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

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General Estimates System Coding And Editing Manual

1999

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ACKNOWLEDGMENT

The production of this edition of the General Estimates System Coding and Editing Manual would not have been possible without contributions from many individuals within the U.S. Department of Transportation, Transportation Safety Institute, and the National Automotive Sampling System Zone Centers.

A22 POLICE JURISDICTION

Screen Heading: PAR

Screen Name: Jurisdiction (none-E)

Long Name: None

SAS Name: Accident.pj

Oracle Name: NASS.PARdata.Jurisdiction

Element Values:

Range: 1-126

Remarks:

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

A01 DATE

Screen Heading: PAR

Screen Name: Crash Date (none-E)

Long Name: None

SAS Name: Accident.Month, Accident.Weekday, Accident.Year

Oracle Name: GES.Crashdata.CrashDate

Element Values:

Date Field (MM/DD/YYYY)

Remarks:

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

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.

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

Consistency Checks:

Warnings

	IF	**THEN**
AA034	DATE-MM (A01) equals 05-09	ATMOSPHERIC CONDITION (A20) should not equal 3 or 4.
AA035	DATE-MM (A01) equals 05-09	ROADWAY SURFACE CONDITION (A15) should not equal 3 or 4.

A02 TIME

Screen Heading: PAR

Screen Name: Crash Time (none-E)

Long Name: None

SAS Name: Accident.Hour, Accident.Minute

Oracle Name: GES.Crashdata.CrashTime

Element Values:

Time Field (HH:MM)

Remarks:

Enter time as shown on the PAR. If the hour (HH) or AM versus PM cannot be determined, then enter (Unknown).

If the PAR indicates the crash occurred during some time interval of greater than one hour (e.g., 8:00 PM to 6:00 AM, or 8:00 am to 5:00 PM), enter (Unknown). However, if the interval is one hour or less, code the midpoint of the interval (e.g., 8:00 PM to 9:00 PM), enter "2030."

When the time is available but AM versus PM is not shown on the PAR, base the time on light conditions (e.g. time is 10:00, light condition is dark. Code as 2200).

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

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

Consistency Checks:

<u>Errors</u>

	IF	**THEN**
AA003	LIGHT CONDITION (A19) equals 5	TIME (A02) must not equal 2200-2400, 0001-1400 or 1499.
AA062	LIGHT CONDITION (A19) equals 2	TIME (A02) must not equal 1000-1500 or 1599.
AA066	LIGHT CONDITION (A19) equals 1	TIME (A02) must not equal 2200-2400, 0001-0300 or 0399.

AA079	LIGHT CONDITION (A19) equals 4	TIME (A02) must not equal 1000-2400, 0001-0300 or 0399.

Warnings

	IF	THEN
AA006	TIME (A02) equals 1000-1500	LIGHT CONDITION (A19) should equal 1 or 9.
AA057	TIME (A02) equals 2200-2400, 0001-0300 or 0399	LIGHT CONDITION (A19) should equal 2, 3 or 9.
AA068	LIGHT CONDITION (A19) equals 3	TIME (A02) should not equal 1000-1500 or 1599.
AA074	LIGHT CONDITION (A19) equals 1	TIME (A02) should equal 0500-2100, 2199 or 9999.
AA078	LIGHT CONDITION (A19) equals 2	TIME (A02) should equal 1600-2400, 0100-0900, 0999 or 9999.
AA080	LIGHT CONDITION (A19) equals 4	TIME (A02) should equal 0400-0900, 0999 or 9999.
AA082	LIGHT CONDITION (A19) equals 5	TIME (A02) should equal 1600-2100, 2199 or 9999.

A23 STRATUM

Screen Heading: PAR

Screen Name: Category (none-N)

Long Name: None

SAS Name: Accident.Stratum

Oracle Name: NASS.PARdata.CategoryID

Element Values:

Screen	Oracle	SAS	
n/a	1	1	Category 1
n/a	2	2	Category 2
n/a	3	3	Category 3
n/a	4	4	Category 4

Remarks:

Only NASS crashes are included in the GES. See the 1999 NASS GES Researcher's Manual, section 3.0 for the definition of a NASS crash.

Category 1 applies if the NASS crash involves at least one passenger vehicle (i.e., a passenger car, sport utility vehicle, van, or pickup truck) which is towed due to damage from the crash scene. Crashes involving medium or heavy trucks are excluded from this category.

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

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

Category 4 applies if the crash does not qualify for Categories 1, 2, or 3 and no one in the crash receives a "K", "A", or "B" injury.

Stabilization:

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

Not Displayed On Summary Tab

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

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

Situation A

If exactly one crash qualifies for Category 1, choose this crash to code.

Situation B

If more than one crash qualifies for Category 1, follow the 4 steps below to select the crash to code. Ignore all crashes not applicable to Category 1.

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

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

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

(4) If there are no injuries, then choose the first crash.

Situation C

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

Consistency Checks:

Warnings

	IF	**THEN**
AP098	STRATUM (A23) equals 4	INJURY SEVERITY (P09) should not equal 2, 3, 4 or 5.
AP144	STRATUM (A23) equals 4	INJURY SEVERITY (P09) should not equal 2, 3, 4 or 5.
AV100	STRATUM (A23) equals 3 or 4 and BODY TYPE (V05) equals 01-49	MANNER OF LEAVING SCENE (V19) should not equal 2 or 3.
AV121	STRATUM (A23) equals 1 or 3	BODY TYPE (V05) should not equal 60-79.

Not Displayed On Summary Tab

AV230	STRATUM (A23) equals 4 and at least one BODY TYPE (V05) equals 60-79	no INJURY SEVERITY (P09) should equal 1, 2, 3 or 4.

Post Entry

	IF	THEN
AV099	STRATUM (A23) equals 1	at least one MANNER OF LEAVING SCENE (V19) should equal 2 or 3.
AV145	STRATUM (A23) equals 1	at least one BODY TYPE (V05) should equal 01-49.
AV146	STRATUM (A23) equals 2	at least one BODY TYPE (V05) should equal 60-79.
AV231	STRATUM (A23) equals 4 and no BODY TYPE (V05) equals 60-79	no INJURY SEVERITY (P09) should equal 2, 3 or 4.
PV188	(any) INJURY SEVERITY (P09) equals 1, 2, 3, 4 or 5 and (any) BODY TYPE (V05) equals 60-79	STRATUM (A23) should equal 2.
PV233	INJURY SEVERITY (P09) equals 1 and at least one BODY TYPE (V05) EQUALS 60-79	STRATUM (A23) should not equal 4.
VP143	no MANNER OF LEAVING SCENE (V19) equals 2 and no INJURY SEVERITY (P09) equals 2, 3, 4 or 5	STRATUM (A23) should equal 4.

A03 NUMBER OF MOTOR VEHICLES

Screen Heading: PAR Configuration Questions

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

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

SAS Name: Accident.Veh_invl

Oracle Name: GES.Crashdata.Numvehs

Element Values:

Range: 1 to 30

Remarks:

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

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

When one motor vehicle is towing another, the number of motor vehicles entered depends on the type of linkage between the vehicles. A fixed linkage is defined as one which has the property of keeping the towed unit separated from the power unit by a distance which is essentially constant. Included within this definition are cradle linkages where the towed unit has two or more wheels off the ground. A 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 crash sequence, regardless of subsequent events/impacts sustained by the towed unit. In other words, a vehicle towed by a fixed linkage: (1) is never considered as an in-transport vehicle, and (2) will be considered as cargo associated with the power unit.

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

Hit-and-run crashes may cause some confusion on this variable. The count is increased for each in-transport motor vehicle involved in the crash 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.

Consistency Checks:

Errors

	IF	THEN
AA014	~~FIRST~~ HARMFUL EVENT (A06) equals 25	NUMBER OF MOTOR VEHICLES (A03) must be greater than 01.
AA086	MANNER OF COLLISION (A07) does not equal 0	NUMBER OF MOTOR VEHICLES (A03) must be greater than 01.
AV197	NUMBER OF MOTOR VEHICLES (A03) 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 (A03) equals 02 and MANNER OF COLLISION (A07) EQUALS 2 and TRAVEL SPEED (V11) is greater than 00	VEHICLE ROLE (V22) must equal 1 or 3.
PA201	PERSON TYPE (P03) equals 3-8 and NUMBER OF MOTOR VEHICLES (A03) equals 01	NON-MOTORIST STRIKING VEHICLE NUMBER (P22) must equal 01.
VA001	~~FIRST~~ HARMFUL EVENT (A06) equals 25	NUMBER OF MOTOR VEHICLES (A03) must be greater than 01.
VA093	VEHICLE ROLE (V22) equals 2 and NUMBER OF MOTOR VEHICLES (A03) equals 01 and EVENT NUMBER (E01) equals 1	~~FIRST~~ HARMFUL EVENT (A06) must not equal 31-46, 58 or 59.
VA096	VEHICLE ROLE (V22) equals 0 and NUMBER OF MOTOR VEHICLES (A03) equals 01 and EVENT NUMBER (E01) equals 1	~~FIRST~~ HARMFUL EVENT (A06) must equal 01-10.

Warnings

	IF	THEN
AV184	NUMBER OF MOTOR VEHICLES (A03) equals 01 and RELATION TO ROADWAY (A10) equals 2, 4, 6, 7 or 8 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00 or 01	CRITICAL EVENT (V26) should equal 1-6, 8, 9, 12, 13 or 14.

Post Entry

	IF	THEN
AP015	NUMBER OF MOTOR VEHICLES (A03) is greater than 00	at least one PERSON TYPE (P03) should equal 1, 2 or 9.
AV019	NUMBER OF MOTOR VEHICLES (A03) is greater than 01	there should be at least one vehicle with TRAVEL SPEED (V11) > 00 or unknown.
AV097	RELATION TO ROADWAY (A10) equals 3 and NUMBER OF MOTOR VEHICLES (A03) equals 01	ACCIDENT TYPE (V23) should equal 06-10, 98 or 99.
PA200	NON-MOTORIST STRIKING VEHICLE NUMBER (P22) must equal one VEHICLE NUMBER (V01) in the crash unless it is equal to 99.	
VA014	ACCIDENT TYPE (V23) equals 01-16	NUMBER OF MOTOR VEHICLES (A03) should equal 1.
VA015	ACCIDENT TYPE (V23) equals 20-91	NUMBER OF MOTOR VEHICLES (A03) must be greater than 01.
VA120	Only ACCIDENT TYPE (V23) codes 01-16, 92, 97, 98, 99, 00 can be used when the crash involves a single vehicle-NUMBER OF MOTOR VEHICLES (A03) equals 01.	

A04 NUMBER OF NON-MOTORISTS

Screen Heading: PAR Configuration Questions

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

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

SAS Name: Accident.Non_invl

Oracle Name: GES.Crashdata.NumNonMotorists

Element Values:

Range: 0-98

Remarks:

The value entered must equal the number of non-motorists involved in the crash.

Non-Motorists are generally listed in the vehicle section on the PAR.

Non-Motorists include: occupants of a vehicle not in-transport, pedestrians, bicyclists, other cyclists, as well as other non-motorists.

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

A "non-motorist conveyance" is defined as any human-powered device by which a non-motorist may move, or by which a pedestrian or non-motorist may move another non-motorist, other than by pedaling. A non-motorist 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 non-motorist 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 non-motorist 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 non-motorist" 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.

1998 Coding Rule:

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

1999 Coding Rule:

The maximum number of non-motorists that can be coded is 98. If more than 98 non-motorists are involved code only the first 98.

Consistency Checks:

Errors

	IF	THEN
AA033	~~FIRST~~ HARMFUL EVENT (A06) equals 21, 22 or 27	NUMBER OF NON-MOTORISTS (A04) must not equal 00.
AA070	NUMBER OF NON-MOTORISTS (A04) equals 00	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must equal 0000.

Post Entry

	IF	THEN
AP135	RELATION TO JUNCTION (A09) equals 03 or 13 and NUMBER OF NON-MOTORISTS (A04) is greater than 00	NON-MOTORIST LOCATION (P13) should not equal 01, 02, 08 or 09.
PA065	~~FIRST~~ HARMFUL EVENT (A06) equals 22 AND NUMBER OF NON-MOTORISTS (A04) equals 01 and 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, 0099.

E01 EVENT NUMBER -- NEW VARIABLE

Screen Heading: Events

Screen Name: Event Number (N)

Long Name: None

SAS Name: None

Oracle Name: GES.Events.EventNumber

Element Values:

Range: 1-98

Remarks:

This is a computer assigned number beginning with 1.

A “crash” is the total set of “harmful events” (one or more) that results from an unstabilized situation. The “crash” is concluded in time when all harmful events which originate from the unstabilized situation are stabilized.

A harmful event is an occurrence of injury or damage involving an in-transport motor vehicle. It can result from an impact or non-collision event. An impact is defined as any vehicle to vehicle or vehicle to object (fixed or nonfixed, stationary or nonstationary) contact which results in damage or injury. Noncollision events such as fire/explosion, occupant fell from vehicle, occupant injury without vehicle impact, etc., involving an in-transport motor vehicle are harmful events if damage or injury result.

The NASS GES is only interested in harmful events that involve **in-transport** motor vehicles. Events that involve **only** not in-transport motor vehicles and/or pedestrians and/or non-motorists are not included in the coded crash sequence. Below are some examples of nonqualifying events.

Not in-transport vehicle (e.g., parked vehicle) impacts pedestrian, pedalcyclist, or other non-motorist

Not in-transport vehicle impacts an object (fixed or nonfixed)

Not in-transport vehicle impacts another not in-transport vehicle

Pedestrian (pedalcyclist, other non-motorist) impacts an object

Pedestrian (pedalcyclist, other non-motorist) impacts another not in-transport vehicle

Pedestrian, pedalcyclist, or other non-motorist inter-impact.

The crash events variables are designed to provide a coded description of all qualifying events which occurred in the crash sequence. Events are encoded in chronological sequence. Two groups of variables are provided for each event. The first (or left) group always describes the in-transport motor vehicle with the lower vehicle number in the event. The second group describes either the other in-transport vehicle, the object involved in the event or the noncollision event associated with the in-transport motor vehicle described by the left group.

With this coded chronological sequence of qualified crash events on the GES database, analysts can review the entire series of events involving in-transport motor vehicles. Various areas of concern to the highway safety community will be easily assessed using these variables. For instance, the injury severity in accidents can be assessed relative to the number and type of impacts involved.

Likewise, certain collision configurations may create a greater hazardous condition for the occupants. A possible area of analysis would be the mix of vehicles sizes or the types of objects the different classes of vehicles impact.

Complete these variables based upon a reconstruction of the vehicular dynamics involved in the crash as described in the PAR. All of the injury or damage producing qualifying events or circumstances for the in-transport motor vehicle(s) are coded.

An example of a properly coded crash sequence is shown below.

> Vehicle 1 (a compact passenger car) went out of control on a wet roadway and struck a median guardrail with its front. The vehicle was redirected by the guardrail and reentered the roadway, where it struck vehicle 2 (a large pickup truck) in the left side with its front. Vehicle 1 spun to a stop in the roadway, and the driver, due to the spinning, hit his head on the door pillar breaking his neck. Vehicle 2, out-of-control, ran off the roadway, struck a pedestrian with its front and rolled over.

E01 Event Number	V01 Vehicle Number (This Vehicle)	V24 ~~Initial~~ Point of Impact (This Vehicle)	E02 Action	A06 ~~First~~ Harmful Event or V01 Vehicle Number (Other Vehicle)	V24 ~~Initial~~ Point of Impact (Other Vehicle)	A07 Manner of Collision
1	1	Front	Collision With Fixed Object	Guardrail	-	Not Collision With Motor Vehicle in transport
2	1	Front	Strike Another Vehicle	2	Left Side	-
3	2	Front	Collision With Object Not Fixed	Pedestrian	-	-
4	2	Non-Collision	Non-Collision	Rollover or Overturn	-	-

Note: For the driver of vehicle 1, breaking his neck is not a separate codeable event. Rather, this injury, and almost all occupant injuries resulting from occupant interior contact, is a result

of a collision event. Also, A07, Manner of Collision, applies only to the first harmful event in the crash.

Consistency Checks:

Errors

	IF	THEN
AA009	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 01-24, 26-46, 58 or 59	MANNER OF COLLISION (A07) must not equal 1-6.
AA010	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 25	MANNER OF COLLISION (A07) must not equal 0.
AA011	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) for this vehicle equals 23	TRAFFIC CONTROL DEVICE - SPECIFIC CONTROLS (A16) must not equal 01-51or 98.
AA011A	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) for this vehicle equals 23	TRAFFIC CONTROL DEVICE - CATEGORY (A16) must not equal 2-5.
AA012	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 26	RELATION TO ROADWAY (A10) must not equal 1.
AA039	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0410 or 0430; EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 21, 22 or 27	RELATION TO ROADWAY (A10) must equal 1.
AA051	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0610, 0620, EVENT NUMBER (E01) equals 1, and ~~FIRST~~ HARMFUL EVENT (A06) equals 21	RELATION TO ROADWAY (A10) must not equal 1.
AA088	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 7	RELATION TO ROADWAY (A10) must equal 1.
AV022	FIRST HARMFUL EVENT (A06) equals 21, EVENT NUMBER (E01) = 1 and PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0220	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 8, 9, 13 or 97.
AV073	MANNER OF COLLISION (A7) equals 2	~~INITIAL~~ POINT OF IMPACT (V24) must equal 01 for the two vehicles involved in event 1.

AV074	MANNER OF COLLISION (A7) equals 3	~~INITIAL~~ POINT OF IMPACT (V24) must equal 04 for the two vehicles involved in event 1.
AV075	MANNER OF COLLISION (A7) equals 1	one vehicle involved in event 1 must have ~~INITIAL~~ POINT OF IMPACT (V24) equal to 01 and the other vehicle must have ~~INITIAL~~ POINT OF IMPACT (V24) equal to 04.
AV132	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 02, 03, 04, 06, 08 or 09	ACCIDENT TYPE (V23) must equal 00.
AV215	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 01-10	ACCIDENT TYPE (V23) must not equal 20-91.
PA127	NON-MOTORIST LOCATION (P13) equals 11, 12, 18 or 19; EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 21, 22 or 27	RELATION TO JUNCTION (A09) must not equal 01 or 11.
VA081	ACCIDENT TYPE (V23) equals 13 and EVENT NUMBER (E01) equals 1	~~FIRST~~ HARMFUL EVENT (A06) must equal 21, 22, 24 or 27.
VA086	ACCIDENT TYPE (V23) equals 01-16 and EVENT NUMBER (E01) equals 1	~~FIRST~~ HARMFUL EVENT (A06) must not equal 25 or 99.
VA093	VEHICLE ROLE (V22) equals 2 and NUMBER OF MOTOR VEHICLES (A03) equals 01 and EVENT NUMBER (E01) equals 1	~~FIRST~~ HARMFUL EVENT (A06) must not equal 31-46, 07, 58 or 59.
VA096	VEHICLE ROLE (V22) equals 0 and NUMBER OF MOTOR VEHICLES (A03) equals 01 and EVENT NUMBER (E01) equals 1	~~FIRST~~ HARMFUL EVENT (A06) must equal 01-10.
VA137	ACCIDENT TYPE (V23) equals 00 and EVENT NUMBER (E01) equals 1	~~FIRST~~ HARMFUL EVENT (A06) must equal 02, 03, 04, 06, 08 or 09.
VA219	ACCIDENT TYPE (V23) equals 20-91 and EVENT NUMBER (E01) equals 1	~~FIRST~~ HARMFUL EVENT (A06) must equal 25.

Warnings

	IF	THEN
AA023	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 99	MANNER OF COLLISION (A07) should not equal 0-6.
AA024	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 31-46, 58 or 59	RELATION TO ROADWAY (A10) should not equal 1.
AA025	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 23	RELATION TO JUNCTION (A09) should equal 5.
AV070	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 26	ACCIDENT TYPE (V23) should equal 01-11, 92, 98 or 99.
AV071	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 21, 22 or 24 and MOVEMENT PRIOR TO CRITICAL EVENT (V21) is not equal to 13	ACCIDENT TYPE (V23) should equal 13.
AV072	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 28 or 58 and RELATION TO ROADWAY (A10) equals 1	ACCIDENT TYPE (V23) should equal 12.
AV137A	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 02, 03, 04 or 06	ACCIDENT TYPE (V23) should equal 00.
AV137B	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 08 or 09	ACCIDENT TYPE (V23) should equal 00.
AV185	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 02-04, 6 or 8-10	CRITICAL EVENT (V26) should equal 98.
AV222	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 05 and RELATION TO ROADWAY (A10) equals 1	ACCIDENT TYPE (V23) should equal 98.
AV223	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 01	ACCIDENT TYPE (V23) should equal 1-10, 97, 98 or 99.
VA087	ACCIDENT TYPE (V23) equals 99 and EVENT NUMBER (E01) equals 1	~~FIRST~~ HARMFUL EVENT (A06) should equal 99.

VA198	~~INITIAL~~ POINT OF IMPACT (V24) equals 00 and EVENT NUMBER (E01) equals 1	~~FIRST~~ HARMFUL EVENT (A06) should equal 01-10.

Post Entry

	IF	THEN
AP001	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) 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 or 99.
AP002	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 21, 22 or 27 and RELATION TO ROADWAY (A10) equals 2 or 7	there must be at least one NON-MOTORIST LOCATION (P13) equal to 08, 18, 98 or 99.
AP003	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 21, 22 or 27 and RELATION TO ROADWAY (A10) equals 3	there must be at least one NON-MOTORIST LOCATION (P13) equal to 08, 18, 98 or 99.
AP004	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 21, 22 or 27 and RELATION TO ROADWAY (A10) equals 99	there must be at least one NON-MOTORIST LOCATION (P13) equal to 09, 19 or 99.
PA049	at least one PERSON TYPE (P03) equals 5 and ~~FIRST~~ HARMFUL EVENT (A06) equals 21 and EVENT NUMBER (E01) equals 1	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.
PA058	at least one PERSON TYPE (P03) equals 6 and ~~FIRST~~ HARMFUL EVENT (A06) equals 22 and EVENT NUMBER (E01) equals 1	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must equal 0001-0041, 0048, 0049, 0055, 0097, 0098 or 0099.
VA093	VEHICLE ROLE (V22) equals 2 and NUMBER OF MOTOR VEHICLES (A03) equals 01 and EVENT NUMBER (E01) equals 1	~~FIRST~~ HARMFUL EVENT (A06) must not equal 31-46, 58 or 59.

V01 VEHICLE NUMBER (THIS VEHICLE)

Screen Heading: Events

Screen Name: Vehicle (100-R)

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

SAS Name: Vehicle.Vehno

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

Element Values:

Range: 1-30

Remarks:

The in-transport motor vehicles within a crash are numbered sequentially beginning with 1; no numbers are skipped. In-transport motor vehicles are assigned the PAR's vehicle number unless a number is skipped. The vehicle number entered is for the in-transport motor vehicle involved in this event with the lower vehicle number.

V24 ~~INITIAL~~ POINT OF IMPACT (THIS VEHICLE)

Screen Heading: Events

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

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

SAS Name: Vehicle.Impact

Oracle Name: GES.Events.VehiclePlaneID

Element Values:

Screen	Oracle	SAS	
1	26859	0	Non-Collision
2	26860	1	Front
3	26861	2	Right Side
4	26862	3	Left Side
5	26863	4	Back
6	26864	5	Top
7	26865	6	Undercarriage
8	26866	11	Front Right Corner
9	26867	12	Front Left Corner
10	26868	13	Back Right Corner
11	26869	14	Back Left Corner
12	26870	99	~~Initial~~ Point of Impact Unknown

Remarks:

Explanation of the difference in meaning between 1999 Oracle and 1998 SAS variables:

For data collection year 1998, this variable applies only to the initial (first) event in which this vehicle is involved. In 1999, this variable applies to all events in which this vehicle is involved.

For this event, code the impact point that produced property damage or personal injury. The impact point is for the vehicle coded in variable V01, Vehicle Number (This Vehicle).

Non-collision applies when the event involves rollover, fire, non-collision injury etc.

Front is used when it can be determined that the point of impact for this vehicle is the front plane. In crashes where two vehicles are involved in the first harmful event and the initial point of impact for both is front, A07, Manner of Collision, must be entered as head-on.

Right Side applies when the point of impact for this vehicle is known to be the right plane.

Left side applies when the point of impact for this vehicle is known to be the left plane.

Back is used when the point of impact for this vehicle is known to be the back plane.

Front Right Corner applies when the point of impact for this vehicle is either the front plane or right plane, but the plane can not be determined. In crashes where two vehicles are involved in the first harmful event and the initial point of impact for one vehicle is coded front right corner; A07, Manner of Collision, must not be entered as head-on or rear-end.

Front Left Corner is selected when the point of impact for this vehicle is either the front plane or left plane, but the plane can not be determined. In crashes where two vehicles are involved in the first harmful event and the initial point of impact for one vehicle is coded front left corner; A07, Manner of Collision, must not be entered as head-on or rear-end.

Back Right Corner applies when the point of impact for this vehicle is either the back plane or the right plane, but it is unknown if the point of impact is to the back or right plane. In crashes where two vehicles are involved in the first harmful event and the initial point of impact for one vehicle is coded back right corner; A07, Manner of Collision, must not be entered as rear-end or rear-to-rear.

Back Left Corner is used when the point of impact for this vehicle is either the back or left plane, but it is unknown if the point of impact is to the back or left plane. In crashes where two vehicles are involved in the first harmful event and the initial point of impact for one vehicle is coded back left corner; A07, Manner of Collision, must not be entered as rear-end rear-to-rear.

Unknown is selected when the lack of information prohibits the coding of any of the other element values.

Consistency Checks:

Errors

	IF	**THEN**
AV069	~~FIRST~~ HARMFUL EVENT (A06) equals 1-6, 8 or 9	~~INITIAL~~ POINT OF IMPACT (V24) must equal 00.
AV073	MANNER OF COLLISION (A7) equals 2	~~INITIAL~~ POINT OF IMPACT (V24) must equal 01 for the two vehicles involved in event 1.
AV074	MANNER OF COLLISION (A7) equals 3	~~INITIAL~~ POINT OF IMPACT (V24) must equal 04 for the two vehicles involved in event 1.
AV075	MANNER OF COLLISION (A7) equals 1	one vehicle involved in event 1 must have ~~INITIAL~~ POINT OF IMPACT (V24) equal to 01 and the other vehicle must have ~~INITIAL~~ POINT OF IMPACT (V24) equal to 04.

AV076	MANNER OF COLLISION (A7) equals 1	at least one vehicle must have ~~INITIAL~~ POINT OF IMPACT (V24) equal to 04.
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.
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.

Warnings

	IF	THEN
VA198	~~INITIAL~~ POINT OF IMPACT (V24) equals 00 and EVENT NUMBER (E01) equals 1	~~FIRST~~ HARMFUL EVENT (A6) should equal 01-10.
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.
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 53	~~INITIAL~~ POINT OF IMPACT (V24) should not equal 01.
VV225	CRITICAL EVENT (V26) equals 51 or 52	~~INITIAL~~ POINT OF IMPACT (V24) should not equal 04.

E02 ACTION - NEW VARIABLE

Screen Heading: Events

Screen Name: Action (105-R)

Long Name: What is the action for this event?

SAS Name: none

Oracle Name: GES.Events.VehActionID

Element Values:

Screen	Oracle	SAS	
1	10228	**(1)**	Non-Collision
2	10229	**(2)**	Collision With Object Not Fixed
3	10230	**(3)**	Collision With Fixed Object
4	10231	**(4)**	Strike Another In-Transport Motor Vehicle
5	10232	**(5)**	Struck By An In-Transport Motor Vehicle

Suggest combining 4 and 5 into "collision with in-transport motor vehicle."

Remarks:

The attributes for this variable are the five major categories of A06, ~~First~~ Harmful Event. The A06, ~~First~~ Harmful Event, subcategories for each are listed below. The definitions of the subcategories are shown under variable A06, ~~First~~ Harmful Event.

Example 1: If the event is a rollover involving an in-transport motor vehicle; E02, Action, is coded **Non-Collision** and A06, ~~First~~ Harmful Event, is coded **Rollover/Overturn**.

Example 2: If the event involves an impact between an in-transport motor vehicle and a pedestrian; E02, Action, is coded **Collision With Object Not Fixed** and A06, ~~First~~ Harmful Event, is coded **Pedestrian**.

Example 3: If the event involves an impact between two in-transport motor vehicles, where vehicle 1 strikes vehicle 2; E02, Action, is coded **Strike Another In-transport Motor Vehicle** and A06, ~~First~~ Harmful Event, is coded **2**.

Non-Collision

Rollover/Overturn
Fire/Explosion
Immersion
Gas Inhalation
Jackknife
Non-Collision Injury (Injured In or Fell From Vehicle)

Pavement Surface Irregularity (ruts, potholes, grates, etc.)
Other Non-Collision
Non-Collision - No Details
Thrown Or Falling Object

Collision With Object Not Fixed

Pedestrian
Cycle Or Cyclist (Pedalcycle/Pedalcyclist)
Railway train
Animal
~~Motor Vehicle In Transport~~
Parked Motor Vehicle (Or Other Motor Vehicle Not In Transport)
Other Type Non-Motorist
Other Object Not Fixed
Object Not Fixed - No Details

Collision with Fixed Object

Ground
Building
Impact Attenuator/Crash Cushion
Bridge Structure
Guardrail
Concrete Traffic Barrier Or Other Longitudinal Barrier Type
Sign Post, Utility Pole, Or Other Support
Culvert Or Ditch
Curb
Embankment
Fence
Wall
Fire Hydrant
Shrubbery Or Bush
Tree
Boulder
Other Fixed Object
Fixed Object - No Details
Unknown

Strike Another In-transport Motor Vehicle

Vehicle Number of the struck in-transport motor vehicle

Struck By An In-Transport Motor Vehicle

Vehicle Number of the striking in-transport motor vehicle.

Consistency Checks:

Errors

	IF	THEN
AA0143A	ACTION (E02) equals 4 or 5	NUMBER OF MOTOR VEHICLES (A03) must be greater than 1.

A06 ~~FIRST~~ HARMFUL EVENT

Screen Heading: Events

Screen Name: Vehicle/Other (115-R)

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

SAS Name: Accident.Event1

Oracle Name: GES.Events.ObjecthitID

Element Values:

Screen	Oracle	SAS	
Non-Collision			
1	10231	1	Rollover/Overturn
2	10232	2	Fire/Explosion
3	10233	3	Immersion
4	19433	**(4)**	Gas Inhalation
5	10234	5	Jackknife
6	10235	6	Non-Collision Injury (Injured In or Fell From Vehicle)
7	19434	50(7)	Pavement Surface Irregularity (ruts, potholes, grates, etc.)
8	10236	8	Other Non-Collision
9	10237	9	Non-Collision - No Details
10	10238	10	Thrown Or Falling Object
Collision With Object Not Fixed			
1	10239	21	Pedestrian
2	10240	22	Cycle Or Cyclist (Pedalcycle/Pedalcyclist)
3	10241	23	Railway train
4	10242	24	Animal
~~5~~	*	25	~~Motor Vehicle In Transport~~
6	10244	26	Parked Motor Vehicle (Or Other Motor Vehicle Not In Transport)
7	10245	27	Other Type Non-Motorist
8	10246	28	Other Object Not Fixed
9	10247	29	Object Not Fixed - No Details
Collision with Fixed Object			
1	10248	31	Ground
2	10249	32	Building
3	10250	33	Impact Attenuator/Crash Cushion
4	10251	34	Bridge Structure
5	10252	35	Guardrail

6	10253	36	Concrete Traffic Barrier Or Other Longitudinal Barrier Type
7	10254	37	Sign Post, Utility Pole, Or Other Support
8	10255	38	Culvert Or Ditch
9	10256	39	Curb
10	10257	40	Embankment
11	10258	41	Fence
12	10259	42	Wall
13	10260	43	Fire Hydrant
14	10261	44	Shrubbery Or Bush
15	10262	45	Tree
16	10263	46	Boulder
17	10265	58	Other Fixed Object
18	10266	59	Fixed Object - No Details
19	10267	99	Unknown

* The Oracle value is set equal to the value of GES.Vehicle.VehicleID for the other in-transport motor vehicle involved in the event.

Remarks:

Enter **Rollover/Overturn** when a motor vehicle rotates (rollover) at least one quarter turn in any nonhorizontal direction. 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.

Gas Inhalation includes injury or death from carbon monoxide fumes leaking from a motor vehicle in transport.

Enter **Jackknife** whenever there is sufficient rotation (articulation) between a truck tractor/trailer combination such that they contact each other. Jackknife applies to all articulated vehicle combinations. This category includes jackknife for light vehicles (e.g., light utility vehicle/trailer combination).

Enter **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. This attribute applies only to the first harmful event for this vehicle. If a vehicle becomes mired and results in injury, select this attribute.

Enter **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.

Non-Collision - No Details when it is known that the event is a non-collision, but the details are unknown.

Enter **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 **Other Non-Collision**. If a tree limb falls from a tree and is contacted by a car, enter

Thrown Or Falling Object. If a tree limb falls from a tree trimming truck and is struck, enter **Other Non-Collision**. If a child maliciously throws a tree limb off an overpass into traffic below, enter this **Thrown Or Falling Object**.

Enter **Pedestrian** when any person who is involved in a harmful event is on a trafficway or on a sidewalk or path contiguous with a trafficway, and who is not in or on a non-motorist conveyance. A non-motorist conveyance is defined as any human-powered device by which a non-motorist may move, or by which a pedestrian or non-motorist may move another non-motorist, other than by pedaling. A non-motorist 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 **Cycle or Cyclist (Pedalcycle/Pedalcyclist)** when any occupant of a pedalcycle was involved in the first harmful event.

Railway Train refers to any railway train, moving or not moving.

Animal is used for collisions with animals (domestic or wild) that are not themselves being used as transportation or to draw a wagon, cart or other transport device.

1998 Coding Procedure:

*Enter **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).*

1999 Procedure:

Motor Vehicle In Transport is computer generated in 1999. If the event involves an impact between 2 in-transport motor vehicles, the data entry system prompts for the vehicle number of the other in-transport motor vehicle and sets A06, ~~First~~ Harmful Event (Non-Collision/Object), equal to the vehicle ID (see * above) of the other in-transport motor vehicle. The event involves an impact between 2 in-transport motor vehicles if variable E02, Action - NEW VARIABLE, is coded Strike Another In-transport Motor Vehicle or Struck By An In-Transport Motor Vehicle.

Enter **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 **Other Type Non-Motorist** when the person impacted is not a pedestrian or a pedalcyclist. [NOTE: If the harmful event occurs with a motor vehicle not in-transport which contains a non-motorist (e.g., Occupant of vehicle not in-transport), enter **Parked Motor Vehicle (Or Other Motor Vehicle Not In Transport)**

Enter **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.

Enter **Ground** when the impact is with the ground. This value is not to be entered when the harmful event is "Rollover/Overturn."

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

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

Enter **Bridge Structure** when the contact is 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 **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 is with an impact attenuator protecting a bridge support, then enter **Impact Attenuator/Crash Cushion**. Contact with the underside of the bridge deck is coded **Other Fixed Object**.

Variable attributes **Guardrail** and **Concrete Traffic Barrier Or Other Longitudinal Barrier Type** are chosen based upon design and composition. Location is not considered when choosing a value.

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

Enter **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 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 Structure**. Concrete traffic barriers located on the outer road edges of a bridge are considered **Bridge Structure**.

Enter **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 impact was with any supporting structure of a bridge (see variable attribute **Bridge Structure**).

Enter **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 Structure**. 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.

Curb is used when the impact is with a concrete or asphalt structure up tp 12 inches in height which borders the roadway. It provides drainage control and pavement edge delineation. The face of the curb may be sloped or vertical.

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

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

A **Wall** is a primarily vertical (+15 degrees from vertical) structure comprise of concrete, metal, timber, or stone which is not part of a building or a fence but typically is used for retaining earth, abating noise, and separating areas (but not for containment as in the primary function of a fence). Also not included as walls are wing-walls which are attached to ends of bridge abutments and extend back at an angle from the roadway. Wing-walls are coded as **Bridge Structure**.

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

Enter **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 **Other Object Not Fixed** for small trees or **Other Fixed Object** for large trees.

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

Enter **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): (1) vehicles which sustain undercarriage damage by straddling the pavement and shoulder and impacting a prominent pavement lip, (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, or (3) impacts with guy wires supporting utility pole, etc..

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 ly contacted, enter **Guardrail** or **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 **Ground**. If the PAR indicates that the harmful event is with a raised, paved area (concrete or asphalt), then enter **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 **Ground**, **Embankment**, **Shrubbery Or Bush**, **Tree**, **Boulder**, **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**. 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 **Other Fixed Object**. Enter **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 **Impact Attenuator/Crash Cushion**.

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

Fixed Object - No Details is used when it is known the impact is with a fixed object, but the specific type of object is unknown.

Enter **Unknown** when there is not enough information to determine the type of harmful event.

Consistency Checks:

Errors

	IF	**THEN**
AA009	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 01-24, 26-46, 58 or 59	MANNER OF COLLISION (A07) must not equal 1-6.
AA010	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 25	MANNER OF COLLISION (A07) must not equal 0.
AA011	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) for this vehicle equals 23	TRAFFIC CONTROL DEVICE - SPECIFIC CONTROLS (A16) must not equal 01-51or 98.
AA011A	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) for this vehicle equals 23	TRAFFIC CONTROL DEVICE - CATEGORY (A16) must not equal ?2-5?.
AA012	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 26	RELATION TO ROADWAY (A10) must not equal 1.

AA014	~~FIRST~~ HARMFUL EVENT (A06) equals 25	NUMBER OF MOTOR VEHICLES (A03) must be greater than 01.
AA033	~~FIRST~~ HARMFUL EVENT (A06) equals 21, 22 or 27	NUMBER OF NON-MOTORISTS (A04) must not equal 00.
AA037	~~FIRST~~ HARMFUL EVENT (A06) equals 21 or 22	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must not equal 0000.
AA039	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0410 or 0430; EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 21, 22 or 27	RELATION TO ROADWAY (A10) must equal 1.
AA042	the first ~~FIRST~~ HARMFUL EVENT (A06) involving a non-motorist equals 22	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must equal 001-0099.
AA051	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0610, 0620, EVENT NUMBER (E01) equals 1, and ~~FIRST~~ HARMFUL EVENT (A06) equals 21	RELATION TO ROADWAY (A10) must not equal 1.
AA088	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 7	RELATION TO ROADWAY (A10) must equal 1.
AV022	FIRST HARMFUL EVENT (A06) equals 21, EVENT NUMBER (E01) = 1 and PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0220	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 8, 9, 13 or 97.
AV069	~~FIRST~~ HARMFUL EVENT (A06) equals 1-6, 8 or 9	~~INITIAL~~ POINT OF IMPACT (V24) must equal 00.
AV105	~~FIRST~~ HARMFUL EVENT (A06) equals 05	JACKKNIFE (V14) for the involved vehicle must equal 1.
AV106	~~FIRST~~ HARMFUL EVENT (A06) equals 05	VEHICLE TRAILING (V13) for the involved vehicle must not equal 1.
AV131	the ~~FIRST~~ HARMFUL EVENT (A06) for the vehicle equals 1-9	VEHICLE ROLE (V22) must equal 0.
AV132	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 02, 03, 04, 06, 08 or 09	ACCIDENT TYPE (V23) must equal 00.
AV149	~~FIRST~~ HARMFUL EVENT (A06) equals 01 and BODY TYPE (V05) not equal to 80-89	ROLLOVER TYPE (V30) must equal 10, 20-23, 28, 29 or 99.

AV149A	~~FIRST~~ HARMFUL EVENT (A06) equals 01 and BODY TYPE (V05) equals 80-89	ROLLOVER TYPE (V30) must equal 00.
AV215	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 01-10	ACCIDENT TYPE (V23) must not equal 20-91.
AV232	the ~~FIRST~~ HARMFUL EVENT (A06) for the vehicle equals 21-99	VEHICLE ROLE (V22) must not equal 0.
PA065	~~FIRST~~ HARMFUL EVENT (A06) equals 22, NUMBER OF NON-MOTORISTS (A04) equals 01 and 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.
PA127	NON-MOTORIST LOCATION (P13) equals 11, 12, 18 or 19; EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 21, 22 or 27	RELATION TO JUNCTION (A09) must not equal 01 or 11.
VA001	~~FIRST~~ HARMFUL EVENT (A06) equals 25	NUMBER OF MOTOR VEHICLES (A03) must be greater than 01.
VA081	ACCIDENT TYPE (V23) equals 13 and EVENT NUMBER (E01) equals 1	~~FIRST~~ HARMFUL EVENT (A06) must equal 21, 22, 24 or 27.
VA086	ACCIDENT TYPE (V23) equals 01-16 and EVENT NUMBER (E01) equals 1	~~FIRST~~ HARMFUL EVENT (A06) must not equal 25 or 99.
VA093	VEHICLE ROLE (V22) equals 2 and NUMBER OF MOTOR VEHICLES (A03) equals 01 and EVENT NUMBER (E01) equals 1	~~FIRST~~ HARMFUL EVENT (A06) must not equal 31-46, 07, 58 or 59.
VA137	ACCIDENT TYPE (V23) equals 00 and EVENT NUMBER (E01) equals 1	~~FIRST~~ HARMFUL EVENT (A06) must equal 02, 03, 04, 06, 08 or 09.
VA191	~~FIRST~~ HARMFUL EVENT (A06) equals 3, 4, 6 or 8-10 for all events involving this vehicle	CRITICAL EVENT (V26) must equal 98.
VA219	ACCIDENT TYPE (V23) equals 20-91 and EVENT NUMBER (E01) equals 1	~~FIRST~~ HARMFUL EVENT (A06) must equal 25.
VA219A	The Oracle value for ~~FIRST~~ HARMFUL EVENT (A06) must not equal 10243.	
VV091	~~FIRST~~ HARMFUL EVENT (A06) equals 05	VEHICLE TRAILING (V13) must not equal 1 or 6.

VV092	~~FIRST~~ HARMFUL EVENT (A06) equals 05	JACKKNIFE (V14) must equal 1.
VV116	~~FIRST~~ HARMFUL EVENT (A06) equals 01 and BODY TYPE (V05) does not equal 80-89	ROLLOVER TYPE (V30) must not equal 00.

Warnings

	IF	THEN
AA023	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 99	MANNER OF COLLISION (A07) should not equal 0-6.
AA024	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 31-46, 58 or 59	RELATION TO ROADWAY (A10) should not equal 1.
AA025	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 23	RELATION TO JUNCTION (A09) should equal 5.
AA030	~~FIRST~~ HARMFUL EVENT (A06) equals 2, 4, 6, 7 or 33	it is unlikely.
AV013	All ~~FIRST~~ HARMFUL EVENT's (A06) equals 01-10, 31-46, 58 or 59	HIT AND RUN (V02) should not equal 1.
AV070	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 26	ACCIDENT TYPE (V23) should equal 01-11, 92, 98 or 99.
AV071	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 21, 22 or 24 and MOVEMENT PRIOR TO CRITICAL EVENT (V21) is not equal to 13	ACCIDENT TYPE (V23) should equal 13.
AV072	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 28 or 58 and RELATION TO ROADWAY (A10) equals 1	ACCIDENT TYPE (V23) should equal 12.
AV137A	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 02, 03, 04 or 06	ACCIDENT TYPE (V23) should equal 00.
AV137B	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 08 or 09	ACCIDENT TYPE (V23) should equal 00.

AV185	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 2-4, 6 or 8-10	CRITICAL EVENT (V26) should equal 98.
AV214	~~FIRST~~ HARMFUL EVENT (A06) equals 38	ROLLOVER TYPE (V30) should equal 00 or 22.
AV222	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 05 and RELATION TO ROADWAY (A10) equals 1	ACCIDENT TYPE (V23) should equal 98.
AV223	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 01	ACCIDENT TYPE (V23) should equal 1-10, 97, 98 or 99.
VA003	~~FIRST~~ HARMFUL EVENT (A06) equals 23	INTERSTATE HIGHWAY (A08) should not equal 1.
VA004	~~FIRST~~ HARMFUL EVENT (A06) equals 23	RELATION TO JUNCTION (A09) should equal 05.
VA005	~~FIRST~~ HARMFUL EVENT (A06) equals 23	TRAFFIC CONTROL DEVICE (A16) should not equal 01-51.
VA087	ACCIDENT TYPE (V23) equals 99 and EVENT NUMBER (E01) equals 1	~~FIRST~~ HARMFUL EVENT (A06) should equal 99.
VA096	VEHICLE ROLE (V22) equals 0 and NUMBER OF MOTOR VEHICLES (A03) equals 01 and EVENT NUMBER (E01) equals 1	~~FIRST~~ HARMFUL EVENT (A06) should equal 01-10.
VA198	INITIAL POINT OF IMPACT (V24) equals 00 and EVENT NUMBER (E01) equals 1	~~FIRST~~ HARMFUL EVENT (A06) should equal 01-10.
VV081	DAMAGE AREAS (V25) equals 5 or 7	~~FIRST~~ HARMFUL EVENT (A06) should equal 01 or 8-10.

Post Entry

	IF	THEN
AP001	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) 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 or 99.
AP002	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 21, 22 or 27 and RELATION TO ROADWAY (A10) equals 2 or 7	there must be at least one NON-MOTORIST LOCATION (P13) equal to 08, 18, 98 or 99.

AP003	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 21, 22 or 27 and RELATION TO ROADWAY (A10) equals 3	there must be at least one NON-MOTORIST LOCATION (P13) equal to 08, 18, 98 or 99.
AP004	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 21, 22 or 27 and RELATION TO ROADWAY (A10) equals 99	there must be at least one NON-MOTORIST LOCATION (P13) equal to 09, 19 or 99.
AP005	~~FIRST~~ HARMFUL EVENT (A06) equals 21	at least one person must have PERSON TYPE (P03) equal to 5.
AP006	~~FIRST~~ HARMFUL EVENT (A06) equals 22	at least one person must have PERSON TYPE (P03) equal to 6 or 8.
AP008	~~FIRST~~ HARMFUL EVENT (A06) equals 6	at least one PERSON TYPE (P03) equal to 1, 2 or 9 must have INJURY SEVERITY (P09) equal to 1-5.
AP128	~~FIRST~~ HARMFUL EVENT (A06) equals 27	at least one person must have PERSON TYPE (P03) equal 4 or 8.
AV009	~~FIRST~~ HARMFUL EVENT (A06) equals 2	at least one vehicle should have FIRE OCCURRENCE (V16) equal 1.
AV009A	FIRE OCCURRENCE (V16) equals 1	at least one ~~FIRST~~ HARMFUL EVENT (A06) must equal 1.
AV011	~~FIRST~~ HARMFUL EVENT (A06) is not equal to 02, 06, 10, 21, 22, 27 or 28	there should be at least one vehicle with TRAVEL SPEED (V11) > 00 or unknown.
PA049	at least one PERSON TYPE (P03) equals 5 and ~~FIRST~~ HARMFUL EVENT (A06) equals 21 and EVENT NUMBER (E01) equals 1	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.
PA058	at least one PERSON TYPE (P03) equals 6 and ~~FIRST~~ HARMFUL EVENT (A06) equals 22 and EVENT NUMBER (E01) equals 1	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must equal 0001-0041, 0048, 0049, 0055, 0097, 0098 or 0099.
VP010	~~FIRST~~ HARMFUL EVENT (A06) equals 21	at least one PERSON TYPE (P03) must be equal 5.
VP011	~~FIRST~~ HARMFUL EVENT (A06) equals 22	at least one PERSON TYPE (P03) must be equal to 6.

VP012	~~FIRST~~ HARMFUL EVENT (A06) equals 27	at least one PERSON TYPE (P03) must equal 4 or 8.
VP013	~~FIRST~~ HARMFUL EVENT (A06) equals 06	at least one occupant of this vehicle (PERSON TYPES (P03) 1-2 or 9) must have INJURY SEVERITY (P09) equal to 1-5 or 9.

V01 VEHICLE NUMBER (OTHER VEHICLE)

Screen Heading: Events

Screen Name: Vehicle/Other (118-R)

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

SAS Name: none

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

Element Values:

Range: 1-30

Remarks:

The in-transport motor vehicles within a crash are numbered sequentially beginning with 1; no numbers are skipped. In-transport motor vehicles are assigned the PAR's vehicle number unless a number is skipped. The vehicle number entered is for the in-transport motor vehicle involved in this event with the higher vehicle number.

V24 ~~INITIAL~~ POINT OF IMPACT (OTHER VEHICLE)

Screen Heading: Events

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

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

SAS Name: Vehicle.Impact

Oracle Name: GES.Events.ObjectPlaneID

Element Values:

Screen	Oracle	SAS	
1	26859	0	Non-Collision
2	26860	1	Front
3	26861	2	Right Side
4	26862	3	Left Side
5	26863	4	Back
6	26864	5	Top
7	26865	6	Undercarriage
8	26866	11	Front Right Corner
9	26867	12	Front Left Corner
10	26868	13	Back Right Corner
11	26869	14	Back Left Corner
12	26870	99	~~Initial~~ Point of Impact Unknown

Remarks:

Explanation of difference in meaning between 1999 Oracle and 1998 SAS variables:

For data collection year 1998, this variable applies only to the initial (first) event in which this vehicle is involved. In 1999, this variable applies to all events in which this vehicle is involved.

For this event, code the impact point that produced property damage or personal injury. The impact point is for the vehicle coded in variable V01, Vehicle Number (Other Vehicle).

Non-collision applies when the event involves rollover, fire, non-collision injury etc.

Front is used when it can be determined that the point of impact for this vehicle is the front plane. In crashes where two vehicles are involved in the first harmful event and the initial point of impact for both is front, A07, Manner of Collision, must be entered as head-on.

Right Side applies when the point of impact for this vehicle is known to be the right plane.

Left side applies when the point of impact for this vehicle is known to be the left plane.

Back is used when the point of impact for this vehicle is known to be the back plane.

Front Right Corner applies when the point of impact for this vehicle is either the front plane or right plane, but the plane can not be determined. In crashes where two vehicles are involved in the first harmful event and the initial point of impact for one vehicle is coded front right corner; A07, Manner of Collision, must not be entered as head-on or rear-end.

