

**General Estimates
System Coding Manual**

1995

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







Note: The hand symbol seen throughout this manual and help system denotes information that is new to the 1995 GES Coding Manual.

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Accident Type

Values

To determine the accident type:

- Determine the category.
- Determine the configuration.
- Determine the specific accident type.

Questions to ask before selecting a category

General

- Was a vehicle backing?
- How many in-transport vehicles were involved in the First Harmful Event (A06)?
- Were the in-transport vehicles on the same trafficway?
- In what direction were the vehicles headed, relative to each other?

Category I: Single Driver

- Did the vehicle leave the roadway, and on what side?
- Is there insufficient information to choose between configurations? (If so, use “99”.)

Right & Left Roadside Departure

- Was there a control or traction loss?
- Was there a successful avoidance maneuver?

Forward Impact

- What was the object that was struck?
- Did the vehicle depart off the end of the roadway?

Category II: Same Trafficway, Same Direction

- What was the plane of contact for each vehicle?
- Did a successful avoidance maneuver take place?
- Is there insufficient information to choose between configurations? (If so, use “99.”)

Rear End

- What was the plane of contact for each vehicle?
- Was the struck vehicle stopped, going slower, slowing?
- Which vehicle was the striking vehicle?

Forward Impact

- What was the plane of contact for each vehicle?
- What was the object avoiding?
- Was there control or traction loss?
- Which vehicle was the striking vehicle?

Sideswipe/Angle

- Did either vehicle intentionally change lanes, if so which one(s)?
- What side was each vehicle on, relative to the other vehicle?

Category III: Same Trafficway, Opposite Direction

- What was the plane of contact for each vehicle?
- Did a successful avoidance maneuver take place?
- Is there insufficient information to choose between configurations? (If so, use "99.")

Head-On

- Which vehicle moved into the other vehicle's lane?

Forward Impact

- Was there control or traction loss?
- What was the object avoiding?
- Which vehicle made the avoidance maneuver?

Sideswipe/Angle

- Which vehicle moved into the other vehicle's lane?

Category IV: Changing Trafficway, Vehicle Turning

- Which way did the vehicle turn, relative to the other vehicle?
- Is there sufficient information to choose between configurations? (If so, use "99.")

Turn Across Path

- What was each vehicle's direction of travel, relative to the other vehicle?
- In what direction was the turning vehicle turning?
- Which vehicle was turning?

Category V: Intersecting Paths

Straight Paths

- What was the plane of contact for both vehicles?
- Which vehicle was the striking vehicle?

Category VI: Miscellaneous

Backing/Miscellaneous

- Which vehicle, if any, was backing?

A01 Date

Element Values

Format: MM/DD/95

Month: MM

01	January	07	July
02	February	08	August
03	March	09	September
04	April	10	October
05	May	11	November
06	June	12	December

Day: DD

Range: 01 through 31, 99

01-31	Day
99	Unknown

Remarks

If the PAR indicates (usually a hit-and-run) that the accident 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 accident 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).

When the day is not available on the PAR use the day listed on the Stratification Record if it is available.

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

Consistency Check

A01

	IF	THEN
AAO34	MONTH (A1) equals 05-09	ATMOSPHERIC CONDITION (A20) should not equal 3 or 4.
AAO35	MONTH (A1) equals 05-09	ROADWAY SURFACE CONDITION (A15) should not equal 3 or 4.

A02 Time

Element Values

Format: HHMM X

Non-Military

HH = Hour	MM = Minutes	X = Time Designator (A2A)
01-12	00-59	A AM
99 Unknown	99 Unknown	P PM
		Blank Unknown

Military

HH = Hour	MM = Minutes	X = Time Designator (A2A)
00-24	00-59	M Military
99 Unknown	99 Unknown	Blank Unknown

Remarks

Enter time as shown on the PAR. If the hour (HH) or the time designator (X) cannot be determined, then enter "9999" and leave the time designator "Blank".

If the PAR indicates the accident 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 "9999" (Unknown) and "Blank" respectively. However, if the interval was one hour or less, code the midpoint of the interval (e.g., 8:00 PM to 9:00 PM, enter "0830" and "P").

When the time is available but the time designator is blank on the PAR, base the time designator on light condition (e.g. time is 1000, light condition is daylight, code time designator A for a.m.)

- AM - Starts at 12:00 Midnight
- PM - Starts at 12:00 Noon
- 12 AM (or 12:00 midnight) is the equivalent of 2400 in military time
- 12:01 AM is the equivalent of 0001 in military time

Consistency Check

A02

	IF	THEN
AA001	LIGHT CONDITION (A19) equals 4 and TIME DESIGNATOR (A2A) equals A	TIME (A2) must not equal 1000-1159, or 1199.
AA002	LIGHT CONDITION (A19) equals 5 and TIME DESIGNATOR (A2A) equals P	TIME (A2) must not equal 1200 0200, 0299, or 1000-1200.
AA003	LIGHT CONDITION (A19) equals 5 and TIME DESIGNATOR (A2A) equals M	TIME (A2) must not equal 2200 2400, 0001-1400, or 1499.
AA006	TIME (A2) equals 1000-1500 and TIME DESIGNATOR (A2A) equals M	LIGHT CONDITION (A19) should equal 1 or 9.
AA052	TIME(A2) equals 1000-1159, 1199 and TIME DESIGNATOR (A2A) equals A	LIGHT CONDITION (A19) should equal 1 or 9.
AA053	TIME (A2) equals 1200-0300 and TIME DESIGNATOR (A2A) equals P	LIGHT CONDITION (A19) should equal 1 or 9.
AA054	TIME (A2) equals 1000-1159, 1199 and TIME DESIGNATOR (A2A) equals P	LIGHT CONDITION (A19) should equal 2, 3 or 9.
AA055	TIME (A2) equals 1200-0300 and TIME DESIGNATOR (A2A) equals A	LIGHT CONDITION (A19) should equal 2, 3 or 9.
AA057	TIME (A2) equals 2200-2400, 0001-0300, 0399 and TIME DESIGNATOR (A2A) equals M	LIGHT CONDITION (A19) should equal 2, 3 or 9.
AA060	LIGHT CONDITION (A19) equals 2 and TIME DESIGNATOR (A2A) equals A	TIME (A2) must not equal 1000-1159, or 1199.
AA061	LIGHT CONDITION (A19) equals 2 and TIME DESIGNATOR (A2A) equals P	TIME (A2) must not equal 1200-0300, or 0399.

	IF	THEN
AA062	LIGHT CONDITION (A19) equals 2 and TIME DESIGNATOR (A2A) equals M	TIME (A2) must not equal 1000-1500, or 1599.
AA065	LIGHT CONDITION (A19) equals 1 and TIME DESIGNATOR (A2A) equals A	TIME (A2) must not equal 1201 0300, 0399.
AA066	LIGHT CONDITION (A19) equals 1 and TIME DESIGNATOR (A2A) equals M	TIME (A2) must not equal 2200-2400, 0001 0300, 0399.
AA067	LIGHT CONDITION (A19) equals 3 and TIME DESIGNATOR (A2A) equals A	TIME (A2) should not equal 1000-1159, 1199.
AA068	LIGHT CONDITION (A19) equals 3 and TIME DESIGNATOR (A2A) equals M	TIME (A2) should not equal 1000-1500, 1599.
AA069	LIGHT CONDITION (A19) equals 3 and TIME DESIGNATOR (A2A) equals P	TIME (A2) should not equal 1200-0300, 0399.
AA072	LIGHT CONDITION (A19) equals 1 and TIME DESIGNATOR (A2A) equals P	TIME(A2) must not equal 1000-1159, 1199.
AA073	LIGHT CONDITION (A19) equals 1 and TIME DESIGNATOR (A2A) equals A	TIME (A2) should equal 0500-1159, 1199, 9999.
AA074	LIGHT CONDITION (A19) equals 1 and TIME DESIGNATOR (A2A) equals M	TIME (A2) should equal 0500-2100, 2199, 9999.
AA075	LIGHT CONDITION (A19) equals 1 and TIME DESIGNATOR (A2A) equals P	TIME (A2) should equal 1200-0900, 0999, 9999.
AA076	LIGHT CONDITION (A19) equals 2 and TIME DESIGNATOR (A2A) equals A	TIME (A2) should equal 1200-0900, 0999, 9999.
AA077	LIGHT CONDITION (A19) equals 2 and TIME DESIGNATOR (A2A) equals P	TIME (A2) should equal 0400-1159, 1199, 9999.

A02

	IF	THEN
AA078	LIGHT CONDITION (A19) equals 2 and TIME DESIGNATOR (A2A) equals M	TIME (A2) should equal 1600-2400, 0001-0900, 0999, 9999.
AA079	LIGHT CONDITION (A19) equals 4 and TIME DESIGNATOR (A2A) equals M	TIME (A2) must not equal 1000-2400, 0001-0300, 0399.
AA080	LIGHT CONDITION (A19) equals 4 and TIME DESIGNATOR (A2A) equals A or M	TIME (A2) should equal 0400-0900, 0999, 9999.
AA081	LIGHT CONDITION (A19) equals 5 and TIME DESIGNATOR (A2A) equals P	TIME (A2) should equal 0400-0900, 0999, 9999.
AA082	LIGHT CONDITION (A19) equals 5 and TIME DESIGNATOR (A2A) equals M	TIME (A2) should equal 1600-2100, 2199, 9999.
AA083	TIME (A2) equals 9999	TIME DESIGNATOR (A2A) must be blank.
AA089	LIGHT CONDITION (A19) equals 6	TIME (A2) should equal 9999.
AA093	Reminder: Use Time (A2/A2A) to choose between Dawn (4) and Dusk (5).	

A2A

	IF	THEN
AA001	LIGHT CONDITION (A19) equals 4 and TIME DESIGNATOR (A2A) equals A	TIME (A2) must not equal 1000-1159, 1199.
AA002	LIGHT CONDITION (A19) equals 5 and TIME DESIGNATOR (A2A) equals P	TIME (A2) must not equal 1200-0200, 0299, 1000-1200.
AA003	LIGHT CONDITION (A19) equals 5 and TIME DESIGNATOR (A2A) equals M	TIME (A2) must not equal 2200-2400, 0001-1400, 1499.

A2A

	IF	THEN
AA006	TIME (A2) equals 1000 1500 and TIME DESIGNATOR (A2A) equals M	LIGHT CONDITION (A19) should equal 1, 9.
AA052	TIME(A2) equals 1000-1159, 1199 and TIME DESIGNATOR (A2A) equals A	LIGHT CONDITION (A19) should equal 1, 9.
AA053	TIME (A2) equals 1200-0300 and TIME DESIGNATOR (A2A) equals P	LIGHT CONDITION (A19) should equal 1, 9.
AA054	TIME (A2) equals 1000-1159, 1199 and TIME DESIGNATOR (A2A) equals P	LIGHT CONDITION (A19) should equal 2, 3, 9.
AA055	TIME (A2) equals 1200-0300 and TIME DESIGNATOR (A2A) equals A	LIGHT CONDITION (A19) should equal 2, 3, 9.
AA057	TIME (A2) equals 2200-2400, 0001 0300, 0399 and TIME DESIGNATOR (A2A) equals M	LIGHT CONDITION (A19) should equal 2, 3, 9.
AA060	LIGHT CONDITION (A19) equals 2 and TIME DESIGNATOR (A2A) equals A	TIME (A2) must not equal 1000-1159, 1199.
AA061	LIGHT CONDITION (A19) equals 2 and TIME DESIGNATOR (A2A) equals P	TIME (A2) must not equal 1200-0300, 0399.
AA062	LIGHT CONDITION (A19) equals 2 and TIME DESIGNATOR (A2A) equals M	TIME (A2) must not equal 1000-1500, 1599.
AA063	LIGHT CONDITION (A19) equals 4	TIME DESIGNATOR (A2A) must not equal P.
AA064	LIGHT CONDITION (A19) equals 5	TIME DESIGNATOR (A2A) must not equal A.
AA065	LIGHT CONDITION (A19) equals 1 and TIME DESIGNATOR (A2A) equals A	TIME (A2) must not equal 1201-0300, 0399.

A2A

	IF	THEN
AA066	LIGHT CONDITION (A19) equals 1 and TIME DESIGNATOR (A2A) equals M	TIME (A2) must not equal 2200-2400, 0001-0300, 0399.
AA067	LIGHT CONDITION (A19) equals 3 and TIME DESIGNATOR (A2A) equals A	TIME (A2) should not equal 1000-1159, 1199.
AA068	LIGHT CONDITION (A19) equals 3 and TIME DESIGNATOR (A2A) equals M	TIME (A2) should not equal 1000-1500, 1599.
AA069	LIGHT CONDITION (A19) equals 3 and TIME DESIGNATOR (A2A) equals P	TIME (A2) should not equal 1200-0300, 0399.
AA072	LIGHT CONDITION (A19) equals 1 and TIME DESIGNATOR (A2A) equals P	TIME(A2) must not equal 1000-1159, 1199.
AA073	LIGHT CONDITION (A19) equals 1 and TIME DESIGNATOR (A2A) equals A	TIME (A2) should equal 0500-1159, 1199, 9999.
AA074	LIGHT CONDITION (A19) equals 1 and TIME DESIGNATOR (A2A) equals M	TIME (A2) should equal 0500-2100, 2199, 9999.
AA075	LIGHT CONDITION (A19) equals 1 and TIME DESIGNATOR (A2A) equals P	TIME (A2) should equal 1200-0900, 0999, 9999.
AA076	LIGHT CONDITION (A19) equals 2 and TIME DESIGNATOR (A2A) equals A	TIME (A2) should equal 1200-0900, 0999, 9999.
AA077	LIGHT CONDITION (A19) equals 2 and TIME DESIGNATOR (A2A) equals P	TIME (A2) should equal 0400-1159, 1199, 9999.
AA078	LIGHT CONDITION (A19) equals 2 and TIME DESIGNATOR (A2A) equals M	TIME (A2) should equal 1600-2400, 0001-0900, 0999, 9999.
AA079	LIGHT CONDITION (A19) equals 4 and TIME DESIGNATOR (A2A) equals M	TIME (A2) must not equal 1000-2400, 0001-0300, 0399.

A2A

	IF	THEN
AA080	LIGHT CONDITION (A19) equals 4 and TIME DESIGNATOR (A2A) equals A or M	TIME (A2) should equal 0400-0900, 0999, 9999.
AA081	LIGHT CONDITION (A19) equals 5 and TIME DESIGNATOR (A2A) equals P	TIME (A2) should equal 0400-0900, 0999, 9999.
AA082	LIGHT CONDITION (A19) equals 5 and TIME DESIGNATOR (A2A) equals M	TIME (A2) should equal 1600-2100, 2199, 9999.
AA083	TIME (A2) equals 9999	TIME DESIGNATOR (A2A) must be blank.
AA089	If LIGHT CONDITION (A19) equals 6	TIME (A02) should equal 9999
AA093	REMINDER: Use Time (A2/A2A) to choose between DAWN (4) and DUSK (5).	

A03 Number of Motor Vehicles

Element Values

Range: 01 through 30

Remarks

Each accident 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 accident. Vehicles not in-transport are not included in this variables 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 on the trafficway. 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 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 units is fixed, consider the towed unit as cargo throughout the entire accident sequence, regardless of subsequent events/impacts sustained by the towed unit. In other words, a vehicle towed by a fixed linkage: (1) is never considered as an in-transport vehicle, and (2) will be considered as cargo associated with the power unit.



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





Hit-and-run accidents may cause some confusion on this variable. The count is increased for each in-transport motor vehicle involved in the accident independent of the amount of information collected on the vehicles by the police. Parked vehicles may or may not be counted depending on whether or not they were in-transport.

The maximum number of vehicles that can be coded is 30. If more than 30 vehicles are involved, code only the first 30.

Consistency Check

A03

	IF	THEN
AA014	FIRST HARMFUL EVENT (A6) equals 25	NUMBER OF MOTOR VEHICLES (A3) must be greater than 01.
AA086	MANNER OF COLLISION (A7) does not equal 0 or 8	NUMBER OF MOTOR VEHICLES (A3) must be greater than 01.
AP015	NUMBER OF MOTOR VEHICLES (A3) is greater than 00	at least one PERSON TYPE (P3) should equal 1, 2 or 9.
AV019	NUMBER OF MOTOR VEHICLES (A3) is greater than 01	there should be at least one vehicle with TRAVEL SPEED (V11) of 01 97, 99, or blank.
AV020	Your combination of ACCIDENT TYPE codes is incompatible, compare the code(s) used for the VEHICLE(S) INVOLVED in the FHE with the ACCIDENT TYPE chart. Reminder: All Vehicles not involved in the FHE are coded "98".	
AV097	RELATION TO ROADWAY (A10) equals 4 and NUMBER OF MOTOR VEHICLES (A3) equals 01	ACCIDENT TYPE (V23) should equal 06-10, 98, 99.
 AV184	NUMBER OF MOTOR VEHICLES (A3) equals 01 and RELATION TO ROADWAY (A10) equals 2 or 3 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00	CRITICAL EVENT (V26) should equal 010-060, 099, 100, 101, 102, 199 or 994.
AV197	NUMBER OF MOTOR VEHICLES (A3) equals 02 and one vehicle's VEHICLE ROLE (V22) equals 2	the other vehicle's VEHICLE ROLE (V22) must not equal 2.
AV213	If NUMBER OF MOTOR VEHICLES (A3) equals 02 and MANNER OF COLLISION (A7) equals 2 and TRAVEL SPEED (V11) is greater than 00	VEHICLE ROLE (V22) must equal 1 or 3.
 AV221	NUMBER OF MOTOR VEHICLES (A3) is greater than 02	CRITICAL EVENT (V26) must equal 994.

	IF	THEN
 AV239	NUMBER OF MOTOR VEHICLES (A3) equals 01 or 02	CRITICAL EVENT (V26) must not equal 994.
PA200	NON MOTORIST STRIKING VEHICLE NUMBER (P22) must equal one of the NUMBER OF MOTOR VEHICLES (A3) in the case unless it is equal to 99.	
PA201	PERSON TYPE (P3) equals 3 8 and NUMBER OF MOTOR VEHICLES (A3) equals 01	NON MOTORIST STRIKING VEHICLE NUMBER (P22) must equal 01.
VA001	MOST HARMFUL EVENT (V20) equals 25	NUMBER OF MOTOR VEHICLES (A3) must be greater than 01.
VA014	ACCIDENT TYPE (V23) equals 01 16	NUMBER OF MOTOR VEHICLES (A3) should equal 01.
VA015	ACCIDENT TYPE (V23) equals 20 91	NUMBER OF MOTOR VEHICLES (A3) must be greater than 01.
VA093	VEHICLE ROLE (V22) equals 2 and NUMBER OF MOTOR VEHICLES (A3) equals 01	FIRST HARMFUL EVENT (A6) must not equal 31-50, 58, or 59.
 VA096	NUMBER OF MOTOR VEHICLES (A3) equals 01 and VEHICLE ROLE (V22) equals 0	FIRST HARMFUL EVENT (A6) must equal 01-10.
VA120	Only ACCIDENT TYPE CODES 01-16, 92, 97, 98, 99, 00 can be used when accident involves a single vehicle.	
 VA240	CRITICAL EVENT (V26) equals 994	NUMBER OF MOTOR VEHICLES (A3) must be greater than 02.
 VA241	CRITICAL EVENT (V26) is not equal to 994	NUMBER OF MOTOR VEHICLES (A3) must equal 01 or 02.

A04 Number of Non-Motorists

Element Values

Range: 00 through 25

Remarks

The value entered must equal the number of nonmotorists involved in the accident. Non-Motorists are usually listed in the section used for the second or last vehicle.

Non-Motorists include: occupants of a vehicle not in-transport, pedestrians, bicyclists, other cyclists, and other nonmotorists.

"Occupant of vehicle not in-transport" represents those persons in or on a motor vehicle which is not in-transport when struck.

A "nonmotorist conveyance" is defined as any human-powered device by which a nonmotorist may move, or by which a pedestrian or nonmotorist may move another nonmotorist, other than by pedaling. A nonmotorist conveyance includes the following: baby carriage, coaster wagon, ice skates, roller skates, push cart, scooter, skate board, skis, sled, wheel chair, rickshaw, etc. This includes those persons in a nonmotorist conveyance who hold onto a motor vehicle in motion. Excluded are pedalcyclists.

A "pedestrian" is defined as any person who is on a trafficway or on a sidewalk or path contiguous with a trafficway, and who is not in or on a nonmotorist conveyance. This includes persons who are in contact with the ground, roadway, etc., but who are holding onto a vehicle.

A "bicyclist" refers to only those pedalcyclists who were either a driver or passenger on a bicycle. This includes those bicyclists who hold onto a motor vehicle in motion.


"Other cyclist" refers to all other pedalcyclists such as persons on tricycles or unicycles. This includes those pedalcyclists who hold onto a motor vehicle in motion.

"Other nonmotorist" includes any other person not included under the above definitions of a pedestrian, bicyclist, other cyclist, or occupant of a motor vehicle not in-transport. Persons riding on an animal or in an animal powered conveyance are one example. Any person outside a trafficway or outside a sidewalk or path contiguous with a trafficway is another.

The maximum number of nonmotorists that can be coded is 25. If more than 25 nonmotorists are involved code only the first 25.

Consistency Check

A04

	IF	THEN
AA033	FIRST HARMFUL EVENT (A6) equals 21, 22, or 27	NUMBER OF NON MOTORISTS (A4) must not equal 00.
AA070	NUMBER OF NON MOTORISTS (A4) equals 00	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must equal 0000.
AP135	RELATION TO JUNCTION (A9) equals 03 or 13 and NUMBER OF NON MOTORISTS (A4) is greater than 00	NON MOTORIST LOCATION (P13) should not equal 01, 02, 08 or 09.
AV022	FIRST HARMFUL EVENT (A6) equals 21 and NUMBER OF NON MOTORISTS (A4) equals 01 and PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0220	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 07, 08, 13, or 98.
 VA218	<i>MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 00 and NUMBER OF NON MOTORISTS (A4) is greater than 00</i>	<i>PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must equal 0210 or 9999.</i>

A05 Land Use

Element Values

- | | |
|---|--|
| 1 | Within area of population 25,000 - 50,000 |
| 2 | Within area of population 50,000 - 100,000 |
| 3 | Within area of population 100,000+ |
| 8 | Other area |
| 9 | Unknown |

Remarks

If the PAR indicates that the location of the accident is within a city or town, then the automated data entry system will cue you as to the correct value to enter.

Enter "8" (Other area) if the accident's location is known to be within a city or town not matched with codes "1" through "3".

Enter "9" (Unknown) if the accident's location is unclear or no information is available.

Consistency Checks

A05

	IF	THEN
AA094	For this PSU, LAND USE (A5) must equal 3.	
AA095	For this PSU, LAND USE (A5) should equal 3.	

A06 First Harmful Event

Element Values

Non-Collision

- 01 Rollover/Overturn
- 02 Fire/Explosion
- 03 Immersion
- 05 Jackknife
- 06 Non-Collision Injury
(Injured In or Fell From Vehicle)
- 08 Other Non-Collision
- 09 Non-Collision - No Details
- 10 Thrown Or Falling Object

Collision with Object Not Fixed

- 21 Pedestrian
- 22 Cycle Or Cyclist (Pedalcycle/Pedalcyclist)
- 23 Railway train
- 24 Animal
- 25 Motor Vehicle In Transport
- 26 Parked Motor Vehicle (Or Other Motor Vehicle Not In Transport)
- 27 Other Type Non-Motorist
- 28 Other Object Not Fixed
- 29 Object Not Fixed - No Details

Collision with Fixed Object

- 31 Ground
- 32 Building
- 33 Impact Attenuator/Crash Cushion
- 34 Animal
- 35 Guardrail
- 36 Concrete Traffic Barrier Or Other Longitudinal Barrier Type
- 37 Sign Post, Utility Pole, Or Other Support

38	Culvert Or Ditch
39	Curb
40	Embankment
41	Fence
42	Wall
43	Fire Hydrant
44	Shrubbery Or Bush
45	Tree
46	Boulder
50	Pavement Surface Irregularity (ruts, potholes, grates, plates, etc.)
58	Other Fixed Object
59	Fixed Object - No Details
99	Unknown

Remarks

Every motor vehicle traffic accident consists of a series of events. In classification by type, one of the events must be selected before further classification can be made. For uniformity in classification, the "First Harmful Event" is the "first" property damage or injury-producing event that can be determined to have happened in the accident.

Enter "01" (Rollover/Overturn) when a motor vehicle rotates (rollover), at least, one quarter turn in any nonhorizontal direction. Vehicles which first impact pedestrians, non-motorists, vehicles, animals, trains, or other objects, receive codes "21" through "59". Use this code also, when an uncontrolled motorcycle first contacts the ground or pavement surface. All motor vehicles may rollover/overturn, with the exception of motorcycles, which can overturn but not rollover.

Enter "05" (Jackknife) whenever there is sufficient rotation (articulation) between a tractor/trailer combination such that they contact each other. Jackknife is restricted to truck-tractor combinations.

Enter "06" [Non-Collision Injury (Injured In or Fell From vehicle)] when a person falls from or is injured inside the vehicle. This includes persons jumping or stepping from moving vehicles, persons falling from pickup beds, and persons colliding with the interior of a vehicle during a sudden stop.

Enter "08" (Other Non-Collision) when a vehicle sets an object in motion that strikes or is struck by a vehicle before the object stabilizes. Examples include dislodged cargo, spewed gravel, etc. It may be used in other situations as well.

Enter "10" (Thrown Or Falling Object) 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. However, objects set in motion by an in-transport vehicle are to be coded under code "08" (Other Non-Collision). If a tree limb falls from a tree and is contacted by a car, enter this code. If a tree limb falls from a tree trimming truck and is struck, enter code "08". If a child maliciously throws a tree limb off an overpass into traffic below, enter this code.

Enter "21" (Pedestrian) when any person who was involved in the first harmful event is on a trafficway or on a sidewalk or path contiguous with a trafficway, and who is not in or on a nonmotorist conveyance. A nonmotorist conveyance is defined as any human-powered device by which a nonmotorist may move, or by which a pedestrian or nonmotorist may move another nonmotorist, other than by pedaling. A nonmotorist conveyance includes the following: baby carriage, coaster wagon, ice skates, roller skates, push cart, scooter, skate board, skis, sled, wheel chair, rickshaw, etc. Excluded are pedalcyclists.

Enter "22" [Cycle or Cyclist (Pedalcycle/Pedalcyclist)] when any occupant of a pedalcycle was involved in the first harmful event.

Enter "25" (Motor Vehicle In Transport) when the initial impact occurred between two motor vehicles in-transport. A vehicle parked in a mid-block bus stop, fire hydrant, etc., should be considered as in-transport if the vehicle should not be parked in the location (i.e., parked buses, fire trucks, etc., are considered not in-transport while a passenger car, motorcycle, etc., are considered in-transport).

Enter "26" [Parked Motor Vehicle (Or Other Motor Vehicle Not In Transport)] when the initial impact occurred between a motor vehicle in-transport and a motor vehicle neither on a roadway nor in motion.

Enter "27" (Other Type Non-Motorist) when the person impacted is not a pedestrian or a pedalcyclist. [NOTE: If the first harmful event occurs with a motor vehicle not in-transport which contains a nonmotorist (e.g., Occupant of vehicle not in-transport), enter "26" (Parked Motor Vehicle) above.]

Enter "28" (Other Object Not Fixed) when the initial impact is between a motor vehicle in-transport and any other object that is moving or not anchored prior to the accident. Included in this category is an initial collision between a motor vehicle in-transport, which leaves its roadway, and a motor vehicle in motion off any trafficway. For example, a vehicle loses control and contacts a snowmobile in motion off the trafficway.

Enter "31" (Ground) when the initial impact is with pavement. This value is not to be entered when the first harmful event is a "Rollover/Overturn" ("01").

Enter "33" (Impact Attenuator/Crash Cushion) when the first harmful event is with any device described on the PAR as an impact attenuator or crash cushion.

Enter "34" (Bridge Structure) when the initial contact was with any part of a bridge structure. This includes:

- support structure
- overpass structure (not "front face")
- bridge rail
- bridge-pier abutment
- parapet end

For contact to the "front face" of an overpass structure (e.g., the top of the cargo area of a truck strikes the front of a bridge with a low clearance) enter "58" (Other Fixed Object). Included within the meaning of bridge structure are supports for railway underpasses, including those for mass transit type trains.

If the initial impact was with an impact attenuator protecting a bridge support, then enter "33" (Impact Attenuator/Crash Cushion). Contact with the underside of the bridge deck is coded "58" (Other Fixed Object).

Values "35" and "36" are chosen based upon design and composition. Location is not considered when choosing a value.

Enter "35" (Guardrail) whenever the initial impact occurs with any longitudinal barrier described on the PAR as a guardrail, regardless of its location.

Enter "36" (Concrete Traffic Barrier Or Other Longitudinal Barrier Type) whenever the initial impact described on the PAR occurs with a concrete barrier (commonly referred to as a GM or New Jersey barrier), regardless of its location. Enter this value for temporary (e.g., construction sites) and permanent installations. Concrete traffic barriers located on a bridge with a closed median are not considered bridge rails (element "34"). Concrete traffic barriers located on the outer road edges of a bridge are considered bridge rails (element "34").

Enter "37" (Sign Post, Utility Pole, or Other Support) when the impact occurs to: (1) a support for a highway or traffic sign, (2) anything that supports a sign under which vehicles travel, (3) a street light, (4) a support for utility lines, (5) a traffic signal pole, (6) any non-highway or non-traffic sign (e.g., a private sign), (7) a mail box post, (8) a delineator post, or (9) any other type post, pole, or support. This value should not be used when the initial impact was with any supporting structure of a bridge (see element "34" above).

Enter "38" (Culvert or Ditch) when the initial impact occurs with a culvert or ditch. A culvert is a man-made structure that allows passage over a drainage area and is that part of the structure which is intended to channel flow through the structure and maintain the stability/integrity of the road bed. If the structure has a portion above the road surface which is of sufficient height to engage above the wheels of an errant passenger vehicle and redirect it, that part of the structure is considered a bridge rail (element "34"). A ditch is a man made structure for drainage purposes. A ditch ends where a culvert begins and resumes on the opposite side of the culvert.

Enter "45" (Tree) when the initial impact is with a tree. This includes impacts with overhanging branches. Do not use this code if the tree is not standing. Trees which have fallen and are struck should be coded using "28" (Other Object Not Fixed) for small trees or "58" (Other Fixed Object) for large trees.

Enter "46" (Boulder) when an in-transport motor vehicle contacts any large (not defined but at least larger than gravel) stationary rock.

Enter "58" (Other Fixed Object) when the PAR describes the initial impact to any fixed object which is anchored and not moving and not specifically mentioned above. Collisions which may be classified using this code include (but are not limited to): (1) vehicles which sustain undercarriage damage by straddling the pavement and shoulder and impacting a prominent pavement lip, or (2) free falls or vaults from the road surface to the ground or pavement without being listed on the PAR as rolling over or overturning.

If the PAR indicates the initial impact was in a median, determine if the initial impact was with a longitudinal barrier (guardrail, concrete, or other). If a barrier was initially contacted, enter "35" (Guardrail) or "36" (Concrete Traffic Barrier or Other Longitudinal Barrier Type) based on the PAR description. If no longitudinal barrier was initially contacted but contact occurred to a nonraised paved surface, gravel, or grass, then enter "31" (Ground). If the PAR indicates that the initial harmful event is with a raised, paved area (concrete or asphalt), then enter "39" (Curb). This is true even if a barrier is anchored in the raised, paved area. If the median is depressed, select the element which best fits the PAR's impact description and enter "31" (Ground), "40" (Embankment), "44" (Shrubbery Or Bush), "45" (Tree), "46" (Boulder), "58" (Other Fixed Object), etc. whichever is most appropriate.

Tunnels are handled according to the following rules. If the PAR describes the impact as external (i.e., the impact is to the hill or mountainside), enter "40" (Embankment). If the impact is

to the tunnel entrance (i.e., not protected by guardrails or bridge rails that lead into a tunnel or impact attenuators), then enter "58" (Other Fixed Object). Enter "42" (Wall) if the plane of the tunnel is broad or wide enough that the tunnel entrance functions as a wall and contact is made with this wall. External impacts to impact attenuators are entered "33" (Impact Attenuator/Crash Cushion).

Internal or external impacts to: [a] median barriers should be entered "35" (Guardrail) or "36" (Concrete Traffic Barrier Or Other Longitudinal Barrier Type); [b] curbs (raised, paved medians) or walks should be entered "39" (Curb); or [c] the tunnel wall should be entered "42" (Wall). If contact is made with a bridge that leads into a tunnel, then enter "34" [Bridge Structure].





Enter "99" (Unknown) when there is not enough information to code any one particular event as the first property damage or injury producing event in the accident sequence.



Consistency Check

		A06
	IF	THEN
AA009	FIRST HARMFUL EVENT (A6) equals 01-24, 26 46, 50, 58, or 59	MANNER OF COLLISION (A7) must not equal 1 6.
AA010	FIRST HARMFUL EVENT (A6) equals 25	MANNER OF COLLISION (A7) must not equal 0.
AA011	FIRST HARMFUL EVENT (A6) equals 23	TRAFFIC CONTROL DEVICE (A16) must not equal 01-51, 98.
AA012	FIRST HARMFUL EVENT (A6) equals 26	RELATION TO ROADWAY (A10) must not equal 1.
AA014	FIRST HARMFUL EVENT (A6) equals 25	NUMBER OF MOTOR VEHICLES (A3) must be greater than 01.
AA023	FIRST HARMFUL EVENT (A6) equals 99	MANNER OF COLLISION (A7) should not equal 0-6.
AA024	FIRST HARMFUL EVENT (A6) equals 31-46, 58 or 59	RELATION TO ROADWAY (A10) should not equal 1.
AA025	FIRST HARMFUL EVENT (A6) equals 23	RELATION TO JUNCTION (A9) should equal 05.
AA030	UNLIKELY: FIRST HARMFUL EVENT (A6) is equal to 02, 06, 33 or 50.	
AA033	FIRST HARMFUL EVENT (A6) equals 21, 22, or 27	NUMBER OF NON MOTORISTS (A4) must not equal 00.
AA037	FIRST HARMFUL EVENT (A6) equals 21, or 22	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must not equal 0000.

	IF	THEN
AA039	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0410, 0420, or 0430, and FIRST HARMFUL EVENT (A6) equals 21, 22, or 27	RELATION TO ROADWAY (A10) must equal 1.
AA042	FIRST HARMFUL EVENT (A6) equals 22	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must equal 0001 - 0099.
AA051	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0610 or 0620 and FIRST HARMFUL EVENT (A6) equals 21	RELATION TO ROADWAY (A10) must not equal 1.
AA088	FIRST HARMFUL EVENT (A6) equals 50	RELATION TO ROADWAY (A10) must equal 1.
AP001	FIRST HARMFUL EVENT (A6) equals 21, 22, or 27, and RELATION TO ROADWAY (A10) equals 1	there must be at least one NON MOTORIST LOCATION (P13) equal to 01-09, 11, 12, 19, 20, 99.
AP002	FIRST HARMFUL EVENT (A6) equals 21, 22, or 27, and RELATION TO ROADWAY (A10) equals 2	there must be at least one NON MOTORIST LOCATION (P13) equal to 08, 18, 98, or 99.
AP003	FIRST HARMFUL EVENT (A6) equals 21, 22, or 27, and RELATION TO ROADWAY (A10) equals 4	there must be at least one NON MOTORIST LOCATION (P13) equal to 08, 18, 98, or 99.
AP004	FIRST HARMFUL EVENT (A6) equals 21, 22, or 27 and RELATION TO ROADWAY (A10) equals 9	there must be at least one NON MOTORIST LOCATION (P13) equal to 09, 19, 99.
AP005	FIRST HARMFUL EVENT (A6) equals 21	at least one person must have PERSON TYPE (P3) equal to 4 or 5.
AP006	FIRST HARMFUL EVENT (A6) equals 22	at least one person must have PERSON TYPE (P3) equal to 6 or 8.
AP008	FIRST HARMFUL EVENT (A6) equals 06	at least one PERSON TYPE (P3) equal to 1-2, 9 must have INJURY SEVERITY (P9) equal to 1-5.

	IF	THEN
AP128	FIRST HARMFUL EVENT (A6) equals 27	at least one PERSON TYPE (P3) must equal 4 or 8.
AV009	FIRST HARMFUL EVENT (A6) equals 02	at least one vehicle should have FIRE OCCURRENCE (V16) equal to 1.
AV011	FIRST HARMFUL EVENT (A6) is not equal to 02, 06, 10, 21, 22, 27, 28	there should be at least one vehicle with TRAVEL SPEED (V11) of 01-97, 99.
AV013	FIRST HARMFUL EVENT (A6) equals 01-10, 31 50, 58, or 59	HIT AND RUN (V2) should not equal 1.
AV022	FIRST HARMFUL EVENT (A6) equals 21 and NUMBER OF NON MOTORISTS (A4) equals 01 and PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0220	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 07, 08, 13, or 98.
AV069	FIRST HARMFUL EVENT (A6) equals 01-09 and MOST HARMFUL EVENT (V20) equals 01-09	INITIAL POINT OF IMPACT (V24) must equal 00.
AV070	FIRST HARMFUL EVENT (A6) equals 26	ACCIDENT TYPE (V23) should equal 01-11, 92, 98, or 99.
AV071	FIRST HARMFUL EVENT (A6) equals 21, 22, or 24, and MOVEMENT PRIOR TO CRITICAL EVENT (V21) is not equal to 13	ACCIDENT TYPE (V23) should equal 13.
AV072	FIRST HARMFUL EVENT (A6) equals 28 or 58, and RELATION TO ROADWAY (A10) equals 1	ACCIDENT TYPE (V23) should equal 12.
AV105	FIRST HARMFUL EVENT (A6) equals 05	for at least one vehicle, JACKKNIFE (V14) must equal 1.
AV106	FIRST HARMFUL EVENT (A6) equals 05	for at least one vehicle, VEHICLE TRAILING (V13) must not equal 0.
AV131	FIRST HARMFUL EVENT (A6) equals 01-09	at least one VEHICLE ROLE (V22) must equal 0.

	IF	THEN
AV132	FIRST HARMFUL EVENT (A6) equals 02, 03, 06, 08, or 09	at least one ACCIDENT TYPE (V23) must equal 00.
AV149	FIRST HARMFUL EVENT (A6) equals 01 and there is no BODY TYPE (V5) equal to 80 89	at least one ROLLOVER TYPE (V30) must equal 10, 20 23, 28, 29, or 99.
 AV185	FIRST HARMFUL EVENT (A6) equals 02-03, 06-10 and MOST HARMFUL EVENT (V20) equals 02-03, 06-10	CRITICAL EVENT (V26) should equal 000 or 994.
AV214	If FIRST HARMFUL EVENT (A6) or MOST HARMFUL EVENT (V20) equals 38	ROLLOVER TYPE (V30) should equal 00 or 22.
 AV215	<i>FIRST HARMFUL EVENT (A6) equals 01-10</i>	<i>ACCIDENT TYPE (V23) must not equal 20-91.</i>
 AV222	<i>FIRST HARMFUL EVENT (A6) equals 05 and RELATION TO ROADWAY (A10) equals 1</i>	<i>ACCIDENT TYPE (V23) should equal 98.</i>
 AV223	<i>FIRST HARMFUL EVENT (A6) equals 01</i>	<i>ACCIDENT TYPE (V23) should equal 01-10, 97, 98, or 99.</i>
 AV232	<i>FIRST HARMFUL EVENT (A6) EQUALS 21-99</i>	<i>no VEHICLE ROLE (V22) should equal 0.</i>
PA127	NON MOTORIST LOCATION (P13) equals 11, 12, 18, or 19, and FIRST HARMFUL EVENT (A6) equals 21, 22 or 27	RELATION TO JUNCTION (A9) must not equal 01 or 11.
 VA081	ACCIDENT TYPE (V23) equals 13	FIRST HARMFUL EVENT (A6) must equal 21, 22, 24, or 27.
VA086	ACCIDENT TYPE (V23) equals 01 16 for one vehicle and the remaining vehicles have a value of 98 for (V23)	FIRST HARMFUL EVENT (A6) must not equal 25 or 99.
VA087	ACCIDENT TYPE (V23) equals 99 for one vehicle and the remaining vehicles have a value of 98 for (V23)	FIRST HARMFUL EVENT (A6) should equal 99.

	IF	THEN
VA093	VEHICLE ROLE (V22) equals 2 and NUMBER OF MOTOR VEHICLES (A3) equals 01	FIRST HARMFUL EVENT (A6) must not equal 31-50, 58, or 59.
 VA096	<i>NUMBER OF MOTOR VEHICLES</i> (A3) equals 01 and VEHICLE ROLE (V22) equals 0	FIRST HARMFUL EVENT (A6) should equal 01-10.
VA137	ACCIDENT TYPE (V23) equals 00	FIRST HARMFUL EVENT (A6) must equal 02, 03, 06, 08, or 09.
VA191	CRITICAL EVENT (V26) equals 000	FIRST HARMFUL EVENT (A6) and MOST HARMFUL EVENT (V20) should equal 02-03, 06-10.
VA198	INITIAL POINT OF IMPACT (A24) equals 00	FIRST HARMFUL EVENT (A6) should equal 01-10.
 VA219	<i>ACCIDENT TYPE (A23) equals 20-</i> <i>91</i>	<i>FIRST HARMFUL EVENT (A6) must</i> <i>equal 25.</i>

A07 Manner of Collision

Element Values

0	Not Collision With Motor Vehicle In Transport
1	Rear-End
2	Head-On
3	Rear-To-Rear
4	Angle
5	Sideswipe, Same Direction
6	Sideswipe, Opposite Direction
8	Other
9	Unknown

Remarks

Enter "0" (Not Collision With Motor Vehicle In Transport) when the First Harmful Event (A6) was not coded as "25" (Motor Vehicle In Transport).

Enter "1" (Rear-End) when a collision occurs between the rear of one vehicle and the front of another vehicle.

Enter "2" (Head-On) when a collision occurs between the front end of one vehicle and the front end of another vehicle.

Enter "3" (Rear-To-Rear) when a collision occurs between the rear of one vehicle and the rear of another vehicle.

Enter "4" (Angle) when the impact configuration is known but cannot be classified with any other element. Included here, also, are endswipes.

Enter "5" (Sideswipe, Same Direction) when the PAR reports that a sideswipe occurred while the two vehicles were traveling in the same direction.






Enter "6" (Sideswipe, Opposite Direction) when the PAR reports that a sideswipe occurred while the two vehicles were traveling in opposite directions.

Enter "8" (Other) when the First Harmful Event (A6) involves a vehicle that is parked off the roadway and an open door over the roadway is struck by a motor vehicle in transport.

Consistency Check

A07

	IF	THEN
AA009	FIRST HARMFUL EVENT (A6) equals 01-24, 26-46, 50, 58, or 59	MANNER OF COLLISION (A7) must not equal 1-6.
AA010	FIRST HARMFUL EVENT (A6) equals 25	MANNER OF COLLISION (A7) must not equal 0.
AA023	FIRST HARMFUL EVENT (A6) equals 99	MANNER OF COLLISION (A7) should not equal 0-6.
AA031	UNLIKELY: MANNER OF COLLISION (A7) is equal to 3 or 8.	
AA086	MANNER OF COLLISION (A7) does not equal 0 or 8	NUMBER OF MOTOR VEHICLES (A3) must be greater than 01.
AV014	MANNER OF COLLISION (A7) equals 2	VEHICLE ROLE (V22) should equal 1 or 3.
AV073	MANNER OF COLLISION (A7) equals 2	INITIAL POINT OF IMPACT (V24) must equal 01 for two vehicles.
AV074	MANNER OF COLLISION (A7) equals 3	INITIAL POINT OF IMPACT (V24) must equal 04 for two vehicles.
AV075	MANNER OF COLLISION (A7) equals 1	at least one vehicle must have INITIAL POINT OF IMPACT (V24) equal to 01.
AV076	MANNER OF COLLISION (A7) equals 1	at least one vehicle must have INITIAL POINT OF IMPACT (V24) equal to 04.
AV133	MANNER OF COLLISION (A7) equals 3	at least one ACCIDENT TYPE (V23) must equal 92 or 98.
AV203	MANNER OF COLLISION (A7) equals 5	ACCIDENT TYPE (V23) should not equal 20-33.
AV204	MANNER OF COLLISION (A7) equals 5	ACCIDENT TYPE (V23) should equal 44-49, 98, or 99
AV205	MANNER OF COLLISION (A7) equals 6	ACCIDENT TYPE (V23) should not equal 50-53.

	IF	THEN
AV206	MANNER OF COLLISION (A7) equals 6	ACCIDENT TYPE (V23) should equal 64-67, 98, or 99.
AV213	If NUMBER OF MOTOR VEHICLES (A3) equals 02 and MANNER OF COLLISION (A7) equals 2 and TRAVEL SPEED (V11) is greater than 00	VEHICLE ROLE (V22) must equal 1 or 3.
 AV225	<i>MANNER OF COLLISION (A7) equals 2</i>	<i>ACCIDENT TYPE (V23) must not equal 64-67.</i>
 AV226	<i>MANNER OF COLLISION (A7) equals 4</i>	<i>ACCIDENT TYPE (V23) must not equal 20-43 or 50-53.</i>
 AV243	<i>MANNER OF COLLISION (A7) equals 1</i>	<i>ACCIDENT TYPE (V23) should not equal 44-49.</i>
 VA227	<i>ACCIDENT TYPE (V23) equals 20-43 or 50-53</i>	<i>MANNER OF COLLISION (A7) must not equal 4.</i>
 VA228	<i>ACCIDENT TYPE (V23) equals 64-67</i>	<i>MANNER OF COLLISION (A7) must not equal 2.</i>

A08 Interstate Highway

Element Values

0	No
1	Yes
9	Unknown

Remarks

Accidents which occur in association with a roadway (or one of its lanes) that is unopen are not NASS accidents unless they occur in the junction of a roadway that is open and upon which an involved vehicle was traveling. If the roadway is being built or under construction (repair or maintenance), then the first harmful event must have been associated with that portion of the roadway designated as open. If the maintenance agency has designated the roadway as open then the condition (paved, gravel, etc.) of the road surface is not considered. If the roadway is being built, enter the roadway according to its eventual classification.

If the road is serving as a DETOUR, then disregard temporary signs and enter the roadway according to its permanent classification. If the roadway is permanently signed (at the time of the accident) as an interstate, then enter it accordingly.

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.







Accidents which occur on ramps leading to or away from an Interstate should be coded "1" (Yes).

Enter "0" (No) when the PAR indicates that the accident occurred on any of the following: US Highway, State Highway, County Road, Township Road, or Municipal Road.

Enter "1" (Yes) when the PAR indicates the accident 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.

Consistency Check


A08

		IF	THEN
	AA018	INTERSTATE HIGHWAY (A8) equals 1 <i>and RELATION TO JUNCTION (A9) is not equal to 14</i>	NUMBER OF TRAVEL LANES (A12) should not equal 1.
	AA019	INTERSTATE HIGHWAY (A8) equals 1 <i>and RELATION TO JUNCTION (A9) is not equal to 14</i>	TRAFFICWAY FLOW (A11) <i>should not equal 3.</i>
	AA020	INTERSTATE HIGHWAY (A8) equals 1	RELATION TO JUNCTION (A9) should not equal 01-09.
	AA021	INTERSTATE HIGHWAY (A8) equals 1	TRAFFIC CONTROL DEVICE (A16) should not equal 01, 21, 23, 61 97.
	AA022	INTERSTATE HIGHWAY (A8) equals 1 <i>and Relation to Junction (A9) is not equal to 14.</i>	SPEED LIMIT (A18) should not equal 05-40.
	AA071	NUMBER OF TRAVEL LANES (A12) equals 1 <i>and RELATION TO JUNCTION (A9) is not equal to 14</i>	INTERSTATE HIGHWAY (A8) should not equal 1.
	AA092	RELATION TO JUNCTION (A9) equals 01-03, 05, 11 13	INTERSTATE HIGHWAY (A8) should not equal 1.
	AA099	<i>NHS ROADWAY TYPE (A26) equals 01, 11, or 21</i>	<i>INTERSTATE HIGHWAY (A8) should equal 1.</i>
	AA101	<i>INTERSTATE HIGHWAY (A8) equals 1</i>	<i>NHS ROADWAY TYPE (A26) should equal 01, 11, or 21.</i>
	AV012	INTERSTATE HIGHWAY (A8) equals 1	TRAVEL SPEED (V11) should not equal 01-40.
	VA003	MOST HARMFUL EVENT (V20) equals 23	INTERSTATE HIGHWAY (A8) should not equal 1.


A09 Relation To Junction

Element Values

Non-interchange Area

00	Non-Junction
01	Intersection
02	Intersection Related
03	Driveway, Alley Access, Etc.
04	Entrance/Exit Ramp
05	Rail Grade Crossing
 06	<i>On A Bridge</i>
08	Other, Non-interchange
09	Unknown, Non-interchange

Interchange Area

10	Non-Junction
11	Intersection
12	Intersection Related
13	Driveway Access
14	Entrance/Exit Ramp
 16	<i>On A Bridge</i>
18	Other Location in Interchange
19	Unknown, Interchange Area
99	Unknown if Interchange

Remarks

The element value selected is based on the location of the first harmful event. If the location of the first harmful event is within the boundaries of an interchange then use codes "10-19". If it occurs outside of the boundaries of an interchange, then use codes "00-09".

If the PAR indicates that the accident occurred within an interchange area, this variable should be coded with respect to the location within the interchange area (codes "10-19").

If the first harmful event occurs off the roadway, refer to the section at the point of departure to code this variable. In those off-roadway instances where the departure occurs from within a junction, enter either "00" or "10" (Non-Junction) or "02" or "12" (Intersection Related). The latter element is used if the junction is also an intersection (see definition below).

Definitions

Alley Access

An Alley Access is an unnamed roadway providing access, in general, to the rear of houses or buildings, some of which may be further served by a driveway access.

Crossover

A Crossover is a designated opening within a median used primarily for "U-turns". To be considered a crossover, the nearest lateral boundary line of the crossover must be greater than 10 meters from the nearest lateral boundary line of any roadway (highway, street, ramp, driveway, or alley) which intersects with either side of the roadways which the median divides.

Driveway Access

A Driveway Access is a roadway providing access to property adjacent to a trafficway.

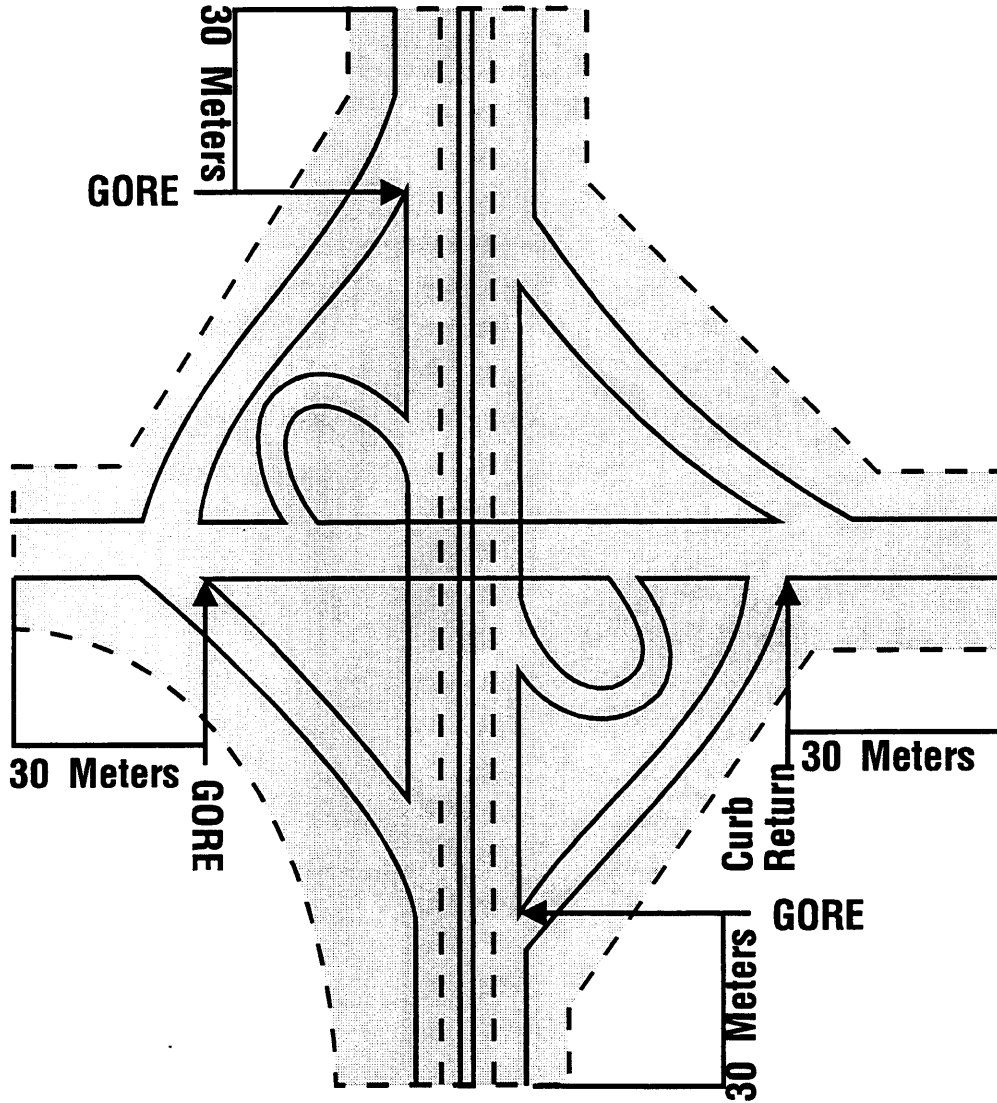
Entrance or Exit Ramp

An Entrance or Exit Ramp is a transition roadway: (1) which connects two roadways; (2) is used for entering or exiting through- traffic lanes; and (3) begins and ends at a gore or curb return. A ramp can connect two roadways which cross (either at-grade or with a grade separation) or two which do not cross (e.g., frontage roads). A ramp can form an intersection with a roadway as well as diverge from or merge into one. A ramp can form a channeled intersection. A ramp can also split into two ramps.

Interchange Area

The Interchange Area is the area around a grade separation which involves at least two trafficways. Included within its boundaries are: (1) all ramps which connect the roadways and (2) each roadway entering or leaving the interchange to a point 30 meters beyond the gore or curb return at the outermost ramp connection for the roadway. One may find included within an interchange area intersections, driveway accesses, and, of course, roadway sections which are non-junctions.

Figure A-1: Interchange Area



Intersection

Element "01" or "11", is a type of junction which: (1) contains a crossing or connection of two or more roadways not classified as a driveway access or alley 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.

Figure A-2: 3-Leg Intersections

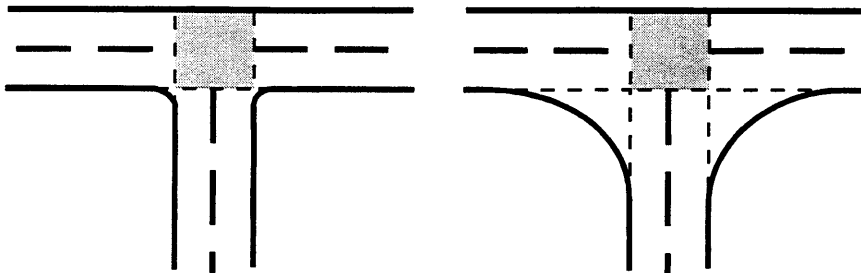


Figure A-3: 3-Leg Intersections

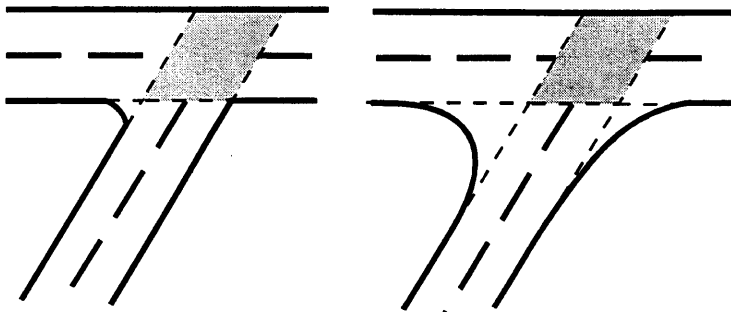


Figure A-4: 'Y' Intersection

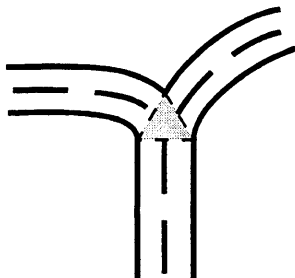


Figure A-5: 4-Leg Intersections

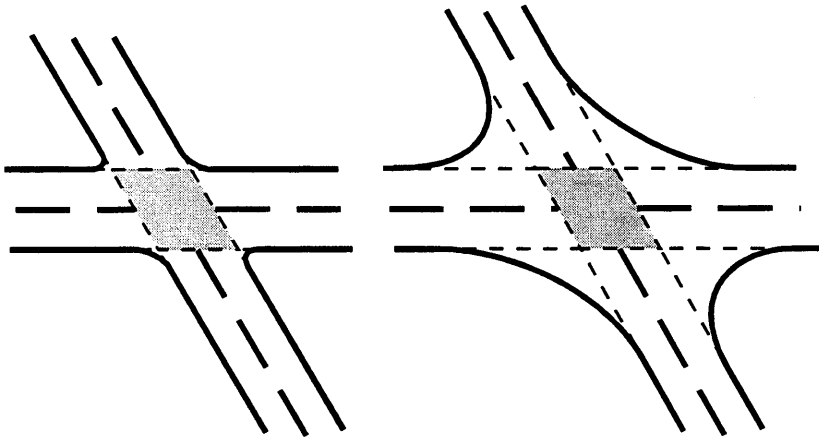


Figure A-6: 4-Leg Intersections

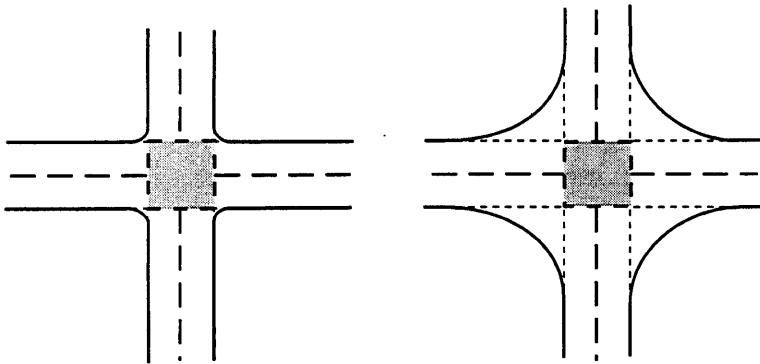


Figure A-7: 4-Leg Intersection

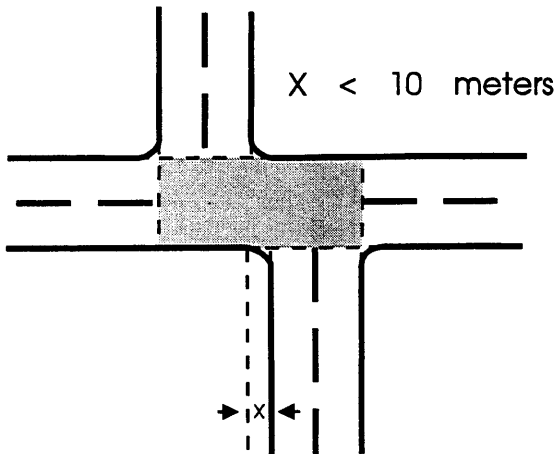
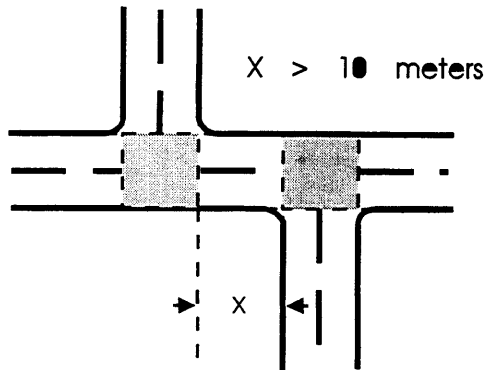


Figure A-8: Two 3-Leg Intersections



Intersection Related

Intersection Related means that the first harmful event (A6, 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.

Junction

A Junction, in general, is the area formed by the connection of two roadways. It includes: (1) all at-grade intersections, (2) connections between a driveway access or alley access and a roadway which is not a driveway access or an alley access, (3) connections between two alley accesses or driveway accesses, or (4) a connection between a driveway access and an alley access.

Traffic Circle

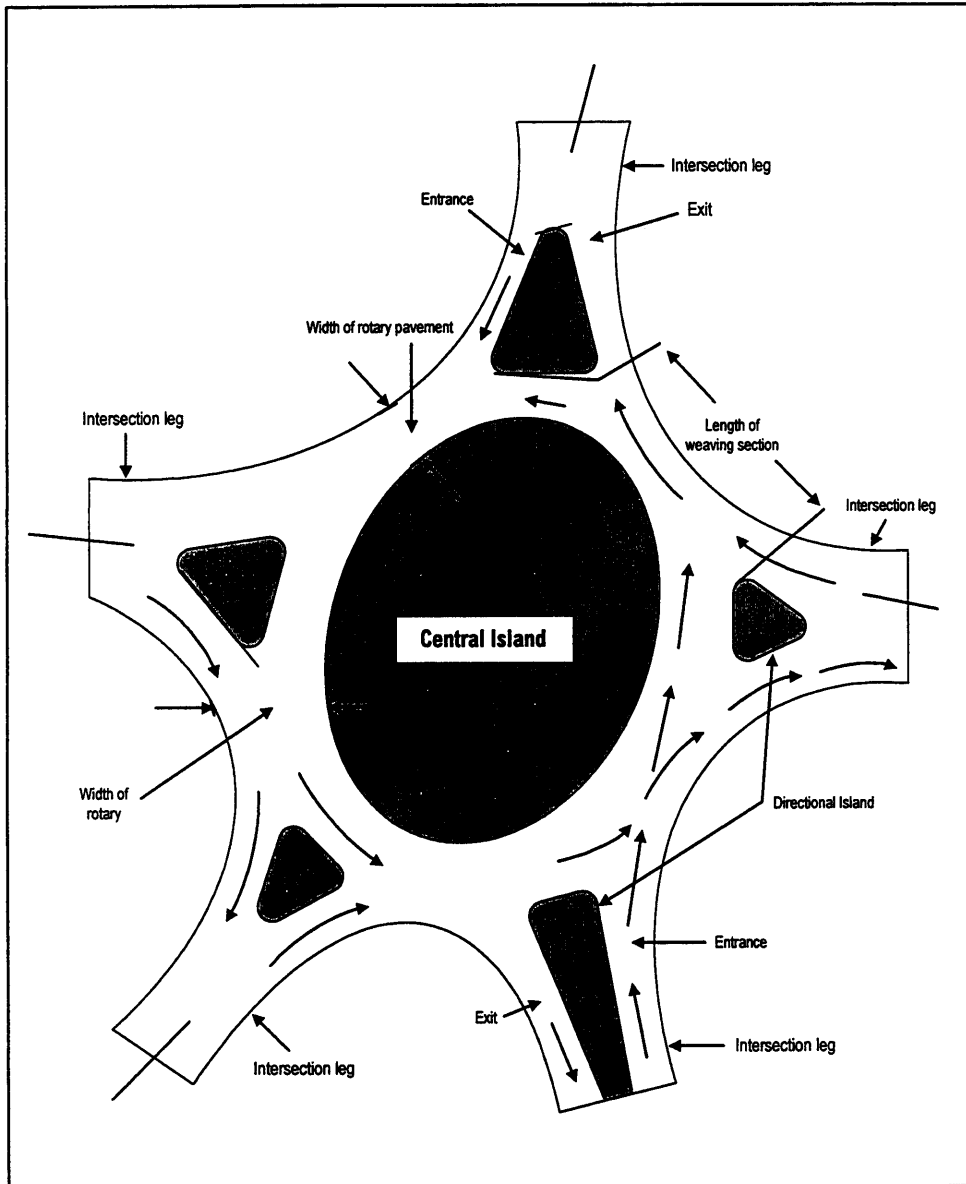
A rotary or traffic circle is a specialized form of at-grade intersection. It is one through which traffic passes by entering and leaving a one-way roadway connecting all intersection approach legs and running continuously around a central island. Rotary intersections are commonly called traffic circles, but proper design can result in central islands of various rounded shapes.

Traffic Units

Traffic Units, as referred to in Intersection Related, means any traffic unit (involved or not involved in the accident).

Enter "01" or "11" (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, enter "01" or "11" (Intersection) regardless of whether or not the collision was in any way related to an intersection.

Figure A-9: Traffic Circle



Element "01" or "11" includes any two leg intersections, rotary intersections, or traffic circles. To qualify for inclusion as a two-leg intersection, at least one of the two legs must be controlled by a regulatory sign (see A16, Traffic Control Device) or traffic signal; otherwise, treat the area as a sharp curve.

Use Element "01" or "11" if the first harmful event occurs in the rotary roadway, in the central island, or on any directional islands which serve the rotary intersection.

Enter "02" or "12" (Intersection Related) if the first harmful event occurs outside but near an intersection and involves a vehicle which was engaged or should have been engaged in making an intersection related maneuver such as turning. However, if the loss of control is unrelated to the intersection, enter "00" (Non-Junction).

If an accident meets the criteria of intersection related ("02" or "12") but also meets the criteria for codes "03" through "05" or "13" or "14", then the appropriate element ("03" through "14") takes precedence. Remember, for codes "03" or "13" (Driveway, Alley Access, Etc.) and "04" or "14" (Entrance or Exit Ramp), and "05" (Rail Grade Crossing) to apply, a pedestrian, other nonmotorist associated with a nonmotorist conveyance, or road vehicle must have been entering or exiting the appropriate area.

Enter "03" or "13" (Driveway, Alley Access, Etc.) when the first harmful event occurs on a NASS roadway (see below) which approaches or exits from the driveway or alley access junction and at least one involved pedestrian, other nonmotorist associated with a nonmotorist conveyance, or road vehicle was entering or exiting from the driveway or alley. Included are exits/entrances of parking lots. Do not use this element if the accident was precipitated by the actions of a noncontact road vehicle or person.

When a controlled driveway/alley access junction overlaps (inside-to-inside of lateral boundary lines is less than or equal to 10 meters) a three leg intersection, enter "01" or "11" (Intersection).

When an uncontrolled driveway/alley access junction is within the prolongation of a three-leg intersection and the accident would meet the criteria of driveway, alley access related (element "03" or "13"), enter either "01" or "11" (Intersection) if the first harmful event was within the intersection junction, or "02" or "12" (Intersection Related) if it was not.

For an uncontrolled driveway/alley access junction within ten (10) meters of a three or four leg intersection (inside-to-inside of lateral boundary lines), enter "03" or "13" (Driveway, Alley Access, Etc.) only if the criteria above are met and the location of the first harmful event is not within the intersection.

Enter "04" or "14" (Entrance/Exit Ramp) if the PAR has a specific element entitled similarly. If no specific PAR element matches, then use this element if according to the PAR diagram/sketch or narrative, the first harmful event occurred while going into, within, or coming out of an entrance or exit ramp.

Enter "05" (Rail Grade Crossing) when (1) the first harmful event occurred in the area formed by the at-grade connection of a railroad bed and a roadway, or (2) an involved pedestrian, other nonmotorist associated with a non-motorist conveyance, or road vehicle was on an approach to or exit from the railroad grade crossing. Do not use this code if the accident was precipitated by the actions of a noncontact road vehicle or person.



Enter "06" or "16" (On a Bridge) when the first harmful event occurs on a bridge. If the accident meets the criteria for "02" or "12" (Intersection Related) and also meets the criteria for "06" or "16" (On a Bridge), then the Bridge takes precedence.

Enter "08" (Other, Non-interchange) if the first harmful event occurs (1) while going into, within, or coming out of the channel, or (2) on the traffic island (when the PAR indicates the vehicle entered or struck the island from within the channel).

Use Element "08" when the first harmful event occurred (1) in the junction of a crossover and a roadway, (2) on any leg of the roads which approach or exit from the crossover and which are just outside of the crossover junction itself (and subject to the provision below), or (3) in the crossover itself, and at least one conveyance, or road vehicle was entering, in, or exiting from the crossover. Do not use this code if the accident was precipitated by the actions of a noncontact road vehicle or person.

Element "08" includes an at-grade channel. A channel refers to any traffic lane that is directed into a path different than the through lanes by a traffic island. An island is defined as a raised or painted paved surface. The channel begins and ends at the extension of the island's lateral boundaries unless the channel is preceded or followed by a merge area or divergence. See figures A-10 to A-13 for examples.

Median cuts which are directly across from or within 10 meters of the nearest lateral boundary line of any roadway (highway, street, ramp, driveway, or alley) are considered extensions of the roadway. The area between the roadways which the median cut serves is considered part of the junction unless the roadways belong to separate trafficways. In this rare latter case, consider the area as a separate road segment. If the location of the first harmful event is in the median cut, enter the appropriate response: "01" or "11" (Intersection) or "03" or "13" (Driveway, Alley Access, Etc.).



