530	CRASH TYPE LOCATION- PEDESTRIAN (PB31) equals 1, 2 or 9 and INTERSECTION LEG (PB36) equals 8 or 9	PEDESTRIAN SCENARIO (PB37) must equal 8.
PP531	PEDESTRIAN SCENARIO (PB37) equals 1a through 12c (not including 7-not a pedestrian and 8- not applicable/Unknown)	PEDESTRIAN INITIAL DIRECTION OF TRAVEL (PB33) must equal 1, 2, 3, 4 or 9.
PP532	PEDESTRIAN INITIAL DIRECTION OF TRAVEL (PB33) equals 1, 2, 3 or 4	PEDESTRIAN SCENARIO (PB37) must equal 1a through 12c (not including 7-not a pedestrian and 8- not applicable/Unknown).

PB30B CRASH TYPE-BICYCLEErrors

	IF	THEN
AA037C	CRASH TYPE-BICYCLE (PB30B) is greater than 0	the striking vehicle must be involved in an event with a pedalcyclist.
AA037D	If HARMFUL EVENT (A06) equals 22	there must be at least one CRASH TYPE-BICYCLE (PB30B) greater than 0.
AA043A	CRASH TYPE-BICYCLE (PB30B) for a person involved in the first harmful event equals 311, 312, 321 or 322	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) must equal 4 or 8. Note: this edit is restricted to vehicles which are involved in only one event with bicyclist(s)
AA044A	CRASH TYPE-BICYCLE (PB30B) for a person involved in the first harmful event equals 141-144, 147, 151-157 or 159	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) must equal 2 or 3. See note under AA043A.
AA045A	CRASH TYPE-BICYCLE (PB30B) equals 141, 143, 151-158, 217 or 218	TRAFFIC CONTROL DEVICE (A16) for the striking vehicle must not equal 00.
AA045B	CRASH TYPE-BICYCLE (PB30B) equals 142, 144, 151-158, 217 or 218	TRAFFIC CONTROL DEVICE-CYCLIST (MB_A16) must not equal 00.
AA046A	CRASH TYPE-BICYCLE (PB30B) equals 151, 156, 157, 217 or 218	TRAFFIC CONTROL DEVICE (A16) for the striking vehicle must equal 1-4.
AA046B	CRASH TYPE-BICYCLE (PB30B) equals 151, 156, 157, 217 or 218	TRAFFIC CONTROL DEVICE-CYCLIST (MB_A16) must equal 1-4.
AA047B	CRASH TYPE-BICYCLE (PB30B) equals 142	TRAFFIC CONTROL DEVICE-CYCLIST (MB_A16) must equal 4, 21 or 22.
AA048A	CRASH TYPE-BICYCLE (PB30B) equals 143 or 154	TRAFFIC CONTROL DEVICE (A16) for the striking vehicle must equal 1-4, 21, 22, 28 or 29.
AA048B	CRASH TYPE-BICYCLE (PB30B) equals 144 or 155	TRAFFIC CONTROL DEVICE-CYCLIST (MB_A16) must equal 1-4, 21, 22, 28 or 29.

AA070A	NUMBER OF NON-MOTORISTS (A04) equals 00	CRASH TYPE-PED. (PB30) and CRASH TYPE-BICYCLE (PB30B) must equal null.
AP021A	CRASH TYPE-PEDESTRIAN (PB30) and CRASH TYPE-BICYCLE (PB30B) equal -1 or null.	PERSON TYPE (P03) must not equal 5, 6, 7 or 8.
AP062A	CRASH TYPE-BICYCLE (PB30B) equals 142, 144, 147, 153, 155, 156, 157, 159, 311, 312, 318, 319 or 357	at least one NON-MOTORIST ACTION/CIRCUMSTANCES AT TIME OF CRASH (P26) must equal 2.
PB30B-RANGE-1	PERSON TYPE (P03) equals 6 or 7	CRASH TYPE-BICYCLE (PB30B) must equal 111, 112, 113, 114, 115, 116, 121, 122, 123, 124, 129, 131, 132, 133, 134, 139, 141, 142, 143, 144, 147, 148, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 180, 211, 212, 213, 214, 215, 216, 217, 218, 219, 221, 222, 223, 224, 225, 231, 232, 235, 239, 241, 242, 243, 244, 249, 250, 255, 259, 280, 311, 312, 318, 319, 321, 322, 328, 329, 357, 380, 400, 510, 520, 600, 700, 800, 910, 970 or 980.

Warnings

	IF	THEN
AA049A	CRASH TYPE-BICYCLE (PB30B) equals 160	TRAFFIC CONTROL DEVICE (A16) for the striking vehicle should equal 0.
AA049B	CRASH TYPE-BICYCLE (PB30B) equals 160	TRAFFIC CONTROL DEVICE – CYCLIST (MB_A16) should equal 0.
AA050A	CRASH TYPE-BICYCLE (PB30B) for a person involved in the first harmful event equals 211-214 or 221-224	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) should not equal 1 or 18.
AA091A	CRASH TYPE-BICYCLE (PB30B) for a person involved in the first harmful event equals 141-144, 147, 148, 151-160 or 180	RELATION TO JUNCTION-SPECIFIC LOCATION (A09B) should equal 2 or 3. See note under AA043A.