Front Left Corner is selected when the point of impact for this vehicle is either the front plane or left plane, but the plane can not be determined. In crashes where two vehicles are involved in the first harmful event and the initial point of impact for one vehicle is coded front left corner; A07, Manner of Collision, must not be entered as head-on or rear-end.

Back Right Corner applies when the point of impact for this vehicle is either the back plane or the right plane, but it is unknown if the point of impact is to the back or right plane. In crashes where two vehicles are involved in the first harmful event and the initial point of impact for one vehicle is coded back right corner; A07, Manner of Collision, must not be entered as rear-end or rear-to-rear.

Back Left Corner is used when the point of impact for this vehicle is either the back or left plane, but it is unknown if the point of impact is to the back or left plane. In crashes where two vehicles are involved in the first harmful event and the initial point of impact for one vehicle is coded back left corner; A07, Manner of Collision, must not be entered as rear-end or rear-to-rear.

Unknown is selected when the lack of information prohibits the coding of any of the other element values.

Consistency Checks:

Errors

	IF	**THEN**
AV069	~~FIRST~~ HARMFUL EVENT (A06) equals 1-6, 8 or 9	~~INITIAL~~ POINT OF IMPACT (V24) must equal 00.
AV073	MANNER OF COLLISION (A7) equals 2	~~INITIAL~~ POINT OF IMPACT (V24) must equal 01 for the two vehicles involved in event 1.
AV074	MANNER OF COLLISION (A7) equals 3	~~INITIAL~~ POINT OF IMPACT (V24) must equal 04 for the two vehicles involved in event 1.
AV075	MANNER OF COLLISION (A7) equals 1	one vehicle involved in event 1 must have ~~INITIAL~~ POINT OF IMPACT (V24) equal to 01 and the other vehicle must have ~~INITIAL~~ POINT OF IMPACT (V24) equal to 04.

AV076	MANNER OF COLLISION (A7) equals 1	at least one vehicle must have ~~INITIAL~~ POINT OF IMPACT (V24) equal to 04.
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.
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.

Warnings

	IF	THEN
VA198	~~INITIAL~~ POINT OF IMPACT (V24) equals 00 and EVENT NUMBER (E01) equals 1	~~FIRST~~ HARMFUL EVENT (A6) should equal 01-10.
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.
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 53	~~INITIAL~~ POINT OF IMPACT (V24) should not equal 01.
VV225	CRITICAL EVENT (V26) equals 51or 52	~~INITIAL~~ POINT OF IMPACT (V24) should not equal 04.

A07 MANNER OF COLLISION

Screen Heading: Events

Screen Name: Manner (60-R)

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

SAS Name: Accident.Man_Col

Oracle Name: GES.CrashData.CollisionMannerID

Element Values:

Screen	Oracle	SAS	
1	26660	0	Not Collision With Motor Vehicle In Transport
2	26661	1	Rear-End
3	26662	2	Head-On
4	26663	3	Rear-To-Rear
5	26664	4	Angle
6	26665	5	Sideswipe, Same Direction
7	26666	6	Sideswipe, Opposite Direction
n/a	**n/a**	8	Other
8	26668	9	Unknown

Remarks:

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

Enter **Not Collision With Motor Vehicle In Transport** when the first harmful event is not coded **Motor Vehicle In Transport**.

Enter **Rear-End** when a collision occurs between the rear of one vehicle and the front of another vehicle. If this attribute is selected, the points of impact for the vehicles involved in the first harmful event must be front to back (e.g., front right/left or back left/right corners are not allowed).

Enter **Head-On** when a collision occurs between the front end of one vehicle and the front end of another vehicle. If this attribute is selected, the points of impact for the vehicles involved in the first harmful event must both be front (e.g., front right/left corner is not allowed).

Enter **Rear-To-Rear** when a collision occurs between the rear of one vehicle and the rear of another vehicle. If this attribute is selected, the points of impact for the vehicles involved in the first harmful event must both be back (e.g., back right/left corner is not allowed).

Enter **Angle** when the impact configuration is known but cannot be classified with any other element. Included here, also, are endswipes. If this attribute is selected, the points of impact

for the vehicles involved in the first harmful event must not be front to front, front to back or back to back.

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

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

1998 Coding Rule:

*Enter **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 Checks:

Errors

	IF	THEN
AA009	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 01-24, 26-46, 58 or 59	MANNER OF COLLISION (A07) must not equal 1-6.
AA010	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 25	MANNER OF COLLISION (A07) must not equal 0.
AA086	MANNER OF COLLISION (A07) does not equal 0 or 8	NUMBER OF MOTOR VEHICLES (A03) must be greater than 01.
AV073	MANNER OF COLLISION (A07) equals 2	~~INITIAL~~ POINT OF IMPACT (V24) must equal 01 for the two vehicles involved in event 1.
AV074	MANNER OF COLLISION (A07) equals 3	~~INITIAL~~ POINT OF IMPACT (V24) must equal 04 for the two vehicles involved in event 1.
AV075	MANNER OF COLLISION (A07) equals 1	one vehicle involved in event 1 must have ~~INITIAL~~ POINT OF IMPACT (V24) equal to 01 and the other vehicle must have ~~INITIAL~~ POINT OF IMPACT (V24) equal to 04.
AV133	MANNER OF COLLISION (A07) equals 3	at least one ACCIDENT TYPE (V23) must equal 92 or 98.

AV213	NUMBER OF MOTOR VEHICLES (A03) equals 02 and MANNER OF COLLISION (A07) equals 2 and TRAVEL SPEED (V11) is greater than 00	VEHICLE ROLE (V22) must equal 1 or 3.
AV225	MANNER OF COLLISION (A07) equals 2	ACCIDENT TYPE (V23) must not equal 64-67.
AV226	MANNER OF COLLISION (A07) equals 4	ACCIDENT TYPE (V23) must not equal 20-43 or 50-53.

Warnings

	IF	THEN
AA023	EVENT NUMBER (E01) equals 1 AND ~~FIRST~~ HARMFUL EVENT (A06) equals 99	MANNER OF COLLISION (A07) should not equal 0-6.
AA031	UNLIKELY: MANNER OF COLLISION (A07) is equal to 3 or 8	
AV014	MANNER OF COLLISION (A07) equals 2	VEHICLE ROLE (V22) should equal 1 or 3.
AV203	MANNER OF COLLISION (A07) equals 5	ACCIDENT TYPE (V23) should not equal 20-33.
AV204	MANNER OF COLLISION (A07) equals 5	ACCIDENT TYPE (V23) should equal 44-49, 98 or 99
AV205	MANNER OF COLLISION (A07) equals 6	ACCIDENT TYPE (V23) should not equal 50-53 ACCIDENT.
AV206	MANNER OF COLLISION (A07) equals 6	ACCIDENT TYPE (V23) should equal 64-67, 98 or 99.
AV243	MANNER OF COLLISION (A07) equals 1	ACCIDENT TYPE (V23) should not equal 44-49.
AV244	MANNER OF COLLISION (A07) equals 2 and TRAFFICWAY FLOW (All) equals 3	for at least one vehicle, MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 00 or 97.

Post Entry

	IF	THEN
AV244	MANNER OF COLLISION (A07) equals 2 and TRAFFICWAY FLOW (All) equals 3	for at least one vehicle, MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 00 or 97.

A05 LAND USE

Screen Heading: Crash Data Questions

Screen Name: Population Area (30-N)

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

SAS Name: Accident.Land_Use

Oracle Name: GES.CrashData.LandUseID

Element Values:

Screen	Oracle	SAS	
1	26463	1	Within area of population 25,000 - 50,000
2	26464	2	Within area of population 50,000 - 100,000
3	26465	3	Within area of population 100,000+
4	26644	8	Other area
5	26645	9	Unknown

Remarks:

1998 Coding Rules:

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

*Enter **Unknown** if the accident's location is unclear or no information is available.*

1999 Coding Rules:

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

A25 WORK ZONE

Screen Heading: Crash Data Questions

Screen Name: Work Zone (35-E)

Long Name: Did the first harmful event in the crash occur in a work zone?

SAS Name: Accident.wrk_zone

Oracle Name: GES.CrashData.WorkZone

Element Values:

Screen	Oracle	SAS	
1	0	0	No
2	1	1	Yes

Remarks:

Enter **No** when the first harmful event does not occur in a work or construction area or it is unknown if the first harmful event occurs in a work or construction area.

Enter **Yes** when the PAR indicates that the first harmful event occurs 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 Checks:

Warnings

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

A21 SCHOOL BUS RELATED

Screen Heading: Crash Data Questions

Screen Name: School Bus (50-E)

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

SAS Name: Accident.schl_bus

Oracle Name: GES.CrashData.School_Bus

Element Values:

Screen	Oracle	SAS	
1	0	0	No
2	1	1	Yes

Remarks:

This variable applies to crashes in which a school bus is directly or indirectly involved, such as a crash involving children exiting from a school bus. The school bus does not have to be involved in the crash. If it cannot be determined that a school bus is involved, enter **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 Checks:

Errors

	IF	**THEN**
AP027	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0120 and PERSON TYPE (P03) equals 5	SCHOOL BUS RELATED (A21) must equal 1.
VA002	SPECIAL USE (V08) for any vehicle equals 02	SCHOOL BUS RELATED (A21) must equal 1.

Warnings

	IF	**THEN**
AP024	SCHOOL BUS RELATED (A21) equals 1 and PERSON TYPE (P03) equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0120.

VA102	BODY TYPE (V05) equals 24 or 50	SCHOOL BUS RELATED (A21) should equal 1.

Post Entry

	IF	**THEN**
AV210	SCHOOL BUS RELATED (A21) equals 1	at least one SPECIAL USE (V08) should equal 02.
AV236	SCHOOL BUS RELATED (A21) equals 1	at least one BODY TYPE (V05) should equal 24 or 50.

A08 INTERSTATE HIGHWAY

Screen Heading: Crash Data Questions

Screen Name: Interstate Highway (140-E)

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

SAS Name: Accident.int_hwy

Oracle Name: GES.CrashData.Interstate

Element Values:

Screen	Oracle	SAS	
1	1	0	No
2	2	1	Yes
3	3	9	Unknown

Remarks:

Crashes which occur in association with a roadway (or one of its lanes) that is unopen are not NASS crashes 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.

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

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

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

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

Consistency Checks:

Warnings

	IF	THEN
AA018	INTERSTATE HIGHWAY (A08) equals 1 and RELATION TO JUNCTION (A09) is not equal to 14	NUMBER OF TRAVEL LANES (A12) should not equal 1.
AA019	INTERSTATE HIGHWAY (A08) equals 1 and RELATION TO JUNCTION (A09) is not equal to 14	TRAFFICWAY FLOW (A11) should not equal 3.
AA020	INTERSTATE HIGHWAY (A08) equals 1	RELATION TO JUNCTION (A09) should not equal 01-05, 07, 08, 09, 13 or 17.
AA021	INTERSTATE HIGHWAY (A08) equals 1	TRAFFIC CONTROL DEVICE (A16) should not equal 01, 21, 23 or 61-97.
AA022	INTERSTATE HIGHWAY (A08) equals 1 and RELATION TO JUNCTION (A09) is not equal to 14	SPEED LIMIT (A18) should not equal 01-40.
AV012	INTERSTATE HIGHWAY (A08) equals 1	TRAVEL SPEED (V11) should not equal 01-40.
VA003	~~FIRST~~ HARMFUL EVENT (A06) equals 23	INTERSTATE HIGHWAY (A08) should not equal 1.

Post Entry

	IF	THEN
AA071	NUMBER OF TRAVEL LANES (A12) equals 1 and RELATION TO JUNCTION (A09) is not equal to 14	INTERSTATE HIGHWAY (A08) should not equal 1.
AA092	RELATION TO JUNCTION (A09) equals 01-03, 05 or 11-13	INTERSTATE HIGHWAY (A08) should not equal 1.

A09 RELATION TO JUNCTION (NON-INTERCHANGE VERSUS INTERCHANGE)

Screen Heading: Crash Data Questions

Screen Name: Interchange Area (150-R)

Long Name: Is the first harmful event located in an interchange or non-interchange area?

SAS Name: Accident.rel_jct

Oracle Name: GES.CrashData.JunctionRelID

Element Values:

Screen	Oracle	SAS	
1	**n/a**	**n/a**	Non-Interchange
2	**n/a**	**n/a**	Interchange
3	26559	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 select **Interchange**. If it occurs outside of the boundaries of an interchange, then select **Non-Interchange**.

Unknown If Interchange applies if it cannot be determined if the first harmful event is located in an interchange or non-interchange area.

See remarks under A09, Relation To Junction (Specific Location).

A09 RELATION TO JUNCTION (SPECIFIC LOCATION)

Screen Heading: Crash Data Questions

Screen Name: Relation To Junction (155-R)

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

SAS Name: Accident.rel_jct

Oracle Name: GES.CrashData.JunctionRelID

Element Values:

Screen	Oracle	SAS	
Non-Interchange Area			
1	26542	0	Non-Junction
2	26543	1	Intersection
3	26544	2	Intersection Related
4	26545	3	Driveway, Alley Access, Etc
5	26546	4	Entrance/Exit Ramp
6	26547	5	Rail Grade Crossing
7	26548	6	On A Bridge
8	19435	**(7)**	Crossover Related
9	26549	8	Other, Non-Interchange
10	26550	9	Unknown, Non-Interchange
Interchange Area			
1	26551	10	Non-Junction
2	26552	11	Intersection
3	26553	12	Intersection Related
4	26554	13	Driveway**,** Alley Access, Etc.
5	26555	14	Entrance/Exit Ramp
6	26556	16	On A Bridge
7	19436	**(17)**	Crossover Related
8	26557	18	Other Location in Interchange
9	26558	19	Unknown, Interchange Area
~~Unknown If Interchange or Non-Interchange~~			
~~10~~	~~26559~~	~~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 the interchange codes. If it occurs outside of the boundaries of an interchange, then use the non-interchange codes.

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 **Non-Junction** or **Intersection Related**. The latter element is used if the junction is also an intersection (see definition below).

DEFINITIONS

Alley Access

An Alley Access is generally 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.

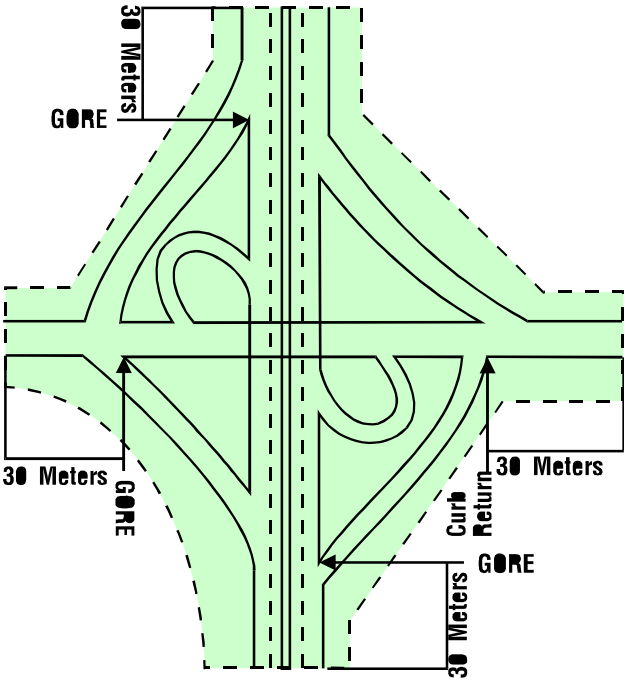
Entrance or Exit Ramp

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

An intersection 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

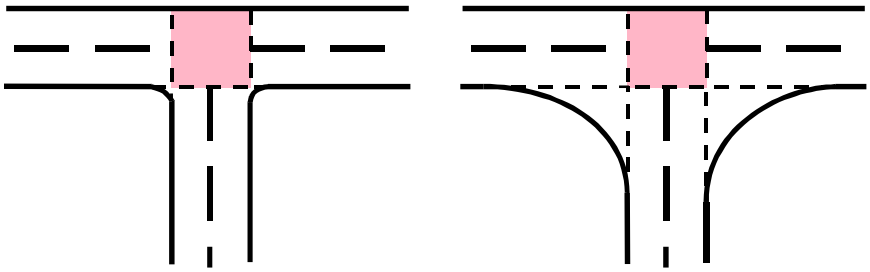


Figure A-3: 3-Leg Intersections

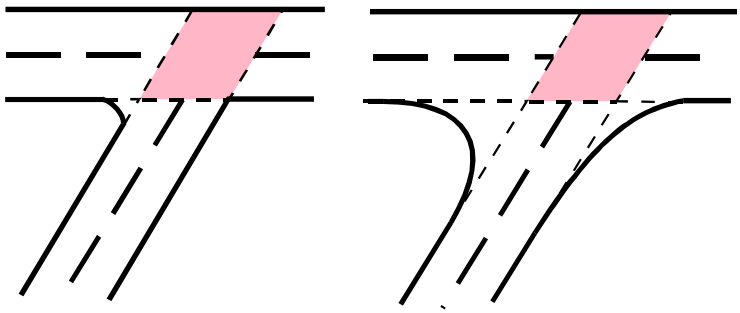


Figure A-4: 'Y' Intersection

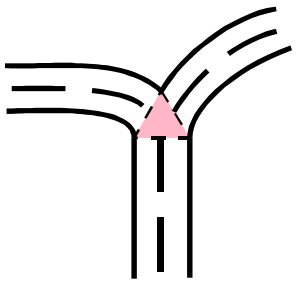


Figure A-5: 4-Leg Intersections

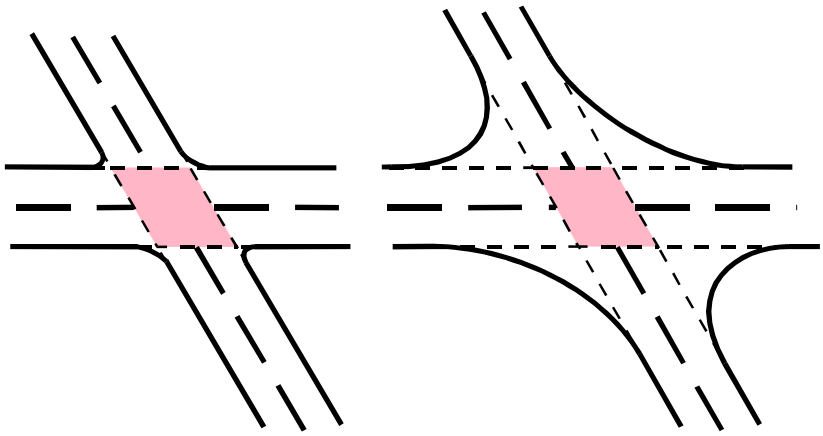


Figure A-6: 4-Leg Intersections

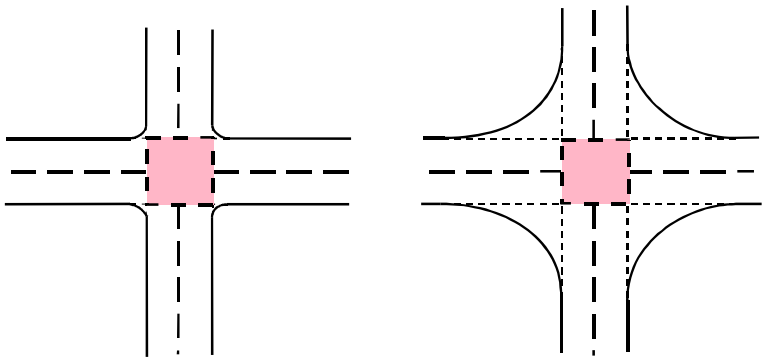


Figure A-7: 4-Leg Intersection

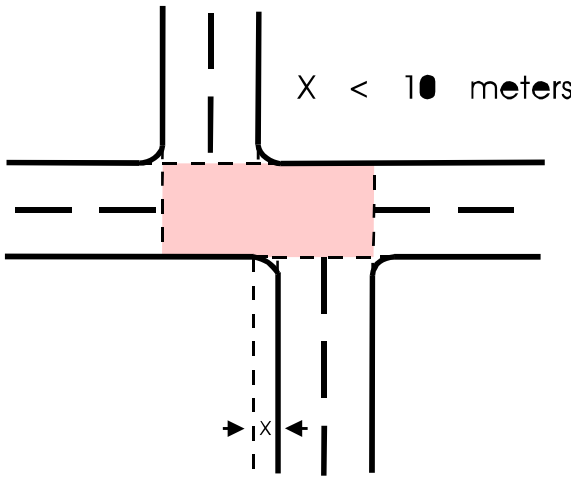
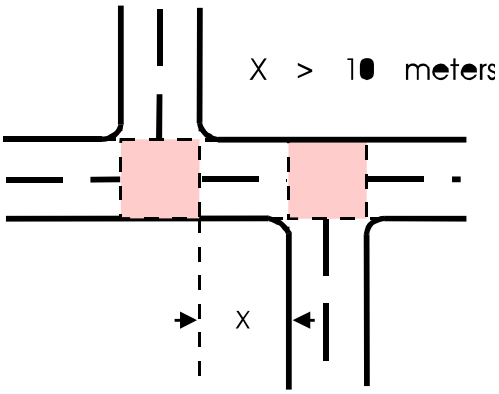


Figure A-8: Two 3-Leg Intersections



Intersection Related

Intersection Related means that the first harmful event: (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

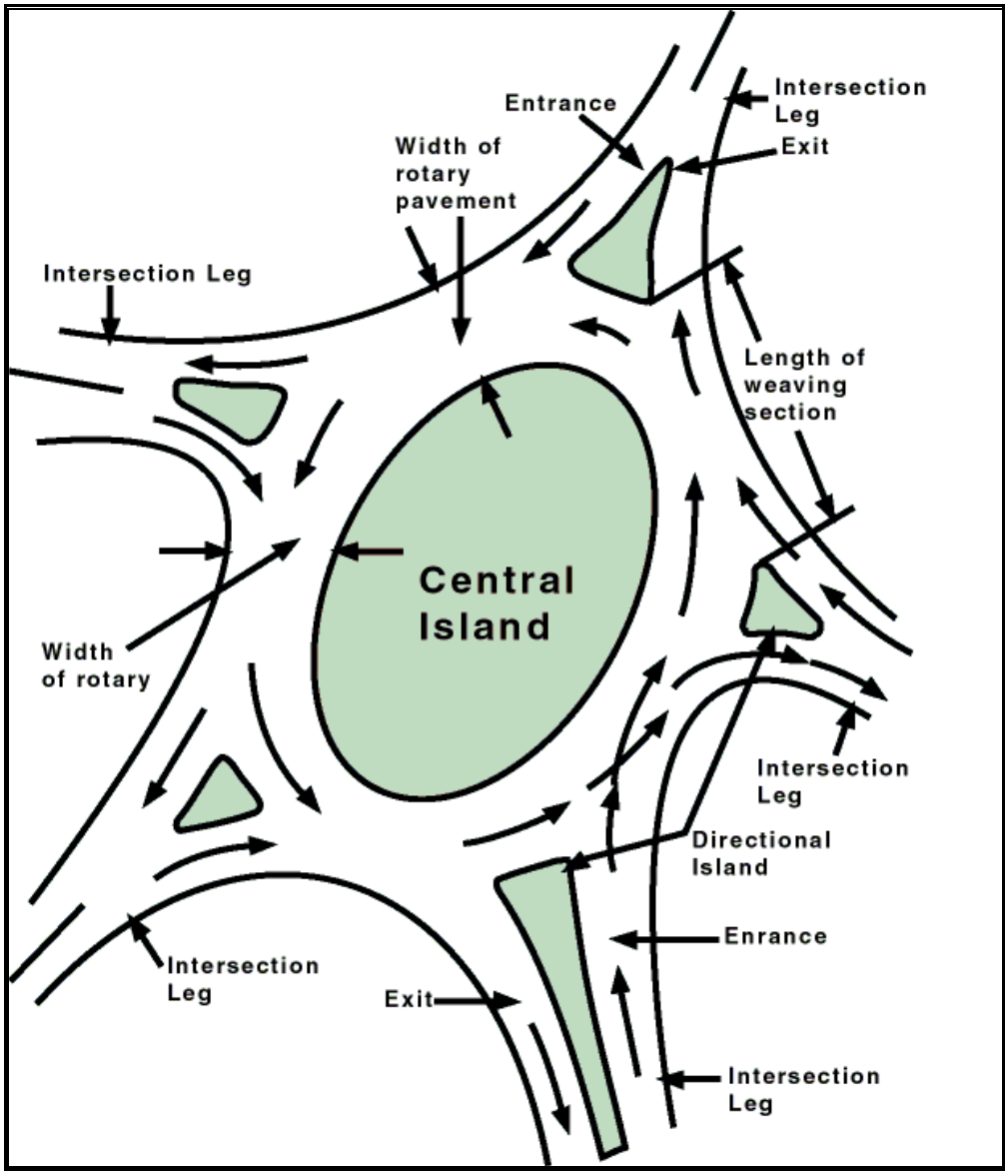
A rotary or traffic circle is a specialized form of at-grade intersection. It is one through which traffic passes by entering and leaving a one-way roadway connecting all intersection approach legs and running continuously around a central island. Rotary intersections are commonly called traffic circles, 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 **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 **Intersection** regardless of whether or not the collision was in any way related to an intersection.

Figure A-9: Traffic Circle



Intersection includes any two leg intersection, rotary intersection or traffic circle. 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 **Intersection** 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 **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 **Non-Junction**.

If a crash meets the criteria of **Intersection Related** but also meets the criteria for **Driveway, Alley Access, Etc.**, **Entrance or Exit Ramp** or **Rail Grade Crossing**, then **Driveway, Alley Access, Etc.**, **Entrance or Exit Ramp** or **Rail Grade Crossing** takes precedence. Remember, for **Driveway, Alley Access, Etc.** and **Entrance or Exit Ramp**, and **Rail Grade Crossing** to apply, a pedestrian, other non-motorist associated with a non-motorist conveyance or road vehicle must have been entering or exiting the appropriate area.

Enter **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 non-motorist associated with a non-motorist 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 **Intersection**.

When an uncontrolled driveway/alley access junction is within the prolongation of a three-leg intersection and the crash would meet the criteria of driveway, alley access related, enter **Intersection** if the first harmful event was within the intersection junction or **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 **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 **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 **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 non-motorist 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 crash was precipitated by the actions of a noncontact road vehicle or person.

Enter **On a Bridge** when the first harmful event occurs on a bridge. If the crash meets the criteria for **Intersection Related** and also meets the criteria for **On a Bridge**, then the **On a Bridge** takes precedence.

Enter **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 **Crossover Related** 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 crash was precipitated by the actions of a noncontact road vehicle or person.

Other, Non-Interchange 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: **Intersection** or **Driveway, Alley Access, Etc.**).

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

Figure A-10: Channel

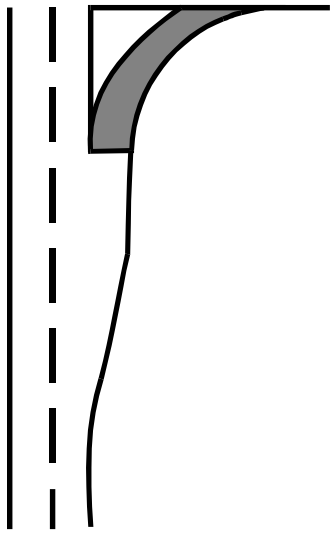


Figure A-11: Channel

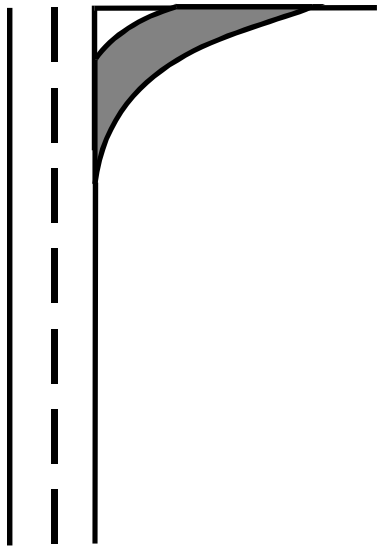


Figure A-12: Channel

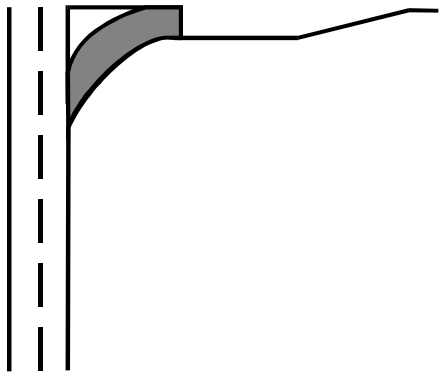
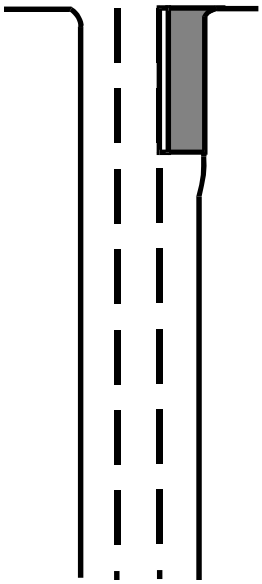


Figure A-13: Channel



Consistency Checks:

Errors

	IF	THEN
AA015	RELATION TO JUNCTION (A09) equals 00 or 10	TRAFFIC CONTROL DEVICE (A16) must not equal 01.
AA038	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0810, 0821, 0822, 0829, 0830, 0840 or 0890	RELATION TO JUNCTION (A09) must not equal 01 or 11.
AA043	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0001, 0002 or 0008	RELATION TO JUNCTION (A09) must equal 03 or 13.
AA044	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0005, 0006, 0007, 0010, 0012, 0025, 0048, 0049 or 0055	RELATION TO JUNCTION (A09) must equal 01 or 11.
AA085	TRAFFIC CONTROL DEVICE (A16) equals 01, 21 or 22	RELATION TO JUNCTION (A09) must not equal 00 or 10.
AA090	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0009	RELATION TO JUNCTION (A09) must not equal 00.
PA127	NON-MOTORIST LOCATION (P13) equals 11, 12, 18 or 19; EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 21, 22 or 27	RELATION TO JUNCTION (A09) must not equal 01 or 11.
VA139	ACCIDENT TYPE (V23) equals 14	RELATION TO JUNCTION (A09) must not equal 01 or 11.

Warnings

	IF	THEN
AA018	INTERSTATE HIGHWAY (A08) equals 1 and RELATION TO JUNCTION (A09) is not equal to 14	NUMBER OF TRAVEL LANES (A12) should not equal 1.
AA019	INTERSTATE HIGHWAY (A08) equals 1 and RELATION TO JUNCTION (A09) is not equal to 14	TRAFFICWAY FLOW (A11) should not equal 3.
AA020	INTERSTATE HIGHWAY (A08) equals 1	RELATION TO JUNCTION (A09) should not equal 01-05, 07, 08, 09, 13 or 17.

AA022	INTERSTATE HIGHWAY (A08) equals 1 and RELATION TO JUNCTION (A09) is not equal to 14	SPEED LIMIT (A18) should not equal 01-40.
AA025	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 23	RELATION TO JUNCTION (A09) should equal 05.
AA026	RELATION TO JUNCTION (A09) equals 05	TRAFFIC CONTROL DEVICE (A16) should equal 61 or 62.
AA050	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0003, 0018, 0019, 0021, 0022, 0023 or 0024	RELATION TO JUNCTION (A09) should not equal 00 or 10.
AA071	NUMBER OF TRAVEL LANES (A12) equals 1 and RELATION TO JUNCTION (A09) is not equal to 14	INTERSTATE HIGHWAY (A08) should not equal 1.
AA087	RELATION TO ROADWAY (A10) equals 4 or 8	RELATION TO JUNCTION (A09) should not equal 01 or 11.
AA091	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0005, 0009, 0010, 0012, 0025, 0049 or 0055	RELATION TO JUNCTION (A09) should equal 01, 02, 11 or 12.
AA092	RELATION TO JUNCTION (A09) equals 01-03, 05 or 11-13	INTERSTATE HIGHWAY (A08) should not equal 1.
AA096	If TRAFFIC CONTROL DEVICE (A16) equals 61 or 62	RELATION TO JUNCTION (A09) should equal 05.
PA130	NON MOTORIST LOCATION (P13) equals 01, 02, 08 or 09	RELATION TO JUNCTION (A09) should equal 01, 02, 11 or 12.
VA004	~~FIRST~~ HARMFUL EVENT (A06) equals 23	RELATION TO JUNCTION (A09) should equal 05.
VA082	ACCIDENT TYPE (V23) equals 68-91	RELATION TO JUNCTION (A09) should not equal 00.
VA140	ACCIDENT TYPE (V23) equals 14	RELATION TO JUNCTION (A09) should equal 00, 02, 10 or 12.
VA189	CRITICAL EVENT (V26) equals 65-68 or 70-73 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00 or 1	RELATION TO JUNCTION (A09) should not equal 4.
VA190	CRITICAL EVENT (V26) equals 70-73 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00 or 1	RELATION TO JUNCTION (A09) should equal 03 or 13.

VA242	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 10 or 11	RELATION TO JUNCTION (A09) should not equal 00 or 10.

Post Entry

	IF	THEN
AP023	RELATION TO JUNCTION (A09) equals 01 or 11 and PERSON TYPE (P03) equals 5 for the first non-motorist equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must not equal 0810, 0821, 0822, 0829, 0830, 0840 or 0890
AP039	RELATION TO JUNCTION (A09) equals 01, 02, 11 or 12 and PERSON TYPE (P03) for the first non-motorist equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must not equal 0710, 0720, 0730, 0740, 0750, 0760 or 0790.
AP135	RELATION TO JUNCTION (A09) equals 03 or 13 and NUMBER OF NON MOTORISTS (A04) is greater than 00	NON MOTORIST LOCATION (P13) should equal 01, 02, 08 or 09
AV134	RELATION TO JUNCTION (A09) equals 03 or 13	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) for the vehicles involved in the first harmful event should equal 10, 11 or 97.

A10 RELATION TO ROADWAY

Screen Heading: Crash Data Questions

Screen Name: Roadway Relation (160-R)

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

SAS Name: Accident.Rel_Rwy

Oracle Name: GES.CrashData.RoadwayRelID

Element Values:

Screen	Oracle	SAS	
1	10190	1	On Roadway
n/a	**n/a**	2	On Shoulder/Parking Lane
2	10191	**(2)**	On Shoulder
n/a	**n/a**	3	Off Roadway/Shoulder/Parking Lane
n/a	**n/a**	4	On Median
3	10192	**(3)**	On Median
4	10193	**(4)**	On Roadside
5	10194	**(5)**	Outside Trafficway
6	10195	**(6)**	Off Roadway - Location Unknown
7	19437	**(7)**	In Parking Lane
n/a	**n/a**	8	Other
8	19438	**(8)**	Gore
9	19439	**(10)**	Separator
10	19440	9(99)	Unknown

Remarks:

1998 Coding Rules:

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

*Enter **On Roadway** when a crash 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. 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 **On Shoulder/Parking Lane** when a crash 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 **Off Roadway/Shoulder/Parking Lane** when the first harmful event occurs on a trafficway but did not occur on a roadway, shoulder, parking lane or median. Use this element if the first harmful event occurs in a gore or an island (directional or channeling). In addition, use this element if the first harmful event occurs 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 **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 **Other** when the location of the first harmful event occurs off of a trafficway (e.g., on private property that is not a roadway, in a private driveway, etc.).*

*Use **Other** 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).*

1999 Coding Rules:

This element is coded as to the location of the First Harmful Event.

On Roadway - The roadway is that part of a trafficway designed, improved and ordinarily used for motor vehicle travel or, where various classes of motor vehicles are segregated, that part of a trafficway used by a particular class. Separate roadways may be provided for northbound and southbound traffic or for trucks and automobiles. The roadway and any shoulder alongside the roadway together make up the road.

A **Shoulder** is that part of a trafficway contiguous with the roadway for emergency use, for accommodation of stopped vehicles and for lateral support of the roadway structure.

A **Median** is defined as that area of a divided trafficway between parallel roads separating the travelways for traffic in opposite directions. The principal functions of a median are to provide the desired freedom from interference of opposing traffic, to provide a recovery area for out-of-control vehicles, to provide a stopping area in case of emergencies, to provide for speed change and storage of left-turning and U-turning vehicles, and to minimize headlight glare. Medians may be depressed, raised or flush. Flush medians can be as little as 4-feet wide between roadway edgelines. Painted roadway edgelines four (4) or more feet wide denote medians. Medians of lesser width must have a barrier to be considered a median. Continuous left-turn lanes are considered medians.

The **Roadside** refers to a location off the roadway, but inside the right-of-way. It is the outermost part of the trafficway which lay between the outer property line or other barrier and the edge of the first road encountered in the trafficway. Use this element if the first harmful event occurs in a raised or painted island (directional or channeling).

Off Roadway - Location Unknown refers to a location off the roadway, but its relationship to the right-of-way is not known.

In Parking Lane refers to a strip of road located on the roadway or next to the roadway, on which parking is permitted. This includes curb-side and edge-of-roadway parking (for example, legal residential parking, city street parking, etc.). Sometimes a strip of roadway can be designated for parking at certain hours of the day (parking lane) and for regular travel at other hours (travel lane). This code should not be used during hours when parking is NOT permitted.

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

Gore Inclusions:

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

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

Gore Exclusions:

- Islands for channelizing of vehicle movements
- Islands for pedestrian refuge
- And others.

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

Consistency Checks:

Errors

	IF	THEN
AA008	RELATION TO ROADWAY (A10) equals 3	TRAFFICWAY FLOW (A11) must not equal 1, 3 or 9.
AA012	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 26	RELATION TO ROADWAY (A10) must not equal 1.
AA039	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0410 or 0430; EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 21, 22 or 27	RELATION TO ROADWAY (A10) must equal 1.
AA051	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0610 or 0620, EVENT NUMBER (E01) equals 1, and ~~FIRST~~ HARMFUL EVENT (A06) equals 21	RELATION TO ROADWAY (A10) must not equal 1.
AA088	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 7	RELATION TO ROADWAY (A10) must equal 1.

Warnings

	IF	THEN
AA024	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 31-46, 58 or 59	RELATION TO ROADWAY (A10) should not equal 1.

AA087	RELATION TO ROADWAY (A10) equals 4 or 8	RELATION TO JUNCTION (A09) should not equal 01 or 11.
AV072	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 28 or 58 and RELATION TO ROADWAY (A10) equals 1	ACCIDENT TYPE (V23) should equal 12.
AV097	RELATION TO ROADWAY (A10) equals 3 and NUMBER OF MOTOR VEHICLES (A03) equals 01	ACCIDENT TYPE (V23) should equal 06-10, 98 or 99.
AV184	NUMBER OF MOTOR VEHICLES (A03) equals 01 and RELATION TO ROADWAY (A10) equals 2, 4, 6, 7 or 8 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00 or 01	CRITICAL EVENT (V26) should equal 1-6, 8, 9, 12-14 or 19.
AV186	RELATION TO ROADWAY (A10) equals 4, 5, 6 or 8 and CORRECTIVE ACTION ATTEMPTED (V27) is not equal to 00, 01 or 99	PRECRASH LOCATION (V29) should equal 04.
AV222	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 05 and RELATION TO ROADWAY (A10) equals 1	ACCIDENT TYPE (V23) should equal 98.
VA094	ACCIDENT TYPE (V23) equals 01-11or 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 3.
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.
VA211	ACCIDENT TYPE (V23) equals 97	RELATION TO ROADWAY (A10) should equal 1.
VA216	PRECRASH LOCATION (V29) equals 05	RELATION TO ROADWAY (A10) should not equal 1.
VA217	PRECRASH LOCATION (V29) equals 06	RELATION TO ROADWAY (A10) should equal 1.
VA243	ACCIDENT TYPE (V23) equals 12	RELATION TO ROADWAY (A10) should equal 1.

Post Entry

	IF	THEN
AP001	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) 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 or 99.
AP002	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 21, 22 or 27 and RELATION TO ROADWAY (A10) equals 2 or 7	there must be at least one NON-MOTORIST LOCATION (P13) equal to 08, 18, 98 or 99.
AP003	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 21, 22 or 27 and RELATION TO ROADWAY (A10) equals 3	there must be at least one NON-MOTORIST LOCATION (P13) equal to 08, 18, 98 or 99.
AP004	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 21, 22 or 27 and RELATION TO ROADWAY (A10) equals 99	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 (P03) equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0610, 0620, 0910 or 0920.

A19 LIGHT CONDITION

Screen Heading: Crash Data Questions

Screen Name: Light (260-E)

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

SAS Name: Accident.Lght_Con

Oracle Name: GES.CrashData.LightID

Element Values:

Screen	Oracle	SAS	
1	26646	1	Daylight
2	26647	2	Dark
3	26648	3	Dark, But Lighted
4	26649	4	Dawn
5	26650	5	Dusk
n/a	**n/a**	6	Dawn or Dusk (If Not Separated)
6	26652	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**.

When dawn and dusk are both marked on the PAR, use the time of day to select either **dawn** or **dusk**.

Default to **Dark** if it cannot be determined if **Dark** or **Dark, But Lighted** applies.

Consistency Checks:

<u>Errors</u>

	IF	**THEN**
AA003	LIGHT CONDITION (A19) equals 5	TIME (A02) must not equal 2200-2400, 0001-1400 or 1499.
AA062	LIGHT CONDITION (A19) equals 2	TIME (A02) must not equal 1000-1500 or 1599.
AA066	LIGHT CONDITION (A19) equals 1	TIME (A02) must not equal 2200-2400, 0001-0300 or 0399.

AA079	LIGHT CONDITION (A19) equals 4	TIME (A02) must not equal 1000-2400, 0001-0300 or 0399.

Warnings

	IF	THEN
AA006	TIME (A02) equals 1000-1500	LIGHT CONDITION (A19) should equal 1 or 9.
AA057	TIME (A02) equals 2200-2400, 0001- 0300 or 0399	LIGHT CONDITION (A19) should equal 2, 3 or 9.
AA068	LIGHT CONDITION (A19) equals 3	TIME (A02) should not equal 1000-1500 or 1599.
AA074	LIGHT CONDITION (A19) equals 1	TIME (A02) should equal 0500-2100, 2199 or 9999.
AA078	LIGHT CONDITION (A19) equals 2	TIME (A02) should equal 1600-2400, 0100-0900, 0999 or 9999.
AA080	LIGHT CONDITION (A19) equals 4	TIME (A02) should equal 0400-0900, 0999 or 9999.
AA082	LIGHT CONDITION (A19) equals 5	TIME (A02) should equal 1600-2100, 2199 or 9999.

A20 ATMOSPHERIC CONDITION

Screen Heading: Crash Data Questions

Screen Name: Atmospheric (270-E)

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

SAS Name: Accident.Weather

Oracle Name: GES.CrashData.AtmosphereID

Element Values:

Screen	Oracle	SAS	
1	26466	1	No Adverse Atmospheric Conditions
2	26467	2	Rain
3	26653	3	Sleet
4	26654	4	Snow
5	26655	5	Fog
6	26656	6	Rain and Fog
7	26657	7	Sleet and Fog
8	26658	8	Other: Smoke, Blowing Sand/Snow/Dust/, Crosswind, Hail, Etc.
9	26659	9	Unknown

Remarks:

Enter **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 **Rain** when the PAR indicates it is raining during the crash. This includes freezing rain.

Enter **Unknown** when the police report does not indicate an atmospheric condition or indicates the atmospheric condition is unknown.

Consistency Checks:

Errors

	IF	**THEN**
AD150	ATMOSPHERIC CONDITION (A20) equals 1	DRIVER'S VISION OBSCURED BY (D04) must not equal 15.

Warnings

	IF	THEN
AA028	ATMOSPHERIC CONDITION (A20) equals 2-4 or 6-7	ROADWAY SURFACE CONDITION (A15) should not equal 1, 5, 8 or 9.
AA034	DATE-MM (A01) 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.
DA124	DRIVER'S VISION OBSCURED BY (D04) equals 01	ATMOSPHERIC CONDITION (A20) should not equal 1.
DA159	DRIVER'S VISION OBSCURED BY (D04) equals 15	ATMOSPHERIC CONDITION (A20) should equal 5, 6, 7 or 9.

A26 NHS ROADWAY TYPE

Screen Heading: -

Screen Name: -

Long Name: -

SAS Name: Accident.NHS_RwTp

Oracle Name: -

This variable is deleted for data collection year 1999.

V07 VEHICLE IDENTIFICATION NUMBER

Screen Heading: Vehicle Data

Screen Name: VIN (365-E)

Long Name: What is the vehicle identification number?

SAS Name: Vehicle.VIN

Oracle Name: GES.Vehicle.VIN

Element Values:

Enter the entire VIN. Left justify.

0000000000000000000	No VIN
*	Unknown

Remarks:

Code 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."

Use * (**Unknown**) when the entire VIN is unknown or missing. Use this element if the PAR does not provide the VIN.

Enter "00000000000000000" (**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.

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

Make and model on the PAR takes precedence over the make and model indicated by the VIN.

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

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

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

V03 VEHICLE MAKE

Screen Heading: Vehicle Data

Screen Name: Make (370-E)

Long Name: What is the vehicle make?

SAS Name: Vehicle.Make

Oracle Name: GES.Vehicle.MakeID

Element Values:

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

FIAT	36	36
FORD	12	12
GMC	23	23
GRUMMAN	25	25
HILLMAN	6906	69
HONDA	37	37
HUDSON	2907	29
HYUNDAI	55	55
IMPERIAL	8	8
INFINITI	58	58
ISUZU	38	38
JAGUAR	39	39
JEEP / KAISER-JEEP	2	2
JENSEN	6907	69
KIA	63	63
LADA	6919	69
LAMBORGHINI	6908	69
LANCIA	40	40
LAND ROVER	62	62
LEXUS	59	59
LINCOLN	13	13
LOTUS	6909	69
MASERATI	6910	69
MAZDA	41	41
MERCEDES BENZ	42	42
MERCURY	14	14
MERKUR	56	56
MG	43	43
MITSUBISHI	52	52
MORGAN	6920	69
MORRIS	6911	69
NISSAN / DATSUN	35	35
OLDSMOBILE	21	21
OTHER DOMESTIC MANUFACTURER	29	29
OTHER FOREIGN MANUFACTURER	69	69
PACKARD	2908	29
PEUGEOT	44	44
PLYMOUTH	9	9
PONTIAC	22	22
PORSCHE	45	45

RELIANT	6917	69
RENAULT/AMC	46	46
ROLLS ROYCE/BENTLEY	6912	69
SAAB	47	47
SATURN	24	24
SIMCA	6913	69
SINGER	6921	69
STERLING	61	61
STUDEBAKER	2901	29
STUTZ	2906	29
SUBARU	48	48
SUNBEAM	6914	69
SUZUKI	53	53
TOYOTA	49	49
TRIUMPH	50	50
TVR	6915	69
UNKNOWN DOMESTIC MANUFACTURER	2999	29
UNKNOWN FOREIGN MANUFACTURER	6999	69
VOLKSWAGON	30	30
VOLVO	51	51
YUGO	57	57

Motored Cycle/ATC/ATV

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

Also See:

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

Trucks and Buses

AUTO-UNION-DKW	9802	98

AUTOCAR	9801	98
BROCKWAY	80	80
DIAMOND REO/REO	81	81
DIVCO	9803	98
FREIGHTLINER/WHITE	82	82
FWD	83	83
HINO	9806	98
INTERNATIONAL HARVESTER/NAVISTAR	84	84
IVECO/MAGIRUS	88	88
KENWORTH	85	85
MACK	86	86
MARMON	9808	98
NEOPLAN	9810	98
OSHKOSH	9805	98
OTHER MAKE	15691	98
PETERBILT	87	87
SCANIA	9807	98
UNKNOWN MEDIUM/HEAVY TRUCKS AND BUSES MANUFACTURER	9899	98
WARD LAFRANCE	9809	98
WESTERN STAR	9804	98
Truck Based Motor Home (Model=850)	**n/a**	98
Bus Based Motor Home (Model=950)	**n/a**	98
Other Bus (Model=988)	**n/a**	98
Unknown Bus (Model=989)		
Other Vehicle, e.g., Farm Vehicle, Go-Cart (Model=998)	**n/a**	98

See Also:

AM GENERAL	3	3
DODGE	7	7
FORD	12	12
CHEVROLET	20	20
GMC	23	23
GRUMMAN	25	25

NISSAN / DATSUN	35	35
FIAT	36	36
ISUZU	38	38
MERCEDES BENZ	42	42
VOLVO	51	51
MITSUBISHI	52	52

Unknown

UNKNOWN MANUFACTURER	99	99

Remarks:

Note that for both V03, Vehicle Make, and V04, Vehicle Model, the use of the terms "other" and "unknown" have very specific meanings. "Other" refers to a make or model which is known but is not explicitly listed. "Unknown" refers to the situation where no specific make or model is known. Selection of the proper "other" or "unknown" code can only be made with consideration of the vehicle's body type.

For example, if a medium/heavy truck or bus make is known and is not listed, the appropriate model code is used. If the make is unknown but the body type is known as a "school bus", for instance, V03, Vehicle Make, is coded **Unknown Medium/Heavy Trucks and Buses Manufacturer** and V04, Vehicle Model, is coded **Unknown Bus**.

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

Consistency Checks:

Warnings

	IF	THEN
PV171	AIR BAG AVAILABILITY/ FUNCTION (P21) equals 1 or 2 and BODY TYPE (V05) equals 20	VEHICLE MAKE (V03) 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 (V05) equals 14-16 or 19	VEHICLE MAKE (V03) should equal 02 or 12.
PV195	AIR BAG AVAILABILITY/ FUNCTION (P21) equals 1 or 2 and BODY TYPE (V05) equals 21	VEHICLE MAKE (V03) should equal 09, 12 or 20.
PV202	AIR BAG AVAILABILITY/ FUNCTION (P21) equals 1 or 2 and BODY TYPE (V05) equals 31	VEHICLE MAKE (V03) should equal 07, 12, 20 or 49.