Enter "18" (Other, Interchange) if the first harmful event occurs in a median crossing area within an interchange.

Figure A-10: Channel

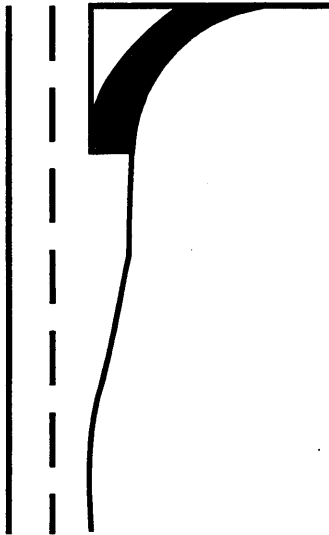


Figure A-11: Channel

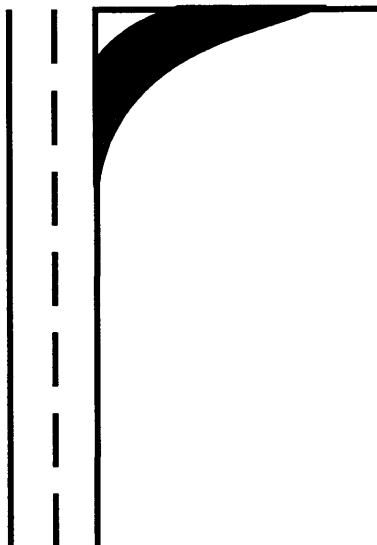


Figure A-12: Channel

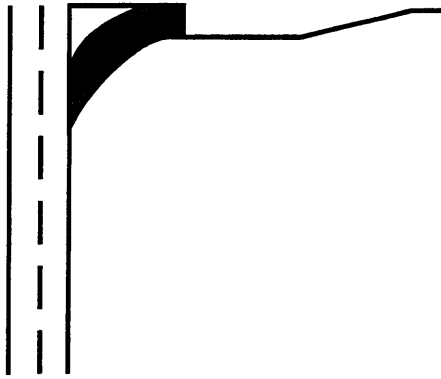
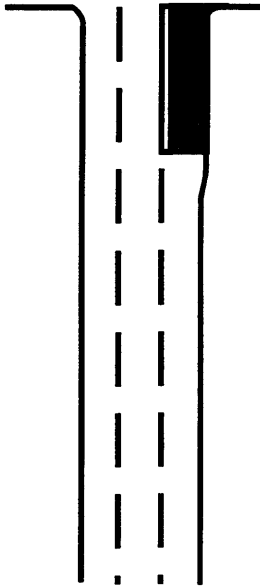








Figure A-13: Channel



Consistency Check

A09

	IF	THEN
	AA015 RELATION TO JUNCTION (A9) equals 00 or 10	TRAFFIC CONTROL DEVICE (A16) must not equal 01.
	AA018 INTERSTATE HIGHWAY (A8) equals 1 and RELATION TO JUNCTION (A9) is not equal to 14	NUMBER OF TRAVEL LANES (A12) should not equal 1.
	AA019 INTERSTATE HIGHWAY (A8) equals 1 and RELATION TO JUNCTION (A9) is not equal to 14	TRAFFICWAY FLOW (A11) should not equal 3.
	AA020 INTERSTATE HIGHWAY (A8) equals 1	RELATION TO JUNCTION (A9) should not equal 01-09.
	AA022 INTERSTATE HIGHWAY (A8) equals 1	SPEED LIMIT (A18) should not equal 05-40.
	AA025 FIRST HARMFUL EVENT (A6) equals 23	RELATION TO JUNCTION (A9) should equal 05.
	AA026 RELATION TO JUNCTION (A9) equals 05	TRAFFIC CONTROL DEVICE (A16) should equal 61 or 62.
	AA038 PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0810, 0821, 0822, 0829, 0830, 0840, or 0890	RELATION TO JUNCTION (A9) must not equal 01 or 11.
	AA043 PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0001, 0002, or 0008	RELATION TO JUNCTION (A9) must equal 03 or 13.
	AA044 PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0005, 0006, 0007, 0010, 0012, 0025, 0048, 0049, 0055	RELATION TO JUNCTION (A9) must equal 01 or 11.
	AA050 PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0003, 0018, 0019, 0021, 0022, 0023, 0024	RELATION TO JUNCTION (A9) should not equal 00 or 10.
	AA071 NUMBER OF TRAVEL LANES (A12) equals 1 and RELATION TO JUNCTION (A9) is not equal to 14	INTERSTATE HIGHWAY (A8) should not equal 1.
	AA085 TRAFFIC CONTROL DEVICE (A16) equals 01, 21, or 22	RELATION TO JUNCTION (A9) must not equal 00 or 10.
	AA087 RELATION TO ROADWAY (A10) equals 3	RELATION TO JUNCTION (A9) should not equal 01 or 11.
	AA090 PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0005, 0009, 0010, 0012, 0025, 0049, or 0055.	RELATION TO JUNCTION (A9) must not equal 00.
	AA091 PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0005, 0009, 0010, 0012, 0025, 0049, or 0055	RELATION TO JUNCTION (A9) should equal 01, 02, 11 or 12.

	IF	THEN
	AA092 RELATION TO JUNCTION (A9) equals 01-03, 05, 11-13	INTERSTATE HIGHWAY (A8) should not equal 1.
	AA096 If TRAFFIC CONTROL DEVICE (A16) equals 61 or 62	RELATION TO JUNCTION (A9) should equal 05.
	AA100 <i>RELATION TO JUNCTION (A9) equals 01-09</i>	<i>NHS ROADWAY TYPE (A26) should not equal 01, 11, or 21.</i>
	AP023 RELATION TO JUNCTION (A9) equals 01 or 11 and at least one PERSON TYPE (P3) equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must not equal 0810, 0821, 0822, 0829, 0830, 0840 or 0890.
	AP039 RELATION TO JUNCTION (A9) equals 01, 02, 11 or 12, and at least one PERSON TYPE (P3) equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0710, 0720, 0730, 0740, 0750, 0760, 0790.
	AP135 RELATION TO JUNCTION (A9) equals 03 or 13 and NUMBER OF NON MOTORISTS (A4) is greater than 00	NON MOTORIST LOCATION (P13) should not equal 01, 02, 08 or 09.
	AV134 RELATION TO JUNCTION (A9) equals 03 or 13	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 10, 11, or 98.
	PA127 NON MOTORIST LOCATION (P13) equals 11, 12, 18, or 19, and FIRST HARMFUL EVENT (A6) equals 21, 22 or 27	RELATION TO JUNCTION (A9) must not equal 01 or 11.
	PA130 NON MOTORIST LOCATION (P13) equals 01, 02, 08, or 09	RELATION TO JUNCTION (A9) should equal 01, 02, 11, or 12.
	VA004 MOST HARMFUL EVENT (V20) equals 23	RELATION TO JUNCTION (A9) should equal 05.
	VA082 ACCIDENT TYPE (V23) equals 68 91	RELATION TO JUNCTION (A9) should not equal 00.
	VA139 ACCIDENT TYPE (V23) equals 14	RELATION TO JUNCTION (A9) must not equal 01 or 11.
	VA140 ACCIDENT TYPE (V23) equals 14	RELATION TO JUNCTION (A9) should equal 00, 02, 10 or 12.
	VA189 CRITICAL EVENT (V26) equals 410 460, 710-760 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00	RELATION TO JUNCTION (A9) should not equal 00 or 10.
	VA190 CRITICAL EVENT (V26) equals 430-459, 730-759 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00	RELATION TO JUNCTION (A9) should equal 03 or 13.
	VA242 <i>MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 10 or 11</i>	<i>RELATION TO JUNCTION (A9) should not equal 00 or 10.</i>

A10 Relation To Roadway

Element Values

1	On Roadway
2	On Shoulder/Parking Lane
3	Off Roadway/Shoulder/Parking Lane
4	On Median
8	Other
9	Unknown

Remarks

Enter the element that best describes the location of the First Harmful Event (A6).

Enter "1" (On Roadway) when an accident occurs on that part of the trafficway designated, improved and ordinarily used for motor vehicle travel. In addition, use this element if the impact occurs with a bridge structure that is on a roadway and was designed to allow motor vehicles to move in (change lanes) between the supporting piers.

Note: This code may not be used when a vehicle in-transport on a roadway impacts another vehicle (not in-transport) or its cargo where the cargo protrudes onto the roadway (e.g., side mirrors or a door opened from a parked vehicle in a parking lane).

Struck signs, poles or trees can be located on a roadway ("1"). The objects should not be within an island or median, but actually protruding from the roadway surface or hanging over the roadway surface. The occurrence of a struck sign, pole or tree on a roadway will be rare.

Enter "2" (On Shoulder/Parking Lane) when an accident occurs on a shoulder or in a parking lane. Shoulders are defined as 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 parking lane is an area of the trafficway designated either implicitly or explicitly for the storage of motor vehicles not in-transport. Parking can be either parallel or nonparallel (e.g., angular).

Enter "3" (Off Roadway/Shoulder/Parking Lane) when the first harmful event occurred on a trafficway but did not occur on a roadway, shoulder, parking lane, or median. Use this element if the first harmful event occurred in a gore or an island (directional or channeling). In addition, use this element if the first harmful event occurred in a location off the roadway, but its relationship to the right-of-way is not known. For example, the PAR indicates that a guardrail, tree, mailbox, etc., was impacted. Use this element since the shoulder is assumed to end where the object begins. In addition, this element is coded when a vehicle strikes a curb which is contiguous with either the roadway or a parking lane at the location of the impact.

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. Inclusions are: areas at rest area entry or exit ramps, areas at truck weigh 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, and areas where a frontage road and another roadway, or two frontage roads, diverge or converge. Normally one of the roadways will be a ramp.

Channel Island is the defined area between traffic lanes for control and guidance of vehicle movement. Islands may be provided for separation and special control of turning movements. Islands can separate opposing traffic or traffic in the same direction. An island may be designated by paint, curbs or pavement edge and can be paved or have a low growing plant cover.

Enter "4" (On Median) when the first harmful event occurs in a median. A median is defined as an area of separation between two adjacent roadways on the same trafficway and is not a "gore". More than one "median" may exist on the same trafficway. Also, use this element if the first harmful event occurs with a curb which is part of a curbed median. In addition, enter this element if the impact occurs with a bridge structure (see note above) that was designed to separate (or has the same secondary effect) opposing lanes of travel or prevent motor vehicles from changing lanes.








Enter "8" (Other) when the location of the first harmful event occurred off of a trafficway (e.g., on private property that is not a roadway, in a private driveway, etc.).

Use Element "8" when a vehicle in-transport on a roadway impacts another vehicle (not in-transport) or its cargo where the cargo protrudes onto the roadway (e.g., side mirrors or a door opened from a parked vehicle in a parking lane).

Consistency Check

A10

	IF	THEN
AA008	RELATION TO ROADWAY (A10) equals 4	TRAFFICWAY FLOW (A11) must not equal 1, 3, or 9.
AA012	FIRST HARMFUL EVENT (A6) equals 26	RELATION TO ROADWAY (A10) must not equal 1.
AA024	FIRST HARMFUL EVENT (A6) equals 31-46, 58 or 59	RELATION TO ROADWAY (A10) should not equal 1.
AA039	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0410, 0420, or 0430, and FIRST HARMFUL EVENT (A6) equals 21, 22, or 27	RELATION TO ROADWAY (A10) must equal 1.
AA051	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0610 or 0620 and FIRST HARMFUL EVENT (A6) equals 21	RELATION TO ROADWAY (A10) must not equal 1.
AA087	RELATION TO ROADWAY (A10) equals 3	RELATION TO JUNCTION (A9) should not equal 01 or 11.
AA088	FIRST HARMFUL EVENT (A6) equals 50	RELATION TO ROADWAY (A10) must equal 1.
AP001	FIRST HARMFUL EVENT (A6) equals 21, 22, or 27, and RELATION TO ROADWAY (A10) equals 1	there must be at least one NON MOTORIST LOCATION (P13) equal to 01-09, 11-12, 19-20, 99.

	IF	THEN
AP002	FIRST HARMFUL EVENT (A6) equals 21, 22, or 27, and RELATION TO ROADWAY (A10) equals 2	there must be at least one NON MOTORIST LOCATION (P13) equal to 08, 18, 98, or 99.
AP003	FIRST HARMFUL EVENT (A6) equals 21, 22, or 27, and RELATION TO ROADWAY (A10) equals 4	there must be at least one NON MOTORIST LOCATION (P13) equal to 08, 18, 98, or 99.
AP004	FIRST HARMFUL EVENT (A6) equals 21, 22, or 27 and RELATION TO ROADWAY (A10) equals 9	there must be at least one NON MOTORIST LOCATION (P13) equal to 09, 19, or 99.
AP040	RELATION TO ROADWAY (A10) is not equal to 1 and at least one PERSON TYPE (P3) equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0610, 0620, 0910, or 0920.
AV072	FIRST HARMFUL EVENT (A6) equals 28 or 58, and RELATION TO ROADWAY (A10) equals 1	ACCIDENT TYPE (V23) should equal 12.
AV097	RELATION TO ROADWAY (A10) equals 4 and NUMBER OF MOTOR VEHICLES (A3) equals 01	ACCIDENT TYPE (V23) should equal 06-10, 98, 99.
 AV184	NUMBER OF MOTOR VEHICLES (A3) equals 01 and RELATION TO ROADWAY (A10) equals 2 or 3 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00	CRITICAL EVENT (V26) should equal 010-060, 099, 100, 101, 102, 199, or 994.
 AV186	RELATION TO ROADWAY (A10) equals 3 or 8 and CORRECTIVE ACTION ATTEMPTED (V27) is not equal to 00 or 94 or 99	<i>PRECRASH LOCATION (V29) should equal 04.</i>
 AV222	<i>FIRST HARMFUL EVENT (A6) equals 05 and RELATION TO ROADWAY (A10) equals 1</i>	<i>ACCIDENT TYPE (V23) should equal 98.</i>
VA094	ACCIDENT TYPE (V23) equals 01-11, 14	RELATION TO ROADWAY (A10) should not equal 1.
VA138	ACCIDENT TYPE (V23) equals 06 10 and TRAFFICWAY FLOW (A11) equals 2	RELATION TO ROADWAY (A10) should equal 4.
 VA181	<i>PRECRASH LOCATION (V29) equals 04</i>	RELATION TO ROADWAY (A10) should not equal 1.
 VA182	<i>PRECRASH LOCATION (V29) equals 01, 02, or 03</i>	RELATION TO ROADWAY (A10) should equal 1.
VA211	ACCIDENT TYPE (V23) equals 97	RELATION TO ROADWAY (A10) should equal 1.
 VA216	<i>PRECRASH LOCATION (V29) equals 06</i>	<i>RELATION TO ROADWAY (A10) should not equal 1.</i>
 VA217	<i>PRECRASH LOCATION (V29) equals 07</i>	<i>RELATION TO ROADWAY (A10) should equal 1.</i>

A11 Trafficway Flow

Element Values

1	Not Physically Divided (Two Way Trafficway)
2	Divided Highway, (Median Strip, Barrier, Etc.)
3	One Way Trafficway
9	Unknown

Remarks

Enter "1" [Not Physically Divided (Two Way Trafficway)] when the PAR indicates that the trafficway was not divided and traffic travels in opposing directions.

Although gores separate roadways and traffic islands (associated with channels) separate travel lanes, neither is involved in the determination of trafficway flow.



Enter "2" [Divided Highway, (Median Strip, Barrier, Etc.)] whenever a trafficway division is reported. It is presumed that the traffic travels in but one direction on the roadway associated with the location of the first harmful event.

Enter "3" (One Way Trafficway) whenever the trafficway is undivided and traffic flows in but one direction (e.g., one-way streets). However, this code can also be used where a median is present so long as all the traffic on the trafficway goes in the same direction. An example occurs where the opposing roadway of the same named trafficway had to be split by such a distance that the right-of-way divides to accommodate other property.

Use this code for entrance/exit ramps where traffic is permitted to flow in only one direction.

Consistency Check

A11

	IF	THEN
AA008	RELATION TO ROADWAY (A10) equals 4	TRAFFICWAY FLOW (A11) must not equal 1, 3, or 9.
 AA019	INTERSTATE HIGHWAY (A8) equals 1 <i>and</i> RELATION TO JUNCTION (A9) is not equal to 14	TRAFFICWAY FLOW (A11) <i>should not equal</i> 3.
AA027	TRAFFICWAY FLOW (A11) equals 1 or 2	NUMBER OF TRAVEL LANES (A12) should not equal 1.
 AA 102	NUMBER OF TRAVEL LANES (A12) equals 7	TRAFFICWAY FLOW (A11) <i>should not equal</i> 2.
VA138	ACCIDENT TYPE (V23) equals 06-10 and TRAFFICWAY FLOW (A11) equals 2	RELATION TO ROADWAY (A10) should equal 4.

A12 Number Of Travel Lanes

Element Values

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





Remarks

Enter the element value indicated on the PAR.

If traffic flows in both directions and is undivided, code the 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 the vehicle which precipitated the accident was traveling. Note that this number may be different from that reported on the PAR when the trafficway is divided.

Enter "9" (Unknown) if no information is contained on the PAR or the information on the PAR is inadequate for choosing one of the other elements.

Consistency Check

		IF	THEN
	AA018	INTERSTATE HIGHWAY (A8) equals 1 <i>and RELATION TO JUNCTION (A9) is not equal to 14</i>	A12 NUMBER OF TRAVEL LANES (A12) should not equal 1.
	AA027	TRAFFICWAY FLOW (A11) equals 1 or 2	NUMBER OF TRAVEL LANES (A12) should not equal 1.
	AA071	NUMBER OF TRAVEL LANES (A12) equals 1 <i>and RELATION TO JUNCTION (A9) is not equal to 14</i>	INTERSTATE HIGHWAY (A8) should not equal 1.
	AA 102	NUMBER OF TRAVEL LANES (A12) equals 7	TRAFFICWAY FLOW (A11) should not equal 2.
	VA183	PRECRASH LOCATION (V29) equals 02	NUMBER OF TRAVEL LANES (A12) should not equal 1.

A13 Roadway Alignment

Element Values

1	Straight
2	Curve
9	Unknown

Remarks

Enter the element value indicated on the PAR.

Enter "1" (Straight) if the PAR indicates the location of the First Harmful Event occurred on a straight section of roadway.

Enter "2" (Curve) if the PAR indicates the location of the First Harmful Event occurred on a curved section of roadway.

Enter "9" (Unknown) if no information is contained on the PAR or the information on the PAR is inadequate for choosing one of the other elements.

Consistency Check

		A13
VA090	IF MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 15	THEN ROADWAY ALIGNMENT (A13) must equal 2.

A14 Roadway Profile

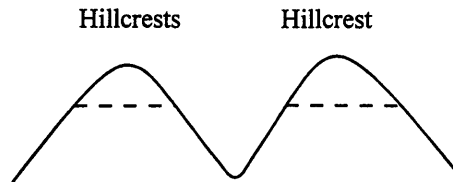
Element Values

1	Level
2	Grade
3	Hillcrest
8	Other
9	Unknown

Remarks

Enter the element value indicated on the PAR.

Element "3" (Hillcrest) refers the area of transition between an upgrade and a downgrade as in the following examples:



Element "8" (Other) refers to any other profile description indicated on the PAR; for example, a "sag".

Enter "9" (Unknown) if no information is contained on the PAR or the information on the PAR is inadequate for choosing one of the other elements.

A15 Roadway Surface Condition

Element Values

1	Dry
2	Wet
3	Snow Or Slush
4	Ice (Use If Snow/Ice Combined)
5	Sand, Dirt, Oil
8	Other
9	Unknown

Remarks

Enter the element value indicated on the PAR.

A road made of sand or dirt would be coded "1" (dry) under normal conditions, not coded "5" (sand, dirt, oil).

Enter "9" (Unknown) if no information is contained on the PAR or the information on the PAR is inadequate for choosing one of the other elements.

Consistency Check

		A15
	IF	THEN
AA028	ATMOSPHERIC CONDITION (A20) equals 2-4, 6 7	ROADWAY SURFACE CONDITION (A15) should not equal 1, 5, 8, or 9.
AA035	MONTH (A1) equals 05-09	ROADWAY SURFACE CONDITION (A15) should not equal 3 or 4.
AA084	ROADWAY SURFACE CONDITION (A15) equals 1	ATMOSPHERIC CONDITION (A20) should not equal 2, 3, 4, 6, or 7.
AD091	ROADWAY SURFACE CONDITION (A15) equals 1	DRIVER'S VISION OBSCURED BY (D4) should not equal 08.

A16 Traffic Control Device

Element Values

00 No Controls

Not At Railroad Grade Crossing

Trafficway Traffic Signals

01 Traffic Control Signal (On Colors)
04 Flashing Traffic Control Signal Or Flashing Beacon
08 Other Traffic Signal
09 Unknown Traffic Signal

Regulatory, School Zone Signs

21 Stop Sign
22 Yield Sign
23 School Zone Related Sign
28 Other Sign
29 Unknown Sign

Warning Signs

40 Advisory Speed Sign
41 Warning Sign For Road Conditions (Hill, Steep Grade etc.)
42 Warning Sign For Road Construction
43 Warning Sign For Environment/Traffic (Fog Ahead, Wind, Accident Ahead)
49 Unknown Type Warning Sign

Miscellaneous Not At Railroad Crossing

51 Officer, Crossing Guard, Flagman, Etc.

At Railroad Grade Crossing

61 Active Device At RR Crossing (e.g., Gates, Flashing Lights, Traffic Signal)
62 Passive Device At RR Crossing (e.g., Stop Sign, Cross Bucks)

Other

97	Traffic Control Present - No Details
98	Other Traffic Control (Whether Or Not At RR Grade Crossing)
99	Unknown

Remarks

This variable measures controls which regulate vehicular traffic. Excluded are any controls which solely regulate pedestrians (e.g., Walk/Wait signals).

Pavement markings are used to supplement the regulations or warnings of other devices such as traffic signs or signals. In other instances, they are used alone and produce results that cannot be obtained by the use of any other device. Pavement markings can convey warnings or information to the driver without diverting his attention from the roadway. However, pavement markings are not considered as traffic control devices for the purposes of this variable and are not entered.

Guide signs do not constitute traffic controls.

Enter the element value indicated on the PAR if it directly matches.

Enter "00" (No Controls) if at the time of the accident there was no intent to control (regulate or warn) vehicle traffic. Use this element 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).

The elements are prioritized in decreasing numerical value (i.e., "01" takes precedence over "04", "04" over "08", etc.--see exception associated with code "51"). Elements are grouped generally into those "not at railroad grade crossing" ("01" through "51") and those "at railroad grade crossing" ("61" and "62"). This means that highway traffic signals take precedence over regulatory signs, school zone signs and warning signs. Regulatory signs take precedence over school and warning signs. School signs take precedence over warning signs. Likewise, active (railroad crossing) devices take precedence over passive devices. If a school guard, police officer, or other officially-designated person controls both pedestrian and vehicular traffic, enter "51" (Officer, Crossing Guard, Flagman, Etc.). Any **officially-designated person** ("51") takes precedence over values "00" through "49".

Enter "01" [Traffic Control Signal (On Colors)...] if the PAR indicates a signal which processes through the green, amber, and red cycles. The source of actuation is of no concern.

Enter "04" (Flashing Traffic Control Signal Or Flashing Beacon) if (1) the signal has green, amber, and red cycle capability but is being used to flash amber/red only, or (2) the device is capable of only flashing amber/red signals.

Enter "23" (School Zone Related Sign) 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.

Element "28" (Other Sign) includes speed limit signs, movement signs (e.g., NO TURN, LEFT TURN ONLY, DO NOT PASS, PASS WITH CARE, KEEP RIGHT, DO NOT ENTER, WRONG WAY, ONE WAY), parking signs (e.g., NO PARKING, EMERGENCY PARKING ONLY), and other miscellaneous signs (e.g., STOP HERE ON RED, NO TURN ON RED, ROAD CLOSED TO THRU TRAFFIC, WEIGHT LIMIT..., TRUCK ROUTE).

Elements "40-49" (Warning Signs) include any black on orange diamond shaped sign or any black on yellow diamond shaped sign. Some black on yellow horizontal rectangular or vertical rectangular signs are also included.

Elements "61" [Active Device At RR Crossing (Gates, Flashing Lights, Traffic Control Signal)] and "62" [Passive Device At RR Crossing (Stop Sign, Cross Bucks, Etc.)] should only be used when the first harmful event occurs in the area of a roadway and a railroad bed [i.e., A9, Relation To Junction, equals "05" (Railroad Grade Crossing)]. Elements "01" through "49" should be used when the first harmful event occurs anywhere else (i.e., A9 equals "00" through "04", "08-19").

Enter "61" [Active Device At RR Crossing (e.g., Gates, Flashing Lights, Traffic Control Signal)] when the PAR reports that the railroad crossing was guarded by a gate, a flashing light, a traffic control signal, a bell, or any combination thereof.

Enter "62" [Passive Device At RR Crossing (e.g., Stop Sign, Cross Bucks, Etc.)] when the PAR indicates that no train activated devices were present. Cross bucks are a large "X", with the words RAILROAD CROSSING spelled out on the "X". A railroad advance warning sign is a circle with black "X" on a yellow background.



Element "98" [Other Traffic Control (Whether Or Not At RR Grade Crossing)] includes: (1) a school bus with flashers activated where vehicles are required to stop, or (2) any other device which (a) functions as a traffic control device which is not listed as an element of this variable and (b) is not excluded by the manual and (c) is related to the accident. Some examples are: barricades, cones, drums, and object markers.

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 accident, enter "00" (No Controls). A traffic control that has just been installed and not yet activated is also entered "00". However, a traffic control that is out (e.g., due to a power failure) and was reported as such on the PAR is entered, unless a temporary control [e.g., stop sign ("21"), police officer ("51", etc.)] has been inserted, in which case the temporary control should be entered.

Enter "99" (Unknown) if no information is contained on the PAR or the information on the PAR is inadequate for choosing one of the other elements.

Consistency Check

		A16
	IF	THEN
AA011	FIRST HARMFUL EVENT (A6) equals 23	TRAFFIC CONTROL DEVICE (A16) must not equal 01-51, 98.
AA015	RELATION TO JUNCTION (A9) equals 00 or 10	TRAFFIC CONTROL DEVICE (A16) must not equal 01.
AA021	INTERSTATE HIGHWAY (A8) equals 1	TRAFFIC CONTROL DEVICE (A16) should not equal 01, 21, 23, 61-97.
AA026	RELATION TO JUNCTION (A9) equals 05	TRAFFIC CONTROL DEVICE (A16) should equal 61 or 62.
AA040	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0740	TRAFFIC CONTROL DEVICE (A16) must not equal 00.

	IF	THEN
AA041	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0740	TRAFFIC CONTROL DEVICE (A16) should equal 01, 04, 08, 09, or 99.
AA045	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0005, 0006, 0007, 0009, 0010, 0012, or 0055	TRAFFIC CONTROL DEVICE (A16) must not equal 00.
AA046	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0006, 0007, 0010	TRAFFIC CONTROL DEVICE (A16) must equal 01, 04, 08, or 09.
AA047	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0005	TRAFFIC CONTROL DEVICE (A16) must equal 04 or 21.
AA048	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0012, or 0055	TRAFFIC CONTROL DEVICE (A16) must equal 01, 04, 08, 09, 21, 22, 28, or 29.
AA049	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0025	TRAFFIC CONTROL DEVICE (A16) should equal 00.
AA085	TRAFFIC CONTROL DEVICE (A16) equals 01, 21, or 22	RELATION TO JUNCTION (A9) must not equal 00 or 10.
AA096	IF TRAFFIC CONTROL DEVICE (A16) equals 61 or 62	RELATION TO JUNCTION (A9) should equal 05.
 AA097	<i>WORK ZONE (A25) equals 1</i>	<i>TRAFFIC CONTROL DEVICE (A16) should equal 01-42, 51 or 98.</i>
 AA098	<i>TRAFFIC CONTROL DEVICE (A16) equals 42</i>	<i>WORK ZONE (A25) should equal 1.</i>
AP054	TRAFFIC CONTROL DEVICE (A16) equals 01, 04, 08, 09, 21, 22, 28, or 29, and at least one PERSON TYPE (P3) equals 6	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0005- 0007, 0009, 0010, 0012, 0018, 0019, 0021 0024, 0048, 0049, 0054 or 0055.
DA123	VIOLATIONS CHARGED (D2) equals 07	TRAFFIC CONTROL DEVICE (A16) should equal 01-09, 21, 97, 98, or 99.
VA005	MOST HARMFUL EVENT (V20) equals 23	TRAFFIC CONTROL DEVICE (A16) should not equal 01-51.

A18 Speed Limit

Element Values

Range: 00 through 65, 99
00 No Statutory Limit
05-65 Actual Speed Limit (MPH--in increments of 5)
99 Unknown

Remarks

Disregard advisory or other speed signs which do not indicate the legal speed limit. 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.

Enter "00" (No Statutory Limit) on roadways which have no statutory limit (e.g., parking lot roadways or entrance/exits, service station entrance/exits, or driveways, etc.).

Consistency Check

			A18
	IF	THEN	
AA022	INTERSTATE HIGHWAY (A8) equals 1 and is not equal to 14.	SPEED LIMIT (A18) should not equal 05-40.	

A19 Light Condition

Element Values

1	Daylight
2	Dark
3	Dark But Lighted
4	Dawn
5	Dusk
6	Dawn Or Dusk (If Not Separated)
9	Unknown

Remarks

If the police report contains more than one coded, shaded, or checked response for light conditions (e.g., "dark" and "dusk"), then enter Unknown, ("9").

When dawn and dusk are both marked on the PAR, use the time of day to select either "4" (dawn) or "5" (dusk).

Consistency Check

		A19
	IF	THEN
AA001	LIGHT CONDITION (A19) equals 4 and TIME DESIGNATOR (A2A) equals A	TIME (A2) must not equal 1000 1159, 1199.
AA002	LIGHT CONDITION (A19) equals 5 and TIME DESIGNATOR (A2A) equals P	TIME (A2) must not equal 1200 0200, 0299, 1000-1200.
AA003	LIGHT CONDITION (A19) equals 5 and TIME DESIGNATOR (A2A) equals M	TIME (A2) must not equal 2200-2400, 0001 1400, 1499.
AA006	TIME (A2) equals 1000-1500 and TIME DESIGNATOR (A2A) equals M	LIGHT CONDITION (A19) should equal 1, 9.

	IF	THEN
AA052	TIME(A2) equals 1000-1159, 1199 and TIME DESIGNATOR (A2A) equals A	LIGHT CONDITION (A19) should equal 1, 9.
AA053	TIME (A2) equals 1200-0300 and TIME DESIGNATOR (A2A) equals P	LIGHT CONDITION (A19) should equal 1, 9.
AA054	TIME (A2) equals 1000-1159, 1199 and TIME DESIGNATOR (A2A) equals P	LIGHT CONDITION (A19) should equal 2, 3, 9.
AA055	TIME (A2) equals 1200-0300 and TIME DESIGNATOR (A2A) equals A	LIGHT CONDITION (A19) should equal 2, 3, 9.
AA057	TIME (A2) equals 2200-2400, 0001 0300, 0399 and TIME DESIGNATOR (A2A) equals M	LIGHT CONDITION (A19) should equal 2, 3, 9.
AA060	LIGHT CONDITION (A19) equals 2 and TIME DESIGNATOR (A2A) equals A	TIME (A2) must not equal 1000-1159, 1199.
AA061	LIGHT CONDITION (A19) equals 2 and TIME DESIGNATOR (A2A) equals P	TIME (A2) must not equal 1200 - 300, 0399.
AA062	LIGHT CONDITION (A19) equals 2 and TIME DESIGNATOR (A2A) equals M	TIME (A2) must not equal 1000-1500, 1599.
AA063	LIGHT CONDITION (A19) equals 4	TIME DESIGNATOR (A2A) must not equal P.
AA064	LIGHT CONDITION (A19) equals 5	TIME DESIGNATOR (A2A) must not equal A.
AA065	LIGHT CONDITION (A19) equals 1 and TIME DESIGNATOR (A2A) equals A	TIME (A2) must not equal 1201-0300, 0399.
AA066	LIGHT CONDITION (A19) equals 1 and TIME DESIGNATOR (A2A) equals M	TIME (A2) must not equal 2200-2400, 0001 0300, 0399.

	IF	THEN
AA067	LIGHT CONDITION (A19) equals 3 and TIME DESIGNATOR (A2A) equals A	TIME (A2) should not equal 1000-1159, 1199.
AA068	LIGHT CONDITION (A19) equals 3 and TIME DESIGNATOR (A2A) equals M	TIME (A2) should not equal 1000-1500, 1599.
AA069	LIGHT CONDITION (A19) equals 3 and TIME DESIGNATOR (A2A) equals P	TIME (A2) should not equal 1200-0300, 0399.
AA072	LIGHT CONDITION (A19) equals 1 and TIME DESIGNATOR (A2A) equals P	TIME(A2) must not equal 1000-1159, 1199.
AA073	LIGHT CONDITION (A19) equals 1 and TIME DESIGNATOR (A2A) equals A	TIME (A2) should equal 0500-1159, 1199, 9999.
AA074	LIGHT CONDITION (A19) equals 1 and TIME DESIGNATOR (A2A) equals M	TIME (A2) should equal 0500-2100, 2199, 9999.
AA075	LIGHT CONDITION (A19) equals 1 and TIME DESIGNATOR (A2A) equals P	TIME (A2) should equal 1200-0900, 0999, 9999.
AA076	LIGHT CONDITION (A19) equals 2 and TIME DESIGNATOR (A2A) equals A	TIME (A2) should equal 1200-0900, 0999, 9999.
AA077	LIGHT CONDITION (A19) equals 2 and TIME DESIGNATOR (A2A) equals P	TIME (A2) should equal 0400-1159, 1199, 9999.
AA078	LIGHT CONDITION (A19) equals 2 and TIME DESIGNATOR (A2A) equals M	TIME (A2) should equal 1600-2400, 0001-0900, 0999, 9999.
AA079	LIGHT CONDITION (A19) equals 4 and TIME DESIGNATOR (A2A) equals M	TIME (A2) must not equal 1000-2400, 0001 0300, 0399.

A19

	IF	THEN
AA080	LIGHT CONDITION (A19) equals 4 and TIME DESIGNATOR (A2A) equals A or M	TIME (A2) should equal 0400-0900, 0999, 9999.
AA081	LIGHT CONDITION (A19) equals 5 and TIME DESIGNATOR (A2A) equals P	TIME (A2) should equal 0400-0900, 0999, 9999.
AA082	LIGHT CONDITION (A19) equals 5 and TIME DESIGNATOR (A2A) equals M	TIME (A2) should equal 1600-2100, 2199, 9999.
AA089	LIGHT CONDITION (A19) equals 6	TIME (A2) should equal 9999.
AA093	Reminder: Use Time (A2/A2A) to choose between Dawn (4) and Dusk (5).	

A20 Atmospheric Condition

Element Values

1	No Adverse Atmospheric Conditions
2	Rain
3	Sleet
4	Snow
5	Fog
6	Rain And Fog
7	Sleet And Fog
8	Other: Smog, Smoke, Blowing Sand/Snow/Dust, Crosswind, Hail, Etc.
9	Unknown

Remarks

Enter "8" (Other: Smog, Smoke, Blowing Sand/Snow/ Dust, Crosswind, Hail, Etc.) when precipitation, or particle dispersion has affected the driver's visual ability or the vehicle's controllability.

Enter "9" (Unknown) when the police report indicates more than one response for atmospheric conditions.

Consistency Check

	IF	THEN	A20
AA028	ATMOSPHERIC CONDITION (A20) equals 2-4, 6-7	ROADWAY SURFACE CONDITION (A15) should not equal 1, 5, 8, or 9.	
AA034	MONTH (A1) equals 05 09	ATMOSPHERIC CONDITION (A20) should not equal 3 or 4.	
AA084	ROADWAY SURFACE CONDITION (A15) equals 1	ATMOSPHERIC CONDITION (A20) should not equal 2, 3, 4, 6, or 7.	
AD150	ATMOSPHERIC CONDITION (A20) equals 1	DRIVER'S VISION OBSCURED BY (D4) must not equal 15.	
DA124	DRIVER'S VISION OBSCURED BY (D4) equals 01	ATMOSPHERIC CONDITION (A20) should not equal 1.	
DA159	DRIVER'S VISION OBSCURED BY (D4) equals 15	ATMOSPHERIC CONDITION (A20) should equal 5, 6, 7, or 9.	
DA160	DRIVER'S VISION OBSCURED BY (D4) equals 15	ATMOSPHERIC CONDITION (A20) must not equal 1.	

A21 School Bus Related

Element Values


0 No
1 Yes

Remarks

This variable applies to accidents in which a school bus was directly or indirectly involved, such as an accident involving children exiting from a school bus. The school bus does not have to be involved in the accident. If it cannot be determined that a school bus was involved, enter "0" (No).

For the purpose of this variable, a school bus refers to a motor vehicle defined by the police on the PAR as such.

Consistency Check

			A21
	IF	THEN	
AP024	SCHOOL BUS RELATED (A21) equals 1 and PERSON TYPE (P3) equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0120.	
AP027	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0120 and PERSON TYPE (P3) equals 5	SCHOOL BUS RELATED (A21) must equal 1.	
AV210	SCHOOL BUS RELATED (A21) equals 1	at least one SPECIAL USE (V8) should equal 02.	
 AV236	<i>SCHOOL BUS RELATED (A21) equals 1</i>	<i>at least one BODY TYPE (V5) should equal 24 or 50.</i>	
VA002	SPECIAL USE (V8) for any vehicle equals 02	SCHOOL BUS RELATED (A21) must equal 1.	
VA102	BODY TYPE (V5) equals 24 or 50	SCHOOL BUS RELATED (A21) should equal 1.	

A22 Police Jurisdiction

Element Values

Range: 001-120

Remarks

Enter the number of the police jurisdiction from which the PAR was originally sampled. This number is written at the top of the PAR (usually in the upper right-hand corner) and is prefaced by the character 'P'. This information is also available on the Stratification Record.

A23 Stratum

Element Values




1	Column 1
2	Column 2
3	Column 3
4	Column 4

Remarks

Enter the number of the column in which the PAR was originally listed on the Stratification Record. This number is written at the top of the PAR (usually in the upper right-hand corner) and is prefaced by the character 'C'.

Consistency Check

		A23
	IF	THEN
AP098	STRATUM (A23) equals 3	at least one INJURY SEVERITY (P9) should equal 2, 3, or 4.
AP144	STRATUM (A23) equals 4	INJURY SEVERITY (P9) should not equal 2, 3, 4, or 5.
AV099	STRATUM (A23) equals 1	at least one MANNER OF LEAVING SCENE (V19) should equal 2 or 3.
AV100	STRATUM (A23) equals 3 or 4 and BODY TYPE (V5) equals 01-49	MANNER OF LEAVING SCENE (V19) should not equal 2 or 3.
AV121	STRATUM (A23) equals 1 or 3	BODY TYPE (V5) should not equal 60-79.
AV145	STRATUM (A23) equals 1	at least one BODY TYPE (V5) should equal 01-49.
AV146	STRATUM (A23) equals 2	at least one BODY TYPE (V5) should equal 60-79.

		IF	THEN
	AV230	STRATUM (A23) equals 4 and at least one BODY TYPE (V5) equals 60-79	no INJURY SEVERITY (P9) should equal 1, 2, 3, or 4.
	AV231	STRATUM (A23) equals 4 and no BODY TYPE (V5) equals 60-79	no INJURY SEVERITY (P9) should equal 2, 3, or 4.
	PV188	(any) INJURY SEVERITY (P9) equals 1,2,3,4, or 5 and (any) BODY TYPE (V5) equals 60-79	STRATUM (A23) should equal 2.
	PV233	INJURY SEVERITY (P9) equals 1 and at least one BODY TYPE (V5) EQUALS 60-79	STRATUM (A23) should not equal 4.
	VP143	no MANNER OF LEAVING SCENE (V19) equals 2 and no INJURY SEVERITY (P9) equals 2, 3, 4, or 5	STRATUM (A23) should equal 4.

A24 Pedestrian/Bike Accident Type

Element Value

0000 Not Applicable
9999 First Non-Motorist Involved Is Unknown Person Type

Manual Accident Typing For Pedestrian Accidents

Range (increments of ten): 0110-0150, 0210-0230, 0310-0330, 0410-0430, 0510, 0520, 0531, 0532, 0539, 0610, 0620, 0710-0760, 0790, 0810, 0821, 0822, 0829, 0830, 0840, 0890, 0910, 0920

Manual Accident Typing For Bicyclist Accidents

Range: 0001-0036, 0039-0041, 0048, 0049, 0055, 0097, 0098, 0099

Remarks

This variable is used to categorize accidents involving pedestrians, pedalcyclists, and a subset of occupants of a nonmotor vehicle transport devices. The appropriate category code is determined using two classification schemes: **Accident Typing For Pedestrian Accidents** and **Accident Typing For Bicyclist Accidents**. The use of each classification scheme is dependent upon the non-motorist person type first involved in the accident

Accident Typing For Pedestrian Accidents

To be used when: the first non-motorist involved in the accident is a pedestrian [Person Type (P3) = 5] or the first non-motorist involved is coded Person Type = 4 (Occupant Of a Nonmotor Vehicle Transport Device) and the nonmotorist conveyance is a pair of skates, scooter, skateboard or wheelchair.



Read each question to determine the type of pedestrian accident.

1. Did the motorist strike pedestrian going to/from or crossing near:
- bus or bus stop?
 - ice cream vendor?
 - rural residential mailbox?
 - Or was pedestrian exiting/entering a stopped or parked vehicle?



2. Was the striking vehicle:
- driverless?
 - backing?
 - in pursuit, being pursued, or an emergency vehicle?



3. Was pedestrian struck by motorist while going to/from or near/next to a:
- disabled vehicle?
 - active police/emergency vehicle?



4. Was pedestrian struck while:
- working in roadway?
 - playing in roadway prior to motorist's appearance?
 - on a play vehicle?



5. Was pedestrian struck by motorist while:
- hitchhiking?
 - crossing a limited access expressway?
 - walking or running along a road?



6. Did motorist strike pedestrian:
- on/near curb or roadway edge?
 - on sidewalk or other nonroadway location?



7. Did accident occur at or within 50 feet of an intersection?



8. Did the accident occur midblock (more than 50 feet from an intersection)?



9. Is the information either not consistent with any of those described above, or inadequate?



Special Code

Whenever the non-motorist is in a wheelchair the first character of the four character field is coded "1". In all other cases this character is coded "0".

Use the Accident Typing for Pedestrian Accidents manual to determine the correct code for the accident when wheelchair is coded.

Category 1

In Category 1, the motorist struck pedestrian going to/from or crossing near a bus or bus stop; ice cream vendor; rural residential mailbox; exiting/entering a stopped or parked vehicle. Use the following codes for the corresponding situations.

Pedestrian was struck while crossing in front of a commercial bus standing at a marked bus stop.

- Includes only buses that stop periodically at marked or unmarked bus stops. Does not include church, YMCA, or other buses not stopping at marked stops.

TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
Commercial Bus-Related	None	0110	1110

Pedestrian was struck going to/from a school bus or school bus stop.

- This type includes the accident in which the pedestrian is struck by a school bus.
- The bus does not have to be present if the pedestrian was noted to have been crossing to, from, or was at a school bus stop.
- Includes the pedestrian being at or near a school bus or school bus stop.

TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
School Bus-Related	None	0120	1120

Pedestrian was struck while going to/from an ice cream vendor and striking vehicle was on same street as vendor.

- A truck (not a pushcart or trailer) vending from curb or roadside.

TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
Vendor/Ice Cream Truck	None	0130	1130

Pedestrian was struck while going to/from a private residence mailbox/newspaper box.

- Includes the pedestrian being at the box.
- "Private residence mailbox" does not include a US mail box in which letters are dropped to be mailed.

TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
Mail Box-Related	None	0140	1140

Pedestrian was in the process of exiting/entering parked or stopped vehicle, and was struck in traffic lane next to stopped/parked vehicle.

- A pedestrian is only in the process of exiting/entering while in contact with vehicle or within 2-3 steps of the door.
- Pedestrian was struck in the roadway (e.g., not on sidewalk, in parking lot, etc.).
- The pedestrian was struck when entering or exiting the parked or stopped vehicle on the side of the vehicle that was adjacent to traffic.

TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
Exiting/Entering	None	0150	1150

Category 2

In Category 2, the striking vehicle was: driverless; backing; in pursuit; being pursued; or an emergency vehicle. Use the following codes for the corresponding situations.

The pedestrian was struck by a vehicle that was moving without a driver at the controls or was set into motion by the actions of a child.

- Does not include vehicles set in motion as a result of an auto-auto collision.

TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
Driverless Vehicle	None	0210	1210

The pedestrian was struck by a vehicle that was backing up.

TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
Backing Vehicle	None	0220	1220

The pedestrian was struck by a vehicle on an emergency/police mission, or by a vehicle being pursued.

- Police or fire department car, ambulance or aid car, or fire truck (but not a tow truck) that is responding to an emergency, official business, or a disabled vehicle.
- Does not include a pedestrian who is pursuing or being pursued.

TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
Hot Pursuit	None	0230	1230

Category 3

In Category 3, the pedestrian was struck by motorist while walking to/from or while near/next to: a disabled vehicle, an active police/emergency vehicle. Use the following codes for the corresponding situations.

The pedestrian was struck walking to or from a disabled vehicle (e.g., to get help, gas, etc.)

- The pedestrian was not in immediate proximity of the disabled vehicle.

TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
Walking To or From Disabled Vehicle	None	0310	1310

The pedestrian was struck while working on or standing near a disabled vehicle in or along the roadway. (No emergency vehicle present.)

- In this type, "pedestrian" does not include on-duty police or emergency personnel, but does include tow truck operators.
- A **disabled vehicle** is any vehicle stopped with a problem preventing normal driving. It doesn't necessarily have to be "broken down" but could have been in an accident.

TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
Disabled Vehicle-Related	None	0320	1320

The pedestrian was struck while near an active emergency or police vehicle.

- Police or fire department car, ambulance or aid car, or fire truck (but not a tow truck) that is responding to an emergency, official business, or a disabled vehicle.

TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
Emergency/ Police Vehicle-Related	None	0330	1330

Category 4

In Category 4, the pedestrian was struck while working or playing in roadway or on a play vehicle. Use the following codes for the corresponding situations.

The pedestrian (e.g., police/emergency personnel, flagman, traffic guard, or member of a roadway/construction maintenance crew) was struck while working on, in, over, or under the roadway.

- Person was present in the roadway because of the requirements of his or her job. Includes garbage collectors, construction crews, etc., but not people who are in the street voluntarily (e.g., a civilian directing traffic at the scene of an accident).
- That part of the road including through lanes, turn lanes, and parking lanes, but not including the shoulder.
- Alleys and driveways which are controlled by a traffic signal, are considered roadways.

TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
Working on Roadway	None	0410	1410

The pedestrian was struck while riding a play vehicle (e.g., wagon, sled, skateboard; NOT bicycle, "Big Wheel" type vehicle, or tricycle).

- A play toy which may be ridden but is not a normal mode of transportation (such as wagons, sleds, scooters, roller-skates, and skateboards). Skateboards, while used by some people as a form of transportation, are to be considered play vehicles. Tricycles, "Big Wheel" type vehicles, and bicycles are **not** included as play vehicles for the purposes of pedestrian accident typing.
- The pedestrian does not need to be in the road on the play vehicle for this type to apply, e.g., accidents occurring on the sidewalk or driveway may be included.

TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
Play Vehicle-Related	None	0420	1420

The pedestrian was struck while playing on foot in roadway. Pedestrian was playing in roadway prior to vehicle's appearance.

TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
Playing in Roadway	None	0430	1430

Category 5

In Category 5, the pedestrian was struck by motorist while: hitchhiking; crossing limited access expressway; walking or running along a road without sidewalks. Use the following codes for the corresponding situations.

The pedestrian was struck while hitchhiking.

TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
Hitchhiking	None	0510	1510

Pedestrian was struck while attempting to cross a limited access expressway.

- A major thoroughfare without intersecting cross streets, having specific entrance and exit ramps. Includes superhighways, interstates, freeways, turnpikes, and parkways. Entrance and exit ramps are considered part of an expressway.

TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
Expressway Crossing	None	0520	1520

Pedestrian was walking or running along a road in the same direction as traffic.

- The pedestrian was not on the sidewalk but could have been walking on the shoulder or in the roadway.

TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
Walking Along Road	With Traffic	0531	1531

Pedestrian was walking or running along a road facing traffic (i.e., against traffic).

- The pedestrian was not on the sidewalk but could have been walking on the shoulder or in the roadway.

TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
Walking Along Road	Against Traffic	0532	1532

Pedestrian WAS walking or running along a road—direction with respect to traffic not specified.

- The pedestrian was not on the sidewalk but could have been walking on the shoulder or in the roadway.

TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
Walking Along Road	Can't Specify	0539	1539

Category 6

In Category 6, the motorist struck pedestrian: on/near curb or roadway edge; on sidewalk; or on other nonroadway location. Use the following codes for the corresponding situations.

Pedestrian was struck while WAITING to cross roadway, standing at or near curb.

TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
Pedestrian Waiting to Cross At/Near Curb	None	0610	1610

Pedestrian was struck when not in/near a roadway (e.g., in parking lot, driveway, private road, gas station, alley, sidewalk, yard, garage, ball field).

- Includes standing off the roadway, but near the edge of the roadway, as well as on the curb. For instance, standing on the shoulder or on the curb waiting to cross the roadway.

TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
Pedestrian Not In Roadway	With Traffic	0620	1620

Category 7

In Category 7, the accident occurred at or within 50 feet of an intersection. Use the following codes for the corresponding situations.

Pedestrian entered roadway in front of standing/stopped traffic, and was struck by vehicle heading in same direction as stopped traffic.

- A stopped vehicle has the engine running and a driver at the controls; it is not an empty parked vehicle.
- This type covers an accident in which the pedestrian has entered the roadway in front of a vehicle that has stopped to allow the pedestrian to cross. The pedestrian crosses in front of the stopped vehicle, and then is struck by another vehicle traveling in the same direction as the stopped vehicle. The second vehicle was not aware that the pedestrian was crossing in front of the stopped vehicle.
- This type does not cover a pedestrian entering the roadway in front of stalled traffic or a disabled vehicle (see type 320).
- If the traffic light changed while the pedestrian was crossing, continue down to the "Trapped" type (code 740).

TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
Multiple Threat - At Intersection	None	0710	1710

Pedestrian and vehicle collided while the vehicle was in the process of turning/merging, was preparing to turn/merge, or had just completed a turning/merging maneuver.

TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
Vehicle Turn/Merge	None	0720	1720

The motorist's view of the pedestrian was blocked until an instant before impact and/or the pedestrian was running.

- The driver's view of the pedestrian was blocked by some obstruction until immediately before impact. The obstruction was documented in some part of the report as having impaired the driver's vision.
- Assume walking if the only indication of the pedestrian's speed is "crossing" or "staggering." Take the narrative literally (i.e., assume that the pedestrian is running if the report has a statement such as "The pedestrian ran in front of me.")

TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
Intersection Dash	None	0730	1730

At a signalized intersection, pedestrian in process of crossing was struck when light changed and traffic started moving.

TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
Trapped	None	0740	1740

Pedestrian walked into (i.e., struck) the vehicle.

- Pedestrian was walking, not running, and struck the vehicle.

TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
Pedestrian Walks Into Vehicle - At Intersection	None	0750	1750

Pedestrian was struck by a driver who was proceeding straight ahead and the report indicated that the driver committed one or more of the following violations: careless driving, failed to yield right-of-way, signal/sign violation, speeding/too fast for conditions, DWI/DUI.

- Report Indicated
- Must be reported by policeman
- in narrative, or
- in boxes, or
- in charges, citations, or arrests.
- Careless Driving
- Is the same as "without due regard."

TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
Intersection - Driver Violation	None	0760	1760

Accident occurred at an intersection but is not covered by any of the above or there is insufficient information to code any of the above.

- The roadway up to and including 50 feet from the corner. Alleys and driveways are only considered intersections when they are controlled by a traffic signal. Assume intersection if no information is given other than an intersection drawn in the report.

TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
Intersection - Other	None	0790	1790

Category 8

In Category 8, the accident occurred midblock (i.e., more than 50 feet from an intersection). Use the following codes for the corresponding situations.

Pedestrian entered roadway in front of standing/stopped traffic, and was struck by vehicle heading in same direction as standing traffic; driver's vision was blocked by standing traffic.

- A stopped vehicle has the engine running and driver at the controls; it is not an empty parked vehicle.
- This type covers an accident in which the pedestrian has entered the roadway in front of a vehicle that has stopped to allow the pedestrian to cross. The pedestrian crosses in front of the stopped vehicle, and then is struck by another vehicle traveling in the same direction as the stopped vehicle. The second vehicle was not aware that the pedestrian was crossing in front of the stopped vehicle.
- This type does not cover a pedestrian entering the roadway in front of stalled traffic or a disabled vehicle.
- If the traffic light changed while the pedestrian was crossing, see previous code "Trapped" type.

TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
Multiple Threat - At Intersection	None	0810	1810

Pedestrian was struck before crossing half of the roadway (in first half of roadway) and the motorist's view of the pedestrian WAS blocked until an instant before impact.

- Pedestrian was struck before reaching the center-line of the roadway.
- A dart-out (0821, 0822, or 0829) can only occur if there is some **documented** visual obstruction. If there is any indication in the report that a physical object, such as a bus, stopped or parked vehicle, or building, was present (for example: "She came out from

between two parked cars."), assume this object was an obstruction, unless the driver specifically mentions that the pedestrian had been visible **heading towards the roadway** before the accident.

- Indications of parked vehicles in diagram qualify as obstructions even if not specifically mentioned in the narrative.
- Do not assume that, for instance, rain or darkness always constitutes an obstruction. They would **only** be an obstruction if the driver or officer mentioned that the driver's view was impaired because of these factors.

TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
Dart-Out	First Half	0821	1821

Pedestrian was struck after crossing over half of the roadway (in second half of roadway) and the motorist's view of the pedestrian was blocked until an instant before impact.

- The pedestrian had crossed on-half of the roadway and was struck at the centerline or after having crossed the centerline.
- A dart-out can only occur if there is some **documented** visual obstruction. If there is any indication in the report that a physical object, such as a bus, stopped or parked vehicle, or building, was present (for example: "She came out from between two parked cars."), assume this object was an obstruction, unless the driver specifically mentions that the pedestrian had been visible **heading towards the roadway** before the accident.
- Indications of parked vehicles in diagram qualify as obstructions even if not specifically mentioned in the narrative.
- Do not assume that, for instance, rain or darkness always constitutes an obstruction. They would **only** be an obstruction if the driver or officer mentioned that the driver's view was impaired because of these factors.

TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
Dart-Out	Second Half	0822	1822

Pedestrian was struck after entering roadway and motorist's view of the pedestrian was blocked until an instant before impact (first or second half of roadway not specified).

- A dart-out can only occur if there is some **documented** visual obstruction. If there is any indication in the report that a physical object, such as a bus, stopped or parked vehicle, or building, was present (for example: "She came out from between two parked cars."), assume this object was an obstruction, unless the driver specifically mentions that the pedestrian had been visible **heading towards the roadway** before the accident.
- Indications of parked vehicles in diagram qualify as obstructions even if not specifically mentioned in the narrative.
- Do not assume that, for instance, rain or darkness always constitutes an obstruction. They would **only** be an obstruction if the driver or officer mentioned that the driver's view was impaired because of these factors.

TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
Dart-Out	Can't Specify	0829	1829

Pedestrian was running and the motorist's view of the pedestrian was not obstructed.

- Assume walking if the only indication of the ped's speed is "crossing" or "staggering." Take the narrative literally (i.e., assume that the ped is running if the report has a statement such as "The ped ran in front of me").
- No obstructions indicated in the report, or driver indicates that there was no obstruction.

TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
Midblock Dash	None	0830	1830

Pedestrian walked into (i.e., struck) the vehicle.

- Pedestrian was **walking**, not running, and struck the vehicle.

TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
Pedestrian Walks Into Vehicle - Midblock	None	0840	1840

Accident occurred midblock but is not covered by any of the above or insufficient information is given to code any of the above.

TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
Midblock - Other	None	0890	1890

Category 9

In Category 9, the accident is other type or has inadequate information. Use the following codes for the corresponding situations.

The accident situation is not covered by any of the types listed in categories 1-8.

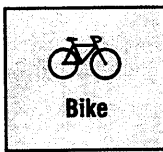
TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
Other - Weird	None	0910	1910

Insufficient information was available to specify the accident type.

TYPE	SUBTYPE	CODE	CODE IF PEDESTRIAN IN WHEEL CHAIR
Inadequate Information	None	0920	1920

Accident Typing For Bicyclist Accidents

To be used when: The first non-motorist involved in the accident is a Pedalcyclist [Person Type (P3) = 6].



Code each report as follows:

1. Read the police accident report carefully and completely:
 - First, read the narrative. In case of conflicting stories give first priority to officer's conclusion, then the witness statement, and finally the bicyclist or driver statement.
 - Next, review the information in the specific information categories (i.e., the "check off" boxes), such as time, day, violations, weather, bicyclist's age, driver's age and roadway information.
 - Finally, examine the diagram. Remember that diagrams are seldom drawn to scale. Although a diagram might appear to show an accident occurred at an intersection, for example, check the report form for the actual measurement of the point of impact from the nearest intersection.
2. Read each of the Specific Circumstances accident types in order.
3. If none of the Special Circumstances apply, determine whether the initial approach paths of the motorist and bicyclist were parallel or crossing and flip to that page.
4. Review each heading in order, and stop at the first one that applies.
5. Within that heading, review each accident type description in order and stop at the first one that applies. Record the accident code number beside the report number on the data form.
6. If no accident type description applies, continue with the next heading and repeat steps 4 and 5.
7. If you reach the Insufficient Information heading without finding a type that applies, enter that code (0098 or 0099). Before using an Insufficient Information code, review the report to assure that you have not missed any information that would lead you to select another accident type.

As you code, refer to the diagram accompanying each accident type and the definitions page for additional information. Remember that the diagrams are examples only, and not represent all possible situations to which the type can be applied.

If more than one bicyclist is involved in an accident, the first bicyclist struck defines the accident. Consider only the circumstances surrounding the collision with the first bicyclist in determining the type.

Read each accident description. If none apply, see Initial Approach Paths.

1. The accident was weird because:

- The motorist or cyclist intentionally caused the accident.
- The officer indicated no accident actually occurred.
- The accident did not involve a cyclist.
- The cyclist was struck by falling cargo.

CODE	TYPE
0036	Weird

2. The cyclist was riding a child's vehicle, such as a "Big Wheel" type tricycle, other tricycle, or a bicycle with training wheels. (But not an adult tricycle.)

CODE	TYPE
0040	Vehicle

3. The accident involved a motor vehicle which was backing.

CODE	TYPE
0011	Backing

4. The accident occurred in:

- a parking lot or open area.
- another non-roadway location, such as a gas station, alley, lot, etc.

CODE	TYPE
0029	Non-Roadway

Initial Approach Paths

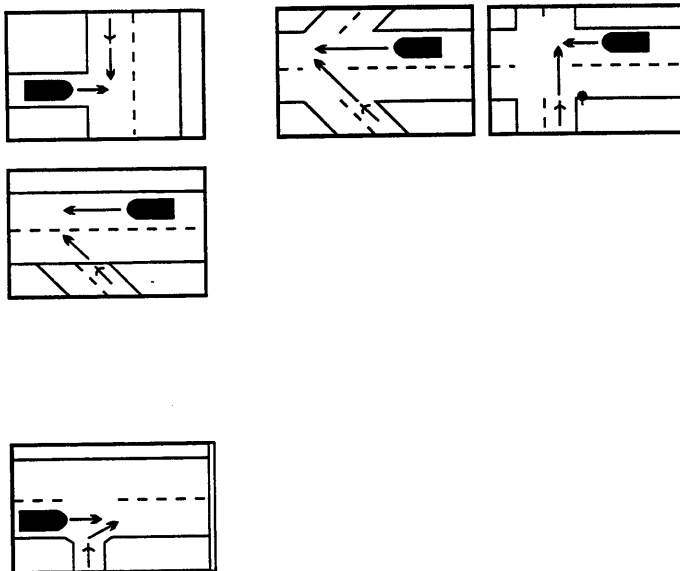
To specify the initial approach paths (i.e., before any turns which caused the accident or turns to avoid it), read each question.

Parallel



Were the cycle and motor vehicle approaching each other on parallel paths, heading either in the same direction or in opposing directions? If yes, see Parallel Paths on page 86.

Crossing



Were the cycle and motor vehicle on intersecting paths? If yes, see Crossing Paths on page 92.

Unknown

If there is no way of knowing whether the vehicles' initial approach paths were parallel or crossing, use code 0097.

Parallel Paths

Choose the description that best fits the accident.

If the motorist turned or merged into the path of the cyclist, go to Parallel Path 1 listed below.

If the cyclist turned or merged into the path of the motorist, go to Parallel Path 2 listed below.

If the operator was on the wrong side of the street, go to Parallel Path 3 listed below.

If the motorist was overtaking the cyclist, go to Parallel Path 4 listed below.

If the cyclist was overtaking a motor vehicle, go to Parallel Path 5 listed below.

If the operator lost control and inadvertently swerved into the path of the other vehicle because of:

- **mechanical failure**, such as brakes, steering, tires, or other vehicle problems
- **road conditions**, such as ice, potholes, mud, sand, or other surface conditions.
- **prior collision** with moving or stationary object(s).
- **operator impairment** due to drugs or alcohol.
- **operator error** due to oversteering or improper braking.

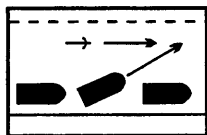
go to Parallel Path 6 listed below.

If there is no way of knowing which of the above is true, see Parallel Path 7 listed below.

Parallel Path 1

The motorist turned or merged into the path of the cyclist.

The motorist was exiting or entering on-street parking.



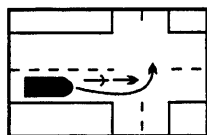
CODE

0035

TYPE

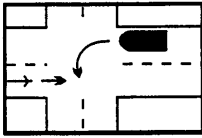
Drive out - on street parking

Left, going in the same direction as cyclist.



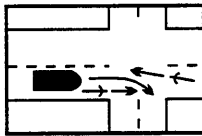
CODE	TYPE
0022	Motorist left turn in front of cyclist

Left, facing each other as approached.



CODE	TYPE
0023	Motorist left turn facing cyclist

Right, going in either the same direction or opposite directions.

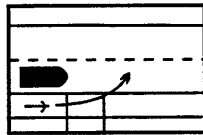


CODE	TYPE
0024	Motorist right turn in front of cyclist

Parallel Path 2

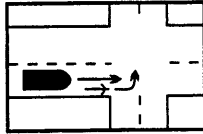
The cyclist turned or merged into the path of the motorist.

Onto the street from a residential driveway or alley. Cyclist coming from sidewalk.



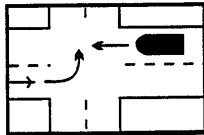
CODE	TYPE
0003	Ride-out from sidewalk.

Left, going the same direction as the motorist.



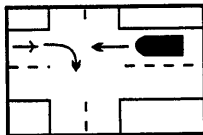
CODE	TYPE
0018	Cyclist left turn, in front of traffic.

Left, facing each other as approached.



CODE	TYPE
0019	Cyclist left turn, facing traffic.

Right, and the cyclist was riding on the wrong side of the street.

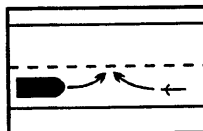


CODE	TYPE
0021	Cyclist right turn, from wrong side of street.

Parallel Path 3

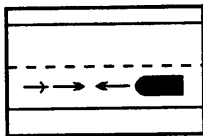
The operator was on the wrong side of the street.

Either operator was going the wrong way, the approach was head-on, and the evasive actions were counteractive.



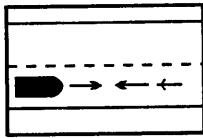
CODE	TYPE
0030	Head-on, counteractive evasive actions.

The motorist was going the wrong way.



CODE	TYPE
0028	Wrong way motorist

The cyclist was going the wrong way.

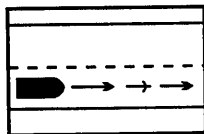


CODE	TYPE
0026	Wrong way cyclist

Parallel Path 4

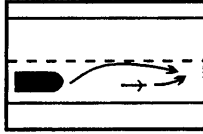
The motorist was overtaking the cyclist.

The motorist failed to detect the cyclist.



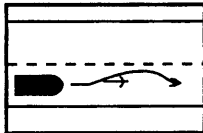
CODE	TYPE
0013	Motorist overtakes undetected cyclist

The evasive actions were counteractive.



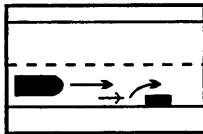
CODE	TYPE
0015	Motorist overtaking, counteractive evasive actions

The motorist misjudged the space, length, or width required to pass the cyclist.



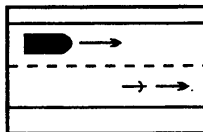
CODE	TYPE
0016	Motorist overtaking, misjudges passing space

The cyclist's path was obstructed. Cyclist struck obstruction or overtaking motorist.



CODE	TYPE
0017	Motorist overtaking cyclist, path obstructed

Other situations involving a motorist overtaking a cyclist.

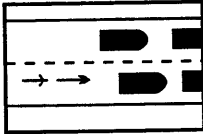


CODE	TYPE
0039	Motorist overtaking

Parallel Path 5

The cyclist was overtaking a motor vehicle.

Cyclist struck a slow or stopped vehicle in a traffic lane.



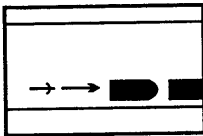
CODE

0027

TYPE

Cyclist overtaking

Cyclist struck a vehicle in parking lane.



CODE

0041

TYPE

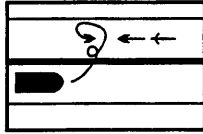
Cyclist strikes parked vehicle

Parallel Path 6

The operator lost control and inadvertently swerved into the path of the other vehicle because of any of the following reasons:

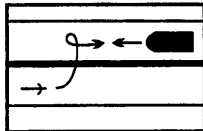
- mechanical failure, such as brakes, steering, tires, or other vehicle problems
- road conditions, such as ice, potholes, mud, sand, or other surface conditions
- prior collision with moving or stationary objects
- operator impairment due to drugs or alcohol
- operator error due to oversteering or improper braking

Motorist loss of control



CODE	TYPE
0014	Motorist lost control

Cyclist loss of control



CODE	TYPE
0020	Cyclist lost control

Parallel Path 7 **Insufficient Information**

CODE	TYPE
0098	Parallel Paths Unknown

Crossing Paths

Choose the description that best fits the accident.

The list did not clear intersection before light turned green for cross traffic. See Crossing Path 1 listed below.

The motorist failed to yield to the cyclist. See Crossing Path 2 listed below.

The cyclist failed to yield to the motorist, midblock. See Crossing Path 3 listed below.

The cyclist failed to yield to the motorist at an intersection. See Crossing Path 4 listed below.

The motorist was turning. See Crossing Path 5 listed below.

The cyclist was turning. See Crossing Path 6 listed below.

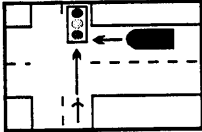
The accident occurred at an intersection. See Crossing Path 7 listed below.

If there is no way of knowing which of the "Crossing Paths" is true, see Crossing Path 8 listed below.

Crossing Path 1

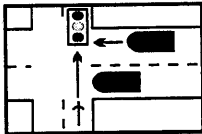
The cyclist did not clear intersection before light turned green for cross traffic.

The motorist's view of the cyclist was not obstructed.



CODE	TYPE
0006	Trapped

The motorist's view of the cyclist was obstructed by standing traffic.

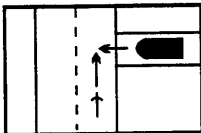


CODE	TYPE
0007	Multiple Threat

Crossing Path 2

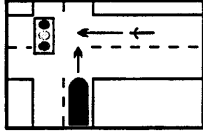
The motorist failed to yield to the cyclist.

At a driveway, alley or other midblock location.



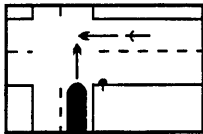
CODE	TYPE
0008	Drive out, driveway/alley

At a controlled intersection. Motorist ran a sign or signal.



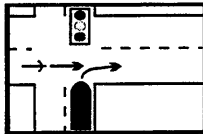
CODE	TYPE
0012	Drive through

At an intersection controlled by a stop sign or flashing light, motorist obeyed the sign but failed to yield to the cyclist.



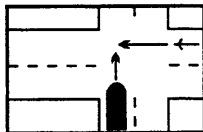
CODE	TYPE
0009	Drive out, stop sign

At an intersection controlled by a signal, motorist obeyed the signal but failed to yield to the cyclist.



CODE	TYPE
0010	Right on red

At an intersection, situation not covered above.

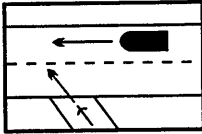


CODE	TYPE
0048	Drive out, intersection

Crossing Path 3

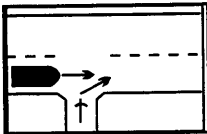
The cyclist failed to yield to the motorist, midblock.