PA065A	NON-MOTORIST ACTION/CIRCUMSTANCES AT TIME OF CRASH (P26) equals 2 and PERSON TYPE (P03) equals 6 or 7	CRASH TYPE-BICYCLE (PB30B) should equal 142, 144, 147, 153, 155, 156, 157, 159, 311, 312, 318, 319 or 357
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Post Entry

	IF	THEN
AD034A	CRASH TYPE-BICYCLE (PB30B) equals 147, 157 or 357	at least one DRIVER'S VISION OBSCURED BY (D04) must equal 6.
AD154A	CRASH TYPE-BICYCLE (PB30B) equals 156	DRIVER'S VISION OBSCURED BY (D04) for the striking vehicle must equal not equal 6.
AP054A	TRAFFIC CONTROL DEVICE (V_A16) for the striking vehicle or TRAFFIC CONTROL DEVICE – CYCLIST (MB_A16) equals 1, 2, 3, 4, 8, 9, 21 or 22	CRASH TYPE-BICYCLE (PB30B) should equal 141, 142, 143, 144, 147, 148, 151, 152, 153, 154, 155, 156, 157, 159, 217 or 218.
AV030A	at least one CRASH TYPE-BICYCLE (PB30B) equals 600	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 8, 9, 13 or 97.
AV031A	at least one CRASH TYPE-BICYCLE (PB30B) equals 215	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 8 or 9.
AV032A	at least one CRASH TYPE-BICYCLE (PB30B) equals 111, 211 or 212	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 11 or 17.
AV033A	at least one CRASH TYPE-BICYCLE (PB30B) equals 112, 151, 213, 214, 217 or 218	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 10 or 17.
AV055A	at least one CRASH TYPE-BICYCLE (PB30B) equals 221-225	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 1.
PA058C	CRASH TYPE-BICYCLE (PB30B) must not equal 400	
VP056A	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 11 and vehicle.vehicleid equals NON-MOTORIST STRIKING VEHICLE # (P22) and PERSON TYPE (P03) equals 6 or 7	at least one CRASH TYPE-BICYCLE (PB30B) should equal 111, 210, 211 or 212.
VP057A	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 13 and vehicle.vehicleid equals NON-MOTORIST STRIKING VEHICLE # (P22) and PERSON TYPE (P03) equals 6 or 7	at least one CRASH TYPE-BICYCLE (PB30B) should equal 600.

VP136A

MOVEMENT PRIOR TO
CRITICAL EVENT (V21) equals
10 and vehicle.vehicleid equals
NON-MOTORIST STRIKING
VEHICLE # (P22) and PERSON
TYPE (P03) equals 6 or 7

at least one CRASH TYPE-
BICYCLE (PB30B) should equal
112, 151, 213, 214, 217 or 218.

P25 NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH

Errors

	IF	THEN
AP061A	CRASH TYPE-PEDESTRIAN (PB30) equals 910	at least one NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH (P25) must equal 3.
PA064B	CRASH TYPE-PEDESTRIAN (PB30) equals 510, 520 or 590	at least one NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH (P25) must equal 2.
AP156A	CRASH TYPE-PEDESTRIAN (PB30) equals 311, 312 or 313	at least one NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH (P25) must equal 8 or 10.
AP157A	CRASH TYPE-PEDESTRIAN (PB30) equals 410 or 420	at least one NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH (P25) must equal 5.
AP158A	CRASH TYPE-PEDESTRIAN (PB30) equals 430 or 440	at least one NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH (P25) must equal 6.
PA064A	NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH (P25) equals 8	CRASH TYPE-PEDESTRIAN (PB30) must not equal 510, 520, 590, 830 or 890.
P25-RANGE	NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH (P25) must equal 0-12, 97 or 99.	

Warnings

	IF	THEN
PA168A	NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH (P25) equals 5 and PERSON TYPE (P03) equals 5 or 8	CRASH TYPE- PEDESTRIAN (PB30) should equal 410 or 420.
PA169A	NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH (P25) equals 6 and PERSON TYPE (P03) equals 5 or 8	CRASH TYPE- PEDESTRIAN (PB30) should equal 430 or 440.

PA170A

NON-MOTORIST
ACTION/CIRCUMSTANCES
PRIOR TO CRASH (P25) equals 4
and PERSON TYPE (P03) equals
5 or 8

CRASH TYPE- PEDESTRIAN
(PB30) should equal 410, 420, 430,
440 or 459.

P26 NON-MOTORIST ACTION/CIRCUMSTANCES AT TIME OF CRASH

Errors

	IF	THEN
AP062A	CRASH TYPE-BICYCLE (PB30B) equals 142, 144, 147, 153, 155, 156, 157, 159, 311, 312, 318, 319 or 357	at least one NON-MOTORIST ACTION/CIRCUMSTANCES AT TIME OF CRASH (P26) must equal 2.
AP063A	CRASH TYPE-PEDESTRIAN (PB30) equals 741 or 742	at least one NON-MOTORIST ACTION/CIRCUMSTANCES AT TIME OF CRASH (P26) must equal 1.
PP040B	PERSON TYPE (P03) equals 5	NON-MOTORIST ACTION/CIRCUMSTANCES AT TIME OF CRASH (P26) must not equal 07, 08, 10, 13-18 or 20.
PP081B	NON-MOTORIST LOCATION (P13) equals 32	NON-MOTORIST ACTION/CIRCUMSTANCES AT TIME OF CRASH (P26) must not equal 01, 12 or 15.
PP081C	NON-MOTORIST LOCATION (P13) equals 37, 38 or 39	NON-MOTORIST ACTION/CIRCUMSTANCES AT TIME OF CRASH (P26) must not equal 01, 03, 04, 10, 15, 16 or 20.

Warnings

	IF	THEN
PA065A	NON-MOTORIST ACTION/CIRCUMSTANCES AT TIME OF CRASH (P26) equals 2 and PERSON TYPE (P03) equals 6 or 7	CRASH TYPE-BICYCLE (PB30B) should equal 142, 144, 147, 153, 155, 156, 157, 159, 311, 312, 318, 319 or 357