V04 VEHICLE MODEL

Screen Heading: Vehicle Data

Screen Name: Model (380-E)

Long Name: What is the vehicle model?

SAS Name: Vehicle.Model

Oracle Name: GES.Vehicle.ModelID

Element Values:

54 ACURA

Model	Includes	Year	Oracle	SAS
INTEGRA	RS, LS, GS	86-on	435	31
RL		96-on	437	32
LEGEND		86-95	19571	32
NSX	NTX-T	91-on	440	33
VIGOR		92-94	476	34
CL	Coupe	96-on	6849	35
TL		96-on	19947	35
OTHER AUTOMOBILE			477	398
UNKNOWN AUTOMOBILE			478	399
SLX		96-on	6851	401
OTHER LIGHT TRUCK			6853	498
UNKNOWN TYPE LIGHT TRUCK			6854	499
UNKNOWN VEHICLE			479	999

31 ALFA ROMEO

Model	Includes	Year	Oracle	SAS
SPIDER	All roadsters, Veloce, 1750/2000 roadsters	33-94	785	31
SPORTS SEDAN	All 4 door sedans; Giulia, Super, Berlina, Alfetta, Milano, 1750/2000 sedans	33-89	6776	32
SPRINT SPECIAL	All 2-door coupes; Alfetta GT, 1750/2000 sedans	33-80	786	33
GTV-6		81-86	6779	34
164		90-95	6781	35
OTHER AUTOMOBILE			788	398
UNKNOWN AUTOMOBILE			789	399
UNKNOWN VEHICLE			790	999

3 AM GENERAL

Model	Includes	Year	Oracle	SAS
DISPATCHER	Post Office (Jeep)	65-94	6195	401
HUMMER		93-98	6197	421
DISPATCHER	DJ series Post Office Van	65-91	6199	466
OTHER LIGHT TRUCK			139	498
UNKNOWN LIGHT TRUCK			140	499
MEDIUM/HEAVY TRUCK	Military off-road	65-94	6201	884

OTHER MEDIUM/HEAVY TRUCK			147	898
UNKNOWN MEDIUM/HEAVY TRUCK			148	899
BUS - REAR ENGINE/FLAT FRONT	Transit	65-94	152	983
OTHER BUS			153	988
UNKNOWN BUS TYPE			154	989
UNKNOWN VEHICLE			155	999

1 AMC

Model	Includes	Year	Oracle	SAS
RAMBLER/AMERICAN	Rogue, Scambler, 220, 440	54-69	5821	1
REBEL/MATADOR	Barcelona, Classic, Brougham, 550, 660, 770, Marlin: WB=114"	0-98	6148	2
	Barcelona, Classic, Brougham, 550, 660, 770, Marlin: WB=115"	64-78	6148	2
	Matador: WB=114"	58-74	6148	2
	Matador: WB=115"	0-78	6148	2
AMBASSADOR	Brougham, DPL, SST, DL, Limited, 880. 990	0-98	6153	3
VIPER RT/10			13	4
PACER	Limited, DL	75-80	131	4
AMX	2-seater only	68-70	6156	5
JAVELIN	SST, AMX	0-98	6158	6
HORNET/CONCORD	Sportabout, limited, DL, SC-360, SST, AMX	0-98	6161	7
CONCORD			128	7
SPIRIT/GREMLIN	Limited, DL. Custom,. X, AMX, GT	0-98	132	8
EAGLE	Concord based	80-87	129	9
EAGLE SX-4	Spirit/Gremilin based	81-84	130	10
OTHER AUTOMOBILE			133	398
UNKNOWN AUTOMOBILE			134	399
UNKNOWN VEHICLE			135	999

6901 ASTON MARTIN

Model	Includes	Year	Oracle	SAS
OTHER AUTOMOBILE			239	31
UNKNOWN AUTOMOBILE			240	31
LAGONDA		68-00	9595	31
VANTAGE		68-00	9597	31
SALOON		68-00	9601	31
VOLANTE		68-00	9599	31

32 AUDI

Model	Includes	Year	Oracle	SAS
SUPER 90		70-72	6795	31
100/A6	S, LS, GL	70-77	797	32
	Quattro, A6	89-98	797	32
4000	Quattro, Coupe GT, CS, S	80-88	803	34
5000	Quattro, CS, S, Turbo	78-88	16507	35
80/90	Quattro-90, Quattro-80	88-95	809	36
200	Quattro	89-92	802	37
V8 QUATTRO		90-94	817	38
COUPE QUATTRO		90-93	814	39
S4/S6	S4, S6	93-98	816	40
CABRIOLET		94-98	6799	41
A4		96-98	6801	42
A3		96-98	6803	43

A8	96-98	6805	44
OTHER AUTOMOBILE		818	398
UNKNOWN AUTOMOBILE		819	399
UNKNOWN VEHICLE		820	999
TT	2000-2000	20200	

33 AUSTIN / AUSTIN HEALEY

Model	Includes	Year	Oracle	SAS
MARINA	GT	0-98	6807	31
AMERICA		0-98	6809	32
HEALEY SPRITE		0-98	6811	33
HEALY 3000	Healy 100	0-98	6813	34
MINI		0-98	6815	35
OTHER AUTOMOBILE			821	398
UNKNOWN AUTOMOBILE			822	399
UNKNOWN VEHICLE			823	999

9802 AUTO-UNION-DKW

Model	Includes	Year	Oracle	SAS
MEDIUM/HEAVY BASED MOTORHOME			9752	802
MEDIUM/HEAVY - UNKNOWN ENGINE LOCATION			9756	802
MEDIUM/HEAVY - COE/ HIGH ENTRY			9755	802
MEDIUM/HEAVY - CBE			9753	802
MEDIUM/HEAVY - COE/ENTRY POSITION UNKNOWN			9757	802
MEDIUM/HEAVY - OTHER			9758	802
MEDIUM/HEAVY BASED MOTORHOME			9744	801
MEDIUM/HEAVY - COE/ HIGH ENTRY			9748	801
MEDIUM/HEAVY - UNKOWN ENGINE LOCATION			9749	801
MEDIUM/HEAVY - COE/ LOW ENTRY			9746	801

9801 AUTOCAR

Model	Includes	Year	Oracle	SAS
MEDIUM/HEAVY - CBE			9745	801
MEDIUM/HEAVY - COE/ENTRY POSITION UNKNOWN			9750	801
MEDIUM/HEAVY - OTHER			9751	801
MEDIUM/HEAVY - COE/LOW ENTRY			9754	802

2902 AVANTI

Model	Includes	Year	Oracle	SAS
OTHER AUTOMOBILE			9546	1
UNKNOWN AUTOMOBILE			9547	399

6918 BERTONE

Model	Includes	Year	Oracle	SAS
OTHER AUTOMOBILE			284	52
UNKNOWN AUTOMOBILE			285	52
1600, 2002	Tii, 1800i, 200CS	0-76	6822	31

34 BMW

Model	Includes	Year	Oracle	SAS
COUPE	2800CS, 3.0CS	69-76	6824	32
BAVARIA SEDAN	2500, 2800	69-74	6826	33
3 SERIES	318i, 318ti, 320i, 325e, 325es, 325i, 328, M3	77-98	824	34
5 SERIES	524i, 258i, 530i, 533i, 535i, TD 525i (wagon), M5, 540iA, 540i	75-98	826	35
6 SERIES	630, 633, 635, csi, M6	77-98	829	36
7 SERIES	733i, 435i, L7, 740i, 750iL	78-98	830	37
8 SERIES	850, 840ci	90-97	6828	38
Z3	M coupe (Brickland)	96-98	6830	39
OTHER AUTOMOBILE			831	398
UNKNOWN AUTOMOBILE			832	399
MOTORCYCLE (000-050CC)			833	701
MOTORCYCLE (051-124CC)			834	702
MOTORCYCLE (125-349CC)			835	703
MOTORCYCLE (350-449CC)			836	704
MOTORCYCLE (450-749CC)			837	705
MOTORCYCLE (750CC-OVER)			838	706
MOTORCYCLE (UNKNOWN CC)			839	709
UNKNOWN MOTORED CYCLE			840	799
UNKNOWN VEHICLE			841	999

6902 BRICKLIN

Model	Includes	Year	Oracle	SAS
OTHER AUTOMOBILE			241	32
UNKNOWN AUTOMOBILE			242	32

80 BROCKWAY

Model	Includes	Year	Oracle	SAS
MEDIUM/HEAVY TRUCK BASED MOTORHOME		0-98	9676	850
MEDIUM/HEAVY - CBE		0-98	9678	881
MEDIUM/HEAVE - COE/LOW ENTRY		0-98	9680	882
MEDIUM/HEAVY - COE HIGH ENTRY		0-98	9682	883
MEDIUM/HEAVY - UNKNOWN ENGINE LOCATION		0-98	9685	884
MEDIUM/HEAVY - COE/ENTRY POSITION UNKNOWN		0-98	9687	890
MEDIUM/HEAVY - OTHER		0-98	9689	898

70 BSA

Model	Includes	Year	Oracle	SAS
MOTORCYCLE (000-050CC)			306	701
MOTORCYCLE (051-124CC)			307	702
MOTORCYCLE (125-349CC)			308	703
MOTORCYCLE (350-449CC)			309	704
MOTORCYCLE (450-749CC)			310	705
MOTORCYCLE (750CC-OVER)			311	706
MOTORCYCLE (UNKNOWN CC)			312	709
OTHER MOTORED CYCLE			313	798
UNKNOWN MOTORED CYCLE			314	798

18 BUICK

Model	Includes	Year	Oracle	SAS
SPECIAL/SKYLARK	GS, GS-350, GS-400, GS-455, GS California, Sport wagon, Custom	0-72	6512	1
LESABRE/CENTURION/WILDCAT	T-Type, Wagon, Luxus, Invicta, Custom, Limited	0-98	1140	2
PARK AVENUE (91-ON)	Limited, Park Avenue, Ultra	all	1145	3
ROADMASTER	Estate Wagon, Limited	91-96	1163	4
RIVIERA	S-Type, T-Type	63-on	1161	5
CENTURY	Luxus, Custom, Regal, FWD	0-98	1135	7
REGAL	Turbo, Luxux, Gran National, GNX, T-Type	78-88	1153	10
SKYHAWK	S-Type, Roadhawk, T-Type, GT	75-98	1166	12
SKYLARK ('76-'85)	S/R, S, Limited, Sport, T-Type	76-85	1168	15
SOMERSET/SKYLARK	Skylark, Somerset, GS, Regal, Custom, Limited, T-Type	85-98	1169	18
REGAL (FWD)	Limited	88-98	1154	20
REATTA		88-91	1152	21
OPEL KADETT		0-75	6514	31
OPEL MANTA	1900, Luxus, Rallye, Sports Coupe	0-75	6516	32
OPEL GT		0-75	6518	33
OPEL ISUZU	Deluxe, Sport	76-79	6521	34
OTHER AUTOMOBILE			1175	398
UNKNOWN AUTOMOBILE			1176	399
UNKNOWN VEHICLE			1177	999

19 CADILLAC

Model	Includes	Year	Oracle	SAS
DEVILLE/FLEETWOOD	Coupe de Ville, Sedan de Ville, Fleetwood Brougham, Fleetwood 60 Special, FWD d'Elegance Concourse	0-on	1195	3
LIMOUSINE	Fleetwood 75, Formal, DeVille-Based	0-98	1183	4
ELDORADO	Biarritz, El-doro, Touring Coupe	0-98	1187	5
COMMERCIAL SERIES	Ambulance/Hearse	0-98	6537	6
ALLANTE		87-98	1178	9
SEVILLE	Elegante, STS	76-on	1197	14
CIMARRON	D'oro	82-88	1180	16
CATERA	RWD	97-98	6539	17
ESCALADE		98-2000	20207	21
OTHER AUTOMOBILE			972	398
UNKNOWN AUTOMOBILE			973	399
UNKNOWN VEHICLE			974	999

2903 CHECKER

Model	Includes	Year	Oracle	SAS
MARATHON		0-82	9548	2
AEROBUS		0-82	9566	2
OTHER AUTOMOBILE		0-82	9569	2
TAXI		0-82	9564	2
SUPERBA		0-82	9562	2
UNKNOWN AUTOMOBILE		0-82	9570	2

20 CHEVROLET

Model	Includes	Year	Oracle	SAS
CHEVELLE/MALIBU	Classic, Concours, S-3, Laguna, Nomad, 300, Greenbriar, Estate, Deluxe, SS 396/4	64-83	1024	1
IMPALA/CAPRICE	Biscayne, Belair, Super sport, Classic Brougham, Townsman Brookwood, Kingswood	all	1017	2
CORVETTE	St. Wgn. Biscayne, Belair, Super sport, Stingray	53-on	1001	4
CORVAIR	Monza, Corsa, 500, Yenko	60-69	6574	6
EL CAMINO	Royal Knight, SS	64-on	6545	7
	Royal Knight, SS	59-60	6545	7
NOVA (-79)	Chevy II, LN, LE, Concours SS-350/396, Rally	62-79	6576	8
CAMARO	SS, RS, LT, Berlinetta, IROC-Z, Z28	67-98	979	9
MONTE CARLO (RWD ONLY)	LS, SS, Aerocoupe, Landau	70-88	1025	10
VEGA	GT, Cosworth	71-77	6578	11
MONZA	Spyder, 2+2, Towne Coupe	75-80	1030	12
CHEVETTE	S, Scooter, CS--2 door, CS-4 door	76-87	996	13
CITATION	X-11, Citation II	80-85	997	15
CAVALIER	CS, RS, Z24, LS	82-98	989	16
CELEBRITY	CS, Eurosport, VR	82-98	994	17
BERETTA			975	19
BERETTA/CORSICA	GT	88-98	998	19
LUMINA	Z-34, Euro	90-98	1019	20
SPECTRUM		85-98	1032	31
NOVA/GEO PRIZM	CL, NUMMI-built vehicle	85-98	1007	32
SPRINT/GEO SPRINT		85-98	1010	33
GEO METRO	LSi, Xfi	89-98	1004	34
GEO STORM	Gsi	85-98	1012	35
MONTE CARLO (FWD ONLY)	Z34	95-98	6580	36
MALIBU (97-)		97-98	6582	37
OTHER AUTOMOBILE			1036	398
UNKNOWN AUTOMOBILE			1037	399
S-10 BLAZER, BLAZER	S-10 p/u based	83-98	6584	401
GEO TRACKER	Lsi	89-98	1014	402
FULLSIZE BLAZER (K, Tahoe)	K-series, fullsized p/u based	69-on	6587	421
SUBURBAN	0-98		6590	431
ASTRO VAN	Minivan	85-98	6592	441
LUMINA APV/VENTURE.	Venture	90-98	6594	442
G-SERIES VAN	Beauville, Chevy Van, Sport Van, G10-G30, Express	0-98	6599	461
P-SERIES VAN		0-98	6601	466
VAN DERIVATIVE	Hi-cube, Parcel Van	0-98	6603	470
S-10/T-10	4 X 4	82-98	6605	471
LUV	Imported pickup	0-98	6607	472
C, K, R, V-SERIES PICKUP	C10-C30, K10-K30, R10-R30, V10-V30, Silverado, C-K 1500, 2500, 3500	0-98	6609	481
OTHER LIGHT TRUCK			1038	498
UNKNOWN LIGHT TRUCK			1039	499
MEDIUM/HEAVY CBE	C50/60/65; M60/65; H70/80/90;			

	J70/80/90; Bison 90; all other CBE	0-98	6611	881
MEDIUM/HEAVY COE LOW ENTRY	T60/65 - all other COE low entry	0-98	6613	882
MEDIUM/HEAVY COE HIGH ENTRY	Titan 90, all other COE hight entry	0-98	6615	883
MEDIUM/HEAVY; UNKNOWN ENGINE LOCATION			6617	884
MEDIUM/HEAVY; UNKNOWN ENGINE LOCATION	MKIII, 1500	0-79	6619	890
OTHER MEDIUM/HEAVY TRUCK			1040	898
UNKNOWN MEDIUM/HEAVY TRUCK			1041	899
BUS	S-60 series	0-98	1042	981
OTHER BUS			1043	988
UNKNOWN BUS TYPE			6620	988
OTHER VEHICLE			1044	998
UNKNOWN VEHICLE			1045	999

6 CHRYSLER

Model	Includes	Year	Oracle	SAS
CORDOBA	Crown, 300, LS	75-83	159	9
NEW YORKER FIFTH AVENUE ('89)			175	10
NEWPORT			179	10
RAMPAGE 2.2 (CAR BASED PICKUP)	GT, Sport	82-84	6274	13
NEW YORKER/NEWPORT/ 5TH AVENUE/IMPERIAL (RWD ONLY)	Custom, Royal, Brougham, Town and Country			
	Custom, Royal, Brougham, Town and Country	0-On	160	14
NEW YORKER SALON			177	14
NEW YORKER ('83-'90)			173	14
NEW YORKER/E CLASS/ IMPERIAL/5TH AVENUE	Imperial	90-93	163	14
	FWD vehicles, Turbo	83-93	163	14
LASER	Turbo, XE, XT	84-86	164	15
LEBARON	FWD except GTS or GTC Sport Coupe Medallion, Salon (RWD), Landau, LX	77-98	165	16
LEBARON GTS/GTC	GTS-Turbo, GTC-Sport Coupe	85-98	166	17
TC (MASERATI SPORT)	Turbo Convertible	88-91	181	31
CONQUEST	TSI, Turbo	87-89	158	35
CONCORDE		93-98	157	41
LHS	New Yorker	94-98	171	42
SEBRING		95-98	180	43
CIRRUS		95-98	156	44
300M		99-2000	20209	51
OTHER AUTOMOBILE			185	398
UNKNOWN AUTOMOBILE			186	399
TOWN AND COUNTRY	Minivan	90-98	183	441
OTHER LIGHT TRUCK			187	498
UNKNOWN LIGHT TRUCK			188	499
UNKNOWN VEHICLE			189	999

6903 CITREON

Model	Includes	Year	Oracle	SAS
OTHER AUTOMOBILE			243	33
UNKNOWN AUTOMOBILE			244	33

2909 CONSULIER

Model	Includes	Year	Oracle	SAS
OTHER AUTOMOBILE		0-98	9589	398
UNKNOWN AUTOMOBILE		0-98	9591	398

20212 DAEWOO

Model	Includes	Year	Oracle	SAS
LANOS		99-2000	20213	1
NUBIRA		99-2000	20215	2
LEGANZA		99-2000	20217	3

60 DAIHATSU

Model	Includes	Year	Oracle	SAS
CHARADE		90-92	458	31
OTHER AUTOMOBILE			460	398
UNKNOWN AUTOMOBILE			461	399
ROCKY		90-92	459	401
OTHER LIGHT TRUCK			462	498
UNKNOWN LIGHT TRUCK			463	499
UNKNOWN VEHICLE			464	999

6904 DELOREAN

Model	Includes	Year	Oracle	SAS
OTHER AUTOMOBILE			245	34
UNKNOWN AUTOMOBILE			246	34

2904 DESOTO

Model	Includes	Year	Oracle	SAS
OTHER AUTOMOBILE		0-98	9568	398
UNKNOWN AUTOMOBILE		0-98	9572	398

6916 DESTA

Model	Includes	Year	Oracle	SAS
OTHER AUTOMOBILE			280	48
UNKNOWN AUTOMOBILE			281	48

81 DIAMOND REO/REO

Model	Includes	Year	Oracle	SAS
MEDIUM/HEAVY TRUCK BASED MOTORHOME		0-98	9655	850
MEDIUM/HEAVY - CBE		0-98	9657	881
MEDIUM/HEAVY - COE/LOW ENTRY		0-98	9666	882
MEDIUM/HEAVY - COE/HIGH ENTRY		0-98	9668	883
MEDIUM/HEAVY -				

UNKNOWN ENGINE LOCATION	0-98	9670	884
MEDIUM/HEAVY - COE/ENTRY POSITION UNKNOWN		9672	890
MEDIUM/HEAVY - OTHER	0-98	9673	898

9803 DIVCO

Model	Includes	Year	Oracle	SAS
MEDIUM/HEAVY BASED MOTORHOME			9759	803
MEDIUM/HEAVY - CBE			9760	803
MEDIUM/HEAVY - COE/LOW ENTRY			9761	803
MEDIUM/HEAVY - COE/HIGH ENTRY			9762	803
MEDIUM/HEAVY - COE/ENTRY POSITION UNKNOWN			9764	803
MEDIUM/HEAVY - UNKNOWN ENGINE LOCATION			9763	803
MEDIUM/HEAVY - OTHER			9765	803

7 DODGE

Model	Includes	Year	Oracle	SAS
DART	Custom, Swinger, Sport, GT, Demon, Special, Special Edition, 170, 270, 340, 360:	62-76	6259	1
CORONET/CHARGER/MAGNUM	Charger, Brougham, Custom, Superbee, Crestwood, Deluxe, XE, R/t, SE 440, 500, Police	0-79	226	2
POLARA/MONACO/ROYAL MONACO	Custom, Special, Crestwood, Brougham, Police Taxi	0-78	6264	3
VIPER	RT/10, GTS	92-98	6268	4
CHALLENGER	R/T, T/A, Rallye	70-74	6270	5
ASPEN	Custom, Special Edition, Police, R/T, Sport:	76-80	195	6
DIPLOMAT	Medallion, Salon, S	77-89	215	7
OMNI/CHARGER	O24, DeTomaso, Miser, GLH, GLHS, Shelby, America, Expo, Charger 2.2	78-90	124	8
MIRADA		80-83	227	9
ST REGIS	Police, Taxi	79-81	9	10
ARIES (K)	Custom, SE, LE	81-89	192	11
400	LS	83-83	6272	12
600	ES, Turbo	83-88	191	14
DAYTONA	Turbo Z, Shelby Z, Pacifica, C/S Competition, IROC R/T	84-94	208	15
LANCER	Pacifica, Turbo, ES, Shelby	85-89	223	16
SHADOW	ES, Turbo	87-98	2	17
SHADOW	ES, Turbo	87-98	6276	17
DYNASTY		88-98	216	18
SPIRIT	ES, Shelby, R/T	89-94	5	19
NEON	Expresso	94-98	230	20
CHALLENGER (ALL IMPORTED)	all imported	78-83	200	33
COLT (EXCLUDES VISTA)	RS, Turbo, Custom, GTS, DL, E, Premier, Deluxe Carousel, GT	74-94	203	34
CONQUEST	Turbo	84-86	206	35
STEALTH		91-98	10	39
MONACO		90-92	228	40
INTREPID		93-98	221	41
AVENGER		95-98	196	42
STRATUS		95-98	11	43
OTHER AUTOMOBILE			14	398

UNKNOWN AUTOMOBILE			15	399
RAIDER	Sport	86-98	127	401
DURANGO		98-2000	18847	402
RAMCHARGER		0-98	6278	421
VISTA	4 X 4	84-91	204	441
CARAVAN	Mini-Ram, SE, ES	84-98	197	442
B-SERIES VANS	Sportsman, Royal, Maxiwagon, Ram, B150-B350, Tradesman	0-98	6280	461
VAN DERIVATIVE	Kary Van	0-98	6282	470
D50, COLT P/U, RAM 50/RAM 100	D50, Colt P/U, Ram 50/Ram 100	0-98	126	471
DAKOTA		87-98	6284	472
D, W-SERIES PICKUP, W100-W350	Ram, Custom, Royal, Miser, D100-D350	0-98	6287	481
RAM	1500/2500/3500, P/U	94-98	6289	482
OTHER LIGHT TRUCK			16	498
UNKNOWN LIGHT TRUCK			17	499
MEDIUM/HEAVY: CBE			6291	881
MEDIUM/HEAVY: COE LOW ENTRY			6293	882
MEDIUM/HEAVY: COE HIGH ENTRY			6294	883
MEDIUM/HEAVY: UNKNOWN ENGINE LOCATION			6295	884
MEDIUM/HEAVY: COE ENTRY POSITION UNKNOWN			6296	890
OTHER MEDIUM/HEAVY TRUCK			18	898
UNKNOWN MEDIUM/ HEAVY TRUCK			19	899
MEDIUM BUS	not van based	0-98	20	981
OTHER BUS			21	988
UNKNOWN BUS TYPE			6258	989
OTHER VEHICLE			22	998
UNKNOWN VEHICLE			23	999

71 DUCATI

Model	Includes	Year	Oracle	SAS
MOTORCYCLE (000-050CC)			315	701
MOTORCYCLE (051-124CC)			316	702
MOTORCYCLE (125-349CC)			317	703
MOTORCYCLE (350-449CC)			318	704
MOTORCYCLE (450-749CC)			319	705
MOTORCYCLE (750CC-OVER)			320	706
MOTORCYCLE (UNKNOWN CC)			321	709
OTHER MOTORED CYCLE			322	798
UNKNOWN MOTORED CYCLE			323	798

10 EAGLE

Model	Includes	Year	Oracle	SAS
SUMMIT	DL, LX, ES	89-98	65	34
TALON	TSI	90-98	67	37
PREMIER	LX, ES	88-92	63	40
VISION		93-98	68	41
MEDALLION	DL, LX	88-90	62	44
OTHER AUTOMOBILE			70	398
UNKNOWN AUTOMOBILE			72	399
SUMMIT WAGON		92-98	66	441
OTHER LIGHT TRUCK			73	498
UNKNOWN LIGHT TRUCK			74	499
UNKNOWN VEHICLE			75	999

2905 EXCALIBER

Model	Includes	Year	Oracle	SAS
OTHER AUTOMOBILE		0-98	9573	398
UNKNOWN AUTOMOBILE		0-98	9574	398

6905 FERRARI

Model	Includes	Year	Oracle	SAS
OTHER AUTOMOBILE			247	35
UNKNOWN AUTOMOBILE			248	35

36 FIAT

Model	Includes	Year	Oracle	SAS
124 (COUPE/SEDAN)	Sport	67-75	6487	31
124 SPIDER/RACER	Spider 2000/1500	68-83	766	32
BRAVA - 131		75-82	765	33
850 (COUPE/SPYDER)		67-73	6489	34
128		72-79	6491	35
X-1/9		75-83	768	36
STRADA		79-83	767	37
OTHER AUTOMOBILE			769	398
UNKNOWN AUTOMOBILE			770	399
MEDIUM/HEAVY COE LOW ENTRY			6493	882
MEDIUM/HEAVY COE HIGH ENTRY			6494	883
MEDIUM/HEAVY COE ENTRY POSITION UNKNOWN			6495	890
OTHER MEDIUM/HEAVY TRUCK			771	898
UNKNOWN MEDIUM/HEAVY TRUCK			772	899
UNKNOWN VEHICLE			773	999

12 FORD

Model	Includes	Year	Oracle	SAS
FALCON	Sprint, GT, Futura	0-70	6377	1
FAIRLANE	Torino	0-70	6379	2
MUSTANG/MUSTANG II	Ghia, SVO, GT, LX, Shelby	74-98	100	3
	Mach, Boss, Granada, Cobra	65-73	100	3
THUNDERBIRD (ALL SIZES)	Landau, Heritage, Turbo coupe, Elan, Fila	55-on	118	4
LTD II	S, Squire, Brougham	77-79	98	5
LTD/CUSTOM/GALAXIE (ALL SIZES)	XL, Landau, Ranch Wagon, Country Squire, S, 500, Brougham, XL, GT	0-86	94	6
RANCHERO	Falcon/Fairlane based, Torino/LTD II based	0-79	6381	7
MAVERICK	Grabber	70-77	6384	8
PINTO	Pony, MPG, ESS	71-80	105	9
TORINO/GRAN TORINO/ELITE	GT, Cobra, Sport, Squire, Brougham	71-76	6386	10
GRANADA	ESS, Ghia	75-82	6388	11
GRANADA	ESS, Ghia	75-82	93	11
FAIRMONT	Futura, Sport Coupe	78-83	87	12
ESCORT/EXP	L, GL, GLX, SS, GT, LX, ZX2	81-91	80	13
TEMPO	L, GL, GLX, Sport, 4X4	92-99	115	15
CROWN VICTORIA		81-89	79	16
TAURUS	Mt-5, L, GL, LX, SHO	86-89	110	17
PROBE	GL, LX, GT	88-98	106	18

ENGLISH FORD	Cortina	0-98	6392	31
FIESTA	Sport, Ghia	78-80	92	32
FESTIVA		88-93	88	33
LASER		0-98	6394	34
CONTOUR		94-98	77	35
ASPIRE		94-98	76	36
OTHER AUTOMOBILE			1084	398
UNKNOWN AUTOMOBILE			1085	399
BRONCO ii/BRONCO (-77)/EXPLORER	Bronco	0-77	6396	401
BRONCO ii/BRONCO (-77)/EXPLORER	Bronco II--Eddie Bauer, XL, XLT, Limited Explorer	83-98	6396	401
BRONCO-FULLSIZE	Eddie Bauer, Custom, XL, XLT	78-98	6400	421
EXPEDITION		97-98	6402	422
AEROSTAR	XLT, Cargo Van	84-98	6404	441
WINDSTAR		94-98	6406	442
E-SERIES VANS	Econoline, Clubwagon, Chateau, E150-E350	0-98	6408	461
VAN DERIVATIVE	Parcel van	0-98	6411	470
RANGER	Supercab, 4X4, STX, Splash	82-98	6413	471
COURIER	Imported pickup	0-98	6416	472
F-SERIES PICKUP	F100-F350	0-98	6418	481
OTHER LIGHT TRUCK			1086	498
UNKNOWN LIGHT TRUCK			1087	499
MEDIUM/HEAVY CBE	F-5 through F-8, L-series, FT-series	0-98	6420	881
MEDIUM/HEAVY COE LOW ENTRY	C/Ct series	0-98	6422	882
MEDIUM/HEAVY COE HIGH ENTRY	C/CLT series	0-98	6424	883
MEDIUM/HEAVY: UNKNOWN ENGINE LOCATION			6426	884
MEDIUM/HEAVY: COE ENTRY POSITION UNKNOWN			6427	890
OTHER MEDIUM/HEAVY TRUCK			1088	898
UNKNOWN MEDIUM/HEAVY TRUCK			1089	899
MEDIUM BUS	B-series (not van based)	0-98	1090	981
OTHER BUS			1091	988
UNKNOWN BUS TYPE			6428	989
OTHER VEHICLE			1092	998
UNKNOWN VEHICLE			1093	999

82 FREIGHTLINER/WHITE

Model	Includes	Year	Oracle	SAS
MEDIUM/HEAVY TRUCK BASED MOTORHOME		0-98	9691	850
MEDIUM/HEAVY - CBE		0-98	9693	881
MEDIUM/HEAVY - COE/LOW ENTRY		0-98	9695	882
MEDIUM/HEAVY - COE/HIGH ENTRY		0-98	9697	883
MEDIUM/HEAVY - UNKNOWN ENGINE LOCATION		0-98	9699	884
MEDIUM/HEAVU - COE/ENTRY POSITION UNKNOWN		0-98	9701	890
MEDIUM/HEAVY - OTHER		0-98	9703	898

83 FWD

Model	Includes	Year	Oracle	SAS
MEDIUM/HEAVY TRUCK BASED MOTORHOME			9705	850
MEDIUM/HEAVY - CBE			9706	881

MEDIUM/HEAVY - COE/LOW ENTRY	9707	882
MEDIUM/HEAVY - COE/HIGH ENTRY	9708	883
MEDIUM/HEAVY - UNKNOWN ENGINE LOCATION	9709	884
MEDIUM/HEAVY - COE/ENTRY POSITION UNKNOWN	9710	898
MEDIUM/HEAVY - OTHER	9711	

23 GMC

Model	Includes	Year	Oracle	SAS
CABALLERO/SPRINT	Sierra Madre del Sur, SP	0-98	6687	7
OTHER AUTOMOBILE			914	398
UNKNOWN AUTOMOBILE			915	399
JIMMY/TYPHOON	S15 based	83-98	6690	401
FULLSIZE JIMMY/YUKON	fullsize pikup based	0-98	6692	421
SUBURBAN		0-98	6591	431
SUBURBAN	all Models	0-98	6694	431
SAFARI (MINIVAN)		86-98	6696	441
G-SERIES VAN	Rally Van, Vandura, G15-G35	0-98	6698	461
P-SERIES VAN	0-98		6700	466
VAN DERIVATIVE		87-87	6702	470
S15/T15/SONOMA	4X4, Cyclone	82-98	6704	471
C, K, R, V-SERIES PICKUP	C15-C35, K15-K35, R15-R35, V15-V35, SIERRA	0-98	6706	481
OTHER LIGHT TRUCK			916	498
UNKNOWN LIGHT TRUCK			917	499
MEDIUM/HEAVY CBE	W5000/6000/7000 series, Brigadier/General Models	0-98	6709	881
MEDIUM/HDAVY COE LOW ENTRY	W6000/W7000, all other COE, low entry	0-98	6711	882
MEDIUM/HEAVY COE HIGH ENTRY	Astro 95, all other COE, high entry	0-98	6713	883
MEDIUM/HEAVY: UNKNOWN ENGINE LOCATION		0-98	6715	884
MEDIUM/HEAVY: COE ENTRY POSITION UNKNOWN			6717	890
OTHER MEDIUM/HEAVY TRUCK			918	898
UNKNOWN MEDIUM/HEAVY TRUCK			919	899
MEDIUM BUS	B6000	0-98	920	981
OTHER BUS			921	988
UNKNOWN BUS TYPE			6718	989
UNKNOWN VEHICLE			922	999

25 GRUMMAN

Model	Includes	Year	Oracle	SAS
LLV	Postal vehicles (see Chevrolet for VIN)	0-98	6727	441
STEP-IN VAN	Multi-stop, step van	0-98	6729	442
OTHER LIGHT TRUCK			926	498
UNKNOWN LIGHT TRUCK			927	499
MEDIUM/HEAVY TRUCK - CBE			6731	881
MEDIUM/HEAVY TRUCK - COE LOW ENTRY			6732	882
MEDIUM/HEAVY TRUCK - COE HIGH ENTRY			6733	883
MEDIUM/HEAVY TRUCK UNKNOWN ENGINE LOCATION			6734	884
MEDIUM/HEAVY TRUCK ENTRY POSITION UNKNOWN			6735	890
OTHER MEDIUM/HEAVY TRUCK			928	898

UNKNOWN MEDIUM/HEAVY TRUCK			929	899
BUS-FLAT FRONT, REAR ENGINE	Transit	0-98	6736	983
OTHER BUS			930	988
UNKNOWN BUS TYPE			6738	989
UNKNOWN VEHICLE			931	999

72 HARLEY-DAVIDSON

Model	Includes	Year	Oracle	SAS
MOTORCYCLE (000-050CC)			324	701
MOTORCYCLE (051-124CC)			325	702
MOTORCYCLE (125-349CC)			326	703
MOTORCYCLE (350-449CC)			327	704
MOTORCYCLE (450-749CC)			328	705
MOTORCYCLE (750CC-OVER)			329	706
MOTORCYCLE (UNKNOWN CC)			330	709
OTHER MOTORED CYCLE			331	798
UNKNOWN MOTORED CYCLE			332	798

6906 HILLMAN

Model	Includes	Year	Oracle	SAS
UNKNOWN AUTOMOBILE			250	35
OTHER AUTOMOBILE			249	36

9806 HINO

Model	Includes	Year	Oracle	SAS
MEDIUM/HEAVY BASED MOTORHOME			9780	806
MEDIUM/HEAVY - COE/LOW ENTRY			9782	806

9806 HINO

Model	Includes	Year	Oracle	SAS
MEDIUM/HEAVY - CBE			9781	806
MEDIUM/HEAVY - COE/HIGH ENTRY			9783	806
MEDIUM/HEAVY - COE/ENTRY POSITION UNKNOWN			9785	806
MEDIUM/HEAVY - OTHER			9786	806
MEDIUM/HEAVY - UNKNOWN ENGINE LOCATION			9784	806

37 HONDA

Model	Includes	Year	Oracle	SAS
CIVIC DEL SOL			649	31
CIVIC/CRX/DEL SOL	1300, 1500, CVCC, DX, EX, VX, CRX, S, Si, HF, 4WD Wagon	0-98	775	31
ACCORD	LX, CVCC, SE-i, LX-i, EX, EX wagon 6 cylinder LX/EX	0-98	774	32
PRELUDE	Si	80-98	651	33
600	Coupe, Sedan	0-98	6504	34
OTHER AUTOMOBILE			653	398
UNKNOWN AUTOMOBILE			654	399
PASSPORT		94-98	6506	401

C-RV	97-2000	16407	402
ODYSSEY	95-98	650	441
OTHER LIGHT TRUCK		655	498
UNKNOWN LIGHT TRUCK		656	499
MOTORCYCLE (000-050CC)		657	701
MOTORCYCLE (051-124CC)		658	702
MOTORCYCLE (125-349CC)		659	703
MOTORCYCLE (350-449CC)		660	704
MOTORCYCLE (450-749CC)		661	705
MOTORCYCLE (750CC-OVER)		662	706
MOTORCYCLE (UNKNOWN CC)		663	709
ATC/ATV (000-050CC)		664	731
ATC/ATV (051-124CC)		665	732
ATC/ATV (125-349CC)		666	733
ATC/ATV (350CC-OVER)		667	734
ATC/ATV (UNKNOWN CC)		668	739
UNKNOWN VEHICLE		670	999

2907 HUDSON

Model	Includes	Year	Oracle	SAS
OTHER AUTOMOBILE		0-98	9577	398
UNKNOWN AUTOMOBILE		0-98	9587	398

55 HYUNDAI

Model	Includes	Year	Oracle	SAS
PONY		84-88	7878	31
EXCEL	GL, GLS	84-94	480	32
SONATA		89-98	482	33
SCOUPE		91-95	7880	34
ELANTRA		92-98	7882	35
ACCENT		95-98	7884	36
TIBURON		97-98	7886	37
OTHER AUTOMOBILE			481	398
UNKNOWN AUTOMOBILE			484	399
UNKNOWN VEHICLE			485	999

8 IMPERIAL

Model	Includes	Year	Oracle	SAS
IMPERIAL	Lebaron	0-76	6297	10
	Mark Croww, Frank Sinatra editions	81-83	6297	10
OTHER AUTOMOBILE			24	398
UNKNOWN AUTOMOBILE			25	399
VAN-FULLSIZE (B-SERIES)		0-98	6339	461
UNKNOWN VEHICLE			26	999

58 INFINITI

Model	Includes	Year	Oracle	SAS
M30		90-92	444	31
Q45		90-98	445	32
G20		91-on	442	33
J30		93-98	443	34
I30		96-98	7896	35

OTHER AUTOMOBILE			446	398
UNKNOWN AUTOMOBILE			447	399
QX4		97-98	7898	401
OTHER LIGHT TRUCK			7900	498
UNKNOWN LIGHT TRUCK			7901	499
UNKNOWN VEHICLE			448	999

84 INTERNATIONAL HARVESTER/NAVISTAR

Model	Includes	Year	Oracle	SAS
SCOUT	Scout II, Utility pu, SS-2, Roadstar, 800 series, Traveler, Terra Traveltop	0-98	9632	421
TRAVELALL	1010-1210, 100-200	0-98	9634	431
MULTISTOP VAN	Metro RM, 120-160, MS 1210, MS 1510	0-98	9636	466
PICKUP	R-100-500, 900A-1500C/D, 1010-1510	0-98	9638	481
OTHER LIGHT TRUCK			301	498
UNKNOWN LIGHT TRUCK			302	499
TRUCK BASED MOTORHOME			303	850
MEDIUM HEAVY - CBE	Loadstar/Fleetstar, Paystar, CBE Transtar, 4200, S-series Mixer	0-98	9641	881
MEDIUM/HEAVY - COE LOW ENTRY	CO, VCO, DCO, 190-1950, Cargostar, LFM, 5370 (Garbage)	0-98	9643	882
MEDIUM/HEAVY - COE HIGH ENTRY	DCO, DCOT, UCO, VCOT, 405-series, COE Transtar, Unistar, Conco 707B, 9600	0-98	9645	883
MEDIUM/HEAY: UNKNOWN ENGINE LOCATION			9647	884
MEDIUM/HEAVY: COE ENTRY POSITION UNKNOWN		9648	890	
OTHER MEDIUM/HEAVY TRUCK	Fire Truck - R140-R306, CO 8190-	0-98	231	898
UNKNOWN MEDIUM/HEAVY TRUCK			232	899
CONVENTIONAL BUS	R153-1853 - Loadstar, 1603-1853	0-98	9649	981
BUS-FLAT FRONT, FRONT ENGINE	173FC, 183FC	0-98	9651	982
BUS-FLAT FRONT, REAR ENGINE	183RE, 193RD-transit	0-98	9653	983
OTHER BUS			234	988
OTHER VEHICLE			235	998
UNKNOWN VEHICLE			236	999

38 ISUZU

Model	Includes	Year	Oracle	SAS
I-MARK	S, RS, Turbo	85-89	672	31
IMPULSE	Turbo, RS	84-98	673	32
STYLUS		90-98	677	33
OTHER AUTOMOBILE			680	398
UNKNOWN AUTOMOBILE			681	399
TROOPER/TROOPER II	Deluxe, LS	84-98	678	401
RODEO		91-98	676	402
AMIGO		89-94	671	403
OASIS		96-98	674	441
P'UP (PICKUP) HOMBRE	4x4	0-95	675	471
	Hombre	96-98	675	471
OTHER LIGHT TRUCK			682	498
UNKNOWN LIGHT TRUCK			683	499
MEDIUM/HEAVY - CBE			6517	881
MEDIUM/HEAVY COE LOW ENTRY			6540	882
MEDIUM/HEAVY COE HIGH ENTRY			6519	883
MEDIUM/HEAVY COE UNKNOWN ENGINE LOCATION			6523	884
MEDIUM/HEAVY COE ENTRY POSITION UNKNOWN			6524	890

OTHER MEDIUM/HEAVY TRUCK	684	898
UNKNOWN MEDIUM/HEAVY TRUCK	685	899
CONVENTIONAL FRONT ENGINE	6525	981
FRONT ENGINE/FLAT FRONT	6526	982
REAR ENGINE/FLAT FRONT	6527	983
OTHER BUS	686	988
UNKNOWN BUS TYPE	6528	989
UNKNOWN VEHICLE	687	999

88 IVECO/MAGIRUS

Model	Includes	Year	Oracle	SAS
MEDIUM/HEAVY BASED MOTORHOME			9736	850
MEDIUM/HEAVY - CBE			9737	881
MEDIUM/HEAVY - COE/LOW ENTRY			9738	882
MEDIUM/HEAVY - COE/HIGH ENTRY			9739	883
MEDIUM/HEAVY - UNKOWN ENGINE LOCATION			9740	884
MEDIUM/HEAVY - COE/ENTRY POSITION UNKNOWN			9742	890
MEDIUM/HEAVY - OTHER			9743	898

39 JAGUAR

Model	Includes	Year	Oracle	SAS
XJ-S COUPE		76-98	688	31
XJ6/12 SEDAN/COUPE/XJ8/	L, XJ, C, 340/420 Sedan	0-98	691	32
VANDEN PLAS		99-2000	20220	32
XKE	V12, Roadster, 120, 2+2	0-98	6531	33
X100		97-98	6534	34
OTHER AUTOMOBILE			693	398
UNKNOWN AUTOMOBILE			694	399
UNKNOWN VEHICLE			695	999

2 JEEP / KAISER-JEEP

Model	Includes	Year	Oracle	SAS
CJ-2/CJ-3/CJ-4	Military	0-66	6169	401
CJ-5/CJ-6/CH-7/CH-8	Scrambler, Bolde Eagle, Renegade, Laredo, Wrangler	67-98	6174	402
YJ-SERIES	Wrangler	86-98	6178	403
CHEROKEE / GRAND - 1984 ON	Grand	92-98	6180	404
	Limited, Loredo, Pioneer, Briarwood	84-98	6180	404
CHEROKEE	Wide Track, Chief, Commando, Jeepster	0-83	6183	421
GRAND WAGONEER	Custom, Bougham Limited, Wagoneer	71-91	6186	431
PICKUP	J-10, J-20, Honcho	0-98	6189	481
COMANCHE	Chief:	86-92	6191	482
OTHER LIGHT TRUCK			136	498
UNKNOWN LIGHT TRUCK			137	499
UNKNOWN VEHICLE			138	999

6907 JENSEN

Model	Includes	Year	Oracle	SAS
OTHER AUTOMOBILE			251	37

UNKNOWN AUTOMOBILE			252	37
HEALY		0-98	9603	37

73 KAWASAKI

Model	Includes	Year	Oracle	SAS
MOTORCYCLE (000-050CC)			333	701
MOTORCYCLE (051-124CC)			334	702
MOTORCYCLE (125-349CC)			335	703
MOTORCYCLE (350-449CC)			336	704
MOTORCYCLE (450-749CC)			337	705
MOTORCYCLE (750CC-OVER)			338	706
ATC/ATV (000-050CC)			340	731
ATC/ATV (051-124CC)			341	732
ATC/ATV (125-349CC)			342	733
ATC/ATV (350CC-OVER)			343	734
ATC/ATV (UNKNOWN CC)			344	739
OTHER MOTORED CYCLE			345	798
UNKNOWN MOTORED CYCLE			346	798
MOTORCYCLE (UNKNOWN CC)			339	799

85 KENWORTH

Model	Includes	Year	Oracle	SAS
MEDIUM/HEAVY TRUCK BASED MOTORHOME			9712	850
MEDIUM/HEAVY BASED MOTORHOME			9715	850
MEDIUM/HEAVY - CBE			9713	881
MEDIUM/HEAVY - CBE			9716	881
MEDIUM/HEAVY - COE/LOW ENTRY			9714	882
MEDIUM/HEAVY - COE/LOW ENTRY			9717	882
MEDIUM/HEAVY - COE/HIGH ENTRY			9718	883
MEDIUM/HEAVY - UNKNOWN ENGINE LOCATION			9719	884
MEDIUM/HEAVY - COE/ENTRY POSITION UNKNOWN			9720	890
MEDIUM/HEAVY - OTHER			9721	898

63 KIA

Model	Includes	Year	Oracle	SAS
SEPHIA		0-98	471	31
OTHER AUTOMOBILE			473	398
UNKNOWN AUTOMOBILE			474	399
SPORTAGE		96-98	472	401
OTHER LIGHT TRUCK			475	498
UNKNOWN LIGHT TRUCK			304	499
UNKNOWN VEHICLE			305	999

6919 LADA

Model	Includes	Year	Oracle	SAS
OTHER AUTOMOBILE			286	53
UNKNOWN AUTOMOBILE			287	53

6908 LAMBORGHINI

Model	Includes	Year	Oracle	SAS
OTHER AUTOMOBILE			253	38
UNKNOWN AUTOMOBILE			254	38
COUNTACH 5000S		0-98	9605	38
JALPA		0-98	9607	38

40 LANCIA

Model	Includes	Year	Oracle	SAS
BETA SEDAN-HPE		0-80	696	31
BETA COUPE - ZAGATO		0-82	697	32
SCORPION		0-78	6538	33
OTHER AUTOMOBILE			698	398
UNKNOWN AUTOMOBILE			699	399
UNKNOWN VEHICLE			700	999
40 Lancia			5534	

62 LAND ROVER

Model	Includes	Year	Oracle	SAS
DISCOVERY (LR)		94-98	7914	401
COUNTY LWB (RR) / COUNT CLASSIC (RR)	County LWB (RR)	0-98	7918	421
COUNTY LWB (RR) / DEFENDER 90 (LR)		94-98	7916	422
4.0 SE (RR)		95-98	7922	422
OTHER LIGHT TRUCK			468	498
UNKNOWN LIGHT TRUCK			469	499
UNKNOWN VEHICLE			470	999

59 LEXUS

Model	Includes	Year	Oracle	SAS
ES250/ES-300		90-98	449	31
LS400		90-98	452	32
SC-300/SC-400	2-door Coupe	92-98	453	33
GS300		94-98	451	34
OTHER AUTOMOBILE			455	398
UNKNOWN AUTOMOBILE			456	399
RX300		99-2000	20801	401
LX 450/470		96-98	7906	421
OTHER LIGHT TRUCK			7908	498
UNKNOWN LIGHT TRUCK			7909	499
UNKNOWN VEHICLE			457	999

13 LINCOLN

Model	Includes	Year	Oracle	SAS
CONTINENTAL/TOWN CAR	Continental, Town Car	0-on	1099	1
MARK	I, II, III, IV, V, VI, VII LSC, all Signature/Designer Series	0-98	1096	2
CONTINENTAL (82-ON)	All Signature/Designer Series	82-98	6438	5

VERSAILLES	77-80	1100	11
LS	2000-2000	20803	12
OTHER AUTOMOBILE		1101	398
UNKNOWN AUTOMOBILE		1102	399
NAVIGATOR	97-98	6441	421
OTHER LIGHT TRUCK		6443	498
UNKNOWN LIGHT TRUCK		6444	499
UNKNOWN VEHICLE		1103	999

6909 LOTUS

Model	Includes	Year	Oracle	SAS
OTHER AUTOMOBILE			255	39
UNKNOWN AUTOMOBILE			256	39
EUROPE		0-98	9609	39
ESPRIT		0-98	9611	39

86 MACK

Model	Includes	Year	Oracle	SAS
MEDIUM/HEAVY BASED MOTORHOME			9722	850
MEDIUM/HEAVY - CBE			9723	881
MEDIUM/HEAVY - COE/LOW ENTRY			9724	882
MEDIUM/HEAVY - COE/HIGH ENTRY			9725	883
MEDIUM/HEAVY - UNKNOWN ENGINE LOCATION			9726	884
MEDIUM/HEAVY - COE/ENTRY POSITION UNKNOWN			9727	890
MEDIUM/HEAVY - OTHER			9728	898

9808 MARMON

Model	Includes	Year	Oracle	SAS
MEDIUM/HEAVY BASED MOTORHOME			9794	898
MEDIUM/HEAVY - CBE			9795	898
MEDIUM/HEAVY - COE/HIGH ENTRY			9797	898
MEDIUM/HEAVY - COE/ENTRY POSITION UNKNOWN			9799	898
MEDIUM/HEAVY - UNKNOWN ENGINE LOCATION			9798	898
MEDIUM/HEAVY - OTHER			9800	898
MEDIUM/HEAVY - COE/LOW ENTRY			9796	898