At a residential driveway or alley.



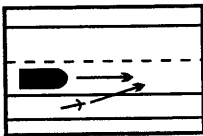
CODE	TYPE
0001	Ride out, residential driveway

At a commercial driveway.



CODE	TYPE
0002	Ride out, commercial driveway

At a shoulder or curb -- midblock location. (Cyclist not using driveway.)

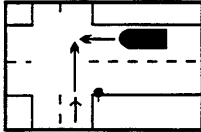


CODE	TYPE
0004	Ride out, midblock

Crossing Path 4

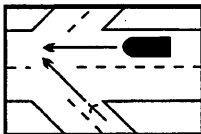
The cyclist failed to yield to the motorist at an intersection.

At an intersection controlled by a stop sign or flashing red signal.



CODE	TYPE
0005	Ride out, stop sign

At an intersection, situation not covered above.

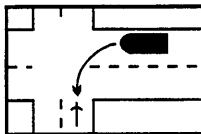


CODE	TYPE
0049	Ride out, intersection

Crossing Path 5

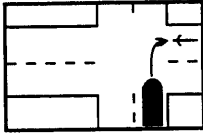
The motorist was turning.

Left, cut the corner.



CODE	TYPE
0033	Motorist cuts corner

Right, swung out too wide.



CODE

0034

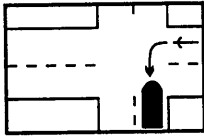
TYPE

Motorist swings wide

Crossing Path 6

The cyclist was turning.

Left, cut the corner.



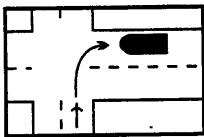
CODE

0031

TYPE

Cyclist cuts corner

Right, swung out too wide.



CODE

0032

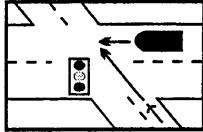
TYPE

Cyclist swings wide

Crossing Path 7

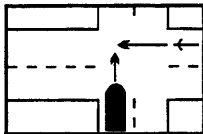
The accident occurred at an intersection.

Intersection was controlled by stop signs or signals.



CODE	TYPE
0055	Controlled intersection, other

Intersection had no signs or signals.



CODE	TYPE
0025	Uncontrolled intersection, other

Crossing Path 8

Insufficient Information

CODE	TYPE
0099	Intersecting Paths, Unknown

Consistency Check


		A24
	IF	THEN
AA037	FIRST HARMFUL EVENT (A6) equals 21, or 22	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must not equal 0000.
AA038	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0810, 0821, 0822, 0829, 0830, 0840, or 0890	RELATION TO JUNCTION (A9) must not equal 01 or 11.
AA039	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0410, 0420, or 0430, and FIRST HARMFUL EVENT (A6) equals 21, 22, or 27	RELATION TO ROADWAY (A10) must equal 1.
AA040	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0740	TRAFFIC CONTROL DEVICE (A16) must not equal 00.
AA041	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0740	TRAFFIC CONTROL DEVICE (A16) should equal 01, 04, 08, 09, or 99.
AA042	FIRST HARMFUL EVENT (A6) equals 22	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must equal 0001 - 0099.
AA043	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0001, 0002, or 0008	RELATION TO JUNCTION (A9) must equal 03 or 13.
AA044	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0005, 0006, 0007, 0010, 0012, 0025, 0048, 0049, 0055	RELATION TO JUNCTION (A9) must equal 01 or 11.
AA045	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0005, 0006, 0007, 0009, 0010, 0012, or 0055	TRAFFIC CONTROL DEVICE (A16) must not equal 00.
AA046	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0006, 0007, 0010	TRAFFIC CONTROL DEVICE (A16) must equal 01, 04, 08, or 09.
AA047	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0005	TRAFFIC CONTROL DEVICE (A16) must equal 04 or 21.

A24

	IF	THEN
AA048	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0012, or 0055	TRAFFIC CONTROL DEVICE (A16) must equal 01, 04, 08, 09, 21, 22, 28, or 29.
AA049	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0025	TRAFFIC CONTROL DEVICE (A16) should equal 00.
AA050	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0003, 0018, 0019, 0021, 0022, 0023, 0024	RELATION TO JUNCTION (A9) should not equal 00 or 10.
AA051	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0610 or 0620 and FIRST HARMFUL EVENT (A6) equals 21	RELATION TO ROADWAY (A10) must not equal 1.
AA070	NUMBER OF NON MOTORISTS (A4) equals 00	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must equal 0000.
AA090	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0009	RELATION TO JUNCTION (A9) must not equal 00.
AA091	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0005, 0009, 0010, 0012, 0025, 0049, or 0055	RELATION TO JUNCTION (A9) should equal 01, 02, 11, or 12.
AD026	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0210	at least one DRIVER PRESENCE (D1) must equal 0.
AD034	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0007	at least one DRIVER'S VISION OBSCURED BY (D4) must equal 07 or 11.
AD043	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0760	at least one VIOLATIONS CHARGED (D2) should not equal 00.
AD088	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0821, 0822, 0829	at least one DRIVER'S VISION OBSCURED BY (D4) must not equal 00.
AD154	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0006	at least one DRIVER'S VISION OBSCURED BY (D4) must equal 00.
AP021	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0000	PERSON TYPE (P3) must not equal 5, 6, or 8.

A24

	IF	THEN
AP023	RELATION TO JUNCTION (A9) equals 01 or 11 and at least one PERSON TYPE (P3) equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must not equal 0810, 0821, 0822, 0829, 0830, 0840 or 0890.
AP024	SCHOOL BUS RELATED (A21) equals 1 and PERSON TYPE (P3) equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0120.
AP027	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0120 and PERSON TYPE (P3) equals 5	SCHOOL BUS RELATED (A21) must equal 1.
AP039	RELATION TO JUNCTION (A9) equals 01, 02, 11 or 12, and at least one PERSON TYPE (P3) equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0710, 0720, 0730, 0740, 0750, 0760, 0790.
AP040	RELATION TO ROADWAY (A10) is not equal to 1 and at least one PERSON TYPE (P3) equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0610, 0620, 0910, or 0920.
AP054	TRAFFIC CONTROL DEVICE (A16) equals 01, 04, 08, 09, 21, 22, 28, or 29, and at least one PERSON TYPE (P3) equals 6	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0005, 0006, 0007, 0009, 0010, 0012, 0018, 0019, 0021 0024, 0048, 0049, 0054 or 0055.
AP061	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0520 and PERSON TYPE (P3) equals 5	NON MOTORIST'S ACTION (P19) must equal 21 or 22.
AP062	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0001, 0002, 0004, 0005, or 0049	NON MOTORIST'S ACTION (P19) must equal 01-07.
AP063	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0830	NON MOTORIST'S ACTION (P19) should equal 21.
AP077	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0420	at least one PERSON TYPE (P3) must equal 4.
AP129	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0750 or 0840	NON MOTORIST'S ACTION (P19) must not equal 21.
AP155	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 9999	at least one PERSON TYPE (P3) must equal 8.

	IF	THEN
AP156	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0410 or 0430	at least one NON MOTORIST'S ACTION (P19) must equal 29.
AP157	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0531	at least one NON MOTORIST'S ACTION (P19) must equal 25 or 27.
AP158	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0532	at least one NON MOTORIST'S ACTION (P19) must equal 25 or 28.
 AP235	<i>First character of PED/BIKE ACCIDENT TYPE (A24) equals 1</i>	<i>at least one PERSON'S PHYSICAL IMPAIRMENT (P18) should equal 04.</i>
AV022	FIRST HARMFUL EVENT (A6) equals 21 and NUMBER OF NON MOTORISTS (A4) equals 01 and PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0220	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 07, 08, 13, or 98.
AV030	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0011	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 13 or 98.
AV031	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0035	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 07 or 08.
AV032	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0022, 0023, or 0033	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 11.
AV033	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0010, 0024, or 0034	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 10.
AV041	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0230	at least one EMERGENCY USE (V9) should equal 1.
AV042	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0720	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 10, 11, 12, 17, 98, or 99.
AV055	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0003, 0018, 0019, or 0021	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 01.

A24

	IF	THEN
AV089	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0840	at least one VEHICLE ROLE (V22) must equal 2.
PA049	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must equal 0110-0150, 0210 0230, 0310 0330, 0410-0430, 0510 0539, 0610, 0620, 0710-0790, 0810 0890, 0910, or 0920.	at least one PERSON TYPE (P3) equals 5
PA051	PERSON TYPE (P3) equals 5 and NON MOTORIST LOCATION (P13) equals 08, 18, or 98	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0610 or 0620.
PA053	NON MOTORIST LOCATION (P13) equals 01, 02, 08, or 09 and PERSON TYPE (P3) equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0710, 0720, 0730, 0740, 0750, 0760, or 0790.
PA058	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must equal 0001-0041, 0048, 0049, 0055, 0097, 0098, or 0099.	at least one PERSON TYPE (P3) equals 6
PA064	NON MOTORIST'S ACTION (P19) equals 29	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must not equal 0610 or 0620.
PA065	NON MOTORIST'S ACTION (P19) equals 07	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must equal 0001, 0002, 0003, 0004, 0005, 0018, 0019, 0021, 0026, 0040, 0049, 0097, 0098, or 0099.
PA083	PERSON'S PHYSICAL IMPAIRMENT (P18) equals 04 and PERSON TYPE (P3) equals 4	the first character of PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must equal 1.
PA096	PERSON TYPE (P3) equals 5 or 6	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must not equal 0000.
PA168	NON MOTORIST'S ACTION (P19) equals 27	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0531.
PA169	NON MOTORIST'S ACTION (P19) equals 28	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0532.

IF

NON MOTORIST'S ACTION (P19)
equals 25

THEN

PEDESTRIAN/BIKE ACCIDENT
TYPE (A24) should equal 0531,
0532, or 0539.



VA218

*MOVEMENT PRIOR TO CRITICAL
EVENT (V21) equals 00 and at least
one PERSON TYPE (P3) equals 5,
and, for this person, NON-
MOTORIST STRIKING VEHICLE #
(P22) equals the vehicle # for which
V21 equals 00*

*PEDESTRIAN/BIKE ACCIDENT
TYPE (A24) must equal 0210.*

VP045

at least one # OF OCCUPANTS
(V10) equals 00 and at least one
PERSON TYPE (P3) equals 5

PEDESTRIAN/BIKE ACCIDENT
TYPE (A24) should equal 0210 or
0320.

VP046

at least one MOVEMENT PRIOR
TO CRITICAL EVENT (V21)
equals 13 and at least one PERSON
TYPE (P3) equals 5

PEDESTRIAN/BIKE ACCIDENT
TYPE (A24) should equal 0220.

VP047

at least one MOVEMENT PRIOR
TO CRITICAL EVENT (V21)
equals 10-12, or 17 and at least one
PERSON TYPE (P3) equals 5

PEDESTRIAN/BIKE ACCIDENT
TYPE (A24) should equal 0720.

VP056

MOVEMENT PRIOR TO
CRITICAL EVENT (V21) equals
11 and at least one PERSON TYPE
(P3) equals 6

PEDESTRIAN/BIKE ACCIDENT
TYPE (A24) should equal 0005,
0009, 0010, 0012, 0022, 0023, 0033,
0048, or 0049.

VP057

MOVEMENT PRIOR TO
CRITICAL EVENT (V21) equals
13 and at least one PERSON TYPE
(P3) equals 6

PEDESTRIAN/BIKE ACCIDENT
TYPE (A24) should equal 0011.

VP136

MOVEMENT PRIOR TO
CRITICAL EVENT (V21) equals
10 and at least one PERSON TYPE
(P3) equals 6

PEDESTRIAN/BIKE ACCIDENT
TYPE (A24) should equal 0005,
0009, 0010, 0012, 0024, or 0034,
0048, or 0049.

A25 Work Zone

Element Values

0	No
1	Yes

Remarks

Enter "0" (No) when the first harmful event does not occur in a work or construction area.

Enter "1" (Yes) when the PAR indicates that the first harmful event occurred in a work zone or construction area. Work zones can often be identified by the presence of a warning sign. A specific block for work zones may be available on the PAR. The narrative or diagram may also indicate the presence of a work zone.

Consistency Check

		A25
	IF	THEN
AA097	WORK ZONE (A25) equals 1	TRAFFIC CONTROL DEVICE (A16) should equal 01-42, 51 or 98.
AA097	WORK ZONE (A25) equals 1	TRAFFIC CONTROL DEVICE (A16) should equal 01-42 or 51.
AA098	TRAFFIC CONTROL DEVICE (A16) equals 42	WORK ZONE (A25) should equal 1.

A26 NHS Roadway Type

Element Values

00 Not NHS Roadway

Urban

01 EIS
02 Congressional High Priority Route
03 STRAHNET Route
04 STRAHNET Major Connector
05 Other NHS Route
09 Unknown Urban Route

Rural

11 EIS
12 Congressional High Priority Route
13 STRAHNET Route
14 STRAHNET Major Connector
15 Other NHS Route
19 Unknown Rural Route

Urban Or Rural

21 EIS
22 Congressional High Priority Route
23 STRAHNET Route
24 STRAHNET Major Connector
25 Other NHS Route
98 Unknown if Urban or Rural
99 Unknown if NHS Route

Remarks

The Federal Highway Administration (FHWA) created a new roadway classification scheme called the National Highway System (NHS). This system was developed in compliance with the requirements of ISTEA (Intermodal Surface Transportation Efficiency Act). All GES PSU state and area maps were reviewed to identify NHS roadways. These roadways were compiled for each PSU, and it was determined whether each NHS roadway was urban or rural. A table was created for each PSU. Use this information to determine the appropriate code for this variable.

Use the PAR to identify the name of the roadway on which the accident occurred. Next, determine the NHS type and Urban/Rural designation by locating the roadway on the PSU table.

In some PSUs, an NHS roadway will cross between an urban and a rural area. These roadways are coded under "Urban Or Rural".

Consistency Check

			A26
	IF	THEN	
AA099	NHS ROADWAY TYPE (A26) equals 01, 11, or 21	INTERSTATE HIGHWAY (A8) should equal 1.	
AA100	RELATION TO JUNCTION (A9) equals 01 09	NHS ROADWAY TYPE (A26) should not equal 01, 11, or 21.	
AA100	RELATION TO JUNCTION (A9) equals 01-09	NHS ROADWAY TYPE (A26) should not equal 01, 11, or 21.	
AA101	INTERSTATE HIGHWAY (A8) equal 1.	NHS ROADWAY TYPE (A26) should equal 01, 11, or 21.	

V01 Vehicle Number

Element Values

Range 01 through 30 (system generated number)

Remarks

Vehicles should be entered into the system in the order NASS GES vehicles are listed on the PAR. If there are any vehicles not listed on the PAR, then use the next consecutive number.

When one motor vehicle is towing another, the vehicle number or numbers assigned depends on the accident circumstances and 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 nonfixed linkage (such as a rope or a chain) requires the towed unit to be manually controlled.

If the linkage between the units is fixed, assign a vehicle number to the power (i.e., towing) unit only and consider the towed unit as cargo throughout the entire accident 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, (2) will not require a form, and (3) will be considered as cargo associated with the power unit.

If the linkage between the units is nonfixed, each vehicle is considered to be in-transport, and a vehicle number is assigned only to the vehicle(s) involved in the accident sequence.

Do not include any struck motor vehicles **not in-transport** (e.g., a vehicle parked off the roadway). A vehicle form is not completed for these vehicles. Any occupants they contain, including a person who was intent on driving the vehicle, are handled using the person form.

V02 Hit and Run

Element Values

0	No, Did Not Leave Scene
1	Yes, Driver Or Car & Driver Left Scene
9	Unknown

Remarks

A hit-and-run may occur when a motor vehicle in-transport has contact with: (a) another motor vehicle in-transport, (b) a motor vehicle not in-transport, (c) a motor vehicle not in-transport which contains a nonmotorist, (d) a pedestrian, (e) pedalcyclist, (f) another nonmotorist, or (g) an object. Hit-and-run is only considered when a motor vehicle in-transport, or its driver, departs from the scene; therefore, fleeing pedestrians and motor vehicles not in-transport are excluded.

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 (see exceptions below). If the police report indicates that the vehicle was involved in a collision which was investigated, but there is little or no information on that vehicle because of its departure prior to police arrival on-scene, then "hit-and-run" is indicated.




Exceptions to this "departed prior to investigation by the police" rule exist. One exception occurs if an occupant, or occupants, of a vehicle are taken, or go, directly from the scene to a medical treatment facility or physician. If doubt exists concerning the departure for treatment, assume hit-and-run. A second exception involves a driver who leaves the scene but furnishes name, address, vehicle make, model, and model year such that it is recorded on the PAR, **and** the PAR does not indicate hit-and-run. Enter "0" (No, Did Not Leave Scene) in this instance independent of the truthfulness of the information provided. A third exception involves vehicles which set an object in motion such that (1) the object is contacted, before it stabilizes, by another in-transport motor vehicle, **and** (2) the vehicle which set the object in motion leaves the scene without providing the pertinent information (compare with exception two above), **and** (3) the PAR does not indicate hit-and-run. In this instance enter "0" (No, Did Not Leave Scene) is to be encoded; however, if the PAR had indicated hit-and-run, then enter "1" (Yes, Driver Or Car & Driver).

Enter "1" (Yes, Driver or Car & Driver Left Scene) when it has been determined that a hit-and-run (as defined in paragraphs one through three of this variable) has occurred.

When the presence of a hit-and-run vehicle is indicated (V02 equals "1"), include vehicle forms for each such vehicle. If the vehicle was known or assumed to have been in-transport at the time of the accident, at least one person form should be completed. If the PAR indicates that a vehicle contained "x" number of occupants or nonmotorists (departed scene but was not in-transport at time of impact) at the time of its involvement, then submit the appropriate number of person forms. Although most of the variables on the forms will have element values which are unknown, the forms are necessary to document the presence of the vehicle(s) and its person(s).

Consistency Check

V02

	IF	THEN
AV013	FIRST HARMFUL EVENT (A6) equals 01-10, 31-50, 58, or 59	HIT-AND-RUN (V2) should not equal 1.
VP208	HIT AND RUN (V2) equals 1 and MANNER OF LEAVING SCENE (V19) equals 1	EJECTION (P6) must equal 0.
 VP234	<i>HIT AND RUN (V2) equals 1</i>	<i>all TAKEN TO HOSPITAL OR TREATMENT FACILITY (P10) for this vehicle should equal 0.</i>
 VV073	VEHICLE CONTRIBUTING FACTORS (V12) equals 50	HIT-AND-RUN (V2) must equal 1.
 VV083	HIT-AND-RUN (V2) equals 1	VEHICLE CONTRIBUTING FACTORS (V12) must not equal 99.
VV197	VIOLATIONS CHARGED (D2) equals 50	HIT-AND-RUN (V2) must equal 1.
VV198	DRIVER PRESENCE (D1) equals 2	HIT-AND-RUN (V2) must equal 1.
VV199	DRIVER'S VISION OBSCURED BY (D4) equals 50	HIT-AND-RUN (V2) must equal 1.
VV200	DRIVER MANEUVERED TO AVOID (D6) equals 50	HIT-AND-RUN (V2) must equal 1.
VV201	DRIVER DISTRACTED BY (D7) equals 50	HIT-AND-RUN (V2) must equal 1.
VV202	HIT-AND-RUN (V2) equals 1	DRIVER PRESENCE (D1) must equal 2.
VV203	HIT-AND-RUN (V2) equals 1	VIOLATIONS CHARGED (D2) must not equal 99.
VV204	HIT-AND-RUN (V2) equals 1	DRIVER'S VISION OBSCURED BY (D4) must not equal 99.
VV205	HIT-AND-RUN (V2) equals 1	DRIVER MANEUVERED TO AVOID (D6) must not equal 99.
VV206	HIT-AND-RUN (V2) equals 1	DRIVER DISTRACTED BY (D7) must not equal 99.

V03 Vehicle Make

Element Values

		Passenger Vehicles			
V04		page	V04		page
01	American Motors	(114)	30	Volkswagen	(125)
02	Jeep		31	Alfa Romeo	(126)
	(includes Kaiser- Jeep)	(114)	32	Audi	(126)
03	AM General	(115)	33	Austin/Austin Healey	(127)
06	Chrysler	(115)	34	BMW	(127)
07	Dodge	(116)	35	Nissan/Datsun	(128)
08	Imperial	(117)	36	Fiat	(128)
09	Plymouth	(117)	37	Honda	(129)
10	Eagle	(118)	38	Isuzu	(130)
12	Ford	(118)	39	Jaguar	(130)
13	Lincoln	(119)	40	Lancia	(131)
14	Mercury	(120)	41	Mazda	(131)
18	Buick	(120)	42	Mercedes Benz	(132)
19	Cadillac	(121)	43	MG	(132)
20	Chevrolet	(121)	44	Peugeot	(133)
21	Oldsmobile	(123)	45	Porsche	(133)
22	Pontiac	(123)	46	Renault	(133)
23	GMC	(124)	47	Saab	(134)
24	Saturn	(124)	48	Subaru	(134)
25	Grumman	(125)	49	Toyota	(134)
29	Other Domestic: V04=	(125)	50	Triumph	(135)
	001 - Studebaker/Avanti		51	Volvo	(136)
	002 - Checker		52	Mitsubishi	(136)
	398-Other make (i.e., DeSoto, Excaliber, Stutz, Hudson, Packard)		53	Suzuki	(137)
			54	Acura	(138)
	399-Unknown make		55	Hyundai	(138)

V04		page	V04		page
56	Merkur	(139)	61	Sterling	(140)
57	Yugo	(139)	62	Rover	(140)
58	Infiniti	(139)	63	Kia	(140)
59	Lexus	(139)	69	Other foreign	(140)
60	Daihatsu	(140)			

Motored Cycle/ATC/ATV (70-79)

70	BSA		78	All make moped
71	Ducati		79	Other motored cycle
72	Harley-Davidson		Also see:	[34] - BMW
73	Kawasaki			[37] - Honda
74	Moto-Guzzi			[44] - Peugeot
75	Norton			[50] - Triumph
76	Yamaha			[53] - Suzuki

Trucks and Buses (80-98)

80	Brockway			902 - NeoPlan (bus)
81	Diamond Reo/Reo			950 - Bus based motorhome
82	Freightliner/White			988 - Other bus
83	FWD			989 - Unknown bus
84	International Harvester/Navistar	(142)		998 - Other vehicle (i.e., farm vehicle, go-cart)
85	Kenworth		Also See:	
86	Mack			[03] AM General
87	Peterbilt			[07] Dodge
88	Iveco/Magirus			[12] Ford
98	Other: V04=			[20] Chevrolet
	801 - Autocar			[23] GMC
	802 - Auto-Union-DKW			[25] Grumman
	803 - Divco			[35] Nissan/Datsun
	804 - Western Star			[36] Fiat
	805 - Oshkosh			[38] Isuzu
	806 - Hino			[42] Mercedes Benz
	807 - Scania			[51] Volvo
	850 - Truck based motorhome			[52] Mitsubishi
	898 - Other truck (e.g., Ward LaFrance, Marmon)			

Unknown (99)

99	Unknown			
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Remarks

Note that for both Make (V3) and Model (V4) the use of the terms "other" and "unknown" have very specific meanings. "Other" refers to a Make (V3) or Model (V4) which is known but is not explicitly listed. "Unknown" refers to the situation where no specific Make (V3) or Model (V4) is known. Selection of the proper "other" or "unknown" code can only be made with consideration of the vehicle Body Type (V5).

For example, if a medium/heavy truck or bus make is known and is not listed, it is coded Make (V3) "98" and the appropriate model code is used. Coding Make (V3) "98" and Model (V4) "999" is not valid. If the make is unknown but the body type is known as a "school bus", for instance, it is coded Make (V3) "99" and Model (V4) "989".

Code "99" (Unknown) is used for a "hit-and-run" vehicle unless reliable evidence indicates the vehicle's make.

Consistency Check

V03

	IF	THEN
PV171	AIR BAG AVAILABILITY/ FUNCTION (P21) equals 1 or 2 and BODY TYPE (V5) equals 20	VEHICLE MAKE (V3) should equal 06, 07, 09, 12, 14, 20, 21, 22, 35, 41, or 49.
PV194	AIR BAG AVAILABILITY/ FUNCTION (P21) equals 1 or 2 and BODY TYPE (V5) equals 14-19	VEHICLE MAKE (V3) should equal 02 or 12.
PV195	AIR BAG AVAILABILITY/ FUNCTION (P21) equals 1 or 2 and BODY TYPE (V5) equals 21	VEHICLE MAKE (V3) should equal 09, 12, or 20.
PV202	AIR BAG AVAILABILITY/ FUNCTION (P21) equals 1 or 2 and BODY TYPE (V5) equals 31	VEHICLE MAKE (V3) should equal 07, 12, 20, or 49.

V04 Vehicle Model

Element Values

"01" AMERICAN MOTORS

CODE	MODEL	INCLUDES	YEAR
001	Rambler/American	Rogue, Scrambler, 220, 440,	all
002	Rebel/Matador	Barcelona Classic Brougham, 550, 660, 770, Matador (-78), Marlin	all
003	Ambassador	Brougham, DPL, SST, DL, Limited, 880, 990	all
004	Pacer	Limited, DL	75-80
005	AMX	(2 seater only)	68-70
006	Javelin	SST, AMX (71-74)	all
007	Hornet/Concord	Sportabout, Limited, DL, SC-360, SST, AMX (75-78)	all
008	Spirit/Gremlin	Limited, DL, Custom, X, GT (83-on), AMX (79-on)	all
009	Eagle	Concord based	80-87
010	Eagle SX-4	Spirit Gremlin based	81-84
398	Other automobile		-
399	Unknown automobile		-
998	Other vehicle		-
999	Unknown vehicle		-

Note: Alliance, Encore, Premier-See Renault - Code "46"

"02" JEEP (Includes KAISER-JEEP)

CODE	MODEL	INCLUDES	YEAR
401	CJ-2/CJ-3/CJ-4	Military	-66
402	CJ-5/CJ-6/CJ-7/ CJ-8	Scrambler, Golden Eagle, Renegade, Laredo, Wrangler	67-on
403	YJ-series	Wrangler	86-on
404	Cherokee (84-on)	Limited, Laredo, Pioneer, Briarwood, Grand	84-on
421	Cherokee (-83)	Wide Track, Chief, Commando, Jeepster	all
431	Grand Wagoneer	Custom, Brougham Limited, Wagoneer	71-91
481	Pickup	J-10, J-20, Honcho	all
482	Comanche	Chief	86-92
498	Other light truck		-

499	Unknown light truck	-
998	Other vehicle	-
999	Unknown vehicle	-


"03" AM GENERAL


CODE	MODEL	INCLUDES	YEAR
401	Dispatcher	Post Office (Jeep)	all
421	Hummer		93-on
466	Dispatcher	DJ-series-Post Office Van	all
498	Other light truck		-
499	Unknown light truck		-
884	Medium/Heavy truck	Military off-road	-
898	Other medium-heavy truck		-
899	Unknown medium/heavy truck		-
950	Bus based Motorhome		-
983	Bus flat front (rear engine) Transit		-
988	Other bus		-
989	Unknown bus		-
998	Other vehicle		-
999	Unknown vehicle		-

"06" CHRYSLER

CODE	MODEL	INCLUDES	YEAR
009	Cordoba	Crown, 300, LS	75-83
010	New Yorker/Newport/ Fifth Avenue/Imperial	Custom, Royal, Brougham, Town and Country, 300 (-71) (excludes all FWD)	all
014	New Yorker/E Class/ Imperial (90-93)/Fifth Avenue	FWD vehicles, Turbo	83-on
015	Laser	Turbo, XE, XT	84-86
016	LeBaron	Medallion, Salon(RWD), Landau, LX, FWD except GTS or GTC Sport Coupe	77-on
017	LeBaron GTS/GTC	GTS-Turbo GTC-Sport Coupe	85-on 87-on
031	TC (Maserati Sport)	Turbo Convertible	88-91
035	Conquest	TSi, Turbo	87-89
041	Concorde		93-on
042	LHS	New Yorker (94-on)	94-on
043	Sebring		95-on
044	Cirrus		95-on
398	Other automobile		-
399	Unknown automobile		-
441	Town and Country	Minivan	90-on
498	Other light truck		-
499	Unknown light truck		-
998	Other vehicle		-
999	Unknown vehicle		-

"07" DODGE

CODE	MODEL	INCLUDES	YEAR
001	Dart	Custom, Swinger, Sport, GT, Demon, Special, Special Edition, 170,270,340,360	62-76
002	Coronet/Charger(-78)/ Magnum	Brougham, Custom, Superbee, Crestwood, Deluxe, XE, R/T, SE, 440, 500, Police	-79
003	Polara/Monaco Royal Monaco	Custom, Special, Crestwood, Brougham, Police, Taxi	- 78
004	Viper	RT/10	92-on
005	Challenger	R/T, T/A, Rallye	70-74
006	Aspen	Custom, Special Edition, Police, R/T, Sport	76-80
007	Diplomat	Medallion, Salon, S	77-89
008	Omni/Charger (83 on)	024, DeTomaso Miser, GLH, GLHS, Shelby, Charger 2.2, America, Expo	78-90
009	Mirada		80-83
010	St. Regis	Police, Taxi	79-81
011	Aries (K)	Custom, SE, LE	81-89
012	400	LS	82-83
013	Rampage (car based pickup)	2.2, GT, Sport	82-84
014	600	ES, Turbo	83-88
015	Daytona	Turbo Z, Shelby Z Pacifica, C/S Competition, IROC R/T	84-94
016	Lancer	Pacifica, Turbo, ES, Shelby	85-89
017	Shadow	ES, Turbo	87-on
018	Dynasty		88-on
019	Spirit	ES, Shelby, RT	89-94
 020	Neon	<i>Expresso</i>	94-on
033	Challenger	all imported	78-83
034	Colt (excludes Vista)	RS, Turbo, Custom, GTS, DL, E, Premier, Deluxe, Carousel, GT	74-94
035	Conquest	Turbo	84-86
039	Stealth		91-on
040	Monaco		90-92
041	Intrepid		93-on
042	Avenger		95-on
043	Stratus		95-on
398	Other automobile		
399	Unknown automobile		
401	Raider	Sport	86-on
421	Ramcharger		all
441	Vista	4x4	84-91
442	Caravan	Mini-Ram, SE	84-on
461	B-series vans	Sportsman, Royal, Maxiwagon, Ram B150-B350, Tradesman	all
470	Van derivative	Kary Van	all
471	D50, Colt P/U, RAM50/RAM 100		all
472	Dakota		87-on




481	D, W-series pickup	Ram, Custom, Royal, Miser, D100-D350, W100-W350	all -
 482	Ram	1500/2500/3500 P/U	94-on
498	Other light truck		-
499	Unknown light truck		-
850	Truck based motorhome		-
881	Medium/Heavy CBE		all
882	Medium/Heavy COE	low entry	all
883	Medium/Heavy COE	high entry	all
884	Medium/Heavy	unknown engine location	
890	Medium/Heavy COE	entry position unknown	
898	Other medium/heavy truck		
899	Unknown Medium/heavy truck	-	
950	Bus based motorhome		-
981	Medium bus	(not van based)	-
988	Other bus		-
989	Unknown bus		-
998	Other vehicle		-
999	Unknown vehicle		-

"08" IMPERIAL

CODE	MODEL	INCLUDES	YEAR
010	Imperial	Lebaron Mark Cross, Frank Sinatra editions	-76 81-83
398	Other automobile		-
399	Unknown automobile		-
998	Other vehicle		-
999	Unknown vehicle		-

"09" PLYMOUTH

CODE	MODEL	INCLUDES	YEAR
001	Valiant/Duster (-76)/ Scamp	100, 200, Brougham, Signet, Custom, Special 340/360, 340, 360, Twister	-76
002	Satellite/Belvedere	Belvedere I/II, GTX, Roadrunner (-74), Sebring, Sebring Plus, Superbird, Brougham	-74
003	Fury	I, II, III, Roadrunner (75), Salon, VIP, Sport, Suburban	-74 75-78
004	Gran Fury	Sedan, Brougham, Custom Sport, Suburban	75-89
005	Barracuda	Formula, S, 340, AAR, Cuda, Gran Coupe	65-74
006	Volaré	Custom, Premier, Roadrunner (76-on), Police	76-80
007	Caravelle	Turbo, SE	85-89
008	Horizon	TC-3, Miser, Turismo 2.2, Custom, SE, Duster (85-on), America, Expo	78-90
011	Reliant (K)	SE, LE	81-89
013	Scamp (car based pickup)	GT, 2.2	82-84
017	Sundance	Turbo	87-on
019	Acclaim	LX, LE	89-on

	020	Neon	<i>Expresso</i>	94-on
	031	Cricket		71-72
	032	Arrow	Fire Arrow, GS, GT	76-80
	033	Sapporo	all imported	78-83
	034	Champ/Colt (excludes Vista)	Turbo, Custom-Station Wagon (84-on)	79-94
	035	Conquest	TSi	84-89
	037	Laser	RS, Turbo	89-on
	038	<i>Breeze</i>		96-on
	039	<i>Prowler</i>		96-on
	398	Other automobile		
	399	Unknown automobile		
	421	Trailduster		all
	441	Vista	4x4	87-on
	442	Voyager (minivan)	SE, LX	84-on
	461	Van-fullsize (B-series)	Voyager, Sport, Premier	all
	471	Arrow pickup (foreign)		all
	498	Other light truck		-
	499	Unknown light truck		-
	998	Other vehicle		-
	999	Unknown vehicle		-

"10" EAGLE

CODE	MODEL	INCLUDES	YEAR
034	Summit	DL, LX, ES	89-on
037	Talon	TSI	90-on
040	Premier	LX, ES	88-92
041	Vision		93-on
044	Medallion	DL, LX	88-90
398	Other automobile		-
399	Unknown automobile		-
441	Summit Wagon		92-on
498	Other light truck		-
499	Unknown light truck		-
998	Other vehicle		-
999	Unknown vehicle		-

"12" FORD


CODE	MODEL	INCLUDES	YEAR
001	Falcon	Sprint, GT, Futura	-70
002	Fairlane	Torino thru 1970	-70
003	Mustang/Mustang II	Mach, Boss, Grande, Cobra, Ghia, SVO, GT, LX, Shelby	65-on
004	Thunderbird (all sizes)	Landau, Heritage, Turbo coupe, Elan, Fila, Sport, LX, SC	55-on
005	LTD II	S, Squire, Brougham	77-79
006	LTD/Custom/Galaxie (all sizes)	XL, Landau, Ranch Wagon, Country Squire, S, 500, Brougham, XL GT	65-on

007	Ranchero	Falcon/Fairlane based	-71
		Torino/LTD II based	72-79
008	Maverick	Grabber	70-78
009	Pinto	Pony, MPG, ESS	71-80
010	Torino/Gran Torino/Elite	GT, Cobra, Sport, Squire, Brougham	71-76
011	Granada	ESS, Ghia	75-82
012	Fairmont	Futura, Sport Coupe	78-83
013	Escort/EXP	L, GL, GLX, SS, GT, LX	81-on
015	Tempo	L, GL, GLX, Sport, 4x4	84-94
016	Crown Victoria		81-on
017	Taurus	MT-5, L, GL, LX, SHO	86-on
018	Probe	GL, LX, GT	88-on
031	English Ford	Cortina	60-on
032	Fiesta	Sport, Ghia	78-80
033	Festiva		88-93
034	Laser		93-on
035	Contour		94-on
036	Aspire		94-on
398	Other automobile		all
399	Unknown automobile		-
401	Bronco II/Bronco (-77) Explorer	Eddie Bauer, XL, XLT Explorer (90-on)	83-on
421	Bronco-fulsize	Eddie Bauer, Custom, XL, XLT	78-on
441	Aerostar	XLT, Cargo Van	86-on
442	Windstar		94-on
461	E-series vans	Econoline, Clubwagon, Chateau, E150-E350	all
470	Van derivative	i.e: parcel van	all
471	Ranger	Supercab, 4x4, STX, Splash	82-on
472	Courier	Imported pickup	all
481	F-series pickup	F-100 - F-350	all
498	Other light truck		-
499	Unknown light truck		-
850	Truck based motorhome		-
881	Medium/Heavy CBE	F-5 thru F-8 L-series, FT-series	all
882	Medium/Heavy COE	C/CT series, low entry	all
883	Medium/Heavy COE	C/CLT series, high entry	all
884	Medium/Heavy	unknown engine location	-
890	Medium/Heavy COE	entry position unknown	-
898	Other medium/heavy	truck	-
899	Unknown medium/heavy	truck	-
950	Bus based motorhome		-
981	Medium bus	B-series (not van based)	all
988	Other bus		all
989	Unknown bus		-
998	Other vehicle		-
999	Unknown vehicle		-

"13" LINCOLN

CODE	MODEL	INCLUDES	YEAR
001	Continental/Town Car	Continental (-81), Town Car (82 on)	all 82-on
002	Mark	I, II, III, IV, V, VI, VII, LSC, VIII All Signature/ Designer Series	all
005	Continental (82-on)	All Signature/Designer Series	
011	Versailles		77-80
398	Other automobile		-
399	Unknown automobile		-
998	Other vehicle		-

"14" MERCURY (MERKUR: See "56")

CODE	MODEL	INCLUDES	YEAR
002	Cyclone	GT, CJ, Spoiler	-71
003	Capri-domestic	RS, Turbo, GS, Black Magic	79-86
004	Cougar/XR7	XR-7, RS, LS, GS, Eliminator, Brougham, Villager, (includes all body styles)	67-on
006	Marquis/Monterey	Marauder, X-100, Parklane, S-55, Custom, Brougham, Montclair, Grand Marquis	55-on
008	Comet	Caliente, GT, Voyager, 202, Capri (66-67)	62-77
009	Bobcat	Runabout, Villager	75-80
010	Montego	Comet (68-70), GT, MX, Villager, Brougham	67-76
011	Monarch	Ghia	75-80
012	Zephyr	GS, Z-7	78-83
013	Lynx/LN-7 (82-83)	L, LS, GS, RS, XR-3	81-87
015	Topaz	L, LS, GS, 4x4	84-on
017	Sable	LS, GS	86-on
031	Capri-foreign	Capri II 2+2	70-77 89-94
033	Pantera	de Tamaso	72-74
036	Tracer	L, GL	88-on
037	Mystique		94-on
398	Other automobile		-
399	Unknown automobile		-
 401	Mountaineer		96-on
443	Villager	LS, GS	93-on
998	Other vehicle		-
999	Unknown vehicle		-

"18" BUICK

CODE	MODEL	INCLUDES	YEAR
001	Special/Skylark	GS, GS-350, GS-400, GS-455, GS, California, Sport wagon, Custom	-72
002	LeSabre/Centurion/ Wildcat	Estate Wagon, Luxus, Invicta, Custom, Limited T-Type	55-on
003	Electra, Electra 225, Park Avenue (91-on)	Limited, Park Avenue, Ultra	60-on
004	Roadmaster	Estate Wagon, Limited	91-on

005	Riviera	S-Type,T-Type	63-on
007	Century	Luxus, T-Type Luxus, T-Type, FWD (82-on), Custom, Regal (72-77)	72-on
008	Apollo/Skylark	Skylark (75), S/R	73-76
010	Regal	Turbo, Luxus, Grand National, GNX, T-Type	78-88
012	Skyhawk	S-Type, Roadhawk, T-Type, GT	75-89
015	Skylark (76-85)	(except 75), S/R, S, Limited, Sport, T-Type	-85
018	Somerset/Skylark	Skylark (86-on), Somerset GS, Regal, Custom, Limited, T-Type	85-on
020	Regal (FWD)	Limited	88-on
021	Reatta		88-91
031	Opel Kadett		-75
032	Opel Manta	1900, Luxus, Rallye, Sports Coupe	-75
033	Opel GT		-75
034	Opel Isuzu	Deluxe, Sport	76-79
398	Other automobile		-
399	Unknown automobile		-
998	Other vehicle		-
999	Unknown vehicle		-

"19" CADILLAC

CODE	MODEL	INCLUDES	YEAR
003	Deville/Fleetwood (except Limousine)	Coupe de Ville, Sedan de Ville, Fleetwood, Brougham, Fleetwood, 60 Special, etc. d'Elegance, Concourse	all
004	Limousine	Fleetwood 75, Formal de Ville based	all
005	Eldorado	Biarritz, El-doro, Touring Coupe	67-on
006	Commercial Series	Ambulance/Hearse	all
009	Allanté		87-on
014	Seville	Elegante, STS	76-on
016	Cimarron	D'oro	82-88
398	Other automobile		-
399	Unknown automobile		-
998	Other vehicle		-
999	Unknown vehicle		-

"20" CHEVROLET

CODE	MODEL	INCLUDES	YEAR
001	Chevelle/Malibu	Classic, Concours, S-3, Laguna, Nomad, 330, Greenbriar, Estate, Deluxe, SS 396/454	64-83
002	Impala/Caprice	Biscayne, Belair, Super Sport, Classic, Classic Brougham, Townsman, Brookwood, Kingswood	55-on
004	Corvette	Stingray	53-on
006	Corvair	Corvair Monza, 500, Corvair Spyder, Corsa	60-69
007	El Camino	Royal Knight, SS	59-on
008	Nova (-79)	Chevy II, LN, LE, Concours SS-350/396, Rally	62-79
009	Camaro	SS, RS, LT, Berlinafta, IROC-Z, Z28	67-on

010	Monte Carlo (RWD)	LS, SS, Aerocoupe, Landau	70-88
011	Vega	GT, Cosworth	71-77
012	Monza	Spyder, 2+2, Towne Coupe	75-80
013	Chevette	S, Scooter, CS	76-87
015	Citation	X-11, Citation II	80-85
016	Cavalier	CS, RS, Z24	82-on
017	Celebrity	CS, Eurosport, VR	82-on
019	Beretta/Corsica	GT	87-on
020	Lumina	(GM-10 based), Z-34, Euro	90-on
031	Spectrum		85-on
032	Nova/GEO Prizm	CL, NUMMI-built vehicles	85-on
033	Sprint/GEO Sprint		85-on
034	GEO Metro	LSi, XFi	89-on
035	GEO Storm	GSi	85-on
036	Monte Carlo (FWD only)	Z34	95-on
398	Other automobile		
399	Unknown automobile		
401	S-10 Blazer, Blazer	S-10 p/u based	83-on
402	GEO Tracker	LSi	89-on
421	Fullsize Blazer, Tahoe	K-series, fullsized p/u based	69-on
431	Suburban	All models	all
441	Astro Van	Minivan	85-on
442	Lumina APV		90-on
461	G-series van	Beauville, Chevy Van, Sport Van, G10-G30, Express	all
466	P-series van		all
470	Van derivative	Hi-cube, Parcel Van	all
471	S-10/T-10	4x4	82-on
472	LUV	Imported pickup	all
481	C, K, R, V-series pickup	C10-C30, K10-K30, R10-R30, V10-V30, Silverado, C-K1500, 2500, 3500	all
498	Other light truck		
499	Unknown light truck		
850	Truck based motorhome		
881	Medium/Heavy CBE	C50/60/65, M60/65, H70/80/90, J70/80/90, Bison 90, all other CBE	all
882	Medium/Heavy COE low entry	T60/65, all other COE low entry	all
883	Medium/Heavy COE high entry	Titan 90, all other COE high entry	all
884	Medium/Heavy	Unknown engine location	-
890	Medium/Heavy COE	entry position unknown	-
898	Other medium/heavy truck		-
899	Unknown medium/heavy truck		-
950	Bus based motorhome		-
981	Bus	S-60 series	all
988	Other bus		-
989	Unknown bus		-
998	Other vehicle		-
999	Unknown vehicle		-

"21" OLDSMOBILE

CODE	MODEL	INCLUDES	YEAR
001	Cutlass (RWD-only)	Supreme, S, LS, Salon Brougham, Vista Cruiser, F85 (thru 72), Rallye 350, Hurst Olds, 442, Calais, Classic (88)	62-88
002	Delta 88	Royale, Custom, Delta, Jetstar 88, Delmont 88, Starfire (thru 66), Custom Cruiser	all
003	Ninety-Eight	Regency, Luxury	all
005	Toronado	XSR, Trofeo, Brougham Custom	66-92
006	Commercial Series	Ambulance/Hearse	all
012	Starfire	SX,GT	75-80
015	Omega	All front wheel drive	75-85
016	Firenza	S, LS, SX, Cruiser, GT	82-88
017	Ciera	Cutlass Ciera, Brougham, ES	82-on
018	Calais	GT, ES, 500	85-91
020	Cutlass (FWD)	Supreme	88-on
021	Achieva	SC	92-on
022	Aurora		94-on
398	Other automobile		
399	Unknown automobile		
401	Bravada		91-on
441	Silhouette		90-on
498	Other light truck		
499	Unknown light truck		
998	Other vehicle		
999	Unknown vehicle		

"22" PONTIAC

CODE	MODEL	INCLUDES	YEAR
001	Lemans/Tempest (-79)	Safari, T-37, Luxury, Grand Sport, GTO (-73), GT-37, Sprint, Judge, Grand AM (73-75), Grand Lemans	62-79
002	Bonneville/Catalina/ Parisienne	Brougham, Grand Safari, Safari, Grandville, 2+2 Executive, Starchief SE, SSE, SSEi, Parisienne	all
005	Fiero	2M4, 2M6, GT, SE	84-88
008	Ventura	II, SJ, Sprint, GTO (74-on), Custom	71-77
009	Firebird/Trans AM	Esprit, Formula, GTA, Redbird, Yellowbird, Skybird, SE	67-on
010	Grand Prix (RWD)	J, LJ, SJ, Brougham, 2+2	63-87
011	Astre	Safari, SJ, Custom	75-77
012	Sunbird (thru 80)	Safari, Sport, Formula	76-80
013	T-1000/1000		81-87
015	Phoenix	LJ, SJ	77-84
016	J2000/2000/Sunbird Sunfire	Sunbird (84-on), LE, SE, GT, Convertible, GT/SE	82-on
017	6000	STE, SE, LE	82-on
018	Grand AM	SE,LE	all
020	Grand Prix (FWD)	SE	88-on

031	Lemans (88-on)	SE, Tempest (Canadian)	88-on
398	Other automobile		-
399	Unknown automobile		-
441	Trans Sport		90-on
498	Other light truck		-
499	Unknown light truck		-
998	Other vehicle		-
999	Unknown vehicle		-

"23" GMC

CODE	MODEL	INCLUDES	YEAR
007	Caballero/Sprint	Sierra Madre del Sur, SP	65-on
398	Other automobile		-
399	Unknown automobile		-
401	Jimmy/Typhoon	S15 based	83-on
421	Fullsize Jimmy/Yukon	fullsize pickup based	all
431	Suburban	all models	all
441	Safari (minivan)		86-on
461	G-series van	Rally Van, Vandura, G15-G35, Savana	all
466	P-series van		all
470	Van derivative	Hicube, parcel van, Value Van, Magna Van	all
471	S15/T15/Sonoma		82-on
481	C, K, R, V-series pickup	C15-35, K15-35, R15-35, V15-35, Sierra	all
498	Other light truck		-
499	Unknown light truck		-
850	Truck based motorhome		-
881	Medium/Heavy CBE	W5000/6000/7000 series, Brigadier/General models	all
882	Medium/Heavy COE low entry	W6000/W7000, all other COE, low entry	all
883	Medium/Heavy COE high entry	Astro 95, all other COE, high entry	all
884	Medium/Heavy	Unknown engine location	-
890	Medium/Heavy COE	entry position unknown	-
898	Other medium/heavy truck		-
899	Unknown medium/heavy truck		-
950	Bus based motorhome		-
981	Bus	B6000	all
988	Other Bus		-
989	Unknown bus		-
998	Other vehicle		-
999	Unknown vehicle		-

"24" SATURN

CODE	MODEL	INCLUDES	YEAR
001	SL	SL1, SL2, SL3	91-on
002	SC	SC1,SC2	91-on
003	SW	SW1, SW2	93-on
398	Other automobile		-
399	Unknown automobile		-
998	Other vehicle		-
999	Unknown vehicle		-

"25" GRUMMAN

CODE	MODEL	INCLUDES	YEAR
441	LLV	Postal vehicle	all
442	Step-in van	Multi-stop, step van	all
498	Other light truck		-
499	Unknown light truck		-
850	Truck based motorhome		-
881	Medium/Heavy CBE		all
882	Medium/Heavy COE low entry		all
883	Medium/Heavy COE high entry		all
884	Medium/Heavy Unknown engine location		-
890	Medium/Heavy COE entry position unknown		-
898	Other medium/heavy truck		-
899	Unknown medium/heavy truck		-
983	Bus-flat front, rear engine	Transit	all
988	Other bus		-
989	Unknown bus		-
998	Other vehicle		-
999	Unknown vehicle		-

"29" OTHER DOMESTIC MANUFACTURER

CODE	MODEL	INCLUDES	YEAR
001	Studebaker/Avanti	Lark, Gran Turismo, Hawk, Cruiser, all associated subseries	-66
002	Checker	Marathon, Superba, Taxi, Aerobus	-82
398	Other make	Desoto, Excaliber, Stutz, Hudson, Packard, Consulier	all
399	Unknown make		-

"30" VOLKSWAGEN

CODE	MODEL	INCLUDES	YEAR
031	Karmann Ghia		-74
032	Beetle 1300/1500	flat windshield	-77
033	Super Beetle	distinguished by curved windshield	71-80
034	411/412	Squareback/Fastback	71-74
035	Squareback/Fastback	Type 3, 1600	-74
036	Rabbit	L, GTI, Sport, LS, Custom, DL,	75-84



		Deluxe	
037	Dasher		74-81
038	Scirocco	16V	75-88
040	Jetta	GL, GLI	80-92
041	Quantum	Synco	82-88
042	Golf	Synco, GTI, Cabriolet, GT, GL	85-92
043	Rabbit pickup	car based pickup	80-83
044	Fox		87-on
045	Corrado		89-on
046	Passat		90-on
047	Jetta III		93-on
048	Golf III		93-on
398	Other automobile		
399	Unknown automobile		-
401	The Thing (181)		73-75
441	Vanagon/Camper	Bus, Kombi, Van	all
442	Eurovan		92-on
498	Other light truck		-
499	Unknown light truck		-
998	Other Vehicle		-
999	Unknown vehicle		-

"31" ALFA ROMEO

CODE	MODEL	INCLUDES	YEAR
031	Spider	All roadsters, Veloce, 1750/2000 roadsters	all
032	Sports Sedan	All 4 door sedans Milano (86), Giulia, Super, Berlina, Alfetta, 1750/2000 sedans	all
033	Sprint Veloce	All 2-door coupes Alfetta GT, 1750/2000 GTV, Sprint GT	all
034	GTV-6		81-on
035	164		89-on
398	Other automobile		-
399	Unknown automobile		-
998	Other vehicle		-
999	Unknown vehicle		-

"32" AUDI



CODE	MODEL	INCLUDES	YEAR
031	Super 90		70-72
032	100/A6	S, LS, GL, Quattro (89 on)	70-77 89 on
033	Fox		74-79
034	4000	Quattro, Coupe GT, CS, S	80-88
035	5000	Quattro, CS, S, Turbo	78-88
036	80/90	Quattro	88-95
037	200	Quattro	88-92
038	V-8 Quattro		90-94

039	Coupe Quattro	90-93
040	S4/S6	93-on
041	Cabriolet	94-on
042	A4	96-on
 043	A3	96-on
 044	A8	96-on
398	Other automobile	-
399	Unknown automobile	-
998	Other vehicle	-
999	Unknown vehicle	-

"33" AUSTIN/AUSTIN HEALEY

CODE	MODEL	INCLUDES	YEAR
031	Marina	GT	all
032	America		all
033	Healey Sprite		all
034	Healy 3000	Healy 100	all
035	Mini		all
398	Other automobile		-
399	Unknown automobile		-
998	Other vehicle		-
999	Unknown vehicle		-

"34" BMW

CODE	MODEL	INCLUDES	YEAR
031	1600, 2000	Tii, 1800, 2000S	-76
032	Coupe	2800CS, 3.0CS	69-76
033	Bavaria Sedan	2500, 2800	69-74
 034	3-series	318i, 318ti, 320i, 325e, 325es, 325i, 328, M3	77-on
035	5-series	524i, 528i, 530i, 533i, 535i, TD	75-on
		525i (wagon), M5, 540iA, 540i	77-on
036	6-series	630, 633, 635, csi, M6	
037	7-series	733i, 735i, L7, 740i, 750iL	78-on
038	8-series	850	90-on
 039	Z3		96-on
398	Other automobile		-
399	Unknown automobile		-

Motorcycles

CODE	MODEL	
701	0-50cc	
702	51-124cc	
703	125-349cc	
704	350-449cc	
705	450-749cc	
706	750cc-over	
709	Unknown cc	
799	Unknown motored cycle	-
998	Other Vehicle	-
999	Unknown vehicle	-

"35" NISSAN/DATSUN

CODE	MODEL	INCLUDES	YEAR
031	F10		77-78
032	200/240 SX		78-on
033	1200/210/B210	Honeybee	71-82
034	Z-car, ZX	240/260/280Z, 300 ZX, Turbo, 2+2	70-on
035	310		79-82
036	510	PL	68-73 78-81
037	610	PL	73-76
038	710	PL	74-77
039	810/Maxima	77-on	
040	Roadster	SPL 311, SRL 311, 1600, 2000, convertible	-70
041	PL 411, RL 411		-67
042	Stanza	XE	82-92
043	Sentra		83-on
044	Pulsar	NX, EXA (86-on)	83-90
045	Micra		87-on
046	NX1600/2000		92-on
047	Altima		93-on
398	Other automobile		
399	Unknown automobile		
401	Pathfinder	MPV, 4 x 4	86-on
441	Van	XE, GXE	87-on
442	Axxess		89-90
443	Quest		93-on
471	Datsun/Nissan Pickup	PL620, King Cab, Hardbody	73-on
498	Other light truck	Patrol	(1960)
499	Unknown light truck		
883	Medium/Heavy COE	high entry	all
898	Other medium/heavy truck		all
899	Unknown medium/heavy truck		-
998	Other vehicle		-
999	Unknown vehicle		-

"36" FIAT

CODE	MODEL	INCLUDES	YEAR
031	124 (Coupe/Sedan)	Sport	67-75
032	124 Spider/Racer	Spider 2000/1500	68-83
033	Brava - 131		75-82
034	850 (Coupe/Spyder)		67-73
035	128		72-79
036	X-1/9		75-83
037	Strada		79-83
398	Other automobile	600, 1100	all
399	Unknown automobile		
882	Medium/Heavy COE	low entry	all
883	Medium/Heavy COE	high entry	all
890	Medium/Heavy COE	entry position unknown	-
898	Other medium/heavy truck		all
899	Unknown medium/heavy truck		-
998	Other vehicle		-
999	Unknown vehicle		-

"37" HONDA (ACURA: See "54")

CODE	MODEL	INCLUDES	YEAR
031	Civic/CRX	1300, 1500, CVCC, DX, EX, VX, S, Si, HF, 4WD Wagon, del Sol	73-on
032	Accord	LX, CVCC, SE-i, LX-i, EX Wagon	76-on
033	Prelude	Si	80-on
034	600	Coupe, Sedan	all
398	Other automobile	all Hondas not listed above	all
399	Unknown automobile		-
401	Passport		94-on
441	Odyssey		95-on
498	Other Light Truck		94-on
499	Unknown Light Truck		94-on


Motorcycles

CODE	MODEL
701	0-50cc
702	51-124cc
703	125-349cc
704	350-449cc
705	450-749cc
706	750cc-over
709	Unknown cc

All Terrain Cycles/Vehicles

CODE	MODEL	
731	0-50cc	includes all ATCs/ATVs
702	51-124	designed solely for off-road use.
703	125-349cc	
704	350-449cc	
705	450-749cc	
706	750cc-over	
709	Unknown cc	
799	Unknown motored cycle	
998	Other vehicle	
999	Unknown vehicle	

"38" ISUZU

CODE	MODEL	INCLUDES	YEAR
031	I-Mark	S, RS, Turbo	85-89
032	Impulse	Turbo, RS	84-on
033	Stylus		90-an
398	Other automobile		-
399	Unknown automobile		-
401	Trooper/Trooper II	Deluxe, LS	84-on
402	Rodeo		91-on
403	Amigo		89-94
 441	Oasis		96-on
471	P'up (pickup)	4 x 4	all
498	Other light truck		-
499	Unknown light truck		all
881	Medium/Heavy CBE		all
882	Medium/Heavy COE	low entry	all
883	Medium/Heavy COE	high entry	all
884	Medium/Heavy	unknown engine location	-
890	Medium/Heavy COE	entry position unknown	-
898	Other medium/heavy truck		-
899	Unknown medium/heavy truck		-
950	Bus based motorhome		-
981	Bus Conventional front engine		-
982	Bus Front engine/flat front		-
983	Bus Rear engine/flat front		-
988	Other bus		-
989	Unknown bus		-
998	Other vehicle		-
999	Unknown vehicle		-

"39" JAGUAR

CODE	MODEL	INCLUDES	YEAR
031	XJ-S Coupe		76-on
032	XJ6/12 Sedan/Coupe	L, XJ, C, 340/420 Sedan	all
033	XKE	V12, Roadster, 120, 2 + 2	all
398	Other automobile		-
399	Unknown automobile		-
998	Other vehicle		-
999	Unknown vehicle		-

"40" LANCIA

CODE	MODEL	INCLUDES	YEAR
031	Beta Sedan - HPG		80
032	Beta Coupe - Zagato		82
033	Scorpion		78
398	Other automobile		-
399	Unknown automobile		-
998	Other vehicle		-
999	Unknown vehicle		-

"41" MAZDA

CODE	MODEL	INCLUDES	YEAR
031	RX2		72-74
032	RX3		72-78
033	RX4		74-78
034	RX7	S, GS, GSL, SE	79-on
035	323/GLC/Protege	DX, Protege (90-on)	77-on
036	Cosmo		76-78
037	626	GT, GS, GSL, SE	79-on
038	808		72-77
039	Mizer		76
040	R-100		-72
041	616/618		-72
042	1800		-72
043	929		88-on
044	MX-6	Turbo	88-on
045	Miata		90-on
046	MX-3		92-on
047	Millenia		95-on
398	Other automobile		-
399	Unknown automobile		-
401	Navajo		91-on
441	MPV		89-on
471	Mazda pickup	B-2000, B-2200, B-2600, B-4000, Cab Plus, SE-5, LX	all
498	Other light truck		-
499	Unknown light truck		-
998	Other vehicle		-
999	Unknown vehicle		-

"42" MERCEDES BENZ

CODE	MODEL	INCLUDES	YEAR
031	200/220/230/240/250/ 260/280/300/320/420	Sedan and 5 passenger "C" only, SE, CD, D, SD, TD, CE, E. DOES NOT include 280 SE (75 on), 300 SD - see code 037	all
032	230/280 SL	2 seater only	all
033	300/350/380/450/500 SL, 560 SL	2 seater only, 300/500 SL (90-on)	all
034	350/380/420/450/560	SLC	all
035	280/300 SEL	TD, TD-T, CDT	all
036	380/420/450/500/560 SEL and 500/560 SEC/ 350 SDL/300 SDL		all
037	300 SE/380/450 SE	280 S, 280 SE (75 on), 300 SD Sedan, 350 SD	all
038	600, 6.9 Sedan	Pullman	all
039	190	D, TD, 2.3, 2.5	all
040	300	CE Cabriolet	93-on
041	400/500E		92-on
042	220/280C		94-on
398	Other automobile		-
399	Unknown automobile		-
470	Van derivative	Kurbstar	82-on
498	Other light truck		-
499	Unknown light truck		-
881	Medium/Heavy CBE		all
882	Medium/Heavy COE	low entry	all
883	Medium/Heavy COE	high entry	all
884	Medium/Heavy	Unknown engine location	-
890	Medium/Heavy COE	entry position unknown	-
898	Other medium/heavy truck		-
899	Unknown medium/heavy truck		-
950	Bus based motorhome		-
981	Medium bus		all
988	Other bus		-
989	Unknown bus		-
998	Other vehicle		-
999	Unknown vehicle		-

"43" MG

CODE	MODEL	INCLUDES	YEAR
031	Midget	MKIII, 1500	-79
032	MGB		76-79
033	MGB	GT	67-75
034	MGA		all
035	TA/TC/TD/TF		all
036	MGC	GT	-69
398	Other automobile	Sport Sedan	-
399	Unknown automobile		-

998	Other vehicle	-
999	Unknown vehicle	-



"44" PEUGEOT

CODE	MODEL	INCLUDES	YEAR
031	304		71-73
032	403		-67
033	404		-70
034	504/505	STI, STX, Turbo, S, GL, GLS, Liberte, Station Wagon	70-91
035	604	SL, D	77-84
036	405	Mi-16	89-91
398	Other automobile		-
399	Unknown automobile		-

Motorcycles

CODE	MODEL
701	0-50cc
702	51-124cc
709	Unknown cc
799	Unknown motored cycle
998	Other vehicle
999	Unknown vehicle

"45" PORSCHE

CODE	MODEL	INCLUDES	YEAR
 031	911	L, S, E, T, SC, Carrera, Slophenose, Speedster, <i>Panorama</i>	all
032	912	E, T	-69
033	914	S, 1.8, 2.0, 914/6	70-76
034	924	Turbo, S	77-88
035	928	S	78-on
036	930	Turbo	79
037	944	Turbo, S	83-91
038	959		89-94
 039	968		92-95
040	986		96-on
398	Other automobile	Spyder, Speedster, 356	-
399	Unknown automobile		-
998	Other vehicle		-
999	Unknown vehicle		-

"46" RENAULT

CODE	MODEL	INCLUDES	YEAR
031	LeCar	R5	76-83
032	Dauphine/10/R-8/ Caravelle	all models	-71
033	12	R12L, R12TL	72-77
034	15	R15, R15TL	73-76
035	16	R16	69-72
036	17	R17, Gordini Coupe, R17TL	73-80
037	RI 8i	Sportwagon	81-on
038	Fuego	TL, TS, GTL, GTS, Turbo	82-85
039	Alliance/Encore, GTA, Convertible	L, DL, Limited, X-37	83-on
041	Alpine	GT	87-on
044	Medallion	DL, LX	87 only
045	Premier		87 only
398	Other automobile		-
399	Unknown automobile		-
998	Other vehicle		-
999	Unknown vehicle		-

"47" SAAB

CODE	MODEL	INCLUDES	YEAR
031	99/99E/900	S, Turbo, Cabriolet	all
032	Sonnet	II, III, V-4	68-74
033	95/96/97		-73
034	9000	S, Turbo, CS (93-on)	85-on
398	Other automobile	Monte Carlo 850	all
399	Unknown automobile		-
998	Other vehicle		-
999	Unknown vehicle		-

"48" SUBARU

CODE	MODEL	INCLUDES	YEAR
031	DL/FE/G/GF/GL/GLF/ STD/Loyale	4 wheel drive, Turbo	72-94
032	Star		70-71
033	360		69-70
034	Legacy	Brighton, Outback, Outback II	89-on
035	XT, XT6	4WD Turbo, convertible, DL	86-on
036	Justy	DL, GL	87-94
037	SVX		92-on
038	Impreza		93-on
043	Brat	DL, GL	78-on
398	Other automobile		-
399	Unknown automobile		-
998	Other vehicle		-
999	Unknown vehicle		-

"49" TOYOTA

CODE	MODEL	INCLUDES	YEAR
031	Corona	Mark 11, Custom, 1900, 2000, Deluxe	-82
032	Corolla	1100, 1200, 1600, SR-5, LE, Deluxe, Custom, FX16	69-85 86-on
033	Celica	1900, 2000, GT, ST, GTS	71-on
034	Supra	Celica Supra, Soarer	79-92
035	Cressida		78-92
036	Crown	2300, 2600	-71
037	Carina	2000	72-73
038	Tercel	Corolla Tercel, 4WD Wagon	80-on
039	Starlet		81-84
040	Camry	LE, Deluxe, XLE, Coupe	83-on
041	MR-2		85-95
042	Paseo		92-on
043	Avalon		95-on
398	Other automobile	2000 GT Coupe (1960s)	all
399	Unknown automobile		-
401	4-Runner		85-on
402	RAV-4		96-on
421	Landcruiser		76-on
441	Minivan(84-90)/ Previa (91-on)	LE, Cargo	84-on
471	Pickup	SR-5, Extra Cab, Sport, LN44, Chinook, Wonder Wagon	74-on
472	Takoma		95-on
481	T-100		93-on
498	Other light truck		-
499	Unknown light truck		-
998	Other vehicle		-
999	Unknown vehicle		-

"50" TRIUMPH

CODE	MODEL	INCLUDES	YEAR
031	Spitfire	I, II, III, IV, 1500	-81
032	GT-6	MK3	67-73
033	TR4	TR2, TR3, TR4A	-68
034	TR6		69-76
035	TR7/8		75-81
036	Herald	Vitesse	60-74
037	Stag		60-74
398	Other automobile	2000, 1200 series	-
399	Unknown automobile		-


Motorcycles

CODE	MODEL
701	0-50cc
702	51-124cc
703	125-349cc
704	350-449cc
705	450-749cc
706	750cc-over
709	Unknown cc
799	Unknown motored cycle
998	Other vehicle
999	Unknown vehicle

"51" VOLVO (includes Volvo/White and Volvo/GM Heavy Trucks)

CODE	MODEL	INCLUDES	YEAR
031	122	S	58-68
032	142/144/145	S, E, GL, GLS, Deluxe	67-74
033	164	S, E	69-75
034	240/242/244/245	DL, GL, GLE, GLT, Deluxe	75-on
035	262/264/265	GL	76-82
036	1800	E, S, ES	60-73
037	P-544		47-65
038	760	Turbo	83-90
	780		87-92
039	740	GLE, GE, Turbo, GL	85-92
040	940	BLE, Turbo, SE	91-on
041	960		92-on
042	850	GLT, Wagon	93-on
398	Other automobile		-
399	Unknown automobile		-
881	Medium/Heavy CBE		all
882	Medium/Heavy COE	low entry	all
883	Medium/Heavy COE	high entry	all
884	Medium/Heavy	unknown engine location	-
890	Medium/Heavy COE	entry position unknown	-
989	Other medium/heavy truck		all
899	Unknown medium/heavy truck		-
950	Bus based motorhome		-
981	Medium bus		all
988	Other bus		all
989	Unknown bus		-
998	Other vehicle		-
999	Unknown vehicle		-

"52" MITSUBISHI

CODE	MODEL	INCLUDES	YEAR
031	Starion	2+2, LE, Turbo	83-90
032	Tredia	L, LS, Turbo	83-88
033	Cordia	L, Turbo	83-88
034	Galant	ECS, Sigma (thru-88)	85-on
035	Mirage	L, Turbo	85-on
036	Precis		90-on
037	Eclipse		90-on
038	Sigma		89-90
039	3000 GT		91-on
040	Diamante		92-on
398	Other automobile		-
399	Unknown automobile		-
401	Montero	Sport	85-on
441	Minivan	LS	87-on
 442	Expo	LRV, Sport	92-95
471	Pickup	Mighty Max, SPX, 4x4	all
498	Other light truck		-
499	Unknown light truck		-
882	Medium/Heavy COE	low entry, FUSO FE	all
898	Other medium/heavy truck		-
899	Unknown medium/heavy truck		-
950	Bus based motorhome		-
981	Bus Conventional front engine		all
982	Bus Front engine/flat front		all
983	Bus Rear engine/flat front		all
988	Other bus		-
989	Unknown bus		-
998	Other vehicle		-
999	Unknown vehicle		-

"53" SUZUKI

CODE	MODEL	INCLUDES	YEAR
031	SA310	GLX	86-on
034	Swift	GTi,GTX	89-on
398	Other automobile		-
399	Unknown automobile		-
401	Samurai	Standard, Deluxe	85-95
402	Sidekick		89-on
403	X-90		96-on
498	Other light truck		-
499	Unknown light truck		-






Motorcycles

CODE	MODEL
701	0-50cc
702	51-124cc
703	125-349cc
704	350-449cc
705	450-749cc
706	750cc-over
709	Unknown cc

ALL TERRAIN CYCLES/VEHICLES

CODE	MODEL	INCLUDES	YEAR
731	0-50cc	includes all ATCs/ATVs	
732	51-124	designed solely for off-road use.	
733	125-349cc		
734	350cc or greater		
739	Unknown cc		
799	Unknown motored cycle		
998	Other vehicle		
999	Unknown vehicle		

"54" ACURA

CODE	MODEL	INCLUDES	YEAR
031	Integra	RS, LS	86-on
 032	Legend/RL		86-on
 033	NSX	NSX-T	91-on
 034	Vigor/TL	TL2.5/TL3.2	92-96
 035	CL	Coupe	96-on
398	Other automobile		-
399	Unknown automobile		-
 401	SLX		96-on
998	Other vehicle		-
999	Unknown vehicle		-

"55" HYUNDAI

CODE	MODEL	INCLUDES	YEAR
031	Pony		84-88
032	Excel	GL, GLS	84-94
033	Sonata		89-on
034	Scoupe		91-95
035	Elantra		92-on
036	Accent		95-on
398	Other automobile		-

399	Unknown automobile	-
998	Other vehicle	-
999	Unknown vehicle	-


"56" MERKUR

CODE	MODEL	INCLUDES	YEAR
031	XR4Ti	Turbo	85-89
032	Scorpio	Tu rbo	87-90
398	Other automobile		-
399	Unknown automobile		-
998	Other vehicle		-
999	Unknown vehicle		-




"57" YUGO

CODE	MODEL	INCLUDES	YEAR
031	GV	GVX, Cabriolet	86-92
398	Other automobile		-
399	Unknown automobile		-
998	Other vehicle		-
999	Unknown vehicle		-

"58" INFINITI

CODE	MODEL	INCLUDES	YEAR
031	M30		90-92
032	Q45		90-on
 033	G20		91-96
034	J30		93-on
035	I30		96-on
398	Other automobile		-
399	Unknown automobile		-
998	Other vehicle		-
999	Unknown vehicle		-

"59" LEXUS

CODE	MODEL	INCLUDES	YEAR
031	ES-250/ES-300		90-on
032	LS-400		90-on
033	SC-300/SC-400	2 door Coupe	92-on
034	GS-300		94-on
398	Other automobile		-
399	Unknown automobile		-
 421	LX-450		96-on
 498	Other Light Truck		96-on
 499	Unknou Light Truck		96-on

998	Other vehicle	-
999	Unknown vehicle	-

"60" DAIHATSU

CODE	MODEL	INCLUDES	YEAR
031	Charade		90-92
398	Other automobile		-
399	Unknown automobile		-
401	Rocky		90-92
498	Other light truck		-
499	Unknown light truck		-
998	Other vehicle		-
999	Unknown vehicle		-


"61" STERLING

CODE	MODEL	INCLUDES	YEAR
031	827S	Li	86-91
398	Other automobile		-
399	Unknown automobile		-
998	Other vehicle		-
999	Unknown vehicle		-

"62" ROVER

CODE	MODEL	INCLUDES	YEAR
401	Discovery (LR)		94-on
402	Defender 90 (LR)		94-on
421	County LWB (RR)/County Classic (RR)		all
422	4.0 SE (RR)		95-on
498	Other Light Truck		all
499	Unknown Light Truck		all
998	Other vehicle		-
999	Unknown vehicle		-

"63" KIA

CODE	MODEL	INCLUDES	YEAR
031	Sephia		all
398	Other automobile		-
399	Unknown automobile		-
 401	Sportage		96-on
998	Other vehicle		-
999	Unknown vehicle		-

"69" OTHER FOREIGN

CODE	MODEL	INCLUDES	YEAR
031	Aston Martin	Lagonda, Vantage, Volante, Saloon	all
032	Bricklin		all
033	Citreon		all
034	Delorean		all
035	Ferrari		all
036	Hillman		all
037	Jensen	Healy	all
038	Lamborghini	Countach 5000S, Jalpa	all
039	Lotus	Europe, Esprit	all
040	Maserati	Biturbo	all
041	Morris	Minor	all
042	Rolls Royce/Bentley	Cloud/shadow series	all
044	Simca		all
045	Sunbeam		all
046	TVR		all
048	Desta		all
049	Reliant		all
052	Bertone	X/19	all
053	Lada		all
398	Other make	Morgan, Singer	all
399	Unknown make		-

Vehicle Classification: Motored Cycle/ATC/ATV

Variable V03 Vehicle Make				Code	Variable V04	Code
	MC	ATC	ATV		Vehicle Model Motored Cycles	
BMW	x			34	0-50cc	701
Honda	x	x	x	37	51-124cc	702
Peugeot	x			44	125-349cc	703
Triumph	x			50	350-449cc	704
Suzuki	x	x	x	53	450-749cc	705
BSA	x			70	750cc-or greater	706
Ducati	x			71	Unknown cc	709
Harley-Davidson	x			72	All Terrain Cycles/Vehicles	
Kawasaki	x	x	x	73	0-50cc	731
Moto-Guzzi	x		x	74	51-124cc	732
Norton	x			75	125-349cc	733
Yamaha	x	x	x	76	350cc or greater	734
Other make	x			78	Unknown cc	739
moped				79	Other motored cycle	798
Other make motorized cycle	x	x	x			

Variable V03				Variable V04		
Vehicle Make				Code	Vehicle Model	Code
MC	ATC	ATV		Motored Cycles		
Unknown make				99	Unknown	799

"84" INTERNATIONAL HARVESTER

CODE	MODEL	INCLUDES	YEAR
421	Scout	Scout II, Utility pickup, SS-2, Roadstar, 800 series, Traveler, Terra Traveltop	all
431	Travelall	1010-1210, 100-200	all
466	Multistop Van	Metro RM, 120-160, MS 1210, MS 1510	all
481	Pickup	R-100-500, 900A-1 500C/D, 1010-1510	all
498	Other light truck		
499	Unknown light truck		
850	Truck based motorhome		
881	Medium Heavy - CBE	Loadstar/Fleetstar, Paystar, CBE Transtar, 4200, S-series Mixer	all
882	Medium/Heavy COE low entry	CO, VCO, DCO, 190-1950, Cargostar, LFM, 5370	all
883	Medium/Heavy COE high entry	DCO, DCOT, UCO, VCOT, 405-series, COE Transtar, Unistar, Conco 707B, 9600	all
884	Medium/Heavy	unknown engine location	-
890	Medium/Heavy COE	entry position unknown	-
898	Other medium/heavy truck	firetruck-RI4O-R301, C08190	all
899	Unknown medium/heavy truck		-
950	Bus based Motorhome		all
981	Conventional bus	RI53-1853 - Loadstar, 1603-1853	all
982	Bus-flat front, front engine	173FC, 183FC	all
983	Bus-flat front, rear engine	183RE, 193RE-transit	all
988	Other bus		-
989	Unknown bus		-
998	Other vehicle		-
999	Unknown vehicle		-

Vehicle Classification: Medium/Heavy Trucks and Buses

Variable V03				Variable V04		
Vehicle Make	Truck	Bus	Code	Vehicle Model	Code	
AM General	x	x	03	Truck based motorhome	850	
Dodge	x	x	07	Medium/Heavy CBE	881	
Ford	x	x	12	Medium/Heavy COE-low entry	882	
Chevrolet	x	x	20	Medium/Heavy COE-high entry	883	
GMC	x	x	23	Medium/Heavy Unknown	884	

Grumman	x	x	25	engine location	
Nissan/Datsun	x		35	Medium/Heavy COE-entry	890
Fiat	x		36	position unknown	
Isuzu	x	x	38	Medium/Heavy - Other	898
Mercedes Benz	x	x	42	Unknown medium/heavy truck	899
Volvo	x	x	51		
Mitsubishi	x		52		
Brockway	x		80	Bus based motorhome	950
Diamond	x		81	Bus-conventional front engine	981
Reo/Reo				Bus - front engine/flat front	982
Freightliner/White	x		82	Bus - rear engine/flat front	983
FWD	x		83	Other Bus	988
International	x	x	84	Unknown Bus	989
Harvester/Navistar					
Kenworth	x		85	Other vehicle	998
Mack	x		86	Unknown vehicle	999
Peterbilt	x		87		
Iveco/Magirus	x		88		

Vehicle Classification: Medium/Heavy Trucks and Buses

Variable V03

Variable V04

Vehicle Make	Code	Vehicle Model	Code
Other: (if code "98" is used for V03, then V04 must be 801-807, 850, 898, 902, 950, 988, 989, or 998, irrespective of Body Type)	98	Autocar	801
		Auto-Union-DKW	802
		Divco	803
		Western Star	804
		Oshkosh	805
		Hino	806
		Scania	807
		Truck based motorhome	850
		Other truck: e.g., Maron, Ward LaFrance	898
		Neoplan (bus)	902
		Bus based motorhome	950
		Other bus	988
		Unknown bus	989
		Other vehicle	998

Remarks

For the purposes of the Model codes the following applies.

001	-	399	Passenger vehicles
		398	Other automobile
		399	Unknown automobile
401	-	499	Light trucks
		401-	420 Compact utilities
		421-	430 Large Utilities
		431-	440 Utility station wagons

		441-	460	Minivans
		461-	470	Large vans
		471-	480	Compact pickups
		481-	490	Large pickups
		498		Other light truck
		499		Unknown light truck
701	-	799		Motored Cycles/ATCs/ATVs
				(701-709 motorcycles/mopeds)
		701		0-50cc
		702		51-124cc
		703		125-349cc
		704		350-449cc
		705		450-749cc
		706		750cc or greater
		709		Unknown cc
				(731-739 ATCs/ATVs)
		731		0-55cc
		732		51-124cc
		733		125-349cc
		734		350cc or greater
		739		Unknown cc
		798		Other motored cycle
		799		Unknown motored cycle
801	-	899		Medium/Heavy trucks
		850		Truck based motorhome
		881		Medium/Heavy CBE
		882		Medium/Heavy COE - low entry
		883		Medium/Heavy COE - high entry
		884		Medium/Heavy - unknown engine location
		890		Medium/Heavy COE - entry position unknown
		898		Other medium/heavy truck
		899		Unknown medium/heavy truck

901 - 989 Buses
950 Bus based motorhome
981 Conventional front engine bus
982 Bus - Front engine/flat front
983 Bus - Rear engine/flat front
988 Other bus
989 Unknown bus
998 Other vehicle (i.e., farm vehicle, go-kart, etc.)
999 Unknown vehicle

V05 Body Type

Element Values

Automobiles

- 01 Convertible (excludes sun-roof, t-bar)
- 02 2-Door Sedan, Hardtop, Coupe
- 03 3-Door/2-Door Hatchback
- 04 4-Door Sedan, Hardtop
- 05 5-Door/4-Door Hatchback
- 06 Station Wagon (excluding van and truck based)
- 07 Hatchback, Number Of Doors Unknown
- 08 Other Automobile Type
- 09 Unknown Automobile Type

Automobile Derivatives

- 10 Auto Based Pickup (includes El Camino, Caballero, Ranchero, Brat, and Rabbit Pickup)
- 11 Auto Based Panel (Cargo Station Wagon, auto based Ambulance/Hearse)
- 12 Large Limousine (More than four side doors or stretched chassis)
- 13 Three Wheel Automobile or Automobile Derivative

Utility Vehicles

- 14 Compact Utility (Jeep CJ-2 - CJ-7, Scrambler, Golden Eagle, Renegade, Laredo, Wrangler, Cherokee (84 and after), Dispatcher, Raider, Bronco II, Bronco (before 77), Explorer, S-10 Blazer, Geo Tracker, Bravada, S15 Jimmy, Thing, Pathfinder, Trooper, Trooper II, Rodeo, Amigo, Navajo, 4-Runner, Montero, Passport, Samurai, Sidekick, and Rocky)
- 15 Large Utility (Jeep Cherokee (83 and before), Ramcharger, Trailduster, Bronco-full-size (78 and after), full-size Blazer, fullsize Jimmy, Hummer, Land Cruiser, Rover, Scout and Yukon)
- 16 Utility Station Wagon (Chevrolet Suburban, GMC Suburban, Travelall, Grand Wagoneer; also includes suburban limousine)
- 19 Utility Vehicle, Unknown Body Type

Van Based Light Trucks (< 4500 kg GVWR)

- 20 Minivan (Chrysler Town and Country, Caravan, Grand Caravan, Voyager, Grand Voyager, Mini-Ram, Dodge/Plymouth Vista, Aerostar, Windstar, Villager, Lumina APV, Silhouette, Trans Sport, Astro, Safari, Vanagon/Camper, Toyota Van and Minivan, Previa, Nissan Minivan, Quest, Expo Wagon, and Mitsubishi Minivan)
- 21 Large Van (B150-350, Sportsman, Royal, Maxiwagon, Ram, Tradesman, Voyager (83 and before), E150-350, Econoline, Clubwagon, Chateau, G10-G30, Chevy Van, Beauville, Sport Van, G15-G35, Rally Van, and Vandura).
- 22 Step Van or Walk-in Van (< 4,500 kg GVWR)
- 23 Van Based Motorhome
- 24 Van Based School Bus
- 25 Van Based Other Bus
- 28 Other Van Type (Hi-Cube, Kary)
- 29 Unknown Van Type

Light Conventional Trucks (pickup style cab< 4500 kg GVWR)

- 30 Compact Pickup (D50, Colt P/U, Ram 50, Ram 100, Dakota, Arrow Pickup (foreign), Ranger, Courier, S-10, T-10, LUV, S-15, T-15, Sonoma, Datsun/Nissan Pickup, P'up, Mazda Pickup, Toyota Pickup, Mitsubishi Pickup)
- 31 Large Pickup (Jeep Pickup, Comanche, Ram Pickup, D100-D350, W100-W350, F100-F350, C10-C35, K10-K35, R10-R35, V10-V35, Silverado, Sierra, R100-R500, T100)
- 32 Pickup With Slide-In Camper
- 33 Convertible Pickup
- 39 Unknown (Pickup Style) Light Conventional Truck

Other Light Trucks (< 4500 kg GVWR)

- 40 Cab Chassis Based (includes Rescue Vehicle, Light Stake, Dump, and Tow Truck)
- 41 Truck Based Panel
- 42 Light Truck Based Motorhome (Chassis Mounted)
- 45 Other Light Truck Type
- 48 Unknown Light Truck Type (Utility, Van, Pickup, or Other Light Truck)
- 49 Unknown Light Vehicle Type (Automobile, Utility, Van, or Light Truck)

Buses (excludes van based)

- 50 School Bus (designed to carry students, not cross country or transit)
- 58 Other Bus Type (transit, intercity, bus based motorhome)
- 59 Unknown Bus Type

Medium/Heavy Trucks (> 4500 kg GVWR)

- 60 Step Van
- 64 Single Unit Straight Truck
- 65 Medium/Heavy Truck Based Motorhome
- 66 Truck-Tractor (Cab Only, or with any number of trailing units)
- 78 Unknown Medium/Heavy Truck Type
- 79 Unknown Truck Type (light/medium/heavy)

Motored Cycles (does not include all-terrain vehicles/cycles)

- 80 Motorcycle
- 81 Moped (motorized bicycle)
- 82 Three Wheeled Motorcycle Or Moped
- 88 Other Motored Cycle Type (minibike, motorscooter)
- 89 Unknown Motored Cycle Type

Other Vehicles

- 90 ATV (All-Terrain Vehicle) and ATC (All-Terrain Cycle)
- 91 Snowmobile
- 92 Farm Equipment Other Than Trucks
- 93 Construction Equipment Other Than Trucks (includes graders)
- 97 Other Type Vehicle (includes go-cart, fork lift, city street sweeper)
- 99 Unknown Body Type

Remarks

Automobiles

Elements "01"- "09" are used to describe different types of passenger cars. These light vehicles, referred to as automobiles, are designed primarily to transport passengers.

Element "01" [Convertible excludes sun-roof and t-bar] takes priority over 2-door (elements "02" and "03") or 4-door (elements "04" and "05") codes.

Element "08" (Other Automobile Type) refers to any passenger car that cannot be described by elements "01" through "07" or "10" through "13".

Enter "09" (Unknown Automobile Type) when it is known that the vehicle is a passenger car, but there is insufficient data to determine the type.

Utility Vehicles

Enter "19" (Utility Vehicle, Unknown Body Type) 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 (< 4,500 kg GVWR)

Enter "22" [Step Van or Walk-In Van (< 4,500 kg GVWR)] when the van is a multi-stop delivery vehicle with a GVWR less than or equal to *4,500 kilograms*. Examples are the Grumman LLV used by the US Postal Service or the Aeromate manufactured by Utilimaster Motor Corporation.

Enter "24" (Van Based School Bus) when a passenger van is designed to carry students (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. Van based school buses converted for other uses (e.g., church bus) also take this value.

Enter "25" (Van Based Other Bus) if the vehicle is a van derivative (e.g., taxi, small local transit) designed to carry passengers for low occupancy functions or purposes. Van based school buses do not use this code.

Enter "28" (Other Van Type) if a van cannot be defined by elements "20"-**"25"**.

Enter "29" (Unknown Van Type) when it is known that this vehicle is a light van, but its specific type cannot be determined.

Light Conventional Trucks (Pickup Style Cab, <4,500 kg GVWR)

Enter "33" (Convertible Pick-Up) when a pick-up truck is equipped with removable or retractable roof. To qualify for this code, the entire roof must open. This code takes priority over compact and standard pickups (codes "30" and "31").

Enter "39" [Unknown (pickup style) Light Conventional Truck] when this vehicle qualifies for an element in the "30" to "33" range, but there is insufficient data to determine the specific element.

Other Light Trucks (< 4,500 kg GVWR)

Element "40" [Cab Chassis Based (includes rescue vehicle, light stake, dump, and tow truck)] also includes pickup based ambulances and tow trucks.

Enter "45" (Other Light Truck Type) when the light conventional truck body type cannot be described in codes "30"-**"39"** or "40"-**"42"**.

Enter "48" [Unknown Light Truck (Utility, Van, Pickup, or Other Light Truck)] when it is known that the vehicle is a light truck chassis based vehicle, but insufficient data exists to choose between codes "19", "29", "39", or "40"-**"42"**.

Enter "49" [Unknown Light Vehicle Type (automobile, utility, van, or light truck)] when it is known that the vehicle is a light vehicle, but insufficient data exist to specify between elements "09", "10"-**"19"**, "29", "39", or "40"-**"48"**.

Buses Excludes Van Based

Elements "50", "58", and "59" are defined as any medium/heavy motor vehicle designed primarily to transport large groups of passengers.

Enter "50" [School Bus Type (designed to carry students, not cross country or transit)] when a bus is 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 value.

Enter "58" [Other Bus Type (e.g., transit, intercity, bus based motorhome)] if the vehicle is a transport device designed to carry passengers for longer periods of time. These vehicles may be classified as over-the-road, transit, intercity, bus related motorhome (other than school bus based), or other.

Enter "59" (Unknown Bus Type) when it is known the transport device is a bus but there is insufficient data to choose between elements "50" and "58".

Medium/Heavy Trucks (> 4,500 kg GVWR)

Elements "64" and "65" describe a single unit truck specifically designed for carrying cargo on the same chassis as the cab.

Element "66" pertains 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.

Enter "64" [Single Unit Straight Truck (GVWR Unknown)] when the non-articulated truck is designed to carry cargo. The gross vehicle weight rating of the vehicle must exceed 4,500 kilograms.

Enter "65" (Medium/Heavy Truck Based Motorhome) when a recreational vehicle is mounted on a single unit medium/heavy truck chassis.

Enter "66" [Truck-Tractor (cab only, or with any number of trailing units; any weight, or unknown if pulling trailer)] when the power unit is a fifth-wheel equipped truck-tractor. The number of trailers being pulled is not a consideration.

Enter "78" (Unknown Medium/Heavy Truck Type) 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 (4,500 kg to 12,000 kg) or a heavy truck (>12,000 kg GVWR).

Enter "79" [Unknown Truck Type (light/medium/heavy)] when it is known that this vehicle is a truck, but there is insufficient data to classify the vehicle further.

Motored Cycles (does not include all-terrain vehicles/cycles)

Elements "80"- "89" define types of motored cycles.

Enter "80" (Motorcycle) when the vehicle is a two-wheeled open (i.e., no enclosed body) vehicle propelled by an internal combustion engine.

Enter "81" [Moped (motorized bicycle)] when the vehicle is a motorized bicycle capable of moving either by pedaling or by an internal combustion engine.

Enter "82" (Three Wheeled Motorcycle or Moped) when the vehicle would otherwise qualify for elements "80" or "81" above except for the presence of a third wheel. Motorcycles equipped with a side car take this value.

Enter "88" [Other Motored Cycle Type (minibike, motor scooter)] when the vehicle in question does not qualify for codes "80" through "82" (e.g., motor scooter).

Enter "89" (Unknown Motored Cycle Type) when it is known that the vehicle is a motored cycle, but no further data is available.

Other Vehicles

Enter "90" [ATV (all-terrain vehicle including dune/ swamp buggy) and ATC (all-terrain cycle)] if the vehicle is an off-road recreational vehicle which can not be licensed for use on public roadways. ATCs have 4 or more wheels and ATVs have 2 or 3 wheels. Included in this element are "dirt bikes". This element also can be used if an amphibious vehicle, "dune buggy" or "swamp buggy" is encountered. These latter vehicles may or may not be licensed for use on public roadways.

Enter "91" (Snowmobile) if the vehicle was manufactured for off-road recreational use in the snow.

Enter "92" (Farm Equipment Other Than Trucks) if this vehicle is designed specifically for farming operations. The vehicles are usually implements other than trucks propelled by an internal combustion engine (e.g., farm tractors, combines, etc.).

Enter "93" (Construction Equipment Other Than Trucks) if the vehicle is construction equipment other than trucks, which is propelled by an internal combustion engine (e.g., bulldozer, roadgrader, etc.). This element excludes passenger vehicles which are owned/leased and operated by construction related firms.

Enter "97" (Other Vehicle Type) when the motorized vehicle in question does not qualify for codes "90"-**"93"** (e.g., go-kart, dune buggy, "kit" car, etc.).




Use the elements **"09"**, **"29"**, **"39"**, **"48"**, **"49"**, **"59"**, **"78"**, **"79"**, **"89"**, or **"97"** when the make and model of a vehicle are not known but some detail concerning the body type is known {e.g., a hit-and-run vehicle described as a "pickup truck" would be coded as **"39"** Unknown (pickup style) Light Conventional Truck}. These elements would normally be used when the Vehicle Make (V03) and Vehicle Model (V04) are coded as Unknown **"99"** (V03) and **"999"** (V04) respectively.





Unknown

Enter "99" (Unknown Body Type) when there is no available information regarding the type of vehicle. This lack of information prohibits the accurate classification of this vehicle within one of the preceding elements.



Consistency Check

V05

	IF	THEN
AV100	STRATUM (A23) equals 3 or 4 and BODY TYPE (V5) equals 01-49	MANNER OF LEAVING SCENE (V19) should not equal 2 or 3.
AV121	STRATUM (A23) equals 1 or 3	BODY TYPE (V5) should not equal 60-79.
AV145	STRATUM (A23) equals 1	at least one BODY TYPE (V5) should equal 01-49.
AV146	STRATUM (A23) equals 2	at least one BODY TYPE (V5) should equal 60-79.
AV149	FIRST HARMFUL EVENT (A06) equals 01 and there is no BODY TYPE (V05) equal to 80-89	at least one ROLLOVER TYPE (V30) must equal 10, 20-23, 28, 29, or 99.
 AV230	STRATUM (A23) equals 4 and at least one BODY TYPE (V5) equals 60-79	no INJURY SEVERITY (P9) should equal 1, 2, 3, or 4.
 AV231	STRATUM (A23) equals 4 and no BODY TYPE (V5) equals 60-79	no INJURY SEVERITY (P9) should equal 2, 3, or 4.
 AV236	SCHOOL BUS RELATED (A21) equals 1	at least one BODY TYPE (V22) should equal 24 or 50.
PV001	PERSON TYPE (P3) equals 1 and BODY TYPE (V5) equals 80-89	SEATING POSITION (P4) must not equal 00, 12-53, or 99.
PV002	PERSON TYPE (P3) equals 2, or 9 and BODY TYPE (V5) equals 01-02, 04, 10, 30-32, 39, 41, 90, 91	SEATING POSITION (P4) must not equal 50 or 51.
PV005	PERSON TYPE (P3) equals 2 or 9, and BODY TYPE (V5) equals 80-89	SEATING POSITION (P4) must not equal 13-19, 22-53.
PV007	PERSON TYPE (P3) equals 2 and BODY TYPE (V5) equals 50-59	SEATING POSITION (P4) must not equal 11-39, 50, 52, or 99.
PV010	PERSON TYPE (P3) equals 9 and BODY TYPE (V5) equals 50-59	SEATING POSITION (P4) must not equal 12-50, or 52.
PV011	PERSON TYPE (P3) equals 1 and AGE (P7) is less than 08	BODY TYPE (V5) must not equal 01-07, 09-60, 64-66, 78-79, or 93.

	IF	THEN
	PV066 RESTRAINT SYSTEM USE (P15) equals 1-3 or 6	BODY TYPE (V5) must not equal 80-89 or 90.
	PV068 RESTRAINT SYSTEM USE (P15) equals 5	BODY TYPE (V5) should equal 80-90.
	PV101 RESTRAINT TYPE (P16) equals 1	BODY TYPE (V5) should equal 01-13, 20, or 49.
	PV125 EJECTION (P6) equals 1, 2, or 7	BODY TYPE (V5) must not equal 80-89, 90, or 91.
	PV166 SEATING POSITION (P4) equals 31-39	BODY TYPE (V5) should not equal 01, 02, 03, 04, or 05.
	PV171 AIR BAG AVAILABILITY/ FUNCTION (P21) equals 1 or 2 and BODY TYPE (V5) equals 20	VEHICLE MAKE (V3) should equal 06, 07, 09, 12, 14, 20, 21, 22, 35, 41, or 49.
	PV172 AIR BAG AVAILABILITY/ FUNCTION (P21) equals 1 or 2	BODY TYPE (V5) must equal 01-39, 48, or 49.
	PV188 (any) INJURY SEVERITY (P9) equals 1,2,3,4 or 5 and (any) BODY TYPE (V5) equals 60-79	STRATUM (A23) should equal 02.
	PV194 AIR BAG AVAILABILITY/ FUNCTION (P21) equals 1 or 2 and BODY TYPE (V5) equals 14-19	VEHICLE MAKE (V3) should equal 02 or 12.
	PV195 AIR BAG AVAILABILITY/ FUNCTION (P21) equals 1 or 2 and BODY TYPE (V5) equals 21	VEHICLE MAKE (V3) should equal 09, 12, or 20.
	PV196 AIR BAG AVAILABILITY/ FUNCTION (P21) equals 1 or 2 and BODY TYPE (V5) equals 14-19, 21-29, 48, or 49	MODEL YEAR (V6) must be greater than 91.
	PV202 AIR BAG AVAILABILITY/ FUNCTION (P21) equals 1 or 2 and BODY TYPE (V5) equals 31	VEHICLE MAKE (V3) should equal 07, 12, 20, or 49.
	AV233 INJURY SEVERITY (P9) equals 1 and at least one BODY TYPE (V23) equals 60-79	STRATUM (A23) should not equal 4.

V05

	IF	THEN
VA102	BODY TYPE (V5) equals 24 or 50	SCHOOL BUS RELATED (A21) should equal 1.
VP173	BODY TYPE (V5) equals 40-45, 50-97	AIR BAG AVAILABILITY/FUNCTION (P21) should equal 0.
VP174	UNLIKELY: AIR BAG AVAILABILITY/FUNCTION (P21) is equal to 1 or 2 when MODEL YEAR (V6) is less than 70.	
VP192	SEATING POSITION (P4) equals 53 and BODY TYPE (V5) does not equal 01,06, 30-39	EJECTION (P6) should equal 0.
VP193	RESTRAINT SYSTEM USE (P15) equals 1 and BODY TYPE (V05) does not equal 01-49, 79, or 99	RESTRAINT TYPE (P16) must equal 2.
VP207	If BODY TYPE (V5) equals 80-91 and NUMBER OF OCCUPANTS (V10) is greater than 00	EJECTION (P6) must equal 0.
 VP224	BODY TYPE (V5) equals 80-90	RESTRAINT SYSTEM USE (P15) must equal 0, 5, or 9.
 VP229	BODY TYPE (V5) equals 50-97	RESTRAINT type (P16) must not equal 1.
VV003	SPECIAL USE (V8) equals 01	BODY TYPE (V5) must equal 02-09, 12, 20-29, or 49.
VV006	SPECIAL USE (V8) equals 02	BODY TYPE (V5) must equal 14-16, 19, 20, 21, 24- 25, 28-29, 45, 48-49, 50, 58-59.
VV009	BODY TYPE (V5) equals 80-89	SPECIAL USE (V8) must not equal 01-03, 06, 07, or 10.
VV010	SPECIAL USE (V8) equals 03	BODY TYPE (V5) must equal 14-16, 19, 20, 21, 24-25, 28-29, 45, 48, 49, 50-59, or 99.
VV012	BODY TYPE (V5) equals 01-05, 07-09	NUMBER OF OCCUPANTS (V10) must not be greater than 15.
VV013	BODY TYPE (V5) equals 06, 11, 14, or 15	NUMBER OF OCCUPANTS (V10) must not be greater than 22.
VV015	BODY TYPE (V5) equals 80-89	NUMBER OF OCCUPANTS (V10) must not be greater than 5.
VV024	JACKKNIFE (V14) equals 1	BODY TYPE (V5) must equal 66.

V05

	IF	THEN
VV025	SPECIAL USE (V8) equals 06	BODY TYPE (V5) must equal 08, 11, 12, 14-16, 19, 20-21, 28-29, 40-41, 48-49, 60, 79, 97 or 99.
VV030	VEHICLE TRAILING (V13) equals 1	BODY TYPE (V5) should not equal 50-58, 80-89, 90, or 91.
VV032	BODY TYPE (V5) equals 01-05, 07-09, 97	NUMBER OF OCCUPANTS (V10) should not be greater than 8.
VV033	BODY TYPE (V5) equals 12	NUMBER OF OCCUPANTS (V10) should not be greater than 15.
VV034	BODY TYPE (V5) equals 06, 14-15, 23, 42, 60-79	NUMBER OF OCCUPANTS (V10) should not be greater than 12.
VV036	BODY TYPE (V5) equals 80-89, or 91	NUMBER OF OCCUPANTS (V10) should not be greater than 2.
VV037	BODY TYPE (V5) equals 90	NUMBER OF OCCUPANTS (V10) should not be greater than 6.
VV076	BODY TYPE (V5) equals 66	VEHICLE TRAILING (V13) should not equal 0.
VV084	BODY TYPE (V5) equals 24 or 50	SPECIAL USE (V8) should equal 02.
VV085	BODY TYPE (V5) equals 25 or 58	SPECIAL USE (V8) must not equal 00 or 02.
VV086	BODY TYPE (V5) equals 59	SPECIAL USE (V8) must equal 99.
VV101	BODY TYPE (V5) equals 92	SPECIAL USE (V8) must equal 11.
VV102	SPECIAL USE (V8) equals 11	BODY TYPE (V5) must equal 92.
VV109	BODY TYPE (V5) equals 50-64, 66-79	CARRIER'S IDENTIFICATION NUMBER (V31) should not equal 000000.
VV110	BODY TYPE (V5) is not equal to 50-64, 66-79 or 99	CARRIER'S IDENTIFICATION NUMBER (V31) must equal 000000.
VV111	BODY TYPE (V5) equals 80-89	ROLLOVER TYPE (V30) must equal 00.
VV112	BODY TYPE (V5) equals 93	SPECIAL USE (V8) must equal 12.
VV113	SPECIAL USE (V8) equals 12	BODY TYPE (V5) must equal 93.

	IF	THEN
VV114	SPECIAL USE (V8) equals 10	BODY TYPE (V5) should equal 11.
VV115	VEHICLE TRAILING (V13) equals 4 or 9 and BODY TYPE (V05) equals 50, 59-64, 66-79	NUMBER OF AXLES ON VEHICLE, INCL TRAILER (V32) must not equal 00.
VV116	MOST HARMFUL EVENT (V20) equals 01 and BODY TYPE (V5) does not equal 80-89	ROLLOVER TYPE (V30) must not equal 00.
VV145	CARGO BODY TYPE (V33) equals 01	BODY TYPE (V5) must equal 50, 58, or 59.
VV153	BODY TYPE (V5) equals 66 and VEHICLE TRAILING (V13) equals 0	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must equal 00000.
VV154	BODY TYPE (V5) is not equal to 60, 64, 66-79 or 99	HAZARDOUS MATERIALS RELEASE (V36) must equal 0.
VV155	BODY TYPE (V5) equals 99	HAZARDOUS MATERIALS RELEASE (V36) must equal 9.
VV156	BODY TYPE (V5) equals 66 and VEHICLE TRAILING (V13) equals 0	HAZARDOUS MATERIALS RELEASE (V36) must equal 0.
VV157	BODY TYPE (V5) equals 99	HAZARDOUS MATERIALS PLACARDED (V34) must equal 9.
VV160	BODY TYPE (V5) equals 66 and VEHICLE TRAILING (V13) equals 0	HAZARDOUS MATERIALS PLACARDED (V34) must equal 0.
VV161	BODY TYPE (V5) equals 99	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must equal 99999.
VV162	BODY TYPE (V5) is not equal to 60,64,66-79 or 99	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must equal 00000.
VV163	BODY TYPE (V5) equals 99	CARGO BODY TYPE (V33) must equal 99.
VV164	BODY TYPE (V5) is not equal to 50-64, 66-79 or 99	CARGO BODY TYPE (V33) must equal 00.
VV165	BODY TYPE (V5) is not equal to 50-64, 66-79 or 99	NUMBER OF AXLES ON VEHICLE, INCL TRAILERS, (V32) must equal 00.
VV166	BODY TYPE (V5) equals 99	NUMBER OF AXLES ON VEHICLE, INCL TRAILERS, (V32) must equal 99.

V05

	IF	THEN
VV167	BODY TYPE (V5) equals 99	CARRIER'S IDENTIFICATION NUMBER (V31) must equal 999999.
VV169	BODY TYPE (V5) is not equal to 60, 64, 66-79 or 99	HAZARDOUS MATERIALS PLACARDED (V34) must equal 0.
VV174	VEHICLE TRAILING (V13) equals 0 and BODY TYPE (V5) equals	CARGO BODY TYPE (V33) must equal 98.
VV185	CARGO BODY TYPE (V33) equals 98 and BODY TYPE (V5) equals 66	VEHICLE TRAILING (V13) should equal 0.
VV219	BODY TYPE (V5) equals 50, 59-64, 66-79, or 99	NUMBER OF AXLES ON VEHICLE, INCL TRAILERS (V32) must not equal 00.
VV220	BODY TYPE (V5) equals 50, 59-64, 66-79 or 99	CARGO BODY TYPE (V33) must not equal 00.
VV221	BODY TYPE (V5) equals 60-79 and SPECIAL USE (V8) equals 07	CARGO BODY TYPE (V33) must equal 98.
VV223	CARRIER'S IDENTIFICATION NUMBER (V31) does not equal 000000 or 999999	BODY TYPE (V5) must equal 50-64, 66-79 or 99.
VV244	BODY TYPE (V5) equals 66 or 78 and VEHICLE TRAILING (V13) equals 0	NUMBER OF AXELS ON VEHICLE, INCL. TRAILER (V32) should equal 02, 03, or 99.
VV248	BODY TYPE (V5) equals 50 or 59	CARGO BODY TYPE (V33) must equal 01.
VV249	BODY TYPE (V5) equals 58	CARGO BODY TYPE (V33) must equal 01 or 98.

V06 Vehicle Model Year

Element Values

Range: 40 through 96

Enter the last two digits of the model year

99 Unknown

Remarks

Enter the last two digits of the model year for which the vehicle was manufactured. A vehicle manufactured as a 1996 model is encoded "96".

Enter "40" for all vehicles manufactured for the 1940 model year or before (i.e., 1939, 1938, etc.).

Enter "99" (Unknown) if the vehicle model year cannot be determined.

Consistency Check

V06

	IF	THEN
PV196	AIR BAG AVAILABILITY/ FUNCTION (P21) equals 1 or 2 and BODY TYPE (V5) equals 14-19, 21-29, 48, or 49	MODEL YEAR (V6) must be greater than 91.



VP174 *UNLIKELY: AIR BAG AVAILABILITY/FUNCTION (P21) is equal to 1 or 2 when MODEL YEAR (V6) is less than 70.*

V07 Vehicle Identification Number

Element Values

Enter the entire VIN, left justify

0000	No VIN
9999	Unknown

Remarks

Code and left justify the entire 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**".

Enter "9999999999999999" (Unknown) if the entire VIN is unknown or missing. Use this element if the PAR does not provide the VIN.

Enter "0000000000000000" (No VIN) if the vehicle is a type which has no VIN (e.g., go-cart).

If the vehicle is a motor home or school bus, enter the vehicle chassis VIN; the secondary manufacturer's number must not be encoded. If the vehicle is manufactured by the Ford Motor Company and the VIN begins or ends with a script, "f", the "f" is not entered. Proceed to the next character, as in the example below.

VIN: *f* 3 U 6 2 S 1 0 0 9 3 2 *f*
ENTER: 3 U 6 2 S 1 0 0 9 3 2

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

VIN: S M - E 3 0 7 6 4 2 1
ENTER: S M E 3 0 7 6 4 2 1

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 letters "I", "O", or "Q", and pass a mathematical test.

V08 Special Use

Element Values

00	No Special Use
01	Taxi
02	Vehicle Used As School Bus
03	Vehicle Used As Other Bus
04	Military
05	Police
06	Ambulance
07	Fire Truck and Car
10	Hearse
11	Farm Equipment
12	Construction Equipment
99	Unknown

Remarks

Enter "00" (No Special Use) unless one of the elements below specifically applies.

Enter "01" (Taxi) if the vehicle used during this trip (at the time of the accident) transports persons on a "fee-for-hire" basis.

Enter "02" (Vehicle Used As School Bus) if the motor vehicle satisfies the following criteria (i.e., V05, Body Type, need not equal "24" or "50"):

- externally identifiable to other traffic units as school/pupil transport vehicle; the vehicle may be equipped with flashing lights, may have a sway stop arm, and traffic may be required to stop for the vehicle when occupants enter or exit;
- operated, leased or owned 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; whose occupants, if any, are associated with the institution;
- the vehicle is in operation at the time of the accident to and from the school or on a school-sponsored activity or trip.

In most cases, your 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.

Enter "03" (Vehicle Used as Other Bus) when a motor vehicle is designed for transporting more than ten persons and does not satisfy the above "school bus" criteria.

For elements "04" (Military), "05" (Police), "06" (Ambulance), and "07" (Fire), **special use** means "in use" and not necessarily emergency use. External Identification to the normal driving public is the criterion.

Enter "04" (Military) if the vehicle is owned by any of the Armed Forces. These vehicles are presumed to be in special military use at all times and should be encoded as such regardless of body type.

Enter "05" (Police) if the vehicle is readily identifiable (lights or markings) and is owned by any local, county, state, or federal police agency. The vehicles are presumed to be in special police use at all times. Personal vehicles (not owned by the agency) which are used by officers or agents (e.g., undercover) are excluded.

Military police vehicles are entered "04" (Military).

Enter "06" (Ambulance) if the vehicle is readily identifiable (lights or markings) and its purpose is: (1) solely to provide ambulance service, or (2) dual, such as a hearse used for both funeral and emergency purposes. In the first instance it is presumed to be in special ambulance use at all times; in the second instance it is only entered when used for the latter purpose.

Military ambulances are entered "04" (Military).

Enter "07" (Fire Truck and Car) if the vehicle is owned by any government (typically local) or cooperative agency. This vehicle is presumed to be in special use at all times. For volunteer fire companies, fire-fighting apparatus and cars owned by the company or government qualify for this element. Privately owned vehicles, even if equipped with lights, do not qualify.

Military fire vehicles are entered "04" (Military).

Enter "10" (Hearse) if the vehicle is (at the time of the accident) being used to transport a dead body and is identified as a hearse.

Enter "11" (Farm Equipment) if Body Type, V05, equals "92" (e.g., balers, reapers, combines, etc.).

Enter "12" (Construction Equipment) if Body Type V05, equals "93" (e.g., bulldozers, steamrollers, forklifts, etc.).

Consistency Check

V08

	IF	THEN
AV210	SCHOOL BUS RELATED (A21) equals 1	at least one SPECIAL USE (V8) should equal 02.
VA002	SPECIAL USE (V8) for any vehicle equals 02	SCHOOL BUS RELATED (A21) must equal 1.
VV003	SPECIAL USE (V8) equals 01	BODY TYPE (V5) must equal 02-09, 12, 20-29, or 49.
VV006	SPECIAL USE (V8) equals 02	BODY TYPE (V5) must equal 14-16, 19-21, 24, 25, 28, 29, 45, 48-49, 50, 58-59.
VV009	BODY TYPE (V5) equals 80-89	SPECIAL USE (V8) must not equal 01-03, 06, 07, or 10.
VV010	SPECIAL USE (V8) equals 03	BODY TYPE (V5) must equal 14-16, 19-21, 24, 25, 28, 29, 45, 48, 49, 50-59, or 99.
VV025	SPECIAL USE (V8) equals 06	BODY TYPE (V5) must equal 08, 11, 12, 14-16, 19, 20-21, 28-29, 40-41, 48-49, 60, 79, 97 or 99.
VV048	UNLIKELY: SPECIAL USE (V8) is equal to 02, 03, 04, or 06.	
VV084	BODY TYPE (V5) equals 24 or 50	SPECIAL USE (V8) should equal 02.
VV085	BODY TYPE (V5) equals 25 or 58	SPECIAL USE (V8) must not equal 00 or 02.
VV086	BODY TYPE (V5) equals 59	SPECIAL USE (V8) must equal 99.
VV087	EMERGENCY USE (V9) equals 1 or 9	SPECIAL USE (V8) must equal 04-07.
VV101	BODY TYPE (V5) equals 92	SPECIAL USE (V8) must equal 11.
VV102	SPECIAL USE (V8) equals 11	BODY TYPE (V5) must equal 92.
VV112	BODY TYPE (V5) equals 93	SPECIAL USE (V8) must equal 12.

	IF	THEN
VV113	SPECIAL USE (V8) equals 12	BODY TYPE (V5) must equal 93.
VV114	SPECIAL USE (V8) equals 10	BODY TYPE (V5) should equal 11.
VV221	BODY TYPE (V5) equals 60-79 and SPECIAL USE (V8) equals 07	CARGO BODY TYPE (V33) must equal 98.
VV241	SPECIAL USE (V8) equals 01	NUMBER OF OCCUPANTS (V10) should be greater than 01.

V09 Emergency Use

Element Values

0	No
1	Yes
9	Unknown

Remarks

If the vehicle is a police vehicle, ambulance, firetruck, or military vehicle [i.e., V08, Special Use, equals "04" (Military), "05" (Police), "06" (Ambulance), or "07" (Fire Truck and Car)], then see the narrative section of the PAR to determine if the vehicle was on an emergency run (i.e., "red lights flashing", "siren sounding", "on route to hospital", etc.) at the time of the accident.

Enter "0" (No) if the applicable vehicle was not on an emergency run, or this vehicle is not one of the applicable vehicles.

Enter "1" (Yes) if this vehicle is an applicable vehicle and it was on an emergency run.

Enter "9" (Unknown) if this vehicle is an applicable vehicle but the PAR is unclear as to whether it was on an emergency run.

Consistency Check

		V09
	IF	THEN
AV210	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0230	at least one EMERGENCY USE (V9) should equal 1.
VV087	EMERGENCY USE (V9) equals 1 or 9	SPECIAL USE (V8) must equal 04-07.

V10 Number Of Occupants

Element Values

Range 00 through 30

00-30 Enter actual number of Persons Coded for this vehicle

Remarks

Enter "00" (Zero Persons Coded) when this vehicle was in-transport and unoccupied.

Enter "01" (One Occupant) if this vehicle is a "hit-and-run" vehicle, because it is assumed that only one occupant/driver was present. Additional Persons can be coded if reliable evidence exists that additional occupants were present.

BUS: Exclude all passengers in seat position 51 who were uninjured.

Consistency Check

		V10
	IF	THEN
VP045	at least one NUMBER OF OCCUPANTS (V10) equals 00 and at least one PERSON TYPE (P3) equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0210 or 0320.
VP199	NUMBER OF OCCUPANTS (V10) is greater than 00	there must be only one occupant coded as the driver (P3=1).
VP207	BODY TYPE (V5) equals 80-91 and NUMBER OF OCCUPANTS (V10) is greater than 00	EJECTION (P6) must equal 0.
VV012	BODY TYPE (V5) equals 01-05, 07-09	NUMBER OF OCCUPANTS (V10) must not be greater than 15.
VV013	BODY TYPE (V5) equals 06, 11, 14, or 15	NUMBER OF OCCUPANTS (V10) must not be greater than 22.
VV015	BODY TYPE (V5) equals 80-89	NUMBER OF OCCUPANTS (V10) must not be greater than 5.

V10

	IF	THEN
VV032	BODY TYPE (V5) equals 01-05, 07-09, 97	NUMBER OF OCCUPANTS (V10) should not be greater than 8.
VV033	BODY TYPE (V5) equals 12	NUMBER OF OCCUPANTS (V10) should not be greater than 15.
VV034	BODY TYPE (V5) equals 06, 14-15, 23, 42, 60-79	NUMBER OF OCCUPANTS (V10) should not be greater than 12.
VV036	BODY TYPE (V5) equals 80-89, or 91	NUMBER OF OCCUPANTS (V10) should not be greater than 2.
VV037	BODY TYPE (V5) equals 90	NUMBER OF OCCUPANTS (V10) should not be greater than 6.
VV192	NUMBER OF OCCUPANTS (V10) equals 00	DRIVER PRESENCE (D1) must equal 0.
VV196	DRIVER DISTRACTED BY (D7) equals 01	NUMBER OF OCCUPANTS (V10) must be greater than 01.
VV207	NUMBER OF OCCUPANTS (V10) equals 00	VIOLATIONS CHARGED (D2) must equal 00.
VV208	NUMBER OF OCCUPANTS (V10) equals 00	DRIVER'S VISION OBSCURED BY (D4) must equal 00.
VV209	NUMBER OF OCCUPANTS (V10) equals 00	DRIVER MANEUVERED TO AVOID (D6) must equal 00.
VV210	NUMBER OF OCCUPANTS (V10) equals 00	DRIVER DISTRACTED BY (D7) must equal 00.
VV216	NUMBER OF OCCUPANTS (V10) equals 00	DRIVER'S ZIP CODE (D8) must equal 00000.
VV241	SPECIAL USE (V8) equals 01	NUMBER OF OCCUPANTS (V10) should be greater than 01.

V11 Travel Speed

Element Values

Range	00 through 97,99
	Enter the nearest mph
	(Note: 000 means less than 0.5 mph)
00	Stopped Vehicle
97	Ninety-Seven MPH Or Greater
99	Unknown

Remarks

Enter the travel speed for this vehicle; do not enter the "Speed Limit". Do not use estimates by drivers or witnesses reported in the "narrative" section of the PAR.

Enter the nearest kph, or if the travel speed is reported as a range, enter the average. For example:

Reported Speed:	40.2 mph	40.5 mph	45-50 mph
Enter:	"40"	"41"	"48"

Enter "00" (00 mph) if this vehicle is stopped or traveling less than 0.5 mph.

Enter "97" (Ninety-Seven MPH or Greater) if this vehicle's speed is reported as equal to or exceeding 96.5 mph.

Enter "99" (Unknown) if the estimated travel speed is unknown or not provided on the PAR.




Consistency Check

V11

	IF	THEN
AV011	FIRST HARMFUL EVENT (A6) is not equal to 02, 06, 10, 21, 22, 27, 28	there should be at least one vehicle with TRAVEL SPEED (V11) of 01-97, 99.
AV012	INTERSTATE HIGHWAY (A8) equals 1	TRAVEL SPEED (V11) should not equal 01-40.
AV019	NUMBER OF MOTOR VEHICLES (A3) is greater than 01	there should be at least one vehicle with TRAVEL SPEED (V11) of 01-97, 99, or blank.
AV213	NUMBER OF MOTOR VEHICLES (A3) equals 02 and MANNER OF COLLISION (A7) equals 2 and TRAVEL SPEED (V11) is greater than 00	VEHICLE ROLE (V22) must equal 1 or 3.
VV008	JACKKNIFE (V14) equals 1	TRAVEL SPEED (V11) must not equal 00.
VV027	TRAVEL SPEED (V11) equals 00	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 04, 06, 07, 08, 18, 98, or 99.
VV031	TRAVEL SPEED (V11) equals 00	VEHICLE ROLE (V22) should not equal 1.
VV051	ACCIDENT TYPE (V23) equals 21, 22, or 23	TRAVEL SPEED (V11) must equal 00.
VV118	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 04 or 06	TRAVEL SPEED (V11) should equal 00.
VV177	INITIAL POINT OF IMPACT (V24) equals 01 and TRAVEL SPEED (V11) is greater than 00	VEHICLE ROLE (V22) should not equal 2.

V12 Vehicle Contributing Factors

Element Values

00	None
01	Tires
02	Brake System
03	Steering System - Tie Rod, Kingpin, Ball Joint, Etc.
04	Suspension - Springs, Shock Absorbers, MacPherson Struts, Control Arms, Etc.
05	Power Train - Universal Joint, Drive Shaft, Transmission, Etc.
06	Exhaust System
07	Headlights
08	Signal Lights
09	Other Lights
10	Wipers
11	Wheels
12	Mirrors
13	Driver Seating & Control
14	Body, Doors
15	Trailer Hitch
50	Hit-And-Run Vehicle
 97	Vehicle <i>Contributing Factors</i> - No Details
 98	Other Vehicle <i>Contributing Factors</i>
 99	Unknown If <i>Contributing Factors</i>

Remarks



Vehicle *Contributing Factors* are mechanical flaws that may have contributed to the cause of an accident. These *factors* can appear anywhere on the PAR--in the narrative section, in the space for violations, in a column entitled "Contributing Factors" or "Vehicle Defects", etc. It is not necessary that the PAR indicate this "factor" as a cause of the accident.



If more than one *factor* is indicated on the PAR, enter the code for the element with the lowest numerical value [e.g., "02" (Brake System) would be entered if both brake system and steering system "factors" were indicated].

Enter "00" (None) if no vehicle defect or factor was indicated by the investigating officer.

Element "01" (Tires) includes any defect of a tire. If the contributing factor is of the wheel (e.g. a lug nut comes off), use code "11" (wheels).

Element "02" (Brake System) includes parking brakes.

Element "05" [Power Train (Universal Joint, Drive Shaft, Transmission, Etc.)] includes engine and differential.

Element "06" (Exhaust System) includes exhaust manifold(s), headers, muffler, catalytic converter, tailpipe, etc.

Element "11" (Wheels) includes loss of lug nuts.

Element "14" (Body, Doors) includes trunk, hood, tailgate, rear doors of cargo vans, etc.

Element "15" (Trailer Hitch) applies to a defective trailer hitch or an improper trailer hitch. If the PAR cites this element, encode it.

Enter "50" (Hit and Run Vehicle) for a hit-and-run vehicle unless the PAR indicates the presence of a "defect".





Enter "97" (Vehicle Contributing Factors - No Details) if a vehicle "factor" or "defect" is indicated on the PAR but no information is given concerning the nature of the "factor".

Enter "98" (Other Vehicle Contributing Factors) if a defect is cited but is not listed above.

Enter "99" (Unknown If Contributing Factors) only if the PAR specifically indicates an "unknown defect" or "unknown contributing factor".

Consistency Check

V12

		IF	THEN
	VV073	VEHICLE <i>CONTRIBUTING FACTORS</i> (V12) equals 50	HIT-AND-RUN (V2) must equal 1.
	VV083	HIT-AND-RUN (V2) equals 1	VEHICLE <i>CONTRIBUTING FACTORS</i> (V12) must not equal 99.
	VV124	CRITICAL EVENT (V26) equals 010, 020, 030, 040	VEHICLE <i>CONTRIBUTING FACTORS</i> (V12) must not equal 00.
	VV194	VEHICLE <i>CONTRIBUTING FACTORS</i> (V12) equals 50	DRIVER PRESENCE (D1) must equal 2.

V13 Vehicle Trailing

Element Values

0	No
1	Yes, One Trailing Unit
2	Yes, Two Trailing Units
3	Yes, Three Or More Trailing Units
4	Yes, Number Of Trailing Units Unknown
9	Unknown

Remarks

For the purposes of this variable, "vehicle" means the power unit. All articulated vehicles (as defined on V05, Body Type) have at least one trailing unit.

A trailing unit includes horse trailers, fifth wheel trailers, travel trailers, camper trailers, boat trailers, truck trailers (semi, full, log, tanker, etc.), towed motor vehicles, or any other trailer.

Enter "0" (No) when a trailing unit is not being towed by this vehicle.


Enter "1" (Yes, One Trailing Unit), "2" (Yes, Two Trailing Units), or "3" (Yes, Three Or More Trailing Units) when a known number of trailing units are being towed by this vehicle.

Enter "4" (Yes, Number of Trailing Units Unknown) when this vehicle was towing a trailing unit, but it is unknown exactly how many trailing units were being towed.

Enter "9" (Unknown) when it is uncertain whether this vehicle was towing a trailing unit.

Consistency Check

V13

	IF	THEN
AV106	FIRST HARMFUL EVENT (A6) equals 05	for at least one vehicle, VEHICLE TRAILING (V13) must not equal 0.
PV006	SEATING POSITION (P4) equals 52	VEHICLE TRAILING (V13) must not equal 0.
VV005	JACKKNIFE (V14) equals 1	VEHICLE TRAILING (V13) must not equal 0, 9.
VV030	VEHICLE TRAILING (V13) equals 1	BODY TYPE (V5) should not equal 50-58, 80-89, 90, or 91.
VV076	BODY TYPE (V5) equals 66	VEHICLE TRAILING (V13) should not equal 0.
VV091	MOST HARMFUL EVENT (V20) equals 05	VEHICLE TRAILING (V13) must not equal 0.
VV115	VEHICLE TRAILING (V13) equals 4 or 9 and BODY TYPE (V05) equals 50, 59-64, 66-79	NUMBER OF AXLES ON VEHICLE, INCL TRAILERS (V32) must not equal 00.
VV153	BODY TYPE (V5) equals 66 and VEHICLE TRAILING (V13) equals 0	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must equal 00000.
VV156	BODY TYPE (V5) equals 66 and VEHICLE TRAILING (V13) equals 0	HAZARDOUS MATERIALS RELEASE (V36) must equal 0.
VV160	BODY TYPE (V5) equals 66 and VEHICLE TRAILING (V13) equals 0	HAZARDOUS MATERIALS PLACARDED (V34) must equal 0.
VV174	VEHICLE TRAILING (V13) equals 0 and BODY TYPE (V5) equals 66	CARGO BODY TYPE (V33) must equal 98.
VV185	CARGO BODY TYPE (V33) equals 98 and BODY TYPE (V5) equals 66	VEHICLE TRAILING (V13) should equal 0.
 VV244	BODY TYPE (V5) equals 66 or 78 and VEHICLE TRAILING (V13) equals 0	NUMBER OF AXLES ON VEHICLE, INCL. TRAILER (V32) should equal 02, 03, or 99.

V14 Jackknife

Element Values

0	No Jackknife Noted On PAR
1	Jackknife Occurred

Remarks

Jackknife can occur at any time during the accident sequence. The phenomenon called "jackknife" is restricted to truck-tractor vehicles.

Uncontrolled articulation (jackknife) of units is defined as:

- the pulled unit is not tracking (following directly behind) the power unit, and
- the driver of the vehicle did not initiate the "non-tracking" situation.

A turn is an example of a controlled articulation which is not coded in this variable.

Enter "0" (No Jackknife Noted on PAR) for all vehicles encoded in variable V13, Vehicle Trailing, as No or Unknown (elements "0" and "9" respectively). In addition, use this element whenever **no uncontrolled articulation** was reported between a truck-tractor and trailer [V13 equals "1" through "4" (Yes, Trailing Units)]

Enter "1" (Jackknife Occurred) when any uncontrolled articulation between a truck-tractor and trailer occurs. It makes no difference at what point in time during the accident sequence that the jackknife situation occurred.

Consistency Check

V14

	IF	THEN
AV106	FIRST HARMFUL EVENT (A6) equals 05	for at least one vehicle, JACKKNIFE (V14) must equal 1.
VV005	JACKKNIFE (V14) equals 1	VEHICLE TRAILING (V13) must not equal 0, 9.
VV008	JACKKNIFE (V14) equals 1	TRAVEL SPEED (V11) must not equal 00.
VV024	JACKKNIFE (V14) equals 1	BODY TYPE (V5) must equal 66.
VV026	JACKKNIFE (V14) equals 1	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must not equal 03-04, 06-08, 13.
VV092	MOST HARMFUL EVENT (V20) equals 05	JACKKNIFE (V14) must equal 1.
VV193	JACKKNIFE (V14) equals 1	DRIVER PRESENCE (D1) must not equal 0.

V16 Fire Occurrence

Element Values

0	No Fire Noted On PAR
1	Fire Occurred In Vehicle

Remarks

Enter "0" (No Fire Noted On PAR) whenever no mention is made on the PAR of a fire to this vehicle. It also includes vehicles with smoke damage, but which sustained no fire.

Enter "1" (Fire Occurred In Vehicle) whenever the PAR indicates that this vehicle sustained fire damage. For the purposes of this variable, "vehicle" is defined to mean the power unit plus any and all trailing units associated with the power unit.

Consistency Check

		V16
	IF	THEN
AV009	FIRST HARMFUL EVENT (A6) equals 02	at least one vehicle should have FIRE OCCURRENCE (V16) equal to 1.
VV021	MOST HARMFUL EVENT (V20) equals 02	FIRE OCCURRENCE (V16) for this vehicle should equal 1.

V18 Damage Severity

Element Values

0	None
1	Minor
2	Functional (Moderate)
3	Disabling (Severe)
9	Unknown

Remarks

Enter "0" (None) if no damage is indicated on the PAR for this vehicle.

Enter "1" (Minor) if this element value is specifically indicated on the PAR. Examples of minor damage include:

- dented or bent fenders,
- bumpers,
- grills,
- body panels,
- destroyed hubcaps,
- etc.


Enter "2" [Functional (Moderate)] when specifically indicated on the PAR or when evidence indicates that the damage was **other than disabling**. For example:

- doors, windows, hood, and trunk lids which will not operate properly;
- broken glass which obscures vision;
- damage which 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 which are loose;
- damage which can be remedied temporarily at the scene without special tools or parts other than tires;
- tire disablement without other damage, even if no spare tire is available;
- headlamp or taillight damage which would make night driving hazardous but would not affect daytime driving; and
- damage to turn signals, horn, or windshield wipers which makes them inoperative.

Enter "3" [Disabling (Severe)] when specifically indicated on the PAR or when evidence indicates that the damage precludes the departure of this vehicle from the scene of the accident in its usual operating manner by daylight after simple repairs. Included in this element are vehicles which can be driven but which would be further damaged in the process.

Enter "9" (Unknown) when the PAR specifically indicates that the damage severity is unknown or when the information is inadequate to determine the correct choice.

Consistency Check

		V18
	IF	THEN
VV059	DAMAGE SEVERITY (V18) equals 3	MANNER OF LEAVING SCENE (V19) should equal 2.
VV060	DAMAGE SEVERITY (V18) is equal to 3	MANNER OF LEAVING SCENE (V19) should not equal 1.
VV061	MANNER OF LEAVING SCENE (V19) equals 2	DAMAGE SEVERITY (V18) must not equal 0 or 1.
VV088	DAMAGE SEVERITY (V18) equals 0	DAMAGE AREAS (V25) must equal 00000.
VV089	DAMAGE SEVERITY (V18) equals 3	MANNER OF LEAVING SCENE (V19) must not equal 3.
VV090	MANNER OF LEAVING SCENE (V19) equals 3	DAMAGE SEVERITY (V18) must not equal 3.
VV222	DAMAGE AREAS (V25) equals 00000 and VEHICLE ROLE (V22) is not equal to 0	DAMAGE SEVERITY (V18) must equal 0.
 VV246	<i>MANNER OF LEAVING SCENE (V19) equals 3</i>	<i>DAMAGE SEVERITY (V18) should not equal 2 or 9.</i>

V19 Manner of Leaving Scene

Element Values

1	Driven Away
2	Towed Due To Damage
3	Towed Not Due To Damage
4	Abandoned
9	Unknown If Towed

Remarks

This variable measures the disposition of the vehicle, or power unit of an articulated combination, at the accident scene.

Enter "1" (Driven Away) when the vehicle is not towed from the scene and has not been abandoned.

Enter "2" (Towed Due To Damage) for any towing which is due to **disabling damage** caused by this accident which prohibits vehicle movement under its own power. For example, if a vehicle is pushed home by hand or by another vehicle after the accident because it was not drivable, then enter this code.

Element "2" includes any towing, the reason for which is unknown. In other words, if a vehicle is reported on the PAR as towed but it cannot be determined whether it was due to damage or for other reasons, then the **default assumption** is that this vehicle was **towed due to damage**.

Enter "3" (Towed Not Due To Damage) when the vehicle has been towed but the towing results from other than damage (e.g., mired vehicles, driver arrested, injured driver, etc.).

Enter "4" (Abandoned) when specifically indicated on the PAR or when the preponderance of the information available indicates that the vehicle remained at the scene. Do not use this element value if the vehicle was left at the scene because this location was the vehicle's destination at the time of the accident.

Consistency Check

V19

	IF	THEN
AV099	STRATUM (A23) equals 1	at least one MANNER OF LEAVING SCENE (V19) should equal 2 or 3.
AV100	STRATUM (A23) equals 3 or 4 and BODY TYPE (V5) equals 01-49	MANNER OF LEAVING SCENE (V19) should not equal 2 or 3.
VP143	no MANNER OF LEAVING SCENE (V19) equals 2 and no INJURY SEVERITY (P9) equals 2, 3, 4, or 5	STRATUM (A23) should equal 4.
VP208	HIT-AND-RUN (V2) equals 1 and MANNER OF LEAVING SCENE (V19) equals 1	EJECTION (P6) must equal 0.
VV058	DAMAGE AREAS (V25) equals 70000	MANNER OF LEAVING SCENE (V19) should equal 2 or 3.
VV059	DAMAGE SEVERITY (V18) equals 3	MANNER OF LEAVING SCENE (V19) should equal 2.
VV060	DAMAGE SEVERITY (V18) is equal to 3	MANNER OF LEAVING SCENE (V19) should not equal 1.
VV061	MANNER OF LEAVING SCENE (V19) equals 2	DAMAGE SEVERITY (V18) must not equal 0 or 1.
VV062	MOST HARMFUL EVENT (V20) equals 21, 22, or 27	MANNER OF LEAVING SCENE (V19) should not equal 2.
VV074	MANNER OF LEAVING SCENE (V19) equals 2	DAMAGE AREAS (V25) should be greater than 00000.
VV080	DAMAGE AREAS (V25) equals 00000 and MOST HARMFUL EVENT (V20) does not equal 01-10	MANNER OF LEAVING SCENE (V19) should not equal 2.
VV089	DAMAGE SEVERITY (V18) equals 3	MANNER OF LEAVING SCENE (V19) must not equal 3.
VV090	MANNER OF LEAVING SCENE (V19) equals 3	DAMAGE SEVERITY (V18) must not equal 3.



VV246

IF

*MANNER OF LEAVING SCENE
(V19) equals 3*

THEN

*DAMAGE SEVERITY (V18) should not
equal 2 or 9.*

V19

V20 Most Harmful Event

Element Values

Non-Collision

- 01 Rollover/Overturn
- 02 Fire/Explosion
- 03 Immersion
- 05 Jackknife
- 06 Non-Collision Injury (Injured In Or Fell From Vehicle)
- 08 Other Non-Collision
- 09 Non-Collision - No Details
- 10 Thrown Or Falling Object

Collision With Object Not Fixed

- 21 Pedestrian
- 22 Cycle Or Cyclist (Pedalcycle/Pedalcyclist)
- 23 Railway train
- 24 Animal
- 25 Motor Vehicle In Transport
- 26 Parked Motor Vehicle (Or Other Motor Vehicle Not In Transport)
- 27 Other Type Non-Motorist
- 28 Other Object Not Fixed
- 29 Object Not Fixed - No Details

Collision with Fixed Object

- 31 Ground
- 32 Building
- 33 Impact Attenuator/Crash Cushion
- 34 Bridge Structure
- 35 Guardrail
- 36 Concrete Traffic Barrier Or Other Longitudinal Barrier Type
- 37 Sign Post, Utility Pole, Or Other Support
- 38 Culvert Or Ditch

39	Curb
40	Embankment
41	Fence
42	Wall
43	Fire Hydrant
44	Shrubbery Or Bush
45	Tree
46	Boulder
50	Pavement Surface Irregularity (Ruts, Potholes, Grates, Plates, etc.)
58	Other Fixed Object
59	Fixed Object - No Details
99	Unknown

Remarks

Every motor vehicle traffic accident consists of a series of events. For analytical purposes, researchers will focus on the single most harmful event for a vehicle. When a vehicle is involved in multiple harmful events, select the event which, for this vehicle, produced the most severe injury or property damage.

Enter "01" (Rollover/Overturn) when a motor vehicle rotates (rollover) at least one quarter turn in any non-horizontal direction. Use this code also when an uncontrolled motorcycle first contacts the ground or pavement surface. All motor vehicles may rollover/overturn, except for motorcycles, which can overturn but not rollover. Vehicles which first impact pedestrians, non-motorists, vehicles, animals, trains, or other objects, receive codes "21" through "59".

Enter "05" (Jackknife) whenever there is sufficient rotation (articulation) between a tractor/trailer combination such that they contact each other. Jackknife is restricted to truck-tractor combinations.

Enter "06" [Non-Collision Injury (Injured In Or Fell From Vehicle)] when a person falls from or is injured inside the vehicle. This includes persons jumping or stepping from moving vehicles, persons falling from pickup beds, and persons colliding with the interior of a vehicle during a sudden stop.

Enter "08" (Other Non-Collision) when a vehicle sets an object in motion that strikes or is struck by a vehicle before the object stabilizes. Examples include dislodged cargo, spewed gravel, etc. It may be used in other situations as well.

Enter "10" (Thrown or Falling Object) 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. However, objects set in motion by an in-transport vehicle are to be coded "08" (Other Non-Collision). If a tree limb falls from a tree and is contacted by a car, enter this code. If a tree limb falls from a tree trimming truck and is struck, enter code "08". If a child maliciously throws a tree limb off of an overpass into traffic below, enter this code.

Enter "21" (Pedestrian) when any person who was involved in the event is on a trafficway or on a sidewalk or path contiguous with a trafficway, and who is not in or on a nonmotorist conveyance. A nonmotorist conveyance is defined as any human-powered device by which a nonmotorist may move, or by which a pedestrian or nonmotorist may move another nonmotorist, other than by pedaling. A nonmotorist conveyance includes the following: baby carriage, coaster wagon, ice skates, roller skates, push cart, scooter, skate board, skis, sled, wheelchair, rickshaw, etc. Excluded are pedalcyclists.

Enter "22" [Cycle Or Cyclist (Pedalcycle/Pedalcyclist)] when any occupant of a pedalcycle was involved in the most harmful event.

Enter "25" (Motor Vehicle In-Transport) when the impact occurred between two motor vehicles in-transport.

A vehicle parked in a mid-block bus stop, fire hydrant, etc., should be considered as in-transport if the vehicle should not be parked in the location (i.e., parked buses, fire trucks, etc., are considered not in-transport while a passenger car, motorcycle, etc., are considered in-transport).

Enter "26" [Parked Motor Vehicle (Or Other Motor Vehicle Not In Transport)] when the impact occurred between a motor vehicle in-transport and a motor vehicle neither on a roadway nor in motion.

Enter "27" (Other Type Non-motorist) when the person impacted is not a pedestrian or a pedalcyclist. [NOTE: If the event occurs with a motor vehicle not in-transport which contains a nonmotorist (e.g., Occupant of vehicle not in-transport), enter "26" (Parked Motor Vehicle) above.]

Enter "28" (Other Object Not Fixed) when the impact is between a motor vehicle in-transport and any other object that is moving or not anchored prior to the accident. Included in this category is a collision between a motor vehicle in-transport, which leaves its roadway, and a motor vehicle in motion off any trafficway. For example, a vehicle loses control and contacts a snowmobile in motion off the trafficway.

Element "31" (Ground) includes pavement, is not to be entered when the first event is a "Rollover/Overturn" ("01").

Enter "33" (Impact Attenuator/Crash Cushion) when the most harmful event is with any device described on the PAR as an impact attenuator or crash cushion.

Enter "34" (Bridge Structure) when the contact was with any part of a bridge structure. This includes:

- support structure,
- overpass structure (not "front face"),
- bridge rail,
- bridge-pier abutment, and
- parapet end.

For contact to the "front face" of an overpass structure (e.g., the top of the cargo area of a truck strikes the front of a bridge with a low clearance) enter "58" (Other Fixed Object). Included within the meaning of bridge structure are supports for railway underpasses, including those for mass transit type trains.

If the impact was with an impact attenuator protecting a bridge support, then enter "33" (Impact Attenuator/Crash Cushion). Contact with the underside of the bridge deck is coded "58" (Other Fixed Object).

Enter "35" (Guardrail) whenever the impact occurs with any longitudinal barrier described on the PAR as a guardrail, regardless of its location.

Enter "36" [Concrete Traffic Barrier (or Other Longitudinal Barrier Type)] whenever the impact described on the PAR occurs with a concrete barrier (commonly referred to as a GM or New Jersey barrier), regardless of its location. Enter this value for temporary (e.g., construction sites) and permanent installations. Concrete traffic barriers located on a bridge with a closed median are not considered bridge rails (Element "34"). Concrete traffic barriers located on the outer road edges of a bridge are considered bridge rails (Element "34").

Enter "37" (Sign Post, Utility Pole, or Other Support) when the impact occurs to:

- a support for a highway or traffic sign,
- anything that supports a sign under which vehicles travel,
- a street light,
- a support for utility lines,
- a traffic signal pole,
- any non-highway or non-traffic sign (e.g., a private sign),
- a mail box post,
- a delineator post, or
- any other type post, pole, or support.

This value should **not** be used when the impact was with any supporting structure of a bridge (see element "34" above).