6910 MASERATI

Model	Includes	Year	Oracle	SAS
BITURBO		0-98	9613	40
OTHER AUTOMOBILE			257	40
UNKNOWN AUTOMOBILE			258	40

41 MAZDA

Model	Includes	Year	Oracle	SAS
RX2		72-74	6553	31
RX3		72-78	6555	32
RX4		74-78	6557	33
RX7	S, GS, GSL, SE	79-98	714	34
GLC/PROTÉGÉ/323	DX, 323, Protégé	77-98	701	35
COSMO		76-78	6559	36
626	GT, GS, GSL, SE	79-98	702	37
808		72-77	6563	38
MIZER		76-76	6565	39
R-100		0-72	6567	40
616/618		0-72	6569	41
1800		0-72	6571	42
929		88-96	703	43
MX-6	Turbo	88-98	712	44
MIATA		90-98	711	45
MX-3	GS	92-98	710	46
MILLENIA		95-98	708	47
OTHER AUTOMOBILE			715	398
UNKNOWN AUTOMOBILE			716	399
NAVAJO		91-98	6573	401
MPV		89-98	709	441
MAZDA PICKUP	Cab Plus, B-4000 B-2000, B-2200, B-2600, SE-5, LX	0-98	704	471
OTHER LIGHT TRUCK			717	498
UNKNOWN LIGHT TRUCK			718	499
UNKNOWN VEHICLE			719	999

42 MERCEDES BENZ

Model	Includes	Year	Oracle	SAS
200/220/230/240/250/260/280/300/320	SE,CD,D,SD,ETC Sedan and 5 passenger "C" only, SE, CD, D, SD, TD, TE, CE, E,	0-98	725	31
230/280 SL	2 seater only	0-98	6588	32
300/350/380/450/500SL/560SL	2 seater only, 300/500 SL	0-94	632	33
350/380/420/450/560/ SLC		0-98	6593	34
280/300SEL		0-98	616	35
380/420/450/500/560SEL/ 500SEC/560SEC/350SDL/300SDL		0-98	631	36
300 SE/380/450 SE	280 S, 300 SD Sedan/350 SD, 280 SE	0-98	621	37
600, 6.9 SEDAB	Pullman	0-98	633	38
190	D, E, 2.3, 2,5	0-98	720	39
300	CE Cabriolet	93-98	727	40
400/500 E	SE	92-98	641	41
220/280 C		97-98	636	42
S CLASS			22152	43
SL CLASS			22154	44
SLK			22156	45
CL			22158	46
CLK			22160	47
E			22163	48
SL600			493	398
OTHER AUTOMOBILE			494	398
OTHER AUTOMOBILE			639	398
UNKNOWN AUTOMOBILE			495	399
AAV		97-98	6597	401
VAN DERIVATIVE	Kurbstar	82-98	6600	470
OTHER LIGHT TRUCK			496	498

UNKNOWN LIGHT TRUCK	497	499
MEDIUM/HEAVE - CBE	6602	881
MEDIUM/HEAVY - COE LOW ENTRY	6604	882
MEDIUM/HEAVY - COE HIGH ENTRY	6606	883
MEDIUM/HEAVY; UNKNOWN ENGINE LOCATION	6610	884
MEDIUM/HEAVY: COE ENTRY POSITION UNKNOWN	6541	890
MEDIUM/HEAVY: COE ENTRY POSITION UNKNOWN	6612	890
OTHER MEDIUM/HEAVY TRUCK	498	898
UNKNOWN MEDIUM/HEAVY TRUCK	499	899
MEDIUM BUS	500	981
OTHER BUS	501	988
UNKNOWN BUS TYPE	6618	989
UNKNOWN VEHICLE	502	999

14 MERCURY

Model	Includes	Year	Oracle	SAS
CYCLONE	GT, CJ, Spoiler	0-71	6467	2
CAPRI-DOMESTIC	RS, Turbo, GS, Black Magic	79-86	1105	3
COUGAR/XR7	XR-7, RS, LS, GS, Eliminator, Brougham, Villager, (Includes all body styles)	67-on	1109	4
MARQUIS/MONTEREY	Marauder, X-100, Parklane, S-55, Custom, Brougham, Montclair, Grand Marquis	0-98	1108	6
COMET	Caliente, GT, Voyager, 202	62-67	6469	8
	Caliente, GT, Voyager, 202	71-77	6469	8
	Capri	66-67	6469	8
BOBCAT	Runabout, Villager	75-80	1104	9
MONTEGO	Comet	68-70	6473	10
	GT, MX, Villager, Brougham	68-76	6473	10
MONARCH	Ghia	75-80	1119	11
ZEPHYR	GS, Z-7	78-83	1131	12
LYNX/LN-7 (82-83)	LS, GS, RS, XR-3	81-87	1113	13
TOPAZ	L, LS, GS, 4 X 4	84-98	1124	15
SABLE	LS, GS	86-98	1121	17
CAPRI-FOREIGN	Capri II	70-77	1106	31
	2 + 2	89-94	1106	31
PANTERA	deTomaso	72-74	6478	33
TRACER	L, GL	94-98	1129	36
MYSTIQUE		94-98	1120	37
COUGAR			22165	38
OTHER AUTOMOBILE			1132	398
UNKNOWN AUTOMOBILE			1133	399
MOUNTAINEER		96-98	6480	401
VILLAGER	LS, GS	93-98	6482	443
OTHER LIGHT TRUCK			6484	498
UNKNOWN LIGHT TRUCK			6485	499
UNKNOWN VEHICLE			1134	999

56 MERKUR

Model	Includes	Year	Oracle	SAS
XR4Ti	Turbo	85-89	487	31
SCORPIO	Turbo	87-90	486	32
OTHER AUTOMOBILE			488	398
UNKNOWN AUTOMOBILE			489	399
UNKNOWN VEHICLE			490	999

43 MG

Model	Includes	Year	Oracle	SAS
MIDGET			6542	31
MGB		76-79	6621	32
MGB	GT	67-75	6623	33
MGA		0-98	6625	34
TA/TC/TD/TF		0-98	6627	35
MGC	GT	0-69	6629	36
OTHER AUTOMOBILE			503	398
UNKNOWN AUTOMOBILE			504	399
UNKNOWN VEHICLE			505	999

52 MITSUBISHI

Model	Includes	Year	Oracle	SAS
STARION	2+2, LE, Turbo	83-90	391	31
TREDIA	L, LS, Turbo	83-88	393	32
CORDIA	L, Turbo	83-88	382	33
GALANT	ECS, Sigma	85-98	384	34
MIRAGE	L, Turbo	85-98	385	35
PRECIS			6817	36
ECLIPSE		90-98	383	37
SIGMA		89-90	390	38
3000GT	Spyder, VR-4	91-98	381	39
DIAMANTE		92-98	6819	40
OTHER AUTOMOBILE			397	398
UNKNOWN AUTOMOBILE			398	399
MONTERO	Sport	85-98	386	401
MINIVAN	LS	87-98	395	441
EXPO WAGON	LRV, Sport	92-95	396	442
PICKUP	Mighty Max, SPX, 4 X 4	0-98	389	471
OTHER LIGHT TRUCK			399	498
LIGHT TRUCK			400	499
MEDIUM/HEAVY - COE LOW ENTRY	FUSO FE	0-98	6821	882
OTHER MEDIUM/HEAVY TRUCK			401	898
UNKNOWN MEDIUM/HEAVY TRUCK			402	899
CONVENTIONAL FRONT ENGINE			6823	981
FRONT ENGINE/FLAT FRONT			6825	982
REAR ENGINE/FLAT FRONT			6827	983
OTHER BUS			403	988
UNKNOWN TYPE BUS			6829	989
UNKNOWN VEHICLE			6831	999

6911 MORRIS

Model	Includes	Year	Oracle	SAS
MINOR		0-98	9615	41
OTHER AUTOMOBILE			259	41
UNKNOWN AUTOMOBILE			260	41

74 MOTO-GUZZI

Model	Includes	Year	Oracle	SAS
MOTORCYCLE (000-050CC)			347	701
MOTORCYCLE (051-124CC)			348	702

MOTORCYCLE (125-349CC)	349	703
MOTORCYCLE (350-449CC)	350	704
MOTORCYCLE (450-749CC)	351	705
MOTORCYCLE (750CC-OVER)	352	706
MOTORCYCLE (UNKNOWN CC)	353	709
ATC/ATV (000-050CC)	354	731
ATC/ATV (051-124CC)	355	732
ATC/ATV (125-349CC)	356	733
ATC/ATV (350CC-OVER)	357	734
ATC/ATV (UNKNOWN CC)	358	739
OTHER MOTORED CYCLE	359	798
UNKNOWN MOTORED CYCLE	360	798

9810 NEOPLAN

Model	Includes	Year	Oracle	SAS
BUS BASED MOTORHOME			9809	902
BUS - FRONT ENGINE/FLAT FRONT			9811	902
BUS - REAR ENGINE/FLAT FRONT			9812	902
OTHER BUS			9813	902
BUS - CONVENTIONAL FRONT ENGINE			9810	902

35 NISSAN / DATSUN

Model	Includes	Year	Oracle	SAS
F10		77-78	6855	31
200/240 SX		74-98	846	32
1200/210/B210	Honeybee	71-82	842	33
Z-CAR, ZX	240/260/280Z, 300 ZX, Turbo, 2+2	70-98	849	34
310		79-82	843	35
510	PL	68-81	844	36
610	PL	73-76	6857	37
710	PL	74-77	6859	38
810/MAXIMA		77-98	738	39
ROADSTER	SPL 311, SRL 311, 1600, 2000, convertible	0-70	6861	40
PL411, RL411		0-67	6863	41
STANZA	XE	82-92	756	42
SENTRA		83-98	750	43
PULSAR	NX, EXA	83-90	745	44
MICRA		87-98	6865	45
NX 1600/2000		92-98	742	46
ALTIMA		93-99	12227	47
OTHER AUTOMOBILE			758	398
UNKNOWN AUTOMOBILE			759	399
PATHFINDER		86-98	6867	401
VAN	XE, GXE	88-98	757	441
AXXESS		89-90	6833	442
QUEST		93-98	747	443
DATSUN/NISSAN PU/FRONTIER	PL620, King Cab, Hardbody	73-98	743	471
OTHER LIGHT TRUCK	Patrol (1960)	0-98	760	498
UNKNOWN LIGHT TRUCK			761	499
MEDIUM/HEAVY COE HIGH ENTRY			6870	883
OTHER MEDIUM/HEAVY TRUCK			762	898
UNKNOWN MEDIUM/HEAVY TRUCK			763	899
UNKNOWN VEHICLE			764	999

75 NORTON

Model	Includes	Year	Oracle	SAS
MOTORCYCLE (000-050CC)			361	701
MOTORCYCLE (051-124CC)			362	702
MOTORCYCLE (125-349CC)			363	703
MOTORCYCLE (350-449CC)			364	704
MOTORCYCLE (450-749CC)			365	705
MOTORCYCLE (750CC-OVER)			366	706
MOTORCYCLE (UNKNOWN CC)			367	709
OTHER MOTORED CYCLE			368	798
UNKNOWN MOTORED CYCLE			369	798

21 OLDSMOBILE

Model	Includes	Year	Oracle	SAS
CUTLASS (RWD-ONLY)	F85 Classic, 442, Cal Supreme, S, LS, Salon, Brougham, Vista Cruiser, Rallye 350, Hurst Olds,	0-88	1052	1
DELTA 88	Starfire	0-on	1051	2
NINETY-EIGHT	Regency, Luxury	0-98	1071	3
TORONADO	XSR, Trofeo, Brougham, Custom	66-92	1079	5
COMMERCIAL SERIES	Ambulance/Hearse	0-98	6646	6
STARFIRE	SX, GT	75-80	1078	12
OMEGA	RWD, X-body type FWD	75-79	1076	15
FIRENZA	S, LS, SX, Cruiser, GT	82-88	1069	16
CIERA	Cutlass Ciera, Brougham, ES	82-98	1054	17
CALAIS	GT, ES, 500	85-91	1050	18
CUTLASS (FWD)	Supreme	88-98	1060	20
ACHIEVA	SC	92-98	1046	21
AURORA		94-98	1049	22
INTRIGUE			22167	23
ALERO			22169	24
OTHER AUTOMOBILE			1081	398
UNKNOWN AUTOMOBILE			1082	399
BRAVADA		91-94	22171	401
SILHOUETTE		90-98	1077	441
OTHER LIGHT TRUCK			1083	498
UNKNOWN LIGHT TRUCK			853	499
OTHER VEHICLE			854	998
UNKNOWN VEHICLE			855	999

9805 OSHKOSH

Model	Includes	Year	Oracle	SAS
MEDIUM/HEAVY BASED MOTORHOME			9773	805
MEDIUM/HEAVY - CBE			9774	805
MEDIUM/HEAVY - UNKNOWN ENGINE LOCATION			9777	805
MEDIUM/HEAVY - COE/ENTRY POSITION UNKNOWN			9778	805
MEDIUM/HEAVY - COE/HIGH ENTRY			9776	805
MEDIUM/HEAVY - COE/LOW ENTRY			9775	805

9805 OSHKOSH

Model	Includes	Year	Oracle	SAS
MEDIUM/HEAVY - OTHER			9779	805

29 OTHER DOMESTIC MANUFACTURER

Model	Includes	Year	Oracle	SAS
OTHER AUTOMOBILE			932	398
UNKNOWN MAKE			933	399
OTHER LIGHT TRUCK			12917	498
OTHER MEDIUM/HEAVY TRUCK			12919	898
OTHER BUS			12921	988
OTHER VEHICLE			12923	998

69 OTHER FOREIGN MANUFACTURER

Model	Includes	Year	Oracle	SAS
OTHER AUTOMOBILE			12916	398
OTHER LIGHT TRUCK			12918	498
OTHER MEDIUM/HEAVY TRUCK			12920	898
OTHER BUS			12922	988
OTHER VEHICLE			12924	998

15691 OTHER MAKE

Model	Includes	Year	Oracle	SAS
OTHER AUTOMOBILE			12911	398
OTHER LIGHT TRUCK			12913	498
OTHER MEDIUM/HEAVY TRUCK			12914	898
OTHER BUS			12912	988
OTHER VEHICLE			12915	998

78 OTHER MAKE MOPED

Model	Includes	Year	Oracle	SAS
OTHER MOTORED CYCLE			299	798
UNKNOWN MOTORED CYCLE			300	798

79 OTHER MAKE MOTORED CYCLE

Model	Includes	Year	Oracle	SAS
0-50cc		0-98	9625	701
51-124cc		0-98	9626	702
125-349cc		0-98	9627	703
350-449cc		0-98	9628	704
450-749cc		0-98	9629	705
750c or greater		0-98	9630	706
Unknown cc		0-98	9631	709

87 PETERBILT

Model	Includes	Year	Oracle	SAS
MEDIUM/HEAVY BASED MOTORHOME			9729	850
MEDIUM/HEAVY - CBE			9730	881
MEDIUM/HEAVY - COE/LOW ENTRY			9731	882
MEDIUM/HEAVY - COE/HIGH ENTRY			9732	883
MEDIUM/HEAVY - UNKNOWN ENGINE LOCATION			9733	884
MEDIUM/HEAVY - COE/ENTRY POSITION UNKNOWN			9734	890
MEDIUM/HEAVY - OTHER			9735	898

44 PEUGEOT

Model	Includes	Year	Oracle	SAS
304		71-73	6635	31
403		0-67	6637	32
404	Station Wagon	0-70	6639	33
504/505	Station Wagon	70-91	6642	34
	STI, STX, Turbo, S, GL GLS, Liberte	70-91	6642	34
604	SL, D	77-84	6645	35
405		89-91	6647	36
OTHER AUTOMOBILE			506	398
UNKNOWN AUTOMOBILE			507	399
MOTORCYCLE (000-050CC)			508	701
MOTORCYCLE (051-124CC)			509	702
MOTORCYCLE (UNKNOWN CC)			510	709
UNKNOWN MOTORED CYCLE			511	798
UNKNOWN VEHICLE			512	999

9 PLYMOUTH

Model	Includes	Year	Oracle	SAS
VALIANT/DUSTER/SCAMP	100, 200, Brougham, Signet, Custom, Special, 340/360, Twister	0-76	6320	1
SATELLITE/BELVEDERE	Belveder I/II, GTX, Roadrunner, Sebring, Sebring Plus, Superbird, Brougham	0-74	6323	2
FURY	Roadrunner,Salon, VIP, Sport, Suburban I, II, III	0-78	6325	3
GRAN FURY	Sedan, Brougham, Custom Sport, Suburban	75-89	36	4
BARRACUDA	Formula, S, 340, AAR, 'Cuda, Gran Coupe	65-73	6329	5
VOLARE	Custom, Premier, Roadrunner, Police	76-80	53	6
CARAVELLE	Turbo, SE	85-89	29	7
HORIZON	TC-3, Miser, Turismo 2.2, Custom, SE, America Expo, Duster	78-90	40	8
RELIANT (K)	SE, LE	81-89	44	11
SCAMP (CAR BASED PICKUP)	GT, 2.2	82-84	6331	13
SUNDANCE	Turbo	87-98	47	17
ACCLAIM	LX, LE	89-98	27	19
NEON	Expresso	94-98	42	20
ARROW	Fire Arrow, GS, GT	76-80	28	32
SAPPORO	all imported	78-83	46	33
CHAMP/COLT (EXCLUDES VISTA)	Turbo, Custom, Station Wagon	79-94	30	34
CONQUEST	TSI	84-89	34	35
LASER	RS, Turbo	89-98	41	37

BREEZE		96-98	6333	38
PROWLER			6335	39
OTHER AUTOMOBILE			57	398
UNKNOWN AUTOMOBILE			58	399
TRAILDUSTER		0-98	6337	421
COLT VISTA	4 X 4	87-98	32	441
VOYAGER (MINIVAN)	SE, LX	84-98	37	442
ARROW PICKUP (FOREIGN)		0-98	6341	471
OTHER LIGHT TRUCK			59	498
UNKNOWN LIGHT TRUCK			60	499
UNKNOWN VEHICLE			61	999

22 PONTIAC

Model	Includes	Year	Oracle	SAS
LEMANS/TEMPEST (THRU 79)	Safari, T-37, Luxury, Grand Sport, GT-37, Sprint, Grand Lemans Judge Grand AM, GTO	0-79	893	1
BONNEVILLE/CATALINA/ PARISIENNE	Brougham, Gand Safari, Safari,	0-68	895	2
FIERO	2M4, 2M6, GT, SE	84-88	873	5
VENTURA	II, SJ, Sprint, Custom, GTO	71-77	6681	8
FIREBIRD/TRANS AM	Esprit, Formula, GTA, Redbird, Yellowbird, Skybird, SE	67-98	875	9
GRAND PRIX (RWD)	J, LJ, SJ, Brougham, 2+2	63-87	885	10
ASTRE	Safari, SJ, Custom	75-77	6684	11
SUNBIRD (THRU 80)	Safari, Sport, Formula	76-80	897	12
T1000/1000	2 door, 4 door	81-87	905	13
PHOENIX	LJ, SJ	77-84	896	15
J2000/SUNBIRD/SUNFIRE	Le, Se, GT, Convertible Sunbird, Sunfire-GT/SE	82-98	901	16
6000	STE, SE, LE	82-98	858	17
GRAND AM	SE, LE	80-98	881	18
GRAND PRIX (FWD)	SE, McLaren Turbo, GTP	88-98	886	20
LEMANS (88-on)	SE, Tempest (Canadian)	88-98	894	31
OTHER AUTOMOBILE			909	398
UNKNOWN AUTOMOBILE			910	399
TRANS SPORT		90-98	906	441
OTHER LIGHT TRUCK			911	498
UNKNOWN LIGHT TRUCK			912	499
UNKNOWN VEHICLE			913	999

45 PORSCHE

Model	Includes	Year	Oracle	SAS
911	L, S, E, T, SC, Carrera, Slopenose, Speedstar, Panorama	0-98	516	31
912	E, T	0-69	6654	32
914	S, 1.8, 2.0, 914/6	70-76	6656	33
924	Turbo, S	77-88	513	34
928	S	78-98	514	35
930	Turbo	89-94	6658	36
944	Turbo, S	83-92	515	37
959		89-94	6661	38
968		92-95	6663	39
OTHER AUTOMOBILE	Spyder, Speedster, 356	0-98	518	398
UNKNOWN AUTOMOBILE			519	399
BOXSTER			22173	422
UNKNOWN VEHICLE			520	999

6917 RELIANT

Model	Includes	Year	Oracle	SAS
OTHER AUTOMOBILE			282	49
UNKNOWN AUTOMOBILE			283	49

46 RENAULT/AMC

Model	Includes	Year	Oracle	SAS
LECAR	5	76-83	521	31
DAUPHINE/10/R-8/CARAVELLE		0-71	6671	32
12	R12L, R12TL	72-77	6674	33
15	R14TL	73-76	6676	34
16	R16	69-72	6678	35
17	R17, Gordini Coupe, R17TL	73-80	6680	36
R18I	Sportwagon	81-98	522	37
FUEGO	TL, TS, GTL, GTS, Turbo	82-85	525	38
ALLIANCE/ENCORE/GTA, CONVERTIBLE	L, DL, Limited, X-37	83-98	523	39
ALPINE	GT	87-98	6682	41
MEDALLION	DL, LX	87-87	526	44
PREMIER			6543	45
PREMIER		87-87	6685	45
OTHER AUTOMOBILE			527	398
UNKNOWN AUTOMOBILE			528	399
UNKNOWN VEHICLE			529	999

6912 ROLLS ROYCE/BENTLEY

Model	Includes	Year	Oracle	SAS
CLOUD/SHADOW SERIES		0-98	261	42
OTHER AUTOMOBILE			272	42
UNKNOWN AUTOMOBILE			273	42

47 SAAB

Model	Includes	Year	Oracle	SAS
99/99E/900	S, Turbo, Cabriolet	0-98	530	31
SONNETT	II, III, V-4	68-74	6707	32
95/96/97		0-73	6710	33
9000, CS	S, Trubo	85-98	531	34
9000, CS	CS 93-98	531	34	
9 - 3			22175	35
9 - 5			22177	36
OTHER AUTOMOBILE			533	398
UNKNOWN AUTOMOBILE			534	399
UNKNOWN VEHICLE			535	999
			6712	

24 SATURN

Model	Includes	Year	Oracle	SAS
SL	SL1, SL2, SL3	91-98	6719	1
SC	SC1, SC2	91-2000	6721	2
SW	SW1, SW2	93-98	6723	3
EVEV1 (electric vehicle)		97-98	6725	4
OTHER AUTOMOBILE			923	398
UNKNOWN AUTOMOBILE			924	399
UNKNOWN VEHICLE			925	999

9807 SCANIA

Model	Includes	Year	Oracle	SAS
MEDIUM/HEAVY BASED MOTORHOME			9787	807
MEDIUM/HEAVY - COE/LOW ENTRY			9789	807
MEDIUM/HEAVY - CBE			9788	807
MEDIUM/HEAVY - COE/ENTRY POSITION UNKNOWN			9792	807
MEDIUM/HEAVY - OTHER			9793	807
MEDIUM/HEAVY - UNKNOWN ENGINE LOCATION			9791	807
MEDIUM/HEAVY - COE/HIGH ENTRY			9790	807

6913 SIMCA

Model	Includes	Year	Oracle	SAS
OTHER AUTOMOBILE			274	44
UNKNOWN AUTOMOBILE			275	44

61 STERLING

Model	Includes	Year	Oracle	SAS
827S	Li	86-91	7912	31
OTHER AUTOMOBILE			465	398
UNKNOWN AUTOMOBILE			466	399
UNKNOWN VEHICLE			467	999

2901 STUDEBAKER

Model	Includes	Year	Oracle	SAS
LARK		0-66	9536	1
GRAN TURISMO		0-66	9538	1
UNKNOWN AUTOMOBILE			9545	1
OTHER AUTOMOBILE			9544	1
CRUISER		0-66	9542	1
HAWK		0-66	9540	1

2906 STUTZ

Model	Includes	Year	Oracle	SAS
OTHER AUTOMOBILE		0-98	9575	398
UNKNOWN AUTOMOBILE		0-98	9576	398

48 SUBARU

Model	Includes	Year	Oracle	SAS
DL/FE/G/GF/GL/GLF/STD/LOYALE	4 wheel drive, Turbo	72-94	543	31
STAR		70-71	6720	32
360		69-70	6722	33
LEGACY	Brighton, Outback, Outback II	89-98	541	34
XT/XT6	4WD Turbo, convertible, DL	86-98	546	35
JUSTY	DL, GL	87-94	540	36
SVX		92-98	545	37
IMPREZA	Outback, Outback II	93-98	539	38
BRAT DL, GL		78-98	6724	43
OTHER AUTOMOBILE			550	398
UNKNOWN AUTOMOBILE			551	399

FORESTER			22179	401
UNKNOWN VEHICLE			552	999

6914 SUNBEAM

Model	Includes	Year	Oracle	SAS
OTHER AUTOMOBILE			276	45
UNKNOWN AUTOMOBILE			277	45

53 SUZUKI

Model	Includes	Year	Oracle	SAS
SA310	GLX	86-98	6839	31
SWIFT	GTi, GTX	89-98	411	34
ESTEEM		95-98	405	35
OTHER AUTOMOBILE			416	398
UNKNOWN AUTOMOBILE			417	399
SAMURAI	Standard, Deluxe	85-95	406	401
SIDEKICK/GRAND VITARA			407	402
X-90/VITARA			415	403
OTHER LIGHT TRUCK			418	498
UNKNOWN LIGHT TRUCK			419	499
MOTORCYCLE (000-050CC)			420	701
MOTORCYCLE (051-124CC)			421	702
MOTORCYCLE (125-349CC)			422	703
MOTORCYCLE (350-449CC)			423	704
MOTORCYCLE (450-749CC)			424	705
MOTORCYCLE (750CC-OVER)			425	706
MOTORCYCLE (UNKNOWN CC)			426	709
ATC/ATV (000-050CC)			427	731
ATC/ATV (051-124CC)			428	732
ATC/ATV (125-349CC)			429	733
ATC/ATV (350CC-OVER)			430	734
ATC/ATV (UNKNOWN CC)			431	739
UNKNOWN MOTORED CYCLE			432	798
UNKNOWN VEHICLE			433	999

49 TOYOTA

Model	Includes	Year	Oracle	SAS
CORONA	Mark II, Custom, 1900, 2000, Deluxe	0-82	561	31
COROLLA	1100, 1200, 1600, SR-5, LE, Deluxe, Custom, FX-16	69-98	560	32
CELICA	1900, 2000, GT, ST, GTS	72-98	556	33
SUPRA	Celica Supra, Soarer	79-98	559	34
CRESSIDA		78-92	562	35
CROWN	2300, 2600	0-71	6746	36
CARINA	2000	72-73	6748	37
TERCEL	Corolla Tercel, 4WD Wagon	80-98	571	38
STARLET		81-84	568	39
CAMRY	LE, Deluxe, XLE, Coupe	83-98	555	40
MR-2		85-95	564	41
PASEO		92-98	565	42
AVALON		95-98	554	43
SOLARA			22182	44
OTHER AUTOMOBILE			608	398
UNKNOWN AUTOMOBILE			607	399
4-RUNNER		85-98	553	401
RAV-4		96-98	6750	402

LANDCRUISER		76-98	563	421
MINVAN/PREVIA	LE, Cargo, Previea	84-98	567	441
SIENNA			22184	442
PICKUP	SR-5, Extra Cab, Sport, LN44, Chinook, Wonder Wagon	74-98	566	471
TACOMA			6752	472
T-100		93-98	570	481
OTHER LIGHT TRUCK			610	498
UNKNOWN LIGHT TRUCK			611	499
UNKNOWN VEHICLE			612	999

50 TRIUMPH

Model	Includes	Year	Oracle	SAS
SPITFIRE	I, II, III, IV, 1500	0-81	6754	31
GT-6	MK3	67-73	6756	32
TR4	TR2, TR3, TR4A	0-68	6758	33
TR6		69-76	6760	34
TR7/8		75-81	6762	35
HERALD	Vitesse	0-98	6764	36
STAG		71-73	6766	37
OTHER AUTOMOBILE	2000, 1200 series	0-98	572	398
UNKNOWN AUTOMOBILE			573	399
MOTORCYCLE (000-050CC)			574	701
MOTORCYCLE (051-124CC)			575	702
MOTORCYCLE (125-349CC)			576	703
MOTORCYCLE (350-449CC)			577	704
MOTORCYCLE (450-749CC)			578	705
MOTORCYCLE (750CC-OVER)			579	706
MOTORCYCLE (UNKNOWN CC)			580	709
UNKNOWN MOTORED CYCLE			581	799
UNKNOWN VEHICLE			582	999

6915 TVR

Model	Includes	Year	Oracle	SAS
OTHER AUTOMOBILE			278	46
UNKNOWN AUTOMOBILE			279	46

2999 UNKNOWN DOMESTIC MANUFACTURER

Model	Includes	Year	Oracle	SAS
UNKNOWN AUTOMOBILE			24515	399
UNKNOWN LIGHT TRUCK			732	499
UNKNOWN MOTORED CYCLE			728	799
UNKNOWN MEDIUM/HEAVY TRUCK			734	899
UNKNOWN BUS TYPE			730	989
UNKNOWN VEHICLE			736	999

6999 UNKNOWN FOREIGN MANUFACTURER

Model	Includes	Year	Oracle	SAS
UNKNOWN AUTOMOBILE			293	399
UNKNOWN LIGHT TRUCK			733	499
UNKNOWN MOTORED CYCLE			729	799
UNKNOWN MEDIUM/HEAVY TRUCK		93-98	735	899

UNKNOWN BUS TYPE		731	989
UNKNOWN VEHICLE		737	999

99 UNKNOWN MANUFACTURER

Model	Includes	Year	Oracle	SAS
UNKNOWN AUTOMOBILE			10351	399
UNKNOWN LIGHT TRUCK			624	499
UNKNOWN MOTORED CYCLE			238	799
UNKNOWN MEDIUM/HEAVY TRUCK			626	899
UNKNOWN BUS TYPE			623	989
UNKNOWN VEHICLE			627	999

9899 UNKNOWN MEDIUM/HEAVY TRUCKS AND BUSES MANUFACTURER

Model	Includes	Year	Oracle	SAS
Unknown medium/heavy truck		0-1999	12908	898
Unknown bus type		0-91999	12910	988

30 VOLKSWAGON

Model	Includes	Year	Oracle	SAS
KARMANN GHIA		0-74	6759	31
BEETLE 1300/1500	flat windshield, 94.5" WB	0-77	6761	32
SUPER BEETLE	Distinguished by curved windshield	71-80	5820	33
411/412	Squareback/Fastback	71-74	6763	34
SQUAREBACK/FASTBACK	Type 3, 1600	0-74	6765	35
RABBIT	L, GTI, Sport, LS, Custom, DL, Deluxe	75-84	964	36
DASHER		74-81	6767	37
SCIROCCO	16V	75-88	965	38
JETTA	GL, GLI	81-92	950	40
QUANTUM	Synco	82-88	961	41
GOLF	Synco, GTI, Cabriolet, GT, GL	85-92	934	42
RABBIT PICKUP	car/based pickup	80-83	6769	43
FOX	GL	87-98	941	44
CORRADO		89-98	937	45
PASSAT		90-98	958	46
JETTA III		93-98	957	47
GOLF III		93-98	946	48
NEW BEETLE			22187	49
OTHER AUTOMOBILE			968	398
UNKNOWN AUTOMOBILE			969	399
THE THING (181)		73-75	6771	401
VANAGON/CAMPER	Bus, Kombi, Van	0-98	935	441
EUROVAN		92-98	940	442
OTHER LIGHT TRUCK			781	498
UNKNOWN LIGHT TRUCK			782	499
OTHER VEHICLE			783	998
UNKNOWN VEHICLE			784	999

51 VOLVO

Model	Includes	Year	Oracle	SAS
122	S	0-68	6774	31
142/144/145	S, E, GL, GLS, Deluxe	0-74	6777	32
164	S, E	69-75	6780	33
240/242/244/245	DL. GL, GLE, GLT, Deluxe	75-98	583	34

262/264/265	GL	76-82	587	35
1800	E, S, ES	0-73	6782	36
760/780	GLE, Turbo	83-92	596	38
740	GLE, GT, Turbo, GL	86-92	590	39
940	GLE, Turbo, SE	91-98	6784	40
960		92-98	6786	41
850	GLT, Wagon	93-98	6788	42
OTHER AUTOMOBILE			600	398
UNKNOWN AUTOMOBILE			601	399
MEDIUM/HEAVY CBE			6790	881
MEDIUM/HEAVY COE LOW ENTRY			6791	882
MEDIUM/HEAVY COE HIGH ENTRY			6792	883
MEDIUM/HAVY: UNKNOWN ENGINE LOCATION			6793	884
MEDIUM/HEAVY: COE ENTRY POSITION UNKNOWN			6794	890
OTHER MEDIUM/HEAVY TRUCK			602	898
UNKNOWN MEDIUM/HEAVY TRUCK			603	899
MEDIUM BUS			604	981
OTHER BUS			379	988
UNKNOWN TYPE BUS			6796	989
UNKNOWN VEHICLE			6798	999

9809 WARD LAFRANCE

Model	Includes	Year	Oracle	SAS
MEDIUM/HEAVY BASED MOTORHOME			9801	898
MEDIUM/HEAVY - OTHER			9807	898
MEDIUM/HEAVY - COE/LOW ENTRY			9803	898
MEDIUM/HEAVY - COE/HIGH ENTRY			9804	898
MEDIUM/HEAVY - COE/ENTRY POSITION UNKNOWN			9806	898
MEDIUM/HEAVY - UNKNOWN ENGINE LOCATION			9805	898
MEDIUM/HEAVY - CBE			9802	898

9804 WESTERN STAR

Model	Includes	Year	Oracle	SAS
MEDIUM/HEAVY BASED MOTORHOME			9766	804
MEDIUM/HEAVY - OTHER			9772	804
MEDIUM/HEAVY - COE/ENTRY POSITION UNKNOWN			9771	804
MEDIUM/HEAVY - CBE			9767	804
MEDIUM/HEAVY - COE/LOW ENTRY			9768	804
MEDIUM/HEAVY - UNKNOWN ENGINE LOCATION			9770	804
MEDIUM/HEAVY - COE/HIGH ENTRY			9769	804

76 YAMAHA

Model	Includes	Year	Oracle	SAS
MOTORCYCLE (000-050CC)			370	701
MOTORCYCLE (051-124CC)			371	702
MOTORCYCLE (125-349CC)			372	703
MOTORCYCLE (350-449CC)			373	704

MOTORCYCLE (450-749CC)	374	705
MOTORCYCLE (750CC-OVER)	375	706
MOTORCYCLE (UNKNOWN CC)	376	709
ATC/ATV (000-050CC)	377	731
ATC/ATV (051-124CC)	378	732
ATC/ATV (125-349CC)	294	733
ATC/ATV (350CC-OVER)	295	734
ATC/ATV (UNKNOWN CC)	296	739
OTHER MOTORED CYCLE	297	798
UNKNOWN MOTORED CYCLE	298	798

57 YUGO

Model	Includes	Year	Oracle	SAS
GV	GVX, Cabriolet	86-92	7890	31
OTHER AUTOMOBILE			491	398
UNKNOWN AUTOMOBILE			492	399
UNKNOWN VEHICLE			441	999

V05 BODY TYPE

Screen Heading: Vehicle Data

Screen Name: Body Type (395-E)

Long Name: What is the vehicle body type?

SAS Name: Vehicle.Body_Typ

Oracle Name: GES.Vehicle.BodyTypeID

Element Values:

Screen	Oracle	SAS	
			AUTOMOBILES
*	1	01	Convertible (excludes sun-roof, t-bar)
	2	02	2-Door Sedan, Hardtop, Coupe
	3	03	3-Door/2-Door Hatchback
	4	04	4-Door Sedan, Hardtop
	5	05	5-Door/4-Door Hatchback
	6	06	Station Wagon (excluding van and truck based)
	7	07	Hatchback, Number of Doors Unknown
	17	**(17)**	3-Door Coupe
	8	08	Other Automobile Type
	9	09	Unknown Automobile Type
			AUTOMOBILE DERIVATIVES
	10	10	Auto Based Pickup (includes El Camino, Caballero, Ranchero, Brat, and Rabbit Pickup)
	11	11	Auto Based Panel (Cargo Station Wagon, auto based Ambulance/Hearse)
	12	12	Large Limousine (More than four side doors or stretched chassis)
	13	13	Three Wheel Automobile or Automobile Derivative
			UTILITY VEHICLES
	14	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	15	Large Utility (Jeep Cherokee (83 and before), Ramcharger, Trailduster, Bronco-full size (78 and after), full size Blazer, full size Jimmy, Hummer, Land Cruiser, Rover, Scout, and Yukon)
16	16	Utility Station Wagon (Chevrolet Suburban, GMC Suburba, Travelall, Grand Wagoneer; also includes suburban limousine)
19	19	Utility Vehicle, Unknown Body Type

VAN BASED LIGHT TRUCKS (4,536 KG GVWR)

20	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	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	22	Step Van or Walk-in Van (4,536 kg GVWR)
23	23	Van Based Motorhome
24	24	Van Based School Bus
25	25	Van Based Other Bus
28	28	Other Van Type (Hi-Cube, Kary)
29	29	Unknown Van Type

LIGHT CONVENTIONAL TRUCKS (pickup style cab 4,536 kg GVWR)

30	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	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	32	Pickup With Slide-In Camper
33	33	Convertible Pickup
39	39	Unknown (Pickup Style) Light Conventional Truck

OTHER LIGHT TRUCKS (4,536 kg GVWR)

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

BUSES

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

MEDIUM/HEAVY TRUCKS (>4,536 kg GVWR)

60	60	Step Van
61	**(61)**	Single Unit Straight Truck (4500kg < GVWR <= 8850kg)
62	**(62)**	Single Unit Straight Truck (8850kg < GVWR <= 12000kg)
63	**(63)**	Single Unit Straight Truck (GVWR > 12000kg)
64	**(64)**	Single Unit Straight Truck (GVWR Unknown)
n/a	64	Single Unit Straight Truck
65	65	Medium/Heavy Truck Based Motorhome
n/a	66	Truck-Tractor (Cab only or with any number of trailing units)
67	**(67)**	Truck-Tractor With No Cargo Trailer
68	**(68)**	Truck-Tractor Pulling One Trailer
69	**(69)**	Truck-Tractor Pulling Two or More Trailers
70	**(70)**	Truck-Tractor (Unknown if Pulling Trailer)
78	78	Unknown Medium/Heavy Truck Type
79	79	Unknown Truck Type (light/medium/heavy)

MOTORED CYCLES (does not include all-terrain vehicle/cycles)

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

OTHER VEHICLES

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

* The screen values displayed are determined by the make and model of vehicle selected. For example, if the make/model selected is Cadillac/Catera, only AUTOMOBILE body types are displayed. The screen values for the body types displayed are sequential numbers beginning with one (1).

Remarks:

AUTOMOBILES

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

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

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

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

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

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

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

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

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

Other Automobile Type refers to any passenger car that cannot be described by other automobile codes.

Unknown Automobile Type is used when it is known that the vehicle is a passenger car, but there is insufficient data to determine the type.

AUTOMOBILE DERIVATIVES

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

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

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

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

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

UTILITY VEHICLES (4,536 kg GVWR)

Multi-purpose vehicles (MPV) are designed to have off-road capabilities. These vehicles are: generally four wheel drive (4 x 4), have increased ground clearance, and are equipped with a strong frame. Four wheel drive automobiles are not considered MPVs.

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, S-15 Jimmy, Thing, Pathfinder, Trooper, Trooper II, Rodeo, Amigo, Navajo, 4-Runner, Montero, Passport, Samurai, Sidekick, and Rocky) refers to a short wheelbase and narrow tracked multi-purpose vehicle designed to operate in rugged terrain.

Large Utility (Jeep Cherokee (83 and before), Ramcharger, Trailduster, Bronco-full size (78 and after), full size Blazer, full size Jimmy, Hummer, Land Cruiser, Rover, Scout, and Yukon) refers to fullsize multi-purpose vehicles primarily designed around a shortened pickup truck chassis. Generally a station wagon style body, some model are equipped with a removable top.

Utility Station Wagon (Chevrolet Suburban, GMC Suburban, Travelall, Grand Wagoneer, includes suburban limousine) refers primarily to a pickup truck based chassis enlarged to a station wagon.

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

VAN BASED LIGHT TRUCKS (4,536 kg GVWR)

Light trucks (4,536 kg GVWR) are designed to maximize cargo/passenger area versus overall length. Basically a "box on wheels", these vehicles are identifiable by their enclosed cargo/passenger area and relatively short (or non-existent) hood.

Minivan (Town and Country, Caravan, Grand Caravan, Voyager, Grand Voyager, Mini-Ram, Vista, Aerostar, Windstar, Villager, Lumina APV, Trans Sport, Silhouette, Astro, Safari, Toyota Van, Toyota Minivan, Previa, Nissan Minivan, Quest, Mitsubishi Minivan, Expo Wagon, Vanagon/Camper) refers to down-sized cargo or passenger vans.

Large Van (B150-B350, Sportsman, Royal, Maxiwagon, Ram, Tradesman, Voyager (83 and before), E150-E350, Econoline, Clubwagon, Chateau, G10-G30, Chevy Van, Beauville, Sport Van, G15-G35, Rally Van, Vandura) refers to a standard cargo or passenger van. These vans will generally have a larger capacity in both volume and GVWR.

Step Van or Walk-In Van (4,536 kg GVWR) refers to a multi-stop delivery vehicle with a GVWR less than or equal to 4,536 kilograms. Examples are the Grumman LLV used by the US Postal Service ofrhte Aeromate manufactured by Utilimaster Motor Corporation.

Van Based Motorhome (4,536 kg GVWR) refers to a van where the chassis and cab portions from the B-pillar forward of this vehicle are the same as in attributes minivans, large van, step van; however, a frame mounted recreational unit is added behind the driver/cab area. This code takes priority over attributes minivan and large van.

Van Based School Bus (4,536 kg GVWR) is a passenger van 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 use this code.

Van Based Other Bus (4,536 kg GVWR) 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.

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

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

LIGHT CONVENTIONAL TRUCKS (Pickup Style Cab, 4,536 kg GVWR)

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

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

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

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

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

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

OTHER LIGHT TRUCKS (4,536 kg GVWR)

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

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

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

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

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

Unknown Light Truck Type is used when it is known that the vehicle is a light truck chassis based vehicle but insufficient data exist to specify what type of light truck it is.

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

BUSES (Excludes Van Based)

Buses are defined as any medium/heavy motor vehicle designed primarily to transport large groups of passengers.

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

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

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

MEDIUM/HEAVY TRUCKS (>4,536 kg GVWR)

Medium/Heavy Trucks describe a single unit truck specifically designed for carrying cargo on the same chassis as the cab.

They pertain to a truck-tractor designed for towing trailers or semi-trailers. Although towing is their primary purpose, some truck-tractors are equipped with cargo areas located rearward of the cab.

Step Van (>4,536 kg GVWR) defines a single unit enclosed body with a GVWR greater than 4,536 kilograms and an integral driver's compartment and cargo area. Step vans are generally equipped with a folding driver seat mounted on a pedestal and a sliding door for easy ingress/egress.

Single Unit Straight Truck describes a non-articulated truck designed to carry cargo. The gross vehicle weight rating of the vehicle must exceed 4,536 kilograms.

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

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

Unknown Medium/Heavy Truck Type is used when it is unknown whether the medium/heavy truck is a single unit truck or a truck-tractor and/or trailer combination and it is known that the vehicle is either a medium or heavy truck with GVWR >4,536 kilograms.

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

MOTORED CYCLES (Does Not Include All Terrain Vehicles/Cycles)

Motorcycle is used when the vehicle is a two-wheeled open (i.e., no enclosed body) vehicle propelled by an internal combustion engine. Motorcycles equipped with a side car also use this code.

Moped (motorized bicycle) is used when the vehicle is a motorized bicycle capable of moving either by pedaling or by an internal combustion engine.

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

Other Motored Cycle (minibike, motor scooter) is used when the vehicle in question does not qualify for attributes motorcycle, moped, three-wheeled motorcycle or moped (e.g., motor scooter).

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

OTHER VEHICLES

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

ATV (All-Terrain Vehicle) and ATC (All-Terrain Cycle) is used for off-road recreational vehicles which cannot be licensed for use on public roadways. ATVs have 4 or more wheels and ATCs have 2 or 3 wheels. Generally, the tires have low pressure and wide profile (i.e., flotation/balloon).

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

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

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

Other Vehicle Type is used when the motorized vehicle in question does not qualify for Construction equipment other than trucks, Farm equipment other than trucks, Snowmobile, ATV (All-Terrain Vehicle) and ATC (All-Terrain Cycle) (e.g., go-kart, dune buggy, "kit"car, motorized wheelchair, etc.).

Unknown Body Type is used 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 codes.

Consistency Checks:

Errors

	IF	THEN
AV149	~~FIRST~~ HARMFUL EVENT (A06) equals 01 and BODY TYPE (V05) equal to 80-89	at least one ROLLOVER TYPE (V30) must equal 10, 20-23, 28, 29 or 99.
PV001	PERSON TYPE (P03) equals 1 and BODY TYPE (V05) equals 80-89	SEATING POSITION (P04) must not equal 00, 12-53 or 99.
PV005	PERSON TYPE (P03) equals 2 or 9 and BODY TYPE (V05) equals 80-89	SEATING POSITION (P04) must not equal 13-19 or 22-53.
PV007	PERSON TYPE (P03) equals 2 and BODY TYPE (V05) equals 50-59	SEATING POSITION (P04) must not equal 11-39, 50, 52 or 99.
PV010	PERSON TYPE (P03) equals 9 and BODY TYPE (V05) equals 50-59	SEATING POSITION (P04) must not equal 12-50 or 52.
PV011	PERSON TYPE (P03) equals 1 and AGE (P07) is less than 08	BODY TYPE (V05) must not equal 01-07, 09-60, 64-66, 78-79 or 93.
PV066	RESTRAINT SYSTEM USE (P15) equals 1-3 or 6	BODY TYPE (V05) must not equal 80-89 or 90.
PV125	EJECTION (P06) equals 1or 2	BODY TYPE (V05) must not equal 80-89, 90 or 91.
PV172	AIR BAG AVAILABILITY/ FUNCTION (P21) equals 1 or 2	BODY TYPE (V05) must equal 01-39, 48 or 49.
PV196	AIR BAG AVAILABILITY/ FUNCTION (P21) equals 1 or 2 and BODY TYPE (V05) equals 14-16, 19, 21-29, 48 or 49	MODEL YEAR (V06) must be greater than 1991.
VP002	PERSON TYPE (P03) equals 2 or 9 and BODY TYPE (V05) equals 01-02, 04, 10, 30-32, 39, 41, 90 or 91	SEATING POSITION (P04) must not equal 50 or 51.
VP207	If BODY TYPE (V05) equals 80-91 and NUMBER OF OCCUPANTS (V10) is greater than 00	EJECTION (P06) must equal 0.
VV003	SPECIAL USE (V08) equals 01	BODY TYPE (V05) must equal 02-09, 12, 17, 20-29 or 49.

VV006	SPECIAL USE (V08) equals 02	BODY TYPE (V05) must equal 14-16, 19, 20, 21, 24- 25, 28-29, 45, 48-49, 50 or 58-59.
VV009	BODY TYPE (V05) equals 80-89	SPECIAL USE (V08) must not equal 01-03, 06, 07 or 10.
VV010	SPECIAL USE (V08) equals 03	BODY TYPE (V05) must equal 14-16, 19, 20, 21, 24-25, 28-29, 45, 48, 49, 50-59 or 99.
VV012	BODY TYPE (V05) equals 01-05, 07-09 or 17	NUMBER OF OCCUPANTS (V10) must not be greater than 15.
VV013	BODY TYPE (V05) equals 06, 11, 14 or 15	NUMBER OF OCCUPANTS (V10) must not be greater than 22.
VV015	BODY TYPE (V05) equals 80-89	NUMBER OF OCCUPANTS (V10) must not be greater than 5.
VV025	SPECIAL USE (V08) equals 06	BODY TYPE (V05) must equal 08, 11, 12, 14-16, 19, 20-21, 28-29, 40-41, 48-49, 60, 79, 97 or 99.
VV085	BODY TYPE (V05) equals 25 or 58	SPECIAL USE (V08) must not equal 00 or 02.
VV086	BODY TYPE (V05) equals 59	SPECIAL USE (V08) must equal 99.
VV101	BODY TYPE (V05) equals 92	SPECIAL USE (V08) must equal 11.
VV102	SPECIAL USE (V08) equals 11	BODY TYPE (V05) must equal 92.
VV110	BODY TYPE (V05) is not equal to 50-64, 66-79 or 99	CARRIER'S IDENTIFICATION NUMBER (V31) must equal 000000.
VV111	BODY TYPE (V05) equals 80-89	ROLLOVER TYPE (V30) must equal 00.
VV112	BODY TYPE (V05) equals 93	SPECIAL USE (V08) must equal 12.
VV113	SPECIAL USE (V08) equals 12	BODY TYPE (V05) must equal 93.
VV115	VEHICLE TRAILING (V13) equals 5 or 6 and BODY TYPE (V05) equals 50, 59-64 or 66-79	NUMBER OF AXLES ON VEHICLE, INCL TRAILER (V32) must not equal 00.
VV116	~~FIRST~~ HARMFUL EVENT (A06) equals 01 and BODY TYPE (V05) does not equal 80-89	ROLLOVER TYPE (V30) must not equal 00.

VV145	CARGO BODY TYPE (V33) equals 01	BODY TYPE (V05) must equal 50, 58 or 59.
VV153	BODY TYPE (V05) equals 66 and VEHICLE TRAILING (V13) equals 1	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must equal 0000.
VV154	BODY TYPE (V05) is not equal to 60, 64, 66-79 or 99	HAZARDOUS MATERIALS RELEASE (V36) must equal 0.
VV155	BODY TYPE (V05) equals 99	HAZARDOUS MATERIALS RELEASE (V36) must equal 9.
VV156	BODY TYPE (V05) equals 66 and VEHICLE TRAILING (V13) equals 1	HAZARDOUS MATERIALS RELEASE (V36) must equal 0.
VV157	BODY TYPE (V05) equals 99	HAZARDOUS MATERIALS PLACARDED (V34) must equal 9.
VV160	BODY TYPE (V05) equals 66 and VEHICLE TRAILING (V13) equals 1	HAZARDOUS MATERIALS PLACARDED (V34) must equal 0.
VV161	BODY TYPE (V05) equals 99	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must equal 9999.
VV162	BODY TYPE (V05) is not equal to 60,64, 66-79 or 99	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must equal 0000.
VV163	BODY TYPE (V05) equals 99	CARGO BODY TYPE (V33) must equal 99.
VV164	BODY TYPE (V05) is not equal to 50-64, 66-79 or 99	CARGO BODY TYPE (V33) must equal 00.
VV165	BODY TYPE (V05) is not equal to 50-64, 66-79 or 99	NUMBER OF AXLES ON VEHICLE, INCL TRAILERS, (V32) must equal 00.
VV166	BODY TYPE (V05) equals 99	NUMBER OF AXLES ON VEHICLE, INCL TRAILERS, (V32) must equal 99.
VV167	BODY TYPE (V05) equals 99	CARRIER'S IDENTIFICATION NUMBER (V31) must equal 999999.
VV169	BODY TYPE (V05) is not equal to 60, 64, 66-79 or 99	HAZARDOUS MATERIALS PLACARDED (V34) must equal 0.
VV174	VEHICLE TRAILING (V13) equals 1 and BODY TYPE (V05) equals 66	CARGO BODY TYPE (V33) must equal 98.

VV219	BODY TYPE (V05) equals 50, 59-64, 66-79 or 99	NUMBER OF AXLES ON VEHICLE, INCL TRAILERS (V32) must not equal 00.
VV220	BODY TYPE (V05) equals 50, 59-64, 66-79 or 99	CARGO BODY TYPE (V33) must not equal 00.
VV221	BODY TYPE (V05) equals 60, 64 or 66-79 and SPECIAL USE (V08) equals 07	CARGO BODY TYPE (V33) must equal 98.
VV223	CARRIER'S IDENTIFICATION NUMBER (V31) does not equal 000000 or 999999	BODY TYPE (V05) must equal 50-64, 66-79 or 99.
VV248	BODY TYPE (V05) equals 50 or 59	CARGO BODY TYPE (V33) must equal 01.
VV249	BODY TYPE (V05) equals 58	CARGO BODY TYPE (V33) must equal 01 or 98.

Warnings

	IF	THEN
AV100	STRATUM (A23) equals 3 or 4 and BODY TYPE (V05) equals 01-49	MANNER OF LEAVING SCENE (V19) should not equal 2 or 3.
AV121	STRATUM (A23) equals 1 or 3	BODY TYPE (V05) should not equal 60-79.
AV230	STRATUM (A23) equals 4 and at least one BODY TYPE (V05) equals 60-79	no INJURY SEVERITY (P09) should equal 1, 2, 3 or 4.
PV068	RESTRAINT SYSTEM USE (P15) equals 5	BODY TYPE (V05) should equal 80-90.
PV166	SEATING POSITION (P04) equals 31-39	BODY TYPE (V05) should not equal 01, 02, 03, 04 or 05.
PV171	AIR BAG AVAILABILITY/ FUNCTION (P21) equals 1 or 2 and BODY TYPE (V05) equals 20	VEHICLE MAKE (V03) 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 (V05) equals 14-16 or 19	VEHICLE MAKE (V03) should equal 02 or 12.
PV195	AIR BAG AVAILABILITY/ FUNCTION (P21) equals 1 or 2 and BODY TYPE (V05) equals 21	VEHICLE MAKE (V03) should equal 09, 12 or 20.

PV202	AIR BAG AVAILABILITY/ FUNCTION (P21) equals 1 or 2 and BODY TYPE (V05) equals 31	VEHICLE MAKE (V03) should equal 07, 12, 20 or 49.
VA102	BODY TYPE (V05) equals 24 or 50	SCHOOL BUS RELATED (A21) should equal 1.
VP173	BODY TYPE (V05) equals 40-45 or 50-97	AIR BAG AVAILABILITY/ FUNCTION (P21) should equal 0.
VP192	SEATING POSITION (P04) equals 53 and BODY TYPE (V05) does not equal 01,06 or 30-39	EJECTION (P06) should equal 0.
VV030	VEHICLE TRAILING (V13) equals 2	BODY TYPE (V05) should not equal 50-58, 80-89, 90 or 91.
VV032	BODY TYPE (V05) equals 01-05, 07-09, 17 or 97	NUMBER OF OCCUPANTS (V10) should not be greater than 8.
VV033	BODY TYPE (V05) equals 12	NUMBER OF OCCUPANTS (V10) should not be greater than 15.
VV034	BODY TYPE (V05) equals 06, 14-15, 23, 42 or 60-79	NUMBER OF OCCUPANTS (V10) should not be greater than 12.
VV036	BODY TYPE (V05) equals 80-89 or 91	NUMBER OF OCCUPANTS (V10) should not be greater than 2.
VV037	BODY TYPE (V05) equals 90	NUMBER OF OCCUPANTS (V10) should not be greater than 6.
VV076	BODY TYPE (V05) equals 66	VEHICLE TRAILING (V13) should not equal 1.
VV084	BODY TYPE (V05) equals 24 or 50	SPECIAL USE (V08) should equal 02.
VV109	BODY TYPE (V05) equals 50-64 or 66-79	CARRIER'S IDENTIFICATION NUMBER (V31) should not equal 000000.
VV114	SPECIAL USE (V08) equals 10	BODY TYPE (V05) should equal 11.
VV185	CARGO BODY TYPE (V33) equals 98 and BODY TYPE (V05) equals 66	VEHICLE TRAILING (V13) should equal 1.
VV244	BODY TYPE (V05) equals 66 or 78 and VEHICLE TRAILING (V13) equals 1	NUMBER OF AXLES ON VEHICLE, INCL TRAILER (V32) should equal 2, 3 or 99.

Post Entry

	IF	THEN
AV145	STRATUM (A23) equals 1	at least one BODY TYPE (V05) should equal 01-49.
AV146	STRATUM (A23) equals 2	at least one BODY TYPE (V05) should equal 60-79.
AV231	STRATUM (A23) equals 4 and no BODY TYPE (V05) equals 60-79	no INJURY SEVERITY (P09) should equal 2, 3 or 4.
AV236	SCHOOL BUS RELATED (A21) equals 1	at least one BODY TYPE (V05) should equal 24 or 50.
PV188	(any) INJURY SEVERITY (P09) equals 1, 2, 3, 4 or 5 and (any) BODY TYPE (V05) equals 60-79	STRATUM (A23) should equal 02.
PV233	INJURY SEVERITY (P09) equals 1 and at least one BODY TYPE (V23) equals 60-79	STRATUM (A23) should not equal 4.
VP224	BODY TYPE (V05) equals 80-90 and there is at least one PERSON TYPE (P03) equal to 1 or 2	RESTRAINT SYSTEM USE (P15) must equal 0, 5 or 9.

V06 VEHICLE MODEL YEAR

Screen Heading: Vehicle Data

Screen Name: Year (400-E)

Long Name: What is the vehicle model year?

SAS Name: Vehicle.Model_Yr

Oracle Name: GES.Vehicle.ModelYear

Element Values:

1998 Element Values:

Range: 1940 through 1999
Enter the last two digits of the model year
99 Unknown

1999 Element Values:

Screen	Oracle	Sas	
xxxx	xxxx	xxxx	Four Digit Model Year
*	-9999	9999	Unknown

Remarks:

1998 Coding Rules:

Enter the model year for which the vehicle was manufactured.

Enter "1940" 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.

1999 Coding Rules:

Enter the 4 digit model year.

Consistency Checks:

Errors

	IF	THEN
PV196	AIR BAG AVAILABILITY/ FUNCTION (P21) equals 1 or 2 and BODY TYPE (V05) equals 14-19, 21-29, 48 or 49	MODEL YEAR (V06) must be greater than 1991.

Warnings

	IF	THEN
VP174	UNLIKELY: AIR BAG AVAILABILITY/FUNCTION (P21) is equal to 1 or 2 when MODEL YEAR (V06) is less then 1972.	

V13 VEHICLE TRAILING

Screen Heading: Vehicle Data

Screen Name: Trailing Unit (460-E)

Long Name: Was this vehicle towing trailing units?

SAS Name: Vehicle.Trailer

Oracle Name: GES.Vehicle.Trailing

Element Values:

Screen	Oracle	SAS	
1	1	0(1)	No Trailing Units
2	2	1(2)	One Trailing Unit
3	3	2(3)	Two Trailing Units
4	4	3(4)	Three or More Trailing Units
5	5	4(5)	Yes, Number of Units Unknown
6	6	9(6)	Unknown

Remarks:

Any unit that trails behind a power unit is a trailing unit. Examples of trailing units include: 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.

This variable is attempting to determine if the vehicle was towing a trailing unit. If the linkage is fixed, then the trailing unit is considered a towed unit. If the linkage is not fixed (e.g., one vehicle is pulling another using a rope), then each vehicle is considered to be separate.

Enter **No Trailing Units** when this vehicle was not towing a wheeled unit.

Enter **One Trailing Unit** when one unit was being towed by this vehicle.

Enter **Two Trailing Units** when this vehicle was towing two units.

Enter **Three or More Trailing Units** when this vehicle was towing three or more units.

Enter **Yes, Number of Units Unknown** when it is known that there was a towed unit but the number can not be determined.

Enter **Unknown** when this vehicle is not CDS applicable and it can not be determined from any information on the PAR if a unit was being towed.

Consistency Checks:

Errors

	IF	THEN
AV106	~~FIRST~~ HARMFUL EVENT (A06) equals 05	VEHICLE TRAILING (V13) for the involved vehicle must not equal 1.
PV006	SEATING POSITION (P04) equals 52	VEHICLE TRAILING (V13) must not equal 1.
VV005	JACKKNIFE (V14) equals 1	VEHICLE TRAILING (V13) must not equal 1or 6.
VV115	VEHICLE TRAILING (V13) equals 5 or 6 and BODY TYPE (V05) equals 50, 59-64 or 66-79	NUMBER OF AXLES ON VEHICLE, INCL TRAILERS (V32) must not equal 00.
VV091	~~FIRST~~ HARMFUL EVENT (A06) equals 05	VEHICLE TRAILING (V13) must not equal 1 or 6.
VV153	BODY TYPE (V05) equals 66 and VEHICLE TRAILING (V13) equals 1	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must equal 0000.
VV156	BODY TYPE (V05) equals 66 and VEHICLE TRAILING (V13) equals 1	HAZARDOUS MATERIALS RELEASE (V36) must equal 0.
VV160	BODY TYPE (V05) equals 66 and VEHICLE TRAILING (V13) equals 1	HAZARDOUS MATERIALS PLACARDED (V34) must equal 0.
VV174	VEHICLE TRAILING (V13) equals 1 and BODY TYPE (V05) equals 66	CARGO BODY TYPE (V33) must equal 98.

Warnings

	IF	THEN
VV030	VEHICLE TRAILING (V13) equals 2	BODY TYPE (V05) should not equal 50-58, 80-89, 90 or 91.
VV076	BODY TYPE (V05) equals 66	VEHICLE TRAILING (V13) should not equal 1.
VV185	CARGO BODY TYPE (V33) equals 98 and BODY TYPE (V05) equals 66	VEHICLE TRAILING (V13) should equal 1.

VV244	BODY TYPE (V05) equals 66 or 78 and VEHICLE TRAILING (V13) equals 1	NUMBER OF AXLES ON VEHICLE, INCL TRAILER (V32) should equal 02, 03 or 99.

V14 JACKKNIFE

Screen Heading: Vehicle Data

Screen Name: Jackknife (470-R)

Long Name: Did a jackknife situation occur?

SAS Name: Vehicle.Jacknife

Oracle Name: GES.Vehicle.Jacknife

Element Values:

Screen	Oracle	SAS	
1	0	0	No Jackknife Noted on the PAR
2	1	1	Jackknife Occurred

Remarks:

Jackknife can occur at any time during the crash sequence. This variable includes jackknife for all vehicle/trailer combinations (e.g., light utility vehicle/trailer combination).

Uncontrolled Articulation (jackknife) occurs when the tractor does not follow directly behind the truck - tractor (tracking), and the driver did not initiate the "non-tracking" situation.

Turning and backing are examples of driver initiated "non-tracking" controlled articulation and are not coded as a jackknife.

Enter **No Jackknife Noted on the PAR** when no uncontrolled articulation was reported between a vehicle and trailer. In addition, enter "No" when it is unknown if an uncontrolled articulation occurred.

Enter **Jackknife Occurred** when an uncontrolled articulation between a vehicle and trailer occurred during the crash. The uncontrolled articulation (Jackknife) can occur at any time during the crash sequence.

Consistency Checks:

<u>Errors</u>

	IF	**THEN**
VV005	JACKKNIFE (V14) equals 1	VEHICLE TRAILING (V13) must not equal 1 or 6.
VV008	JACKKNIFE (V14) equals 1	TRAVEL SPEED (V11) must not equal 0.

VV026	JACKKNIFE (V14) equals 1	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must not equal 4-5, 7-9 or 13.
VV092	~~FIRST~~ HARMFUL EVENT (A06) equals 05	JACKKNIFE (V14) must equal 1.
VV193	JACKKNIFE (V14) equals 1	DRIVER PRESENCE (D01) must not equal 0.

Post Entry SQL Checks

	IF	**THEN**
AV105	FIRST HARMFUL EVENT (A06) equals 05	JACKKNIFE (V14) for the involved vehicle must equal 1.

A11 TRAFFICWAY FLOW

Screen Heading: Environmental Conditions

Screen Name: Traffic Flow (170-E)

Long Name: What is the trafficway flow for this vehicle's trafficway?

SAS Name: Accident.Traf_Way

Oracle Name: GES.Roadway.TrafficFlowID

Element Values:

Screen	Oracle	SAS	
1	1	1	Not Physically Divided (two way traffic)
2	2	2	Divided Trafficway (Median Strip, Barrier, Etc.)
3	4	3	One way traffic
4	5	9	Unknown

Remarks:

Enter **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 **Divided Highway, (Median Strip, Barrier, Etc.)** whenever a trafficway division is reported. It is presumed that the traffic travels in but one direction on this vehicle's roadway.

Enter **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~~ division 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 Checks:

<u>Errors</u>

	IF	**THEN**
AA008	RELATION TO ROADWAY (A10) equals 3	TRAFFICWAY FLOW (A11) must not equal 1, 3 or 9.

Warnings

	IF	THEN
AA019	INTERSTATE HIGHWAY (A08) equals 1 and RELATION TO JUNCTION (A09) is not equal to 14	TRAFFICWAY FLOW (A11) should not equal 3.
AA027	TRAFFICWAY FLOW (A11) equals 1 or 2	NUMBER OF TRAVEL LANES (A12) should not equal 1.
AA102	NUMBER OF TRAVEL LANES (A12) equals 7	TRAFFICWAY FLOW (A11) should not equal 2.
VA138	ACCIDENT TYPE (V23) equals 06-10 and TRAFFICWAY FLOW (A11) equals 2	RELATION TO ROADWAY (A10) should equal 3.

Post Entry

	IF	THEN
AA244	MANNER OF COLLISION (A07) equals 2 and TRAFFICWAY FLOW (All) equals 3	for at least one vehicle, MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 00 or 97.

A12 NUMBER OF TRAVEL LANES

Screen Heading: Environmental Conditions

Screen Name: Number Travel Lanes (180-E)

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

SAS Name: Accident.Num_Lan

Oracle Name: GES.Roadway.NumLanes

Element Values:

Screen	Oracle	SAS	
1	1	1	One Lane
2	2	2	Two Lanes
3	3	3	Three Lanes
4	4	4	Four Lanes
5	5	5	Five Lanes
6	6	6	Six Lanes
7	7	7	Seven or More Lanes
8	8	9	Unknown

Remarks:

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

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

Enter **Unknown** when the PAR contains no information regarding the number of travel lanes.

Consistency Checks:

<u>Warnings</u>

	IF	**THEN**
AA018	INTERSTATE HIGHWAY (A08) equals 1 and RELATION TO JUNCTION (A09) is not equal to 14	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 and RELATION TO JUNCTION (A09) is not equal to 14	INTERSTATE HIGHWAY (A08) 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

Screen Heading: Environmental Conditions

Screen Name: Alignment (190-E)

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

SAS Name: Accident.Align

Oracle Name: GES.Roadway.AlignmentID

Element Values:

Screen	Oracle	SAS	
1	1	1	Straight
2	2	2	Curve
3	3	9	Unknown

Remarks:

Enter the element value indicated on the PAR.

Enter **Straight** if the PAR indicates this vehicle's roadway is straight.

Enter **Curve** if the PAR indicates this vehicle's roadway is curved.

Enter **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 Checks:

Errors

	IF	**THEN**
VA090	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 14	ROADWAY ALIGNMENT (A13) must equal 2.

A14 ROADWAY PROFILE

Screen Heading: Environmental Conditions

Screen Name: Profile (200-E)

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

SAS Name: Accident.Profile

Oracle Name: GES.Roadway.ProfileID

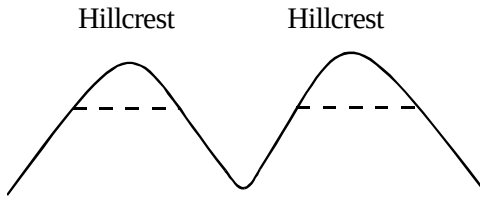
Element Values:

Screen	Oracle	SAS	
1	1	1	Level
2	2	2	Grade
3	3	3	Hillcrest
4	8	8	Other
5	9	9	Unknown

Remarks:

Enter the element value indicated on the PAR.

Hillcrest refers to the area of transition between an upgrade and a downgrade as in the following example:



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

Enter **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

Screen Heading: Environmental Conditions

Screen Name: Condition (210-E)

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

SAS Name: Accident.Sur_Cond

Oracle Name: GES.Roadway.SurfaceID

Element Values:

Screen	Oracle	SAS	
1	1	1	Dry
2	2	2	Wet
3	3	3	Snow or Slush
4	4	4	Ice
5	5	5	Sand, dirt or oil
6	6	8	Other
7	7	9	Unknown

Remarks:

Enter the element value indicated on the PAR.

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

Enter **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 Checks:

Warnings

	IF	**THEN**
AA028	ATMOSPHERIC CONDITION (A20) equals 2-4, 6 or 7	ROADWAY SURFACE CONDITION (A15) should not equal 1, 5, 8 or 9.
AA035	MONTH (A01) 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 (D04) should not equal 08.

A18 SPEED LIMIT

Screen Heading: Environmental Conditions

Screen Name: Speed Limit (250-E)

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

SAS Name: Accident.Spd_Lim

Oracle Name: GES.Roadway.SpeedLimit

Element Values:

Screen	Oracle	SAS	
0	0	0	No Statutory Limit
5-75	5-75	5-75	Actual Speed Limit (MPH–in increments of 5)
*	-9999	99	Unknown

Remarks:

Code the speed limit shown on the PAR.

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 **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 Checks:

Warnings

	IF	THEN
AA022	INTERSTATE HIGHWAY (A08) equals 1 and RELATION TO JUNCTN (A09) is not equal to 14	SPEED LIMIT (A18) should not equal 01-40.
VA245	TRAVEL SPEED (V11) is greater than SPEED LIMIT (A18)	SPEED RELATED (D09) should equal 1.

V02 HIT AND RUN

Screen Heading: Vehicle Characteristics

Screen Name: Hit and Run (360-R)

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

SAS Name: Vehicle.Hit_Run

Oracle Name: GES.Vehicle.HitRun

Element Values:

Screen	Oracle	SAS	
1	1	0	No, Did Not Leave Scene
2	2	1	Yes, Driver or Car & Driver Left Scene
3	3	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 non-motorist, (d) a pedestrian, (e) pedalcyclist, (f) another non-motorist 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 no information on that vehicle or the driver/owner because of departure prior to police arrival on-scene, then hit-and-run is indicated.

Exceptions to the "departed prior to investigation by the police" rule exist. One exception occurs if an occupant(s) 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. 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.

No, Did Not Leave Scene indicates the driver of the motor vehicle in-transport did not leave the scene of the crash after the crash occurred. This element also includes exceptions (2) and (3).

Yes, Driver or Car & Driver Left Scene applies when it has been determined that a hit-and-run has occurred.

When the presence of a hit-and- run vehicle is indicated and the PAR does not state the number of occupants, the number of occupants coded must equal 1 (the driver). If the PAR indicates that a hit-and -run vehicle contained a known number of occupants at the time of its involvement, then all the occupants are coded even though most of the variables will be unknown.

Consistency Checks:

Errors

	IF	THEN
VP208	HIT AND RUN (V02) equals 1 and MANNER OF LEAVING SCENE (V19) equals 1	EJECTION (P06) must equal 0.
VV073	VEHICLE CONTRIBUTING FACTORS (V12) equals 50	HIT-AND-RUN (V02) must equal 1.
VV083	HIT-AND-RUN (V02) equals 1	VEHICLE CONTRIBUTING FACTORS (V12) must not equal 99.
VV197	VIOLATIONS CHARGED (D02) equals 50	HIT-AND-RUN (V02) must equal 1.
VV199	DRIVER'S VISION OBSCURED BY (D04) equals 50	HIT-AND-RUN (V02) must equal 1.
VV200	DRIVER MANEUVERED TO AVOID (D06) equals 50	HIT-AND-RUN (V02) must equal 1.
VV203	HIT-AND-RUN (V02) equals 1	VIOLATIONS CHARGED (D02) must not equal 99.
VV204	HIT-AND-RUN (V02) equals 1	DRIVER'S VISION OBSCURED BY (D04) must not equal 99.
VV205	HIT-AND-RUN (V02) equals 1	DRIVER MANEUVERED TO AVOID (D06) must not equal 99.

Warnings

	IF	THEN
AV013	All ~~FIRST~~ HARMFUL EVENT's (A06) equal 01-10, 31-46, 58 or 59	HIT-AND-RUN (V02) should not equal 1.

VP234	HIT AND RUN (V02) equals 1	all TAKEN TO HOSPITAL OR TREATMENT FACILITY (P10) for this vehicle should equal 0.

V08 SPECIAL USE

Screen Heading: Vehicle Characteristics

Screen Name: Special Use (420-E)

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

SAS Name: Vehicle.Spec_Use

Oracle Name: GES.Vehicle.SpecialUseID

Element Values:

Screen	Oracle	SAS	
1	26875	0	No special use
2	26876	1	Taxi
3	26877	2	Vehicle used as School Bus
4	26878	3	Vehicle used as Other Bus
5	26879	4	Military
6	26880	5	Police
7	26881	6	Ambulance
8	26882	7	Fire Truck and Car
9	26883	10	Hearse
10	26884	11	Farm Equipment
11	26885	12	Construction Equipment
12	26886	99	Unknown

Remarks:

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

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

Vehicle used as School Bus is used if this motor vehicle satisfies all of the following criteria:

- externally identifiable to other traffic units as a school/pupil transport vehicle; the vehicle may be equipped with flashing lights and/or a sway stop arm, and traffic may be required to stop for the vehicle when occupants enter or exit,
- operated, leased, owned or contracted by a public or private school-type institution;
- whose occupants, if any, are associated with the institution; and

- the vehicle is in operation at the time of the crash to and from the school or on a school-sponsored activity or trip.

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

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

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

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

Police is used for any readily identifiable (lights or markings) vehicle which is owned by any local, county, state or federal police agency. Vehicles not owned by the agency or not readily identifiable which are used by officers or agents (e.g., undercover) are excluded.

Ambulance is used for any readily identifiable (lights or markings) vehicles: (1) whose sole purpose is to provide ambulance service or (2) who serve the dual purposes of a hearse – used for funeral services, and an ambulance – used for emergency services. For these dual purpose vehicles (ambulance/hearse), use this code only when the vehicle is used as an ambulance.

Fire Truck and Car is used for any readily identifiable (lights or markings) vehicle which is owned by any government (typically local) or cooperative agency for the purpose of fire protection. For volunteer fire companies, fire fighting apparatus and other vehicles owned by the company or government qualify for this code. Privately owned vehicles, which are not in authorized use, even if equipped with lights, do not qualify (i.e., the volunteer firemen's vehicle).

Hearse is used when the vehicle is (at the time of the crash) being used to transport a dead body and is identified as a hearse.

Farm Equipment is used when the body type of the vehicle equals "Farm Equipment other than Trucks". Examples of Farm Equipment include: balers, reapers, combines, and farm tractors.

Construction Equipment is used when the body type of the vehicle equals "Construction Equipment Other Than Trucks". Examples of Construction Equipment include: bulldozers, steamrollers, forklifts, etc.

Unknown is used when no information is available on the vehicle's special use for this trip (i.e., hit-and-run vehicle).

Consistency Checks:

Errors

	IF	THEN
VV003	SPECIAL USE (V08) equals 01	BODY TYPE (V05) must equal 02-09, 12, 17, 20-29 or 49.
VV006	SPECIAL USE (V08) equals 02	BODY TYPE (V05) must equal 14-16, 19, 20, 21, 24-25, 28-29, 45, 48-49, 50 or 58-59.
VV009	BODY TYPE (V05) equals 80-89	SPECIAL USE (V08) must not equal 01-03, 06, 07 or 10.
VV010	SPECIAL USE (V08) equals 03	BODY TYPE (V05) must equal 14-16, 19, 20, 21, 24-25, 28-29, 45, 48, 49, 50-59 or 99.
VV025	SPECIAL USE (V08) equals 06	BODY TYPE (V05) must equal 08, 11, 12, 14-16, 19, 20-21, 28-29, 40-41, 48-49, 60, 79, 97 or 99.
VV085	BODY TYPE (V05) equals 25 or 58	SPECIAL USE (V08) must not equal 00 or 02.
VV086	BODY TYPE (V05) equals 59	SPECIAL USE (V08) must equal 99.
VV087	EMERGENCY USE (V09) equals 1 or 9	SPECIAL USE (V08) must equal 04-07.
VV101	BODY TYPE (V05) equals 92	SPECIAL USE (V08) must equal 11.
VV102	SPECIAL USE (V08) equals 11	BODY TYPE (V05) must equal 92.
VV112	BODY TYPE (V05) equals 93	SPECIAL USE (V08) must equal 12.
VV113	SPECIAL USE (V08) equals 12	BODY TYPE (V05) must equal 93.
VV221	BODY TYPE (V05) equals 60, 64 or 66-79 and SPECIAL USE (V08) equals 07	CARGO BODY TYPE (V33) must equal 98.

Warnings

	IF	THEN
VV048	UNLIKELY: SPECIAL USE (V08) is equal to 02, 03, 04 or 06.	
VV084	BODY TYPE (V05) equals 24 or 50	SPECIAL USE (V08) should equal 02.
VV114	SPECIAL USE (V08) equals 10	BODY TYPE (V05) should equal 11.
VV241	SPECIAL USE (V08) equals 01	NUMBER OF OCCUPANTS (V10) should be greater than 01.

Post Entry

	IF	THEN
AV210	SCHOOL BUS RELATED (A21) equals 1	at least one SPECIAL USE (V08) should equal 02.
VA002	SPECIAL USE (V08) for any vehicle equals 02	SCHOOL BUS RELATED (A21) must equal 1.

V09 EMERGENCY USE

Screen Heading: Vehicle Characteristics

Screen Name: Emergency Use (430-E)

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

SAS Name: Vehicle.Emcy_Use

Oracle Name: GES.Vehicle.EmergencyUse

Element Values:

Screen	Oracle	SAS	
1	-1, 1	0	No
2	2	1	Yes
3	3	9	Unknown

Remarks:

If the vehicle is a police vehicle, ambulance, fire truck or military vehicle (i.e., Special Use equals “Military”, “Police”, “Ambulance” or “Fire Truck and Car”), then refer to 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 crash. Police vehicle, ambulance, fire truck, and military vehicle are considered applicable vehicles for purposes of this variable.

No is used when the applicable vehicle is <u>not</u> on an emergency run or this vehicle is not one of the applicable vehicles.

Yes is used when the applicable vehicle is on an emergency run.

Unknown is used when this vehicle is an applicable vehicle but the PAR is unclear as to whether it was on an emergency run. This code also applies if it is unknown whether the vehicle is an applicable vehicle.

Consistency Checks:

<u>Errors</u>

	IF	**THEN**
VV087	EMERGENCY USE (V09) equals 1 or 9	SPECIAL USE (V08) must equal 04-07.

Post Entry

	IF	THEN
AV041	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0230	at least one EMERGENCY USE (V09) should equal 1.

V11 TRAVEL SPEED

Screen Heading: Vehicle Data

Screen Name: Travel Speed (440-E)

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

SAS Name: Vehicle.Speed

Oracle Name: GES.Vehicle.TravelSpeed

Element Values:

Screen	Oracle	SAS	
0	0	0	Stopped Vehicle
1-96	1-96	1-96	Reported Speed
n/a	**n/a**	97	Ninety-Seven mph or greater
97, ...	97, ...	**(97,...)**	Actual Reported Speed When 97 mph or Greater
*	-9999	999	Unknown
n/a	**n/a**	99	Unknown

Remarks:

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

Code the nearest mph for this vehicle as reported on the PAR. If the travel speed is reported as a range, then code the average. Examples:

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

Stopped Vehicle is used when this vehicle is stopped or traveling less than 0.5 mph.

Unknown is used when the estimated travel speed is indicated unknown or not provided on the PAR.

Consistency Checks:

Errors

	IF	THEN
AV213	NUMBER OF MOTOR VEHICLES (A03) equals 02 and MANNER OF COLLISION (A07) 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 0.
VV051	ACCIDENT TYPE (V23) equals 21, 22 or 23	TRAVEL SPEED (V11) must equal 0.
VV255	TRAVEL SPEED (V11) equals 00	SPEED RELATED (D09) must equal 0.

Warnings

	IF	THEN
AV012	INTERSTATE HIGHWAY (A08) equals 1	TRAVEL SPEED (V11) should not equal 01-40.
VA245	TRAVEL SPEED (V11) is greater than SPEED LIMIT (A18)	SPEED RELATED (D09) should equal 1.
VV031	TRAVEL SPEED (V11) equals 00	VEHICLE ROLE (V22) should not equal 1.
VV118	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 05 or 07	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.

Post Entry

	IF	THEN
AV011	~~FIRST~~ HARMFUL EVENT (A06) is not equal to 2, 6, 19, 21, 22, 27 or 28	there should be at least one vehicle with TRAVEL SPEED (V11) > 00 or unknown.
AV019	NUMBER OF MOTOR VEHICLES (A03) is greater than 01	there should be at least one vehicle with TRAVEL SPEED (V11) > 00 or unknown.

V16 FIRE OCCURRENCE

Screen Heading: Vehicle Characteristics

Screen Name: Fire (480-E)

Long Name: Does this vehicle sustain fire damage?

SAS Name: Vehicle.Fire

Oracle Name: GES.Vehicle.Fire

Element Values:

Screen	Oracle	SAS	
1	0	0	No Fire Noted on the PAR
2	1	1	Fired Occurred in the Vehicle

Remarks:

No Fire Noted on the PAR is used when there is no mention made on the PAR of a fire to this vehicle.

Fire Occurred In the Vehicle is used when the PAR indicates 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.

This code also includes those vehicles with smoke damage but sustained no fire.

Consistency Checks:

Post Entry

	IF	**THEN**
AV009	~~FIRST~~ HARMFUL EVENT (A06) equals 2	at least one vehicle should have FIRE OCCURRENCE (V16) equal 1.
AV009A	FIRE OCCURRENCE (V16) equals 1	at least one ~~FIRST~~ HARMFUL EVENT (A06) must equal 1.

V18 DAMAGE SEVERITY

Screen Heading: Vehicle Characteristics

Screen Name: Damage Severity (490-E)

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

SAS Name: Vehicle.Veh_Sev

Oracle Name: GES.Vehicle.DamageSeverityID

Element Values:

Screen	Oracle	SAS	
1	26831	0	None
2	26832	1	Minor
3	26833	2	Functional (Moderate)
4	26834	3	Disabling (Severe)
5	26835	9	Unknown

Remarks:

None is used when there is no damage is indicated on the PAR for this vehicle.

Minor is used when this attribute is specifically indicated on the PAR. Examples of minor damage include:

dented or bent fenders,

bumpers,

grills,

body panels, and

destroyed hubcaps.

Functional is used when the PAR specifically indicated the damage was functional. Most States translate functional damage into moderate damage. However, moderate damage can also be disabling. Example of functional damage include:

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.

Disabling is used when the PAR specifically indicated that the damage to the vehicle renders the vehicle not driveable. Most states translate disabling damage into severe damage. However, moderate damage can also be disabling.

Unknown is used when the PAR specifically indicated the damage severity to be unknown or the information on the PAR is inadequate to determine the level of severity. If the PAR is blank or not reported, use this code unless the narrative states otherwise or a State specific rule is applies.

Consistency Checks:

Errors

	IF	**THEN**
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.
VV222	DAMAGE AREAS (V25) equals 00000 and VEHICLE ROLE (V22) is not equal to 0	DAMAGE SEVERITY (V18) must equal 0.

Warnings

	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.

VV246	MANNER OF LEAVING SCENE (V19) equals 3	DAMAGE SEVERITY (V18) should not equal 2 or 9.

V19 MANNER OF LEAVING SCENE

Screen Heading: Vehicle Characteristics

Screen Name: Leave Scene (500-E)

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

SAS Name: Vehicle.Towed

Oracle Name: GES.Vehicle.MannerLeftID

Element Values:

Screen	Oracle	SAS	
1	26836	1	Driven Away
2	26837	2	Towed Due to Damage
3	26838	3	Towed Not Due to Damage
4	26839	4	Abandoned
5	26840	5	Unknown if Towed

Remarks:

The mode in which the vehicle or power unit of an articulated combination left the scene of the crash:

Driven Away is used when the vehicle was driven from the scene of the crash. A vehicle which is reported by the police as towed out of a ditch or snowbank and subsequently driven away is coded here. In addition, this attribute is used if a vehicle was driven from the scene and subsequently disabled. Do not use this attribute if this vehicle was abandoned.

Towed Due to Damage is used for any towing which is due to disabling damage caused by this crash which prohibits vehicle movement under its own power. Towed due to damage includes any towing, when the reason for towing 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.

If a vehicle was pushed by hand or by another vehicle after the crash because it was not driveable, then code this vehicle as **Towed Due to Damage**.

Rules for Medium/Heavy Trucks (Power Unit Only):

Medium/Heavy Truck (power unit only) is towed due to damage if:

The PAR indicates a tow facility; or
The PAR indicates a tow facility and moderate damage; or
The PAR indicates disabling, extensive, severe or total damage; or
The PAR indicates towed (block or narrative) and tow status is not due to driver negligence (alcohol/other drugs), illness or inappropriate actions.

Medium/Heavy Truck (power unit only) is not towed due to damage if:

The PAR indicates minor damage (excludes jackknife) or
The PAR indicates that only the trailer was towed.

NOTE: The PAR narrative may be used to supercede and/or clarify the above information.

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

Abandoned is used when it is 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 attribute if the vehicle was left at the scene because this location was the vehicle's destination at the time of the accident.

Unknown is used when the PAR does not indicate the manner in which the vehicle left the scene of the crash.

Consistency Checks:

Errors

	IF	THEN
VV061	MANNER OF LEAVING SCENE (V19) equals 2	DAMAGE SEVERITY (V18) must not equal 0 or 1.
VP208	HIT-AND-RUN (V2) equals 1 and MANNER OF LEAVING SCENE (V19) equals 1	EJECTION (P06) must equal 0.
VV089	DAMAGE SEVERITY (V18) equals 3	MANNER OF LEAVING SCENE (V19) must not equal 3.

Warnings

	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 (V05) equals 01-49	MANNER OF LEAVING SCENE (V19) should not equal 2 or 3.
VV058	DAMAGE AREAS (V25) equals 7	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.
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 1-6 or 8-10	MANNER OF LEAVING SCENE (V19) should not equal 2.
VV246	MANNER OF LEAVING SCENE (V19) equals 3	DAMAGE SEVERITY (V18) should not equal 2 or 9.

Post Entry

	IF	**THEN**
VP143	no MANNER OF LEAVING SCENE (V19) equals 2 and no INJURY SEVERITY (P09) equals 2, 3, 4 or 5	STRATUM (A23) should equal 4.

V20 MOST HARMFUL EVENT

Screen Heading: Vehicle Crash

Screen Name: Most Harmful Event (510-E)

Long Name: What is the most harmful event for this vehicle?

SAS Name: Vehicle.V_Event

Oracle Name: GES.Vehicle.MostHarmfulID, GES.Events.ObjectHitID

Element Values:

Screen	Oracle	SAS	
Non-Collision			
n/a	10231	1	Rollover/Overturn
n/a	10232	2	Fire/Explosion
n/a	10233	3	Immersion
n/a	19433	**(4)**	Gas Inhalation
n/a	10234	5	Jackknife
n/a	10235	6	Non-Collision Injury (Injured In or Fell From Vehicle)
n/a	19434	50(7)	Pavement Surface Irregularity (ruts, potholes, grates, etc.)
n/a	10236	8	Other Non-Collision
n/a	10237	9	Non-Collision - No Details
n/a	10238	10	Thrown Or Falling Object
Collision With Object Not Fixed			
n/a	10239	21	Pedestrian
n/a	10240	22	Cycle Or Cyclist (Pedalcycle/Pedalcyclist)
n/a	10241	23	Railway train
n/a	10242	24	Animal
n/a	*	25	~~Motor Vehicle In Transport~~
n/a	10244	26	Parked Motor Vehicle (Or Other Motor Vehicle Not In Transport)
n/a	10245	27	Other Type Non-Motorist
n/a	10246	28	Other Object Not Fixed
n/a	10247	29	Object Not Fixed - No Details
Collision with Fixed Object			
n/a	10248	31	Ground
n/a	10249	32	Building
n/a	10250	33	Impact Attenuator/Crash Cushion
n/a	10251	34	Bridge Structure
n/a	10252	35	Guardrail
n/a	10253	36	Concrete Traffic Barrier Or Other Longitudinal Barrier Type

n/a	10254	37	Sign Post, Utility Pole or Other Support
n/a	10255	38	Culvert Or Ditch
n/a	10256	39	Curb
n/a	10257	40	Embankment
n/a	10258	41	Fence
n/a	10259	42	Wall
n/a	10260	43	Fire Hydrant
n/a	10261	44	Shrubbery Or Bush
n/a	10262	45	Tree
n/a	10263	46	Boulder
n/a	10265	58	Other Fixed Object
n/a	10266	59	Fixed Object - No Details
n/a	10267	99	Unknown

* The Oracle value is set equal to the value of GES.Vehicle.VehicleID for the other in-transport motor vehicle involved in the event.

The Oracle element values shown above are not stored in GES.Vehicle.MostHarmfulID. Instead, the GES.Events.EventID for the most harmful event is stored in GES.Vehicle.MostHarmfulID. To obtain the Oracle value shown above for the most harmful event, the GES.Vehicle and GES.Events tables are joined “where GES.Vehicle.MostHarmfulID=GES.Events.EventID”; the Oracle value for the most harmful event is stored in GES.Events.ObjectHitID of this table join.

Remarks:

The event number for this vehicle’s most harmful event is entered. When a vehicle is involved in multiple harmful events, select the event which, for this vehicle, produced the most severe injury or property damage.

The element value is generated by the computer.

See A06, ~~First~~ Harmful Event, for attribute definitions.

Consistency Checks:

Errors

	IF	THEN
PV103	EJECTION (P06) equals 1 or 2	this person's vehicle's MOST HARMFUL EVENT (V20) must not equal 06.

Warnings

	IF	THEN
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 1-6 or 8-10	MANNER OF LEAVING SCENE (V19) should not equal 2.

V21 MOVEMENT PRIOR TO CRITICAL EVENT (PRECRASH 1)

Screen Heading: Vehicle Crash

Screen Name: Pre Movement (520-E)

Long Name: What is this vehicle's movement prior to the critical event?

SAS Name: Vehicle.P_Crash1

Oracle Name: GES.PreCrash.PriorMovementID

Element Values:

Screen	Oracle	SAS	
1	0	0	No driver present
2	1	1	Going straight
3	2	2	Decelerating in traffic lane
4	3	**(3)**	Accelerating in traffic lane
5	4	3(4)	Starting in traffic lane
6	5	4(5)	Stopped in traffic lane
7	6	5(6)	Passing or overtaking another vehicle
8	7	6(7)	Disabled or parked in travel lane
9	8	7(8)	Leaving a parking position
10	9	8(9)	Entering a parking position
11	10	10	Turning right
12	11	11	Turning left
13	12	12	Making a U-turn
14	13	13	Backing up (other than for parking position)
15	14	15(14)	Negotiating a curve
16	15	16(15)	Changing lanes
17	16	17(16)	Merging
18	17	18(17)	Successful avoidance maneuver to a previous critical event
19	18	98(97)	Other
20	19	99	Unknown

Remarks:

Enter 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 action or had no time to attempt any evasive maneuvers.

NOTE: Actions taken by the driver, of this vehicle, after realization of an impending danger are coded in Corrective Actions.

No driver present applies if no driver was in this vehicle when the accident occurred.

Enter **Going straight** when this vehicle's path was straight ahead on a straight stretch of roadway. The length need not be very long. For example, vehicles going straight in a left or right turn lane can be entered as "going straight".

Enter **Decelerating in traffic lane** when this vehicle was traveling straight ahead within the travel lane and was decelerating (slowing). If the driver was also involved in any other action (e.g., passing or overtaking, changing lanes etc) enter the appropriate movement.

Enter **Accelerating in traffic lane** When this vehicle was traveling straight ahead within the travel lane and was accelerating. If the driver was involved in any other action (e.g., starting in traffic, passing etc) enter the appropriate movement.

Enter **Starting in traffic lane** when this vehicle was in the process of starting forward from a stopped position within the traffic lane (e.g., start up from traffic signal).

Enter **Stopped in traffic lane** when this vehicle was stopped momentarily, with the motor running within the traffic lane (e.g., stopped for traffic signal).

Enter **Passing or overtaking another vehicle** when this vehicle was traveling straight ahead and was in the process of passing or overtaking another vehicle on the left or right.

Enter **Disabled or parked in travel lane** when this vehicle was parked in a travel lane with a driver present in the vehicle. If the driver was not in the vehicle when the accident occurred, enter "1" No driver present.

Enter **Leaving a parking position** when this vehicle was entering the travel lane from a parking area (parallel or diagonal) adjacent to the traffic lanes. If the vehicle, leaving the parked position, is impacted while the driver is in the process of changing from reverse to forward gears, then enter this element value.

Enter **Entering a parking position** when this vehicle was leaving the travel lane to a parking area (parallel or diagonal) adjacent to the traffic lanes (i.e., in the process of parking). The vehicle can be in forward or reverse gear. If the driver is decelerating for the purpose of parking, enter this element value instead of "Decelerating in traffic lane".

Enter **Turning right** when this vehicle was moving forward and the driver turned right, changing from one roadway to a different roadway (e.g., from or to a driveway, parking lot or intersection).

Enter **Turning left** when this vehicle was moving forward and the driver turned left, changing from one roadway to a different roadway (e.g., from or to a driveway, parking lot or intersection).

Enter **Making a U-turn** when this vehicle was making a U-turn (i.e., 180 degree directional change, opposite the original direction of travel) on the roadway.

Enter **Backing up [other than for parking position]** when this vehicle was traveling backwards within the trafficway and the backing was not to enter or leave a parking position.

Enter **Negotiating a curve** when this vehicle was continuing along a roadway that curved to the right or left.

Enter **Changing lanes** when this vehicle was traveling straight ahead and changed travel lanes to the right or left while on the same roadway.

Enter **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 **Successful avoidance maneuver to a previous critical event** when this vehicle responded to a previous critical event and successfully avoided an impact. However, this precipitated a subsequent critical crash envelope which resulted in an impact for this vehicle.

Enter **Other** when this vehicle's pre-event movement is known but none of the specified elements are applicable (e.g., A vehicle travels the wrong way on a one-way trafficway or A vehicle is pushed by another vehicle or pedestrian etc).

Enter **Unknown** when this vehicle's movement was unknown prior to its involvement in the crash. Also, enter unknown if the information is inadequate to determine which applicable element applies.

Consistency Checks:

Errors

	IF	**THEN**
AV022	FIRST HARMFUL EVENT (A06) equals 21, EVENT NUMBER (E01) = 1 and PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0220	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 8, 9, 13 or 97.
VA090	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 14	ROADWAY ALIGNMENT (A13) must equal 2.
VV026	JACKKNIFE (V14) equals 1	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must not equal 4-5, 7-9 or 13.
VV094	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 10	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.

VV106	ACCIDENT TYPE (V23) equals 50, 51, 52 or 53, and MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 01, 02, 04, 06, 14, 15 or 16	VEHICLE ROLE (V22) must equal 1 or 3.
VV213	DRIVER MANEUVERED TO AVOID (D06) equals 00	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must not equal 17.
VV231	DRIVER PRESENCE (D01) equals 0	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 00.
VV232	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 00	CORRECTIVE ACTION ATTEMPTED (V27) must equal 00.
VV233	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 00	PRECRASH VEHICLE CONTROL (V28) must equal 00.
VV235	PRECRASH LOCATION (V29) equals 00	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 00.
VV236	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 00	DRIVER PRESENCE (D01) must equal 0.
VV243	ACCIDENT TYPE (V23) equals 46 or 47	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must not equal 01.
VV250	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 00	SPEED RELATED (D09) must equal 0.

Warnings

	IF	THEN
AV071	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 21, 22 or 24 and MOVEMENT PRIOR TO CRITICAL EVENT (V21) is not equal to 13	ACCIDENT TYPE (V23) should equal 13.
VA242	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 10 or 11	RELATED TO JUNCTION (A09) should not equal 00 or 10.
VV049	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 05 or 07	VEHICLE ROLE (V22) should not equal 1.
VV053	ACCIDENT TYPE (V23) equals 26, 30, 68, 72, 76 or 82	MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 11 or 97.

VV054	ACCIDENT TYPE (V23) equals 27, 31, 70, 78 or 80	MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 10 or 97.
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 06, 15 or 16.
VV071	ACCIDENT TYPE (V23) equals 92	MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 08, 09, 13, 97 or 99.
VV078	ACCIDENT TYPE (V23) equals 25, 26, 27, 29, 30 or 31	MOVEMENT PRIOR TO CRITICAL EVENT (V21) should not equal 05 or 07.
VV096	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 13	ACCIDENT TYPE (V23) should equal 92 or 98.
VV118	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 05 or 07	TRAVEL SPEED (V11) should equal 00.

Post Entry

	IF	**THEN**
AV030	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0011	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 8, 9, 13 or 97.
AV031	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0035	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 8 or 9.
AV032	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0022, 0023 or 0033	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 11 or 17.
AV033	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0010, 0024 or 0034	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 10 or 17.
AV042	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0720	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 10, 11, 12, 16, 97 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.
AV134	RELATION TO JUNCTION (A09) equals 03 or 13	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) for the vehicles involved in the first harmful event should equal 10, 11 or 97.
AV244	MANNER OF COLLISION (A07) equals 2 and TRAFFICWAY FLOW (All) equals 3	for at least one vehicle, MOVEMENT PRIOR TO CRITICAL EVENT (V21) should equal 00 or 97.
VA218	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 00; at least one PERSON TYPE (P03) equals 5 and, for that person, NON-MOTORIST STRIKING VEHICLE # (P22) equals the vehicle # for which V21 equals 00	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must equal 0210.
VP046	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 13 and at least one PERSON TYPE (P03) equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0220.
VP047	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 10-12 or 16 and at least one PERSON TYPE (P03) 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 (P03) 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 (P03) 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 (P03) equals 6	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0005, 0009, 0010, 0012, 0024, 0034, 0048 or 0049.

V22 VEHICLE ROLE

Screen Heading: Vehicle Crash

Screen Name: Vehicle Role (530-E)

Long Name: What is the vehicle's role in the crash?

SAS Name: Vehicle.Veh_Role

Oracle Name: GES.Vehicle.RoleID

Element Values:

Screen	Oracle	SAS	
1	26845	0	Non-collision
2	26846	1	Striking
3	26847	2	Struck
4	26848	3	Both
5	26849	9	Unknown

Remarks:

Non-collision is used only when the non-collision occurred first, even if subsequent impacts occurred. Non-collision includes rollover/overturn (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 attribute. The other in-transport vehicle is coded as "Striking" or "Struck" if it is stationary, irrespective of the wording of the narrative.

Striking is used if a vehicle in motion contacts another vehicle, pedestrian, non-motorist 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).

Struck is used 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 Both in these situations).

Both is used when a vehicle is both striking and struck. The two impacts can not 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 Checks:

Errors

	IF	THEN
AV213	NUMBER OF MOTOR VEHICLES (A03) equals 02 and MANNER OF COLLISION (A07) equals 2 and TRAVEL SPEED (V11) > 00	VEHICLE ROLE (V22) must equal 1 or 3.
VA093	VEHICLE ROLE (V22) equals 2 and NUMBER OF MOTOR VEHICLES (A03) equals 01 and EVENT NUMBER (E01) equals 1	~~FIRST~~ HARMFUL EVENT (A06) must not equal 31-46, 07, 58 or 59.
VA096	VEHICLE ROLE (V22) equals 0 and NUMBER OF MOTOR VEHICLES (A03) equals 01 and EVENT NUMBER (E01) equals 1	~~FIRST~~ HARMFUL EVENT (A06) must equal 01-10.
VV064	VEHICLE ROLE (V22) equals 1 and ACCIDENT TYPE (V23) equals 92	INITIAL POINT OF IMPACT (V24) must not equal 01.
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.
VV075	ACCIDENT TYPE (V23) equals 01-12, 14, 20, 24, 28, 34, 36, 38 or 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.
VV106	ACCIDENT TYPE (V23) equals 50, 51, 52 or 53, and MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 01, 02, 04, 04, 14, 15 or 16	VEHICLE ROLE (V22) must equal 1 or 3.
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 53	VEHICLE ROLE (V22) must not equal 1.
VV228	CRITICAL EVENT (V26) equals 51 or 52	VEHICLE ROLE (V22) must not equal 2.