Enter "38" (Culvert or Ditch) when the impact occurs with a culvert or ditch. A culvert is a man-made structure that allows passage over a drainage area and is that part of the structure which is intended to channel flow through the structure and maintain the stability/integrity of the road bed. If the structure has a portion above the road surface which is of sufficient height to engage above the wheels of an errant passenger vehicle and redirect it, that part of the structure is considered a bridge rail (element "34"). A ditch is a man made structure for drainage purposes. A ditch ends where a culvert begins and resumes on the opposite side of the culvert.

Enter "45" (Tree) when the impact is with a tree. This includes impacts with overhanging branches. Do not use this code if the tree is not standing. Trees which have fallen and are struck should be coded using "28" (Other Object Not Fixed) for small trees or "58" (Other Fixed Object) for large trees.

Element "46" (Boulder) is used when an in-transport motor vehicle contacts any large (not defined but at least larger than gravel) stationary rock.

Enter "58" (Other Fixed Object) when the PAR describes the impact to any fixed object which is anchored and not moving and not specifically mentioned above. Collisions which may be classified using this code include (but are not limited to):

- vehicles which sustain undercarriage damage by straddling the pavement and shoulder and impacting a prominent pavement lip, or
- free falls or vaults from the road surface to the ground or pavement without being listed on the PAR as rolling over or overturning.

If the PAR indicates the impact was in a median, determine if the impact was with a longitudinal barrier (guardrail, concrete, or other). If a barrier was contacted, enter "35" (Guardrail) or "36" (Concrete Traffic Barrier or Other Longitudinal Barrier Type) based on the PAR description. If no longitudinal barrier was contacted but contact occurred to a nonraised paved surface, gravel, or grass, then enter "31" (Ground). If the PAR indicates that the harmful event is with a raised, paved area (concrete or bituminous), then enter "39" (Curb). This is true even if a barrier is anchored in the raised, paved area. If the median is depressed, select the element which best fits the PAR's impact description and enter "31" (Ground), "40" (Embankment), "44" (Shrubbery Or Bush), "45" (Tree), "46" (Boulder), "58" (Other Fixed Object), etc. whichever is most appropriate.




Tunnels are handled according to the following rules. If the PAR describes the impact as external (i.e., the impact is to the hill or mountainside), enter "Embankment" (element "40"). If the impact is to the tunnel entrance (i.e., not protected by guardrails or bridge rails that lead into a tunnel or impact attenuators), then enter "58" (Other Fixed Object). Enter "42" (Wall) if the plane of the tunnel is broad or wide enough that the tunnel entrance functions as a wall and contact is made

with this wall. External impacts to impact attenuators are entered "33" (Impact Attenuator/Crash Cushion).

Internal or external impacts to: [a] median barriers should be entered "35" (Guardrail) or "36" (Concrete Traffic Barrier Or Other Longitudinal Barrier Type); [b] curbs (raised, paved medians) or walks should be entered "39" (Curb); or [c] the tunnel wall should be entered "42" (Wall). If contact is made with a bridge that leads into a tunnel, then enter "34" [Bridge Structure].

Enter "99" (Unknown) when it is not possible to determine which event produced the most severe injury or property damage for this vehicle or its occupants.

Consistency Check


			V20
	IF	THEN	
	AV069	FIRST HARMFUL EVENT (A6) equals 01-09 and MOST HARMFUL EVENT (V20) equals 01-09	INITIAL POINT OF IMPACT (V24) must equal 00.
	AV185	FIRST HARMFUL EVENT (A6) equals 02-03, 06-10 and MOST HARMFUL EVENT (V20) equals 02-03, 06-10	CRITICAL EVENT (V26) should equal 000 or 994.
	AV214	If FIRST HARMFUL EVENT (A6) or MOST HARMFUL EVENT (V20) equals 38	ROLLOVER TYPE (V30) should equal 00 or 22.
	AV185	FIRST HARMFUL EVENT (A6) equals 02-03, 06-10 and MOST HARMFUL EVENT (V20) equals 02-03, 06-10	CRITICAL EVENT (V26) should equal 000 or 994.
	PV103	EJECTION (P6) equals 1, 2, or 7	this person's vehicle's MOST HARMFUL EVENT (V20) must not equal 06.
	VA001	MOST HARMFUL EVENT (V20) equals 25	NUMBER OF MOTOR VEHICLES (A3) must be greater than 01.
	VA003	MOST HARMFUL EVENT (V20) equals 23	INTERSTATE HIGHWAY (A8) should not equal 1.
	VA004	MOST HARMFUL EVENT (V20) equals 23	RELATION TO JUNCTION (A9) should equal 05.
	VA005	MOST HARMFUL EVENT (V20) equals 23	TRAFFIC CONTROL DEVICE (A16) should not equal 01-51.
	VA191	CRITICAL EVENT (V26) equals 000	FIRST HARMFUL EVENT (A6) and MOST HARMFUL EVENT (V20) should equal 02-03, 06-10.

V20

	IF	THEN
VP010	MOST HARMFUL EVENT (V20) equals 21	at least one PERSON TYPE (P3) must be equal to 4 or 5.
VP011	MOST HARMFUL EVENT (V20) equals 22	at least one PERSON TYPE (P3) must be equal to 6.
VP012	MOST HARMFUL EVENT (V20) equals 27	at least one PERSON TYPE (P3) must equal of 3-4, 8.
VP013	MOST HARMFUL EVENT (V20) equals 06	at least one occupant of this vehicle (PERSON TYPES (P3) 1-2, 9) must have INJURY SEVERITY (P9) equal to 1-5, 9 or blank.
VV021	MOST HARMFUL EVENT (V20) equals 02	FIRE OCCURRENCE (V16) for this vehicle should equal 1.
VV062	MOST HARMFUL EVENT (V20) equals 21, 22, or 27	MANNER OF LEAVING SCENE (V19) should not equal 2.
VV080	DAMAGE AREAS (V25) equals 00000 and MOST HARMFUL EVENT (V20) does not equal 01-10	MANNER OF LEAVING SCENE (V19) should not equal 2.
VV081	any character coded for DAMAGE AREAS (V25) equals 5	MOST HARMFUL EVENT (V20) should equal 01, 08, 09, or 10.
VV091	MOST HARMFUL EVENT (V20) equals 05	VEHICLE TRAILING (V13) must not equal 0.
VV092	MOST HARMFUL EVENT (V20) equals 05	JACKKNIFE (V14) must equal 1.
VV116	MOST HARMFUL EVENT (V20) equals 01 and BODY TYPE (V5) does not equal 80-89	ROLLOVER TYPE (V30) must not equal 00.

V21 Movement Prior to Critical Event (Precrash 1)

Element Values

	00	<i>No Driver Present</i>
	01	Going Straight
	02	Decelerating In Traffic Lane
	03	Starting In Traffic Lane
	04	Stopped In Traffic Lane
	05	Passing Or Overtaking Another Vehicle
	06	Disabled Or Parked In Travel Lane
	07	Leaving A Parked Position
	08	Entering A Parked Position
	10	Turning Right
	11	Turning Left
	12	Making A U-turn
	13	Backing Up (Other Than For Parking Purposes)
	15	Negotiating A Curve
	16	Changing Lanes
	17	Merging
	18	Successful Corrective Action To A Previous Critical Event
	98	Other
	99	Unknown

Remarks

Record the attribute which 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 to any evasive maneuvers.

Actions taken by the driver of this vehicle, after realization of an impending danger are coded in V27 (Corrective Action Attempted).



Enter "00" (No Driver Present) when there are no persons in this vehicle (Number of Occupants, V10, is coded "00"). Also, use this code when no person in this vehicle is coded as the driver (D01=0). This code will also be used when this vehicle is being pushed by another vehicle

or a pedestrian and there is no one sitting in the driver's position (no person to be coded Person Type, P03, equal to 1).



Enter "01" (Going Straight) if the vehicle is in motion (constant or increasing speed) on a straight stretch of roadway--compare with elements "02" (*Decelerating In Traffic Lane*) and "15" (*Negotiating A Curve*). The length of the "straight stretch of roadway" need not be very long. For example, driver's going straight in a left or right turn lane are entered here.



Enter "02" (*Decelerating In Traffic Lane*) if the vehicle is in motion within a traffic lane and slowing its speed on either a straight or curve roadway segment. If the driver is changing lanes (intentionally or unintentionally), then use element "16" (*Changing Lanes*). If the vehicle is also passing or overtaking a line of stopped or slower moving traffic, then this element is used; see element "05" (*Passing Or Overtaking Another Vehicle*) below.

Enter "03" (*Starting In Traffic Lane*) if the vehicle is in motion within a traffic lane and is increasing its speed from a stopped position. The horizontal character of the roadway (straight versus curved) is not important.

Enter "04" (*Stopped In Traffic Lane*) if the vehicle is **not** in motion on a roadway. The horizontal character of the roadway is not important.

Enter "05" (*Passing or Overtaking Another Vehicle*) if the vehicle:

- is in motion,
- its speed is constant or increasing,
- is engaged in passing other in-transport motor vehicles, and
- did not depart the road on which it was traveling. These "other in-transport motor vehicles" can be passed on either the left or right. The "passing/overtaking" may also occur on a one-way roadway. The horizontal character of the roadway is not considered.



Enter "06" (*Disabled or Parked in Travel Lane*) when this vehicle was parked in a travel lane (e.g., double parked, disabled) *with a driver present in the vehicle*. *If the vehicle is disabled and there is no driver present, use element "00" (*No Driver Present*)*.

Enter "07" (*Leaving a Parked Position*) if the vehicle is in-transport **and** the vehicle was just previously not in-transport. The vehicle can be in either forward or reverse gears. The parked position can be either parallel or diagonal to the roadway; however, it must be on a trafficway. It may be on a shoulder, in a designated parking lane, etc. The vehicle's speed can be constant, increasing, or decreasing. For example, if a vehicle is impacted just after it backed out of a parking position while the driver is in the process of changing from reverse to forward gears, then enter this value. In general, associate the vehicle with leaving a parked position until such time as the vehicle has reached the prevailing travel speed determined by the environmental conditions present. This vehicle must have a driver in order to use this code.

Enter "08" (*Entering a Parked Position*) if the vehicle is in-transport on a trafficway **and** the intent of the driver is to "park" the vehicle; see element "06" (*Disabled or Parked in Travel Lane*). The vehicle can be in either forward or reverse gears. The parked position can be either parallel or diagonal to the roadway; however, it must be on a trafficway. It may be on a shoulder, in a designated parking lane, etc. The vehicle's speed can be constant, increasing, or decreasing. In general, associate the vehicle with entering a parked position from the point in time when the vehicle decreases its speed explicitly for the purpose of entering a specific parking position until such time as the vehicle is no longer in-transport.

Enter "10" (*Turning Right*) if the vehicle is in motion on a trafficway **and** the driver steers right at a junction into another trafficway, driveway, or alley.

Enter "11" (Turning Left) if the vehicle is in motion on a trafficway **and** the driver steers left at a junction into another trafficway, driveway, or alley.

Enter "12" (Making a U-turn) if the driver is:

- slowing to,
- engaged in, or
- accelerating after, steering his/her vehicle in a direction that is approximately opposite the driver's original direction of travel. The horizontal character of the trafficway is not a consideration.

Enter "13" [Backing Up (Other Than For Parking Purposes)] when the PAR indicates that the vehicle was backing and the backing was not related to parking or went beyond what would reasonably be considered associated with a parking purpose.

Enter "15" (Negotiating a Curve) if a vehicle in motion on a trafficway is entering, in, or exiting a curve horizontal roadway segment **and** is following the curve of the roadway. In other words, this element takes precedence over element "01" (Going Straight) but **does not** take precedence over elements "02" through "13" and "16" through "18". Exception: if an edgeline is crossed unintentionally resulting in an impact off the roadway, then use this element.

Enter "16" (Changing Lanes) when this vehicle was traveling straight ahead and changed travel lanes to the right or left while on same roadway.

Enter "17" (Merging) when this vehicle was moving forward and merging from the left or right into a traffic lane (e.g., roadway narrows, exit/entrance ramps).

Enter "18" (Successful Corrective Action to a Previous Critical Event) when this vehicle responded to a previous critical event and successfully avoided an impact just prior to the first harmful event.



Enter "98" (Other) whenever any of the specific situations cited below occurs. The occurrence of these specific situations overrides their applicability to any of the preceding elements with the exception of "00" (*No Driver Present*). *Whenever a driverless vehicle is involved, "00" (No Driver Present) takes precedence over "98" (Other).*

- A vehicle enters into or crosses through a median of divided trafficway.
- A vehicle travels the wrong way on a one-way trafficway.
- A vehicle exits a driveway, alley, private road, or private property; in other words, a vehicle attempts to enter a roadway associated with a trafficway from an area which is not associated with a trafficway.
- A vehicle is pushed by another vehicle.
- A vehicle is pushed by a pedestrian.



Also, use this code for any other situation which does not fit in any of the other elements above.

Enter "99" (Unknown) when it is unknown what the vehicle action (maneuver) was preceding its involvement in the accident, or if the information is unclear or inadequate to determine which of the above elements applies.

Consistency Check







V21

	IF	THEN
AV022	FIRST HARMFUL EVENT (A6) equals 21 and NUMBER OF NON-MOTORISTS (A04) equals 01 and PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0220	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 07, 08, 13, or 98.
AV030	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0011	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 13 or 98.
AV031	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0035	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 07 or 08.
AV032	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0022, 0023, or 0033	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 11.
AV033	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0010, 0024, or 0034	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 10.
AV042	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0720	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 10, 11, 12, 17, 98, or 99.
AV055	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0003, 0018, 0019, or 0021	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 01.
AV071	FIRST HARMFUL EVENT (A6) equals 21, 22, or 24, and MOVEMENT PRIOR TO CRITICAL EVENT (V21) is not equal to 13	ACCIDENT TYPE (V23) should equal 13.
AV134	RELATION TO JUNCTION (A9) equals 03 or 13	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 10, 11, or 98.
VA090	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 15	ROADWAY ALIGNMENT (A13) must equal 2.

	IF	THEN
 VA218	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 00 and at least one PERSON TYPE (P3) equals 5, and, for that person, NONMOTORIST STRIKING VEHICLE # (P22) equals the vehicle # for which V21 equals 00	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must equal 0210.
 VA242	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 10 or 11	RELATED TO JUNCTION (A09) should not equal 00 or 10.
VP046	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 13 and at least one PERSON TYPE (P3) equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0220.
VP047	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 10-12, or 17 and at least one PERSON TYPE (P3) equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0720.
VP056	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 11 and at least one PERSON TYPE (P3) equals 6	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0005, 0009, 0010, 0012, 0022, 0023, 0033, 0048, or 0049.
VP057	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 13 and at least one PERSON TYPE (P3) equals 6	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0011.
VP136	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 10 and at least one PERSON TYPE (P3) equals 6	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0005, 0009, 0010, 0012, 0024, 0034, 0048, or 0049.
VV026	JACKKNIFE (V14) equals 1	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must not equal 03-04, 06-08, 13.
VV027	TRAVEL SPEED (V11) equals 00	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 04, 06, 07, 08, 18, 98, or 99.
VV049	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 04 or 06	VEHICLE ROLE (V22) should not equal 1.

V21

	IF	THEN
VV052	ACCIDENT TYPE (V23) equals 21, 22, or 23	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 04, 06, 18, 98, or 99.
VV053	ACCIDENT TYPE (V23) equals 26, 30, 68, 72, 76, or 82	MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 11 or 98.
VV054	ACCIDENT TYPE (V23) equals 27, 31, 70, 78, or 80	MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 10 or 98.
VV055	ACCIDENT 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	ACCIDENT TYPE (V23) should equal 98.
VV070	ACCIDENT TYPE (V23) equals 46 or 47	MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 05, 16, or 17.
VV071	ACCIDENT TYPE (V23) equals 92	MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 07, 08, 13, 98, or 99.
VV078	ACCIDENT TYPE (V23) equals 25, 26, 27, 29, 30, or 31	MOVEMENT PRIOR TO CRITICAL EVENT (V21) should not equal 04 or 06.
VV094	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 10	ACCIDENT 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	ACCIDENT TYPE (V23) must not equal 44-67, 69, 70, 71, 73, 77, 78, 79, 80, 81, 83, 86-91, or 92.
VV096	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 13	ACCIDENT TYPE (V23) should equal 92 or 98.
VV106	ACCIDENT TYPE (V23) equals 50, 51, 52, or 53, and MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 01, 02, 03, 05, 15, 16, or 17	VEHICLE ROLE (V22) must equal 1 or 3.

	IF	THEN
VV183	CRITICAL EVENT (V26) equals 440-459 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00	MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 98.
VV213	DRIVER MANEUVERED TO AVOID (D6) equals 00	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must not equal 18.
VV217	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 18	DRIVER MANEUVERED TO AVOID (D6) should not equal 00.
 VV231	<i>DRIVER PRESENCE (D1) equals 0</i>	<i>MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 00.</i>
 VV232	<i>MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 00</i>	<i>CORRECTIVE ACTION ATTEMPTED (V27) must equal 00 or 94.</i>
 VV233	<i>MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 00</i>	<i>PRECRASH VEHICLE CONTROL (V28) must equal 00 or 94.</i>
 VV235	<i>PRECRASH LOCATION (V29) equals 00</i>	<i>MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 00.</i>
 VV236	<i>MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 00</i>	<i>DRIVER PRESENCE (D01) must equal 0.</i>
 VV243	<i>ACCIDENT TYPE (V23) equals 46 or 47</i>	<i>MOVEMENT PRIOR TO CRITICAL EVENT (V21) must not equal 01.</i>

V22 Vehicle Role

Element Values

0	Noncollision
1	Striking
2	Struck
3	Both
9	Unknown

Remarks

Enter "0" (Noncollision) only when the noncollision occurred first, even if subsequent impacts occurred. Noncollision includes rollover/overtured (which includes overturning motorcycles), fire/explosion, jackknifed, or immersion.

A vehicle that sets an object (e.g., cargo, spewed gravel, etc.) in motion which strikes or is struck by another motor vehicle prior to stabilization of the object, receives this code. The other in-transport vehicle is coded "1" (Striking) if it is moving or "2" (Struck) if it is stationary, irrespective of the wording of the narrative.

Enter "1" (Striking) if a vehicle in motion contacts an another vehicle, pedestrian, nonmotorist, or object with its leading end and/or side. A vehicle must be in motion to be a striking vehicle.



It is possible for both vehicles to be considered striking. This occurs in the cases of head-on collisions, and for sideswiping vehicles (including front or rear endswipes).

Enter "2" (Struck) if a vehicle is moving forward and is not in rotation and contacts another vehicle, pedestrian, or non-motorist with other than its front. A vehicle not in motion is struck unless subsequent impacts result in which the vehicle is striking (use "3" [Both] in these situations).



Enter "3" (Both) when a vehicle is both striking and struck. The two impacts cannot occur with the same vehicle, object, or person. The classic example of a vehicle which is both striking and struck is the chain reaction rear-end where the vehicle which is striking and struck is located within the chain.

The decision should be based on the above stated rules and not necessarily the wording in the narrative. The decision may, therefore, contradict the narrative in some cases (e.g. The narrative describes V1 as striking V2 yet the damage indicates that V2 was striking and V1 was struck).



Consistency Check

		V22
	IF	THEN
AV014	MANNER OF COLLISION (A7) equals 2	VEHICLE ROLE (V22) should equal 1 or 3.
AV089	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0840	at least one VEHICLE ROLE (V22) must equal 2.
AV131	FIRST HARMFUL EVENT (A6) equals 01-09	at least one VEHICLE ROLE (V22) must equal 0.
AV197	NUMBER OF MOTOR VEHICLES (A3) equals 02 and one vehicle's VEHICLE ROLE (V22) equals 2	the other vehicle's VEHICLE ROLE (V22) must not equal 2.
AV213	NUMBER OF MOTOR VEHICLES (A3) equals 02 and MANNER OF COLLISION (A7) equals 2 and TRAVEL SPEED (V11) is greater than 00	VEHICLE ROLE (V22) must equal 1 or 3.
 AV232	FIRST HARMFUL EVENT (A6) equals 21-99	no VEHICLE ROLE (V22) should equal 0.
VA093	VEHICLE ROLE (V22) equals 2 and NUMBER OF MOTOR VEHICLES (A3) equals 01	FIRST HARMFUL EVENT (A6) must not equal 31-50, 58, or 59.
 VA096	NUMBER OF MOTOR VEHICLES (A3) equals 01 and VEHICLE ROLE (V22) equals 0	FIRST HARMFUL EVENT (A6) should equal 01-10.
VV028	UNLIKELY: VEHICLE ROLE (V22) is equal to 9.	
VV031	TRAVEL SPEED (V11) equals 00	VEHICLE ROLE (V22) should not equal 1.
VV049	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 04 or 06	VEHICLE ROLE (V22) should not equal 1.
VV064	VEHICLE ROLE (V22) equals 1 and ACCIDENT TYPE (V23) equals 92	INITIAL POINT OF IMPACT (V24) must not equal 01.

V22

	IF	THEN
VV067	ACCIDENT TYPE (V23) equals 86 or 88	VEHICLE ROLE (V22) must not equal 2.
VV068	ACCIDENT TYPE (V23) equals 87 or 89	VEHICLE ROLE (V22) must not equal 1.
VV072	ACCIDENT TYPE (V23) equals 50, 51, 52, or 53	VEHICLE ROLE (V22) should equal 1.
VV075	ACCIDENT TYPE (V23) equals 01-12, 14, 20, 24, 28, 34, 36, 38, 40	VEHICLE ROLE (V22) must not equal 2.
VV079	ACCIDENT TYPE (V23) equals 21, 22, 23, 25, 26, 27, 29, 30, or 31	VEHICLE ROLE (V22) must not equal 1.
VV082	ACCIDENT TYPE (V23) equals 00	VEHICLE ROLE (V22) must equal 0.
VV104	ACCIDENT TYPE (V23) equals 68, and VEHICLE ROLE (V22) equals 2	INITIAL POINT OF IMPACT (V24) should not equal 03.
VV106	ACCIDENT TYPE (V23) equals 50, 51, 52, or 53, and MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 01, 02, 03, 05, 15, 16, or 17	VEHICLE ROLE (V22) must equal 1 or 3.
VV177	INITIAL POINT OF IMPACT (V24) equals 01 and TRAVEL SPEED (V11) is greater than 00	VEHICLE ROLE (V22) should not equal 2.
VV190	DRIVER PRESENCE (D1) equals 0	VEHICLE ROLE (V22) should not equal 0 or 9.
VV222	DAMAGE AREAS (V25) equals 00000 and VEHICLE ROLE (V22) is not equal to 0	DAMAGE SEVERITY (V18) must equal 0.
 VV227	CRITICAL EVENT (V26) equals 210, 215, or 520	VEHICLE ROLE (V22) must not equal 1.
 VV228	CRITICAL EVENT (V26) equals 220, 510, or 515	VEHICLE ROLE (V22) must not equal 2.

V22

		IF	THEN
	VV229	VEHICLE ROLE (V22) equals 1	CRITICAL EVENT (V26) must not equal 210, 215, or 520.
	VV230	VEHICLE ROLE (V22) equals 2	CRITICAL EVENT (V26) must not equal 220, 510, or 515.

V23 Accident Type

Element Values

Range: 00-16, 20-93, 97, 98, 99

00	No Impact
	Code the number from the Accident Types Diagram that best describes the accident circumstance.
97	Untripped Rollover
98	Other Accident Type
99	Unknown

Remarks

This variable is used for categorizing the collisions of drivers involved in accidents. A collision is defined here as the **first harmful event** in an accident 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 collision.

To determine the proper accident type (AT), refer to the three step decision process outlined below:

- Step 1 - Determine the appropriate category.
- Step 2 - Determine the appropriate configuration.
- Step 3 - Determine the specific accident type (two digit codes).

Each category is defined by an Accident Configuration(s). Configurations A through M are accessed by clicking on the category.

The categories are divided into six sections and are described as follows:

Category I. Single Driver - The first harmful event involves a collision between an in-transport vehicle and an object. A harmful event involving two in-transport vehicles is excluded from this category. Note, the impact location on the vehicle is not a consideration for accident types in this category.

Category II. Same Trafficway, Same Direction - The first harmful event occurred while both vehicles were traveling in the same direction on the same trafficway.

Category III. Same Trafficway, Opposite Direction - The first harmful event occurred while both vehicles were traveling in opposite directions on the same trafficway.

Category IV. Change Trafficway, Vehicle Turning - The first harmful event occurred when the vehicle is either turning or merging while attempting to change from one trafficway to another trafficway. Trafficway for this variable is loosely defined to include driveways, alleys and parking lots when a vehicle is either entering or exiting a trafficway.

Category V. Intersecting Paths (Vehicle Damage) - The first harmful event involves situations where vehicle trajectories intersect. It is important to note the location of damage to each vehicle for accident typing.

Category VI. Miscellaneous - The first harmful event involves an accident type which cannot be described in Categories I-V and thus is included in this category.

The **configurations** are delineated into specific accident types.

The accident types in **Category I. (Single Driver)** involve an impact between a vehicle and an object. **Categories II. through VI.** identify specific collision combinations which must be coded in specified pairs (i.e., the pair code defines the Accident Type). As an example, the combination "20" (Rear-end, stopped) and "32" (Rear-end, specifics other) or "20" (Rear-end, stopped) and "25" (Slower, straight ahead) are not valid since "20" (Rear-end, stopped) only has meaning when linked to codes "21"- "23" (Stopped,).

An accident involving a vehicle impacting a "driverless in-transport vehicle" is coded "..., specifics other" in the appropriate configuration-category. For example, a vehicle which impacts the rear of a driverless in-transport vehicle is encoded "32" (Rear-end, specifics other) and "32".

In accidents involving more than two vehicles or in collision sequences involving a combination of vehicle-to-object- to-vehicle impacts, code the Accident Type for the vehicle(s) involved in the first harmful event. All other vehicles are coded "98" (Other accident type).

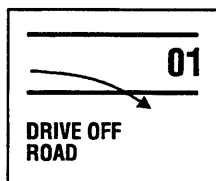
Keep in mind that **intended actions** play an important role in the coding scheme. For example, accident type "26" (Slower, turning left) is selected over type "25" (Slower, straight ahead) if the subject vehicle was traveling slower with the **intention** of turning left. Note, the turning action need not have occurred prior to the collision. The driver's **intent** to turn is the key.

Category I. Single Driver

Configuration A. Right Roadside Departure

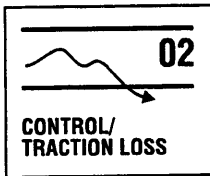
The vehicle departed the right side of the road with the first harmful event occurring off the road.

01 Right Roadside Departure: Drive Off Road



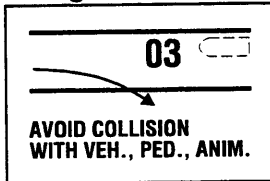
Enter "01" when the vehicle departed the road under a controlled situation (e.g., the driver was distracted, fell asleep, intentionally departed, etc).

02 Right Roadside Departure: Control/Traction Loss



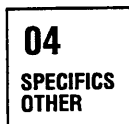
Enter "02" when there is evidence that the vehicle lost traction or "got away" from the driver in some other way (e.g., the vehicle spun off the road as a result of surface conditions, oversteer phenomena, or mechanical malfunctions). If doubt exists, code "01" (Right Roadside Departure, Drive Off Road).

03 Right Roadside Departure: Avoid Collision With Vehicle, Pedestrian, Animal



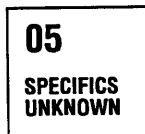
Enter "03" when the vehicle departed the road to avoid something on the road. Phantom vehicle situations, pedestrians, bicyclists, and other cyclists and nonmotorists are included here.

04 Right Roadside Departure: Specifics Other



Enter "04" if the vehicle departed the road to avoid something on the road other than a vehicle, pedestrian, or animal. Also use "Specifics Other" for accidents involving a driverless in-transport vehicle.

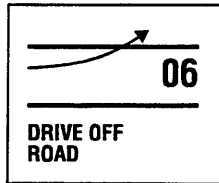
05 Right Roadside Departure: Specifics Unknown



Enter "05" if the vehicle departed the right side of the road for unknown reasons.

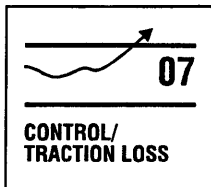
Configuration B. Left Roadside Departure

06 Left Roadside Departure: Drive Off Road



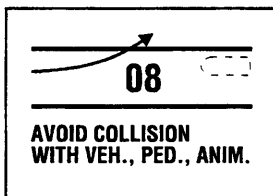
Enter "06" when the vehicle departed the road under a controlled situation (e.g., the driver was distracted, fell asleep, intentionally departed, etc.)

07 Left Roadside Departure: Control/Traction Loss



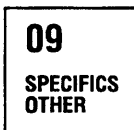
Enter "07" if there is evidence that the vehicle lost traction or "got away" from the driver in some other way (e.g., the vehicle spun off the road as a result of surface conditions, oversteer phenomena, or mechanical malfunctions.) If doubt exists, code "06" (Left Roadside Departure, Drive Off Road).

08 Left Roadside Departure: Avoid Collision With Vehicle, Pedestrian, Animal



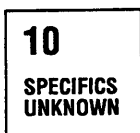
Enter "08" when the vehicle departed the road to avoid something on the road. Phantom vehicle situations, pedestrians, bicyclists, and other cyclists and nonmotorists are included here.

09 Left Roadside Departure: Specifics Other



Enter "09" if the vehicle departed the road to avoid something on the road other than a vehicle, pedestrian, or animal. Also, use "Specifics Other" for accidents involving a driverless in-transport vehicle.

10 Left Roadside Departure: Specifics Unknown

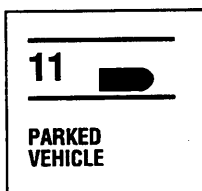


Enter "10" if the vehicle departed the left side of the road for unknown reasons.

Configuration C. Forward Impact

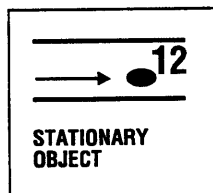
The vehicle struck an object on the road or off the end of a trafficway while moving forward.

11 Forward Impact: Parked Vehicle



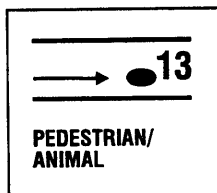
Enter "11" if the accident involves impact with a parked vehicle on either side of the road.

12 Forward Impact: Stationary Object



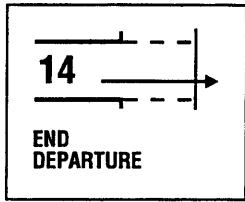
Enter "12" if the accident involves impact with a stationary object on either side of the road.

13 Forward Impact: Pedestrian/Animal



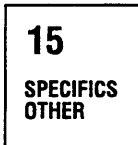
Enter "13" if the first harmful event involves impact with a pedestrian or animal on either side of the road. Pedestrians, bicyclists, and other cyclists and nonmotorists are included here. Vehicle plane of contact is NOT a consideration.

14 Forward Impact: End Departure



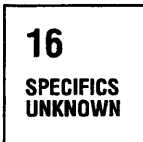
Enter "14" when the vehicle ran off the end of the road and crashed into something.

15 Forward Impact: Specifics Other



Enter "15" for impacted (striking or struck) trains and nonstationary objects on the road. Also use "Specifics Other" for accidents involving a driverless in-transport vehicle.

Forward Impact: Specifics Unknown



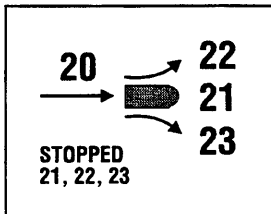
Enter "16" when the PAR indicates a single driver was involved in a forward impact collision, but no further classification is possible.

Category II. Same Trafficway, Same Direction

Configuration D. Rear-End

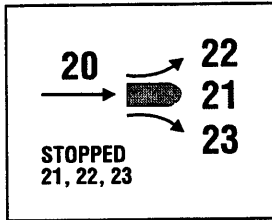
The front of the overtaking vehicle impacted the rear of the other vehicle. Note, even if the rear-impacted vehicle had started to make a turn, code here (**not in Category IV**).

20 Rear-End: Stopped



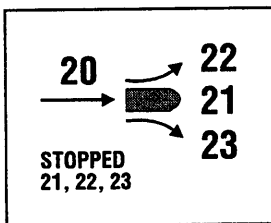
Enter "20" for a vehicle that impacts another vehicle from the rear when the impacted vehicle was stopped in the trafficway.

21 Rear-End: Stopped, Straight



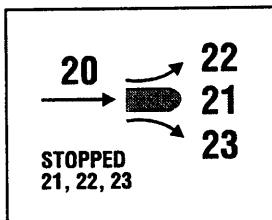
Enter "21" for a rear-impacted vehicle that was stopped in the trafficway, and was intending to proceed straight ahead.

22 Rear-End: Stopped, Left



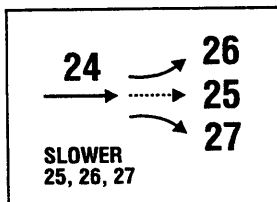
Enter "22" for a rear-impacted vehicle that was stopped in the trafficway, intending to make a left turn.

23 Rear-End: Stopped, Right



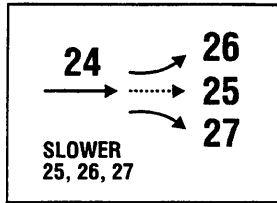
Enter "23" for a rear-impacted vehicle that was stopped in the trafficway, intending to make a right turn.

24 Rear-End: Slower



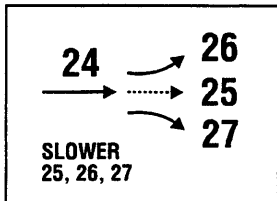
Enter "24" for a vehicle that impacts another vehicle from the rear when the impacted vehicle was going slower than the striking vehicle.

25 Rear-End: Slower, Going Straight



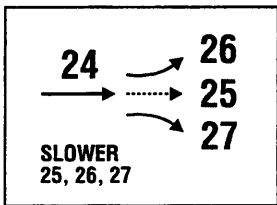
Enter "25" for a rear-impacted vehicle that was going slower than the other vehicle while proceeding straight ahead.

26 Rear-End: Slower, Going Left



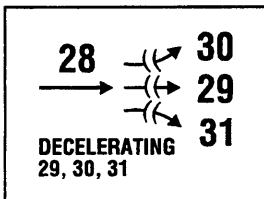
Enter "26" for a rear-impacted vehicle that was going slower than the other vehicle while turning left.

27 Rear-End: Slower, Going Right



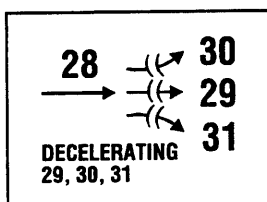
Enter "27" for a rear-impacted vehicle that was going slower than the other vehicle while turning right.

28 Rear-End: Decelerating (Slowing)



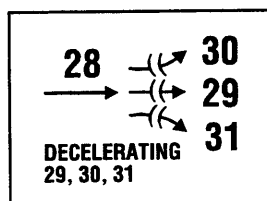
Enter "28" for a vehicle impacts another vehicle from the rear when the impacted vehicle was slowing down.

29 Rear-End: Decelerating (Slowing), Going Straight



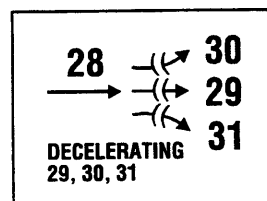
Enter "29" for a rear-impacted vehicle that was slowing down while proceeding straight ahead.

30 Rear-End: Decelerating (Slowing), Going Left



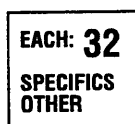
Enter "30" for a rear-impacted vehicle that was slowing down while turning left.

31 Rear-End: Decelerating (Slowing), Going Right



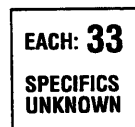
Enter "31" for a rear-impacted vehicle that was slowing down while turning right.

32 Rear-End: Specifics Other



Enter "32" for rear-end collisions which cannot be described in "20"- "31." Enter "Specifics Other" for accidents involving a driverless in-transport vehicle.

33 Rear-End: Specifics Unknown

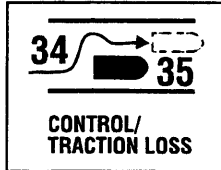


Enter "33" when the PAR indicates a rear-end collision occurred, but no further classification is possible.

Configuration E. Forward Impact

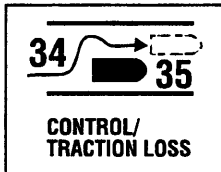
The front of the overtaking vehicle impacted the rear of the other vehicle, following a steering maneuver around a noninvolved vehicle or object.

34 Forward Impact: Control/Traction Loss



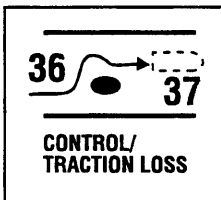
Enter "34" for a vehicle that's frontal area impacts another vehicle due to loss of control or traction (during a maneuver to avoid collision with a third vehicle) while both are traveling on the same trafficway in the same direction.

35 Forward Impact: Control/Traction Loss



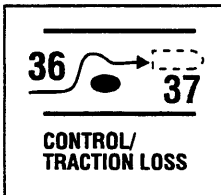
Enter "35" for a vehicle which is impacted by the frontal area of another vehicle due to loss of control or traction (during a maneuver to avoid collision with a third vehicle) while both are traveling on the same trafficway in the same direction.

36 Forward Impact: Control/Traction Loss



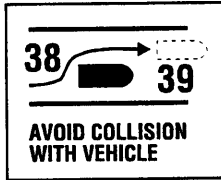
Enter "36" for a vehicle that's frontal area impacts another vehicle due to loss of control or traction (during a maneuver to avoid collision with an object) while both are traveling on the same trafficway in the same direction.

37 Forward Impact: Control/Traction Loss



Enter "37" for a vehicle which is impacted by the frontal area of another vehicle due to loss of control or traction (during a maneuver to avoid collision with an object) while both are traveling on the same trafficway in the same direction.

38 Forward Impact: Avoid Collision with Vehicle



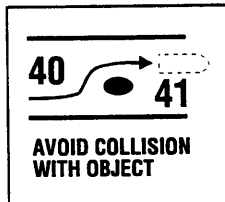
Enter "38" for a vehicle that's frontal area impacts another vehicle while maneuvering to avoid collision with a third vehicle, when loss of control or traction was not a factor, and both were traveling on the same trafficway, in the same direction.

39 Forward Impact: Avoid Collision with Vehicle



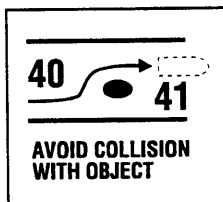
Enter "39" for a vehicle that was impacted by the frontal area of another vehicle which was maneuvering to avoid collision with a third vehicle, when loss of control or traction was not a factor, and both were traveling on the same trafficway, in the same direction.

40 Forward Impact: Avoid Collision with Object



Enter "40" for a vehicle that's frontal area impacts another vehicle 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



Enter "41" for a vehicle which was impacted by the frontal area of another vehicle which was 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.

42 Forward Impact: Specifics Other

EACH: **42**
SPECIFICS
OTHER

Enter "42" for a forward impact collision which occurred while both vehicles were traveling on the same trafficway and in the same direction, and which cannot be described by "34" - "40."
Enter "Specifics Other" for accidents involving a driverless in-transport vehicle.

43 Forward Impact: Specifics Unknown

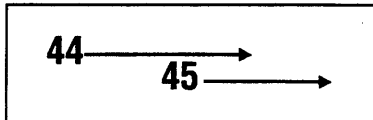
EACH: **43**
SPECIFICS
UNKNOWN

Enter "43" 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.

44 Sideswipe/Angle: Straight Ahead on Left



The following four codes, "44" (Sideswipe/Angle, straight ahead on left), "45" (Sideswipe/Angle, straight ahead on left/right), "46" (Sideswipe/Angle, changing lanes to the right), "47" (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:

- "44" and "45"
- "46" and "45"
- "45" and "47"
- "46" and "47".

When used in combination, these codes refer to a sideswipe or angle collision which involved a vehicle to the left of a vehicle to the right where:

- neither vehicle (codes "44" and "45") intended to change its lane;
- 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;
- 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
- 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.

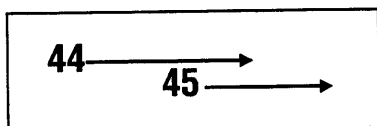
In addition, when:

- the right sides of the two vehicles impact following a 180 degree rotation of the vehicle on the right, or
- 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:

- their positions (i.e., left versus right).
- the intended lane of travel (straight ahead versus changing lanes) of their drivers.

45 Sideswipe/Angle: Straight Ahead on Left/Right



The following four codes, "44" (Sideswipe/Angle, straight ahead on left), "45" (Sideswipe/Angle, straight ahead on left/right), "46" (Sideswipe/Angle, changing lanes to the right), "47" (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:

- "44" and "45"
- "46" and "45"
- "45" and "47"
- "46" and "47"

When used in combination, these codes refer to a sideswipe or angle collision which involved a vehicle to the left of a vehicle to the right where:

- neither vehicle (codes "44" and "45") intended to change its lane;
- 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;
- 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
- 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.

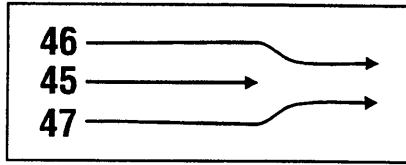
In addition, when:

- the right sides of the two vehicles impact following a 180 degree rotation of the vehicle on the right, or
- 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:

- their positions (i.e., left versus right) and
- the intended lane of travel (straight ahead versus changing lanes) of their drivers.

46 Sideswipe/Angle: Changing Lanes to the Right



The following four codes,

- "44" (Sideswipe/Angle, straight ahead on left)
- "45" (Sideswipe/Angle, straight ahead on left/right)
- "46" (Sideswipe/Angle, changing lanes to the right)
- "47" (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:

- "44" and "45"
- "46" and "45"
- "45" and "47"
- "46" and "47"

When used in combination, these codes refer to a sideswipe or angle collision which involved a vehicle to the left of a vehicle to the right where:

- neither vehicle (codes "44" and "45") intended to change its lane;
- 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;
- 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
- 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.

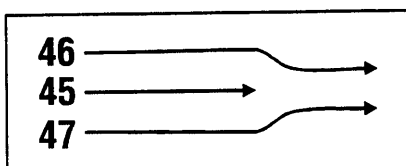
In addition, when:

- the right sides of the two vehicles impact following a 180 degree rotation of the vehicle on the right, or
- 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:

- their positions (i.e., left versus right) and
- the intended lane of travel (straight ahead versus changing lanes) of their drivers.

47 Sideswipe/Angle: Changing Lanes to the Left



The following four codes,

- "44" (Sideswipe/Angle, straight ahead on left)
- "45" (Sideswipe/Angle, straight ahead on left/right)
- "46" (Sideswipe/Angle, changing lanes to the right)
- "47" (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:

- "44" and "45"
- "46" and "45"
- "45" and "47"
- "46" and "47"

When used in combination, these codes refer to a sideswipe or angle collision which involved a vehicle to the left of a vehicle to the right where:

- neither vehicle (codes "44" and "45") intended to change its lane;
- 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;
- 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
- 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:
- the right sides of the two vehicles impact following a 180 degree rotation of the vehicle on the right, or
- 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:

- their positions (i.e., left versus right) and
- the intended lane of travel (straight ahead versus changing lanes) of their drivers.

48 Sideswipe/Angle: Specifics Other

EACH: **48**
SPECIFICS
OTHER

Enter "48" 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 accident type).

Enter "Specifics Other" for accidents involving a driverless in-transport vehicle.

49 Sideswipe/Angle: Specifics Unknown

EACH: 49
SPECIFICS UNKNOWN

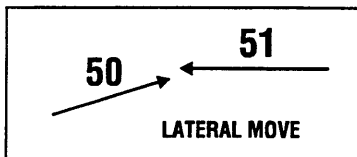
Enter "49" for sideswipe/angle collisions that occur while both vehicles are traveling on the same trafficway and in the same direction, when no further classification is possible.

Category III. Same Trafficway, Opposite Direction

Configuration G. Head-On

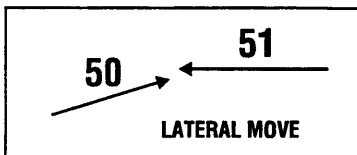
The frontal area of one vehicle impacted the frontal area of another.

50 Head-On: Lateral Move (Left/Right)



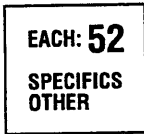
Enter "50" for a vehicle that moves laterally (sideways) immediately before colliding head-on with another vehicle, when the vehicles are traveling on the same trafficway in opposite directions.

51 Head-On: Lateral Move (Going Straight)



Enter "51" for a vehicle that collides head-on with another vehicle which has just moved laterally (sideways), when the vehicles are traveling on the same trafficway in opposite directions.

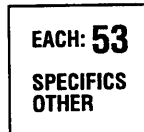
52 Head-On: Specifics Other



Enter "52" for a head-on collision that cannot be described by "50"- "51", when the vehicles are traveling on the same trafficway in opposite directions.

Enter "Specifics Other" for accidents involving a driverless in-transport vehicle.

53 Head-On: Specifics Unknown

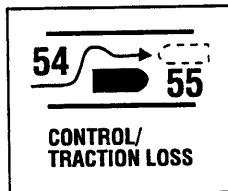


Enter "53" when the PAR indicates a head-on collision occurred between two vehicles traveling on the same trafficway in opposite directions, when no further classification is possible.

Configuration H. Forward Impact

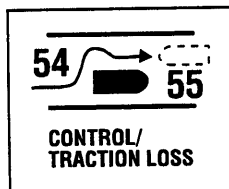
The frontal area of one vehicle impacted the frontal area of another following a steering maneuver around a noninvolved vehicle or an object.

54 Forward Impact: Control/Traction Loss



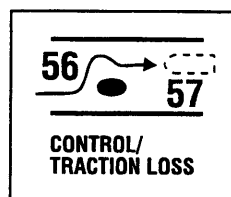
Enter "54" for a vehicle whose frontal area impacts another vehicle due to loss of control or traction (during a maneuver to avoid collision with a third vehicle) while the vehicles are traveling on the same trafficway in opposite directions.

55 Forward Impact: Control/Traction Loss



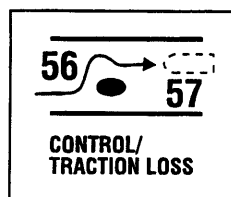
Enter "55" for a vehicle which is impacted by the frontal area of another vehicle due to loss of control or traction (during a maneuver to avoid collision with a third vehicle) while the vehicles are traveling on the same trafficway in opposite directions.

56 Forward Impact: Control/Traction Loss



Enter "56" for a vehicle whose frontal area impacts another vehicle due to loss of control or traction (during a maneuver to avoid collision with an object) while the vehicles are traveling on the same trafficway in opposite directions.

57 Forward Impact: Control/Traction Loss



Enter "57" for a vehicle which is impacted by the frontal area of another vehicle due to loss of control or traction (during a maneuver to avoid collision with an object) while the vehicles are traveling on the same trafficway in opposite directions.

58 Forward Impact: Avoid Collision with Vehicle



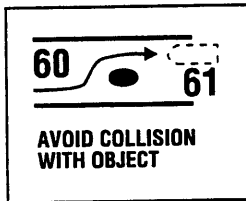
Enter "58" for a vehicle whose frontal area impacts another vehicle while maneuvering to avoid collision with a third vehicle, when loss of control or traction was not a factor, and the vehicles were traveling on the same trafficway, in opposite directions.

59 Forward Impact: Avoid Collision with Vehicle



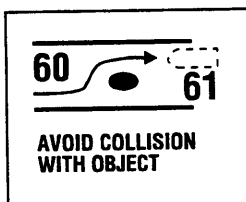
Enter "59" for a vehicle which was impacted by the frontal area of another vehicle which was maneuvering to avoid collision with a third vehicle, when loss of control or traction was not a factor, and the vehicles were traveling on the same trafficway, in opposite directions.

60 Forward Impact: Avoid Collision with Object



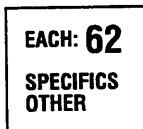
Enter "60" for a vehicle whose frontal area impacts another vehicle while maneuvering to avoid collision with an object, when loss of control or traction was not a factor, and the vehicles were traveling on the same trafficway, in opposite directions.

61 Forward Impact: Avoid Collision with Object



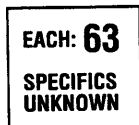
Enter "61" for a vehicle which was impacted by the frontal area of another vehicle which was maneuvering to avoid collision with an object, when loss of control or traction was not a factor, and the vehicles were traveling on the same trafficway, in opposite directions.

62 Forward Impact: Specifics Other



Enter "62" for forward impact collisions occurring while the vehicles were traveling on the same trafficway in opposite directions which cannot be described by "54"- "61 ". Enter "Specifics Other" for accidents involving a driverless in-transport vehicle.

63 Forward Impact: Specifics Unknown

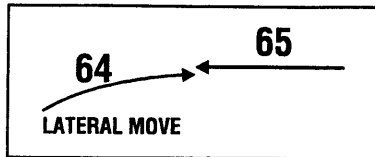


Enter "63" when the PAR indicates a forward impact collision occurred while the vehicles were traveling on the same trafficway in opposite directions, but no further classification is possible.

Configuration I. Sideswipe/Angle

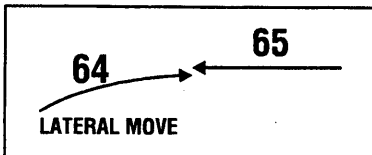
The two vehicles are involved in an impact involving the side of one or both vehicles.

64 Sideswipe/Angle: Lateral Move (Left/Right)



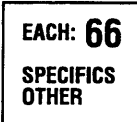
Code "64" identifies the vehicle which infringed upon the other vehicle (code "65") in a Category III, Configuration I collision; i.e., enter "64" for the vehicle which made the lateral move leading to the collision.

65 Sideswipe/Angle: Lateral Move (Going Straight)



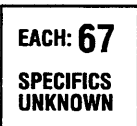
Enter "65" for the vehicle which was infringed upon by the other vehicle (code "64") in a Category III, Configuration I collision.

66 Sideswipe/Angle: Specifics Other



Enter "66" for sideswipe/angle collisions occurring while both vehicles were traveling on the same trafficway in opposite directions which cannot be described by "64"- "65". Enter "Specifics Other" for accidents involving a driverless in-transport vehicle.

67 Sideswipe/Angle: Specifics Unknown



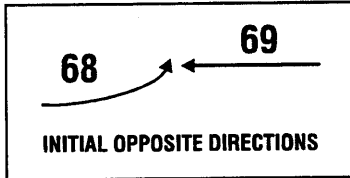
Enter "67" when the PAR indicates a sideswipe/angle collision occurred while both vehicles were traveling on the same trafficway in opposite directions, but no further classification is possible.

Category IV. Changing Trafficway, Vehicle Turning

Configuration J. Turn Across Path

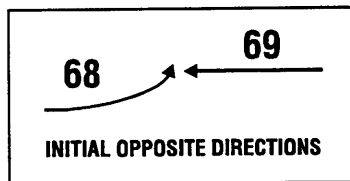
The two vehicles were initially on the same trafficway when one vehicle tried to turn onto another trafficway and pulled in front of the other vehicle. Vehicles making a "U" turn are identified in Category VI. Miscellaneous.

68 Turn Across Path: Initial Opposite Directions (Left/Right)



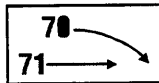
Code "68" identifies the vehicle which turned across the path of another vehicle (code "69") in a Category IV, Configuration J collision, in which the vehicles were initially traveling in opposite directions.

69 Turn Across Path: Initial Opposite Directions (Going Straight)



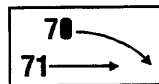
Enter "69" for a vehicle involved in a collision in which another vehicle (code "68") across its Path, and in which the vehicles were initially traveling in opposite directions.

70 Turn Across Path: Initial Same Directions (Turning Right)



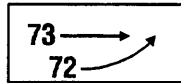
Enter "70" for a vehicle which turned right, across the path of another vehicle (code "71"), when both vehicles were initially traveling in the same direction.

71 Turn Across Path: Initial Same Directions (Going Straight)



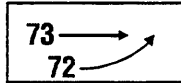
Enter "71" for a vehicle whose path was crossed by a vehicle turning right (code "70"), when both vehicles were initially traveling in the same direction.

72 Turn Across Path: Initial Same Directions (Turning Left)



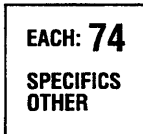
Enter "72" for a vehicle which turned left, across the path of another vehicle (code "73"), when both vehicles were initially traveling in the same direction.

73 Turn Across Path: Initial Same Directions (Going Straight)



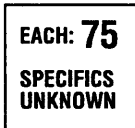
Enter "73" for a vehicle whose path was crossed by a vehicle turning left (code "72"), when both vehicles were initially traveling in the same direction.

74 Turn Across Path: Specifics Other



Enter "74" for collisions in which one vehicle turned across another's path, which cannot be described by "68"-"72". Enter "Specifics Other" for accidents involving a driverless in-transport vehicle.

75 Turn Across Path: Specifics Unknown



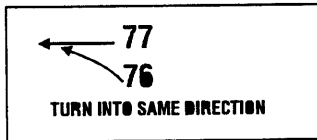
Enter "75" when the PAR indicates one vehicle turned across another's path, causing a collision, but no further classification is possible.

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.

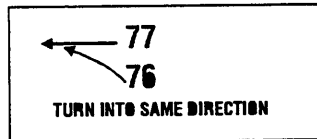
Note, the focus of this configuration is on the turning maneuver from one trafficway to another and not on the vehicles' plane of contact.

76 Turn Into Same Direction (Turning Left)



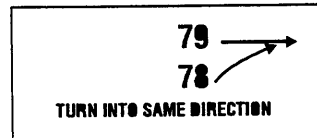
Enter "76" for a vehicle which turned right, into the path of another vehicle (code "77"), so that both vehicles were traveling in the same direction at the time of the collision.

77 Turn Into Same Direction (Going Straight)



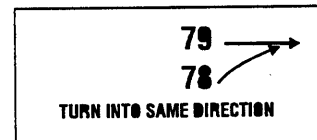
Enter "77" for a vehicle involved in a collision in which another vehicle (code "76") turned right, into its path, so that both vehicles were traveling in the same direction at the time of the collision.

78 Turn Into Same Direction (Turning Right)



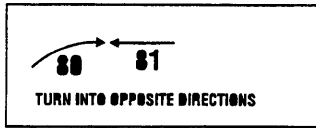
Enter "78" for a vehicle which turned left, into the path of another vehicle (code "79"), so that both vehicles were traveling in the same direction at the time of the collision.

79 Turn Into Same Direction (Going Straight)



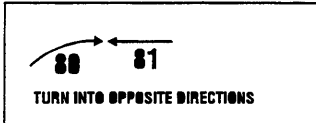
Enter "79" for a vehicle involved in a collision in which another vehicle (code "78") turned left, into its path, so that both vehicles were traveling in the same direction at the time of the collision.

80 Turn Into Opposite Directions (Turning Right)



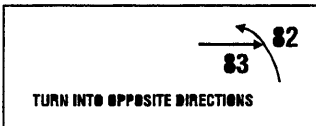
Enter "80" for a vehicle which turned right, into the path of another vehicle (code "81"), so that the vehicles were traveling in opposite directions at the time of the collision.

81 Turn Into Opposite Directions (Going Straight)



Enter "81" for a vehicle involved in a collision in which another vehicle (code "80") turned right, into its path, so that the vehicles were traveling in opposite directions at the time of the collision.

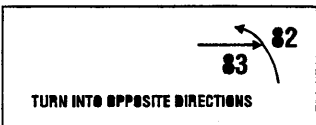
82 Turn Into Opposite Directions (Turning Left)



Enter "82" for a vehicle which turned left, into the path of another vehicle (code "83"), so that the vehicles were traveling in opposite directions at the time of the collision.

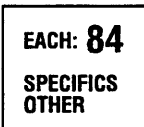
Code "82" is used when the driver's vehicle was in the act of making a left turn (e.g., from a driveway, parking lot or intersection). Do not confuse this situation with Configuration Paths. The driver's intended path is the prime concern.

83 Turn Into Opposite Directions (Going Straight)



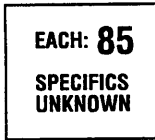
Enter "83" for a vehicle involved in a collision in which another vehicle (code "82") turned left, into its path, so that the vehicles were traveling in opposite directions at the time of the collision.

84 Turn Into Path: Specifics Other



Enter "84" for collisions in which one vehicle turned across another's path, which cannot be described by "76"- "83". Enter "Specifics Other" for accidents involving a driverless in-transport vehicle.

85 Turn Into Path: Specifics Unknown



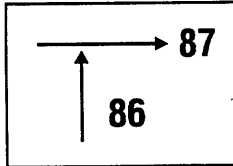
Enter "85" when the PAR indicates one vehicle turned into another's path, causing a collision, but no further classification is possible.

Category V. Intersecting Paths (Vehicle Damage)

Configuration L. Straight Paths

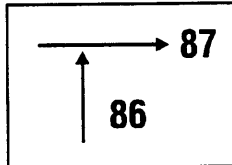
The two vehicles were proceeding (or attempting to proceed) straight ahead.

86 Straight Paths: Striking from the Right



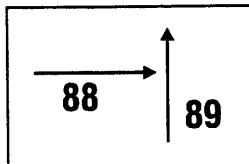
Enter "86" for a vehicle which strikes another vehicle (code "87") from the right when both vehicles were going straight at the time of the collision.

87 Straight Paths: Struck on the Right



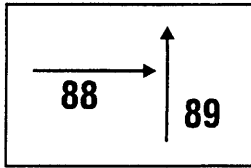
Enter "87" for a vehicle which is struck by another vehicle (code "86") from the right when both vehicles were going straight at the time of the collision.

88 Straight Paths: Striking from the Left



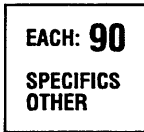
Enter "88" for a vehicle which strikes another vehicle (code "89") from the left when both vehicles were going straight at the time of the collision.

89 Straight Paths: Struck on the Left



Enter "89" for a vehicle which is struck by another vehicle (code "88") from the left when both vehicles were going straight at the time of the collision.

90 Straight Paths: Specifics Other



Enter "90" 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 accidents involving a driverless in-transport vehicle.

91 Straight Paths: Specifics Unknown



Enter "91 " when the PAR indicates two vehicles, both going straight, collided when their paths intersected, but no further classification is possible.

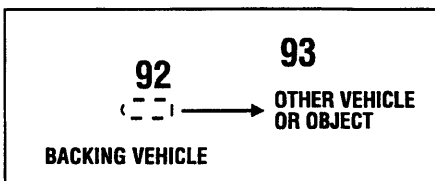
Category VI. Miscellaneous

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.

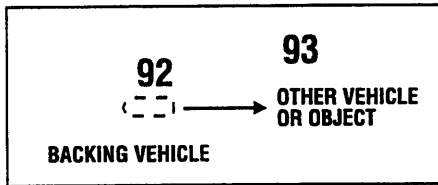
Any accident configuration which cannot be described in **Category I.** through **V.** is included here.

92 Backing, Etc.: Backing Vehicle



Enter "92" for a vehicle which backed into another vehicle or object (code "93").

93 Backing, Etc.: Other Vehicle or Object



Enter "93" for a vehicle or object which was backed into by another vehicle (code "92").

97 Untripped Rollover

97	UNTRIPPED ROLLOVER
98	OTHER ACCIDENT TYPE
99	UNKNOWN ACCIDENT TYPE
00	NO IMPACT

Enter "97" when a rollover occurs which is not the result of a collision but rather vehicle instability (e.g. centrifugal force).

98 Backing, Etc.: Other Accident Type

97	UNTRIPPED ROLLOVER
98	OTHER ACCIDENT TYPE
99	UNKNOWN ACCIDENT TYPE
00	NO IMPACT

Code "98" is used for those events and collisions which do not reasonably fit any of the specified types. This code includes (but is not limited to): rollovers on the road (tripped); U-turns; third or subsequent vehicles involved in an accident; or the second involved vehicle, when the first harmful event involved a vehicle-to-object collision.

99 Backing, Etc.: Unknown Accident Type

97	UNTRIPPED ROLLOVER
98	OTHER ACCIDENT TYPE
99	UNKNOWN ACCIDENT TYPE
00	NO IMPACT

Code "99" when the accident configuration is unknown.

00 Backing, Etc.: No Impact

97	UNTRIPPED ROLLOVER
98	OTHER ACCIDENT TYPE
99	UNKNOWN ACCIDENT TYPE
00	NO IMPACT

Code "00" identifies noncollision events (fire, immersion, etc.). Rollovers on the road should be coded "97" (Untripped Rollover) or "98" (Other Accident Type).

The following accident types require clarification:

Code "00" (No impact) identifies noncollision events (fire, immersion, etc.). Rollovers on the road should be coded "98" (Other accident type).

Codes "01" (Right roadside departure, drive off road) and "06" (Left roadside departure, drive off road) are used when the vehicle departed the road under a controlled situation (i.e., the driver was distracted, fell asleep, intentionally departed, etc.).

Codes "02" (Right roadside departure, control/traction loss) and "07" (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, code "01" (Right roadside departure, drive off road) or "06" (Left roadside departure, drive off road) respectively.

Codes "03" (Right roadside departure; avoid collision with vehicle, pedestrian, animal) and "08" (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.

Codes "04" (Right roadside departure, specifics other) and "09" (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.

Codes "11" (Forward impact, parked vehicle), "12" (Forward impact, stationary object), and "13" (Forward impact, pedestrian/animal) involve an impact with an object which can be located on either side of the road.

Code "12" (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).

Code "13" (Forward impact, pedestrian/animal) is used when a pedestrian, nonmotorist, or animal is involved with the first harmful event. Vehicle plane of contact is not a consideration.

Code "15" (Forward impact, specifics other) is used for impacted (striking or struck) trains and nonstationary objects on the road.

Codes "44" (Sideswipe/Angle, straight ahead on left), "45" (Sideswipe/Angle, straight ahead on left/right), "46" (Sideswipe/Angle, changing lanes to the right), and "47" (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:

- "44" and "45",
- "46" and "45",
- "45" and "47", and
- "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:

- neither vehicle (codes "44" and "45") intended to change its lane; 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;
- 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
- 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:

- the right sides of the two vehicles impact following a 180 degree rotation of the vehicle on the right, or
- 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:
- their positions (i.e., left versus right) and
- the intended lane of travel (straight ahead versus changing lanes) of their drivers.

Code "48" (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 accident type).

Code "64" (Sideswipe/Angle, lateral move—infringing vehicle) identifies the vehicle which 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.

Code "82" (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 accident types in **Configuration K. Turn Into Path**. For these codes the vehicles are proceeding (or attempting to proceed) straight ahead, usually at a junction.







Code "97" (Untripped Rollover) is used when a rollover occurs which is not the result of a collision but rather vehicle instability (e.g. centrifugal force).




Code "98" (Other Accident Type) is used for those events and collisions which do not reasonably fit any of the specified types. This code includes (but is not limited to): rollovers on the road (tripped); U-turns; third or subsequent vehicles involved in an accident; or the second involved vehicle when the first harmful event involved a vehicle-to-object collision.

Consistency Check

V23

	IF	THEN
AV020	Your combination of ACCIDENT TYPE codes is incompatible, compare the code(s) used for the VEHICLE(S) INVOLVED in the FHE with the ACCIDENT TYPE chart. Reminder: All Vehicles not involved in the FHE are coded "98".	
AV070	FIRST HARMFUL EVENT (A6) equals 26	ACCIDENT TYPE (V23) should equal 01-11, 92, 98, or 99.
AV071	FIRST HARMFUL EVENT (A6) equals 21, 22, or 24, and MOVEMENT PRIOR TO CRITICAL EVENT (V21) is not equal to 13	ACCIDENT TYPE (V23) should equal 13.
AV072	FIRST HARMFUL EVENT (A6) equals 28 or 58, and RELATION TO ROADWAY (A10) equals 1	ACCIDENT TYPE (V23) should equal 12.
AV097	RELATION TO ROADWAY (A10) equals 4 and NUMBER OF MOTOR VEHICLES (A3) equals 01	ACCIDENT TYPE (V23) should equal 06-10, 98, 99.
AV132	FIRST HARMFUL EVENT (A6) equals 02, 03, 06, 08, or 09	at least one ACCIDENT TYPE (V23) must equal 00.
AV133	MANNER OF COLLISION (A7) equals 3	at least one ACCIDENT TYPE (V23) must equal 92 or 98.
AV203	MANNER OF COLLISION (A7) equals 5	ACCIDENT TYPE (V23) should not equal 20-33.
AV204	MANNER OF COLLISION (A7) equals 5	ACCIDENT TYPE (V23) should equal 44-49, 98, or 99.
AV205	MANNER OF COLLISION (A7) equals 6	ACCIDENT TYPE (V23) should not equal 50-53.
AV206	MANNER OF COLLISION (A7) equals 6	ACCIDENT TYPE (V23) should equal 64-67, 98, or 99.
 AV215	FIRST HARMFUL EVENT (A6) equals 01-10	ACCIDENT TYPE (V23) must not equal 20-91.

	IF	THEN
	AV222 FIRST HARMFUL EVENT (A6) equals 05 and RELATION TO ROADWAY (A10) equals 1	ACCIDENT TYPE (V23) should equal 98.
	AV223 FIRST HARMFUL EVENT (A6) equals 01	ACCIDENT TYPE (V23) should equal 01-10, 97, 98, or 99.
	AV225 MANNER OF COLLISION (A7) equals 2	ACCIDENT TYPE (V23) must not equal 64-67.
	AV226 MANNER OF COLLISION (A7) equals 4	ACCIDENT TYPE (V23) must not equal 20-43 or 50-53.
	AV243 MANNER OF COLLISION (A7) equals 1	ACCIDENT TYPE (V23) should not equal 44-49.
	VA014 ACCIDENT TYPE (V23) equals 01-16	NUMBER OF MOTOR VEHICLES (A3) should equal 1.
	VA015 ACCIDENT TYPE (V23) equals 20-91	NUMBER OF MOTOR VEHICLES (A3) must be greater than 1.
	VA081 ACCIDENT TYPE (V23) equals 13	FIRST HARMFUL EVENT (A6) must equal 21, 22, 24, or 27.
	VA082 ACCIDENT TYPE (V23) equals 68-91	RELATION TO JUNCTION (A9) should not equal 00.
	VA086 ACCIDENT TYPE (V23) equals 01-16 for one vehicle and the remaining vehicles have a value of 98 for (V23)	FIRST HARMFUL EVENT (A6) must not equal 25 or 99.
	VA087 ACCIDENT TYPE (V23) equals 99 for one vehicle and the remaining vehicles have a value of 98 for (V23)	FIRST HARMFUL EVENT (A6) should equal 99.
	VA094 ACCIDENT TYPE (V23) equals 01-11, 14	RELATION TO ROADWAY (A10) should not equal 1.
	VA120 Only ACCIDENT TYPE CODES 01-16, 92, 97, 98, 99, 00 can be used when accident involves a single vehicle.	
	VA137 ACCIDENT TYPE (V23) equals 00	FIRST HARMFUL EVENT (A6) must equal 02, 03, 06, 08, or 09.










	IF	THEN
VA138	ACCIDENT TYPE (V23) equals 06-10 and TRAFFICWAY FLOW (A11) equals 2	RELATION TO ROADWAY (A10) should equal 4.
VA139	ACCIDENT TYPE (V23) equals 14	RELATION TO JUNCTION (A9) must not equal 01 or 11.
VA140	ACCIDENT TYPE (V23) equals 14	RELATION TO JUNCTION (A9) should equal 00, 02, 10 or 12.
VA211	ACCIDENT TYPE (V23) equals 97	RELATION TO ROADWAY (A10) should equal 1.
 VA219	ACCIDENT TYPE (V23) equals 20-91	FIRST HARMFUL EVENT (A6) must equal 25.
 VA227	ACCIDENT TYPE (V23) equals 20-43 or 50-53	MANNER OF COLLISION (A7) must not equal 4.
 VA228	ACCIDENT TYPE (V23) equals 64-67	MANNER OF COLLISION (A7) must not equal 2.
VV051	ACCIDENT TYPE (V23) equals 21, 22, or 23	TRAVEL SPEED (V11) must equal 00.
VV052	ACCIDENT TYPE (V23) equals 21, 22, or 23	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 04, 06, 18, 98 or 99.
VV053	ACCIDENT TYPE (V23) equals 26, 30, 68, 72, 76, or 82	MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 11 or 98.
VV054	ACCIDENT TYPE (V23) equals 27, 31, 70, 78, or 80	MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 10 or 98.
VV055	ACCIDENT 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	ACCIDENT TYPE (V23) should equal 98.
VV064	VEHICLE ROLE (V22) equals 1 and ACCIDENT TYPE (V23) equals 92	INITIAL POINT OF IMPACT (V24) must not equal 01.