Warnings

	IF	THEN
AV014	MANNER OF COLLISION (A07) equals 2	VEHICLE ROLE (V22) should equal 1 or 3.
AV232	~~FIRST~~ HARMFUL EVENT (A06) equals 21-99	no VEHICLE ROLE (V22) must not equal 0.
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 05 or 07	VEHICLE ROLE (V22) should not equal 1.
VV072	ACCIDENT TYPE (V23) equals 50, 51, 52 or 53	VEHICLE ROLE (V22) should equal 1.
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.
VV190	DRIVER PRESENCE (D01) equals 0	VEHICLE ROLE (V22) should not equal 0 or 9.

Post Entry

	IF	THEN
AV089	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0840	at least one VEHICLE ROLE (V22) must equal 2.
AV131	~~FIRST~~ HARMFUL EVENT (A06) equals 1-9	VEHICLE ROLE (V22) must equal 0.
AV197	NUMBER OF MOTOR VEHICLES (A03) equals 02 and one vehicle's VEHICLE ROLE (V22) equals 2	the other vehicle's VEHICLE ROLE (V22) must not equal 2.

V23 ACCIDENT TYPE (CATEGORY)

Screen Heading: Vehicle Crash

Screen Name: Category (540-E)

Long Name: What is the crash type category for the first harmful event?

SAS Name: none

Oracle Name: GES.Vehicle.CrashCatID

Element Values:

Screen	Oracle	SAS	
1	27790	n/a	Category I. Single Driver
2	27791	n/a	Category II. Same Trafficway, Same Direction
3	27792	n/a	Category III. Same Trafficway, Opposite Direction
4	27793	n/a	Category IV. Changing Trafficway, Vehicle Turning
5	27794	n/a	Category V. Intersecting Paths (Vehicle Damage)
6	27795	n/a	Category VI. Miscellaneous

Remarks:

Variables V23, Accident Type (Category); V23, Accident Type (Configuration); and V23, Accident Type (Crash Type), are used for categorizing the collisions of drivers involved in crashes. A collision is defined here as the first harmful event in a crash 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. The first harmful event 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 crash type, refer to the three step decision process outlined below:

Step 1 - Determine the appropriate category-V23, Accident Type (Category).
Step 2 - Determine the appropriate configuration-V23, Accident Type (Configuration).
Step 3 - Determine the specific crash type-V23, Accident Type (Crash Type).

The attributes for this variable are the categories. The configuration and specific crash type attributes are further discussed under variables V23, Accident Type (Configuration), and V23, Accident Type (Crash Type).

Questions to ask before selecting a category

<u>General</u>

· 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?

· Was a vehicle backing?

Category I: Single Driver

· Did the vehicle leave the roadway, and on what side?
· Is there insufficient information to choose between configurations? If so, see remarks under V23, Accident Type (Configuration) - Category VI. Miscellaneous.

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, see remarks under V23, Accident Type (Configuration) - Category VI. Miscellaneous.

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, see remarks under V23, Accident Type (Configuration) - Category VI. Miscellaneous.

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, see remarks under V23, Accident Type (Configuration) - Category VI. Miscellaneous.

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?
· Is there sufficient information to choose between configurations? If so, see remarks under V23, Accident Type (Configuration) - Category VI. Miscellaneous.

Category VI: Miscellaneous

Backing/Miscellaneous

· Which vehicle, if any, was backing?
· Is there sufficient information to choose between categories? If so, see remarks under V23, Accident Type (Configuration) - Category VI. Miscellaneous.

The definitions of each of the six categories are as follows:

Category I. Single Driver - The first harmful event involves a collision between an in-transport vehicle and an object or an off roadway rollover. 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 crash 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 crash typing.

Category VI. Miscellaneous - The first harmful event involves a crash type which cannot be described in Categories I-V and thus is included in this category. Select this category, if there is insufficient information to choose between categories.

Each category is subdivided into crash configuration(s). The configurations are described under V23, Accident Type (Configuration).

V23 ACCIDENT TYPE (CONFIGURATION)

Screen Heading: Vehicle Crash

Screen Name: Configuration (545-E)

Long Name: What is the crash type configuration?

SAS Name: none

Oracle Name: GES.Vehicle.CrashConfigID

Element Values:

Screen	Oracle	SAS	
Category I. Single Driver			
1	27796	n/a	Configuration A. Right Roadside Departure
2	27797	n/a	Configuration B. Left Roadside Departure
3	27798	n/a	Configuration C. Forward Impact
Category II. Same Trafficway, Same Direction			
1	27799	n/a	Configuration D. Rear-End
2	27800	n/a	Configuration E. Forward Impact
3	27801	n/a	Configuration F. Sideswipe/Angle
Category III. Changing Trafficway, Vehicle Turning			
1	27802	n/a	Configuration G. Head-On
2	27803	n/a	Configuration H. Forward Impact
3	27804	n/a	Configuration I. Sideswipe/Angle
Category IV. Same Trafficway, Opposite Direction			
1	27805	n/a	Configuration J. Turn Across Path
2	27806	n/a	Configuration K. Turn Into Path
Category V. Intersecting Paths (Vehicle Damage)			
1	27807	n/a	Configuration L. Straight Paths
Category VI. Miscellaneous			
1	27808	n/a	Configuration M. Backing, Etc.

Remarks:

<u>Category I. Single Driver</u>

Configuration A. Right Roadside Departure

The vehicle departed the right side of the road with the first harmful event occurring off the road.

Configuration B. Left Roadside Departure

The vehicle departed the left side of the road with the first harmful event occurring off the road.

Configuration C. Forward Impact

The vehicle struck an object on the road or off the end of a trafficway while moving forward.

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).

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.

Configuration F. Sideswipe/Angle

The two vehicles are involved in an impact involving the side of one or both vehicles.

Category III. Same Trafficway, Opposite Direction

Configuration G. Head-On

The frontal area of one vehicle impacted the frontal area of another.

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.

Configuration I. Sideswipe/Angle

The two vehicles are involved in an impact involving the side of one or both vehicles.

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.

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.

Category V. Intersecting Paths (Vehicle Damage)

Configuration L. Straight Paths

The two vehicles were proceeding (or attempting to proceed) straight ahead.

Category VI. Miscellaneous

Configuration M. Backing, Etc.

One of the two vehicles involved was a backing vehicle, regardless of its location on the trafficway or the damage location on the vehicles.

Any crash configuration which cannot be described in Category I. through V. is included here.

If there is insufficient information to determine the category or configuration, choose configuration M.

Each configuration is subdivided into crash type(s). The crash types are described under V23, Accident Type (Crash Type).

V23 ACCIDENT TYPE (CRASH TYPE)

Screen Heading: Vehicle Crash

Screen Name: Crash Type (547-E)

Long Name: What is the most adequate description of the crash type for the first harmful event?

SAS Name: Vehicle.Acc_Typ

Oracle Name: GES.Vehicle.CrashTypeID

Element Values:

Screen	Oracle	SAS	
Category I. Single Driver			
	Configuration A. Right Roadside Departure		
1	1	01	Drive Off Road
2	2	02	Control/Traction Loss
3	3	03	Avoid Collision with Vehicle, Pedestrian, Animal
4	4	04	Specifics Other
5	5	05	Specifics Unknown
	Configuration B. Left Roadside Departure		
6	6	06	Drive Off Road
7	7	07	Control/Traction Loss
8	8	08	Avoid Collision With Vehicle, Pedestrian, Animal
9	9	09	Specifics Other
10	10	10	Specifics Unknown
	Configuration C. Forward Impact		
11	11	11	Parked Vehicle
12	12	12	Stationary Object
13	13	13	Pedestrian/Animal
14	14	14	End Departure
15	15	15	Specifics Other
16	16	16	Specifics Unknown
Category II. Same Trafficway, Same Direction			
	Configuration D. Rear-End		
20	20	20	Stopped

21	21	21	Stopped, Straight
22	22	22	Stopped, Left
23	23	23	Stopped, Right
24	24	24	Slower
25	25	25	Slower, Going Straight
26	26	26	Slower, Going Left
27	27	27	Slower, Going Right
28	28	28	Decelerating (Slowing)
29	29	29	Decelerating (Slowing), Going Straight
30	30	30	Decelerating (Slowing), Going Left
31	31	31	Decelerating (Slowing), Going Right
32	32	32	Specifics Other
33	33	33	Specifics Unknown

Configuration E. Forward Impact

34	34	34	This Vehicle's Frontal Area Impacts Another Vehicle
35	35	35	This Vehicle Is Impacted by Frontal Area of Another Vehicle
36	36	36	This Vehicle's Frontal Area Impacts Another Vehicle
37	37	37	This Vehicle Is Impacted by Frontal Area of Another Vehicle
38	38	38	This Vehicle's Frontal Area Impacts Another Vehicle
39	39	39	This Vehicle Is Impacted by Frontal Area of Another Vehicle
40	40	40	This Vehicle's Frontal Area Impacts Another Vehicle
41	41	41	This Vehicle Is Impacted by Frontal Area of Another Vehicle
42	42	42	Specifics Other
43	43	43	Specifics Unknown

Configuration F. Sideswipe/Angle

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

Category III. Same Trafficway, Opposite Direction

Configuration G. Head-On

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

Configuration H. Forward Impact

54	54	54	This Vehicle's Frontal Area Impacts Another Vehicle
55	55	55	This Vehicle Is Impacted by Frontal Area of Another Vehicle
56	56	56	This Vehicle's Frontal Area Impacts Another Vehicle

57	57	57	This Vehicle Is Impacted by Frontal Area of Another Vehicle
58	58	58	This Vehicle's Frontal Area Impacts Another Vehicle
59	59	59	This Vehicle Is Impacted by Frontal Area of Another Vehicle
60	60	60	This Vehicle's Frontal Area Impacts Another Vehicle
61	61	61	This Vehicle Is Impacted by Frontal Area of Another Vehicle
62	62	62	Specifics Other
63	63	63	Specifics Unknown

Configuration I. Sideswipe/Angle

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

Category IV. Changing Trafficway, Vehicle Turning

Configuration J. Turn Across Path

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

Configuration K. Turn Into Path

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

Category V. Intersecting Paths (Vehicle Damage)

Configuration L. Straight Paths

86	86	86	Striking from the Right
87	87	87	Struck on the Right
88	88	88	Striking from the Left
89	89	89	Struck on the Left
90	90	90	Specifics Other

91	91	91	Specifics Unknown

Category VI. Miscellaneous

Configuration M. Backing, Etc.

92	92	92	Backing Vehicle
93	93	93	Other Vehicle or Object
97	97	97	Untripped Rollover
98	98	98	Other Crash Type
99	99	99	Unknown Crash Type
00	00	00	No Impact

Remarks:

This variable specifies the crash types for each category/configuration.

The crash 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 crash 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, ...).

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

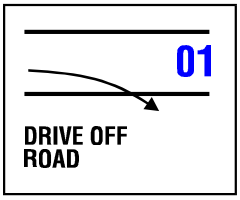
Keep in mind that intended actions play an important role in the coding scheme. For example, crash type "26" (Slower, turning left) is selected over type "25" (Slower, straight ahead) if the subject vehicle was traveling slower with the intention of turning left. Note, the turning action need not have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

Category I. Single Driver

Configuration A. Right Roadside Departure

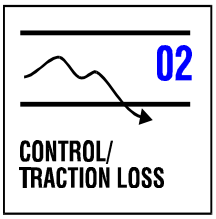
The vehicle departed the right side of the road with the first harmful event occurring off the road.

01 Right Roadside Departure: Drive Off Road



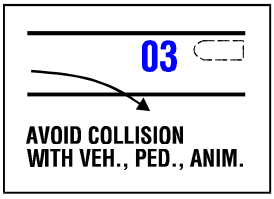
Enter "01" when the vehicle departed the road under a controlled situation (e.g., the driver was distracted, fell asleep, intentionally departed, etc.

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 non-motorist's are included here.

04 Right Roadside Departure: Specifics Other

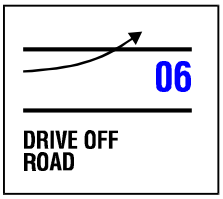
Enter "04" if the vehicle departed the road to avoid something on the road other than a vehicle, pedestrian or animal. Also use "Specifics Other" for crashes involving a driverless in-transport vehicle.

05 Right Roadside Departure: Specifics Unknown

Enter "05" if the vehicle departed the right side of the road for unknown reasons.

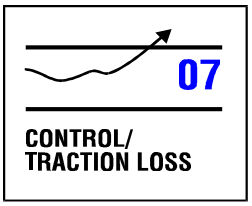
Configuration B. Left Roadside Departure

06 Left Roadside Departure: Drive Off Road



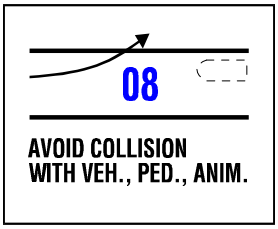
Enter "06" when the vehicle departed the road under a controlled situation (e.g., the driver was distracted, fell asleep, intentionally departed, etc.)

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 non-motorists 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 crashes 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.

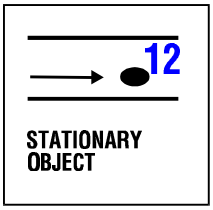
Configuration C. Forward Impact

The vehicle struck an object on the road or off the end of a trafficway while moving forward.

11 Forward Impact: Parked Vehicle

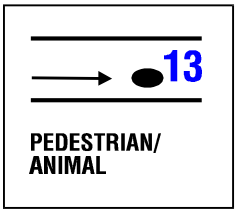
Enter "11" if the crash involves impact with a parked vehicle on either side of the road.

12 Forward Impact: Stationary Object



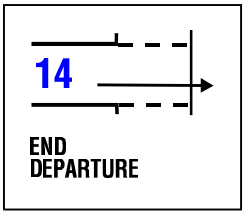
Enter "12" if the crash involves impact with a stationary object on either side of the road.

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 non-motorists 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 crashes involving a driverless in-transport vehicle.

Forward Impact: Specifics Unknown

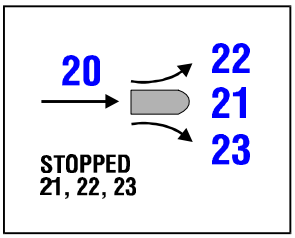
Enter "16" when the PAR indicates a single driver was involved in a forward impact collision, but no further classification is possible.

Category II. Same Trafficway, Same Direction

Configuration D. Rear-End

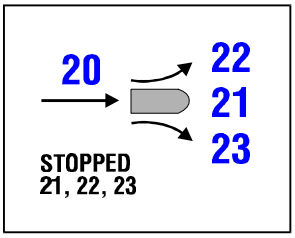
The front of the overtaking vehicle impacted the rear of the other vehicle. Note, even if the rear-impacted vehicle had started to make a turn, code here (not in Category IV - Change in Trafficway, Vehicle Turning).

20 Rear-End: Stopped



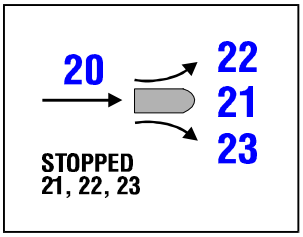
Enter "20" for a vehicle that impacts another vehicle from the rear when the impacted vehicle was stopped in the trafficway.

21 Rear-End: Stopped, Straight



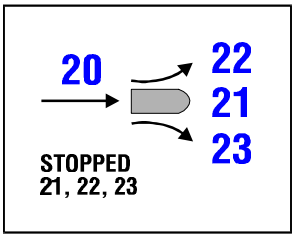
Enter "21" for a rear-impacted vehicle that was stopped in the trafficway, and was intending to proceed straight ahead.

22 Rear-End: Stopped, Left



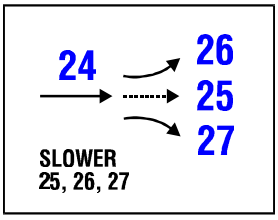
Enter "22" for a rear-impacted vehicle that was stopped in the trafficway, intending to make a left turn.

23 Rear-End: Stopped, Right



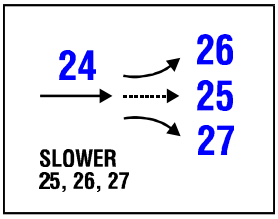
Enter "23" for a rear-impacted vehicle that was stopped in the trafficway, intending to make a right turn.

24 Rear-End: Slower



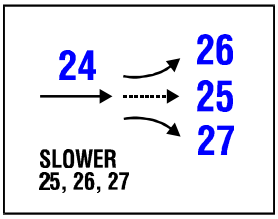
Enter "24" for a vehicle that impacts another vehicle from the rear when the impacted vehicle was going slower than the striking vehicle.

25 Rear-End: Slower, Going Straight



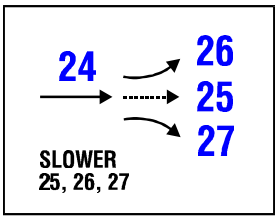
Enter "25" for a rear-impacted vehicle that was going slower than the other vehicle while proceeding straight ahead.

26 Rear-End: Slower, Going Left



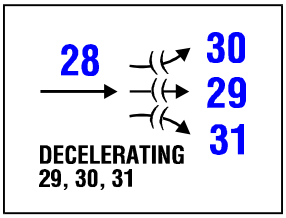
Enter "26" for a rear-impacted vehicle that was going slower than the other vehicle while intending to turn left.

27 Rear-End: Slower, Going Right



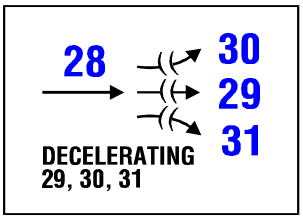
Enter "27" for a rear-impacted vehicle that was going slower than the other vehicle while intending to turn right.

28 Rear-End: Decelerating (Slowing)



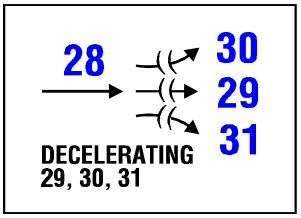
Enter "28" for a vehicle impacts another vehicle from the rear when the impacted vehicle was slowing down.

29 Rear-End: Decelerating (Slowing), Going Straight



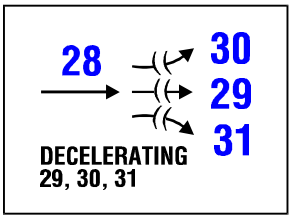
Enter "29" for a rear-impacted vehicle that was slowing down while proceeding straight ahead.

30 Rear-End: Decelerating (Slowing), Going Left



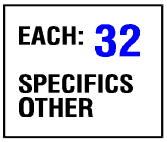
Enter "30" for a rear-impacted vehicle that was slowing down while intending to turn left.

31 Rear-End: Decelerating (Slowing), Going Right



Enter "31" for a rear-impacted vehicle that was slowing down while intending to turn right.

32 Rear-End: Specifics Other



Enter "32" for rear-end collisions which cannot be described in "20"-"31." Enter "Specifics Other" for crashess involving a driverless in-transport vehicle.

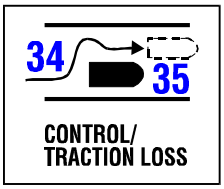
33 Rear-End: Specifics Unknown

Enter "33" when the PAR indicates a rear-end collision occurred, but no further classification is possible.

Configuration E. Forward Impact

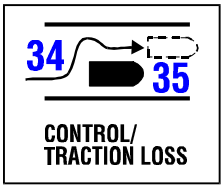
The front of the overtaking vehicle impacted the rear of the other vehicle, following a steering maneuver around a noninvolved vehicle or object.

34 Forward Impact: Control/Traction Loss



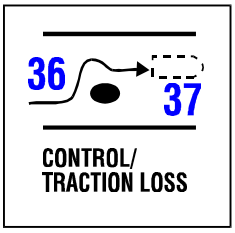
Enter "34" for a vehicle that's frontal area impacts another vehicle due to loss of control or traction (during a maneuver to avoid a collision with a non-involved vehicle) while both are traveling on the same trafficway in the same direction.

35 Forward Impact: Control/Traction Loss



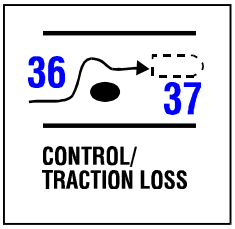
Enter "35" for a vehicle which is impacted by the frontal area of another vehicle due to loss of control or traction (during a maneuver to avoid a collision with a non-involved vehicle) while both are traveling on the same trafficway in the same direction.

36 Forward Impact: Control/Traction Loss



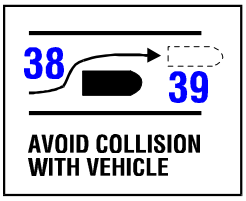
Enter "36" for a vehicle that's frontal area impacts another vehicle due to loss of control or traction (during a maneuver to avoid a collision with an object) while both are traveling on the same trafficway in the same direction.

37 Forward Impact: Control/Traction Loss



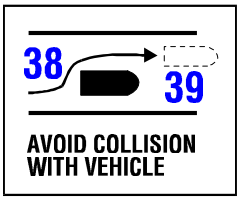
Enter "37" for a vehicle which is impacted by the frontal area of another vehicle due to loss of control or traction (during a maneuver to avoid a collision with an object) while both are traveling on the same trafficway in the same direction.

38 Forward Impact: Avoid Collision with Vehicle



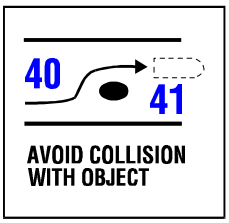
Enter "38" for a vehicle that struck the rear of another vehicle with its front plane while maneuvering to avoid collision with a non-involved vehicle, when loss of control or traction was not a factor, and both were traveling on the same trafficway, in the same direction.

39 Forward Impact: Avoid Collision with Vehicle



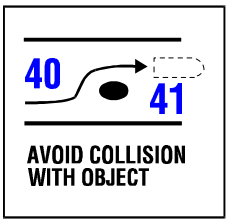
Enter "39" for a vehicle that was impacted by the frontal area of another vehicle which was maneuvering to avoid a collision with a non-involved vehicle, when loss of control or traction was not a factor, and both were traveling on the same trafficway, in the same direction.

40 Forward Impact: Avoid Collision with Object



Enter "40" for a vehicle that struck the rear of another vehicle with its front plane while maneuvering to avoid collision with an object, when loss of control or traction was not a factor, and both were traveling on the same trafficway, in the same direction.

41 Forward Impact: Avoid Collision with Object



Enter "41" for a vehicle which was impacted by the frontal area of another vehicle which was maneuvering to avoid a collision with an object, when loss of control or traction was not a factor, and both were traveling on the same trafficway, in the same direction.

42 Forward Impact: Specifics Other

Enter "42" (for both vehicles) for a forward impact collision which occurred while both vehicles were traveling on the same trafficway, in the same direction, and the striking vehicle was attempting to avoid a vehicle or an object which cannot be described by "34" - "40."

Also, use this code for crashes involving a driverless in-transport vehicle which would otherwise qualify for this configuration.

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.

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:

1. "44" and "45"
2. "46" and "45"
3. "45" and "47"
4. "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:

1. neither vehicle (codes "44" and "45") intended to change its lane;
2. the vehicle on the left (code "46") was changing lanes to the right, and the vehicle on the right (code "45") was not intending to change its lane;
3. the vehicle on the left (code "45") was not intending to change its lane, and the vehicle on the right (code "47") was changing lanes to the left; and
4. the vehicle on the left (code "46") was changing lanes to the right, and the vehicle on the right (code "47") was changing lanes to the left.

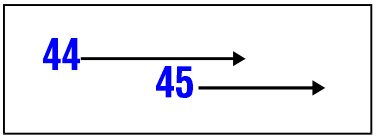
In addition, when:

1. the right sides of the two vehicles impact following a 180 degree rotation of the vehicle on the right or
2. the left sides of the two vehicles impact following a 180 degree rotation of the vehicle on the left.

Select the appropriate combination depending upon:

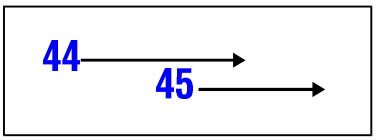
1. their positions (i.e., left versus right) and
2. the intended lane of travel (straight ahead versus changing lanes) of their drivers.

44 Sideswipe/Angle: Straight Ahead on Left



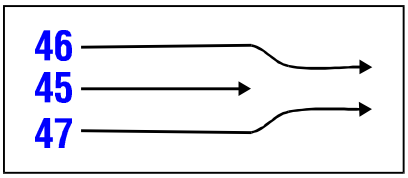
See discussion under Configuration F. Sideswipe/Angle, above for an explanation of when this attribute applies.

45 Sideswipe/Angle: Straight Ahead on Left/Right



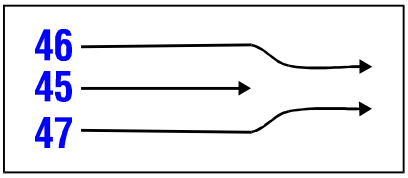
See discussion under Configuration F. Sideswipe/Angle, above for an explanation of when this attribute applies.

46 Sideswipe/Angle: Changing Lanes to the Right



See discussion under Configuration F. Sideswipe/Angle, above for an explanation of when this attribute applies.

47 Sideswipe/Angle: Changing Lanes to the Left



See discussion under Configuration F. Sideswipe/Angle, above for an explanation of when this attribute applies.

48 Sideswipe/Angle: Specifics Other

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 crash type).

Use this code for crashes involving a driverless in-transport vehicle.

49 Sideswipe/Angle: Specifics Unknown

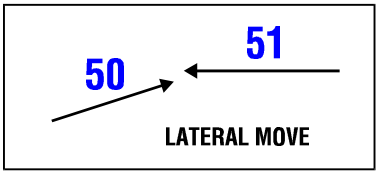
Enter "49" for sideswipe/angle collisions that occur while both vehicles are traveling on the same trafficway and in the same direction, when no further classification is possible.

Category III. Same Trafficway, Opposite Direction

Configuration G. Head-On

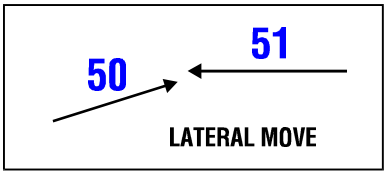
The frontal area of one vehicle impacted the frontal area of another.

50 Head-On: Lateral Move (Left/Right)



Enter "50" for a vehicle that LEAVES ITS LANE [moves laterally (sideways)] immediately before colliding head-on with another vehicle, when the vehicles are traveling on the same trafficway in opposite directions.

51 Head-On: Lateral Move (Going Straight)



Enter "51 " for a vehicle that collides head-on with another vehicle which has IMMEDIATELY LEFT ITS LANE (moved laterally), when the vehicles are traveling on the same trafficway in opposite directions.

52 Head-On: Specifics Other

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. Clarification: Enter “52" for both vehicles involved in a head-on collision when one is traveling the wrong way on a one way roadway.

Enter "Specifics Other" for crashes involving a driverless in-transport vehicle.

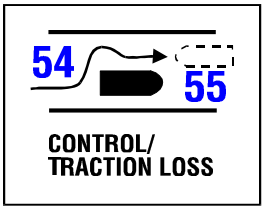
53 Head-On: Specifics Unknown

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

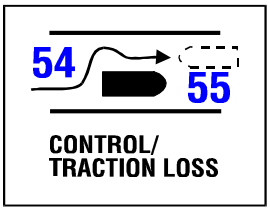
The frontal area of one vehicle impacted the frontal area of another following a steering maneuver around a noninvolved vehicle or an object.

54 Forward Impact: Control/Traction Loss



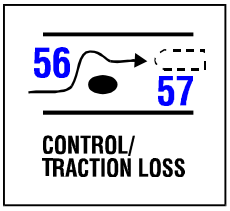
Enter "54" for a vehicle whose frontal area impacts another vehicle due to loss of control or traction (during a maneuver to avoid a collision with a third vehicle) while the vehicles are traveling on the same trafficway in opposite directions.

55 Forward Impact: Control/Traction Loss



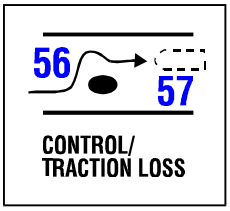
Enter "55" for a vehicle which is impacted by the frontal area of another vehicle due to loss of control or traction (during a maneuver to avoid a collision with a third vehicle) while the vehicles are traveling on the same trafficway in opposite directions.

56 Forward Impact: Control/Traction Loss



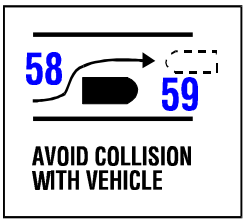
Enter "56" for a vehicle whose frontal area impacts another vehicle due to loss of control or traction (during a maneuver to avoid a collision with an object) while the vehicles are traveling on the same trafficway in opposite directions.

57 Forward Impact: Control/Traction Loss



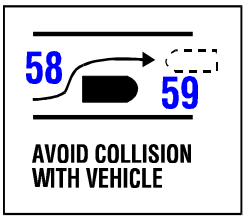
Enter "57" for a vehicle which is impacted by the frontal area of another vehicle due to loss of control or traction (during a maneuver to avoid a collision with an object) while the vehicles are traveling on the same trafficway in opposite directions.

58 Forward Impact: Avoid Collision with Vehicle



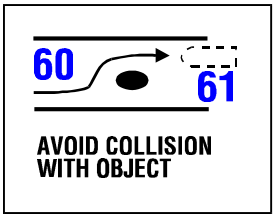
Enter "58" for a vehicle whose frontal area impacts another vehicle while maneuvering to avoid a collision with a non-involved vehicle, when loss of control or traction was not a factor, and the vehicles were traveling on the same trafficway, in opposite directions.

59 Forward Impact: Avoid Collision with Vehicle



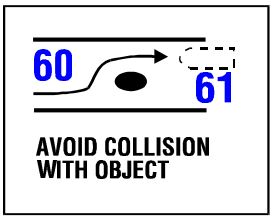
Enter "59" for a vehicle which was impacted by the frontal area of another vehicle which was maneuvering to avoid collision with a non-involved vehicle, when loss of control or traction was not a factor, and the vehicles were traveling on the same trafficway, in opposite directions.

60 Forward Impact: Avoid Collision with Object



Enter "60" for a vehicle that struck the front of another vehicle with the frontal plane while maneuvering to avoid collision with an object, when loss of control or traction was not a factor, and the vehicles were traveling on the same trafficway, in opposite directions.

61 Forward Impact: Avoid Collision with Object



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 crashes involving a "driverless in-transport vehicle."

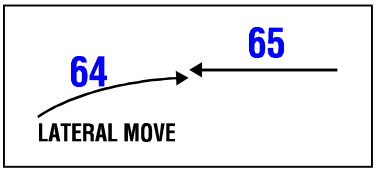
63 Forward Impact: Specifics Unknown

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

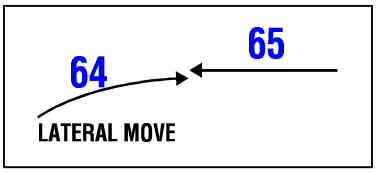
The two vehicles are involved in an impact involving the side of one or both vehicles.

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 left its lane (moved laterally) 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 crashess involving a "driverless in-transport vehicle."

67 Sideswipe/Angle: Specifics Unknown

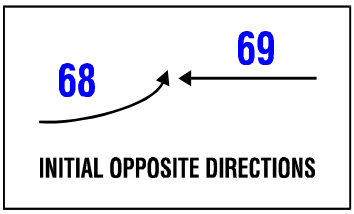
Enter "67" when the PAR indicates a sideswipe/angle collision occurred while both vehicles were traveling on the same trafficway in opposite directions, but no further classification is possible.

Category IV. Changing Trafficway, Vehicle Turning

Configuration J. Turn Across Path

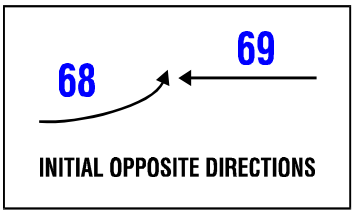
The two vehicles were initially on the same trafficway when one vehicle tried to turn onto another trafficway and pulled in front of the other vehicle. Vehicles making a "U" turn are identified in Category VI. Miscellaneous.

68 Turn Across Path: Initial Opposite Directions (Left/Right)



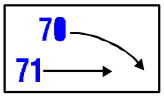
Code "68" identifies the vehicle which turned across the path of another vehicle (code) in a Category IV, Configuration J collision, in which the vehicles were initially traveling in opposite directions.

69 Turn Across Path: Initial Opposite Directions (Going Straight)



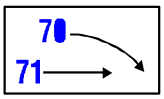
Enter "69" for a vehicle involved in a collision in which another vehicle (code "68" across its Path, and in which the vehicles were initially traveling in opposite directions.

70 Turn Across Path: Initial Same Directions (Turning Right)



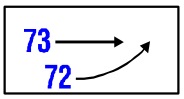
Enter "70" for a vehicle which turned right, across the path of another vehicle (code "71"), when both vehicles were initially traveling in the same direction.

71 Turn Across Path: Initial Same Directions (Going Straight)



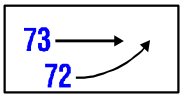
Enter "71 " for a vehicle whose path was crossed by a vehicle turning right (code "70"), when both vehicles were initially traveling in the same direction.

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 crashess involving a driverless in-transport vehicle.

75 Turn Across Path: Specifics Unknown

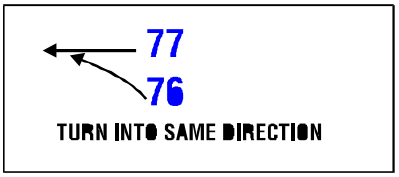
Enter "75" when the PAR indicates one vehicle turned across another's path, causing a collision, but no further classification is possible.

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.

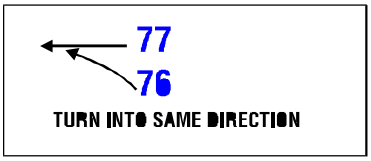
Note, the focus of this configuration is on the turning maneuver from one trafficway to another and not on the vehicles' plane of contact.

76 Turn Into Same Direction (Turning Left)



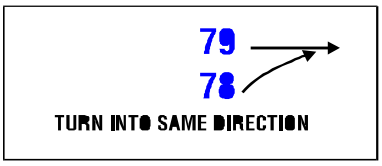
Enter "76" for a vehicle which turned left, into the path of another vehicle (code "77"), so that both vehicles were traveling in the same direction at the time of the collision.

77 Turn Into Same Direction (Going Straight)



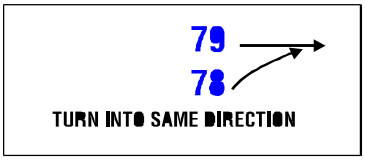
Enter "77" for a vehicle involved in a collision in which another vehicle (code "76") turned left, into its path, so that both vehicles were traveling in the same direction at the time of the collision.

78 Turn Into Same Direction (Turning Right)



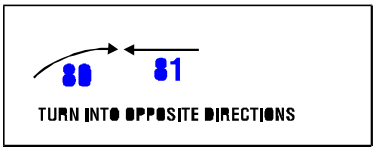
Enter "78" for a vehicle which turned right, into the path of another vehicle (code "79"), so that both vehicles were traveling in the same direction at the time of the collision.

79 Turn Into Same Direction (Going Straight)



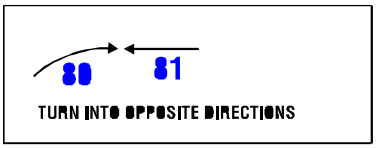
Enter "79" for a vehicle involved in a collision in which another vehicle (code "78") turned right, into its path, so that both vehicles were traveling in the same direction at the time of the collision.

80 Turn Into Opposite Directions (Turning Right)



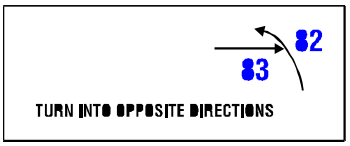
Enter "80" for a vehicle which turned right, into the path of another vehicle (code "81"), so that the vehicles were traveling in opposite directions at the time of the collision.

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.

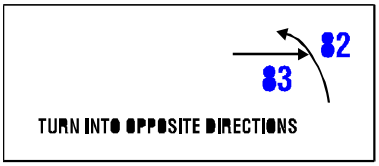
82 Turn Into Opposite Directions (Turning Left)



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 L - Straight 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 crashes involving a driverless in-transport vehicle.

85 Turn Into Path: Specifics Unknown

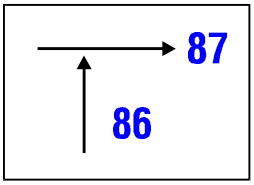
Enter "85" when the PAR indicates one vehicle turned into another's path, causing a collision, but no further classification is possible.

Category V. Intersecting Paths (Vehicle Damage)

Configuration L. Straight Paths

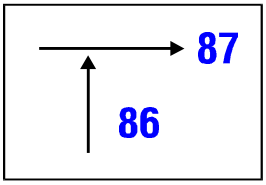
The two vehicles were proceeding (or attempting to proceed) straight ahead.

86 Straight Paths: Striking from the Right



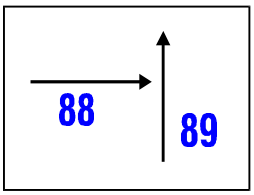
Enter "86" for a vehicle which strikes the right side of another vehicle (code "87") from the right when both vehicles were going straight at the time of the collision, i.e., right side damage to 87, front damage to 86.

87 Straight Paths: Struck on the Right



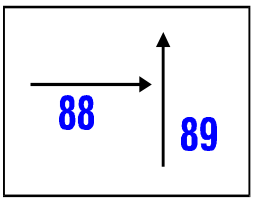
Enter "87" for a vehicle which is struck on the right side by another vehicle (code "86") from the right when both vehicles were going straight at the time of the collision, i.e., right side damage to 87, front damage to 86.

88 Straight Paths: Striking from the Left



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, i.e., left side damage to 89, front damage to 88.

89 Straight Paths: Struck on the Left



Enter "89" for a vehicle which is struck on the left side by another vehicle (code "88") from the left when both vehicles were going straight at the time of the collision, i.e., left side damage to 89, front damage to 88.

90 Straight Paths: Specifics Other

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 crashes 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.

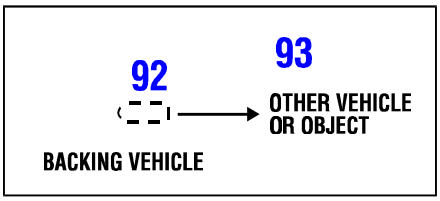
Category VI. Miscellaneous

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.

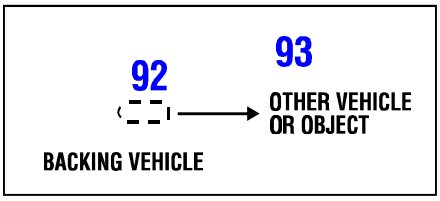
Any crash configuration which cannot be described in Category I. through V. is included here.

92 Backing, Etc.: Backing Vehicle



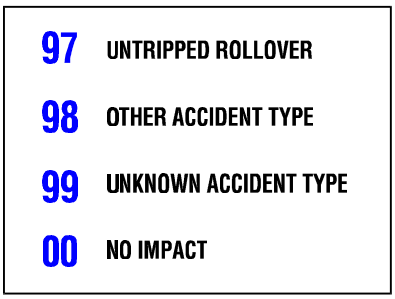
Enter "92" for a backing vehicle which was involved with another vehicle (code 93) or object.

93 Backing, Etc.: Other Vehicle or Object



Enter "93" for the vehicle which was involved with the backing vehicle (code 92).

97 Untripped Rollover



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 Crash 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; U-turns; third or subsequent vehicles involved in a crash; or the second involved vehicle, when the first harmful event involves a vehicle-to-object collision or a non-collision.

99 Backing, Etc.: Unknown Crash Type

97	UNTRIPPED ROLLOVER
98	OTHER ACCIDENT TYPE
99	UNKNOWN ACCIDENT TYPE
00	NO IMPACT

Code "99" when the crash category or configuration is unknown.

97	UNTRIPPED ROLLOVER
98	OTHER ACCIDENT TYPE
99	UNKNOWN ACCIDENT TYPE
00	NO IMPACT

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 "98" (Other Crash Type).

The following crash types require clarification:

Code "00" (**No impact**) identifies noncollision events (fire, immersion, etc.). Rollovers on the road should be coded "98" (**Other crash 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, non-motorist 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:

1. "44" and "45",
2. "46" and "45",
3. "45" and "47", and
4. "46" and "47".

When used as a combination these codes refer to a sideswipe or angle collision which involved a vehicle to the left of a vehicle to the right where:

1. neither vehicle (codes "44" and "45") intended to change its lane; 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;

2. 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

3. the vehicle on the left (code "46") was changing lanes to the right, and the vehicle on the right (code "47") was changing lanes to the left.

In addition, when:

1. the right sides of the two vehicles impact following a 180 degree rotation of the vehicle on the right or

2. the left sides of the two vehicles impact following a 180 degree rotation of the vehicle on the left; select the appropriate combination ("44"-"45", "46"-"45", "45"-"47" or "46"-"47") depending upon:

3. their positions (i.e., left versus right) and

4. the intended lane of travel (straight ahead versus changing lanes) of their drivers.

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 crash 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 crash types in Configuration K. Turn Into Path. For these codes the vehicles are proceeding (or attempting to proceed) straight ahead, usually at a junction.

Code "98" (**Other Crash 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; U-turns; third or subsequent vehicles involved in a crash; or the second involved vehicle when the first harmful event involved a vehicle-to-object collision.

Consistency Checks:

Errors

	IF	THEN
AV020	The combination of ACCIDENT TYPE (V23) codes is incorrect.	
AV020A	All Vehicles not involved in the FHE must be coded "98."	
AV132	FIRST HARMFUL EVENT (A06) equals 02, 03, 06, 08 or 09	ACCIDENT TYPE (V23) must equal 00.
AV133	MANNER OF COLLISION (A07) equals 3	at least one ACCIDENT TYPE (V23) must equal 92 or 98.
AV215	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 01-10	ACCIDENT TYPE (V23) must not equal 20-91.
AV225	MANNER OF COLLISION (A07) equals 2	ACCIDENT TYPE (V23) must not equal 64-67.
AV226	MANNER OF COLLISION (A07) equals 4	ACCIDENT TYPE (V23) must not equal 20-43 or 50-53.
VA015	ACCIDENT TYPE (V23) equals 20-91	NUMBER OF MOTOR VEHICLES (A03) must be greater than 1.
VA081	ACCIDENT TYPE (V23) equals 13 and EVENT NUMBER (E01) equals 1	~~FIRST~~ HARMFUL EVENT (A06) must equal 21, 22, 24 or 27.
VA086	ACCIDENT TYPE (V23) equals 01-16and EVENT NUMBER (E01) equals 1	FIRST HARMFUL EVENT (A06) must not equal 25 or 99.
VA120	Only ACCIDENT TYPE CODES 01-16, 92, 97, 98, 99 or 00 can be used when the crash involves a single vehicle.	
VA137	ACCIDENT TYPE (V23) equals 00 and EVENT NUMBER (E01) equals 1	FIRST HARMFUL EVENT (A06) must equal 02, 03, 06, 08 or 09.
VA139	ACCIDENT TYPE (V23) equals 14	RELATION TO JUNCTION (A09) must not equal 01 or 11.

VA219	ACCIDENT TYPE (V23) equals 20-91and EVENT NUMBER (E01) equals 1	~~FIRST~~ HARMFUL EVENT (A06) must equal 25.
VV051	ACCIDENT TYPE (V23) equals 21, 22 or 23	TRAVEL SPEED (V11) must equal 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.
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.
VV075	ACCIDENT TYPE (V23) equals 01-12, 14, 20, 24, 28, 34, 36, 38 or 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.
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.
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.
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 or 1.
VV182	CRITICAL EVENT (V26) equals 102 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00	ACCIDENT TYPE (V29) must equal 14.
VV191	DRIVER PRESENCE (D01) 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 (D06) must not equal 00.
VV226	ROLLOVER TYPE (V30) equals 10	ACCIDENT TYPE (V23) must not equal 98.
VV242	PRECRASH CONTROL (V28) equals 01	ACCIDENT TYPE (V23) should 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 07.

Warnings

	IF	THEN
AV070	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 26	ACCIDENT TYPE (V23) should equal 01-11, 92, 98 or 99.
AV071	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 21, 22 or 24 and MOVEMENT PRIOR TO CRITICAL EVENT (V21) is not equal to 13	ACCIDENT TYPE (V23) should equal 13.
AV072	EVENT NUMBER (E01) equals 1 and FIRST HARMFUL EVENT (A06) 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 (A03) equals 01	ACCIDENT TYPE (V23) should equal 06-10, 98 or 99.

AV137A	EVENT NUMBER (E01) equals 1and ~~FIRST~~ HARMFUL EVENT (A06) EQUALS 02, 03, 04 or 06	ACCIDENT TYPE (V23) should equal 00.
AV137B	EVENT NUMBER (E01) equals 1and ~~FIRST~~ HARMFUL EVENT (A06) EQUALS 08 or 09	ACCIDENT TYPE (V23) should equal 00.
AV203	MANNER OF COLLISION (A07) equals 5	ACCIDENT TYPE (V23) should not equal 20-33.
AV204	MANNER OF COLLISION (A07) equals 5	ACCIDENT TYPE (V23) should equal 44-49, 98 or 99.
AV205	MANNER OF COLLISION (A07) equals 6	ACCIDENT TYPE (V23) should not equal 50-53.
AV206	MANNER OF COLLISION (A07) equals 6	ACCIDENT TYPE (V23) should equal 64-67, 98 or 99.
AV222	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 05 and RELATION TO ROADWAY (A10) equals 1	ACCIDENT TYPE (V23) should equal 98.
AV223	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 01	ACCIDENT TYPE (V23) should equal 01-10, 97, 98 or 99.
AV243	MANNER OF COLLISION (A07) equals 1	ACCIDENT TYPE (V23) should not equal 44-49.
VA014	ACCIDENT TYPE (V23) equals 01-16	NUMBER OF MOTOR VEHICLES (A03) should equal 1.
VA082	ACCIDENT TYPE (V23) equals 68-91	RELATION TO JUNCTION (A09) should not equal 00.
VA087	ACCIDENT TYPE (V23) equals 99 and EVENT NUMBER (E01) equals 1	FIRST HARMFUL EVENT (A06) should equal 99.
VA094	ACCIDENT TYPE (V23) equals 01-11 or 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 3.
VA140	ACCIDENT TYPE (V23) equals 14	RELATION TO JUNCTION (A09) should equal 00, 02, 10 or 12.
VA211	ACCIDENT TYPE (V23) equals 97	RELATION TO ROADWAY (A10) should equal 1.
VA243	ACCIDENT TYPE (V23) equals 12	RELATION TO ROADWAY (A10) should equal 1.

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.
VV072	ACCIDENT TYPE (V23) equals 50, 51, 52 or 53	VEHICLE ROLE (V22) should equal 1.
VV078	ACCIDENT TYPE (V23) equals 25, 26, 27, 29, 30 or 31	MOVEMENT PRIOR TO CRITICAL EVENT (V21) should not equal 04 or 06.
VV096	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 13	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.
VV104	ACCIDENT TYPE (V23) equals 68, and VEHICLE ROLE (V22) equals 2	INITIAL POINT OF IMPACT (V24) should not equal 03.
VV175	ACCIDENT TYPE (V23) equals 20-49 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00 or 1	CRITICAL EVENT (V26) should not equal 12-14, 54, 66-68, 71-73 or 80-85.
VV176	ACCIDENT TYPE (V23) equals 50-67 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00 or 1	CRITICAL EVENT (V26) should not equal 12-14, 51-53, 60, 61, 65, 66, 70, 71, 80-85 or 87-92.
VV237	CRITICAL EVENT (V26) equals 91 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00 or 1	ACCIDENT TYPE (V23) should equal 15.

VV238	CRITICAL EVENT (V26) equals 90 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00	ACCIDENT TYPE (V23) should equal 12.
VV239	CRITICAL EVENT (V26) equals 98	ACCIDENT TYPE (V23) should equal 00.
VV240	ACCIDENT TYPE (V23) equals 00	CRITICAL EVENT (V26) should equal 000.
VV247	ROLLOVER TYPE (V30) equals 10	ACCIDENT TYPE (V23) should equal 01-10, 14, 97 or 99.

A24 PEDESTRIAN/BIKE ACCIDENT TYPE (PEDESTRIAN, ETC. VERSUS PEDALCYCLIST)

Screen Heading: "Ped./Bike" Crash Typing

Screen Name: Qualifying Non-Motorist Type (290-N)

Long Name: What Is the first qualifying non-motorist type involved in the crash?

SAS Name: Accident.Ped_Acc

Oracle Name: GES.CrashData.PedBikeID

Element Values:

Screen	Oracle	SAS	
n/a	27475	0000	Not Applicable
1	**n/a**	**n/a**	Pedestrian or Qualifying Other Non-Motorist
2	**n/a**	**n/a**	Pedalcyclist
3	10333	9999	First Qualifying Non-Motorist is an Unknown Person Type

Remarks:

"Ped./BikeTyping" is completed only for qualifying non-motorists.

Qualifying non-motorists are either pedestrians, qualifying other non-motorists or pedalcyclists. See the discussion below under attribute **Pedestrian or Qualifying Other Non-Motorist** for the definition of qualifying other non-motorist.

If there are multiple qualifying non-motorists in the crash, code the first one involved.

Persons in motorized wheelchairs are motorists and do not qualify for "ped./bike typing."

Not Applicable applies if there are no qualifying non-motorists involved in the crash.

Select **Pedestrian or Qualifying Other Non-Motorist** if the first qualifying non-motorist in the crash is a pedestrian or qualifying other non-motorist.