V23

	IF	THEN
VV065	ACCIDENT TYPE (V23) equals 20, 24, 28, 34, 36, 38, 40, 50-54, 56, 58, or 60	INITIAL POINT OF IMPACT (V24) must equal 01.
VV066	ACCIDENT TYPE (V23) equals 21, 22, 23, 25, 26, 27, 29, 30, 31, 35, 37, 39, or 41	INITIAL POINT OF IMPACT (V24) must equal 04.
VV067	ACCIDENT TYPE (V23) equals 86, 88	VEHICLE ROLE (V22) must not equal 2.
VV068	ACCIDENT TYPE (V23) equals 87, 89	VEHICLE ROLE (V22) must not equal 1.
VV070	ACCIDENT TYPE (V23) equals 46 or 47	MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 05, 16, or 17.
VV071	ACCIDENT TYPE (V23) equals 92	MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 07, 08, 13, 98, or 99.
VV072	ACCIDENT TYPE (V23) equals 50, 51, 52, or 53	VEHICLE ROLE (V22) should equal 1.
VV075	ACCIDENT TYPE (V23) equals 01-12, 14, 20, 24, 28, 34, 36, 38, 40	VEHICLE ROLE (V22) must not equal 2.
VV078	ACCIDENT TYPE (V23) equals 25, 26, 27, 29, 30, or 31	MOVEMENT PRIOR TO CRITICAL EVENT (V21) should not equal 04 or 06.
VV079	ACCIDENT TYPE (V23) equals 21, 22, 23, 25, 26, 27, 29, 30, or 31	VEHICLE ROLE (V22) must not equal 1.
VV082	ACCIDENT TYPE (V23) equals 00	VEHICLE ROLE (V22) must equal 0.
VV094	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 10	ACCIDENT 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	ACCIDENT TYPE (V23) must not equal 44-67, 69, 70, 71, 73, 77, 78, 79, 80, 81, 83, 86-91, or 92.

V23

	IF	THEN
VV096	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 13	ACCIDENT TYPE (V23) should equal 92 or 98.
VV097	ACCIDENT TYPE (V23) equals 87	INITIAL POINT OF IMPACT (V24) should equal 02.
VV098	ACCIDENT TYPE (V23) equals 89	INITIAL POINT OF IMPACT (V24) should equal 03.
VV099	ACCIDENT TYPE (V23) equals 87	INITIAL POINT OF IMPACT (V24) must not equal 03.
VV100	ACCIDENT TYPE (V23) equals 89	INITIAL POINT OF IMPACT (V24) must not equal 02.
VV104	ACCIDENT TYPE (V23) equals 68, and VEHICLE ROLE (V22) equals 2	INITIAL POINT OF IMPACT (V24) should not equal 03.
VV106	ACCIDENT TYPE (V23) equals 50, 51, 52, or 53, and MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 01, 02, 03, 05, 15, 16, or 17	VEHICLE ROLE (V22) must equal 1 or 3.
VV106	ACCIDENT TYPE (V23) equals 50, 51, 52, or 53, and MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 01, 02, 03, 05, 15, 16, or 17	VEHICLE ROLE (V22) must equal 1 or 3.
VV121	ACCIDENT TYPE (V23) equals 97	ROLLOVER TYPE (V30) must equal 10.
VV122	ACCIDENT TYPE (V23) equals 03, 08, 38, 40, 58, or 60	CORRECTIVE ACTION ATTEMPTED (V27) must not equal 00.
VV175	ACCIDENT TYPE (V23) equals 20-49 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00	CRITICAL EVENT (V26) should not equal 100-199, 230, 300, 411-430, 441-459, 530, 600, 711-730, 741-759, 800-859.

	IF	THEN
	VV176 ACCIDENT TYPE (V23) equals 50-67 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00	CRITICAL EVENT (V26) should not equal 100, 101, 102, 199, 210, 215, 220, 310, 320, 410, 411, 440, 441, 510, 515, 520, 610, 620, 710, 711, 740, 741, 800-859.
	VV182 CRITICAL EVENT (V26) equals 102 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00	ACCIDENT TYPE (V29) must equal 14.
	VV191 DRIVER PRESENCE (D1) equals 0	ACCIDENT TYPE (V23) must equal 00, 04, 09, 15, 32, 42, 48, 52, 62, 66, 74, 84, 90, or 98.
	VV195 ACCIDENT TYPE (V23) equals 03, 08, 34, 36, 38, 40, 54, 56, 58, or 60	DRIVER MANEUVERED TO AVOID (D6) must not equal 00.
	VV226 ROLLOVER TYPE (V30) equals 10	ACCIDENT TYPE (V23) must not equal 98.
	VV237 CRITICAL EVENT (V26) equals 841 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00	ACCIDENT TYPE (V23) should equal 15.
	VV238 CRITICAL EVENT (V26) equals 840 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00	ACCIDENT TYPE (V23) should equal 12.
	VV239 CRITICAL EVENT (V26) equals 000	ACCIDENT TYPE (V23) should equal 00.
	VV240 ACCIDENT TYPE (V23) equals 00	CRITICAL EVENT (V26) should equal 000.
	VV242 PRECRASH CONTROL (V28) equals 01	ACCIDENT TYPE (V23) must not equal 02, 07, 34, 36, 54, or 56.
	VV243 ACCIDENT TYPE (V23) equals 46 or 47	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must not equal 01.
	VV245 ACCIDENT TYPE (V23) equals 01 or 06	PRECRASH CONTROL (V28) must not equal 02, 03, 04, or 98.
	VV247 ROLLOVER TYPE (V30) equals 10	ACCIDENT TYPE (V23) should equal 01-10, 14, 97, or 99.

V24 Initial Point of Impact

Element Values

00	Non-Collision
01	Front
02	Right Side
03	Left Side
04	Back
05	Top
06	Undercarriage
11	Front Right Corner
12	Front Left Corner
13	Back Right Corner
14	Back Left Corner
99	Initial Point of Impact Unknown

Remarks



Code the first impact point that produced property damage or personal injury (regardless of FIRST or MOST HARMFUL EVENT).

Consistency Check

V24

	IF	THEN
AV069	FIRST HARMFUL EVENT (A6) equals 01-09 and MOST HARMFUL EVENT (V20) equals 01-09	INITIAL POINT OF IMPACT (V24) must equal 00.
AV073	MANNER OF COLLISION (A7) equals 2	INITIAL POINT OF IMPACT (V24) must equal 01 for two vehicles.
AV074	MANNER OF COLLISION (A7) equals 3	INITIAL POINT OF IMPACT (V24) must equal 04 for two vehicles.
AV075	MANNER OF COLLISION (A7) equals 1	at least one vehicle must have INITIAL POINT OF IMPACT (V24) equal to 01.
AV076	MANNER OF COLLISION (A7) equals 1	at least one vehicle must have INITIAL POINT OF IMPACT (V24) equal to 04.
VA198	INITIAL POINT OF IMPACT (V24) equals 00	FIRST HARMFUL EVENT (A6) should equal 01-10.
VV057	INITIAL POINT OF IMPACT (V24) equals 11, 12, 13, or 14	DAMAGE AREAS (V25) must have at least two values other than 0, unless the first character is 7 or 0.
VV064	VEHICLE ROLE (V22) equals 1 and ACCIDENT TYPE (V23) equals 92	INITIAL POINT OF IMPACT (V24) must not equal 01.
VV065	ACCIDENT TYPE (V23) equals 20, 24, 28, 34, 36, 38, 40, 50-54, 56, 58, or 60	INITIAL POINT OF IMPACT (V24) must equal 01.
VV066	ACCIDENT TYPE (V23) equals 21, 22, 23, 25, 26, 27, 29, 30, 31, 35, 37, 39, or 41	INITIAL POINT OF IMPACT (V24) must equal 04.
VV097	ACCIDENT TYPE (V23) equals 87	INITIAL POINT OF IMPACT (V24) should equal 02.
VV098	ACCIDENT TYPE (V23) equals 89	INITIAL POINT OF IMPACT (V24) should equal 03.

V24

	IF	THEN
	VV099 ACCIDENT TYPE (V23) equals 87	INITIAL POINT OF IMPACT (V24) must not equal 03.
	VV100 ACCIDENT TYPE (V23) equals 89	INITIAL POINT OF IMPACT (V24) must not equal 02.
	VV104 ACCIDENT TYPE (V23) equals 68, and VEHICLE ROLE (V22) equals 2	INITIAL POINT OF IMPACT (V24) should not equal 03.
	VV177 INITIAL POINT OF IMPACT (V24) equals 01 and TRAVEL SPEED (V11) is greater than 00	VEHICLE ROLE (V22) should not equal 2.
	VV178 INITIAL POINT OF IMPACT (V24) equals 11	DAMAGE AREAS (V25) should include values 1 and 2.
	VV179 INITIAL POINT OF IMPACT (V24) equals 12	DAMAGE AREAS (V25) should include values 1 and 3.
	VV180 INITIAL POINT OF IMPACT (V24) equals 13	DAMAGE AREAS (V25) should include values 2 and 4.
	VV181 INITIAL POINT OF IMPACT (V24) equals 14	DAMAGE AREAS (V25) should include values 3 and 4.
	VV224 CRITICAL EVENT (V26) equals 210, 215, or 520	INITIAL POINT OF IMPACT (V24) should not equal 01.
	VV225 CRITICAL EVENT (V26) equals 220, 510, 515	INITIAL POINT OF IMPACT (V24) should not equal 04.

V25 Damage Areas

Element Values

0	No Damage
1	Front
2	Right Side
3	Left Side
4	Back
5	Top
6	Undercarriage
7	All Areas Damaged
9	Damage Areas Unknown

Remarks

This variable reports this vehicle's specific areas damaged due to impact. The totality of the damage is used when determining the specific areas.

"Vehicle" as used in this variable is the same as V05, Body Type, plus all trailers connected by means of a fixed linkage at the time of impact. The six planes (front, right side, left side, back, top, undercarriage) are measured with respect to the entire vehicle (capsule). In contrast, any trailer disconnected prior to impact is treated as an object.

A five character field is used to indicate up to five specific areas of damage on the vehicle. The numbers used to represent the areas damaged should be entered in ascending numerical order and the remaining blanks filled with 0's. For example:

A single vehicle accident involving a head-on impact with a brick wall results in damage to the vehicles left side, front and right side. The correct coding for this is 12300. If this same impact had resulted in damage to the front and left side, only, the correct coding would be 13000.

Enter "00000" (No Damage) when the vehicle sustains no impact but is part of the accident due to a non-collision event such as: fire or explosion, immersion, gas inhalation, an occupant's fall from the vehicle, an injured occupant without an external impact, or other nonimpacts except most jackknife situations.

Enter "1" (Front), "2" (Right Side), "3" (Left Side), "4" (Back), "5" (Top), or "6" (Undercarriage) whenever the PAR indicates that one or more (but not all) planes were damaged in the accident.

Enter "70000" (All Areas Damaged) whenever the PAR indicates that all planes received damage in the accident. This includes both the top and undercarriage planes. In order for **all damage areas** to be involved, the vehicle will usually have to have rolled over or sustained numerous impacts.

Enter "9" (Damage Areas Unknown) whenever the PAR does not indicate which area or areas received damage or when the information on the PAR is confusing or inadequate for the purposes of this determination. When some, or all, of the damage areas are unknown apply the following guidelines:

- Enter '99999' when the vehicle is damaged but no specific area is known.
- When some damaged areas are known but uncertainty exists regarding possible damage to other areas, code all known damage areas and fill the remaining spaces with 9's (i.e. 1 2 9 9 9).

Summary Of Steps To Determine Code:

- 1st Identify all known damaged areas
- 2nd Determine if any other areas may have been damaged but are not known with certainty because the PAR information is incomplete, contradictory etc.
- 3rd List all known areas in ascending numerical order.
- 4th If no unknown areas exist fill the remaining spaces with 0's. If some areas are unknown fill the remaining spaces with 9's.
- 5th If all areas are unknown enter '99999'.

Consistency Check

V25

	IF	THEN
VV057	INITIAL POINT OF IMPACT (V24) equals 11, 12, 13, or 14	DAMAGE AREAS (V25) must have at least two values other than 0, unless the first character is 7 or 0.
VV058	DAMAGE AREAS (V25) equals 70000	MANNER OF LEAVING SCENE (V19) should equal 2 or 3.
VV074	MANNER OF LEAVING SCENE (V19) equals 2	DAMAGE AREAS (V25) should be greater than 00000.
VV080	DAMAGE AREAS (V25) equals 00000 and MOST HARMFUL EVENT (V20) does not equal 01-10	MANNER OF LEAVING SCENE (V19) should not equal 2.
VV081	any character coded for DAMAGE AREAS (V25) equals 5	MOST HARMFUL EVENT (V20) should equal 01, 08, 09, or 10.
VV088	DAMAGE SEVERITY (V18) equals 0	DAMAGE AREAS (V25) must equal 00000.
VV138	ROLLOVER TYPE (V30) is not equal to 00	DAMAGE AREAS (V25) should have more than one value other than 0.
VV178	INITIAL POINT OF IMPACT (V24) equals 11	DAMAGE AREAS (V25) should include values 1 and 2.



V25

	IF	THEN
VV179	INITIAL POINT OF IMPACT (V24) equals 12	DAMAGE AREAS (V25) should include values 1 and 3.
VV180	INITIAL POINT OF IMPACT (V24) equals 13	DAMAGE AREAS (V25) should include values 2 and 4.
VV181	INITIAL POINT OF IMPACT (V24) equals 14	DAMAGE AREAS (V25) should include values 3 and 4.
VV222	DAMAGE AREAS (V25) equals 00000 and VEHICLE ROLE (V22) is not equal to 0	DAMAGE SEVERITY (V18) must equal 0.


Precrash Data Overview

Introduction

Coding of the precrash variables is completed for each of the in-transport vehicles in the accident. This means that the entire accident is first coded from the perspective of one vehicle, then coded from the perspective of a second vehicle, if any. The precrash variables are:

- V21 Movement Prior To Critical Event (Precrash 1)
- V26 Critical Event (Precrash 2)
- V27 Corrective Action Attempted (Precrash 3)
-  • V28 *Precrash Vehicle Control* (Precrash 4), and
-  • V29 *Precrash Location* (Precrash 5).

The precrash variables are designed to identify the following:

- what was this vehicle doing just prior to the critical precrash event,
- what made this vehicle's situation critical,
- what was the corrective action, if any, to this critical situation, and
-  • what was the *location and stability* 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 Event, V26 (i.e., what action by this vehicle, another vehicle, person, animal, or nonfixed object was critical to this vehicle's accident?). Once this determination is made, then determine the vehicle's response to the action which made this vehicle's involvement critical.

Corrective Action Attempted, V27, is defined as movements/actions taken by the driver's vehicle, within a **critical crash envelope**, in response to a Critical Event, V26.

Do not consider who was at fault when determining precrash data. Many accident scenarios will suggest fault, but this is considered coincidental rather than by design.

Pre-crash Data Overview - Critical Crash Envelope

The critical crash envelope begins at the point where:

- the driver recognizes an impending danger (e.g., deer runs into the roadway), or
- the vehicle is in an imminent path of collision with another vehicle, pedestrian, pedalcyclist, other nonmotorist, object, or animal.

The critical crash envelope ends when:

- (1) (a) the driver has made a successful corrective action;
(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 accidents involve only a single critical crash envelope in which the object contacted is captured under the Critical Event, V26 (e.g., A vehicle is traveling straight on a roadway; a deer runs into the roadway and is struck by the vehicle.). This scenario and similar ones are very straight forward and will not present many coding problems.

Complex Single Critical Crash Envelope

However, some single critical crash envelopes are more complex.

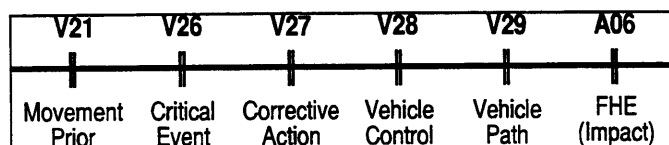
Example A: A driver avoids one obstacle and immediately impacts another vehicle, person, object, or animal. Because **immediate** is defined as not having an opportunity or sufficient time to take any additional corrective actions, the Critical Event, V26, is coded to the vehicle, person, object, or animal which the driver successfully avoided instead of the vehicle's first harmful event (i.e., its impact); see examples 4 and 7 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 attempted to regain steering control; cause the vehicle to resume a tracking posture; or avoid the impacted vehicle, person, object, or animal; the Critical Event, V26, is similarly coded 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 Corrective Action Attempted, V27, records the successful action taken to avoid the Critical Event, V26.

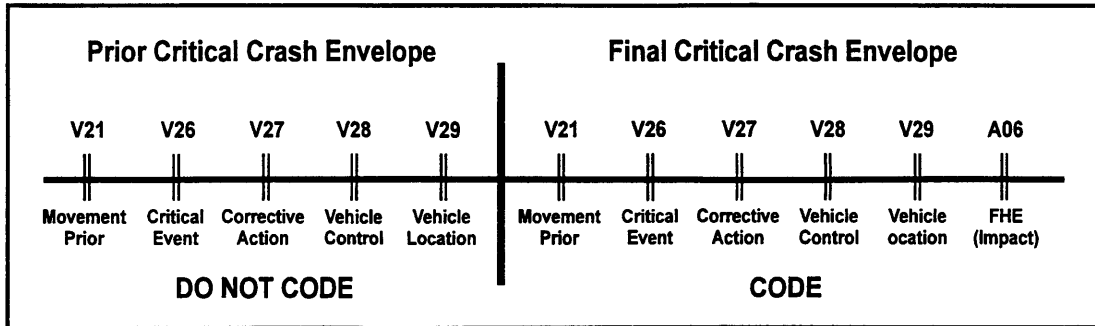
Vehicles that are not involved in an impact with another vehicle, person, object, or animal in the sequence of accident events that defines the accident are not included in the General Estimates System; and therefore, automated, encoded data are not collected for these vehicles.

The coding order for a single critical crash envelope is illustrated below in Figure V-2: Typical Order of a Single Critical Crash Envelope.



Multiple Critical Crash Envelopes

When accidents involve multiple critical crash envelopes, code only the final critical crash envelope. In this situation, encode the variable, Movement Prior To Critical Event (V21), using code "18" (Successful corrective action to a previous critical event). The final critical crash envelope is the one that resulted in this vehicle's first impact as shown in Figure V-3: Typical Order of Multiple Critical Crash Envelopes, below.



When there is doubt as to whether this vehicle had experienced multiple critical crash envelopes, code the Critical Event, V26, to the vehicle, person, object, or animal which the driver successfully avoided. See Complex Single Critical Crash Envelope examples A and B above.

The pages that follow contain, first, a flowchart illustrating the proper method and protocol for determining the precrash variables, and second, eight examples of various accident event sequences which contain one or more critical crash envelopes.

Method Protocol

1. Determine V26 (Critical Event). What action by this vehicle, another vehicle, person, animal, or object was critical to this driver becoming involved in the accident (i.e., use the "BUT FOR" test)?
 - A. Determine which of the four major categories (I. - IV.) this action falls under.
 - I. Was the Critical Event initiated by this vehicle?
 - II. Was the Critical Event initiated by another vehicle?
 - III. Was the Critical Event initiated by a pedestrian, pedalcyclist, other nonmotorist, animal or object?
 - IV. Did the Critical Event not fit into the first three categories or were more than two vehicles involved in the accident?
 - B. Review, in order, each subcategory under the chosen major category to which one applies.
 - C. Select the appropriate code from those listed under the selected subcategory.
2. Determine V27 (Corrective Action Attempted). What does the PAR indicate that the driver of this vehicle attempted to do in response to the critical event ?
3. Determine V28 (*Precrash Vehicle Control*) and V29 (*Precrash Location*).
4. Determine V21 (Movement Prior to Critical Event).



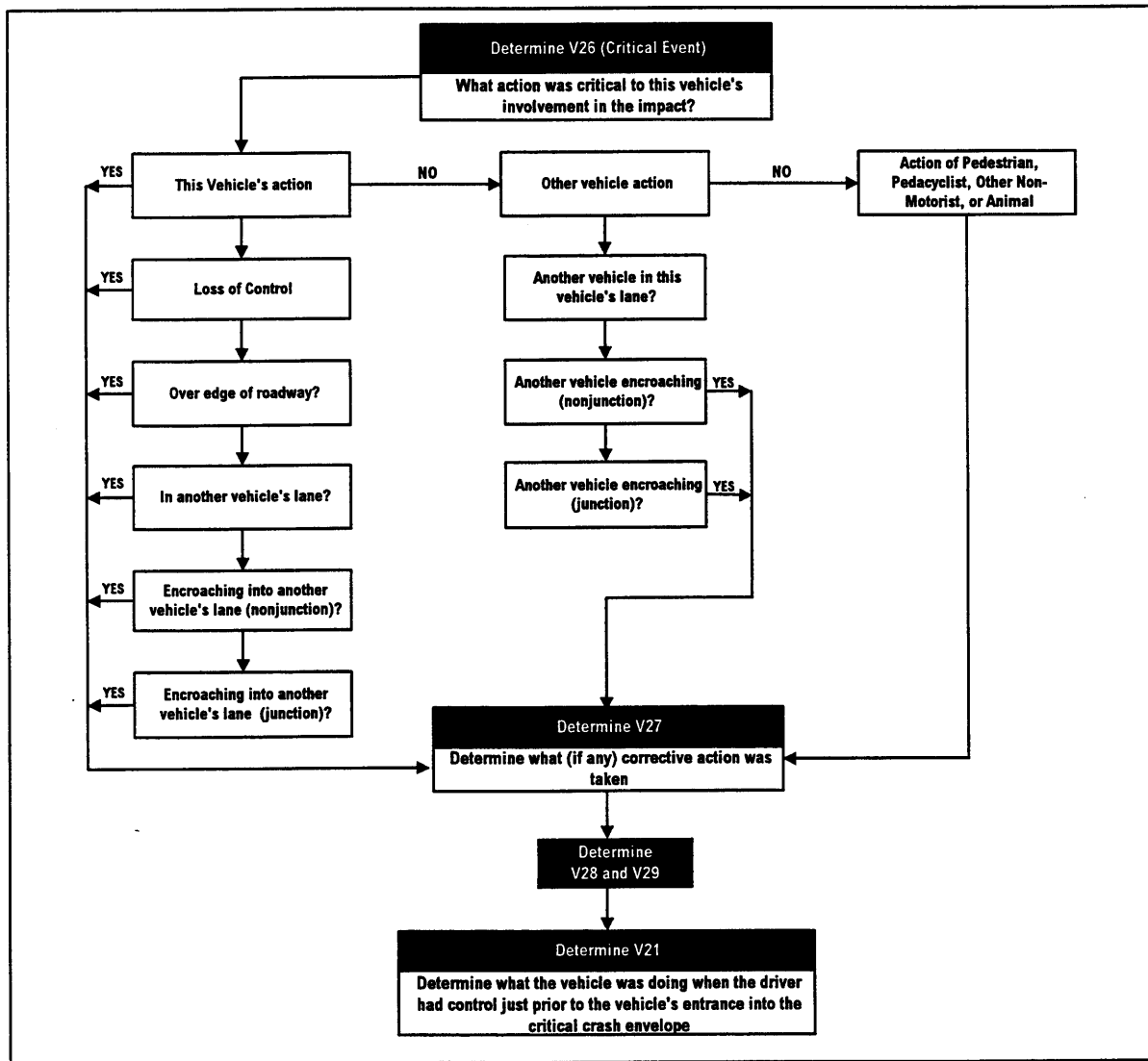


Figure V-4: Method and Protocol for Determining Precrash Variables

FOR EXAMPLE :

"But for" Vehicle # going left-of-center, this vehicle would not have been involved in this accident.

"But for" having entered into the intersection, this vehicle would not have been involved in this accident.



Precrash General Rules

1. V27, Corrective Action Attempted, assesses what the vehicle did rather than what the driver stated he/she tried to do.
2. A traffic control signal/sign can never make the situation critical when coding V26 (Critical Event).

3. *If control is lost due to driver illness such as heart attack, diabetic coma, etc., then V26 (Critical Event) should be coded "099, Loss of Control Due To Other or Unknown Reason".*
4. *In coding V26, (Critical Event), the loss of control must have occurred prior to the driver doing any corrective action. If the driver attempts a action (i.e. brakes, steers, etc.) as a result of the driver's perception of a vehicle, object, pedestrian, or nonmotorist, then code "998, Other Action" as what made it critical. If the vehicle is in a yaw (sliding in rotation, usually leaving skid marks on the pavement) prior to the driver taking an avoidance action, then "loss of control" is what made it critical (e.g., hydroplaning, etc.) and codes "010-099" should be used.*
5. *If in coding V26 (Critical Event) it can not be determined which driver had the right of way at a controlled intersection, then use the following as a guideline*
 - *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.*
 - *If the junction is controlled by an on-colors traffic control device, and both drivers claim a green light, then code both vehicles as initiating the critical event. V26 (Critical Event) equals 410-430 for both vehicles.*
6. *In coding V26 (Critical Event) for vehicles executing a left turn with the right of way, use code "712" (Other Vehicle Entering Intersection - Turning Across Path.)*
7. *In coding V26 (Critical Event), "fixed" objects cannot be in the roadway.*
8. *If there are no skid marks present at the scene and the vehicle did not rotate 30 degrees or more (either clockwise or counterclockwise), the code V28 (Precrash Vehicle Control) as "01, Vehicle Control Maintained".*

Example 1

Vehicle 2 is northbound and passing through an intersection on a roadway without traffic control. Vehicle 1 is eastbound on a crossing roadway with a stop sign but did not stop or slow down. Vehicle 1 crashes into the side of vehicle 2. Vehicle 2 did not see vehicle 1 coming. Vehicle 1 braked (leaving skid marks) just prior to impact, without any steering.

In this example, vehicle 1 has one **critical crash envelope** (V1 CCE)

	Vehicle 1	Vehicle 2
	V21 (01) Going Straight	(01) Going Straight
	V26 (411) Entering Intersection - straight across path	(711) Entering Intersection - straight across path
	V27 (01) Braked/Slowed	(00) No Corrective Action
☞	V28 (04) <i>Vehicle Skidded Longitudinally</i>	(01) <i>Vehicle Control Maintained</i>
☞	V29 (01) <i>Vehicle Stayed in Travel Lane</i>	(01) <i>Vehicle Stayed in Travel Lane</i>

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** (V2 CCE). 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.

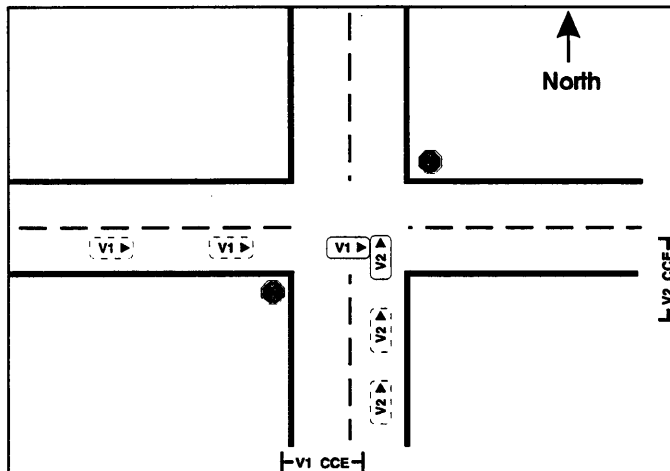




Figure V-5: for Example 1

Example 2

Vehicle 1 and vehicle 2 are traveling in opposite directions on the same roadway. The driver of vehicle 1 falls asleep 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
	V21 (01) Going Straight	(01) Going Straight
	V26 (230) In Lane - opposite direction	(530) In lane - opposite direction
	V27 (00) No Corrective Action	(14) Accelerated and steered right
	V28 (98) Other or Unknown Type of Control was Lost	(01) Vehicle Control Maintained
	V29 (02) Vehicle Stayed in Travel Lane	(01) Vehicle departed roadway

In this example, vehicle 1 has one **critical crash envelope** (V1 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** (V2 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.

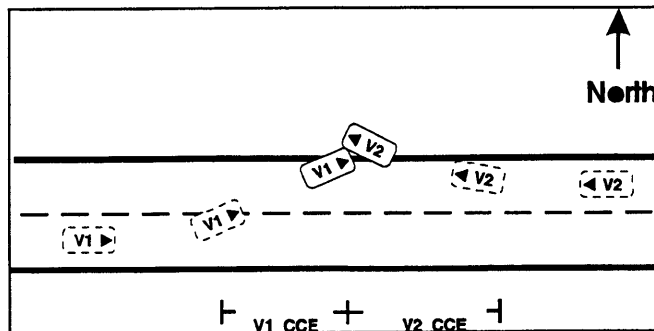


Figure V-6: for Example 2

Example 3

Vehicle 1 is eastbound and passing through an intersection on a roadway without traffic control. The noncontact vehicle (NCV) is northbound and stopped at the intersection on a crossing roadway with a stop sign. The noncontact vehicle turns right into the travel path of Vehicle 1. Vehicle 1 braked (without lockup) and steered left to avoid the noncontact vehicle. The driver of vehicle 1 successfully avoided the noncontact vehicle, maintained full control of vehicle 1, but consequently put vehicle 1 in the travel path of vehicle 2. Vehicle 2 attempted to avoid vehicle 1 by steering right and braking (with lockup). Vehicle 1 attempted to avoid vehicle 2 by steering right and braking (with lockup). Vehicle 1 and vehicle 2 crashed front left corner to front left corner.

In this example, vehicle 1 has two critical crash envelopes (V1 CCE1 and V1 CCE2).

Vehicle 1	Vehicle 2
V21 (18) Successful corrective action to a previous critical event	(01) Going Straight
V26 (230) In lane - opposite direction	(530) In lane - opposite direction
V27 (12) Braked and steered right	(12) Braked and steered right
V28 (04) Vehicle Skidded Longitudinally - No Rotation	(04) Vehicle Skidded Longitudinally - No Rotation
V29 (01) Vehicle Stayed in Travel Lane	(01) Vehicle Stayed in Travel Lane

Vehicle 1's first **critical crash envelope (V1 CCE1)** ends at the point where the driver of vehicle 1 made a successful corrective action and maintained full control of the vehicle.

Vehicle 1's second **critical crash envelope (V1 CCE2)** begins immediately following the successful corrective action and ends at the point of impact with vehicle 2. Code the critical crash envelope which resulted in vehicle 1's first impact (V1 CCE2).

Vehicle 2 has one **critical crash envelope (V2 CCE)** which begins at the point where driver 2 recognizes vehicle 1 in his/her travel lane and ends at the point of impact with vehicle 1.

The noncontact vehicle was not involved in an impact with a another vehicle, person, animal, or object in the sequence of accident events and is therefore not included in the General Estimates System.

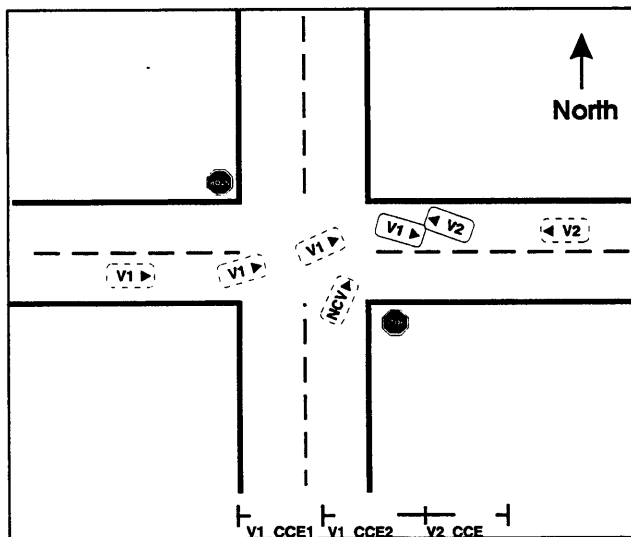


Figure V-7: for Example 3

Example 4

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. Vehicle 2 attempted to avoid vehicle 1 by braking and steering right onto the shoulder. Vehicle 2 skids and rotates clockwise about 45 degrees before it is impacted in the side by vehicle 1.

Vehicle 1	Vehicle 2
V21 (01) Going Straight	(01) Going Straight
V26 (800) Pedestrian in roadway	(530) In lane - opposite over left lane line
V27 (11) Braked and steered left	(12) Braked and steered right
V28 (01) Control Maintained	(02) Rotated clockwise
V29 (01) Vehicle Stayed on Roadway But Left Travel Lane	(01) Vehicle Stayed in Travel Lane

In this example, vehicle 1 has one critical crash envelope (V1 CCE). Vehicle 1's critical crash envelope involved a successful avoidance of a pedestrian [i.e., V26 (Critical Event) equals code "800"] 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 corrective action is coded as the action taken to avoid the pedestrian.

Vehicle 2 has one **critical crash envelope** (V2 CCE) which begins at the point where driver 2 recognized and reacted to vehicle 1 in his/her travel lane and ends at the point of impact with vehicle 1.

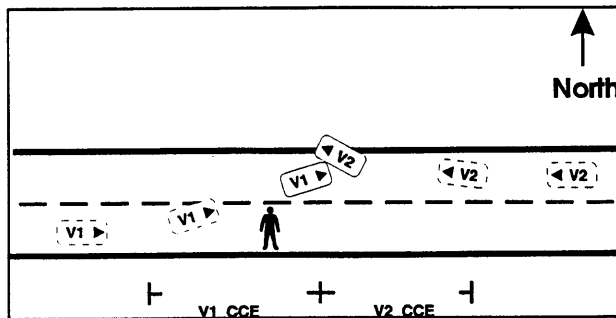


Figure V-8: for Example 4

Example 5

Vehicle 1 and vehicle 2 are traveling in opposite directions on the same roadway. The driver of vehicle 1 steers left to avoid a pedestrian who darted into his/her travel lane. Vehicle 1 crosses over the center line and the adjacent travel lane, departing the roadway. Then driver 1 re-enters the roadway, in full control of the vehicle but traveling in the lane of opposing traffic. Vehicle 2 attempted to avoid vehicle 1 by steering right and braking (with skidding and clockwise rotation greater than 30 degrees). Vehicle 1 attempted to avoid vehicle 2 by steering right without braking. Vehicle 1 impacted vehicle 2 in the side.

Vehicle 1	Vehicle 2
V21 (18) Successful corrective action to a previous critical event	(01) Going Straight
V26 (230) In Lane - Opposite Direction	(530) In Lane - Opposite Direction
V27 (03) Steered Right	(12) Braked and steered right
V28 (01) Control Maintained	(02) Vehicle Rotated Clockwise
V29 (01) Vehicle Stayed in Travel Lane	(01) Vehicle Stayed in Travel Lane

In this example, vehicle 1 has two critical crash envelopes (V1 CCE1 and V1 CCE2). Vehicle 1's first **critical crash envelope** (V1 CCE1) begins at the point where driver 1 recognizes the pedestrian coming into his/her travel path and ends at the point where the driver of vehicle 1, having made a successful corrective action, regains full control of the vehicle. Vehicle 1's second **critical crash envelope** (V1 CCE2) begins when driver 1, in full control of vehicle 1, re-enters the roadway in the travel lane of opposing traffic and ends at the point of impact with vehicle 2. Code the critical crash envelope which resulted in vehicle 1's first impact (V1 CCE2).

Vehicle 2 has one **critical crash envelope** (V2 CCE) which begins at the point where driver 2 recognized and reacted to vehicle 1 in his/her travel lane and ends at the point of impact with vehicle 1.

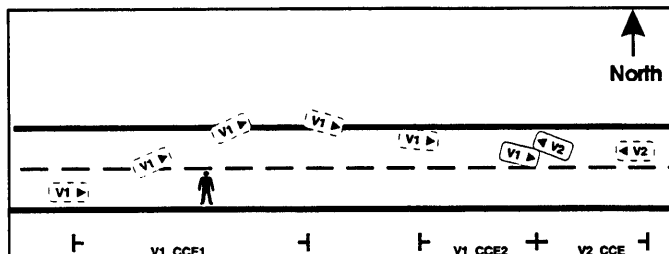



Figure V-9: for Example 5

Example 6

Vehicle 1 and vehicle 2 are traveling in the same direction in adjacent lanes on a divided highway (with a painted median). Vehicle 1 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	Vehicle 3
	V21 (01) Going Straight	(01) Going Straight	(01) Going Straight
	V26 (994) More than 2 vehicles	(994) More than 2 vehicles	(994) More than 2 vehicles
	V27 (94) More than 2 vehicles	(94) More than 2 vehicles	(94) More than 2 vehicles
	V28 (94) More than 2 vehicles	(94) More than 2 vehicles	(94) More than 2 vehicles
	V29 (94) More than 2 vehicles	(94) More than 2 vehicles	(94) More than 2 vehicles

In this example, V26, V27, V28, and V29 are coded "94" for each vehicle since there were three vehicles involved in the accident. Determination of the critical crash envelope(s) is not relevant in this situation (See diagram of this example for determination of critical crash envelope).

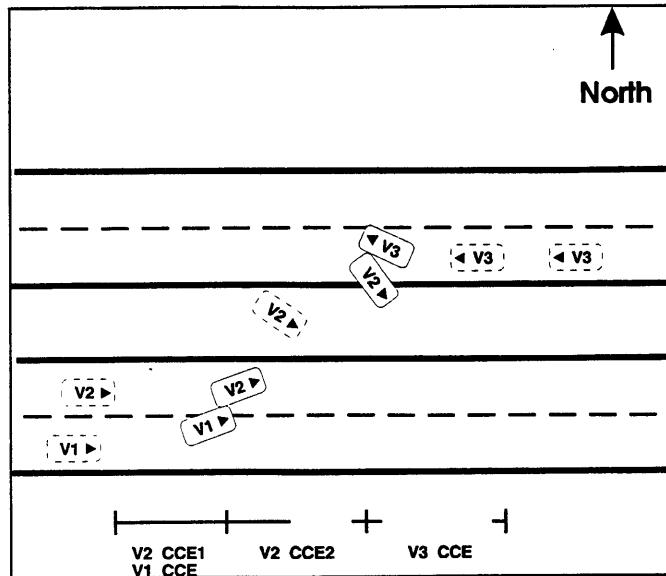




Figure V-10: for Example 6

Example 7

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 corrective actions.

In this example, vehicle 1 has one critical crash envelope (V1 CCE).

	Vehicle 1	Vehicle 2
	V21 (01) Going Straight	(01) Going Straight
	V26 (630) Another Vehicle Encroaching From Parking Lane	(530) In Lane - Opposite Direction
	V27 (11) Braked and Steered Left	(00) No Corrective Action
	V28 (03) Vehicle Rotated Counter- Clockwise	(01) <i>Vehicle Control Maintained</i>
	V29 (01) Vehicle Stayed on Roadway but Left Travel Lane	(01) <i>Vehicle Stayed in Travel Lane</i>

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 corrective action is coded as the action taken to avoid the noncontact vehicle.

Vehicle 2 has one critical crash envelope (V2 CCE) 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 accident events and are therefore not coded in the General Estimates System.

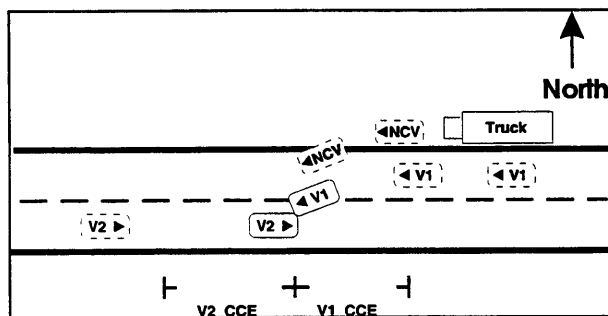




Figure V-11: for Example 7

Example 8

Vehicle 1 and vehicle 2 are traveling in the same direction in adjacent lanes on a divided highway (with a painted median). Vehicle 1 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, coming to rest just outside of the travel lane on the opposite side of roadway.

	Vehicle 1	Vehicle 2
	V21 (01) Going Straight	(01) Going Straight
	V26 (010) Blowout/flat tire	(620) From adjacent lane (same direction) - over right lane line
	V27 (00) No Corrective Action	(00) No Corrective Action
	V28 (98) Other or Unknown Type of Vehicle Control was Lost	(01) Vehicle Control Maintained
	V29 (01) Vehicle in Travel Lane	(01) Vehicle Stayed in Travel Lane

This example is example 6 with vehicle 3 taken out of the scenario (i.e. there is just one impact, between vehicles 1 and 2 and no impact between vehicles 2 and 3). The past impact trajectory is included in the example 8 diagram simply to confirm that (unlike example 6) there were no additional impacts beyond the FHE.

In this example, vehicle 1 has one critical crash envelope (V1 CCE) which begins with control loss due to the blow out and ends at the point of impact with vehicle 2. The blow out is coded as the critical precrash event (V26 equals 010).

Vehicle 2 has one critical crash envelope (V2 CCE1). Vehicle 2's critical crash envelope (V2 CCE1) begins when vehicle 1 enters vehicle 2's travel lane and ends at the point of impact with vehicle 1.

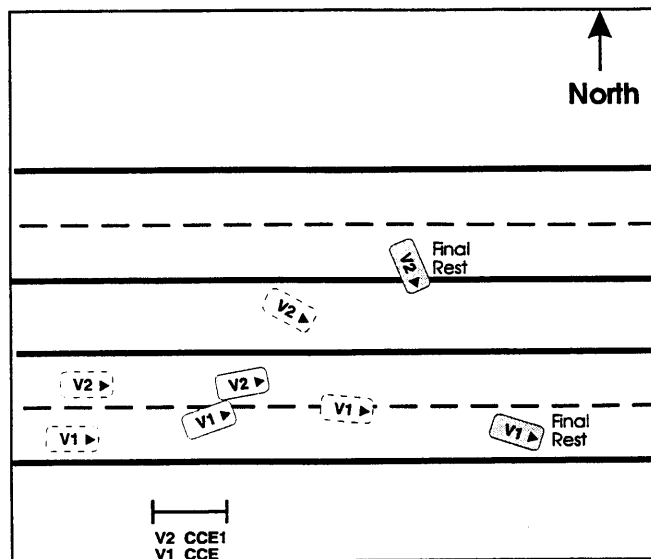


Figure V-12: for Example 8

V26 Critical Event (Precrash 2)

Element Values

000 Not Applicable/No Collision

I. CRITICAL EVENT INITIATED BY THIS VEHICLE



Loss of Control Due To:

- 010 Blow Out or Flat Tire
- 020 Stalled Engine
- 030 Disabling Vehicle Failure (e.g., wheel fell off)
- 040 Minor Vehicle Failure
- 050 Poor Road Conditions (puddle, pot hole, ice, etc.)
- 060 Excessive Speed
- 099 Other or Unknown Reason

Traveling Over Edge of Roadway:

- 100 Over Left Edge of Roadway
- 101 Over Right Edge of Roadway
- 102 End Departure
- 199 Unknown Which Edge

In Another Vehicle's Lane:

- 200 Stopped
-  210 Traveling In Same Direction With Lower *Steady* Speed
-  215 *Traveling In Same Direction While Decelerating*
- 220 Traveling In Same Direction With Higher Speed
- 230 Traveling In Opposite Direction

Encroaching Into Another Vehicle's Lane: At Non-Junction



- 300 From Adjacent Lane (Opposite Direction)
- 310 From Adjacent Lane (Same Direction) - Over Left Lane Line
- 320 From Adjacent Lane (Same Direction) - Over Right Lane Line
- 330 From Parallel/Diagonal Parking Lane

Encroaching Into Another Vehicle's Lane: At Junction

- 410 Entering Intersection - Turning Into Same Direction
- 411 Entering Intersection - Straight Across Path
- 412 Entering Intersection - Turning Across Path
- 413 Entering Intersection - Turning Into Opposite Direction
- 429 Entering Intersection - Intended Path Unknown
- 430 Entering Driveway, Alley Access, Etc.
- 440 From Driveway, Alley Access, Etc. - Turning Into Same Direction
- 441 From Driveway, Alley Access, Etc. - Straight Across Path
- 442 From Driveway, Alley Access, Etc. - Turning Into Opposite Direction
- 459 From Driveway, Alley Access, Etc. - Intended Path Unknown
- 460 Entering From "Yield" Entrance (Ramp/Channel)
- 497 Encroaching - Other
- 498 Encroaching - Details Unknown
- 499 This Vehicle Initiated Critical Event - Details Unknown

II. CRITICAL EVENT INITIATED BY THE OTHER VEHICLE

Motor Vehicle Already In This Vehicle's Lane:

- 500 Stopped
-  510 Traveling in Same Direction With Lower *Steady* Speed
-  515 *Traveling In Same Direction While Decelerating*
- 520 Traveling in Same Direction With Higher Speed
- 530 Traveling in Opposite Direction

Another Vehicle Encroaching Into Lane: Not At Junction

- 600 From Adjacent Lane (Opposite Direction)
- 610 From Adjacent Lane (Same Direction) - Over Left Lane Line
- 620 From Adjacent Lane (Same Direction)- Over Right Lane Line
- 630 From Parallel/Diagonal Parking Lane

Another Vehicle Encroaching Into Lane: At Junction

- 710 Entering Intersection - Turning Into Same Direction
- 711 Entering Intersection - Straight Across Path
- 712 Entering Intersection - Turning Across Path
- 713 Entering Intersection - Turning Into Opposite Direction
- 729 Entering Intersection - Intended Path Unknown
- 730 Entering Driveway, Alley Access, Etc.
- 740 From Driveway, Alley Access, Etc. - Turning Into Same Direction
- 741 From Driveway, Alley Access, Etc. - Straight Across Path
- 742 From Driveway, Alley Access, Etc. - Turning Into Opposite Direction
- 759 From Driveway, Alley Access, Etc. - Intended Path Unknown
- 760 Entering From "Yield" Entrance (Ramp/Channel)

- 797 Encroaching - Other
- 798 Encroaching - Details Unknown
- 799 Other Vehicle Initiated Critical Event - Details Unknown

III. CRITICAL EVENT INITIATED BY PEDESTRIAN, PEDALCYCLIST, OTHER NON-MOTORIST, ANIMAL OR OBJECT

- 800 Pedestrian in Roadway
- 801 Pedestrian Approaching Roadway
- 810 Pedalcyclist/Other Non-Motorist in Roadway
- 811 Pedalcyclist/Other Non-Motorist Approaching Roadway
- 829 Pedestrian/Pedalcyclist/Other Non-Motorist - Unknown Location
- 830 Animal in Roadway
- 831 Animal Approaching Roadway
- 840 Object in Roadway
- 841 Object Approaching Roadway
- 859 Animal or Object - Unknown Location

IV. MISCELLANEOUS

- 994 More Than Two Vehicles Involved
- 998 Other Event
- 999 Unknown

Remarks

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 "V27" Corrective Action Attempted.

A Critical Event is coded for each vehicle and identifies the circumstances leading to this vehicle's first impact in the accident.

Responses are grouped into the following major categories and sub-categories:

- I. Critical Event Initiated By This Vehicle
 - Losing control due to
 - Traveling over edge of roadway
 - In another vehicle's lane
 - Encroaching on another vehicle's lane: at non-junction
 - Encroaching on another vehicle's lane: non-junction
- II. Critical Event Initiated By The Other Vehicle
 - Motor vehicle already in this vehicle's lane:
 - Another vehicle encroaching into this vehicle's lane: not at junction
 - Another vehicle encroaching into this vehicle's lane: at junction
- III. Critical Event Initiated By Pedestrian, Bicyclist, Animal or Object
- IV. Miscellaneous

Reference to culpability should be avoided. Many accident scenarios will suggest fault, but this should be considered coincidental rather than by design. As an example, Vehicle A was traveling too fast for conditions (Code 060) when Vehicle B crossed Vehicle A's path from a driveway (Code 741). The situation which made the precrash event critical for vehicle A was Vehicle B's movement across Vehicle A's path and not Vehicle A's speed.

Code "000" (Not Applicable/No Collision) is used when the only event(s) involved does not include an impact. Such non-impact events include: fire/explosion; immersion; non-collision injury (injured in or fell from vehicle); other non-collision; and thrown or falling object (A06="02-03", "06-10" and no other event than these occurred).

I. **Critical Event Initiated by this Vehicle**

Losing Control Due To

Codes 010-099 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. When more than one condition applies and it can not be determined which one had a greater effect, choose the lower attribute number (i.e., Code 010 takes priority over Code 020).

Code "010" (Blow-out/Flat Tire) is used when a vehicle in motion loses control as the result of a tire "air out".

Code "020" (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 which is stopped as the result of an engine malfunction should not be coded here.

Code "030" [Disabling Vehicle Failure (e.g., wheel fell off)] is used when a mechanical malfunction, such as a component of the vehicle suspension or steering system, lead to the critical reason for the collision.

Code "040" [Minor Vehicle Failure (e.g., hood flew up)] is used when some mechanical abnormality occurred to this vehicle which lead to the critical reason for the collision. The abnormality must not be disabling damage.

Code "050" [Poor Road Conditions (puddle, pot hole, ice, etc.)] captures control loss due to environmental conditions of the roadway. These conditions must have initiated the precrash event which resulted in the collision.

Code "060" (Excessive Speed) identifies this vehicle's movement relative to its surroundings in which the subsequent loss of control led to the collision. An example would include a roadway departure on a curve which the driver failed to negotiate but departed the roadway resulting in an impact. If the driver merely steered straight while in a curve and departed the roadway, then codes "100 - 102" may apply.

Code "099" (Other or Unknown Reasons) is used when it was determined that this vehicle's loss of control was the primary reason which made the event critical and the cause of the loss of control is known but codes "010 - 060" do not adequately identify the control loss condition. This code is also used when this vehicle's loss of control was the primary reason which made the event critical but the cause of the loss of control is not known.

Traveling Over Edge of Roadway

Codes "100 - 199" identify situations where the critical factor leading to the collision involved the travel path of this vehicle.

Code "100" (Over Left Edge of Roadway) is used when this vehicle departs its roadway to the left and this departure precipitates the critical event for the collision. The departure can be to the shoulder, off the shoulder or off the trafficway. If the vehicle departs its lane to the left and travels into another lane then code "100" should not be used (codes "230" or "310" may be more appropriate).

Code "101" (Over Right Edge of Roadway) is used when this vehicle departs its roadway to the right and this departure precipitates the critical event for the collision. The departure can be to the shoulder, off the shoulder or off the trafficway. If the vehicle departs its lane to the right and travels into another lane then code "101" should not be used (codes "210", "220" or "320" may be more appropriate).

Code "199" (Unknown Which Edge) should be used for those occasions where this vehicle's roadway departure made the situation critical, but it is not known which side of the roadway the vehicle departed.

In Another Vehicle's Lane

Codes "200" - "203" identify situations where the critical factor leading to the collision involved the travel of this vehicle in the same lane as the other vehicle. These codes should be used when more than 50% of this vehicle is in the particular lane in which the critical event occurs. If 50% or less of the vehicle is in the lane in which the critical event occurs then the vehicle is considered "encroaching" and codes "310 - 499" should be used.

Code "200" (Stopped) identifies a situation where this vehicle is not in motion (i.e., stopped, parked, disabled) and in the other vehicle's travel lane.



Code "210" (Traveling In Same Direction With Lower Steady Speed) should be used when this vehicle was the lead vehicle in the same travel lane, traveling in the same direction, and was traveling slower than the other vehicle *at a reasonably constant speed*.



Code "215" (Traveling In Same Direction While Decelerating) should be used when this vehicle was the lead vehicle in the same travel lane as the other vehicle, traveling in the same direction, and was slowing. Use "210" (Traveling In Same Direction With Lower Steady Speed) if this vehicle was going slower but was traveling at a reasonably constant speed.

Code "220" (Traveling in Same Direction with Higher Speed) should be used when the speed of this vehicle was higher than the other vehicle. This vehicle must be overtaking the other vehicle.

Code "230" (Traveling in Opposite Direction) is used when this vehicle was traveling head-on in the other vehicle's travel lane.

Encroaching on Another Vehicle's Lane: Not At Junction

Code "300" [From Adjacent Lane (Opposite Direction)] is used when this vehicle encroaches into another vehicle's lane such that this vehicle is traveling in the opposite direction to the normal flow of traffic.

Code "310" [From Adjacent Lane (Same Direction) - Over Left Lane Line] is used when this vehicle is in the next lane to its left and is not at a junction and encroaches on another vehicle's path of travel.

Code "320" [From Adjacent Lane (Same Direction) - Over Right Lane Line] is used when this vehicle is in the next lane to its right and is not at a junction and encroaches on another vehicle's path of travel.

Code "330" [From Parallel/Diagonal Parking Lane] is used when this vehicle was departing a parking lane (parallel or diagonal) and entering the other vehicle's travel lane.

Encroaching Into Another Vehicle's Lane: At Junction

Code "410" (Entering Intersection - Turning Into Same Direction) is used when this vehicle was turning from another roadway and attempted to travel in the same direction as the other vehicle. This code should not be used for entrance ramps leading onto limited access highways.

Code "411" (Entering Intersection - Straight Across Path) is used when this vehicle was continuing straight through the intersection on a path which would intersect with the other vehicle.

Code "412" (Entering Intersection - Turning Across Path) is used when this vehicle entered an intersection from another roadway and turned or attempted to turn across the path of the other vehicle.

Code "413" (Entering Intersection - Turning Into Opposite Direction) is used when this vehicle was entering an intersection from another roadway and was turning or attempting to turn into the opposite direction of the other vehicle.

Code "429" (Entering Intersection - Intended Path Unknown) is used in those situations where this vehicle's entrance into the intersection was the critical factor which led to the collision, however, the travel direction could not be determined.

Code "430" (Entering Driveway, Alley Access, Etc.) is used when this vehicle was turning from a trafficway into a driveway and this activity precipitates the critical event.

Code "440" (From Driveway, Alley Access, Etc. - Turning Into Same Direction) identifies a situation where this vehicle was turning from a driveway and attempted to travel in the same direction as the other vehicle.

Code "441" (From Driveway, Alley Access, Etc. - Straight Across Path) is used when this vehicle was traversing the other vehicle's travel lane from a driveway and was continuing straight across to another driveway or roadway.

Code "442" (From Driveway, Alley Access, Etc. - Turning Into Opposite Direction) is used when this vehicle was entering the other vehicle's roadway from a driveway and was attempting to turn into the opposite travel direction of the other vehicle.

Code "459" (From Driveway, Alley Access, Etc. - Intended Path Unknown) is used when this vehicle was exiting a driveway but its intended path was not known.

Code "460" [Entering From "Yield" Entrance (Ramp/Channel)] identifies an entrance ramp or channel situation where this vehicle was attempting to enter (merge) onto the roadway which was being traveled by the other vehicle.



Code "497" (Encroaching - Other) is used when this vehicle encroached upon another vehicle but the situation does not fit any of the other elements above. Use this code whenever one of the specific situations cited below exists:

- This vehicle is on the shoulder prior to the critical event, and pulls out into a traffic lane to make a U-turn.
- This vehicle pulls out of a median/crossover area to cross the roadway into the path of another vehicle.

Code "498" (Encroaching - Details Unknown) is used for situations where this vehicle encroached on the path of the other vehicle, but circumstances surrounding this vehicles encroachment were not known.


Code "499" (This Vehicle Initiated Critical Event - Details Unknown) is used when this vehicle is known to have initiated the critical event but the information needed to select one of the five sub-categories is not known.


II. Critical Event Initiated by the Other Vehicle

Motor Vehicle Already in This Vehicle's Lane

Codes "500" - "530" identify situations where the critical factor leading to the collision involved the travel of the other vehicle in the same lane as this vehicle. These codes should be used when more than 50% of the other vehicle is in the particular lane in which the critical event occurs. If 50% or less of the vehicle is in the lane in which the critical event occurs then the vehicle is considered "encroaching" and codes "600 - 799" should be used.

Code "500" (Stopped) identifies a situation where the other vehicle is not in motion (i.e., stopped, parked, disabled) and in this vehicle's travel lane.

 **Code "510" (Traveling In Same Direction With Lower Steady Speed)** should be 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 *at a reasonably constant speed*.

 **Code "515" (Traveling in Same Direction While Decelerating)** should be used when the other vehicle was the lead vehicle in the same travel lane, traveling in the same direction, and was slowing. Use "510" (*Traveling In Same Direction With Lower Steady Speed*) if this vehicle was going slower but was traveling at a reasonably constant speed.

Code "520" (Traveling in Same Direction with Higher Speed) should be used when the speed of the other vehicle was higher than this vehicle. The other vehicle must be overtaking this vehicle.

Code "530" (Traveling in Opposite Direction) is used when the other vehicle was traveling head-on in this vehicle's travel lane.

Another Vehicle Encroaching Into Lane: Not At Junction

Code "600" [From Adjacent Lane (Opposite Direction)] is used when the other vehicle encroaches into this vehicle's lane such that the other vehicle is traveling in the opposite direction to the normal flow of traffic.

Code "610" [From Adjacent Lane (Same Direction) - Over Left Lane Line] is used when the other vehicle is in the next lane to its left and is not at a junction and encroaches on this vehicle's path of travel.

Code "620" [From Adjacent Lane (Same Direction) - Over Right Lane Line] is used when the other vehicle is in the next lane to its right and is not at a junction and encroaches on this vehicle's path of travel.

Code "630" (From Parallel/Diagonal Parking Lane) is used when the other vehicle was departing a parking lane (parallel or diagonal) and entering this vehicle's travel lane.

Another Vehicle Encroaching Into Lane: At Junction

Code "710" (Entering Intersection - Turning Into Same Direction) is used when the other vehicle was turning from another roadway and attempted to travel in the same direction as this vehicle. This code should not be used for entrance ramps leading onto limited access highways.

Code "711" (Entering Intersection - Straight Across Path) is used when the other vehicle was continuing straight through the intersection on a path which would cross with this vehicle.

Code "712" (Entering Intersection - Turning Across Path) is used when the other vehicle enters an intersection from another roadway and turns or attempts to turn across the path of this vehicle.

Code "713" (Entering Intersection - Turning Into Opposite Direction) is used when the other vehicle was entering an intersection from another roadway and was turning or attempting to turn into the opposite direction of this vehicle.

Code "729" (Entering Intersection - Intended Path Unknown) is used in those situations where the other vehicle's entrance into the intersection was the critical factor which led to the collision, however, the travel direction could not be determined.

Code "730" (Entering Driveway, Alley Access, Etc.) is used when the other vehicle was turning from a trafficway into a driveway and this activity precipitates the critical event.

Code "740" (From Driveway, Alley Access, Etc. - Turning Into Same Direction) identifies a situation where the other vehicle was turning from a driveway and attempted to travel in the same direction as this vehicle.

Code "741" (From Driveway, Alley Access, Etc. - Straight Across Path) is used when the other vehicle was traversing this vehicle's travel lane from a driveway and was continuing straight across to another driveway or roadway.

Code "742" (From Driveway, Alley Access, Etc. - 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.

Code "759" (From Driveway, Alley Access, Etc. - Intended Path Unknown) is used when the other vehicle was exiting a driveway but its intended path was not known.

Code "760" [Entering From "Yield" Entrance (Ramp/Channel)] identifies an entrance ramp or channel situation where the other vehicle was attempting to enter (merge) onto the roadway which was being traveled by this vehicle.



Code "797" (Encroaching - Other) is used when the other vehicle encroached upon this vehicle but the situation does not fit any of the other elements above. Use this code whenever one of the specific situations cited below exists:

- *The other vehicle is on the shoulder prior to the critical event, and pulls out into a traffic lane to make a U-turn.*
- *The other vehicle pulls out of a median/crossover area to cross the roadway into the path of this vehicle.*

Code "798" (Encroaching - Details Unknown) is used for situations where the other vehicle encroached on the path of this vehicle, but circumstances surrounding the other vehicle's encroachment were not known.

Code "799" (Other Vehicle Initiated Critical Event - Details Unknown) is used when the other vehicle is known to have initiated the critical event but the information needed to select one of the five sub-categories is not known.

III. **Critical Event Initiated By Pedestrian, Pedalcyclist, Other Non-Motorist, Animal or Object**

Codes "800 - 859" identify situations where the critical factor leading to the collision for this vehicle involved a pedestrian, pedalcyclist, other nonmotorist, object or animal. A pedalcyclist is defined as a person riding a pedal power conveyance (e.g., bicycle, tricycle, etc.). A nonmotorist 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.).

Code "800" (Pedestrian in Roadway) is used when a pedestrian was present (e.g., sitting, standing, walking, or running, etc.) in the roadway.

Code "801" (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.

Code "810" (Pedalcyclist/Other Non-Motorist in Roadway) is used when a pedalcyclist or other nonmotorist was present in the roadway (irrespective of relative motion).

Code "811" (Pedalcyclist/Other Non-Motorist Approaching Roadway) identifies situations where the pedalcyclist or other nonmotorist was within the trafficway and moving toward the roadway or attempting to enter the roadway, but was not on the roadway.

Code "829" (Pedestrian/Pedalcyclist/Other Non-Motorist - Unknown Location) is used when it was determined the presence or action of a pedestrian, pedalcyclist or other nonmotorist was the critical factor which lead to this vehicle's collision, but the action of the pedalcyclist or other nonmotorist was not known.

Code "830" (Animal in Roadway) is used when an animal was present (i.e., stationary or moving) in the roadway.

Code "831" (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.

Code "840" (Object In Roadway) is used when an animal or object was present in the roadway. An object can be either fixed or nonfixed.

Code "841" (Object Approaching Roadway) identifies situations where an object was within the trafficway and moving toward the roadway, but not on the roadway.

Code "859" (Animal/Object - Unknown Location) is used when it was determined the presence or movement of an animal or object was the critical factor which lead to this vehicle's collision, but details surrounding the action of the animal or location of the object were not known.

Code "994" (More Than Two Vehicles Involved) if more than two vehicles were involved in the crash (A03 =2) then this code should be used for all vehicles.

IV. Miscellaneous

Code "998"(Other Event) is used when a critical factor not previously listed resulted in the collision for this vehicle. Previous impacts in the accident should not be considered as other initial precrash events. An example would include a situation where the critical event developed from this vehicle's departure from a driveway.








Code "999"(Unknown) should be used when the initial critical event which resulted in the collision was not known.









Coding V21 (Precrash 1) and V26 (Precrash 2) for Different Rear-End Collision Situations









		Trailing Vehicle			Leading Vehicle	
1)	Both vehicles in motion. Leading vehicle, traveling at steady speed, is struck from behind by trailing vehicle.	V21 V26	01 510	(Going Straight) (Other vehicle same direction with lower steady speed)	01 520	(Going Straight) (Other vehicle 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.	V21 V26	01 515	(Going Straight) (Other vehicle same direction while decelerating)	01 215	(Going Straight) (This vehicle same direction while decelerating)
3)	Both vehicles traveling at same speed. Lead vehicle stops and is immediately struck by trailing vehicle.	V21 V26	01 515	(Going Straight) (Other vehicle same direction while decelerating)	01 520	(Going Straight) (This vehicle same direction while higher speed)
4)	Lead vehicle is stopped on roadway and is struck by a trailing vehicle.	V21 V26	01 500	(Going Straight) (Other vehicle is stopped in lane)	14 520	(Going Straight) (This vehicle same direction while higher speed)
5)	Lead and trailing vehicle stopped on roadway. Lead vehicle backs into trailing vehicle.	V21 V26	04 530	(Stopped in traffic lane) (Other vehicle Traveling in Opposite Direction)	04 500	(Stopped in traffic lane) (Other vehicle is stopped in lane)

Consistency Check

V26


		IF	THEN
	AV184	NUMBER OF MOTOR VEHICLES (A03) equals 01 and RELATION TO ROADWAY (A10) equals 2 or 3 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00	CRITICAL EVENT (V26) should equal 010-060, 099, 100, 101, 102, 199, or 994.
	AV185	FIRST HARMFUL EVENT (A6) equals 02-03, 06-10 and MOST HARMFUL EVENT (V20) equals 02-03, 06-10	CRITICAL EVENT (V26) should equal 000 or 994.
	AV221	NUMBER OF MOTOR VEHICLES (A3) is greater than 02	CRITICAL EVENT (V26) must equal 994.
	AV239	NUMBER OF MOTOR VEHICLES (A3) equals 01 or 02	CRITICAL EVENT (V26) must not equal 994.
	VA189	CRITICAL EVENT (V26) equals 410-460, 710-760 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00	CRITICAL EVENT (V26) equals 410-460, 710-760 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00
	VA190	CRITICAL EVENT (V26) equals 430-459, 730-759 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00	RELATION TO JUNCTION (A9) should equal 03 or 13.
	VA191	CRITICAL EVENT (V26) equals 000	FIRST HARMFUL EVENT (A6) and MOST HARMFUL EVENT (V20) should equal 02-03, 06-10.
	VA240	CRITICAL EVENT (V26) equals 994	NUMBER OF MOTOR VEHICLES (A3) must be greater than 02.
	VA241	CRITICAL EVENT (V26) is not equal to 994	NUMBER OF MOTOR VEHICLES (A3) must equal 01 or 02.
	VV123	CRITICAL EVENT (V26) does not equal 994	CORRECTIVE ACTION ATTEMPTED (V27) must not equal 94.
	VV124	CRITICAL EVENT (V26) equals 010, 020, 030, 040	VEHICLE CONTRIBUTING FACTORS (V12) must not equal 00.

	IF	THEN
	VV125 CRITICAL EVENT (V26) equals 994	CORRECTIVE ACTION ATTEMPTED (V27) must equal 94.
	VV136 <i>PRECRASH LOCATION (V29) equals 94</i>	<i>CRITICAL EVENT (V26) must equal 994.</i>
	VV137 <i>PRECRASH LOCATION (V29) does not equal 94</i>	<i>CRITICAL EVENT (V26) must not equal 994.</i>
	VV175 ACCIDENT TYPE (V23) equals 20-49 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00	CRITICAL EVENT (V26) should not equal 100-199, 230, 300, 411-430, 441-459, 530, 600, 711-730, 741-759, 800-859.
	VV176 ACCIDENT TYPE (V23) equals 50-67 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00	CRITICAL EVENT (V26) should not equal 100, 101, 102, 199, 210, 220, 310, 320, 410, 411, 440, 441, 510, 515, 520, 610, 620, 710, 711, 740, 741, 800-859.
	VV182 CRITICAL EVENT (V26) equals 102 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00	ACCIDENT TYPE (V23) must equal 14.
	VV183 CRITICAL EVENT (V26) equals 440-529 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00	MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 98.
	VV211 DRIVER MANEUVERED TO AVOID (D06) equals 03	CRITICAL EVENT (V26) should equal 830, 831, 859, or 994.
	VV212 DRIVER MANEUVERED TO AVOID (D6) equals 05	CRITICAL EVENT (V26) should equal 800-829 or 994.
	VV214 DRIVER MANEUVERED TO AVOID (D6) equals 04	CRITICAL EVENT (V26) should equal 500-799 or 994.
	VV215 DRIVER MANEUVERED TO AVOID (D6) equals 01	CRITICAL EVENT (V26) should equal 840, 841, 859 or 994.
	VV224 CRITICAL EVENT (V26) equals 210, 215, or 520	INITIAL POINT OF IMPACT (V24) should not equal 01.
	VV225 CRITICAL EVENT (V26) equals 220, 510, or 515	INITIAL POINT OF IMPACT (V24) should not equal 04.

	IF	THEN
	VV227 CRITICAL EVENT (V26) equals 210, 215, or 520	VEHICLE ROLE (V22) must not equal 1.
	VV228 <i>CRITICAL EVENT (V26) equals 220, 510, or 515</i>	VEHICLE ROLE (V22) must not equal 2.
	VV229 VEHICLE ROLE (V22) equals 1	CRITICAL EVENT (V26) must not equal 210, 215, or 520.
	VV230 VEHICLE ROLE (V22) equals 2	CRITICAL EVENT (V26) must not equal 220, 510, or 515.
	VV237 <i>CRITICAL EVENT (V26) equals 841 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00</i>	<i>ACCIDENT TYPE (V23) should equal 15.</i>
	VV238 <i>CRITICAL EVENT (V26) equals 840 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00</i>	<i>ACCIDENT TYPE (V23) should equal 12.</i>
	VV239 <i>CRITICAL EVENT (V26) equals 000</i>	<i>ACCIDENT TYPE (V23) should equal 00.</i>
	VV240 <i>ACCIDENT TYPE (V23) equals 00</i>	<i>CRITICAL EVENT (V26) should equal 000.</i>

V27 Corrective Action Attempted (Precrash 3)

Element Values

 00 *Not Applicable/No Corrective Action Attempted*

Single Corrective Action

- 01 Braked/Slowed
- 02 Steered to Left
- 03 Steered to Right
- 04 Accelerated
- 05 Backed

Multiple Corrective Actions

- 11 Braked and Steered to Left
- 12 Braked and Steered to Right
- 13 Accelerated and Steered to Left
- 14 Accelerated and Steered to Right
- 15 Steered in Both Directions
- 94 More Than Two Vehicles Involved
- 97 Corrective Action Attempted - No Details
- 98 Other Single or Multiple Corrective Action
- 99 Unknown if Driver Attempted Any Corrective Action

Remarks

Corrective actions are movements/actions attempted by the driver to avoid an impending impact after realization of an impending danger, but before the actual event. Because this variable focuses upon the driver's action just prior to the first harmful event it is coded independently of any maneuvers associated with this vehicle's Accident Type, (V23).

Code the value which best describes the actions taken by the driver of this vehicle in response to the impending danger. When there was a known action 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).











Enter "00" (Not Applicable/No Corrective Action Attempted)

when there is no movement or action taken by this driver to respond to the impending danger. Use this code also when there is no driver present (D01="0").

Consistency Check


V27

	IF	THEN
 AV184	NUMBER OF MOTOR VEHICLES (A3) equals 01 and RELATION TO ROADWAY (A10) equals 2 or 3 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00	CRITICAL EVENT (V26) should equal 010-060, 099, 100, 101, 102, 199, or 994.
AV186	RELATION TO ROADWAY (A10) equals 3 or 8 and CORRECTIVE ACTION ATTEMPTED (V27) is not equal to 00 or 94 or 99	VEHICLE PATH AFTER CORRECTIVE ACTION (V29) should equal 04.
VA189	CRITICAL EVENT (V26) equals 410-460, 710-760, and CORRECTIVE ACTION ATTEMPTED (V27) equals 00	RELATION TO JUNCTION (A9) should not equal 00 or 10.
VA190	CRITICAL EVENT (V26) equals 430-459, 730-759 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00	RELATION TO JUNCTION (A9) should equal 03 or 13.
VV122	ACCIDENT TYPE (V23) equals 03, 08, 38, 40, 58, or 60	CORRECTIVE ACTION ATTEMPTED (V27) must not equal 00.
VV123	CRITICAL EVENT (V26) does not equal 994	CORRECTIVE ACTION ATTEMPTED (V27) must not equal 94.
VV125	CRITICAL EVENT (V26) equals 994	CORRECTIVE ACTION ATTEMPTED (V27) must equal 94.
 VV127	CORRECTIVE ACTION ATTEMPTED (V27) does not equal 94	<i>PRECRAASH VEHICLE CONTROL</i> (V28) must not equal 94.
 VV128	CORRECTIVE ACTION ATTEMPTED (V27) equals 94	<i>PRECRAASH VEHICLE CONTROL</i> (V28) must equal 94.
 VV134	<i>PRECRAASH LOCATION</i> (V29) equals 00	<i>CORRECTIVE ACTION ATTEMPTED</i> (V27) must equal 00.






	IF	THEN
	VV175 ACCIDENT TYPE (V23) equals 20-49 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00	CRITICAL EVENT (V26) should not equal 100-199, 230, 300, 411-430, 441-459, 530, 600, 711-730, 741-759, 800-859.
	VV176 ACCIDENT TYPE (V23) equals 50-67 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00	CRITICAL EVENT (V26) should not equal 100, 101, 102, 199, 210, 220, 310, 320, 410, 411, 440, 441, 510, 515, 520, 610, 620, 710, 711, 740, 741, 800-859.
	VV182 CRITICAL EVENT (V26) equals 102 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00	ACCIDENT TYPE (V23) must equal 14.
	VV183 CRITICAL EVENT (V26) equals 440-459 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00	MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 98.
	VV218 CORRECTIVE ACTION ATTEMPTED (V27) equals 00	DRIVER MANEUVERED TO AVOID (D6) should equal 00 or 50.
	VV232 MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 00	CORRECTIVE ACTION ATTEMPTED (V27) must equal 00 or 94.
	VV237 CRITICAL EVENT (V26) equals 841 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00	ACCIDENT TYPE (V23) should equal 15.
	VV238 CRITICAL EVENT (V26) equals 840 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00	ACCIDENT TYPE (V23) should equal 12.

V28 Precrash Vehicle Control (Precrash 4)

Element Values

	00	No Driver Present
	01	Vehicle Control Maintained
	02	Vehicle Rotated (Yawed) Clockwise
	03	Vehicle Rotated (Yawed) Counter-Clockwise
	04	Vehicle Slid/Skid Longitudinally - No Rotation
	09	Vehicle Rotated (Yawed) Unknown Direction
	20	Combination Of 02 Through 09
	94	More Than Two Vehicles Involved
	98	Other Or Unknown Type Of Vehicle Control Was Lost
	99	Unknown If Vehicle Control Was Lost

Remarks

-  The purpose of this variable is to assess the stability of the vehicle during the period immediately prior to this vehicle's initial involvement in the accident sequence.
-  **Code "00" (No Driver Present)** when there is no driver present in the vehicle just prior to its involvement in the crash (DOI, Driver Presence, equals "0").
-  **Code "01" (Vehicle Control Maintained)** when the vehicle continued along its intended path without any loss of control. Slowing, turning, or accelerating to avoid a rear-end collision are examples.
-  **Code "02" [Vehicle Rotated (Yawed) Clockwise]** when the driver of a vehicle applies the brakes with sufficient force to lock the wheels and the vehicle rotates clockwise, relative to the driver's seating position. *This value also applies when the driver attempts a steering input and the vehicle rotates clockwise.*
-  **Code "03" [Vehicle Rotated (Yawed) Counter-Clockwise]** when the driver of a vehicle applies the brakes with sufficient force to lock the wheels and the vehicle rotates counter-clockwise, relative to the driver's seating position. *This value also applies when the driver attempts a steering input and the vehicle rotates counter-clockwise.*
Code "04" (Vehicle Slid/Skid Longitudinally - No Rotation) when the driver of a vehicle applies the brakes with sufficient force to lock the brakes causing the vehicle to skid. The vehicle must continue along its initial path (tracking) and there was no sign of vehicle rotation.
Code "09" [Vehicle Rotated (Yawed) - Unknown Direction] whenever codes "02" or "03" would apply but the specific direction of rotation is not known.

Code "20" (Combination of Codes 02 Through 09) is used whenever more than one of the activities described by codes "02 - 09" took place prior to the impact.

Code "94" (More Than Two Vehicles Involved) is coded whenever A3 (Number of Motor Vehicles) is greater than "02".



Code "98" (Other or Unknown Type Of Vehicle Control Was Lost) whenever a driver loses control of a vehicle, is involved in an impact and values "01-20" do not apply (e.g., rollover, vault).



Code "99" (Unknown If Vehicle Control Was Lost) whenever the stability of the vehicle cannot be determined. Also use this code when this vehicle is a hit-and-run vehicle and no information is available.

Consistency Check

V28

	IF	THEN
	VV127 CORRECTIVE ACTION ATTEMPTED (V27) does not equal 94	PRECRASH VEHICLE CONTROL (V28) must not equal 94.
	VV128 CORRECTIVE ACTION ATTEMPTED (V27) equals 94	PRECRASH VEHICLE CONTROL (V28) must equal 94.
	VV131 PRECRASH VEHICLE CONTROL (V28) does not equal 94	PRECRASH LOCATION (V29) must not equal 94.
	VV133 PRECRASH VEHICLE CONTROL (V28) equals 94	PRECRASH LOCATION (V29) must equal 94.
	VV135 PRECRASH LOCATION (V29) equals 01	PRECRASH VEHICLE CONTROL (V28) should equal 01 or 04.
	VV170 PRECRASH VEHICLE CONTROL (V28) equals 00	PRECRASH LOCATION (V29) must equal 00.
	VV172 PRECRASH VEHICLE CONTROL (V28) is not equal to 00	PRECRASH LOCATION (V29) must not equal 00.
	VV233 MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 00	PRECRASH VEHICLE CONTROL (V28) must equal 00 or 94.
	VV234 PRECRASH VEHICLE CONTROL (V28) equals 00	PRECRASH LOCATION (V29) must equal 00.
	VV242 PRECRASH CONTROL (V28) equals 01	ACCIDENT TYPE (V23) must not equal 02, 07, 34, 36, 54, or 56.



VV245

IF

*ACCIDENT TYPE (V23) equals 01
or 06*




THEN

*PRECRASH CONTROL (V28) must not
equal 02, 03, 04, or 98*





V28


V29 Precrash Location (Precrash 5)


Element Values


	00	No Driver Present
	01	Vehicle Stayed In Travel Lane
	02	Vehicle Stayed On Roadway But Left Travel Lane
	03	Vehicle Stayed On Roadway, Not Known If Left Travel Lane
	04	Vehicle Departed Roadway
	06	Vehicle Remained Off Roadway
	07	Vehicle Returned To Roadway
	94	More Than Two Vehicles Involved
	99	Vehicle Path Unknown


Remarks

-  *The variable identifies the path of this vehicle prior to its first involvement in the crash sequence. It also further reports the results of the vehicle's stability coded in variable V28 (Precrash Vehicle Control).*
-  **Enter "00" (No Driver Present)** when there is no driver present in the vehicle just prior to its involvement in the crash (D01, Driver Presence, equals "0").
- Enter "01" (Vehicle Stayed In Travel Lane)** when the "majority" (50% or more) of the vehicle remained within the boundaries of its initial travel lane.
- Enter "02" (Vehicle Stayed on Roadway But Left Travel Lane)** when the vehicle departed its initial travel lane, however, the "majority" (50% or more) of the vehicle remained within the boundaries of the roadway (travel lanes). If 50% or more of the vehicle stayed on the roadway (while leaving the travel lane) use this code.
-  **Enter "03" (Vehicle Stayed On Roadway, Not Known If Left Travel Lane)** *when it is known that the vehicle remained on the roadway but it cannot be determined whether the majority (50% or more) of the vehicle remained within its initial travel lane.*
-  **Code "04" (Vehicle Departed Roadway)** whenever the "majority" (50% or more) of the vehicle departed the roadway prior to the first harmful event. *The departure must not be the result of a previous impact.*

 **Code "06" (Vehicle Remained Off Roadway)** when the vehicle was off the roadway at the time of the critical event, and did not return to the roadway prior to this vehicle's first harmful event. This includes traveling on the shoulders, within the median, on the roadside, or off the trafficway. In order to code this value, the first harmful event for this vehicle cannot occur on the roadway.










 **Enter "07" (Vehicle Returned To Roadway)** when the vehicle was off the roadway at the time of the critical event, but prior to this vehicle's first harmful event, entered or returned to the roadway.








 **Enter "94" (More Than Two Vehicles Involved)** whenever there are more than two vehicles involved in this accident (A03, Number of Motor Vehicles, is greater than "02").

 **Enter "99" (Vehicle Path Unknown)** when this vehicle is a hit-and-run and no information is available. Also, enter this value when there is not enough information to code the path of this vehicle prior to the vehicle's involvement in the accident.

Consistency Check

V29

		IF	THEN
	AV186	RELATION TO ROADWAY (A10) equals 3 or 8 and CORRECTIVE ACTION ATTEMPTED (V27) is not equal to 00 or 94 or 99	PRECRASH LOCATION (V29) should equal 04.
	VA181	PRECRASH LOCATION (V29) equals 04	RELATION TO ROADWAY (A10) should not equal 1.
	VA182	PRECRASH LOCATION (V29) equals 01, 02, or 03	RELATION TO ROADWAY (A10) should equal 1.
	VA183	PRECRASH LOCATION (V29) equals 02	NUMBER OF TRAVEL LANES (A12) should not equal 1.
	VA216	PRECRASH LOCATION (V29) equals 06	RELATION TO ROADWAY (A10) should not equal 1.
	VA217	PRECRASH LOCATION (V29) equals 07	RELATION TO ROADWAY (A10) should equal 1.
	VV131	PRECRASH VEHICLE CONTROL (V28) does not equal 94	PRECRASH LOCATION (V29) must not equal 94.
	VV133	PRECRASH VEHICLE CONTROL (V28) equals 94	PRECRASH LOCATION (V29) must equal 94.
	VV134	PRECRASH LOCATION (V29) equals 00	CORRECTIVE ACTION ATTEMPTED (V27) must equal 00.

		IF	THEN
	VV135	<i>PRECRASH LOCATION (V29) equals 01</i>	<i>PRECRASH VEHICLE CONTROL (V28) should equal 01 or 04.</i>
	VV136	<i>PRECRASH LOCATION (V29) equals 94</i>	<i>MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 994.</i>
	VV137	<i>PRECRASH LOCATION (V29) does not equal 94</i>	<i>MOVEMENT PRIOR TO CRITICAL EVENT (V21) must not equal 994.</i>
	VV170	<i>PRECRASH VEHICLE CONTROL (V28) equals 00</i>	<i>PRECRASH LOCATION (V29) must equal 00.</i>
	VV172	<i>PRECRASH VEHICLE CONTROL (V28) is not equal to 00</i>	<i>PRECRASH LOCATION (V29) must not equal 00.</i>
	VV234	<i>PRECRASH VEHICLE CONTROL (V28) equals 00</i>	<i>PRECRASH LOCATION (V29) must equal 00.</i>
	VV235	<i>PRECRASH LOCATION (V29) equals 00</i>	<i>MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 00.</i>

V30 Rollover Type

Element Values

00	No Rollover
10	Untripped Rollover
20	Tripped Rollover - By Curb
21	Tripped Rollover - By Guardrail
22	Tripped Rollover - By Ditch
23	Tripped Rollover - By Soft Soil
28	Tripped Rollover - Other
29	Tripped Rollover - Unknown Mechanism
99	Rollover, Unknown Whether Untripped Or Tripped

Remarks

Enter "00" (No Rollover) if uncertainty exists concerning whether or not this vehicle rolled over. In addition, use this code if a trailer attached to the vehicle rolled over but the vehicle itself did not. Further, this element includes vehicles whose Body Type (V5) is "80-89" (Motored Cycle) independent of their accident configuration. When these vehicles rotate sufficiently to contact the ground it is considered an "overturn" rather than a rollover.

Enter "10" (Untripped Rollover) when a rollover occurs but it is not the result of a collision but rather vehicle instability (e.g., centrifugal force).

Rollovers primarily about the lateral axis (end-over-end) should be coded using "28" (Tripped Rollover - Other). Codes "20" through "29" are used for tripped rollovers primarily about the longitudinal axis.

Enter "22" (Tripped Rollover - By Ditch) when there is contact with a ditch prior to the rollover, or the PAR states that a vehicle entered a ditch prior to the rollover. Also, use this code whenever "ditch" is referenced in relation to the rollover and no further information is available.


Enter "28" (Tripped Rollover - Other) when the rollover is a tripped rollover and the tripping mechanism is not included in codes "20" through "23".

Enter "29" (Tripped Rollover - Unknown Mechanism) when the rollover is initiated by a tripping mechanism but the specific mechanism is unknown.

Enter "99" (Rollover, Unknown Whether Tripped or Untripped) when it is known that the vehicle rolled over but it is not known whether it was a tripped or untripped rollover.

Consistency Check

V30

	IF	THEN
AV149	FIRST HARMFUL EVENT (A6) equals 01 and there is no BODY TYPE (V5) equal to 80-89	at least one ROLLOVER TYPE (V30) must equal 10, 20-23, 28, 29, or 99.
AV214	If FIRST HARMFUL EVENT (A6) or MOST HARMFUL EVENT (V20) equals 38	ROLLOVER TYPE (V30) should equal 00 or 22.
VV111	BODY TYPE (V5) equals 80-89	ROLLOVER TYPE (V30) must equal 00.
VV116	MOST HARMFUL EVENT (V20) equals 01 and BODY TYPE (V5) does not equal 80-89	ROLLOVER TYPE (V30) must not equal 00.
VV121	ACCIDENT TYPE (V23) equals 97	ROLLOVER TYPE (V30) must equal 10.
VV138	ROLLOVER TYPE (V30) is not equal to 00	DAMAGE AREAS (V25) should have more than one value other than 0.
VV226	ROLLOVER TYPE (V30) equals 10	ACCIDENT TYPE (V23) must not equal 98.
 VV247	<i>ROLLOVER TYPE (V30) equals 10</i>	<i>ACCIDENT TYPE (V23) should equal 01-10, 14, 97, or 99.</i>

National Governors Association (NGA) Accident Data

Introduction

In 1987 the nation's Governors adopted a comprehensive motor carrier safety policy which stated that a necessary first step toward improved motor carrier safety would be the uniform collection of information on truck and bus accidents. The NGA surveyed fifty states to assemble the latest police accident reports, and conducted case study field visits to four states to get a better understanding of data collection and reporting. After reviewing state truck and bus accident data collection efforts, the NGA drafted a set of uniform data elements. These data elements were pilot tested in several states and finalized.

The final recommended data elements can be divided into two groups. The first group contains elements and which pertain specifically to accidents involving trucks and buses. These elements provide essential information required to analyze motor carrier accidents and are not relevant to other accidents.

Variables V31 - V36 include that portion of the NGA data elements which pertain specifically to accidents involving trucks and busses.

Variables V31 - V36 are only applicable when the vehicle body type is a medium/heavy truck or bus (V05 = 50 - 79).

V31 Carrier's Identification Number

Element Values

Range	000000 - 999999
000000	Not Applicable
000001 - 999998	US DOT or ICC MC Number
999999	Unknown

Remarks

The Carrier's ID is the unique number assigned to the Carrier by the United States Department of Commerce Commission, or the State.

This number will be found only on vehicles of interstate for-hire or private carriers in the transportation business. The number can be either a US DOT number (on interstate private carriers) or an ICC MC number (interstate for-hire carriers).

Enter "000000" (Not Applicable) when the vehicle is not a medium/heavy truck or a bus [Body Type (V05) not equal to "50 - 79"]. This code 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.

Enter "999999" (Unknown) when the vehicle is a medium/heavy truck or a bus [Body Type (V05) equals "50 - 79"] but the Carrier ID is not known. Also, use this code when the body type is unknown (V05 equals "99").

Consistency Check

V31

	IF	THEN
VV109	BODY TYPE (V5) equals 50-64, 66-79	CARRIER'S IDENTIFICATION NUMBER (V31) should not equal 000000.
VV110	BODY TYPE (V5) is not equal to 50-64, 66-79 or 99	CARRIER'S IDENTIFICATION NUMBER (V31) must equal 000000.
VV140	CARRIER'S IDENTIFICATION NUMBER (V31) is not equal to 000000	NUMBER OF AXLES ON VEHICLE, INCL TRAILERS (V32) must not equal 00.
VV167	BODY TYPE (V5) equals 99	CARRIER'S IDENTIFICATION NUMBER (V31) must equal 999999.
VV223	CARRIER'S IDENTIFICATION NUMBER (V31) does not equal 000000 or 999999	BODY TYPE (V5) must equal 50-64, 66-79 or 99.

V32 Number of Axles on Vehicle, Including Trailers

Element Values

00	Not Applicable
02-20	Actual Number Of Axles
99	Unknown Number Of Axles

Remarks


Enter "00" (Not Applicable) when the vehicle is not a medium/heavy truck or a bus, [Body Type (V05) is not equal to "50-79"].

Enter "99" (Unknown Number of Axles) when the body type is unknown (V05 equals "99").

Consistency Check

		V32
	IF	THEN
VV115	VEHICLE TRAILING (V13) equals 4 or 9 and BODY TYPE (V05) equals 50, 59-64, 66-79	NUMBER OF AXLES ON VEHICLE, INCL TRAILERS (V32) must not equal 00.
VV140	CARRIER'S IDENTIFICATION NUMBER (V31) is not equal to 000000	NUMBER OF AXLES ON VEHICLE, INCL TRAILERS (V32) must not equal 00.
VV141	NUMBER OF AXLES ON VEHICLE, INCL TRAILERS (V32) equals 00	CARGO BODY TYPE (V33) must equal 00.
VV142	NUMBER OF AXLES ON VEHICLE, INCL TRAILERS (V32) is not equal to 00	CARGO BODY TYPE (V33) must not equal 00.
VV165	BODY TYPE (V5) is not equal to 50-64, 66-79 or 99	NUMBER OF AXLES ON VEHICLE, INCL TRAILERS (V32) must equal 00.

V32

	IF	THEN
VV166	BODY TYPE (V5) equals 99	NUMBER OF AXLES ON VEHICLE, INCL TRAILERS (V32) must equal 99.
VV219	BODY TYPE (V5) equals 50, 59-64, 66-79 or 99	NUMBER OF AXLES ON VEHICLE, INCL TRAILERS (V32) must not equal 00.
 VV244	<i>BODY TYPE (V5) equals 66 or 78 and VEHICLE TRAILING (V13) equals 0</i>	<i>NUMBER OF AXLES ON VEHICLE, INCL TRAILERS (V32) should equal 02, 03, or 99.</i>

V33 Cargo Body Type

Element Values

00	Not Applicable
01	Bus
02	Van/Enclosed Box
03	Cargo Tank
04	Flatbed
05	Dump
06	Concrete Mixer
07	Auto Transporter
08	Garbage/Refuse
98	Other
99	Unknown Cargo Body Type

Remarks

Enter "00" (Not Applicable) when the vehicle is not a medium/heavy truck or a bus [Body Type (V05) does not equal "50 - 79"].



Enter "98" (Other) when the vehicle is known to be a medium/heavy truck or a bus [Body Type (V05) equals "50-79"] but the cargo body type is other than those described in codes "01" through "08". Also, use this code when the medium/heavy truck [Body Type (V05) equal to "66"] is a truck-tractor with no trailer attached (e.g., a "bobtail" truck).

This code may also be used when the medium/heavy truck or bus is a fire truck, a medium/heavy tow truck, or a bus based motorhome.

Enter "99" (Unknown) when the vehicle is known to be a medium/heavy truck or a bus [Body Type (V05) equals "50-79"] but the specific cargo body type is not known. Also, use this code when the body type is unknown (V05 equals "99").

Consistency Check

V33

	IF	THEN
VV141	NUMBER OF AXLES ON VEHICLE, INCL TRAILERS (V32) equals 00	CARGO BODY TYPE (V33) must equal 00.
VV142	NUMBER OF AXLES ON VEHICLE, INCL TRAILERS (V32) is not equal to 00	CARGO BODY TYPE (V33) must not equal 00.
VV143	CARGO BODY TYPE (V33) equals 00	HAZARDOUS MATERIALS PLACARDED (V34) must equal 0.
VV145	CARGO BODY TYPE (V33) equals 01	BODY TYPE (V5) must equal 50, 58, or 59.
VV163	BODY TYPE (V5) equals 99	CARGO BODY TYPE (V33) must equal 99.
VV164	BODY TYPE (V5) is not equal to 50-64, 66-79 or 99	CARGO BODY TYPE (V33) must equal 00.
VV174	VEHICLE TRAILING (V13) equals 0 and BODY TYPE (V5) equals 66	CARGO BODY TYPE (V33) must equal 98.
VV185	CARGO BODY TYPE (V33) equals 98 and BODY TYPE (V5) equals 66	VEHICLE TRAILING (V13) should equal 0.
VV220	BODY TYPE (V5) equals 50, 59-64, 66-79 or 99	CARGO BODY TYPE (V33) must not equal 00.
VV221	BODY TYPE (V5) equals 60-79 and SPECIAL USE (V8) equals 07	CARGO BODY TYPE (V33) must equal 98.
 VV248	BODY TYPE (V5) equals 50 or 59	CARGO BODY TYPE (V33) must equal 01.
 VV249	BODY TYPE (V5) equals 58	CARGO BODY TYPE (V33) must equal 01 or 98.

V34 Hazardous Materials Placarded

Element Values

0	Not Applicable
1	Yes
2	No
9	Unknown

Remarks

Enter "0" (Not Applicable) when the vehicle is not a medium/heavy truck or a bus [**Body Type (V05) does not equal "50 - 79"**]. Also, use this code when the vehicle is a medium/heavy truck or a bus [**Body Type (V05) equals "50-79"**], the PAR has a Hazardous Materials related block, and 'None' is indicated, or the PAR indicates that Hazardous Materials were not being transported by this vehicle (e.g. an empty truck).

Enter "1" (Yes) when the vehicle is a medium/heavy truck or a bus [**Body Type (V05) equals "50 - 79"**], and the PAR indicates that Hazardous Materials were being transported by this vehicle, and this vehicle was displaying a HazMat Placard.

Enter "2" (No) when the vehicle is a medium/heavy truck or a bus [**Body Type (V05) equals "50 - 79"**], and the PAR indicates that Hazardous Materials were being transported by this vehicle, and this vehicle was not displaying a HazMat Placard.

Enter "9" (Unknown) when the vehicle is a medium/heavy truck or a bus [**Body Type (V05) equals "50-79"**], and the PAR does not have a Hazardous Materials related block, and the narrative does not mention any such materials (default) OR the PAR indicates Hazardous Materials were being transported by this vehicle, but does not indicate whether a HazMat Placard was displayed, OR the Hazardous Materials related block has been left blank.

Also, enter this code when the body type is unknown [**V05 equals "99"**].

Consistency Check

V34

	IF	THEN
VV143	CARGO BODY TYPE (V33) equals 00	HAZARDOUS MATERIALS PLACARDED (V34) must equal 0.
VV146	HAZARDOUS MATERIALS PLACARDED (V34) equals 0 or 2	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must equal 00000.
VV147	HAZARDOUS MATERIALS PLACARDED (V34) is not equal to 0 or 2	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must not equal 00000.
VV152	HAZARDOUS MATERIALS PLACARDED (V34) equals 1	HAZARDOUS MATERIALS RELEASE (V36) must not equal 0.
VV157	BODY TYPE (V5) equals 99	HAZARDOUS MATERIALS PLACARDED (V34) must equal 9.
VV158	HAZARDOUS MATERIALS PLACARDED (V34) equals 1 or 9	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must not equal 00000.
VV159	HAZARDOUS MATERIALS PLACARDED (V34) equals 9	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must equal 99999.
VV160	BODY TYPE (V5) equals 66 and VEHICLE TRAILING (V13) equals 0	HAZARDOUS MATERIALS PLACARDED (V34) must equal 0.
VV168	HAZARDOUS MATERIALS RELEASE (V36) equals 0	HAZARDOUS MATERIALS PLACARDED (V34) must equal 0.
VV169	BODY TYPE (V5) is not equal to 60, 64, 66-79 or 99	HAZARDOUS MATERIALS PLACARDED (V34) must equal 0.

V35 Hazardous Materials Placard Number

Element Values

00000	Not Applicable
00001-99998	Actual Number
99999	Unknown

Remarks

Enter **"00000" (Not Applicable)** when the vehicle is not a medium/heavy truck or a bus [**Body Type (V05) does not equal "50 - 79"**]. Also, use this code when the vehicle is a medium/heavy truck or a bus [**Body Type (V05) equals "50-79"**], the PAR has a Hazardous Materials related block, and 'None' is indicated, OR the PAR indicates that Hazardous Materials were not being transported by this vehicle (e.g. an empty truck).

Enter the actual number when given on the PAR. This vehicle must be a medium/heavy truck or a bus [**Body Type (V05) equals "50-79"**].

Enter **"99999" (Unknown)** when the vehicle is a medium/heavy truck or a bus [**Body Type (V05) equals "50 - 79"**], and the PAR does not have a Hazardous Material related block, and the narrative does not mention any such materials (default).

Use this code when the vehicle is a medium/heavy truck or a bus [**Body Type (V05) equals "50-79"**], and a placard is indicated, but the placard number is not given, OR it is unknown if a placard was present [**Hazardous Materials Placarded (V34) equals "9"**], OR the Hazardous Materials related block has been left blank.

Also, use this code when the body type is unknown [**V05 equals "99"**].

Consistency Check

V35

	IF	THEN
VV146	HAZARDOUS MATERIALS PLACARDED (V34) equals 0 or 2	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must equal 00000.
VV147	HAZARDOUS MATERIALS PLACARDED (V34) is not equal to 0 or 2	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must not equal 00000.
VV148	HAZARDOUS MATERIALS PLACARD NUMBER (V35) equals 00000	HAZARDOUS MATERIALS RELEASE (V36) should equal 0.
VV149	HAZARDOUS MATERIALS PLACARD NUMBER (V35) is not equal to 00000	HAZARDOUS MATERIALS RELEASE (V36) must not equal 0.
VV153	BODY TYPE (V5) equals 66 and VEHICLE TRAILING (V13) equals 0	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must equal 00000.
VV158	HAZARDOUS MATERIALS PLACARDED (V34) equals 1 or 9	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must not equal 00000.
VV159	HAZARDOUS MATERIALS PLACARDED (V34) equals 9	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must equal 99999.
VV161	BODY TYPE (V5) equals 99	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must equal 99999.
VV162	BODY TYPE (V5) is not equal to 60, 64,66-79 or 99	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must equal 00000.

V36 Hazardous Materials Release

Element Values

0	Not Applicable
1	Yes
2	No
9	Unknown

Remarks

This variable indicates whether or not any hazardous cargo was released from the vehicle cargo tank or compartment.

Enter "0" (Not Applicable) when the vehicle is not a medium/heavy truck or a bus [**Body Type (V05) does not equal "50 - 79"**]. Also, use this code when the vehicle is a medium/heavy truck or a bus [**Body Type (V05) equals "50-79"**], the PAR has a Hazardous Materials related block, and 'None' is indicated, OR the PAR indicates that Hazardous Materials were not being transported by this vehicle (e.g. an empty truck).

Enter "1" (Yes) when the vehicle is a medium/heavy truck or a bus [**Body Type (V05) equals "50-79"**], and the PAR indicates that Hazardous Materials were being transported by this vehicle, and a release (spill) from the vehicle is indicated.

NOTE: Spilled gasoline from a fuel tank is not considered a Hazardous Material Release.

Enter "2" (No) when the vehicle is a medium/heavy truck or a bus [**Body Type (V05) equals "50-79"**], and the PAR indicates a cargo of Hazardous Materials, but does not indicate a release or spill.

Enter "9" (Unknown) when the vehicle is a medium/heavy truck or a bus [**Body Type (V05) equals "50-79"**], and the PAR does not have a Hazardous Materials related block, and the narrative does not mention any such materials (default).

Use this code when the PAR indicates that a release or spill occurred, but it is unknown if the material was hazardous.

Also, use this code when the body type is unknown [**V05 equals "99"**].

Consistency Check

V36

	IF	THEN
VV148	HAZARDOUS MATERIALS PLACARD NUMBER (V35) equals 00000	HAZARDOUS MATERIALS RELEASE (V36) should equal 0.
VV149	HAZARDOUS MATERIALS PLACARD NUMBER (V35) is not equal to 00000	HAZARDOUS MATERIALS RELEASE (V36) must not equal 0.
VV152	HAZARDOUS MATERIALS PLACARDED (V34) equals 1	HAZARDOUS MATERIALS RELEASE (V36) must not equal 0.
VV154	BODY TYPE (V5) is not equal to 60, 64, 66-79 or 99	HAZARDOUS MATERIALS RELEASE (V36) must equal 0.
VV155	BODY TYPE (V5) equals 99	HAZARDOUS MATERIALS RELEASE (V36) must equal 9.
VV156	BODY TYPE (V5) equals 66 and VEHICLE TRAILING (V13) equals 0	HAZARDOUS MATERIALS RELEASE (V36) must equal 0.
VV168	HAZARDOUS MATERIALS RELEASE (V36) equals 0	HAZARDOUS MATERIALS PLACARDED (V34) must equal 0.

D01 Driver Presence

Element Values

0	Unattended Vehicle (No Driver Involved)
1	Driver Operated Vehicle
2	Hit and Run (Vehicle and/or Driver Left Scene)
9	Unknown Driver Presence

Remarks

This variable serves to identify driverless motor vehicles in-transport.

Enter "0" [Unattended Vehicle (No Driver Involved)] if no driver was physically in the in-transport vehicle at the time that it was involved in the accident. If no driver was present, then no Person Form is required. A child sitting in the driver's seat does not automatically indicate that the child was operating the vehicle (see discussion under Element "1").


Enter "1" (Driver Operated Vehicle) when the PAR lists a driver's name or element "2" (Driver Left Scene) below does not apply. Do not automatically code "1" when a child is sitting in the driver's seat. The PAR must indicate that the child was controlling the vehicle in some manner to consider the child a driver.




Enter "2" [Hit and Run (Vehicle and/or Driver Left Scene)] when this motor vehicle was a "hit-and-run" vehicle [i.e., V02, Hit & Run, is encoded "1" (Yes, Driver Or Car & Driver Left Scene)]. If it is known that the driver operated the vehicle but the PAR is unclear or inadequate regarding the issue of hit-and-run, then default to element "1" (Driver Operated Vehicle).

Enter "9" (Unknown Driver Presence) when it is unknown if there was a driver present in the vehicle. This element includes instances when a person was present in the in-transport vehicle, but it is unknown if the person was the driver.

Consistency Check

D01

	IF	THEN
AD026	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0210	at least one DRIVER PRESENCE (D1) must equal 0.
DP001	DRIVER PRESENCE (D1) equals 0, 9	there must not be a Person Level form for that vehicle with PERSON TYPE (P3) equal to 1.
DP004	DRIVER PRESENCE (D1) equals 1	there must be one and only one Person Level form for that vehicle with PERSON TYPE (P3) equal to 1.
DP141	DRIVER PRESENCE (D1) equals 9	at least one PERSON TYPE (P3) must equal 9.
 PP062		<i>A previous occupant has been identified as the driver. Only one occupant can be coded as the driver.</i>
VV186	DRIVER PRESENCE (D1) equals 0	DRIVER'S VISION OBSCURED BY (D4) must equal 00.
VV187	DRIVER PRESENCE (D1) equals 0	DRIVER MANEUVERED TO AVOID (D6) must equal 00.
VV188	DRIVER PRESENCE (D1) equals 0	VIOLATIONS CHARGED (D2) must equal 00.
VV189	DRIVER PRESENCE (D1) equals 0	DRIVER DISTRACTED BY (D7) must equal 00.
VV190	DRIVER PRESENCE (D1) equals 0	VEHICLE ROLE (V22) should not equal 0 or 9.
VV191	DRIVER PRESENCE (D1) equals 0	ACCIDENT TYPE (V23) must equal 00, 04, 09, 15, 32, 42, 48, 52, 62, 66, 74, 84, 90, or 98.
VV192	NUMBER OF OCCUPANTS (V10) equals 00	DRIVER PRESENCE (D1) must equal 0.
VV193	JACKKNIFE (V14) equals 1	DRIVER PRESENCE (D1) must not equal 0.

		IF	THEN
	VV194	VEHICLE <i>CONTRIBUTING FACTOR</i> (V12) equals 50	DRIVER PRESENCE (D1) must equal 2.
	VV198	DRIVER PRESENCE (D1) equals 2	HIT AND RUN (V2) must equal 1.
	VV202	HIT AND RUN (V2) equals 1	DRIVER PRESENCE (D1) must equal 2.
	VV231	<i>DRIVER PRESENCE</i> (D1) equals 0	<i>MOVEMENT PRIOR TO CRITICAL EVENT</i> (V21) must equal 00.
	VV236	<i>MOVEMENT PRIOR TO CRITICAL EVENT</i> (V21) equals 00	<i>DRIVER PRESENCE</i> (D01) must equal 0.

D02 Violations Charged

Element Values

00	None
01	Alcohol Or Drugs
02	Speeding
03	Alcohol Or Drugs And Speeding
04	Reckless Driving
05	Driving With A Suspended Or Revoked License
06	Failure To Yield Right-of-Way
07	Running A Traffic Signal Or Stop Sign
50	Hit & Run (And No Information)
97	Violation Charged - No Details
98	Other Violation
99	Unknown If Charged

Remarks

Enter "00" (None) when there are no charges, the applicable section is blank or crossed out on the PAR, or charges are "pending". In addition, use this element when D01, Driver Presence, is encoded "0" [Unattended Vehicle (No Driver Involved)].

Element "01" or "02", and "04" through "07" are prioritized in decreasing numerical value (e.g., "01" or "02" takes precedence over "04", "04" takes precedence over "05", etc.).

Element "03" (Alcohol Or Drugs And Speeding) is special in that it is a combination of elements "01" (Alcohol Or Drugs) and "02" (Speeding). Enter "03" if the driver is cited for alcohol/drugs and speeding and another violation.

Enter "02" (Speeding) if the driver is cited for any violation which lists speed as a factor (i.e., "x" amount over the limit, too fast for conditions, etc.)

Enter "04" (Reckless Driving) if the driver is charged with reckless driving or driving to endanger. It should be recognized that careless driving and reckless driving are not the same. If the PAR indicates "careless driving" and does not indicate driving to endanger, reckless driving should not be coded.

Enter "06" (Failure To Yield) if this driver is charged with: "failure to yield" (in any of its multitudinous forms).

Enter "50" [Hit & Run (and No Information)] when the driver and/or vehicle left the scene and there is no indication on the PAR that any violations were charged.

Enter "97" (Violation Charged - No Details) when a violation has been charged but there is a lack of information regarding the specific nature of the violation. For example, a violation number cannot be matched, a violation number is not legible or the PAR indicates that two violations were charged but there is no other information.

Enter "98" (Other Violation) if this driver is charged with: "following too closely or failure to keep proper distance", or any other violation designated by the State as a moving violation. In addition, use when the PAR indicates a violation was charged that can be identified but cannot be classified in elements "01" through "07" above.

Enter "99" (Unknown If Charged) when the PAR specifically indicates unknown or is unclear concerning whether or not a violation was issued; see element "00" (None) regarding a statement of "pending".

Consistency Check

		D02
	IF	THEN
AD043	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0760	at least one VIOLATIONS CHARGED (D2) should not equal 00.
DA123	VIOLATIONS CHARGED (D2) equals 07	TRAFFIC CONTROL DEVICE (A16) should equal 01 09, 21, 97, 98, or 99.
DP095	VIOLATIONS CHARGED (D2) equals 01 and PERSON TYPE (P3) equals 1	either POLICE REPORTED ALCOHOL INVOLVEMENT (P11) or POLICE REPORTED DRUG INVOLVEMENT (P17) must equal 1 or 7.
DP122	VIOLATIONS CHARGED (D2) equals 03 and PERSON TYPE (P3) equals 1	either POLICE REPORTED ALCOHOL INVOLVEMENT (P11) or POLICE REPORTED DRUG INVOLVEMENT (P17) must equal 1 or 7.
VV188	If DRIVER PRESENCE (D1) equals 0	VIOLATIONS CHARGED (D2) must equal 00.
VV197	VIOLATIONS CHARGED (D2) equals 50	HIT AND RUN (V2) must equal 1.

D04 Driver's Vision Obscured By

Element Values

00	No Obstruction
01	Rain, Snow, Smoke, Sand, Dust
02	Reflected Glare, Bright Sunlight, Headlights
03	Curve Or Hill
04	Building, Billboard, Or Other Design Features (Includes Signs, Embankment).
05	Trees, Crops, Vegetation
06	Moving Vehicle (Including Load)
07	Parked Vehicle
08	Splash Or Spray Of Passing Vehicle
09	Inadequate Defrost Or Defog System
10	Inadequate Lighting System
11	Obstruction Interior To The Vehicle
12	External Mirrors
13	Head Restraints
14	Broken Or Improperly Cleaned Windshield
15	Fog
50	Hit-And-Run (And No Information)
97	Vision Obscured - No Details
98	Other Obstruction
99	Unknown Whether Vision Was Obscured

Remarks

This variable attempts to identify visual circumstances that may have contributed to the cause of the accident. These circumstances ("visual obstructions") can appear anywhere on the PAR--in the narrative section, in the violations section, in a column entitled "Contributing Factors" or "Driver Action", etc. Do not consider driver or witness statements unless verified by the investigating police officer.

If two or more visual obstructions apply, enter the element of lowest numerical value.

Enter "00" (No Obstruction) when the PAR indicates that there were no visual obstructions for this driver. In addition, use this element when D01, Driver Presence, is encoded "0" [Unattended Vehicle (No Driver Involved)].

Elements "01" through "15" are selected if indicated on the PAR.

Enter "06" [Moving Vehicle (Including Load)] if the vehicle was in motion (on a trafficway).

Enter "07" (Parked Vehicle) if the vehicle was **not** in motion (i.e., in-transport or not in-transport).

Enter "09" (Inadequate Defrost or Defog System) when the presence of frost or fog on the windshield was due to an inadequate system. The PAR must state specifically that the system was not operating properly. The presence of frost or fog alone on the windshield should be coded "14" (Broken or Improperly Cleaned Windshield).

Enter "15" (Fog) when the ongoing weather condition was described as "fog". Do not use this code when only the vehicle windshield is described as "fogged". The choice of code "09" or "14" should be dependent upon whether the defrost/defog system is noted as not functioning.

Enter "50" [Hit & Run (And No Information)] if the PAR specifically indicates unknown in a section that concerns driver vision **and** the driver is coded "2" [Hit & Run (Vehicle and/or Driver Left Scene)] in variable D1, Driver Presence. However, if the PAR reports a vision impediment (subsequently determined by the police after the driver left the scene) for a hit-and-run driver, then enter the indicated element rather than this element. This includes entering the element "00" (No Obstruction) if so indicated on the PAR.

Enter "97" (Vision Obscured - No Details) when the PAR indicates that "some" vision impediment exists but does not clearly indicate the nature of the impediment.

Enter "98" (Other Obstruction) when the PAR indicates a vision impediment that cannot be attributed to one of the other elements above ("01" through "15").

Enter "99" (Unknown Whether Vision Was Obscured) when the PAR indicates that the driver's field of view (visual field) at the time of the accident is unknown **and** the driver did not leave the scene [i.e., encoded "2" [Hit & Run (Vehicle and/or Driver Left Scene)] on variable D01, Driver Presence].

Consistency Check

D04

	IF	THEN
AD034	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0007	at least one DRIVER'S VISION OBSCURED BY (D4) must equal 07 or 11.
AD088	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0821, 0822, 0829	at least one DRIVER'S VISION OBSCURED BY (D4) must not equal 00.
AD091	ROADWAY SURFACE CONDITION (A15) equals 1	DRIVER'S VISION OBSCURED BY (D4) should not equal 08.
AD150	ATMOSPHERIC CONDITION (A20) equals 1	DRIVER'S VISION OBSCURED BY (D4) must not equal 15.
AD154	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0006	at least one DRIVER'S VISION OBSCURED BY (D4) must equal 00.
DA124	DRIVER'S VISION OBSCURED BY (D4) equals 01	ATMOSPHERIC CONDITION (A20) should not equal 1.
DA159	DRIVER'S VISION OBSCURED BY (D4) equals 15	ATMOSPHERIC CONDITION (A20) should equal 5, 6, 7, or 9.
DA160	DRIVER'S VISION OBSCURED BY (D4) equals 15	ATMOSPHERIC CONDITION (A20) must not equal 1.
VV186	DRIVER PRESENCE (D1) equals 0	DRIVER'S VISION OBSCURED BY (D4) must equal 00.
VV199	DRIVER'S VISION OBSCURED BY (D4) equals 50	HIT AND RUN (V2) must equal 1.
VV204	HIT AND RUN (V2) equals 1	DRIVER'S VISION OBSCURED BY (D4) must not equal 99.
VV208	NUMBER OF OCCUPANTS (V10) equals 00	DRIVER'S VISION OBSCURED BY (D4) must equal 00.

D06 Driver Maneuvered To Avoid

Element Values

00	Driver Did Not Maneuver To Avoid
01	Object In Road
02	Poor Road Conditions (Puddle, Ice, Pothole, Etc.)
03	Animal In Road
04	Vehicle In Road
05	Pedestrian, Pedalcyclist, Or Other Non-Motorist In Road
50	Hit & Run (And No Information)
97	Avoidance Maneuver - No Details
99	Unknown If Driver Maneuvered To Avoid

Remarks

This variable attempts to identify an action taken by the driver to avoid something or someone in the road. The maneuver may have subsequently contributed to the cause of the accident. Code the appropriate value whether the maneuver was successful or not (i.e., whether or not the driver was able to avoid the person or object).

If the person or object is off the road when the maneuver takes place then this action should not be coded here (a driver who leaves the road and swerves to avoid a pedestrian on the sidewalk would not be coded as an avoidance maneuver here).

Do not consider driver or witness statements unless verified by the investigating police officer.

If two or more elements apply, enter the element of lowest numerical value.

Enter "00" (Driver Did Not Maneuver To Avoid) when the preponderance of the information on the PAR indicates that there were no avoidance type maneuvers made by the driver prior to the First Harmful Event. In addition, use this element when D01, Driver Presence, is encoded "00" [Unattended Vehicle (No Driver Involved)].

Additionally, use this value when the object avoided was a "phantom vehicle". A "phantom vehicle" is a vehicle alleged by the driver to have been involved but which the reporting officer cannot substantiate.

Elements "01" through "05" are selected if indicated on the PAR.

Enter "02" [Poor Road Conditions (Puddle, Ice, Pothole, etc.)] 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 code if the driver lost control while traveling on/over the road condition but made no maneuver to avoid it.

Enter "50" [Hit & Run (And No Information)] if the PAR specifically indicates unknown in this driver's vehicle or environmental related section **and** the driver is coded "02" [Hit & Run (Vehicle and/or Driver Left Scene)] in variable D01, Driver Presence. However, if the PAR reports a maneuver to avoid (subsequently determined by the police after the driver left the scene) for a hit-and-run driver, then enter the indicated element rather than this element. This includes entering the element "00" (Driver Did Not Maneuver To Avoid) if the preponderance of the evidence on the PAR so indicates.

Enter "97" (Avoidance Maneuver - No Details) when the PAR indicates that some action was taken by the driver to avoid something or someone in the road but does not clearly indicate what this person or thing was.

Enter "99" (Unknown If Driver Maneuvered To Avoid) when the PAR indicates it is unknown whether or not a nonvisual environmentally related problem existed at the time of the accident **and** the driver did not leave the scene [i.e., encoded "2" (Driver Left Scene) on variable D01, Driver Presence].

Consistency Check

D06

	IF	THEN
VV187	DRIVER PRESENCE (D1) equals 0	DRIVER MANEUVERED TO AVOID (D6) must equal 00.
VV195	ACCIDENT TYPE (V23) equals 03, 08, 34, 36, 38, 40, 54, 56, 58, or 60	DRIVER MANEUVERED TO AVOID (D6) must not equal 00.
VV200	DRIVER MANEUVERED TO AVOID (D6) equals 50	HIT AND RUN (V2) must equal 1.
VV205	HIT AND RUN (V2) equals 1	DRIVER MANEUVERED TO AVOID (D6) must not equal 99.
VV209	NUMBER OF OCCUPANTS (V10) equals 00	DRIVER MANEUVERED TO AVOID (D6) must equal 00.
VV211	DRIVER MANEUVERED TO AVOID (D6) equals 03	CRITICAL EVENT (V26) should equal 830, 831, 859 or 994.
VV212	DRIVER MANEUVERED TO AVOID (D6) equals 05	CRITICAL EVENT (V26) should equal 800-829 or 994.
VV213	DRIVER MANEUVERED TO AVOID (D6) equals 00	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must not equal 18.
VV214	DRIVER MANEUVERED TO AVOID (D6) equals 04	CRITICAL EVENT (V26) should equal 500-799 or 994.

	IF	THEN
VV215	DRIVER MANEUVERED TO AVOID (D6) equals 01	CRITICAL EVENT (V26) should equal 840, 841, 859 or 994.
VV217	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 18	DRIVER MANEUVERED TO AVOID (D6) should not equal 00.
VV218	CORRECTIVE ACTION ATTEMPTED (V27) equals 00	DRIVER MANEUVERED TO AVOID (D6) should equal 00 or 50.

D07 Driver Distracted By

Element Values

00	Not Distracted or N/A
01	Passengers, Occupants
02	Vehicle Instrument Display (Radio, Cassette, CB, Heating/AC)
03	Phone
04	Other Internal Distractions
05	Other Accident ("Rubbernecking")
06	Other External Distractions
50	Hit & Run (And No Information)
97	Distraction - No Details
99	Unknown If Distracted

Remarks

This variable attempts to capture distractions which may have influenced driver performance and contributed to the cause of the accident. The distractions can be either inside the vehicle (internal) or outside the vehicle (external). In order to qualify as a distraction the occurrence must be classified on the PAR as a "distraction" or be described as having interrupted the drivers normal attention to the roadway. Just the presence of a phone, for instance, does not necessarily classify it as a distraction.

If two or more distractions apply, enter the element of lowest numerical value.

Enter "00" (Not Distracted or N/A) when it is specifically indicated on the PAR that the driver was not distracted. Use this code, also, when there is no mention of a driver distraction being involved in the accident (this is the default value).

Elements "01" through "04" are used when the distraction is internal and elements "05" and "06" are used when the distraction is external.

Enter "01" (Passenger, Occupants) when distraction can be intentional or unintentional on the part of the passenger/occupant. It can be the result of movement, conversation or any other activity which draws the attention of the driver from the road.

Enter "02" [Vehicle Instrument Display (Radio, Cassette, CB, Heating/AC)] when the PAR indicates that any object or control, located on the instrument panel, was involved in distracting the driver. Included here are auditory distractions originating from the instrument panel (ex. radio, warning indicator noise, etc.).

If the driver was lighting a cigarette, using the lighter from the instrument panel, this code should be used (lighting a cigarette using matches would be coded "04").

Element "04" (Other Internal Distractions) should be used when a distraction inside the vehicle exists which is not included in codes "01" through "03". "Internal" includes any person or thing which is physically located inside the vehicle. This also includes any mental distractions, internal to the driver (ex. daydreaming) which were noted on the PAR.

Enter "05" [Other Accident ("Rubbernecking")] when specifically noted on the PAR or when the driver is noted to have been looking at another accident just prior to the First Harmful Event.

Enter "06" (Other External Distraction) when code "05" does not apply and a distraction is noted which is outside of the vehicle (ex. buildings, billboards, moving/parked vehicles).

A subtle distinction must be made here between distractions and obstructions. A distraction draws the drivers attention away from the road ahead. An obstruction blocks the drivers view of the road ahead or of an area of the environment where visual input is needed. For example, when a driver cannot see crossing traffic at an intersection because of a billboard at the corner, the sign is an obstruction and not a distraction. If, on the other hand, the driver looks at the sign because of its interesting art work, and impacts another vehicle, then the sign becomes an external distraction (code "06").

Enter "50" [Hit & Run (And No Information)] when the driver and/or the vehicle left the scene of the accident and there is no information regarding a distraction.

Enter "97" (Distraction - No Details) when a distraction is noted on the PAR but there is not enough information to select from codes "01" through "06".

Consistency Check

D07

	IF	THEN
VV189	DRIVER PRESENCE (D1) equals 0	DRIVER DISTRACTED BY (D7) must equal 00.
VV196	DRIVER DISTRACTED BY (D7) equals 01	NUMBER OF OCCUPANTS (V10) must be greater than 01.
VV201	DRIVER DISTRACTED BY (D7) equals 50	HIT AND RUN (V2) must equal 1.
VV206	HIT AND RUN (V2) equals 1	DRIVER DISTRACTED BY (D7) must not equal 99.
VV210	NUMBER OF OCCUPANTS (V10) equals 00	DRIVER DISTRACTED BY (D7) must equal 00.

D08 Driver's ZIP Code

Element Values

Range* (first, second, and third characters):

000,004-098,100-212, 214-268, 270-340, 342, 344, 346-347, 349-352, 354-397,399-418,
420-427, 430-516, 520-528, 530-532, 534-535, 537-551, 553-567, 570-577, 580-588,
590-607, 609-620, 622-631, 633-641, 644-658, 660-662, 664-681, 683-693, 700-701,
703-708,710-714, 716-731, 733-741,743-816, 820-838, 840-847, 850,852-853,855-857,
859-860,863-865, 870-875, 877-885, 889-891,893-895, 897-898, 900-928, 930-999

00000 Not Resident of US or Territories/Driver not present Code actual 5-digit zip code

99999 Unknown

*Range is a compilation of Section 6 of the 1994 National Five Digit Zip Code & Post Office Directory, Volume 2 N-W

Remarks

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 drivers 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.

Code "00000" (Not Resident of US Territories/Driver Not Present) 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. This code is also used when an in-transport vehicle is involved in the accident but no driver was in the vehicle at the time.

Code "99999" (Unknown) is used whenever the ZIP cannot be determined. For example, use this code when no information is provided on the PAR about the driver because he was a "hit-and-run" driver. 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, motorhome, etc.), or the driver could be "homeless".

If a ZIP CODE is listed on the PAR but it is not a valid number use this code.

Consistency Check

D08

VV216	IF NUMBER OF OCCUPANTS (V10) equals 00	THEN DRIVER'S ZIP CODE (D8) must equal 00000.
-------	---	--

P01 Vehicle Number

Element Values

Form: Occupant & Non-Motorist

Range: 01 through 30
(Computer Assigned Number)

Remarks

Occupant Form

The data for each occupant are entered by vehicle, in numerical order, starting with vehicle 01.

Assume that only one occupant is in a hit-and-run vehicle (unless reliable evidence to the contrary exists), and assume this person is the driver.

Non-Motorist Form

All Non-Motorists are assigned Vehicle Number 00.

P02 Person Number

Element Values

Form: Occupant & Non-Motorist

Range: 01 through 50
(Computer assigned number)

Remarks

Occupant, pedestrian, or nonmotorist numbers are assigned sequentially, beginning with "01"; no numbers are skipped. Numbers are assigned in accordance with the PAR's assignment unless a number is skipped. In most cases the numbering will follow the seat position, starting with the left front and moving left to right and front to back.

Persons appended to vehicle for motion (e.g., bicyclist holding onto vehicle) are either pedestrians or other nonmotorists; they are not occupants.

Drivers do not have to be coded "01" (e.g., right hand drive vehicles containing left front occupant). However, code the assumed driver of a hit-and-run vehicle as "01".

P03 Person Type

Element Values

Form: Occupant & Non-Motorist

Values

- | | |
|---|--|
| 1 | Driver Of A Motor Vehicle In-Transport (Occupant) |
| 2 | Passenger Of A Motor Vehicle In-Transport (Occupant) |
| 3 | Occupant Of A Motor Vehicle Not In-Transport (Non-Motorist) |
| 4 | Occupant Of A Nonmotor Vehicle Transport Device (Non-Motorist) |
| 5 | Nonoccupant - Pedestrian (Non-Motorist) |
| 6 | Nonoccupant - Cyclist/Pedalcyclist (Non-Motorist) |
| 8 | Nonoccupant - Other Or Unknown (Non-Motorist) |
| 9 | Unknown Occupant Type In A Motor Vehicle In-Transport (Occupant) |

Remarks

Occupant Form

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 "9" (Unknown Occupant Type In A Motor Vehicle In-Transport) when it is unknown whether this occupant was a driver or passenger.

Non-Motorist Form

Enter "3" (Occupant Of A Motor Vehicle Not In-Transport) when a person is in or on a motor vehicle which is not in-transport when struck.

Enter "4" (Occupant of a Non-motor Vehicle Transport Device) when a person is associated with either (1) an animal or (2) a nonmotorist conveyance.

Association with an animal means that the nonmotorist was either riding on an animal or in an animal powered conveyance.

A nonmotorist conveyance is defined as any human-powered device by which a nonmotorist may move, or by which a pedestrian or nonmotorist may move another nonmotorist, other than by pedaling. A nonmotorist conveyance includes the following: baby carriage, coaster wagon, ice skates, roller skates, push cart, scooter, skate board, skis, sled, wheelchair, rickshaw, etc. This includes those persons in a nonmotorist conveyance who hold onto a motor vehicle in motion. Excluded are pedalcyclists.

Enter "5" (Non-occupant / Pedestrian) when the nonmotorist is a pedestrian. A Pedestrian is defined as any person who is on a trafficway or on a sidewalk or path contiguous with a trafficway, and who is not in or on a nonmotorist conveyance. This includes persons who are in contact with the ground, roadway, etc., but who are holding onto a vehicle.

Enter "6" [Non-occupant / Cyclist (Pedalcyclist)] when the nonmotorist is a bicyclist or other cyclist (generically a pedalcyclist). A bicyclist refers to only those pedalcyclists who were either a driver or passenger on a bicycle. This includes those bicyclists who hold onto a motor vehicle in motion. Other cyclist refers to all other pedalcyclists (tricyclist, unicyclist, etc.). This includes those pedalcyclists who hold onto a motor vehicle in motion. A "Big Wheel" should be treated as a tricycle.

Enter "8" (Non-occupant / Other Or Unknown) when the nonmotorist is any other person not included under the above definitions. For example, enter this value for any person outside a trafficway or outside a sidewalk or path contiguous with a trafficway.

Consistency Check



P03

	IF	THEN
AP005	FIRST HARMFUL EVENT (A6) equals 21	at least one person must have PERSON TYPE (P3) equal to 4 or 5.
AP006	FIRST HARMFUL EVENT (A6) equals 22	at least one person must have PERSON TYPE (P3) equal to 6 or 8.
AP008	FIRST HARMFUL EVENT (A6) equals 06	at least one PERSON TYPE (P3) equal to 1-2, 9 must have INJURY SEVERITY (P9) equal to 1 5.
AP015	NUMBER OF MOTOR VEHICLES (A3) is greater than 00	at least one PERSON TYPE (P3) should equal 1, 2 or 9.
AP021	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0000	PERSON TYPE (P3) must not equal 5, 6, or 8.
AP023	RELATION TO JUNCTION (A9) equals 01 or 11 and at least one PERSON TYPE (P3) equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must not equal 0810, 0821, 0822, 0829, 0830, 0840 or 0890.
AP024	SCHOOL BUS RELATED (A21) equals 1 and PERSON TYPE (P3) equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0120.
AP027	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0120 and PERSON TYPE (P3) equals 5	SCHOOL BUS RELATED (A21) must equal 1.

	IF	THEN
AP039	RELATION TO JUNCTION (A9) equals 01, 02, 11 or 12, and at least one PERSON TYPE (P3) equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0710, 0720, 0730, 0740, 0750, 0760, 0790.
AP040	RELATION TO ROADWAY (A10) is not equal to 1 and at least one PERSON TYPE (P3) equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0610, 0620, 0910, or 0920.
AP054	TRAFFIC CONTROL DEVICE (A16) equals 01, 04, 08, 09, 21, 22, 28, or 29, and at least one PERSON TYPE (P3) equals 6	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0005, 0006, 0007, 0009, 0010, 0012, 0018, 0019, 0021 0024, 0048, 0049, 0054, or 0055.
AP061	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0520 and PERSON TYPE (P3) equals 5	NON MOTORIST'S ACTION (P19) must equal 21 or 22.
AP077	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0420	at least one PERSON TYPE (P3) must equal 4.
AP128	FIRST HARMFUL EVENT (A6) equals 27	at least one PERSON TYPE (P3) must equal 4 or 8.
AP155	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 9999	at least one PERSON TYPE (P3) must equal 8.
DP001	DRIVER PRESENCE (D1) equals 0, 9	there must not be a Person Level form for that vehicle with PERSON TYPE (P3) equal to 1.
DP004	DRIVER PRESENCE (D1) equals 1	there must be one and only one Person Level form for that vehicle with PERSON TYPE (P3) equal to 1.
DP095	VIOLATIONS CHARGED (D2) equals 01 and PERSON TYPE (P3) equals 1	either POLICE REPORTED ALCOHOL INVOLVEMENT (P11) or POLICE REPORTED DRUG INVOLVEMENT (P17) must equal 1 or 7.
DP122	VIOLATIONS CHARGED (D2) equals 03 and PERSON TYPE (P3) equals 1	either POLICE REPORTED ALCOHOL INVOLVEMENT (P11) or POLICE REPORTED DRUG INVOLVEMENT (P17) must equal 1 or 7.

	IF	THEN
DP141	DRIVER PRESENCE (D1) equals 9	at least one PERSON TYPE (P3) must equal 9.
PA049	at least one PERSON TYPE (P3) equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must equal 0110-0150, 0210-0230, 0310-0330, 0410-0430, 0510-0539, 0610, 0620, 0710-0790, 0810-0890, 0910, or 0920.
PA051	PERSON TYPE (P3) equals 5 and NON MOTORIST LOCATION (P13) equals 08, 18, or 98	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0610 or 0620.
PA053	NON MOTORIST LOCATION (P13) equals 01, 02, 08, or 09 and PERSON TYPE (P3) equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0710, 0720, 0730, 0740, 0750, 0760, or 0790.
PA058	at least one PERSON TYPE (P3) equals 6	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must equal 0001-0041, 0048, 0049, 0055, 0097, 0098, or 0099.
PA083	PERSON'S PHYSICAL IMPAIRMENT (P18) equals 04 and PERSON TYPE (P3) equals 4	the first character of PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must equal 1.
PA096	PERSON TYPE (P3) equals 5 or 6	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must not equal 0000.
PA201	PERSON TYPE (P3) equals 3 8 and NUMBER OF MOTOR VEHICLES (A3) equals 01	NON MOTORIST STRIKING VEHICLE NUMBER (P22) must equal 01.
PP002	PERSON TYPE (P3) equals 1	SEATING POSITION (P4) must not equal 21-53.
PP009	PERSON TYPE (P3) equals 2, 9	SEATING POSITION (P4) should not equal 11.
PP018	PERSON TYPE (P3) equals 1	SEATING POSITION (P4) should not equal 12 19.
PP034	PERSON TYPE (P3) equals 1	RESTRAINT SYSTEM USE (P15) must not equal 6.
PP040	PERSON TYPE (P3) equals 4 or 6	NON MOTORIST'S ACTION (P19) must not equal 21-29.

	IF	THEN
PP041	PERSON TYPE (P3) equals 5 or 8	NON MOTORIST'S ACTION (P19) must not equal 01-10.
PP045	PERSON TYPE (P3) equals 2 and RESTRAINT SYSTEM USE (P15) equals 1-3, 6, 8, or 9	EJECTION (P6) should equal 0.
PP046	PERSON TYPE (P3) equals 2	PERSON'S PHYSICAL IMPAIRMENT (P18) must equal 00.
PP047	PERSON TYPE (P3) equals 2 or 3	POLICE REPORTED ALCOHOL INVOLVEMENT (P11) must equal 0.
PP048	PERSON TYPE (P3) equals 2 or 3	POLICE REPORTED DRUG INVOLVEMENT (P17) must equal 0.
PP061	NON MOTORIST SAFETY EQUIPMENT USE (P20) equals 1 or 3	PERSON TYPE (P3) should equal 6.
PP062	A previous occupant has been identified as the driver. Only one occupant can be coded (P3 = 1) as the driver.	
PP068	PERSON TYPE (P3) equals 3	NON MOTORIST'S ACTION (P19) must equal 00.
PP072	PERSON TYPE (P3) equals 1, 2, or 9	NON MOTORIST SAFETY EQUIPMENT USE (P20) must equal 0.
PP073	PERSON TYPE (P3) equals 3	NON MOTORIST SAFETY EQUIPMENT USE (P20) must equal 0.
PP081	PERSON TYPE (P3) equals 3	NON MOTORIST LOCATION (P13) should not equal 01, 02, 11, or 12.
PP082	NON MOTORIST STRIKING VEHICLE NUMBER (P22) equals 00	PERSON TYPE (P3) must not equal 3 8.

	IF	THEN
PP083	NON MOTORIST STRIKING VEHICLE NUMBER (P22) is equal to 01-30, or 99	PERSON TYPE (P3) must not equal 1, 2, or 9.
 PP085	PERSON'S PHYSICAL IMPAIRMENT (P18) equals 07	PERSON TYPE (P3) should not equal 1.
PV001	PERSON TYPE (P3) equals 1 and BODY TYPE (V5) equals 80-89	SEATING POSITION (P4) must not equal 00, 12-53, or 99.
PV002	PERSON TYPE (P3) equals 2, or 9 and BODY TYPE (V5) equals 01, 02, 04, 10, 30-32, 39, 41, 90, 91	SEATING POSITION (P4) must not equal 50 or 51.
PV005	PERSON TYPE (P3) equals 2, or 9, and BODY TYPE (V5) equals 80 89	SEATING POSITION (P4) must not equal 13-19, 22-53.
PV007	PERSON TYPE (P3) equals 2 and BODY TYPE (V5) equals 50-59	SEATING POSITION (P4) must not equal 11 39, 50, 52, or 99.
PV010	PERSON TYPE (P3) equals 9 and BODY TYPE (V5) equals 50-59	SEATING POSITION (P4) must not equal 12 50, or 52.
PV011	PERSON TYPE (P3) equals 1 and AGE (P7) is less than 08	BODY TYPE (V5) must not equal 01-07, 09 60, 64-66, 78-79, or 93.
VP010	MOST HARMFUL EVENT (V20) equals 21	at least one PERSON TYPE (P3) must equal 4 or 5.
VP011	MOST HARMFUL EVENT (V20) equals 22	at least one PERSON TYPE (P3) must equal 6.
 VA218	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 00 and at least one PERSON TYPE (P3) equals 5, and, for this person, NONMOTORIST STRIKING VEHICLE # (P22) equals the vehicle # for which V21 equals 00	PEDESTRIAN/BIDE ACCIDENT TYPE (A24) must equal 0210.
VP012	MOST HARMFUL EVENT (V20) equals 27	at least one PERSON TYPE (P3) must equal 3, 4, or 8.

	IF	THEN
VP013	MOST HARMFUL EVENT (V20) equals 06	at least one occupant of this vehicle (PERSON TYPES (P3) 1 2, 9) must have INJURY SEVERITY (P9) equal to 1-5, 9 or blank.
VP045	at least one NUMBER OF OCCUPANTS (V10) equals 00 and at least one PERSON TYPE (P3) equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0210 or 0320.
VP046	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 13 and at least one PERSON TYPE (P3) equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0220.
VP047	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 10-12, or 17 and at least one PERSON TYPE (P3) equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0720.
VP056	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 11 and at least one PERSON TYPE (P3) equals 6	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0005, 0009, 0010, 0012, 0022, 0023, 0033, 0048, or 0049.
VP057	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 13 and at least one PERSON TYPE (P3) equals 6	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0011.
VP136	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 10 and at least one PERSON TYPE (P3) equals 6	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0005, 0009, 0010, 0012, 0024, 0034, 0048 or 0049.
VP199	NUMBER OF OCCUPANTS (V10) is greater than 00	there must be only one occupant coded as the driver (P3=1).

P04 Seating Position

Element Values

Form: Occupant

Values

Front Seat	Second Seat	Third Seat
11 Left side	21 Left side	31 Left side
12 Middle	22 Middle	32 Middle
13 Right side	23 Right side	33 Right side
18 Other	28 Other	38 Other
19 Unknown	29 Unknown	39 Unknown
50 Sleeper Section Of Cab (Truck)		
51 Other Passenger In Passenger Or Cargo Area		
52 Trailing Unit		
53 Riding On Vehicle Exterior		
99 Unknown		

Remarks

Seat position is coded 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 or in 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 Elements "18", "28", or "38" (other).

In seat rows designed for only two passengers, enter elements "11", "13", "21", "23", "31", "33", or "51".

Enter "11" (Front Seat - Left Side) if there is an assumed driver of a hit-and-run vehicle unless evidence indicates a different position for the person or persons.

Elements "18", "28", or "38" (Other) and "51" (Other Passenger In Passenger Or Cargo Area) can be used to record the position of someone sitting on the floor or lying across the seat. In addition, enter these elements 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.

Enter "18" (Front Seat - Other) 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. Enter **"51" (Other Passenger In Passenger Or Cargo Area)** when a person is in the fourth or higher seat row but not in a seat.

Enter "50" [Sleeper Section of Cab (Truck)] if the occupant's vehicle is a medium or heavy truck and has a cab sleeper section, and this occupant is in the sleeper section at the time of the accident.

Enter "51" (Other Passenger in Passenger or Cargo Area) when an occupant is in the fourth or higher numbered seat area, in an enclosed area where no defined seating exists, or using a fold-down type seat in its folded down position. Use, also, for bus passengers (not driver).

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. The diagram below illustrates the intended seat positions for areas of a vehicle.

For rearward facing seats use the basic idea described above in the previous paragraph to describe the occupant's seat position. For buses consider seating positions **"12"**, **"22"**, and **"32"** to be "aisles" and **"13"** to be a stepwell area.

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 encoded as "Other" (i.e., **"18"**, **"28"**, **"38"**, or **"51"**) depending upon the seat row.

Persons appended to the vehicle for motion are not considered to be occupants of the vehicle.



For motorcycles, code the driver **"11"**, sidecar passenger **"12"**, passenger behind the driver **"21"** and passenger on the lap of the driver (in front of) **"11"**.

Enter "52" (Trailing Unit) when an occupant is in or on a trailing unit [i.e., V13, Vehicle Trailing, for this occupant's vehicle must be coded "1" through "4" (Yes... Trailing)].

Enter "53" (Riding on Vehicle Exterior) when an occupant is riding on a fender, the boot of a convertible, the open cargo box of a light truck, etc.

Consistency Check

P04

	IF	THEN
PP002	PERSON TYPE (P3) equals 1	SEATING POSITION (P4) must not equal 21-53.
PP009	PERSON TYPE (P3) equals 2, 9	SEATING POSITION (P4) should not equal 11.
PP018	PERSON TYPE (P3) equals 1	SEATING POSITION (P4) should not equal 12-19.
PP033	RESTRAINT SYSTEM USE (P15) equals 1	SEATING POSITION (P4) should not equal 12, 22, 32, 50-53.
PP044	SEATING POSITION (P4) equals 53	RESTRAINT SYSTEM USE (P15) must equal 0.
PP057	RESTRAINT TYPE (P16) equals 1	SEATING POSITION (P4) must not equal 12, 21-53.
PP063	SEATING POSITION (P4) equals 12, 23-53	RESTRAINT TYPE (P16) must not equal 1.
PP074	SEATING POSITION (P4) equals 12, 21-53	AIR BAG AVAILABILITY/FUNCTION (P21) must equal 0.
 PP075	SEATING POSITION (P4) equals 22, 23, 31-53	RESTRAINT SYSTEM USE (P15) must not equal 5.
PP076	SEATING POSITION (P4) does not equal 11 or 13	AIR BAG AVAILABILITY/FUNCTION (P21) must not equal 1 or 2.
PP077	WARNING: For Occupants, the value "00" must not be coded for SEATING POSITION (P4).	
PP080	AIR BAG AVAILABILITY/FUNCTION (P21) equals 1 or 2	SEATING POSITION (P4) must not equal 12, 21-99.
 PP084	SEATING POSITION (P4) equals 50 or 53	RESTRAINT SYSTEM USE (P15) must equal 7.