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 non-motorist conveyance (A06, ~~First~~ Harmful Event, equals Pedestrian). This includes persons who are in contact with the ground, roadway, etc., but who are holding onto a vehicle.

Not Displayed on Summary Tab

Qualifying other non-motorists are defined as persons (where A06, ~~First~~ Harmful Event, equals Other Type Non-Motorist) who are in or on the following non-motorist conveyances: ice skates, roller skates, scooters, skateboards, non-motorized wheelchairs or play vehicles (e.g., wagons and sleds) or persons who are not on a trafficway or sidewalk or path contiguous with a trafficway; but are in a parking lot, driveway, private road, gas station, alley, yard, garage, ball field, etc.

Select **Pedalcyclist** if the first qualifying non-motorist is a pedalcyclist.

Pedalcyclists are bicyclists or other cyclists.

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.

Select **First Qualifying Non-Motorist Involved is an Unknown Person Type** if P03, Person Type, for the first qualifying non-motorist is Unknown.

A24 PEDESTRIAN/BIKE ACCIDENT TYPE (WHEELCHAIR)

Screen Heading: "Ped./Bike" Crash Typing

Screen Name: WheelChair (292-E)

Long Name: Is the person in a non-motorized wheelchair?

SAS Name: None

Oracle Name: GES.CrashData.Wheelchair

Element Values:

Screen	Oracle	SAS	
1	0	**n/a**	No
2	1	**n/a**	Yes
n/a	-1	**n/a**	Not Pedestrian or Qualifying Other Non-Motorist

Remarks:

Enter **No** if the person is not in a non-motorized wheelchair.

Enter **Yes** if the person is in a non-motorized wheelchair.

Not Pedestrian or Qualifying Other Non-Motorist applies if the person is a not a pedestrian or qualifying other non-motorist (i.e. the person is a pedalcyclist).

A24 PEDESTRIAN/BIKE ACCIDENT TYPE (CATEGORY 1)

Screen Heading: Pedestrian or Qualifying Other Non-Motorist Crashes

Screen Name: Category 1 (294-E)

Long Name: Does the motorist strike a pedestrian or qualifying other non-motorist going to/from or crossing near: a bus or bus stop, ice cream vendor, residential mail/newspaper box or exiting/entering a stopped or parked vehicle?

SAS Name: Accident.Ped_Acc

Oracle Name: GES.CrashData.PedBikeID

Element Values:

Screen	Oracle	SAS*	
1	27539	0110	Commercial Bus-Related
2	27540	0120	School Bus-Related
3	27602	0130	Vendor/Ice Cream Truck
4	27603	0140	Mail Box-Related
5	27604	0150	Exiting/Entering
6	47545	**n/a**	None of the Above Scenarios Apply

* The SAS values apply to persons who are <u>not</u> in wheelchairs. If the person is in a wheelchair, the first digit of the four digit SAS value is set to "1." Example: if a person, struck while crossing in front of a commercial bus stopped at a marked bus stop, is in a wheelchair; the SAS value 1110 is assigned; 0110, otherwise.

Remarks:

In Category 1, the motorist strikes a pedestrian or qualifying other non-motorist going to/from or crossing near a bus or bus stop; ice cream vendor; rural residential mailbox; exiting/entering a stopped or parked vehicle.

Enter **Commercial Bus-Related** if the person is struck while crossing in front of a commercial bus which is stopped 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.

Enter **School Bus-Related** if the person is struck going to/from a school bus or school bus stop

- This type includes the crash in which the person is struck by a school bus.

- The bus does not have to be present if the person was noted to have been crossing to, from or was at a school bus stop.

- Includes the person being at or near a school bus or school bus stop.

Select **Vendor/Ice Cream Truck** if the person is 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.

Enter **Mail Box-Related** if the person is struck while going to/from a private residence mail/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.

Enter **Exiting/Entering** if the person is in the process of exiting/entering a parked or stopped vehicle, and is struck in the traffic lane next to stopped/parked vehicle.

The following 3 conditions must apply.

- 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.

A24 PEDESTRIAN/BIKE ACCIDENT TYPE (CATEGORY 2)

Screen Heading: Pedestrian or Qualifying Other Non-Motorist Crashes

Screen Name: Category 2 (295-E)

Long Name: Is the striking motor vehicle: driverless, backing, in pursuit, being pursued or a responding emergency vehicle?

SAS Name: Accident.Ped_Acc

Oracle Name: GES.CrashData.PedBikeID

Element Values:

Screen	Oracle	SAS*	
1	27538	0210	Driverless Vehicle
2	27605	0220	Backing Vehicle
3	27606	0230	Hot Pursuit
4	47547	**n/a**	None of the Above Scenarios Apply

* The SAS values apply to persons who are not in wheelchairs. If the person is in a wheelchair, the first digit of the four digit SAS value is set to "1." Example: if a person, struck by a vehicle that is backing up, is in a wheelchair; the SAS value 1220 is assigned; 0220, otherwise.

Remarks:

In Category 2, the vehicle which impacts the pedestrian or qualifying other non-motorist is: driverless; backing; in pursuit; being pursued; or an emergency vehicle.

Driverless Vehicle applies if the person is struck by a vehicle that is moving without a driver at the controls or is set into motion by the actions of a child.

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

Backing Vehicle applies if the person is struck by a vehicle that was backing up.

Hot Pursuit applies if the person is 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.

A24 PEDESTRIAN/BIKE ACCIDENT TYPE (CATEGORY 3)

Screen Heading: Pedestrian or Qualifying Other Non-Motorist Crashes

Screen Name: Category 3 (296-E)

Long Name: Is the pedestrian or qualifying other non-motorist struck by a motorist while walking to/from or while near/next to: a disabled vehicle, an active police/emergency vehicle?

SAS Name: Accident.Ped_Acc

Oracle Name: GES.CrashData.PedBikeID

Element Values:

Screen	Oracle	SAS*	
1	27608	0310	Walking To or From Disabled Vehicle
2	27609	0320	Disabled Vehicle-Related
3	27610	0330	Emergency/Police Vehicle-Related
4	47548	**n/a**	None of the Above Scenarios Apply

* The SAS values apply to persons who are <u>not</u> in wheelchairs. If the person is in a wheelchair, the first digit of the four digit SAS value is set to “1.” Example: if a person, struck while walking to or from a disabled vehicle (e.g., to get help, gas, etc.), is in a wheelchair; the SAS value 1310 is assigned; 0310, otherwise.

Remarks:

In Category 3, the pedestrian or qualifying other non-motorist is struck by a motorist while walking to/from or while near/next to: a disabled vehicle, an active police/emergency vehicle.

Use **Walking To or From Disabled Vehicle** if the person is struck while walking to or from a disabled vehicle (e.g., to get help, gas, etc.)

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

Select **Disabled Vehicle-Related** if the person is struck while working on or standing near a disabled vehicle in or along the roadway. (No emergency vehicle present.)

- In this type, "pedestrian or qualifying other non-motorist" 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 a crash.

Select **Emergency/Police Vehicle Related** if the person is 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.

A24 PEDESTRIAN/BIKE ACCIDENT TYPE (CATEGORY 4)

Screen Heading: Pedestrian or Qualifying Other Non-Motorist Crashes

Screen Name: Category 4 (297-E)

Long Name: Is the pedestrian or qualifying other non-motorist struck while working or playing in the roadway (prior to motorist's appearance) or on a play vehicle?

SAS Name: Accident.Ped_Acc

Oracle Name: GES.CrashData.PedBikeID

Element Values:

Screen	Oracle	SAS*	
1	27611	0410	Working on Roadway
2	27612	0420	Play Vehicle-Related
3	27613	0430	Playing in Roadway
4	47551	**n/a**	None of the Above Scenarios Apply

* The SAS values apply to persons who are not in wheelchairs. If the person is in a wheelchair, the first digit of the four digit SAS value is set to "1." Example: if a person, struck while working on, in, over or under the roadway, is in a wheelchair; the SAS value 1410 is assigned; 0410, otherwise.

Remarks:

In Category 4, the pedestrian or qualifying other non-motorist is struck while working or playing in the roadway or on a play vehicle.

Enter **Working on Roadway** if the person (e.g., police/emergency personnel, flagman, traffic guard or member of a roadway/construction maintenance crew) is 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 a crash).

- 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.

Use **Play Vehicle-Related** if the person is 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 crash typing.

- The person does not need to be in the trafficway on the play vehicle for this type to apply, e.g., crashes occurring on the sidewalk, driveway or playground may be included.

Select **Playing in Roadway** if the person is struck while playing on foot in roadway. Pedestrian is playing in roadway prior to vehicle's appearance.

A24 PEDESTRIAN/BIKE ACCIDENT TYPE (CATEGORY 5)

Screen Heading: Pedestrian or Qualifying Other Non-Motorist Crashes

Screen Name: Category 5 (298-E)

Long Name: Is the pedestrian or qualifying other non-motorist struck while: hitchhiking; crossing limited access expressway; walking or running along a road without sidewalks?

SAS Name: Accident.Ped_Acc

Oracle Name: GES.CrashData.PedBikeID

Element Values:

Screen	Oracle	SAS*	
1	27614	0510	Hitchhiking
2	27615	0520	Expressway Crossing
3	27616	0531	Walking Along Road - With Traffic
4	27617	0532	Walking Along Road - Against Traffic
5	27618	0539	Walking Along Road - Can't Specify
6	47553	**n/a**	None of the Above Scenarios Apply

* The SAS values apply to persons who are <u>not</u> in wheelchairs. If the person is in a wheelchair, the first digit of the four digit SAS value is set to “1.” Example: if a person, struck while hitchhiking, is in a wheelchair; the SAS value 1510 is assigned; 0510, otherwise.

Remarks:

In Category 5, the pedestrian or qualifying other non-motorist is struck while: hitchhiking; crossing limited access expressway; walking or running along a road without sidewalks.

Select **Hitchhiking** if the person is was struck while hitchhiking.

Enter **Expressway Crossing** if the person is 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.

Enter **Walking Along Road - With Traffic** if the person is walking or running along a road in the same direction as traffic.

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

Enter **Walking Along Road - Against Traffic** if the person is walking or running along a road facing traffic (i.e., against traffic).

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

Enter **Walking Along Road - Can't Specify** if the person is walking or running along a road--direction with respect to traffic not specified.

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

A24 PEDESTRIAN/BIKE ACCIDENT TYPE (CATEGORY 6)

Screen Heading: Pedestrian or Qualifying Other Non-Motorist Crashes

Screen Name: Category 6 (299-E)

Long Name: Is the pedestrian or qualifying other non-motorist struck: on/near curb or roadway edge; on sidewalk; or on other nonroadway location?

SAS Name: Accident.Ped_Acc

Oracle Name: GES.CrashData.PedBikeID

Element Values:

Screen	Oracle	SAS*	
1	27619	0610	Pedestrian Waiting to Cross At/Near Curb
2	27620	0620	Pedestrian Not In Roadway
3	47555	**n/a**	None of the Above Scenarios Apply

* The SAS values apply to persons who are <u>not</u> in wheelchairs. If the person is in a wheelchair, the first digit of the four digit SAS value is set to "1." Example: if a person, struck while WAITING to cross a roadway or standing at or near a curb, is in a wheelchair; the SAS value 1610 is assigned; 0610, otherwise.

Remarks:

In Category 6, the pedestrian or qualifying other non-motorist is struck: on/near a curb or roadway edge; on sidewalk; or on other nonroadway location.

Enter **Pedestrian Waiting to Cross At/Near Curb** if the person is struck while WAITING to cross roadway, standing at or near curb.

Enter **Pedestrian Not In Roadway** if the person is 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.

A24 PEDESTRIAN/BIKE ACCIDENT TYPE (CATEGORY 7 VERSUS CATEGORY 8)

Screen Heading: Pedestrian or Qualifying Other Non-Motorist Crashes

Screen Name: Category 7 Versus Category 8 (300-E)

Long Name: Does the crash occur at or within 50 feet of an intersection?

SAS Name: None

Oracle Name: None

Element Values:

Screen	Oracle	SAS	
1	**n/a**	**n/a**	No
2	**n/a**	**n/a**	Yes
3	**n/a**	**n/a**	Unknown or Categories 7 and 8 Do Not Apply

Remarks:

Select **No** if the crash does not occur at or within 50 feet of an intersection.

Select **YES** if the crash occurs at or within 50 feet of an intersection.

Select **Unknown or Categories 7 and 8 Do Not Apply** if there is insufficient information to determine if the crash occurs at or within 50 feet of an intersection or the crash types for categories 7 and 8 do not apply.

A24 PEDESTRIAN/BIKE ACCIDENT TYPE (CATEGORY 7)

Screen Heading: Pedestrian or Qualifying Other Non-Motorist Crashes

Screen Name: Category 7 (302-E)

Long Name: Select the applicable category 7 crash type.

SAS Name: Accident.Ped_Acc

Oracle Name: GES.CrashData.PedBikeID

Element Values:

Screen	Oracle	SAS*	
1	27621	0710	Multiple Threat - At Intersection
2	27622	0720	Vehicle Turn/Merge
3	27623	0730	Intersection Dash
4	27624	0740	Trapped
5	27625	0750	Pedestrian Walks Into Vehicle - At Intersection
6	27626	0760	Intersection - Driver Violation
7	27627	0790	Intersection - Other

* The SAS values apply to persons who are not in wheelchairs. If the person is in a wheelchair, the first digit of the four digit SAS value is set to “1.” Example: if a person, entering the roadway in front of standing/stopped traffic and struck by a vehicle heading in the same direction as stopped traffic, is in a wheelchair; the SAS value 1710 is assigned; 0710, otherwise.

Remarks:

In Category 7, the crash occurs at or within 50 feet of an intersection.

Enter **Multiple Threat - At Intersection** if the person enters the roadway in front of standing/stopped traffic, and is struck by a vehicle heading in the 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 a crash in which the person enters the roadway in front of a vehicle that is stopped to allow the person to cross.
- The person 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 is not aware that the person is crossing in front of the stopped vehicle.
- This type does not cover a person entering the roadway in front of stalled traffic or a disabled vehicle (see type under SAS value 0320).

- If the traffic light changes while the person is crossing , continue down to the "Trapped" type (SAS code 0740).

Enter **Vehicle Turn/Merge** if the person and vehicle collided while the vehicle is in the process of turning/merging, is preparing to turn/merge or just completes a turning/merging maneuver.

Enter **Intersection Dash** if the motorist's view of the person is blocked until an instant before impact and/or the person is running.

- The driver's view of the person is blocked by some obstruction until immediately before impact. The obstruction is documented in some part of the report as having impaired the driver's vision.

- Assume walking if the only indication of the person's speed is "crossing" or "staggering." Take the narrative literally (i.e., assume that the person is running if the report has a statement such as "The person ran in front of me.")

Enter **Trapped** if, at a signalized intersection, a person in the process of crossing is struck when the light changes and traffic starts moving.

Enter **Pedestrian Walks Into Vehicle - At Intersection** if the person walks into (i.e., struck) the vehicle.

- Person is walking, not running, and strikes the vehicle.

Enter **Intersection - Driver Violation** if the person is struck by a driver who is proceeding straight ahead and the report indicates 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 Indicates

- Must be reported by policeman

  1. in narrative or
  2. in boxes or
  3. in charges, citations or arrests.

Careless Driving

- Is the same as "without due regard."

Enter **Intersection - Other** if the crash occurs 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.

A24 PEDESTRIAN/BIKE ACCIDENT TYPE (CATEGORY 8)

Screen Heading: Pedestrian or Qualifying Other Non-Motorist Crashes

Screen Name: Category 8 (304-E)

Long Name: Select the applicable category 8 crash type.

SAS Name: Accident.Ped_Acc

Oracle Name: GES.CrashData.PedBikeID

Element Values:

Screen	Oracle	SAS*	
1	27628	0810	Multiple Threat - At Midblock
2	27629	0821	Dart-Out - First Half
3	27630	0822	Dart-Out - Second Half
4	27631	0829	Dart-Out - Can't Specify
5	27632	0830	Midblock Dash
6	27633	0840	Pedestrian Walks Into Vehicle - Midblock
7	27634	0890	Midblock - Other

* The SAS values apply to persons who are <u>not</u> in wheelchairs. If the person is in a wheelchair, the first digit of the four digit SAS value is set to "1." Example: if a person, entering the roadway in front of standing/stopped traffic and struck by a vehicle heading in the same direction as standing traffic (driver's vision is blocked by standing traffic), is in a wheelchair; the SAS value 1810 is assigned; 0810, otherwise.

Remarks:

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

Enter **Multiple Threat - At Midblock** if the person enters the roadway in front of standing/stopped traffic, and is struck by a vehicle heading in same direction as standing traffic; driver's vision is 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 a crash in which the person enters the roadway in front of a vehicle that is stopped to allow the person to cross. The person 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 is not aware that the person is crossing in front of the stopped vehicle.

- This type does not cover a person entering the roadway in front of stalled traffic or a disabled vehicle.

Enter **Dart-Out - First Half** if the person is struck before crossing half of the roadway (in first half of roadway) and the motorist's view of the person is blocked until an instant before impact.

- Person is struck before reaching the center-line of the roadway.
- A dart-out (SAS codes 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, is present (for example: "She came out from between two parked cars."), assume this object is an obstruction, unless the driver specifically mentions that the person is visible heading towards the roadway before the crash.
- 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 mentions that the driver's view is impaired because of these factors.

Enter **Dart-out - Second Half** if the person is struck after crossing over half of the roadway (in second half of roadway) and the motorist's view of the person is blocked until an instant before impact.

- The person crosses one-half of the roadway and is 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 person is visible heading towards the roadway before the crash.
- 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.

Enter **Dart-out - Can’t Specify** if the person is struck after entering the roadway and the motorist's view of the person is 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 person had been visible heading towards the roadway before the crash.

- 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.

Enter **Midblock Dash** if the person is running and the motorist's view of the person is not obstructed.

- Assume walking if the only indication of the person's speed is "crossing" or "staggering." Take the narrative literally (i.e., assume that the person is running if the report has a statement such as "The person ran in front of me").

- No obstructions indicated in the report or driver indicates that there is no obstruction.

Enter **Pedestrian Walks Into Vehicle - Midblock** if the person walks into (i.e., struck) the vehicle.

- Person is walking, not running, and struck the vehicle.

Enter **Midblock - Other** if the crash occurs midblock but is not covered by any of the above or insufficient information is given to code any of the above.

A24 PEDESTRIAN/BIKE ACCIDENT TYPE (CATEGORY 9)

Screen Heading: Pedestrian or Qualifying Other Non-Motorist Crashes

Screen Name: Category 9 (306-E)

Long Name: Select the applicable category 9 crash type.

SAS Name: Accident.Ped_Acc

Oracle Name: GES.CrashData.PedBikeID

Element Values:

Screen	Oracle	SAS*	
1	27635	0910	Other - Weird
2	27636	0920	Inadequate Information

* The SAS values apply to persons who are <u>not</u> in wheelchairs. If the person is in a wheelchair, the first digit of the four digit SAS value is set to "1." Example: if insufficient information is available to specify the crash type and the person is in a wheelchair; the SAS value 1920 is assigned; 0920, otherwise.

Remarks:

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

Enter **Other - Weird** if the crash situation is not covered by any of the types listed in categories 1-8.

Enter **Inadequate Information** if insufficient information is available to specify the crash type.

A24 PEDESTRIAN/BIKE ACCIDENT TYPE (SPECIFIC CIRCUMSTANCES - WEIRD)

Screen Heading: Pedalcyclist Crashes

Screen Name: Specific Circumstances - Weird (310-E)

Long Name: The crash is weird because:

SAS Name: Accident.Ped_Acc

Oracle Name: GES.CrashData.PedBikeID

Element Values:

Screen	Oracle	SAS	
n/a	**n/a**	0036	Weird
1	27471	0036	The Motorist or Cyclist Intentionally Causes the Crash
2	27582	0036	The Officer Indicates No Crash Actually Occurs
3	27583	0036	The Crash Does Not Involve a Cyclist
4	27584	0036	The Cyclist Is Struck by Falling Cargo
5	47629	**n/a**	None of These Crash Descriptions Apply

Remarks:

<u>Overall Procedure for Classifying Pedalcycle Crashes</u>

Use the procedures described below when the first qualifying non-motorist involved in the crash is a Pedalcyclist [P03, Person Type equals Non-occupant / Cyclist (Pedalcyclist)].

Code each police report as follows:

1. Read the police 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 pedalcyclist or driver statement.

   - Next, review the information in the specific information categories (i.e., the "check off" boxes), such as time, day, violations, weather, pedalcyclist'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 a crash occurs 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 four Specific Circumstances crash types in order. The four Specific Circumstances are:
   - The crash is weird because:
   - The cyclist is 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.)
   - The crash involves a motor vehicle which is backing.
   - The crash occurs in: a parking lot, etc.

3. If none of the Special Circumstances apply, determine whether the initial approach paths of the motorist and pedalcyclist are parallel or crossing.

4. Review each parallel or crossing path type in order and select the first one that applies.

5. Within the first parallel or crossing path type which applies, review each crash type description in order and select the first one that applies.

6. If no crash type description applies, continue with the next parallel or crossing path heading and repeat steps 4 and 5.

7. If you reach the Insufficient Information heading without finding a type that applies, enter Parallel Paths Unknown or Crossing Paths Unknown (SAS codes 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 crash type.

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

If more than one pedalcyclist is involved in a crash, the first pedalcyclist struck defines the crash. Consider only the circumstances surrounding the collision with the first pedalcyclist in determining the type.

Procedures for This Question, the First of Four Specific Circumstances

Read each crash description below. If none apply, select **None of These Crash Descriptions Apply**.

The crash is weird because:

- **The Motorist or Cyclist Intentionally Causes the Crash**.
- **The Officer Indicates No Crash Actually Occurred**.
- **The Crash Does Not Involve a Cyclist**.
- **The Cyclist Is Struck by Falling Cargo**.

A24 PEDESTRIAN/BIKE ACCIDENT TYPE (SPECIFIC CIRCUMSTANCES - CHILDREN'S VEHICLE)

Screen Heading: Pedalcyclist Crashes

Screen Name: Specific Circumstances - Vehicle (312-E)

Long Name: Is the pedalcyclist riding a children's vehicle?

SAS Name: Accident.Ped_Acc

Oracle Name: GES.CrashData.PedBikeID

Element Values:

Screen	Oracle	SAS	
1	**n/a**	**n/a**	No
2	27472	0040	Yes

Remarks:

Enter **Yes** if the cyclist is 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); **No**, otherwise.

A24 PEDESTRIAN/BIKE ACCIDENT TYPE (SPECIFIC CIRCUMSTANCES - BACKING MOTOR VEHICLE)

Screen Heading: Pedalcyclist Crashes

Screen Name: Specific Circumstances - Backing (314-E)

Long Name: Does the crash involve a motor vehicle which is backing?

SAS Name: Accident.Ped_Acc

Oracle Name: GES.CrashData.PedBikeID

Element Values:

Screen	Oracle	SAS	
1	**n/a**	**n/a**	No
2	27473	0011	Yes

Remarks:

Enter **Yes** if the crash involves a motor vehicle which is backing; **No**, otherwise.

A24 PEDESTRIAN/BIKE ACCIDENT TYPE (SPECIFIC CIRCUMSTANCES - NOT ON A ROADWAY)

Screen Heading: Pedalcyclist Crashes

Screen Name: Specific Circumstances - Non-Roadway (316-E)

Long Name: Does the crash occur in...?

SAS Name: Accident.Ped_Acc

Oracle Name: GES.CrashData.PedBikeID

Element Values:

Screen	Oracle	SAS	
n/a	**n/a**	0029	Parking Lot, Open Area or Another Non-Roadway Location
1	27474	0029	A Parking Lot or Open Area
2	27585	0029	Another Non-Roadway Location, Such as a Gas Station
3	47630	**n/a**	None of These Items Describe the Crash Events

Remarks:

Enter **Yes** if the crash occurs in a parking lot or open area or another non-roadway location, such as a gas station, alley, lot, etc.; **No**, otherwise.

A24 PEDESTRIAN/BIKE ACCIDENT TYPE (APPROACH PATHS--PARALLEL VERSUS CROSSING)

Screen Heading: Pedalcyclist Crashes

Screen Name: Initial Approach Paths (318-E)

Long Name: What are the initial approach paths of the motorist and cyclist?

SAS Name: Accident.Ped_Acc

Oracle Name: GES.CrashData.PedBikeID

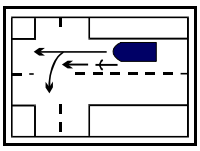
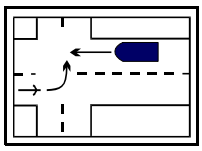
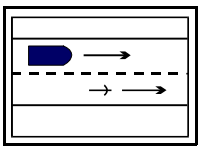
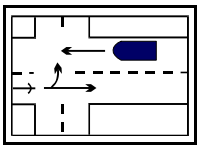
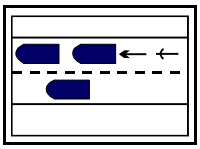
Element Values:

Screen	Oracle	SAS	
1	**n/a**	**n/a**	Parallel
2	n/a	n/a	Crossing
3	10332	0097	Unknown

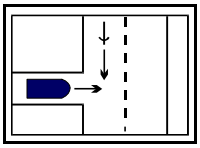
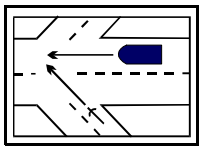
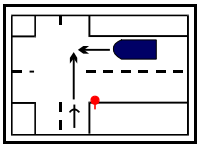
Remarks:

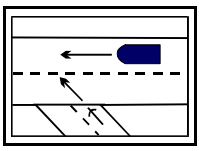
Specify the initial approach paths (i.e., before any turns which cause the crash or turns to avoid it).

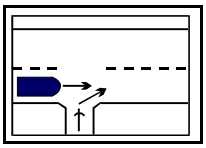
Enter **Parallel** if the cyclist and motor vehicle are approaching each other on parallel paths, heading either in the same direction or in opposing directions.

Enter **Crossing** if the cyclist and motor vehicle are on intersecting paths





Enter **Unknown** if there is no way of knowing whether the vehicles' initial approach paths are parallel or crossing.

A24 PEDESTRIAN/BIKE ACCIDENT TYPE (PARALLEL PATH CATEGORY)

Screen Heading: Pedalcyclist Crashes

Screen Name: Parallel Paths (320-E)

Long Name: Choose the first parallel path which applies.

SAS Name: Accident.Ped_Acc

Oracle Name: GES.CrashData.PedBikeID

Element Values:

Screen	Oracle	SAS	
1	**n/a**	**n/a**	Parallel Path 1 (Motorist Turns or Merges into the Path of the Cyclist)
2	**n/a**	**n/a**	Parallel Path 2 (Cyclist Turns or Merges into the Path of the Motorist)
3	**n/a**	**n/a**	Parallel Path 3 (Operator Is on the Wrong Side of the Street)
4	**n/a**	**n/a**	Parallel Path 4 (Motorist Is Overtaking the Cyclist)
5	**n/a**	**n/a**	Parallel Path 5 (Cyclist Is Overtaking a Motor Vehicle)
6	**n/a**	**n/a**	Parallel Path 6 (Operator Loses Control and Inadvertently Swerves into the Path of the Other Vehicle Because of:)
7	27554	0098	Parallel Path 7 (There Is No Way of Knowing Which of the above Is True)

Remarks:

Choose the first parallel path that applies.

Select **Parallel Path 1** if the motorist turns or merges into the path of the cyclist.

Select **Parallel Path 2** If the cyclist turns or merges into the path of the motorist.

Select **Parallel Path 3** If the operator (motorist or cyclist) is on the wrong side of the street.

Select **Parallel Path 4** if the motorist is overtaking the cyclist.

Select **Parallel Path 5** f the cyclist is overtaking a motor vehicle.

Select **Parallel Path 6** If the operator (motorist or cyclist) loses control and inadvertently swerves 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.

Select **Parallel Path 7** If there is no way of knowing which of the above scenarios is true.

A24 PEDESTRIAN/BIKE ACCIDENT TYPE (CROSSING PATH CATEGORY)

Screen Heading: Pedalcyclist Crashes

Screen Name: Crossing Paths (322-E)

Long Name: Choose the first crossing path which applies.

SAS Name: Accident.Ped_Acc

Oracle Name: GES.CrashData.PedBikeID

Element Values:

Screen	Oracle	SAS	
1	**n/a**	**n/a**	Crossing Path 1 (Cyclist Does Not Clear Intersection Before Light Turns Green for Cross Traffic)
2	**n/a**	**n/a**	Crossing Path 2 (Motorist Fails to Yield to the Cyclist)
3	**n/a**	**n/a**	Crossing Path 3 (Cyclist Fails to Yield to the Motorist, Midblock)
4	**n/a**	**n/a**	Crossing Path 4 (Cyclist Fails to Yield to the Motorist at an Intersection)
5	**n/a**	**n/a**	Crossing Path 5 (Motorist Is Turning)
6	**n/a**	**n/a**	Crossing Path 6 (Cyclist Is Turning)
7	**n/a**	**n/a**	Crossing Path 7 (Crash Occurs at an Intersection)
8	27601	0099	Crossing Path 8 (There Is No Way of Knowing Which of the above Is True)

Remarks:

Choose the first crossing path that applies.

Select **Crossing Path 1** if the cyclist does not clear intersection before light turns green for cross traffic.

Select **Crossing Path 2** if the motorist fails to yield to the cyclist.

Select **Crossing Path 3** if the cyclist fails to yield to the motorist, midblock.

Select **Crossing Path 4** if the cyclist fails to yield to the motorist at an intersection.

Select **Crossing Path 5** if the motorist is turning.

Select **Crossing Path 6** if the cyclist is turning.

Select **Crossing Path 7** if the crash occurs at an intersection.

Select **Crossing Path 8** If there is no way of knowing which of the "Crossing Paths" is true.

A24 PEDESTRIAN/BIKE ACCIDENT TYPE (PARALLEL/CROSSING PATH CATEGORY CRASH TYPE)

Screen Heading: Pedalcyclist Crashes

Screen Name: Parallel Paths (330-E)

Long Name: Choose the first crash type which applies.

SAS Name: Accident.Ped_Acc

Oracle Name: GES.CrashData.PedBikeID

Element Values:

Screen	Oracle	SAS	
Parallel Path 1 (Motorist Turns or Merges into the Path of the Cyclist)			
*	27476	0035	Drive out - on Street Parking
	27477	0022	Motorist Left Turn in Front of Cyclist
	27534	0023	Motorist Left Turn Facing Cyclist
	27535	0024	Motorist Right Turn in Front of Cyclist
Parallel Path 2 (Cyclist Turns or Merges into the Path of the Motorist)			
	27536	0003	Ride-out from Sidewalk
	27537	0018	Cyclist Left Turn, in Front of Traffic
	27541	0019	Cyclist Left Turn, Facing Traffic
	27542	0021	Cyclist Right Turn, from Wrong Side of Street
Parallel Path 3 (Operator Is on the Wrong Side of the Street)			
	27543	0030	Head-on, Counteractive Evasive Actions
	27544	0028	Wrong Way Motorist
	27545	0026	Wrong Way Cyclist
Parallel Path 4 (Motorist Is Overtaking the Cyclist)			
	27546	0013	Motorist Overtakes Undetected Cyclist
	27547	0015	Motorist Overtaking, Counteractive Evasive Actions
	27548	0016	Motorist Overtaking, Misjudges Passing Space
	27549	0017	Motorist Overtaking Cyclist, Path Obstructed
	27550	0039	Motorist Overtaking
Parallel Path 5 (Cyclist Is Overtaking a Motor Vehicle)			
	27551	0027	Cyclist Overtaking
	27552	0041	Cyclist Strikes Parked Vehicle

Parallel Path 6 (Operator Loses Control and Inadvertently Swerves into the Path of the Other Vehicle Because of:)

27553	0014	Motorist Lost Control
10349	0020	Cyclist Lost Control

Crossing Path 1 (Cyclist Does Not Clear Intersection Before Light Turns Green for Cross Traffic)

27555	0006	Trapped
27556	0007	Multiple Threat

Crossing Path 2 (Motorist Fails to Yield to the Cyclist)

27557	0008	Drive Out, Driveway/Alley
27586	0012	Drive Through
27587	0009	Drive Out, Stop Sign
27588	0010	Right on Red
27589	0048	Drive Out, Intersection

Crossing Path 3 (Cyclist Fails to Yield to the Motorist, Midblock)

27590	0001	Ride Out, Residential Driveway
27591	0002	Ride Out, Commercial Driveway
27592	0004	Ride Out, Midblock

Crossing Path 4 (Cyclist Fails to Yield to the Motorist at an Intersection)

27593	0005	Ride Out, Stop Sign
27594	0049	Ride Out, Intersection

Crossing Path 5 (Motorist Is Turning)

27595	0033	Motorist Cuts Corner
27596	0034	Motorist Swings Wide

Crossing Path 6 (Cyclist Is Turning)

27597	0031	Cyclist Cuts Corner
27598	0032	Cyclist Swings Wide

Crossing Path 7 (Crash Occurs at an Intersection)

27599	0055	Controlled Intersection, Other
27600	0025	Uncontrolled Intersection, Other

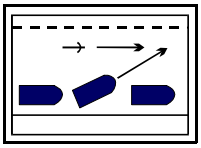
* Diagrams with labels describing the crash type are shown on the data entry screen.

Remarks:

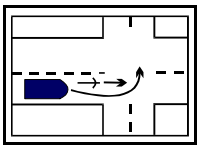
Parallel Path 1

The motorist turns or merges into the path of the cyclist.

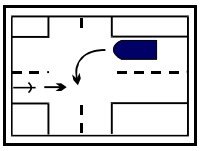
Select **Drive out - on Street Parking** if the motorist is exiting or entering on-street parking.



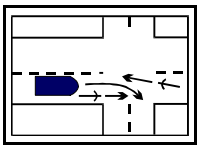
Select **Motorist Left Turn in Front of Cyclist** if the motorist is turning left and going in the same direction as cyclist.



Select **Motorist Left Turn Facing Cyclist** if the motorist is turning left and the motorist and cyclist are facing each other as they approach.



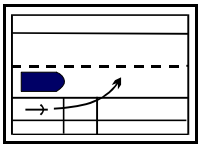
Select **Motorist Right Turn in Front of Cyclist** if the motorist is turning right and the motorist and cyclist are going in either the same direction or opposite directions.



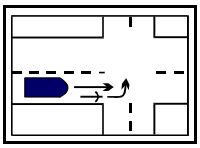
Parallel Path 2

The cyclist turns or merges into the path of the motorist.

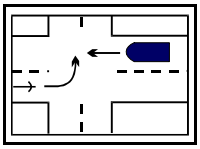
Select **Ride-out from Sidewalk** if the cyclist turns or merges onto the street from a residential driveway or alley. Cyclist coming from sidewalk.



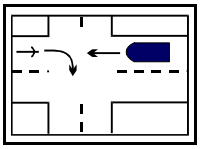
Select **Cyclist Left Turn, in Front of Traffic Left** if the cyclist turns or merges onto the street and is going the same direction as the motorist.



Select **Cyclist Left Turn, Facing Traffic Left** if the cyclist turns or merges onto the street and the cyclist and motorist are facing each other as they approach.



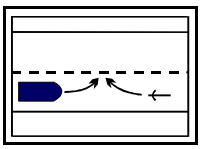
Select **Cyclist Right Turn, from Wrong Side of Street Right** if the cyclist turns or merges onto the street and the cyclist is riding on the wrong side of the street.



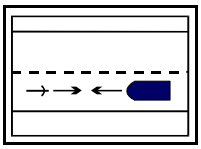
Parallel Path 3

The operator is on the wrong side of the street.

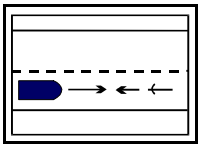
Select **Head-on, Counteractive Evasive Actions** if either the cyclist or motorist are going the wrong way, the approach is head-on, and the evasive actions are counteractive.



Select **Wrong Way Motorist** if the motorist is going the wrong way.



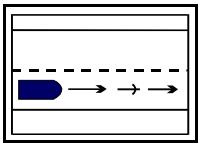
Select **Wrong Way Cyclist** if the cyclist is going the wrong way.



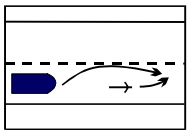
Parallel Path 4

The motorist is overtaking the cyclist.

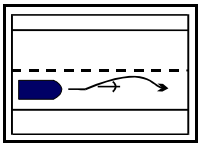
Select **Motorist Overtakes Undetected Cyclist** if the motorist fails to detect the cyclist.



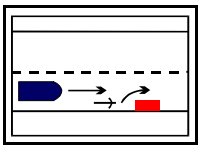
Select **Motorist Overtaking, Counteractive Evasive Actions** if the evasive actions are counteractive.



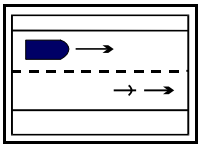
Select **Motorist Overtaking, Misjudges Passing Space** if the motorist misjudges the space, length or width required to pass the cyclist.



Select **Motorist Overtaking Cyclist, Path Obstructed** if the cyclist's path is obstructed. Cyclist strikes obstruction or overtaking motorist.



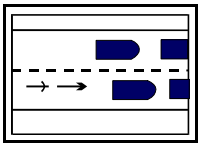
Select **Motorist Overtaking** for other situations involving a motorist overtaking a cyclist.



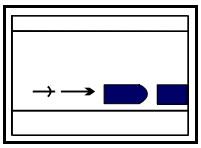
Parallel Path 5

The cyclist is overtaking a motor vehicle.

Select **Cyclist Overtaking** if the cyclist strikes a slow or stopped vehicle in a traffic lane.



Select **Cyclist Strikes Parked Vehicle** if the cyclist strikes a vehicle in parking lane.

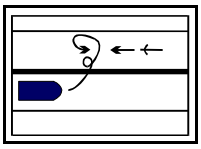


Parallel Path 6

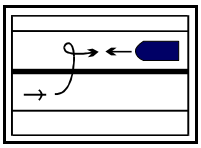
The operator loses control and inadvertently swerves into the path of the other vehicle because of any of the following reasons:

- 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

Select **Motorist Lost Control** if the motorist loses control.



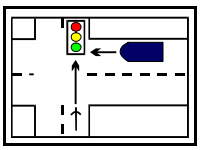
Select **Cyclist Lost Control** if the cyclist loses control.



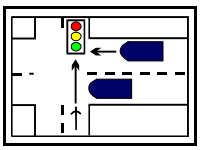
Crossing Path 1

The cyclist does not clear intersection before light turns green for cross traffic.

Select **Trapped** if the cyclist does not clear the intersection before the light turns green for cross traffic and the motorist's view of the cyclist is not obstructed.



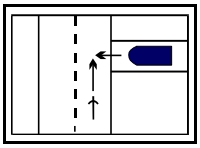
Select **Multiple Threat** if the cyclist does not clear the intersection before the light turns green for cross traffic and the motorist's view of the cyclist is obstructed by standing traffic.



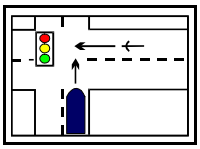
Crossing Path 2

The motorist fails to yield to the cyclist.

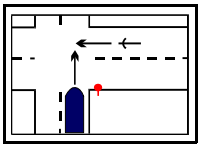
Select **Drive Out, Driveway/Alley** if the motorist fails to yield to the cyclist at a driveway, alley or other midblock location.



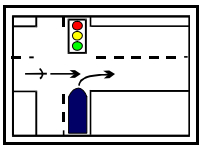
Select **Drive Through** if the crash occurs at a controlled intersection and the motorist runs a sign or signal.



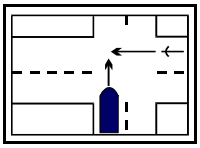
Select **Drive Out, Stop Sign** if, at an intersection controlled by a stop sign or flashing light, the motorist obeys the sign but fails to yield to the cyclist.



Select **Right on Red** if, at an intersection controlled by a signal, the motorist obeys the signal but fails to yield to the cyclist when making a right turn when the signal is red.



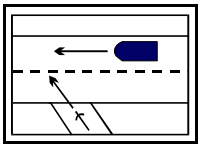
Select **Drive Out, Intersection** if the crash occurs at an intersection and the situation is not covered above.



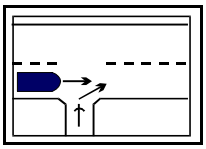
Crossing Path 3

The cyclist fails to yield to the motorist, midblock.

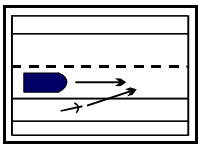
Select **Ride Out, Residential Driveway** if the cyclist fails to yield to the motorist at a residential driveway or alley.



Select **Ride Out, Commercial Driveway** if the cyclist fails to yield to the motorist at a commercial driveway.



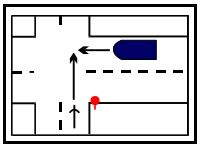
Select **Ride Out, Midblock** if the cyclist fails to yield to the motorist at a shoulder or curb -- midblock location. (Cyclist not using driveway.)



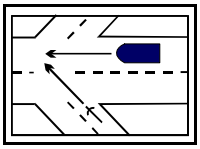
Crossing Path 4

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

Select **Ride Out, Stop Sign** if the cyclist fails to yield to the motorist at an intersection controlled by a stop sign or flashing red signal.



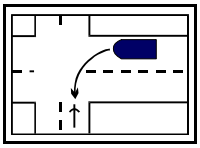
Select **Ride Out, Intersection** if the cyclist fails to yield to the motorist at an intersection and the situation is not covered above.



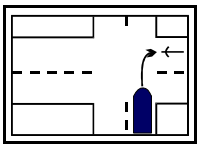
Crossing Path 5

The motorist is turning.

Select **Motorist Cuts Corner** if the motorist is turning left and cuts the corner.



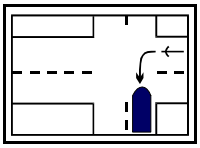
Select **Motorist Swings Wide** if the motorist is turning right and swings out too wide.



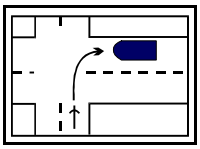
Crossing Path 6

The cyclist is turning.

Select **Cyclist Cuts Corner** if the cyclist is turning left and cuts the corner.



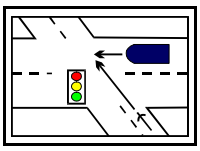
Select **Cyclist Swings Wide** if the cyclist is turning right and swings out too wide.



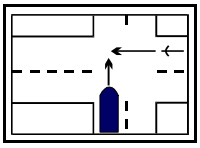
Crossing Path 7

The crash occurs at an intersection.

Select **Controlled Intersection, Other** if the intersection is controlled by stop signs or signals.



Select **Uncontrolled Intersection, Other** if the intersection has no signs or signals.



Consistency Checks:

Errors

	IF	THEN
AA037	~~FIRST~~ HARMFUL EVENT (A06) 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 (A09) must not equal 01 or 11.
AA039	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0410 or 0430; EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) 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.
AA042	the ~~FIRST~~ HARMFUL EVENT (A06) involving a non-motorist equals 22	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must equal 001-0099.
AA043	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0001, 0002 or 0008	RELATION TO JUNCTION (A09) must equal 03 or 13.
AA044	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0005, 0006, 0007, 0010, 0012, 0025, 0048, 0049 or 0055	RELATION TO JUNCTION (A09) 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 or 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.
AA051	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0610, 0620, EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 21	RELATION TO ROADWAY (A10) must not equal 1.
AA070	NUMBER OF NON MOTORISTS (A04) equals 00	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must equal 0000.
AA090	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0009	RELATION TO JUNCTION (A09) must not equal 00.
AP021	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0000	PERSON TYPE (P03) must not equal 5, 6 or 8.
AP027	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0120 and PERSON TYPE (P03) equals 5	SCHOOL BUS RELATED (A21) must equal 1.
AP061	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0520 and PERSON TYPE (P03) 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.
AP129	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0750 or 0840	NON MOTORIST'S ACTION (P19) must not equal 21.
AV022	FIRST HARMFUL EVENT (A06) equals 21, EVENT NUMBER (E01) = 1 and PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0220	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 8, 9, 13 or 97.
PA064	NON MOTORIST'S ACTION (P19) equals 29	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must not equal 0610 or 0620.
PA065	~~FIRST~~ HARMFUL EVENT (A06) equals 22, NUMBER OF NON-MOTORISTS (A04) equals 01, and 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 (P03) equals 4	the first character of PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must equal 1.
PA096	PERSON TYPE (P03) equals 5 or 6	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must not equal 0000.

Warnings

	IF	THEN
AA041	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0740	TRAFFIC CONTROL DEVICE (A16) should equal 01, 04, 08, 09 or 99.
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 or 0024	RELATION TO JUNCTION (A09) should equal 00 or 10.
AA091	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0005, 0009, 0010, 0012, 0025, 0049 or 0055	RELATION TO JUNCTION (A09) should not equal 01, 02, 11 or 12.
AP024	SCHOOL BUS RELATED (A21) equals 1 and PERSON TYPE (P03) equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0120.
AP063	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0830	NON MOTORIST'S ACTION (P19) should equal 21.
PA051	PERSON TYPE (P03) 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 (P03) equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0710, 0720, 0730, 0740, 0750, 0760 or 0790.
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.

Post Entry

	IF	THEN
AD026	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0210	at least one DRIVER PRESENCE (D01) must equal 0.
AD034	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0007	at least one DRIVER'S VISION OBSCURED BY (D04) must equal 07 or 11.
AD043	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0760	at least one VIOLATIONS CHARGED (D02) should not equal 00.
AD088	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0821, 0822 or 0829	at least one DRIVER'S VISION OBSCURED BY (D04) must not equal 00.
AD154	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0006	at least one DRIVER'S VISION OBSCURED BY (D04) must equal 00.
AP023	RELATION TO JUNCTION (A09) equals 01 or 11 and at least one PERSON TYPE (P03) equals 5 for the first non-motorist	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must not equal 0810, 0821, 0822, 0829, 0830, 0840 or 0890.
AP039	RELATION TO JUNCTION (A09) equals 01, 02, 11 or 12, and at least one PERSON TYPE (P03) equals 5 for the first non-motorist	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0710, 0720, 0730, 0740, 0750, 0760 or 0790.
AP040	RELATION TO ROADWAY (A10) is not equal to 1 and at least one PERSON TYPE (P03) 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 (P03) equals 6	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0005, 0006, 0007, 0009, 0010, 0012, 0018, 0019, 0021-0024, 0048, 0049, 0054 or 0055.
AP077	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0420	at least one PERSON TYPE (P03) must equal 4.
AP155	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 9999	at least one PERSON TYPE (P03) must equal 8.
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	First character of PED/BIKE ACCIDENT TYPE (A24) equals 1	at least one PERSON'S PHYSICAL IMPAIRMENT (P18) should equal 04.
AV030	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0011	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 07, 08, 13 or 98.
AV031	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0035	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 08 or 09.
AV032	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0022, 0023 or 0033	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 11 or 17.
AV033	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0010, 0024 or 0034	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 10 or 17.
AV041	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0230	at least one EMERGENCY USE (V09) 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, 16, 97 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.
AV089	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0840	at least one VEHICLE ROLE (V22) must equal 2.
PA049	at least one PERSON TYPE (P03) equals 5 and ~~FIRST~~ HARMFUL EVENT (A06) equals 21and EVENT NUMBER (E01) equals 1	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.
PA058	at least one PERSON TYPE (P03) equals 6 and ~~FIRST~~ HARMFUL EVENT (A06) equals 22 and EVENT NUMBER (E01) equals 1	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must equal 0001-0041, 0048, 0049, 0055, 0097, 0098 or 0099.
VA218	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 00; at least one PERSON TYPE (P03) 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 (P03) 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 (P03) equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0220.
VP047	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 10-12 or 16 and at least one PERSON TYPE (P03) 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 (P03) 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 (P03) 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 (P03) equals 6	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0005, 0009, 0010, 0012, 0024 or 0034, 0048 or 0049.

A16 TRAFFIC CONTROL DEVICE (CATEGORY)

Screen Heading: Regarding Vehicle # ___

Screen Name: Traffic Control Devices (240-E)

Long Name: Enter the category of traffic control devices applicable to this vehicle.

SAS Name: none

Oracle Name: NASS.DeviceLookup.DeviceCatID

Element Values:

Screen	Oracle	SAS	
1	26532	**n/a**	No Controls
<u>NOT AT RAILROAD GRADE CROSSING</u>			
2	26533	**n/a**	TRAFFICWAY TRAFFIC SIGNALS
			Traffic Control Signal (on colors) Flashing Traffic Control Signal or Flashing Beacon Unknown Traffic Signal
3	26534	**n/a**	REGULATORY, SCHOOL ZONE SIGNS
			Stop Sign Yield Sign School Zone Related Sign Other Sign Unknown Sign
4	26535	**n/a**	WARNING SIGNS
			Advisory Speed Sign Warning Sign for Road Conditions (Hill, Steep Grade, etc.) Warning Sign for Road Construction Warning Sign for Environment/Traffic (Fog ahead, Wind, Crash ahead) Unknown Type Warning Sign
5	26536	**n/a**	MISCELLANEOUS NOT AT RAILROAD CROSSING
			Officer, Crossing Guard, Flagman, etc.

AT RAILROAD GRADE CROSSING

6	26537	**n/a**	AT RAILROAD GRADE CROSSING

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

OTHER

7	26538	**n/a**	OTHER

Traffic Control Present - No Details
Other Traffic Control (Whether or not at RR Grade Crossing)
Unknown

Remarks:

Coding procedures are described under variable A16, Traffic Control Device - Specific Controls, below.

Consistency Checks:

Errors

	IF	**THEN**
AA011A	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) for this vehicle equals 23	TRAFFIC CONTROL DEVICE - CATEGORY (A16) must not equal 2-5.

A16 TRAFFIC CONTROL DEVICE (SPECIFIC CONTROLS)

Screen Heading: Regarding Vehicle # ___

Screen Name: Traffic Control Devices (245-E)

Long Name: What traffic control devices are applicable to this vehicle?