P04




	IF	THEN
PV001	PERSON TYPE (P3) equals 1 and BODY TYPE (V5) equals 80-89	SEATING POSITION (P4) must not equal 00, 12-53, or 99.
PV002	PERSON TYPE (P3) equals 2, or 9 and BODY TYPE (V5) equals 01 02, 04, 10, 30-32, 39, 41, 90, 91	SEATING POSITION (P4) must not equal 50 or 51.
PV005	PERSON TYPE (P3) equals 2, or 9, and BODY TYPE (V5) equals 80-89	SEATING POSITION (P4) must not equal 13-19, 22 53.
PV006	SEATING POSITION (P4) equals 52	VEHICLE TRAILING (V13) must not equal 0.
PV007	PERSON TYPE (P3) equals 2 and BODY TYPE (V5) equals 50 59	SEATING POSITION (P4) must not equal 11-39, 50, 52, or 99.
PV010	PERSON TYPE (P3) equals 9 and BODY TYPE (V5) equals 50-59	SEATING POSITION (P4) must not equal 12-50, or 52.
PV166	SEATING POSITION (P4) equals 31-39	BODY TYPE (V5) should not equal 01, 02, 03, 04, or 05.
VP192	If SEATING POSITION (P4) equals 53 and BODY TYPE (V5) does not equal 01, 06, 30-39	EJECTION (P6) should equal 0.

P06 Ejection

Element Values

Form: Occupant


Values


0	Not Ejected
 1	<i>Totally Ejected</i>
 2	<i>Partially Ejected</i>
 7	<i>Ejected - No Details</i>
9	Unknown


Remarks


Ejection refers to occupants being totally or partially thrown from the vehicle as a result of an impact or rollover.

Partial ejection refers to those instances where some part but not all of an occupant's body is, at some time during the accident sequence, outside the occupant compartment. Although it would not seem to be a problem it can be fatal if the part outside is the occupant's head. Because of the dynamics of the vehicle and the kinematics of the occupants during an ejection sequence, it is often the occupant's own vehicle which causes the injury as it rolls onto the occupant.

 **Enter "0" (Not Ejected)** if the PAR specifically so states for a given occupant. For other occupants of non hit-and-run vehicle about whom the PAR is silent, enter "9". Enter "0" for occupants of a hit-and-run vehicle, unless the PAR specifically indicates that ejection occurred. Also, enter "0" for any person riding on the exterior of a vehicle such as the fenders (this does not include pickup beds, boot of a convertible, and persons riding on open tailgates.)

 **Enter "1" (Totally Ejected)** when the occupant's body is entirely outside the vehicle but may be in contact with the vehicle.






 **Enter "2" (Partially Ejected)** when part of the occupant's body remains in the vehicle. 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 "1, Totally Ejected").

 **Enter "7" (Ejected - No Details)** when the PAR indicates that an occupant is ejected but fails to discriminate between total and partial ejection.

Enter "9" (Unknown If Ejected) when the PAR specifically indicates unknown or when the person was injured and there is no information on ejection.

Consistency Check

P06

		IF	THEN
	PP037	EJECTION (P6) equals 1, 2, or 7	RESTRAINT SYSTEM USE (P15) should equal 0, 7 or 9.
	PP045	PERSON TYPE (P3) equals 2 and RESTRAINT SYSTEM USE (P15) equals 1 3, 6, 8, or 9	EJECTION (P6) should equal 0.
	PP058	EJECTION (P6) equals 1, 2, or 7	RESTRAINT TYPE (P16) should not equal 2.
	PP069	EJECTION (P6) equals 1, 2, or 7	INJURY SEVERITY (P9) should not equal 0.
	PP070	EJECTION (P6) equals 1, 2, or 7	RESTRAINT SYSTEM USE (P15) must not equal 5.
	PV103	EJECTION (P6) equals 1, 2, or 7	this person's vehicle's MOST HARMFUL EVENT (V20) must not equal 06.
	PV125	EJECTION (P6) equals 1, 2, or 7	BODY TYPE (V5) must not equal 80-89, 90, or 91.
	VP192	SEATING POSITION (P4) equals 53 and BODY TYPE (V5) does not equal 01, 06, 30-39	EJECTION (P6) should equal 0.
	VP207	BODY TYPE (V5) equals 80 91 and NUMBER OF OCCUPANTS (V10) is greater than 00	EJECTION (P6) must equal 0.
	VP208	HIT AND RUN (V2) equals 1 and MANNER OF LEAVING SCENE (V19) equals 1	EJECTION (P6) must equal 0.

P07 Age

Element Values

Form: Occupant & Non-Motorist

Range: 00-97, 99
00 Up To One Year
97 Ninety-Seven Years Or Older
99 Unknown

Remarks

The person's age at the time of the accident is recorded with respect to the person's last birthday.

Consistency Check

	IF	THEN	P07
PP013		UNLIKELY: AGE (P7) is greater than 92 and not equal to 99.	
PP036	RESTRAINT SYSTEM USE (P15) equals 6	AGE (P7) should equal 00-04 or 99.	
PV011	PERSON TYPE (P3) equals 1 and AGE (P7) is less than 08	BODY TYPE (V5) must not equal 01 07, 09-60, 64-66, 78-79, or 93.	

P08 Sex

Element Values

Form: Occupant & Non-Motorist

Values

1	Male
2	Female
9	Unknown

Remarks

Self-explanatory.

P09 Injury Severity

Element Values

Form:	Occupant & Non-Motorist
Values	
0	No Injury (O)
1	Possible Injury (C)
2	Nonincapacitating Evident Injury (B)
3	Incapacitating Injury (A)
4	Fatal Injury (K)
5	Injured, Severity Unknown
6	Died Prior To Accident
9	Unknown

Remarks

Enter the police reported injury severity for this person (i.e., occupant, pedestrian, or nonmotorist). Most jurisdictions use the KABCO injury coding scheme.

K = Killed

A = Incapacitating Injury

B = Nonincapacitating 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 which are considered to be of an incapacitating nature are classified as "A" (element "3"), Nonincapacitating-evident injuries are classified as "B" (element "2"), and possible injuries are "C" (element "1"). Property damage only (i.e., no injury) is classified as "O" (element "0").

Enter "5" (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 "6" (Died Prior to Accident) only if the police explicitly so indicate.

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 "0" [No Injury (O)]. If the PAR is "blank" and the person was not present during the police investigation, enter "9" (Unknown).

The following states use the KABCO injury coding scheme: Illinois (incl. Chicago), Michigan, New Mexico, North Carolina, Texas (incl. Dallas), Wisconsin, and the city of Los Angeles.

Not all states use the KABCO scheme. Listed below, by state, are alternative schemes; a mapping to the GES scheme is provided.

State	PAR Code/Definition	NASS 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 = No documentation of driver or occupant injury = No set unknown code	Blank - 0
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 90 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

Indiana

Nature of Most Severe Injury	Location of Most Severe Injury	Victim's Injury Status	
I-II Any Entry	1-12 Any Entry	6 Dead	K-4
1-11 AnyEntry	1-12 Any Entry	2 Semiconscious 3 Incoherent 4 Unconscious	A-3
1 Severed 2 Internal 4 Severe Burn 7 Severe Bleed (Arterial) 8 Fracture/Dislocation	1-12 Any Entry	1 Conscious 5 Shock 7 Refused Med	A-3
3 Minor Burn 6 Minor Bleed 10 Complaint of Pain 11 None Visible	1-2, 4-12 Eye	1 Conscious 5 Shock 7 Refused Med	A-3
3 Minor Burn 6 Minor Bleed	1-2, 4-12 (Any EXCEPT eye)	1 Conscious 5 Shock 7 Refused Med	B-2
5 Abrasion 9 Contusion/Bruise	1-12 Any Entry	1 Conscious 5 Shock 7 Refused Med	B-2
10 Compliant of Pain 11 None Visible	1-2, 4-12 (Any EXCEPT eye)	1 Conscious 5 Shock 7 Refused Med	C-1
11 None Visible	Blank or Slashed	1 Conscious	O-0
Blank or Slashed	Blank or Slashed	Blank or Slashed	O-0
Unknown	Unknown	Unknown	U-9

State	PAR Code/Definition	NASS Code
Iowa		
	1 = Fatal Injury	K - 4
	2 = Major (incapacitating)	A - 3
	3 = Minor (bruises and abrasions)	B - 2
	4 = Possible (complaint of pain)	C - 1
	0 = Unknown	U - 9
	Blank = No documentation of driver or occupants on back of PAR	O - 0
Kentucky		
	1 = Fatal	K - 4
	2 = Incapacitating	A - 3
	3 = Non-Incapacitating	B - 2
	4 = Possible Injury	C - 1
	5 = None Detected	O - 0
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 documentation of driver or occupants on front of PAR	
Massachusetts		
	1 = Killed	K - 4
	2 = Serious Visible Injury	A - 3
	3 = Minor Visible Injury	B - 2
	4 = No visible injury but complaints of pain	C - 1
	Blank = No documentation of driver or occupants on front of PAR	O - 0
	= No set unknown code	- 9

State	PAR Code/Definition	NASS Code
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

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
	Blank = Occupant not present	- 9

New Jersey

Location of Injury	Type of Injury	Victim's Condition	
Any Entry	Any Entry	Killed	K-4
AnyEntry	Any Entry	Incapacitated	A-3
Any Entry	amputation, concussion, internal, fracture/dislocation	Moderate injury complaint of pain	A-3
Eye	burn, bleeding, complaint of pain	Moderate injury complaint of pain	A-3
Any Entry	bleeding, contusion bruise, abrasion	Moderate injury	B-2
Any Entry (EXCEPT Eye)	complaint of pain	complaint of pain	C-1
-	-	-	0 - 0
U	U	U	- 9

New York

Location of Injury	Type of Injury	Victim's Condition	
Any Entry	Any Entry	Apparent Death	K-4
Any Entry	Any Entry	Unconscious, Semi-Conscious, Incoherent	A-3
Any Entry	amputation, concussion, internal, severe burn, moderate burn, fracture/dislocation	Shock, Normal	A-3
Eye	minor bleeding, minor burn, complaint of pain	Shock, Normal	A-3
All but eye	minor bleeding minor burn	Shock, Normal	B-2
Any Entry	contusions-burise abrasion	Shock, Normal	B-2
All but eye	complaint of pain	Shock, Normal	C-1
-	-	-	0-0
X	X	X	-9

State	PAR Code/Definition	NASS Code
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Ohio

1	= Fatal	K - 4
2	= Serious Visible	A - 3
3	= Minor Visible	B - 2
4	= No Visible Injury	C - 1
5	= Not Injured	O - 0

Oklahoma

05	= Fatal Injury	K - 4
04	= Incapacitating	A - 3
03	= Non-Incapacitating	B - 2
02	= Possible injury	C - 1
01	= No Injury	O - 0





Pennsylvania

1	= Death	K - 4
2	= Major Injury	A - 3
3	= Moderate injury (and) Type of Apparent Injury - amputation - broken bone(s)	A - 3

State	PAR Code/Definition	NASS Code
	3 = Moderate injury (and) Type of Apparent Injury - abrasions/contusions/bruises - burns - bleeding - concussion - other	B - 2
	4 = Minor injury (and) Type of Apparent Injury - complaint of pain - dizziness - shock	C - 1
	0 = No injury	O - 0
Tennessee		
	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
	Blank = No documentation of driver or occupants on front of PAR or on supplement	O - 0
Virginia		
	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
Washington		
	2 = Dead at scene	K - 4
	3 = Dead on arrival	K - 4
	4 = Died in hospital	K - 4
	5 = Disabling injury	A - 3
	6 = Non-disabling injury	B - 2
	7 = Possible injury	C - 1
	1 = No injury	O - 0
	Blank = Unknown	- 9

Consistency Check

P09

	IF	THEN
AP008	FIRST HARMFUL EVENT (A6) equals 06	at least one PERSON TYPE (P3) equal to 1-2, 9 must have INJURY SEVERITY (P9) equal to 1-5.
AP098	STRATUM (A23) equals 3	at least one INJURY SEVERITY (P9) should equal 2, 3, or 4.
AP144	STRATUM (A23) equals 4	INJURY SEVERITY (P9) should not equal 2, 3, 4, or 5.
PP011	TAKEN TO HOSPITAL OR TREATMENT FACILITY (P10) equals 1	INJURY SEVERITY (P9) should not be blank, 0, 9.
 AV230	<i>STRATUM (A23) equals 4 and at least one BODY TYPE (V5) equals 60-79</i>	<i>no INJURY SEVERITY (P9) should equal 1, 2, 3, or 4.</i>
 AV231	<i>STRATUM (A23) equals 4 and no BODY TYPE (V5) equals 60-79</i>	<i>no INJURY SEVERITY (P9) should equal 2, 3, or 4.</i>
PP015	UNLIKELY: INJURY SEVERITY (P9) is equal to 6.	
 PP069	EJECTION (P6) equals 1, 2, or 7	INJURY SEVERITY (P9) should not equal 0.
PV188	(any) INJURY SEVERITY (P9) equals 1, 2, 3, 4, or 5 and (any) BODY TYPE (V5) equals 60-79	STRATUM (A23) should equal 2.
 PV233	<i>INJURY SEVERITY (P9) equals 1 and at least one BODY TYPE (V5) equals 60-79</i>	<i>STRATUM (A23) should not equal 4.</i>
VP013	MOST HARMFUL EVENT (V20) equals 06	at least one occupant of this vehicle (PERSON TYPES (P3) 1-2, 9) must have INJURY SEVERITY (P9) equal to 1-5, 9 or blank.
VP143	No MANNER OF LEAVING SCENE (V19) equals 2 and no INJURY SEVERITY (P9) equals 2, 3, 4, or 5	STRATUM (A23) should equal 4.

P10 Taken To Hospital Or Treatment Facility

Element Values


Form:	Occupant & Non-Motorist
Values	
0	No
1	Yes
9	Unknown

Remarks

Enter "0" (No) when a person (i.e., occupant, pedestrian, nonmotorist) is transported to a hospital but refuses treatment. Use this element when the person is pronounced dead-at-the-scene and is transported to funeral home; however, if the person died on route to a hospital or medical facility or was pronounced dead-on-arrival at a hospital or medical facility, then enter "1" (Yes). In addition, this element includes treatment at scene such as: first aid, self-treatment, EMT treatment, doctor treatment, etc.--and the person is not transported or does not go to a treatment facility (e.g., doctor, clinic, hospital, etc.) as a result of injuries sustained in this accident.

Enter "1" (Yes) when the PAR indicates that the person goes to a hospital or treatment facility (hospital, clinic, doctor's office, etc.), and the person is **examined** for injuries at the facility. The person need not have been injured. The means of transportation is **not** a consideration.

Consistency Check

			P10
	IF	THEN	
PP011	TAKEN TO HOSPITAL OR TREATMENT FACILITY (P10) equals 1	INJURY SEVERITY (P9) should not be blank, 0, 9.	
 VP234	HIT AND RUN (V2) equals 1	all TAKEN TO HOSPITAL OR TREATMENT FACILITY (P10) for this vehicle should equal 0.	

P11 Police Reported Alcohol Involvement

Element Values

Form:	Occupant & Non-Motorist
Values	
0	Alcohol Not Involved or N/A
1	Alcohol Involved
7	Alcohol and/or Drugs Involved
8	Not Reported
9	Unknown (Police Reported)

Remarks

The phrase "alcohol involved" means that the person (drivers of in-transport motor vehicles and non-motorists only) had consumed an alcoholic beverage. Involvement is not an indication that alcohol was in any way a cause of the accident, even though it may have been. If the PAR indicates that opened or unopened alcoholic beverages were found in the vehicle, then this information does not by itself constitute involvement.

Enter "0" (Alcohol Not Involved or N/A) if the investigating officer's assessment is that the person had consumed no alcohol. Also use this code for all occupants of motor vehicles in-transport who are not drivers.

Enter "1" (Alcohol Involved) if the police indicate that the person has consumed alcohol via: (1) a specific data element on the police report form, (2) the police charge the driver with DUI, (3) the police mention in the narrative section of the report that the person had been drinking (or alcohol was present or involved, or (4) the police report has a positive BAC test result (BAC >.00).

Enter "7" (Alcohol and/or Drugs Involved) only if the PAR has a block which is labeled "Alcohol/Drugs", and it cannot be determined which was used. Alcohol and drugs should be assessed separately (in P11 and P17) whenever sufficient information is available to do so.



Enter "8" (Not Reported) if 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. If no block exists on the PAR for coding this element then use this code when no other information is available.

Enter "9" [Unknown (Police Reported)] if alcohol involvement is specifically indicated on the PAR as unknown. In general, police reports have blocks to check either positive or negative alcohol involvement. However, if a police report has provision for the investigating officer to respond "unknown involvement", then enter this element.

In addition, enter this element for hit-and-run drivers unless clear evidence to the contrary exists.

Consistency Check

P11

	IF	THEN
AP084	For this PSU, POLICE REPORTED ALCOHOL INVOLVEMENT (P11) must not equal 7.	
 AP237		<i>For this PSU, if POLICE REPORTED ALCOHOL INVOLVEMENT (P11) equals 8, then POLICE REPORTED DRUG INVOLVEMENT (P17) should equal 8.</i>
 AP238		<i>For this PSU, if POLICE REPORTED DRUG INVOLVEMENT (P17) equals 8, then POLICE REPORTED ALCOHOL INVOLVEMENT (P11) should equal 8.</i>
AP212	For this PSU, if POLICE REPORTED ALCOHOL INVOLVEMENT (P11) equals 8, then POLICE REPORTED DRUG INVOLVEMENT (P17) must equal 8.	
DP095	VIOLATIONS CHARGED (D2) equals 01 and PERSON TYPE (P3) equals 1	either POLICE REPORTED ALCOHOL INVOLVEMENT (P11) or POLICE REPORTED DRUG INVOLVEMENT (P17) must equal 1 or 7.
DP122	VIOLATIONS CHARGED (D2) equals 03 and PERSON TYPE (P3) equals 1	either POLICE REPORTED ALCOHOL INVOLVEMENT (P11) or POLICE REPORTED DRUG INVOLVEMENT (P17) must equal 1 or 7.
PP047	PERSON TYPE (P3) equals 2 or 3	POLICE REPORTED ALCOHOL INVOLVEMENT (P11) must equal 0.
PP059	POLICE REPORTED ALCOHOL INVOLVEMENT (P11) equals 7	POLICE REPORTED DRUG INVOLVEMENT (P17) must equal 7.
PP060	POLICE REPORTED DRUG INVOLVEMENT (P17) equals 7	POLICE REPORTED ALCOHOL INVOLVEMENT (P11) must equal 7.

P13 Non-Motorist Location

Element Values

Form:	Non-Motorist
Values	
01	Intersection - In Crosswalk
02	Intersection - On Roadway
08	Intersection - Other
09	Intersection - Unknown Location
11	Nonintersection - In Crosswalk
12	Nonintersection - On Roadway
18	Nonintersection - Other
19	Nonintersection - Unknown Location
20	In Crosswalk - Unknown If Intersection
98	Other Location
99	Unknown Location

Remarks

Select the value which best represents the location of the person (i.e., pedestrian or nonmotorist) **at the time of impact.**

In order to use the "Intersection" elements ("01", "02", "08", and "09") the pedestrian or nonmotorist must have been struck in the area formed by the junction of two or more trafficways.

Enter "01" (Intersection - In Crosswalk) if the PAR indicates that the person was in a designated crosswalk. A crosswalk is defined as a marked area (generally delineated by solid white lines) used by persons when crossing a roadway. The crossing area must be marked to be classified as a crosswalk for the purpose of this variable. If the PAR does not show a crosswalk, then do not use this element.

Enter "02" (Intersection - On Roadway) if the person was struck in the intersection (of the roadways), or within the junction of the two trafficways outside the intersection of the two roadways but on one of the roadways. Use this element, for example, if no crosswalk is present.

Enter "08" (Intersection - Other) if the person is on a sidewalk or island within the junction of the trafficways. Sidewalk is defined as any improved surface primarily constructed for the use of pedestrians.

Enter "09" (Intersection - Unknown) if the person is within the junction of two trafficways but their exact location is unknown.

Elements "11", "12", "18", and "19" are applicable to accidents occurring in a non-intersection area (i.e., not within the junction of two or more named trafficways but on the "road" of a named trafficway). The junction of a driveway/alley access and a named trafficway is a nonintersection area.

Enter "11" (Non-intersection - In Crosswalk) if the person is in a crosswalk not associated with the junction of two named trafficways (e.g., a mid-block crosswalk, or a crosswalk across a named trafficway which connects a driveway).

Enter "12" (Non-intersection - On Roadway) when the PAR indicates that the person is on a roadway and not in a crosswalk and not in the junction of two named trafficways.

Enter "18" (Non-intersection - Other) when the person is struck on the "road" of a named trafficway but not on the roadway (i.e., in or out of a crosswalk). This element includes person-location areas commonly referred to as islands, shoulders, or parking lanes. This element may also include some bicycle lanes if these lanes are adjacent to the travel lanes (i.e., the roadway).

Enter "19" (Non-intersection - Unknown) if the person is not struck in the junction of two named trafficways nor on a roadway (in or out of a crosswalk).

Enter "20" (In Crosswalk - Unknown If Intersection) when it is known that the person is in a crosswalk but it is unknown if the crosswalk is associated with the junction of two named trafficways.

Enter "98" (Other Location) if the person is not struck in the junction of two named trafficways nor on the "road" of a trafficway. This element includes person-location areas commonly referred to as medians, sidewalks, or "roadside" (i.e., within the trafficway but not on the "road" and not within the junction of two or more named trafficways).

Non-Motorists who are occupants of a motor vehicle not in transport are coded with respect to the location of the vehicle.



Consistency Check

P13

	IF	THEN
AP001	FIRST HARMFUL EVENT (A6) equals 21, 22, or 27, and RELATION TO ROADWAY (A10) equals 1	there must be at least one NON-MOTORIST LOCATION (P13) equal to 01-09, 11-12, 19-20, 99.
AP002	FIRST HARMFUL EVENT (A6) equals 21, 22, or 27, and RELATION TO ROADWAY (A10) equals 2	there must be at least one NON-MOTORIST LOCATION (P13) equal to 08, 18, 98, or 99.
AP003	FIRST HARMFUL EVENT (A6) equals 21, 22, or 27, and RELATION TO ROADWAY (A10) equals 4	there must be at least one NON-MOTORIST LOCATION (P13) equal to 08, 18, 98, or 99.
AP004	FIRST HARMFUL EVENT (A6) equals 21, 22, or 27 and RELATION TO ROADWAY (A10) equals 9	there must be at least one NON-MOTORIST LOCATION (P13) equal to 09, 19, 99.
AP135	RELATION TO JUNCTION (A9) equals 03 or 13 and NUMBER OF NON-MOTORISTS (A4) is greater than 00	NON-MOTORIST LOCATION (P13) should not equal 01, 02, 08 or 09.
PA051	PERSON TYPE (P3) equals 5 and NON-MOTORIST LOCATION (P13) equals 08, 18, or 98	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0610 or 0620.
PA053	NON-MOTORIST LOCATION (P13) equals 01, 02, 08, or 09 and PERSON TYPE (P3) equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0710, 0720, 0730, 0740, 0750, 0760, or 0790.
PA127	NON-MOTORIST LOCATION (P13) equals 11, 12, 18, or 19, and FIRST HARMFUL EVENT (A6) equals 21, 22 or 27	RELATION TO JUNCTION (A9) must not equal 01 or 11.
PA130	NON-MOTORIST LOCATION (P13) equals 01, 02, 08, or 09	RELATION TO JUNCTION (A9) should equal 01, 02, 11, or 12.
PP078	WARNING: For Non-Motorists, the value "00" must not be coded for NON-MOTORIST'S LOCATION (P13).	
PP081	PERSON TYPE (P3) equals 3	NON-MOTORIST LOCATION (P13) should not equal 01, 02, 11, or 12.


P15 Restraint System Use

Element Values

	Form:	Occupant
	Values	
	0	None Used or N/A
	1	Lap/Shoulder Belt
	2	Lap Belt
	3	Shoulder Belt
	5	<i>Motorcycle Helmet</i>
	6	Child Safety Seat
	7	<i>None Available</i>
	8	Restraint Used - Specifics Unknown or Other
	9	Unknown If Used


Remarks

This variable encodes what was documented on the PAR regarding occupant use of available vehicle restraints (i.e., belts, child safety seat, or helmet). There is no differentiation here regarding the type of restraint (i.e. manual or automatic). This is accomplished using variable P16 (Restraint Type). See Table 1, under P16 (Restraint Type) for valid combinations for coding P15 (Restraint System Use)/P16 (Restraint Type).

 **Enter "0" (None Used or N/A)** when the PAR indicates that the occupant did not use a restraint. *In order to code this value, the PAR first has to indicate that there was a restraint available and that the occupant of that seat position did not use the available restraint. This code is also used when the person is a non-motorist.*

Enter "1" (Lap/Shoulder Belt) when the PAR indicates that both a lap and a shoulder belt were used. Also, use this code if the PAR has a block which identifies Lap or Shoulder separately and "Lap/Shoulder" is checked.

Enter "6" (Child Safety Seat) if a child restraint is used in conjunction with shoulder and/or lap belts.

 **Enter "7" (None Available)** when the PAR indicates that no restraint was available in the seat position of this occupant.

Use this code 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 (Seating Position, P04, coded "50" or "53" respectively)




Enter "8" (Restraint Used - Specifics Unknown or Other) if the PAR indicates that some type of restraint was in use but the type of restraint is not clear.











Enter "9" (Unknown If Used) if there is no area on the PAR for the officer to report restraint use, or the information on the PAR is inadequate to determine restraint use.

Note: The presence of an air bag system does not mean that there are no active belts present. In fact, most if not all air bag equipped vehicles also have some belt restraint system installed in the seat positions protected by the air bags.

Persons such as children who are held by another person are not considered to be restrained, nor to have restraints available.

Consistency Check

		P15
	IF	THEN
	PP033 RESTRAINT SYSTEM USE (P15) equals 1	SEATING POSITION (P4) should not equal 12, 22, 32, 50-53.
	PP034 PERSON TYPE (P3) equals 1	RESTRAINT SYSTEM USE (P15) must not equal 6.
	PP036 RESTRAINT SYSTEM USE (P15) equals 6	AGE (P7) should equal 00-04 or 99.
	PP037 EJECTION (P6) equals 1, 2, or 7	RESTRAINT SYSTEM USE (P15) should equal 0, 7, or 9.
	PP044 SEATING POSITION (P4) equals 53	RESTRAINT SYSTEM USE (P15) must equal 0.
	PP045 PERSON TYPE (P3) equals 2 and RESTRAINT SYSTEM USE (P15) equals 1-3, 6, 8, or 9	EJECTION (P6) should equal 0.
	PP049 RESTRAINT SYSTEM USE (P15) equals 3	RESTRAINT TYPE (P16) should not equal 2.
	PP052 RESTRAINT SYSTEM USE (P15) equals 6	RESTRAINT TYPE (P16) must equal 2.
	PP053 RESTRAINT SYSTEM USE (P15) equals 0, 5, or 7	RESTRAINT TYPE (P16) must equal 0.
	PP055 <i>RESTRAINT SYSTEM USE (P15)</i> <i>equals 9</i>	<i>RESTRAINT TYPE (P16) must equal</i> <i>0.</i>

		IF	THEN
	PP064	RESTRAINT TYPE (P16) equals 0	RESTRAINT SYSTEM USE (P15) must equal 0, 5, 7, or 9.
	PP065	RESTRAINT TYPE (P16) equals 1	RESTRAINT SYSTEM USE (P15) must equal 1, 3, or 8.
	PP066	RESTRAINT TYPE (P16) equals 2	RESTRAINT SYSTEM USE (P15) must not equal 0, 5, 7, or 9.
	PP067	<i>RESTRAINT TYPE (P16) equals 9</i>	<i>RESTRAINT SYSTEM USE (P15) must equal 1, 3, or 8.</i>
	PP070	EJECTION (P6) equals 1, 2, or 7	EJECTION (P6) equals 1, 2, or 7
	PP075	SEATING POSITION (P4) equals 22, 23, 31-53	RESTRAINT SYSTEM USE (P15) must not equal 5.
	PP084	<i>SEATING POSITION (P4) equals 50 or 53</i>	<i>RESTRAINT SYSTEM USE (P15) must equal 7.</i>
	PV066	RESTRAINT SYSTEM USE (P15) equals 1-3 or 6	BODY TYPE (V5) must not equal 80-89 or 90.
	PV068	RESTRAINT SYSTEM USE (P15) equals 5	BODY TYPE (V5) should equal 80-90.
	VP193	RESTRAINT SYSTEM USE (P15) equals 1 and BODY TYPE (V5) does not equal 01-49, 79, or 99	RESTRAINT TYPE (P16) must equal 2.
	VP224	<i>BODY TYPE (V5) equals 80-90</i>	<i>RESTRAINT SYSTEM USE (P15) must equal 0, 5, or 9.</i>

P16 Restraint Type

Element Values

Form:	Occupant
Values	
0	None or N/A
1	Automatic (Passive)
2	Manual (Active)
9	Unknown Type

Remarks

This variable provides additional information about the restraint system coded in P15 (Restraint System Use), distinguishing between automatic and manual type devices used. See Table 1 for valid combinations for coding P15 (Restraint System Use)/P16 (Restraint Type).



Enter "0" (None or N/A) when the PAR indicates that the occupant did not use a restraint or no restraint was available in that seat position. Use this code when the restraint coded in P15 (Restraint System Use) was a Motorcycle Helmet. *Also, use this code when P15 (Restraint System Use) is unknown.*

Enter "1" [Automatic (Passive)] when an automatic type device was used by this occupant. These devices are referred to as automatic because they do not require any action on the part of the occupant to activate the device.

Enter "2" [Manual (Active)] when a manual type device was used by this person. These devices are referred to as manual because they require the person to manipulate them, in some manner, in order to activate them.









Enter "9" (Unknown Type) when a device is used but it is not known whether the device was automatic or manual.

Table P-1

P15 \ P16		0	1	2	9
		None or N/A	Automatic (Passive)	Manual (Active)	Unknown Type
0	None Used or N/A	YES	NO	NO	NO
1	Lap/ Shoulder Belt	NO	YES	YES	YES
2	Lap Belt	NO	NO	YES	NO
3	Shoulder Belt	NO	YES	YES	YES
5	Motorcycle Helmet	YES	NO	NO	NO
6	Child Safety Seat	NO	NO	YES	NO
7	None Available	YES	NO	NO	NO
8	Restraint Used/ Specifics Unk. Or Other	NO	YES	YES	YES
9	Unknown if used	YES	NO	NO	NO

Consistency Check

P16

	IF	THEN
	PP049 RESTRAINT SYSTEM USE (P15) equals 3	RESTRAINT TYPE (P16) should not equal 2.
	PP052 RESTRAINT SYSTEM USE (P15) equals 6	RESTRAINT TYPE (P16) must equal 2.
	PP053 RESTRAINT SYSTEM USE (P15) equals 0, 5, or 7	RESTRAINT TYPE (P16) must equal 0.
	PP055 <i>RESTRAINT SYSTEM USE (P15) equals 9</i>	<i>RESTRAINT TYPE (P16) must equal 0.</i>
	PP057 RESTRAINT TYPE (P16) equals 1	SEATING POSITION (P4) must not equal 12, 21-53.
	PP058 EJECTION (P6) equals 1, 2, or 7	RESTRAINT TYPE (P16) should not equal 2.
	PP063 SEATING POSITION (P4) equals 12, 23-53	RESTRAINT TYPE (P16) must not equal 1.
	PP064 RESTRAINT TYPE (P16) equals 0	RESTRAINT SYSTEM USE (P15) must equal 0, 5, 7, or 9.
	PP065 RESTRAINT TYPE (P16) equals 1	RESTRAINT SYSTEM USE (P15) must equal 1, 3, or 8.
	PP066 RESTRAINT TYPE (P16) equals 2	RESTRAINT SYSTEM USE (P15) must not equal 0, 5, 7, or 9.
	PP067 <i>RESTRAINT TYPE (P16) equals 9</i>	<i>RESTRAINT SYSTEM USE (P15) must equal 1, 3, or 8.</i>
	PV101 RESTRAINT TYPE (P16) equals 1	BODY TYPE (V5) should equal 01-13, 20, or 49.
	VP193 RESTRAINT SYSTEM USE (P15) equals 1 and BODY TYPE (V5) does not equal 01-49, 79 or 99	RESTRAINT TYPE (P16) must equal 2.
	VP229 <i>BODY TYPE (V5) equals 50-97</i>	<i>RESTRAINT TYPE (P16) must not equal 1.</i>

P17 Police Reported Drug Involvement

Element Values

Form:	Occupant & Non-Motorist
Values	
0	Drugs Not Involved or N/A
1	Drugs Involved
7	Drugs and/or Alcohol Involved
8	Not reported
9	Unknown (Police Reported)

Remarks

The phrase "drugs involved" means that the person (drivers of in-transport motor vehicles and non-motorists only) had taken drugs. Involvement is not an indication that drugs were in any way a cause of the accident, even though it may have been. If the PAR indicates that drugs were found in the vehicle, then this information **does not** by itself constitute involvement.

Enter "0" (Drugs Not Involved or N/A) if the investigating officer's assessment is that the person had not taken drugs. Also use this code for all occupants of motor vehicles in-transport who are not drivers.

Enter "1" (Drugs Involved) if the police indicate that the person has taken drugs via: (1) a specific data element on the police report form, or (2) mention in the narrative section of the report that the person had been using drugs.

Enter "7" (Drugs and/or Alcohol Involved) only if the PAR has a block which is marked "Alcohol/Drugs", and it cannot be determined which was used. Drugs and alcohol should be assessed separately (in P11 and P17) whenever sufficient information is available to do so.



Enter "8" (Not Reported) if 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. If no block exists on the PAR for coding this element then use this code when no other information is available.

Enter "9" [Unknown (Police Reported)] if drug involvement is specifically indicated on the PAR as unknown. A police report may only have a block to check either positive or negative drug involvement. However, if a police report has a provision for the investigating officer to respond "unknown involvement", then enter this element.

In addition, enter this element for hit-and-run drivers unless clear evidence to the contrary exists.

Consistency Check

P17

	IF	THEN
AP085	For this PSU, POLICE REPORTED DRUG INVOLVEMENT (P17) must not equal 7.	
AP212	For this PSU, if POLICE REPORTED ALCOHOL INVOLVEMENT (P11) equals 8, then POLICE REPORTED DRUG INVOLVEMENT (P17) must equal 8.	
 AP237	<i>For this PSU, if POLICE REPORTED ALCOHOL INVOLVEMENT (P11) equals 8, then POLICE REPORTED DRUG INVOLVEMENT (P17) should equal 8.</i>	
 AP238	<i>For this PSU, if POLICE REPORTED DRUG INVOLVEMENT (P17) equals 8, then POLICE REPORTED ALCOHOL INVOLVEMENT (P11) should equal 8.</i>	
DP095	VIOLATIONS CHARGED (D2) equals 01 and PERSON TYPE (P3) equals 1	either POLICE REPORTED ALCOHOL INVOLVEMENT (P11) or POLICE REPORTED DRUG INVOLVEMENT (P17) must equal 1 or 7.
DP122	VIOLATIONS CHARGED (D2) equals 03 and PERSON TYPE (P3) equals 1	either POLICE REPORTED ALCOHOL INVOLVEMENT (P11) or POLICE REPORTED DRUG INVOLVEMENT (P17) must equal 1 or 7.
PP048	PERSON TYPE (P3) equals 2 or 3	POLICE REPORTED DRUG INVOLVEMENT (P17) must equal 0.
PP059	POLICE REPORTED ALCOHOL INVOLVEMENT (P11) equals 7	POLICE REPORTED DRUG INVOLVEMENT (P17) must equal 7.
PP060	POLICE REPORTED DRUG INVOLVEMENT (P17) equals 7	POLICE REPORTED ALCOHOL INVOLVEMENT (P11) must equal 7.

P18 Person's Physical Impairment

Element Values

Form:	Occupant & Non-Motorist
Values	
00	None
01	Ill, Blackout
02	Drowsy, Sleepy, Fell Asleep, Fatigued
03	Requires Cane Or Crutches
04	Paraplegic Or Restricted To Wheelchair
05	Impaired Due To Previous Injury
06	Deaf
07	Blind
97	Physical Impairment - No Details
98	Other Physical Impairment
99	Unknown If Physically Impaired

Remarks

This variable attempts to identify physical impairments which may have contributed to the cause of the accident. These impairments can appear anywhere on the PAR--in the narrative section, in the violations section, in a column entitled "Contributing Factors" or "Driver Action", etc. Do not consider pedestrian, nonmotorist, or witness statements unless verified by the investigating police officer.

When two or more impairments apply, enter the element of lowest numerical value.

Enter "00" (None) when the PAR indicates that there were no physical impairments for this person. Use this code, also, if this person is not a Driver or Pedestrian/Non-Motorist.

Enter "01" (Ill, Blackout) when indicated on the PAR. Enter this element even if the source of the illness or loss of consciousness is alcohol or drug related.

Enter "02" (Drowsy, Sleepy, Fell Asleep, Fatigued) when indicated on the PAR. Alcohol or other drugs may be the source of this impairment.

Enter "03" (Requires Cane Or Crutches) when indicated on the PAR.

Enter "04" (Paraplegic or Restricted to Wheelchair) if this person has to use a wheelchair or is paraplegic (may or may not have used a wheelchair).

Enter "05" (Impaired Due To Previous Injury) if the PAR specifically indicates this condition (e.g., pedestrian is involved in this accident subsequent to his/her involvement in a previous accident in which the pedestrian was injured). This element should be extremely rare.

Enter "06" (Deaf) when indicated on the PAR.

Enter "07" (Blind) when indicated on the PAR.


Enter "97" (Physical Impairment - No Details) when the PAR indicates that "some" physical impairment exists but does not clearly indicate the nature of the impairment.

Enter "98" (Other Physical Impairment) when the PAR indicates a physical impairment that cannot be attributed to one of the other elements above ("01" through "07").

Enter "99" (Unknown If Physically Impaired) when the PAR indicates that the person's physical condition at the time of the accident is unknown.

Consistency Check

P18

	IF	THEN
AP235	First character of PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 1	at least one PERSON'S PHYSICAL IMPAIRMENT (P18) should equal 04.
PA083	PERSON'S PHYSICAL IMPAIRMENT (P18) equals 04 and PERSON TYPE (P3) equals 4	the first character of PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must equal 1.
AP235	First character of PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 1	at least one PERSON'S PHYSICAL IMPAIRMENT (P18) should equal 04.
 PP085	PERSON'S PHYSICAL IMPAIRMENT (P18) equals 07	PERSON TYPE (P3) should not equal 1.

P19 Non-Motorist Action

Element Values

Form: Non-Motorist

Values

00 No Action

Non-Motorist- Vehicle Operator

- 01 Failing To Have Lights On When Required
- 02 Operating Without Required Equipment
- 03 Improper Or Erratic Lane Changing
- 04 Failure To Keep In Proper Lane Or Running Off Road
- 05 Making Improper Entry To Or Exit From Trafficway
- 06 Operating The Vehicle In Other Erratic, Reckless, Careless Or Negligent Manner
- 07 Failure To Yield Right Of Way
- 08 Failure To Obey Traffic Signs, Traffic Control Devices Or Traffic Officers, Failure To Obey Safety Zone
- 09 Making Other Improper Turn
- 10 Driving On Wrong Side Of Road

Other Non-Motorist

- 21 Darting Or Running Into Road
- 22 Improper Crossing Of Roadway Or Intersection (Jaywalking)
- 24 Inattentive (Talking, Eating, Etc.)
- 25 Jogging
- 26 Non-Motorist Pushing A Vehicle
- 27 Walking With Traffic
- 28 Walking Against Traffic
- 29 Playing, Working, Sitting, Lying, Standing, etc. In Roadway
- 98 Other Action
- 99 Unknown Action

Remarks

This variable attempts to identify circumstances that may have contributed to the cause of the accident. These circumstances ("actions") can appear anywhere on the PAR--in the narrative section, in the violations section, in a column entitled "Contributing Factors" or "Driver Action", etc. Do not consider driver or witness statements unless verified by the investigating police officer.

Enter "00" (No Action) if the PAR does not indicate (either specifically or by implication) that one of the elements listed below applies to this non-motorist. Also, use this code when Person Type (P03) = 3 (Occupant Of A Motor Vehicle Not In-Transport) for this non-motorist or when Person Type = 4 (Occupant of a Non-Motor Vehicle Transport Device) and this non-motorist is not the vehicle operator.

Non-Motorist - Vehicle Operator

Elements "01" through "10" and "98" apply to pedalcyclists and operators (as opposed to passengers) of non-motor vehicle transport devices--see P03, Person Type, elements "4" (Occupant Of A Non-motor Vehicle Transport Device) and "6" [Non-Occupant - Cyclist (Pedalcyclist)]. Person Type "4s" who are passengers should be coded "00" (No Action).

If more than one action is indicated for this person, enter the element of lowest numerical value (i.e., "01" takes precedence over "02", etc.).

Enter "01" (Failing To Have Lights On When Required) if the PAR indicates that the pedalcycle or non-motor vehicle transport device was equipped with lights but failed to have them on when required.

Enter "02" (Operating Without Required Equipment) if the PAR indicates that this non-motorist operated the pedalcycle or non-motor vehicle transport device, for example, without installation of the proper light equipment (e.g., headlights, taillights, etc.).

Enter "98" (Other Action) if the PAR indicates that some "other action" (other than one of those listed in elements "01" through "10" above), associated with the operation of the pedalcycle or non-motor vehicle transport device, applies to this person.

Elements "21" through "29" and "98" apply to pedestrians or other non-motorists--see P03, Person Type, "5" (Non-Occupant - Pedestrian), and "8" (Non-Occupant - Other Or Unknown).

The intent of the non-motorist is crucial to the selection of the proper element. Determine the person's intent based upon the evidence available on the PAR.

Other Non-Motorist

Enter "21" (Darting or Running Into Road) when the person's activity just prior to impact can best be described as a sudden or impulsive dart, run, hurry, etc. movement across (as opposed to along) a road. For example, if a person's activity prior to the accident could best be described as jogging or running [see element "25" (Jogging)], but just prior to the impact the non-motorist darted into the roadway, then enter this value.

Classic examples of this element include (1) children playing who suddenly run into the road to retrieve an object associated with their play (e.g. a ball), and (2) children who dash out from behind a parked car to cross the street.

Enter "22" [Improper Crossing Of Roadway Or Intersection (Jaywalking)] if the person is engaged in crossing a road and was not in the continuation of jogging/running or did not engage in a "sudden or impulsive" dart, run, etc. Generally the crossing will be by walking; however crawling is included.

Enter "24" [Inattentive (Talking, Eating, Etc.)] if a person is standing, sitting, or lying, and perhaps waiting (e.g., chatting), but not a person walking, playing, working, or jogging, and the PAR specifically indicates that the person was inattentive.

Enter "25" (Jogging) if the person was engaged in running, jogging, or moving quickly (hurrying) just prior to collision.

Enter "27" (Walking With Traffic) is used if a person is on or over the road and is moving at a walking pace in the same direction as traffic prior to the collision; however, immediately before the impact, the person may have attempted to jump or run out of the path of the vehicle.

Enter "28" (Walking Against Traffic) is used if a person is on or over the road and is moving at a walking pace in the opposite direction of traffic prior to the collision; however, immediately before the impact, the person may have attempted to jump or run out of the path of the vehicle.

Enter "29" (Playing, Working, Sitting, Lying, Standing, etc. in Roadway) is used if a person is on or over the road and is:

- Playing in the road before the vehicle arrived. The person must not have just run into the roadway after a ball, for example. Playing in the road includes ball games, fighting, grabbing hold of cars, or playing "chicken" with vehicles;
- Present in the road because of the requirement of his/her job. This includes police, emergency personnel, flagmen, traffic guards, roadway construction, or maintenance crew, garbage men, etc., but not people who are in the street voluntarily, such as a civilian directing traffic at the scene of an accident; or
- Standing, sitting, lying, etc. (but not moving) and the action does not fit in element "24" [Inattentive (Talking, Eating, etc.)]

Joggers/runners can walk for a brief spell; walkers can run for short distances. When distinguishing joggers/runners (element "25") from walkers (elements "27" and "28") focus on the intent of the person's activity prior to their involvement in the accident.

Enter "98" (Other Action) if the PAR indicates that an "action"--other than one which would "best fit" in the elements specifically described above, applies to this person. For example, use this element if a person is waiting to cross a road, loitering, or waiting for a bus. The person can be anywhere off a road (e.g., sidewalk, median, traffic island, roadside, etc.).

Enter "99" (Unknown Action) if the PAR indicates that some "action" is noted for this non-motorist, but the information on the PAR is insufficient or unclear to determine what action (element) to code.

Consistency Check

P19

	IF	THEN
AP061	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0520 and PERSON TYPE (P3) equals 5	NON-MOTORIST'S ACTION (P19) must equal 21 or 22.
AP062	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0001, 0002, 0004, 0005, or 0049	NON-MOTORIST'S ACTION (P19) must equal 01-07.
AP063	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0830	NON-MOTORIST'S ACTION (P19) should equal 21.
AP129	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0750 or 0840	NON-MOTORIST'S ACTION (P19) must not equal 21.
AP156	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0410 or 0430	at least one NON-MOTORIST'S ACTION (P19) must equal 29.
AP157	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0531	at least one NON-MOTORIST'S ACTION (P19) must equal 25 or 27.
AP158	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0532	at least one NON-MOTORIST'S ACTION (P19) must equal 25 or 28.
PA064	NON-MOTORIST'S ACTION (P19) equals 29	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must not equal 0610 or 0620.
PA065	NON-MOTORIST'S ACTION (P19) equals 07	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must equal 0001, 0002, 0003, 0004, 0005, 0018, 0019, 0021, 0026, 0040, 0049, 0097, 0098, or 0099.
PA168	NON-MOTORIST'S ACTION (P19) equals 27	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0531.
PA169	NON-MOTORIST'S ACTION (P19) equals 28	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0532.
PA170	NON-MOTORIST'S ACTION (P19) equals 25	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0531, 0532, or 0539.

P19

	IF	THEN
PP040	PERSON TYPE (P3) equals 4 or 6	NON-MOTORIST'S ACTION (P19) must not equal 21-29.
PP041	PERSON TYPE (P3) equals 5 or 8	NON-MOTORIST'S ACTION (P19) must not equal 01-10.
PP068	PERSON TYPE (P3) equals 3	NON-MOTORIST'S ACTION (P19) must equal 00.

P20 Non-Motorist Safety Equipment Use

Element Values

Form: Non-Motorist

Values

0	None Used Or N/A
1	Bicycle Helmet
2	Reflective Equipment
3	Bicycle Helmet And Reflective Equipment
8	Other Safety Equipment
9	Unknown If Used

Remarks

This variable attempts to identify safety equipment worn or carried by the non-motorist [Person Type (P03) = "4" (Occupant Of A Non-Motor Vehicle Transport Device), "5" (Pedestrian), "6" (Cyclist) or "8" (Other or Unknown)].

Enter "0" (None Used or N/A) when the PAR specifically states that the non-motorist was not wearing or carrying any type of safety equipment. Also, use this code when the non-motorist is not one of the above Person Types (4, 5, 6 or 8).

Enter "1" (Bicycle Helmet) when the PAR indicates that the non-motorist was wearing a bicycle safety helmet. The non-motorist does not have to be riding a bicycle at the time of the accident to use this code.

Enter "2" (Reflective Equipment) when the PAR indicates 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 which is worn or a reflective device which is carried. It can be made by the non-motorist and does not have to be specially designed as a safety device.

Enter "3" (Bicycle Helmet and Reflective Equipment) when the PAR indicates that both codes "1" and "2" would apply for this non-motorist (i.e. the non-motorist was both wearing a bicycle helmet and using reflective equipment).

Enter "8" (Other Safety Equipment) when the PAR indicates that the non-motorist was using safety equipment and it does not fit into elements "1", "2", or "3". Any device that produces a visual signal but is not reflective (e.g. flashlight) or any clothing that is non-reflective but considered to be safety equipment (hi-glo orange clothing) should be coded using this element.

Enter "9" (Unknown If Used) if specifically stated on the PAR or there is no information on the PAR that the non-motorist was using safety equipment or clothing.

Consistency Check

		P20
	IF	THEN
PP061	NON-MOTORIST SAFETY EQUIPMENT USE (P20) equals 1 or 3	PERSON TYPE (P3) should equal 6.
PP072	PERSON TYPE (P3) equals 1, 2, or 9	NON-MOTORIST SAFETY EQUIPMENT USE (P20) must equal 0.
PP073	PERSON TYPE (P3) equals 3	NON-MOTORIST SAFETY EQUIPMENT USE (P20) must equal 0.

P21 Air Bag Availability/Function

Element Values

Form:	Occupant
Values	
0	No Air Bag Available
1	Deployed
2	Non-Deployed
9	Unknown If Available Or Deployed

Remarks

This variable seeks to capture whether the vehicle was equipped with an air bag (in the seat position of this occupant) and, if so; did it deploy.


Enter "1" (Deployed) when the PAR indicates that an air bag deployed for the seat position occupied by this person.

Enter "2" (Non-Deployed) when the PAR indicates that an air bag existed at this occupants seat position but it did not deploy.

Enter "9" (Unknown If Available Or Deployed) when it is not known whether an air bag is available in the seat position of this occupant or an air bag was available but it is not known whether it deployed.

Consistency Check

P21

	IF	THEN
PP074	SEATING POSITION (P4) equals 12, 21-53	AIR BAG AVAILABILITY/FUNCTION (P21) must equal 0.
PP076	SEATING POSITION (P4) does not equal 11 or 13	AIR BAG AVAILABILITY/FUNCTION (P21) must not equal 1 or 2.
PP080	AIR BAG AVAILABILITY/FUNCTION (P21) equals 1 or 2	SEATING POSITION (P4) must not equal 12, 21-99.
PV171	AIR BAG AVAILABILITY/FUNCTION (P21) equals 1 or 2 and BODY TYPE (V5) equals 20	VEHICLE MAKE (V3) should equal 06, 07, 09, 12, 14, 20, 21, 22, 35, 41, or 49.
PV172	AIR BAG AVAILABILITY/FUNCTION (P21) equals 1 or 2	BODY TYPE (V5) must equal 01-39, 48, or 49.
PV194	AIR BAG AVAILABILITY/FUNCTION (P21) equals 1 or 2 and BODY TYPE (V5) equals 14-19	VEHICLE MAKE (V3) should equal 02 or 12.
PV195	AIR BAG AVAILABILITY/FUNCTION (P21) equals 1 or 2 and BODY TYPE (V5) equals 21	VEHICLE MAKE (V3) should equal 09, 12, or 20.
PV196	AIR BAG AVAILABILITY/FUNCTION (P21) equals 1 or 2 and BODY TYPE (V5) equals 14-19, 21-29, 48, or 49	MODEL YEAR (V6) must be greater than 91.
PV202	AIR BAG AVAILABILITY (P21) equals 1 or 2 and BODY TYPE (V5) equals 31	MAKE (V3) should equal 07, 12, 20, or 49.
VP173	BODY TYPE (V5) equals 40-45, 50-97	AIR BAG AVAILABILITY/FUNCTION (P21) should equal 0.
 VP174	<i>UNLIKELY: AIR BAG AVAILABILITY/FUNCTION (P21) is equal to 1 or 2 when MODEL YEAR (V6) is less than 70.</i>	

P22 Non-Motorist Striking Vehicle Number

Element Values

Form:	Non-Motorist
Values	
00	Not Applicable - Vehicle Occupant
01-30	Assigned Vehicle Number
99	Unknown

Remarks

This variable captures the vehicle which made contact with the nonmotorist being coded.

The value entered must match the vehicle number of the striking vehicle.

If the nonmotorist made contact with more than one vehicle, code the number of the vehicle that caused the most significant injury. If it is not possible to determine which vehicle caused the most significant injury, code the number of the vehicle which made contact first.

Code "99" (Unknown) is used when it cannot be determined which vehicle made contact.

Consistency Check

	IF	THEN	P22
PA200	NON-MOTORIST STRIKING VEHICLE NUMBER (P22) must equal one of the NUMBER OF MOTOR VEHICLES (A3) in the case unless it is equal to 99.		
PA201	PERSON TYPE (P3) equals 3-8 and NUMBER OF MOTOR VEHICLES (A3) equals 01	NON-MOTORIST STRIKING VEHICLE NUMBER (P22) must equal 01.	
PP082	NON-MOTORIST STRIKING VEHICLE NUMBER (P22) equals 00	PERSON TYPE (P3) must not equal 3-8.	
PP083	NON-MOTORIST STRIKING VEHICLE NUMBER (P22) is equal to 01-30 or 99	PERSON TYPE (P3) must not equal 1, 2, or 9.	

P22



VA218

IF

*MOVEMENT PRIOR TO CRITICAL
EVENT (V21) equals 00 and at least
one PERSON TYPE (P3) equals 5,
and, for this person, NONMOTORIST
STRIKING VEHICLE # (P22) equals
the vehicle # for which V21 equals 00*

THEN

*PEDESTRIAN/BIKE ACCIDENT
TYPE (A24) must equal 0210.*

Appendix

NASS Accident

A NASS Accident is an event on a police accident report;

- the event is reported to the State;
- the event must report a harmful event (property damage or personal injury);
- this harmful event must have occurred as the result of a motor vehicle accident;
- at least one involved motor vehicle is in-transport (in motion or on the roadway); and
- the accident occurred on the trafficway. (area within the right of way)

Coding Assumptions

While coding, certain variables are coded based on the presence or lack of information on the PAR.

Not Injured

If the person is on the scene at the time of the report and no mention of injury is made, the assumption is that there is no injury (Injury Severity, P9, equals "0"). If, however, the involved person has left the scene when the report is made, injury for that person will be coded unknown.

Not Transported

If there is no injury and no mention of whether the person is transported, then that the person is not transported (Taken to Hospital Or Treatment Facility, P10, equals "0").

Not Ejected

If there is no injury and no mention of ejection, that person is not ejected (Ejection, P6, equals "0"). If the person is injured, and there is no mention of ejection, code unknown.

No Jackknife

Only a truck-tractor combination can have a jackknife. If there is no information concerning jackknife, there is no jackknife (Jackknife, V14, equals "0"). (There is no "unknown" value.)

No Rollover

If there is no information to indicate that a vehicle rolled over, then no rollover occurred. If there is an indication on a diagram that a vehicle rolled over (for example, there is an "X" across the vehicle in the diagram, and/or top damage is noted), code at least that the rollover occurred (Rollover Type, V30, equals "99"). NOTE: motored cycles do not roll over.

Non-NASS Accident

Occasionally, a PSU will sample and send a PAR to the coding contractor which does not meet the requirements for a NASS accident. When this occurs, the coder will remove the PAR from the file and have the case deleted from the system. This is done only after approval from the data coding Supervisor. The following are some common circumstances under which a PAR may be removed:

Private Property

Land that is other than a trafficway. Examples of private property non-nass crashes include: a car in a parking lot strikes a parked vehicle in the same lot (no traffic control device), a vehicle turns into a driveway, remains in control, goes to the end of the driveway and strikes a carport; or any time the total accident sequence occurs outside a trafficway (in a gas station lot, etc.).

No In-transport vehicle involved

A crash occurs which involves no motor vehicle in transport. For example, a car is parked, not in-transport, when the driver opens the door. The door is struck by a bicyclist who is riding the bicycle along the shoulder or edge of the roadway.

Deliberate Intent

The cause of an event which occurs when a person acts deliberately to cause the event or deliberately refrains from prudent acts which would prevent occurrence of the event. For example, self-inflicted injury or suicide would be considered deliberate intent. Also, after an argument, one person who hit the other involved party intentionally (and the police note that on the PAR) would be considered deliberate.

Environmental Variables

The environmental variables in the GES include: A8, Interstate Highway, A26, NHS Roadway Type, A11, Trafficway Flow, A12, Number of Travel Lanes, A13, Roadway Alignment, A14, Roadway Profile, A16, Traffic Control Device, and A18, Speed Limit.

When the First Harmful Event occurs in an intersection, the coder must decide which roadway to use for coding these variables. To assist in that decision, the following information will be used to determine which roadway to use.

First, use *roadway surface* type to select the roadway. If one roadway is paved and the other roadway is not, use the one which is paved.

If the surface type is the same on both roadways, or if the surface type is unknown, use the number of travel lanes. Count the *number of travel lanes* (on the diagram or in a match up block). If one roadway has more travel lanes, use that roadway.

If the number of travel lanes is the same or is unknown, then use *the vehicle which most contributed to the cause of the accident*.

Using the Vehicle Identification Number

For light trucks made by Ford and GM (GMC, Chevrolet) after 1980, there is information available in the VIN to determine whether the truck is light or not. This rule is most useful on a PAR that provides a VIN and which identifies a vehicle only as a "Ford truck", or a "Chevrolet truck" or a "GMC truck".

For Chevrolet/GMC, model year 81-present, if the truck has a 1, 2, or 3 as the sixth character from the left, the vehicle is not a medium heavy truck.

For Ford, model year 81-present, if the truck has a 1, 2, 3, or 4 as the sixth character from the left, the vehicle is not a medium/heavy truck.

Light Vehicle Manufacturers

The following manufacturers make only light vehicles (automobiles, vans, light trucks, motorcycles). There are NO medium/heavy trucks (no V5=60-78) in these makes:

Acura	Lexus
Alfa Romeo	Lincoln
American Motors	Lotus
Aston Martin	Mazda
Audi	Mercury
Austin/Austin	Merkur
Healy	MG
Bentley	Oldsmobile
BMW	Peugeot
Buick	Plymouth
Cadillac	Pontiac
Chrysler	Porsche
Eagle	Renault
Ferrari	Rolls Royce
Honda	Saab
Hyundai	Saturn
Imperial	Sterling
Infiniti	Subaru
Jaguar	Suzuki
Jeep	Toyota
Kia	Triumph
Lamborghini	Volkswagen
Lancia	Yugo
Land Rover	

Medium/Heavy Manufacturers

The following is a list of truck Makes (V3) which can never be light trucks, and must always be coded as medium/heavy trucks (Body Type, V5, equal to 60-78). If the vehicle is described as a "truck" and is one of these Makes, then it should be coded using codes from the medium/heavy truck category. Any Make on this list must not be coded "79" for Body Type (V5).

Autocar	Mack
Auto-Union-DKW	Magirus
Brockway	Marmon
Diamond Reo/Reo	Mercedes-Benz
Divco	Navistar
Fiat	Oshkosh
Freightliner / White	Peterbilt
FWD	Scania (Saab)
International Harvester / Navistar-1980 on	Volvo
IVECO / Magirus	Ward/La France (fire truck only)
Kenworth	Western Star
La France (fire truck only)	White

Bus Manufacturers

The following can only be a bus, Make "98", with a Body Type of bus (V5 equal to 50-59):

Neoplan.

Heavy Truck Terms and Abbreviations

A-Car	the <u>Autocar</u> Tractor
Bobtail	tractor being driven without a trailer attached
Box or Semi	the trailer being pulled by a tractor
Bulldog	a Mack Tractor
Cab	drivers compartment
Cabover	tractor with the cab placed directly over the engine
Conventional Cab	tractor with the engine placed in front of the cab
Cornbinder	an <u>International Harvester</u> truck or tractor
"Haybinder"	unit sometimes referred to as a haybinder
DR/Diamond/REO	<u>Diamond REO</u> Tractor
Diesel Rig	a diesel powered truck or tractor
Dry Van	a trailer with an enclosed body
Dumper	a dump truck or dump body
Float	a flat bed trailer
Gas Burner	a tractor operating on gasoline
KW/"Kay Wobbley"	<u>Kenworth</u> Tractor
L.P. Rig	a Tractor that operates on liquefied petroleum fuel
Maxidine	<u>Mack</u> tractor with a special transmission
Mixer	a truck mounted cement mixer
Pete	a <u>Peterbilt</u> Tractor
Reefer	a refrigerated trailer
Semi	a trailer having rear wheels only; the front end being supported by the tractor

Single Screw	a tractor with a single driven axle
Six by Six	a tractor having six wheels driving or a three axle rig (6X6); i.e. a tandem rear end with front axle drive.
Sleeper Cab Tractor	a tractor with a sleeping compartment across the back of the cab the power unit designed to pull the trailer as opposed to a truck which normally has an extended frame upon which is placed a body of some type
Truck	a unit capable of carrying cargo by itself having a carrying surface on which to load the cargo
Twin Screw	a double rear axle drive unit, tandem or "bogie"
West Coast Rig	a special light weight truck or tractor usually constructed of aluminum

Glossary of Terms

Accident

Any incident involving property damage or bodily injury between any of the following: pedestrians, non-motorists, cyclists, and motor vehicles.

Alley Access

At grade intersection an unnamed roadway providing access, in general, to the rear of houses or buildings, some of which may be further served by a driveway access.

At-grade Intersection

An intersection where all roadways cross or join at the same level.

Automobile

A motor vehicle other than a motorcycle consisting primarily of a transport device designed for carrying ten or fewer persons.

Bicyclist

Only those pedalcyclists who were either a driver or passenger on a bicycle. This includes those bicyclists who hold onto a motor vehicle in motion.

Case

One PAR after it has been coded and entered into the General Estimates System.

Channel

Any traffic lane that is directed into a path different than the through lanes by a traffic island. An island is defined as a raised or painted paved surface. The channel begins and ends at the extension of the island's lateral boundaries unless the channel is preceded or followed by an area of merge or divergence.

Channel Island

The defined area between traffic lanes for control and guidance of vehicle movement. Islands may be provided for separation and special control of turning movements. Islands can separate opposing traffic or traffic in the same direction. An island may be designated by paint, curbs or pavement edge and can be paved or have a low growing plant cover.

Coding

Reading a PAR, determining the correct matchups for each variable, and entering that data into the data entry system.

Crossover

A designated opening within a median used primarily for "U turns". To be considered a crossover, the nearest lateral boundary line of the crossover must be greater than 10 meters from the nearest lateral boundary line of any roadway (highway, street, ramp, driveway, or alley) which intersects with either side of the roadways which the median divides.

Crosswalk

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 roadway measured from the curbs 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.

Culvert

A man-made structure that allows passage over a drainage area and that is part of the structure which is intended to channel flow through the structure and maintain the stability/integrity of the road bed.

Cyclist

The rider of a bicycle or adult tricycle.

Damage

Harm to property that reduces the monetary value of that property.

Ditch

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

Driveway Access

A roadway providing access to property adjacent to a trafficway.

Entrance Ramp

An Entrance or Exit Ramp is a transition roadway: (1) which connects two roadways; (2) is used for entering or exiting through traffic lanes; and (3) begins and ends at a gore or curb return. A ramp can connect two roadways which cross (either at grade or with a grade separation) or two which do not cross (e.g., frontage roads). A ramp can form an intersection with a roadway as well as diverge from or merge into one. A ramp can form a channelized intersection. A ramp can also split into two ramps.

Exit Ramp

An Entrance or Exit Ramp is a transition roadway: (1) which connects two roadways; (2) is used for entering or exiting through traffic lanes; and (3) begins and ends at a gore or curb return. A ramp can connect two roadways which cross (either at grade or with a grade separation) or two which do not cross (e.g., frontage roads). A ramp can form an intersection with a roadway as well as diverge from or merge into one. A ramp can form a channelized intersection. A ramp can also split into two ramps.

First Harmful Event

The "first" property damage or injury producing event that can be determined to have happened in the accident.

Fixed Linkage

A linkage 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.

Gore

An area of land where two roadways diverge or converge. The area is bound 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. Inclusions are: areas at rest area entry or exit ramps, areas at truck weigh 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, and areas where a frontage road and another roadway, or two frontage roads, diverge or converge. Normally one of the roadways will be a ramp.

Grade Separation

A crossing at different levels of two trafficways, or a trafficway and a railway.

Harmful Event

An occurrence of injury or damage.

In-transport Motor Vehicle

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

Injury

Bodily harm to a person.

Interchange Area

An interchange area is the area around a grade separation which involves at least two trafficways. Included within its boundaries are: (1) all ramps which connect the roadways and (2) each roadway entering or leaving the interchange to a point 30 meters beyond the gore or curb return at the outermost ramp connection for the roadway. One may find included within an interchange area intersections, driveway accesses, and, of course, roadway sections which are non junctions.

Intersection

A type of junction which: (1) contains a crossing or connection of two or more roadways not classified as a driveway access or alley 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.

Intersection Related

Intersection Related means that the first harmful event (A6, 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.

Jackknife

A noncollision accident in which the harmful event results from unintended contact between any two units of a truck/tractor combination.

Junction

The area formed by the connection of two roadways. It includes: (1) all at grade intersections, (2) connections between a driveway access or alley access and a roadway which is not a driveway access or an alley access, (3) connections between two alley accesses or driveway accesses, or (4) a connection between a driveway access and an alley access.

Motor Vehicle

Any motorized (mechanically or electrically powered) road vehicle not operated on rails.

Motorcycle

A motor vehicle having a seat or saddle for the use of its operator and designed to travel on not more than three wheels in contact with the ground.

Non-Collision Injury

When a person falls from or is injured inside the vehicle. This includes persons jumping or stepping from moving vehicles, persons falling from pickup beds, and persons colliding with the interior of a vehicle during a sudden stop.

Non-motorist

Any person who is a pedestrian, a cyclist, an occupant of a vehicle not in transport, a person on a nonmotorist conveyance, etc.

Non-NASS

Any accident that does not meet the criteria for a NASS accident [i.e., that does not occur on a trafficway (or where there was no loss of control on the trafficway), does not involve a harmful event, or does not in any other way follow the definition of a NASS accident]. These PARs are excluded from the sample and no data is collected from them.

Noncollision

Any road vehicle accident other than a collision accident. Inclusions: overturning accident; jackknife accident; fire starting in a road vehicle in transport; fall or jump from a road vehicle in transport; occupant hit by an object in, or thrown against some part of a road vehicle in transport; object falling from, or in, a road vehicle in transport; object falling on a road vehicle in transport; and others.

Nonfixed Linkage

A linkage (such as a rope or a chain) which requires the towed unit to be manually controlled. If the linkage between the units is nonfixed, each vehicle is considered to be in transport, and only the vehicle(s) involved in the accident sequence can be counted. If no information is available regarding type of linkage, assume fixed linkage.

Nonmotorist Conveyance

Any human powered device by which a nonmotorist may move, or by which a pedestrian or nonmotorist may move another nonmotorist, other than by pedaling. A nonmotorist conveyance includes the following: baby carriage, coaster wagon, ice skates, roller skates, push cart, scooter, skate board, skis, sled, wheel chair, rickshaw, etc. This includes those persons in a nonmotorist conveyance who hold onto a motor vehicle in motion. Excluded are pedalcyclists.

Occupant

Any person who is part of a motor vehicle in transport. A person sitting in a motor vehicle in transport, whether in a designated seat or not, is considered to be an occupant. Also, a person riding in the open bed of a pickup or in a trailing unit attached to a motor vehicle in transport is considered an occupant. A person sitting in a motor vehicle not in transport is considered a non motorist.

Other cyclist

All other pedalcyclists such as persons on tricycles or unicycles. This includes those pedalcyclists who hold onto a motor vehicle in motion

Other Non-Collision

When a vehicle sets an object in motion that strikes or is struck by a vehicle before the object stabilizes. Examples include dislodged cargo, spewed gravel, etc. It may be used in other situations as well.

Other nonmotorist

Any other person not included under the above definitions of a pedestrian, bicyclist, other cyclist, or occupant of a motor vehicle not in transport. Persons riding on an animal or in an animal powered conveyance are one example. Any person outside a trafficway or outside a sidewalk or path contiguous with a trafficway is another

Overtaking

When both operators are on parallel paths, heading in the same direction, the vehicle that approaches from behind and is going faster than the vehicle in front is the overtaking vehicle.

PAR

A Police Accident Report.

Pedalcyclist

A nonmotorist who is a driver or passenger on a bicycle, tricycle, or unicycle. This includes a cyclist who holds onto a motor vehicle in motion.

Pedestrian

Any person who is on a trafficway or on a sidewalk or path contiguous with a trafficway, and who is not in or on a nonmotorist conveyance. This includes persons who are in contact with the ground, roadway, etc., but who are holding onto a vehicle.

Phantom Vehicle

A vehicle alleged by the driver to have been involved in the accident but which the reporting officer cannot substantiate.

PSU

Primary Sampling Unit. There are 60 research locations in the NASS, with teams of one to four persons at each PSU. Each PSU team is comprised of a team leader and a research assistant and one or two researchers, or one (GES) data collector.

Road

The part of a trafficway that includes both the roadway and any shoulder alongside the roadway.

Roadway

That part of the trafficway specifically designed for vehicle travel, also called the travel lanes (includes through lanes, thru lanes, and parking lanes, but does not include shoulders). A vehicle parked on a road of reduced width because of conditions such as snow accumulation is considered in transport if any part of the vehicle is on the roadway.

Rollover/Overturn

When a motor vehicle rotates (rollover), at least, one quarter turn in any nonhorizontal direction.

Shoulder

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.

Thrown Or Falling Object

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.

Traffic Circle

A specialized form of at grade intersection. It is one through which traffic passes by entering and leaving a one way roadway connecting all intersection approach legs and running continuously around a central island. Rotary intersections are commonly called traffic circles, but proper design can result in central islands of various rounded shapes.

Traffic Units

Any road vehicle or pedestrian involved or not involved in the accident.

Trafficway

That portion of land bounded on each side by rights of way between which run roadways, shoulders, sidewalks and roadside areas. The harmful event or loss of control that led to the accident must have occurred within the boundaries of a trafficway.

Value

The data element entered into the data entry system. Each variable has a range of values that are acceptable for that variable.

Variable

An item of information that is captured by the data entry system.

Vehicle

A motor vehicle, that which is powered on wheels, with an engine.