SAS Name: Accident.Traffic_Con

Oracle Name: GES.TrafficDevices.DeviceID

Element Values:

Screen	Oracle	SAS	
n/a	26623	00	No Controls
NOT AT RAILROAD GRADE CROSSING			
	TRAFFICWAY TRAFFIC SIGNALS		
1	26624	01	Traffic Control Signal (on colors)
2	26625	04	Flashing Traffic Control Signal or Flashing Beacon
3	26626	08	Other Traffic Signal
4	26627	09	Unknown Traffic Signal
	REGULATORY, SCHOOL ZONE SIGNS		
1	26628	21	Stop Sign
2	26629	22	Yield Sign
3	26630	23	School Zone Related Sign
4	26631	28	Other Sign
5	26632	29	Unknown Sign
	WARNING SIGNS		
1	26633	40	Advisory Speed Sign
2	26634	41	Warning Sign for Road Conditions (Hill, Steep Grade, etc.)
3	26635	42	Warning Sign for Road Construction
4	26636	43	Warning Sign for Environment/Traffic (Fog ahead, Wind, Crash ahead)
5	26637	49	Unknown Type Warning Sign
	MISCELLANEOUS NOT AT RAILROAD CROSSING		
1	26638	51	Officer, Crossing Guard, Flagman, etc.

AT RAILROAD GRADE CROSSING

1	26639	61	Active Device at RR Crossing (e.g., Gates, Flashing Lights, Traffic Signal)
2	26640	62	Passive Device at RR Crossing (e.g., Stop Sign, Cross Bucks)

OTHER

1	26641	97	Traffic Control Present - No Details
2	26642	98	Other Traffic Control (Whether or not at RR Grade Crossing)
3	26643	99	Unknown

Remarks:

This variable has been broken into 2 variables (devicecatid and deviceid)–Could easily make it 1 variable.

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 can not be obtained by the use of any other device. Pavements 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.

Code the attribute indicated on the PAR if it directly matches.

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

In 1998 the attributes are prioritized in decreasing numerical SAS value (i.e., ***Traffic Control Signal (on colors)*** *takes precedence over* ***Flashing Traffic Control Signal or Flashing Beacon****,* ***Flashing Traffic Control Signal or Flashing Beacon*** *takes precedence over* ***Other Traffic Signal****, etc.). In 1999 this is a one-to-many variable.*

Attributes are grouped generally into those “not at railroad grade crossing” and those “at railroad grade crossing”. 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, code **Officer, Crossing Guard, Flagman, etc.** Any **officially-designated** person takes precedence over attributes **No Controls** through **Unknown Type Warning Sign**.

Traffic Control Signal (on Colors) is used if the PAR indicates a signal which processes through the green, amber, and red cycles. The source of actuation is of no concern.

Flashing Traffic Control Signal or Flashing Beacon is used 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.

School Zone Related Sign is used when the first harmful event occurred during the time the sign was in effect. If the sign was in effect, it does not matter whether or not children were present.

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). There must be specific mention of the sign on the PAR.

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.

At Railroad Grade Crossing should only be used when the first harmful event occurs in the area of a roadway and a railroad bed (i.e., Relation to Junction equals Railroad Grade Crossing). Attributes referring to **Trafficway Traffic Signals**, **Regulatory School Zone Signs**, and **Warning Signs** should be used when the first harmful event occurs anywhere else.

Active Device at RR Crossing (e.g., Gates, Flashing Lights, Traffic Control Signal) is used 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.

Passive Device at RR Crossing (e.g., Stop Sign, Cross Bucks, etc.) is used 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 a black “X” on a yellow background.

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 attribute of this variable and (b) is not excluded by the manual and (c) is related to the crash. 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 crash, code **No Controls**. A traffic control that has just been installed and not yet activated is also coded **No Controls.** However, a traffic control that is out (e.g., due to a power failure) and was reported as such on the PAR is coded, unless a temporary control (e.g., stop sign, police officer, etc.) has been inserted, in which case the temporary control should be coded.

Unknown is used if no information is contained on the PAR or the information on the PAR is inadequate for choosing one of the other attributes.

Consistency Checks:

Errors

	IF	THEN
AA011	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) for this vehicle equals 23	TRAFFIC CONTROL DEVICE - SPECIFIC CONTROLS (A16) must not equal 01-51or 98.
AA015	RELATION TO JUNCTION (A09) equals 00 or 10	TRAFFIC CONTROL DEVICE (A16) must not equal 01.
AA040	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0740	TRAFFIC CONTROL DEVICE (A16) must not equal 00.
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 or 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.
AA085	TRAFFIC CONTROL DEVICE (A16) equals 01, 21 or 22	RELATION TO JUNCTION (A09) must not equal 00 or 10.

Warnings

	IF	THEN
AA021	INTERSTATE HIGHWAY (A08) equals 1	TRAFFIC CONTROL DEVICE (A16) should not equal 01, 21, 23 or 61-97.
AA026	RELATION TO JUNCTION (A09) equals 05	TRAFFIC CONTROL DEVICE (A16) should equal 61 or 62.
AA041	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0740	TRAFFIC CONTROL DEVICE (A16) should equal 01, 04, 08, 09 or 99.
AA049	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0025	TRAFFIC CONTROL DEVICE (A16) should equal 00.

AA096	If TRAFFIC CONTROL DEVICE (A16) equals 61 or 62	RELATION TO JUNCTION (A09) should equal 05.
AA097	WORK ZONE (A25) equals 1	TRAFFIC CONTROL DEVICE (A16) should equal 01-42, 51 or 98.
AA098	TRAFFIC CONTROL DEVICE (A16) equals 42	WORK ZONE (A25) should equal 1.
DA123	VIOLATIONS CHARGED (D02) equals 07	TRAFFIC CONTROL DEVICE (A16) should equal 1, 9, 21, 97, 98 or 99.
VA005	~~FIRST~~ HARMFUL EVENT (A06) equals 23	TRAFFIC CONTROL DEVICE (A16) should not equal 01-51.

Post Entry

	IF	**THEN**
AP054	TRAFFIC CONTROL DEVICE (A16) equals 01, 04, 08, 09, 21, 22, 28 or 29, and at least one PERSON TYPE (P03) equals 6	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0005-0007, 0009, 0010, 0012, 0018, 0019, 0021 0024, 0048, 0049, 0054 or 0055.

V12 VEHICLE CONTRIBUTING FACTORS

Screen Heading: Regarding Vehicle # ___

Screen Name: Vehicle Contributing Factors (450-E)

Long Name: Enter all contributing factors for this vehicle.

SAS Name: Vehicle.Factor

Oracle Name: GES.Contributors.ContributorID

Element Values:

Screen	Oracle	SAS	
1	26802	00	None
2	26803	01	Tires
3	26804	02	Brake System
4	26805	03	Steering System - Tie Rod, Kingpin, Ball Joint, etc.
5	26806	04	Suspension - Springs, Shock Absorbers, MachPherson Struts, Control Arms, etc.
6	26807	05	Power Train - Universal Joint, Drive Shaft, Transmission, etc.
7	26808	06	Exhaust System
8	26809	07	Headlights
9	26810	08	Signal Lights
10	26811	09	Other Lights
11	26812	10	Wipers
12	26813	11	Wheels
13	26814	12	Mirrors
14	26815	13	Driver Seating & Control
15	26816	14	Body, Doors
16	26817	15	Trailer Hitch
17	26818	50	Hit-and-Run Vehicle
18	26819	97	Vehicle Contributing Factors - No Details
19	26820	98	Other Vehicle Contributing Factors
20	26821	99	Unknown if Contributing Factors

Remarks:

Vehicle Contributing Factors are mechanical flaws that may have contributed to the cause of a crash. 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 crash.

If more than one factor is indicated on the PAR, select the code for the attribute with the lowest numerical value (e.g., Brake system would be coded if both brake system and steering system “factors” were indicated).

Code **None** is used if no vehicle defect or factor was indicated by the investigating officer.

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

Code **Brake System** includes parking brakes.

Code **Power Train (Universal Joint, Drive Shaft, Transmission, etc.)** includes engine and differential. Stuck throttle is coded here.

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

Code **Wheels** includes loss of lug nuts.

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

Code **Trailer Hitch** applies to a defective trailer hitch or an improper trailer hitch. If the PAR cites this attribute, then code it.

Code **Hit-and-Run Vehicle** is used for a hit-and-run vehicle unless the PAR indicates the presence of a "defect."

Code **Vehicle Contributing Factors - No Details** is used if a vehicle "factor" or "defect" is indicated on the PAR but no information is given concerning the nature of the "factor."

Code **Other Vehicle Contributing Factors** is used if a defect is cited but is not listed above.

Code **Unknown If Contributing Factors** is used only if the PAR specifically indicates an "unknown defect" or "unknown contributing factor."

Consistency Checks:

Errors

	IF	**THEN**
VV073	VEHICLE CONTRIBUTING FACTORS (V12) equals 50	HIT-AND-RUN (V02) must equal 1.
VV083	HIT-AND-RUN (V02) equals 1	VEHICLE CONTRIBUTING FACTORS (V12) must not equal 99.
VV124	CRITICAL EVENT (V26) equals 1, 2, 3 or 4	VEHICLE CONTRIBUTING FACTORS (V12) must not equal 00.

V25 DAMAGE AREAS

Screen Heading: Regarding Vehicle # ___

Screen Name: Damage Areas (560-E)

Long Name: What specific areas of this vehicle are damaged?

SAS Name: Vehicle.Dam_Area

Oracle Name: GES.DamageArea.AreaID

Element Values:

Screen	Oracle	SAS	
1	26822	0	No Damage
2	26823	1	Front
3	26824	2	Right Side
4	26825	3	Left Side
5	26826	4	Back
6	26827	5	Top
7	26828	6	Undercarriage
8	26829	7	All Areas Damaged
9	26830	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 includes the power unit 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, and undercarriage) are measured with respect to the entire vehicle (capsule). In contrast, any trailer disconnected prior to impact is treated as an object.

Enter all areas of the vehicle which are damaged.

Example: A single vehicle crash involving a head-on impact with a brick wall results in damage to the vehicle's left side, front and right side. The correct coding for this is **Front**, **Left**, and **Right**. If this same impact had resulted in damage to the front and left side only, the correct coding would be **Front** and **Left**.

No Damage is used when the vehicle sustains no impact but is part of the crash 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 non-impacts except most jackknife situations.

Front, Right Side, Left Side, Back, Top or Undercarriage are used whenever the PAR indicates that one or more (but not all) planes are damage in the crash.

All Damaged Areas is used whenever the PAR indicates that all planes received damage in the crash. 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.

Damage Areas Unknown is used 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:

a. Code **Damage Areas Unknown** when the vehicle is damaged but no specific area is known.
b. When some damaged areas are known but uncertainty exists regarding possible damage to other areas, code all known damage areas in addition to entering **Damage Areas Unknown**.

Summary of Steps to Determine Code:

First Identify all known damaged areas.

Second Determine if any other areas may have been damaged but are not known with certainty because the PAR information is incomplete, contradictory, etc.

Third Code all known areas.

Fourth If no unknown areas exist do not enter **Damage Areas Unknown**. If one or more other areas are unknown, enter **Damage Areas Unknown**.

Fifth If all areas are unknown, enter **Damage Areas Unknown**.

Consistency Checks:

Errors

	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.
VV088	DAMAGE SEVERITY (V18) equals 0	DAMAGE AREAS (V25) must equal 00000.

Warnings

	IF	THEN
VV058	DAMAGE AREAS (V25) equals 7	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 1-6 or 8-10	MANNER OF LEAVING SCENE (V19) should not equal 2.
VV081	DAMAGE AREAS (V25) equals 5 or 7	~~FIRST~~ HARMFUL EVENT (A06) should equal 01 or 8-10.
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.
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

Coding of the precrash variables is completed for **each** in-transport motor vehicle in the crash. This means that the entire crash is first coded from the perspective of one vehicle, then coded from the perspective of the second vehicle, if any, and so forth. The precrash variables are:

D07, Driver Distracted By
V21, Movement Prior to Critical Event–Precrash 1
V26, Critical Event - Precrash 2 (Category)
V26, Critical Event - Precrash 2 (Event)
V27, Corrective Action Attempted - Precrash 3
V28, Vehicle Control - Precrash 4
V29, Precrash Location - Precrash 5

The precrash variables are designed to identify the following :

- what was this vehicle/driver doing just prior to the critical event,
- what made this vehicle's situation critical,
- what was the corrective action attempted, if any, to this critical situation, and
- what was the movement of the vehicle just prior to impact?

The most important determination that must be made for each in-transport motor vehicle is: what was this vehicle's Critical Event, (i.e., what action by this vehicle, another vehicle, person, animal or non-fixed object was critical to this vehicle's crash?). Once this determination is made, then determine the driver's corrective action to the event which made this vehicle's involvement critical.

Corrective Action Attempted, is defined as avoidance maneuver(s) taken by the driver, within a **critical crash envelope**, in response to a Critical Event.

Do not consider culpability as a factor for determining precrash data. Many crash scenarios will suggest fault, but this is considered coincidental rather than by design.

Critical Crash Envelope

The critical crash envelope begins at the point where:

(1) the driver recognizes an impending danger (e.g.,.deer runs into the roadway) or
(2) the vehicle is in an imminent path of collision with another vehicle, pedestrian, pedalcyclist, other non-motorist, object or animal.

The critical crash envelope ends when:

(1) (a) the driver has made a successful avoidance maneuver
(b) has full steering control, and
(c) the vehicle is tracking; or
(2) the driver's vehicle impacts another vehicle, pedestrian, pedalcyclist, other non-motorist, object or animal.

Simple Single Critical Crash Envelope

Most crashes involve only a single critical crash envelope in which the object contacted is captured under the Critical Event. An example: A vehicle traveling on a roadway strikes a deer that runs into the roadway. This crash type and similar ones are very straightforward 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 avoidance actions, the Critical Event 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 first impact).
>
> **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, ~~caused the vehicle to resume a tracking posture~~ or attempted to avoided the impacted vehicle, person, object or animal; the Critical Event 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 records the successful action taken to avoid the Critical Event.

PRECRASH DATA OVERVIEW

The coding order for a single critical crash envelope is illustrated below.

Typical Order of a Single Critical Crash Envelope

D07	V21	V26	V27	V28	V29	A06
Driver Distracted By	Movement Prior To Critical Event	Critical Event	Corrective Action Attempted	Precrash Vehicle Control	Precrash Location	~~First~~ Harmful Event

Multiple Critical Crash Envelopes

Multiple critical crash envelopes are defined as events (i.e., at least two) which occur prior to impact where the driver has successfully avoided the impending danger, regained control of the vehicle, and subsequently encountered another impending danger. When a crash scenario involves multiple critical crash envelopes, code only the final critical crash envelope. The previous successfully avoided critical crash envelopes are captured under the variable Pre-event Movement where the attribute “successfully avoidance maneuver to a previous critical event “ should be selected. The final critical crash envelope which resulted in this vehicle’s first harmful event (i.e., its impact) should be coded under the appropriate variables as shown in the following illustration.

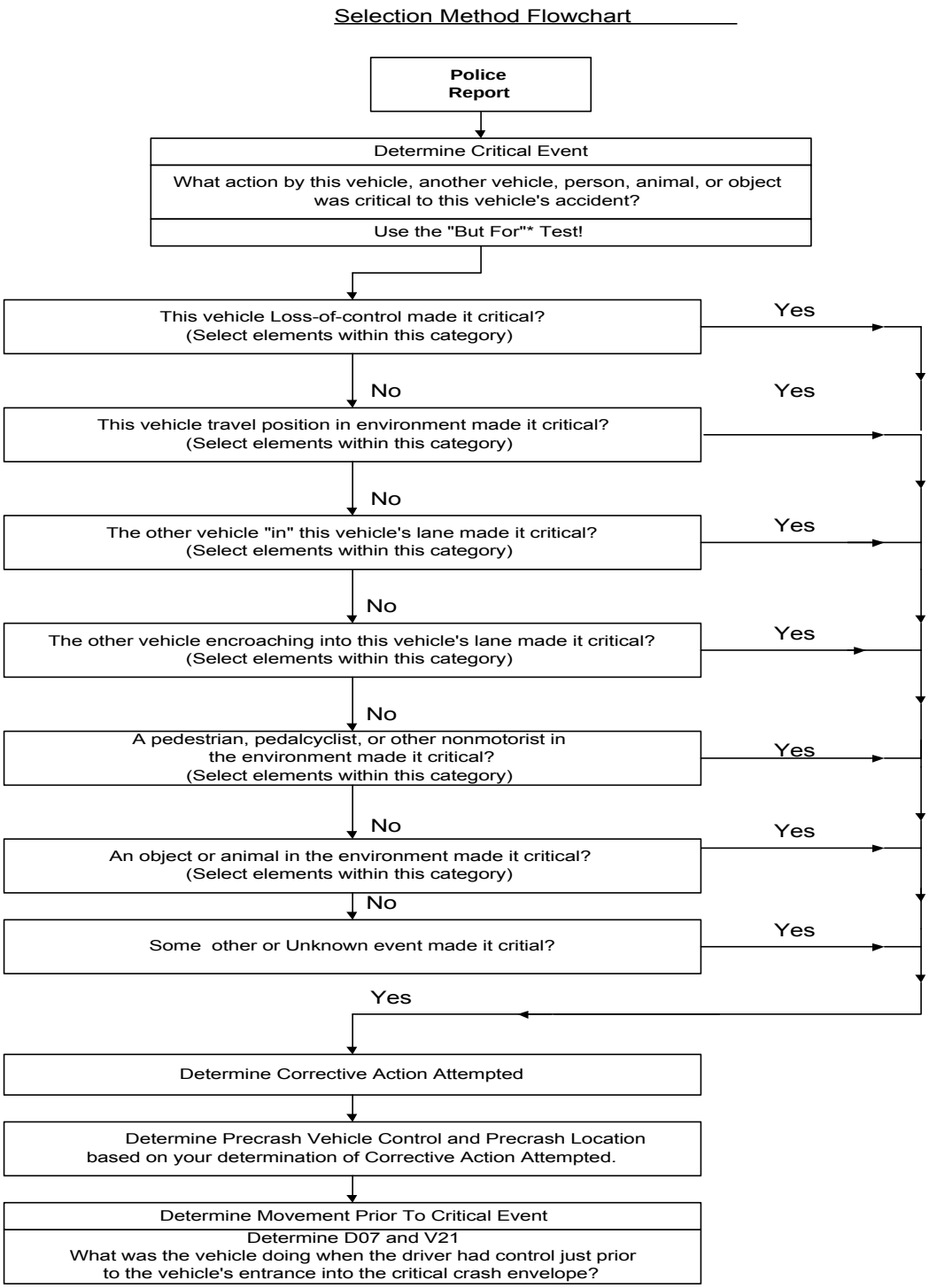
Typical Order of Multiple Critical Crash Envelopes

Prior Critical Crash Envelope						*Final Critical Crash Envelope*						
D07	**V21**	**V26**	**V27**	**V28**	**V29**	**D07**	**V21**	**V26**	**V27**	**V28**	**V29**	**A06**
Driver Distracted By	Movement Prior To Critical Event	Critical Event	Corrective Action Attempted	Precrash Vehicle Control	Pre-Crash Location	Driver Distracted By	Movement Prior To Critical Event	Critical Event	Corrective Action Attempted	Pre-Crash Vehicle Control	Pre-Crash Location	~~First~~ Harmful Event
DO NOT CODE						**CODE**						

When there is doubt as to whether this vehicle had experienced multiple critical crash envelopes (i.e. unknown if the driver successfully avoided and regained control of the vehicle), default to a complex single critical crash envelope when coding the Critical Event.

The pages which follow contain a flowchart, method protocol, precrash general rules, and seven examples to aid in explaining the proper method for coding precrash data.

PRECRASH DATA OVERVIEW



* 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 DATA OVERVIEW

Method Protocol

Review the entire Police Report for pre-impact information (e.g., written statements, encoded data, scene diagrams, etc) as inputs to your precrash decision making process.

1. Determine Critical Event - Precrash 2 (Event)

   What reported action by this vehicle, another vehicle, person, animal or object was critical to this driver becoming involved in the crash (i.e., use the "BUT FOR" test)?

   Ask yourself questions (a) through (f) below. Proceed through each question that applies to the crash you are researching. **When the answer to the question is "Yes"- Stop**,. This is the Critical Event - Precrash 2 (Category). Now you must determine the appropriate attribute within the category.

   (a) But for this vehicle's loss-of-control, would the crash have occurred?
   (b) But for this vehicle's travel position in the environment would the crash have occurred?
   (c) But for another vehicle <u>in</u> this vehicle's lane, would the crash have occurred?
   (d) But for another vehicle <u>encroaching</u> into this vehicle's lane, would the crash have occurred?
   (e) But for a pedestrian, pedalcyclist or other non-motorist in or approaching this vehicle's path, would the crash have occurred?
   (f) But for an animal in or approaching this vehicle's path or an object in this vehicle's path, would the crash have occurred?

2. Determine Corrective Action Attempted - Precrash 3.

   What does the PAR indicate the driver tried to do to avoid the crash?

3. Determine Vehicle Control - Precrash 4

   What does the PAR indicate the vehicle was doing just prior to impact?

4. Determine the Precrash Location - Precrash 5

   Where does the PAR indicate the vehicle was located just prior to impact?

5. Determine "Driver Distracted By."

   Does the PAR indicate the driver was distracted or inattentive?

6. Determine Movement Prior to Critical Event–Precrash 1

   What does the PAR indicate this vehicle was doing just prior to impact?

PRECRASH DATA OVERVIEW

Precrash General Rules

1. Corrective Action Attempted - Precrash 3 assesses what the vehicle did rather than what the PAR stated the driver tried to do.

2. A traffic control signal/sign can make the situation critical when coding Critical Event - Precrash 2 (Event).

3. When you know what sub-group of the “Critical Event - Precrash 2 (Event)” applies but are unable to select a specific element within that group, default to “other” or “unknown “ in that sub-group rather than using “Other Critical Precrash event” or “Unknown”.

4. If control loss is due to driver illness such as heart attacks, diabetic comas, etc., then the Critical Event - Precrash 2 (Event) category and element value are: ” This Vehicle Loss of Control” Due to - “Other cause of control loss”.

5. In coding Critical Event - Precrash 2 (Event), loss of control must have occurred prior to the driver attempting any avoidance maneuver. If the driver attempts a maneuver (i.e., brakes, steers, etc) as a result of the driver’s perception of a vehicle, object, pedestrian or non-motorist, then code the vehicle, object, pedestrian or non-motorist as what made it critical. If the vehicle is in a yaw prior to the driver taking an avoidance action, then loss-of-control is what made it critical (e.g., critical; curve scuff, hydroplaning, etc.).

6. When it cannot be determined from the PAR which driver had the right-of-way at a controlled or uncontrolled intersection, then use the following guidelines for coding Critical Event - Precrash 2 (Event):

   a. If the junction is controlled by a 3-way/4-way stop sign or is uncontrolled, then use the common rule that the vehicle on the right has the right-of-way for determining encroachment.

   b. If the junction is controlled by an on-colors traffic control device, and both drivers claim green light, then code both vehicles as being in an environmentally dangerous position, Critical Event - Precrash 2 (Category/Event) category/event element value is:” This Vehicle Traveling/ Crossing Over (Passing Through) Intersection”.

7. Modify this rule to exclude reference to culpability. The question is not who has the “right-of-way” but what made the situation critical. The legality issue related to traffic controls should not be the focus of precrash. Suggest modifying the rule as follows: When coding Critical Event - Precrash 2 (Event) for vehicles executing a left turn at a junction (e.g., intersection, driveway etc.), where the turning vehicle was impacted by a vehicle traveling in the opposite direction, code “This Vehicle Traveling - This vehicle turning left at intersection” for the turning vehicle and “Other Motor Vehicle Encroaching into Lane - from opposite direction - over left lane line” for the opposing vehicle.

8. Recommend deleting or expanding this rule. Why do we address “fixed” object here? What would be an example of a “fixed” object that would be confusing to the coder and require special coding consideration/rules?

9. Clarification needed - What is the rule attempting to describe? The role of the ricocheting vehicle or the role of the stopped vehicle? What are the locations of the various vehicles in this example?

10. If the PAR did not indicate skidding and the vehicle did not rotate 30 degrees or more (either clockwise or counterclockwise), then code Pre-impact Stability as “Tracking”

Example 1

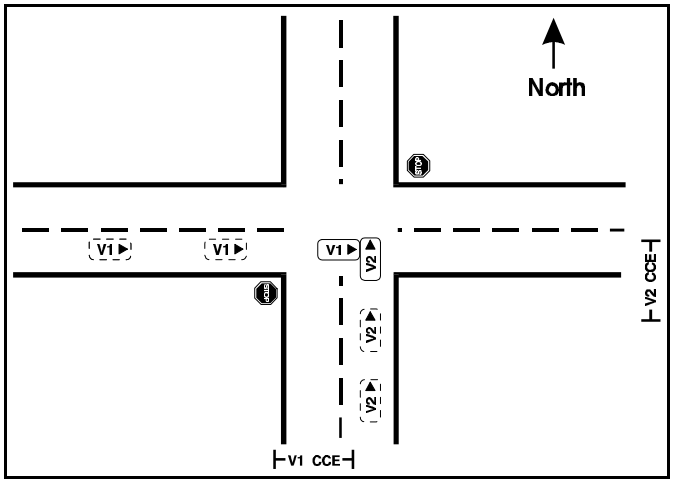
Vehicle 2 is northbound and passing through an intersection on a roadway without traffic control. The driver of vehicle 1 is dialing on a cellular phone. Vehicle 1 is eastbound on a crossing roadway with a stop sign but did not stop or slow down. Vehicle 1 crashes into the side of vehicle 2. The driver of vehicle 2 was attentive, but did not see vehicle 1 approaching. Vehicle 1 braked (leaving skid marks) just prior to impact, without any steering.

Vehicle 1	Vehicle 2
D07 (06)* (Distracted) while dialing cellular phone	(02) Looked but did not see
V21 (01) Going straight	(01) Going straight
V26 (17) Crossing Over (passing through) intersection	(66) From crossing street across path
V27 (03) Braking (lockup)	(01) No avoidance maneuver
V28 (2) Skidding longitudinally - rotation less than 30 degrees	(1) Tracking
V29 (1) Stayed in original travel lane	(1) Stayed in original travel lane

* Element Values are 1999 SAS codes.

In this example, vehicle 1 has one **critical crash envelope** (V_1CCE), which begins at the point where driver 1 recognizes that vehicle 1 is in an imminent collision path with vehicle 2. Vehicle 1's critical crash envelope ends at the point of impact with vehicle 2.

Vehicle 2 has one **critical crash envelope** (V_2CCE). Although the driver of vehicle 2 did not recognize the danger, vehicle 2's critical crash envelope begins at the point where vehicle 2 is in an imminent path of collision with vehicle 1. Vehicle 2's critical crash envelope ends at the point of impact with vehicle 1.



Example 2

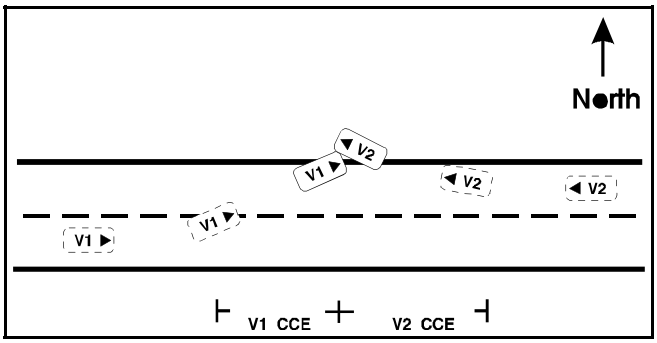
Vehicle 1 and vehicle 2 are traveling in opposite directions on the same roadway. The driver of vehicle 1 falls asleep and crosses over the center line into the travel lane of vehicle 2. Vehicle 2 attempted to avoid vehicle 1 by steering right onto the shoulder and accelerating. Vehicle 1 impacted vehicle 2 in the side.

Vehicle 1	Vehicle 2
D07 (10)* Sleepy or fell asleep	(01) Attentive or not distracted
V21 (01) Going straight	(01) Going straight
V26 (10) Over the lane line on left side of travel lane	(62) From opposite direction over left lane line
V27 (01) No avoidance maneuver	(12) Accelerating and steering right
V28 (1) Tracking	(1) Tracking
V29 (2) Stayed on roadway, but left original travel lane	(4) Departed roadway

* Element Values are 1999 SAS codes.

In this example, vehicle 1 has one **critical crash envelope** (V_1CCE) which begins at the point where vehicle 1 crosses over the lane line and ends at the point of impact with vehicle 2.

Vehicle 2 has one **critical crash envelope** (V_2CCE) which begins at the poinr where driver 2 recognizes vehicle 1 encroaching into his/her travel lane. Vehicle 2's critical crash envelope ends at the point of impact with vehicle 1.



Example 3

Vehicle 1 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.

Vehicle 1	Vehicle 2
D07 (01)* Attentive or not distracted	(01) Attentive or not distracted
V21 (17) Successful avoidance maneuver to a previous critical event	(01) Going straight
V26 (10) Over the lane line on left side of travel lane	(54) Traveling in opposite direction
V27 (09) Braking and steering right	(09) Braking and steering right
V28 (2) Skidding longitudinally - rotation less than 30 degrees	(2) Skidding longitudinally - rotation less than 30 degrees
V29 (1) Stayed in original travel lane	(1) Stayed in original travel lane

* Element Values are 1999 SAS codes.

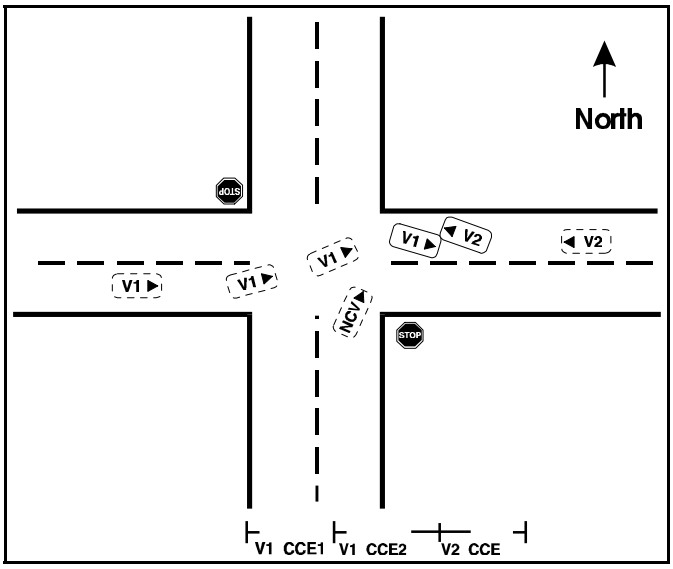
In this example, vehicle 1 has two critical crash envelopes (V_1CCE_1 and V_1CCE_2). Vehicle 1's first **critical crash envelope** (V_1CCE_1) ends at the point where the driver of vehicle 1 made a successful corrective action and maintained full control of the vehicle. Vehicle 1's second **critical crash envelope** (V_1CCE_2) 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 (V_1CCE_2).

Vehicle 2 has one **critical crash envelope** (V_2CCE) which begins at the point where driver 2 recognizes vehicle 1 in his/her travel lane and ends at the point of impact with vehicle 1.

The noncontact vehicle was not involved in an impact with a another vehicle, person, animal or object in the sequence of accident events and is therefore not included in the General Estimates System.

See diagram, below.

PRECRASH DATA OVERVIEW



Example 4

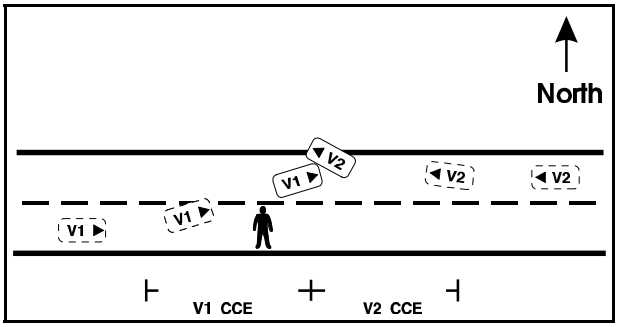
Vehicle 1 and vehicle 2 are traveling in opposite directions on the same roadway. The driver of vehicle 1 brakes (without lockup) and steers left to avoid a pedestrian who darted into his/her travel lane. Vehicle 1 crosses over the center line into the travel path of vehicle 2. The driver of vehicle 2 was talking with a passenger and not paying close attention to driving and at the last second attempted to avoid vehicle 1 by braking and steering right 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
D07 (01)* Attentive or not distracted	(03) (Distracted) by other occupant
V21 (01) Going straight	(01) Going straight
V26 (80) Pedestrian in roadway	(62) From opposite direction over left lane line
V27 (08) Braking and steering left	(09) Braking and steering right
V28 (1) Tracking	(3) Skidding laterally - clockwise rotation
V29 (2) Stayed on roadway, but left original travel lane	(1) Stayed in original travel lane

* Element Values are 1999 SAS codes.

In this example, vehicle 1 has one critical crash envelope (V_1CCE). Vehicle 1's critical crash envelope involved a successful avoidance of a pedestrian [i.e., V26 (Critical Event) equals 1999 SAS value "80"] 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 (V_2CCE) which begins at the point where driver 2 recognized and reacted to vehicle 1 in his/her travel lane and ends at the point of impact with vehicle 1.



Example 5

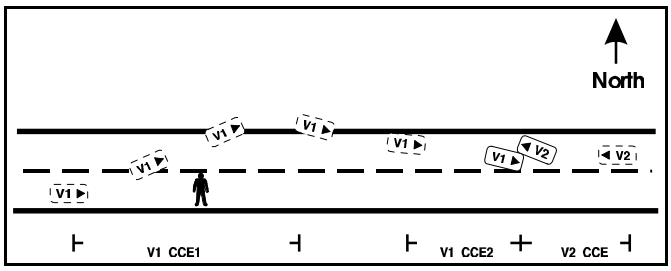
Vehicle 1 and vehicle 2 are traveling in opposite directions on the same roadway. The driver of vehicle 1 steers left to avoid a pedestrian who darted into his/her travel lane. Vehicle 1 crosses over the center line and the adjacent travel lane, departing the roadway. Then driver 1 re-enters the roadway, 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
D07 (01)* Attentive or not distracted	(01) Attentive or not distracted
V21 (17) Successful avoidance maneuver to a previous critical event	(01) Going straight
V26 (10) Over lane line on left side of travel lane	(54) Traveling in opposite direction
V27 (07) Steering right	(09) Braking and steering right
V28 (1) Tracking	(3) Skidding laterally - clockwise rotation
V29 (1) Stayed in original travel lane	(1) Stayed in original travel lane

* Element Values are 1999 SAS codes.

In this example, vehicle 1 has two critical crash envelopes (V_1CCE_1 and V_1CCE_2). Vehicle 1's first **critical crash envelope** (V_1CCE_1) 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** (V_1CCE_2) 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 (V_1CCE_2).

Vehicle 2 has one critical crash envelope (V_2CCE) which begins at the point where driver 2 recognized and reacted to vehicle 1 in his/her travel lane and ends at the point of impact with vehicle 1.



Example 6

Vehicle 1 and vehicle 2 are traveling in the same direction in adjacent lanes on a divided highway (with a painted median). While the driver of vehicle 1 was using a razor, the vehicle has a blow out, driver 1 loses control, crosses the left lane line and impacts the right rear of vehicle 2. Vehicle 2 is redirected across the painted median, skidding and rotating clockwise, and subsequently impacts vehicle 3. Vehicle 3 attempted to avoid vehicle 2 by steering right and accelerating.

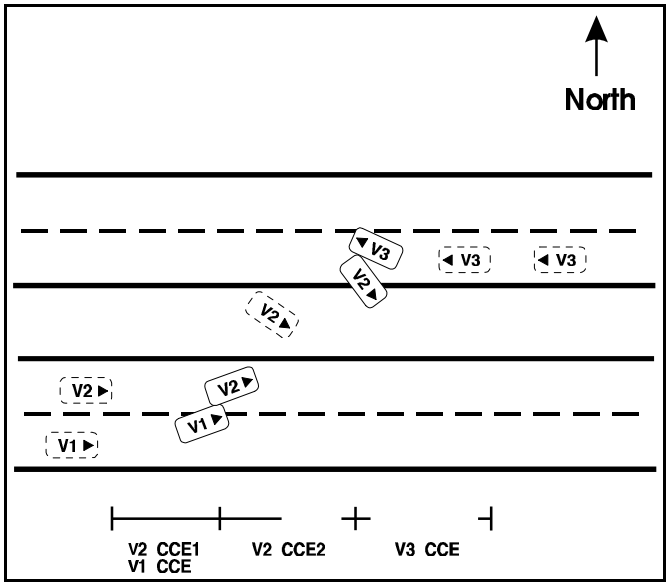
Vehicle 1	Vehicle 2
D07 (09)* (Distracted) while using other device/object in vehicle	(01) Attentive or not distracted
V21 (01) Going straight	(01) Going straight
V26 (01) Blow out or flat tire	(61) [Other motor vehicle] From adjacent lane (same direction) - over right lane line
V27 (01) No avoidance maneuver	(01) No avoidance maneuver
V28 (1) Tracking	(1) Tracking
V29 (2) Stayed on roadway, but left original travel lane	(1) Stayed in original travel lane
Vehicle 3	
D07 (01) Attentive or not distracted	
V21 (01) Going Straight	
V26 (62) From opposite direction - over left lane line	
V27 (12) Accelerating and steering right	
V28 (1) Tracking	
V29 (1) Stayed in original travel lane	

* Element Values are 1999 SAS codes.

In this example, vehicle 1 has one critical crash envelope (V_1CCE) which begins with control loss due to the blow out and ends at the point of impact with vehicle 2. The blow out is coded as the critical event (V26 equals 1999 SAS value 01).

Vehicle 2 has 2 critical crash envelopes (V_2CCE_1 and V_2CCE_2). Vehicle 2's first critical crash envelope (V_2CCE_1) begins when vehicle 1 enters vehicle 2's travel lane and ends at the point of impact with vehicle 1. Vehicle 2's second critical crash envelope (V_2CCE_2) begins immediately after the first impact and ends at the point of impact with vehicle 3. Code only the critical crash envelope which resulted in vehicle 2's first impact (V_2CCE_1), because the GES is only interested in coding the critical crash envelope which leads to a vehicle's first harmful event. Discussion continued on next page.

Vehicle 3 has one critical crash envelope (V_3CCE) which begins when driver 3 recognizes and reacts to vehicle 2 which is in an imminent path of collision with vehicle 3 and ends at the point of impact with vehicle 2.



Example 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.

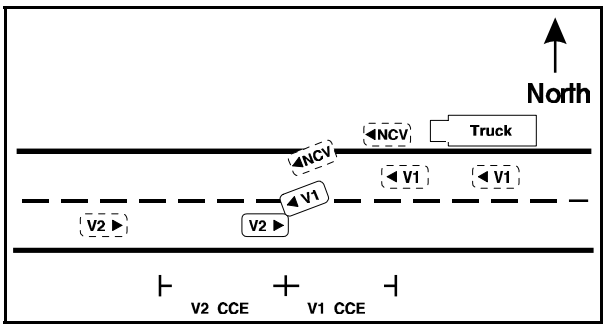
Vehicle 1	Vehicle 2
D07 (01)* Attentive or not distracted	(01) Attentive or not distracted
V21 (01) Going Straight	(01) Going straight
V26 (64) From parking lane	(62) From opposite direction over left lane line
V27 (08) Braking and steering left	(01) No avoidance actions
V28 (4) Skidding laterally - counterclockwise rotation	(1) Tracking
V29 (2) Stayed on roadway, but left original travel lane	(1) Stayed in original travel lane

* Element Values are 1999 SAS codes.

In this example, vehicle 1 has one critical crash envelope (V_1CCE). Vehicle 1's critical crash envelope involved a successful avoidance of a noncontact vehicle and resulted in an **immediate** impact to vehicle 2. Vehicle 1's critical crash envelope was initiated by the noncontact vehicle, afterwards there was no opportunity for subsequent avoidance actions. Therefore, the encroachment of the noncontact vehicle into vehicle 1's travel lane is coded as the critical precrash event for vehicle 1. Vehicle 1's corrective action is coded as the action taken to avoid the noncontact vehicle.

Vehicle 2 has one **critical crash envelope** (V_2CCE) which begins at the point where vehicle 1 is in an imminent path of collision with vehicle 2 and ends at the point of impact with vehicle 1.

The noncontact vehicle and the noncontact truck were not involved in an impact in the sequence of accident events and are therefore not coded in the General Estimates System.



V26 CRITICAL EVENT - PRECRASH 2 (CATEGORY)

Screen Heading: Precrash Events

Screen Name: Critical Category (570-E)

Long Name: What is the critical event category for this vehicle's first impact?

SAS Name: none

Oracle Name: GES.Precrash.CrashCatEventID

Element Values:

Screen	Oracle	SAS	
1	1	**n/a**	This Vehicle Loss of Control Due To
2	2	**n/a**	This Vehicle Traveling
3	3	**n/a**	Other Motor Vehicle in Lane
4	4	**n/a**	Other Motor Vehicle Encroaching into Lane
5	5	**n/a**	Pedestrian, Pedalcyclist or Other Non-motorist
6	6	**n/a**	Object or Animal
7	7	**n/a**	Other
8	8	**n/a**	Unknown

Remarks:

See Precrash Data Overview and remarks under variable V26, Critical Event - Precrash 2 (Event), for coding procedures.

V26 CRITICAL EVENT - PRECRASH 2 (EVENT)

Screen Heading: Precrash Events

Screen Name: Critical Event (575-E)

Long Name: Enter the critical event for this vehicle's first impact.

SAS Name: Vehicle.P_Crash2

Oracle Name: GES.Precrash.CriticalEventID

Element Values:

Screen	Oracle	SAS	
THIS VEHICLE LOSS OF CONTROL DUE TO:			
1	10390	10(1)	Blow out or flat tire
2	10391	20(2)	Stalled Engine
3	10392	30(3)	Disabling vehicle failure (e.g., wheel fell off)
4	10393	40(4)	Non-disabling vehicle problem (e.g., hood flew up)
5	10394	50(5)	Poor road conditions (puddle, pothole, ice, etc.)
6	10395	60(6)	Traveling too fast for conditions
n/a	**n/a**	99	Other or Unknown cause of control loss
7	10396	**(8)**	Unknown cause of control loss
8	17547	**(9)**	Other cause of control loss
THIS VEHICLE TRAVELING			
1	10397	**(10)**	Over the lane line on left side of travel lane
2	10398	**(11)**	Over the lane line on right side of travel lane
3	10399	100(12)	Off the edge of the road on the left side
4	10400	101(13)	Off the edge of the road on the right side
n/a	**n/a**	199	Unknown Which Edge
5	10425	102(14)	End departure
6	10426	**(15)**	Turning left at intersection
7	10427	**(16)**	Turning right at intersection
8	10428	**(17)**	Crossing over (passing through) intersection
9	10429	**(18)**	This vehicle decelerating
10	10430	**(19)**	Unknown travel direction
n/a	**n/a**	199	Unknown which edge
		In Another Vehicle's Lane:	
n/a	**n/a**	200	Stopped
n/a	**n/a**	210	Traveling In Same Direction With Lower Steady Speed
n/a	**n/a**	215	Traveling In Same Direction While Decelerating

n/a	**n/a**	220	Traveling In Same Direction With Higher Speed
n/a	**n/a**	230	Traveling In Opposite Direction
			Encroaching Into Another Vehicle's Lane: At Non-Junction
n/a	**n/a**	300	From Adjacent Lane (Opposite Direction)
n/a	**n/a**	310	From Adjacent Lane (Same Direction) - Over Left Lane Line
n/a	**n/a**	320	From Adjacent Lane (Same Direction) - Over Right Lane Line
n/a	**n/a**	330	From Parallel/Diagonal Parking Lane
			Encroaching Into Another Vehicle's Lane: At Junction
n/a	**n/a**	410	Entering Intersection - Turning Into Same Direction
n/a	**n/a**	411	Entering Intersection - Straight Across Path
n/a	**n/a**	412	Entering Intersection - Turning Across Path
n/a	**n/a**	413	Entering Intersection - Turning Into Opposite Direction
n/a	**n/a**	429	Entering Intersection - Intended Path Unknown
n/a	**n/a**	430	Entering Driveway, Alley Access, Etc.
n/a	**n/a**	440	From Driveway, Alley Access, Etc. - Turning Into Same Direction
n/a	**n/a**	441	From Driveway, Alley Access, Etc. - Straight Across Path
n/a	**n/a**	442	From Driveway, Alley Access, Etc. - Turning Into Opposite Direction
n/a	**n/a**	459	From Driveway, Alley Access, Etc. - Intended Path Unknown
n/a	**n/a**	460	Entering From "Yield" Entrance (Ramp/Channel)
n/a	**n/a**	497	Encroaching - Other
n/a	**n/a**	498	Encroaching - Details Unknown
n/a	**n/a**	499	This Vehicle Initiated Critical Event - Details Unknown

OTHER MOTOR VEHICLE IN LANE

1	10401	500(50)	Other vehicle stopped
2	10402	510(51)	Traveling in same direction with lower steady speed
3	10403	515(52)	Traveling in same direction while decelerating
4	10404	520(53)	Traveling in same direction with higher speed
5	10405	530(54)	Traveling in opposite direction
6	10406	**(55)**	In crossover
7	10422	**(56)**	Backing
8	10423	**(59)**	Unknown travel direction of the other motor vehicle in lane

OTHER MOTOR VEHICLE ENCROACHING INTO LANE

n/a	**n/a**	600	From Adjacent Lane (Opposite Direction)
1	10407	610(60)	From adjacent lane (same direction) over left lane line
2	10408	620(61)	From adjacent lane (same direction) over right lane line
3	10409	**(62)**	From opposite direction over left lane line
4	10410	**(63)**	From opposite direction over right lane line
5	10411	630(64)	From parking lane

6	10412	710(65)	From crossing street, turning into same direction
7	10413	711(66)	From crossing street, across path
n/a	**n/a**	712	Entering Intersection - Turning Across Path
8	10414	713(67)	From crossing street, turning into opposite direction
9	10415	729(68)	From crossing street, intended path not known
n/a	**n/a**	730	Entering Driveway, Alley Access, Etc.
10	10416	740(70)	From driveway, turning into same direction
11	10417	741(71)	From driveway, across path
12	10418	742(72)	From driveway, turning into opposite direction
13	10419	759(73)	From driveway, intended path not known
n/a	**n/a**	760	Entering From "Yield" Entrance (Ramp/Channel)
14	10420	**(74)**	From entrance to limited access highway
n/a	**n/a**	798	Encroaching - Details Unknown
15	10421	798(78)	Encroachment by other vehicle details unknown
n/a	**n/a**	799	Other Vehicle Initiated Critical Event - Details Unknown

PEDESTRIAN, PEDALCYCLIST OR OTHER NON-MOTORIST

1	10447	800(80)	Pedestrian in roadway
2	10448	801(81)	Pedestrian approaching roadway
3	10438	**(82)**	Pedestrian unknown location
4	10449	810(83)	Pedalcyclist or other non-motorist in roadway
5	10450	811(84)	Pedalcyclist or other non-motorist approaching roadway
6	10451	**(85)**	Pedalcyclist or other non-motorist unknown location
n/a	**n/a**	829	Pedestrian, Pedalcyclist or other non-motorist unknown location

OBJECT OR ANIMAL

1	10452	830(87)	Animal in roadway
2	10453	831(88)	Animal approaching roadway
3	10454	**(89)**	Animal unknown location
4	10455	840(90)	Object in roadway
5	10456	841(91)	Object approaching roadway
6	10457	**(92)**	Object unknown location
n/a	**n/a**	859	Animal or Object - unknown location

OTHER

n/a	**n/a**	994	More Than Two Vehicles Involved
7	10445	998(98)	Other critical event

UNKNOWN

8	10446	999(99)	Unknown critical event

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 Attempted Avoidance Maneuver.

A precrash event is coded for each vehicle and identifies the circumstances leading to this vehicle's first impact in the accident.

Responses are grouped into six major categories and are prioritized as follows:

- **L** This Vehicle Loss of Control Due to
- **L** This Vehicle Traveling
- **L** Other Motor Vehicle In Lane
- **L** Other Motor Vehicle Encroaching Into Lane
- **L** Pedestrian or Pedalcyclist or Other Non-motorist
- **L** Object or Animal

Do not refer to culpability when determining the critical crash event. Many accident scenarios will suggest fault, but this should be coincidental rather than by design. As an example, Vehicle A was traveling too fast for conditions when Vehicle B crossed Vehicle A's path from a driveway. The event which made the situation critical was Vehicle B's movement across Vehicle A's path and not Vehicle A's speed. In this scenario, the proper code would be (Other motor vehicle encroaching into lane - from driveway across path).

<u>This Vehicle Loss of Control Due To:</u>

These attributes 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 cannot be determined which one had a greater effect, choose the attribute mentioned first in the list below (i.e., **Blow Out or Flat Tire** takes priority over **Stalled Engine**).

<u>Use the But for Test: - But for</u> this vehicle's loss of control, the Critical Precrash Event would not have occurred.

Enter **Blow Out or Flat Tire** when a vehicle in motion loses control as the result of a tire "air out".

Enter **Stalled Engine** when a vehicle in motion loses engine power. A stalled engine situation must precipitate a collision to be coded in this variable. Do not use this code if a vehicle is stopped as the result of an engine malfunction (review codes under "Other Vehicle in Lane" and "Other Vehicle Encroaching in Lane").

Enter **Disabling Vehicle Failure (e.g., Wheel Fell Off)** when a mechanical malfunction, such as a component of the vehicle suspension or steering system leads to the critical reason for the collision.

Enter **Non-disabling Vehicle Problem (e.g., Hood Flew Up)** when some mechanical abnormality occurred to this vehicle which leads to the critical reason for the collision. The abnormality must not be disabling damage.

Enter **Poor Road Conditions (Puddle, Pot Hole, Ice, Etc.)** when control loss was due to environmental conditions of the roadway. These conditions must have initiated the precrash event which resulted in the collision. Additionally, this code identifies conditions which were suddenly encountered by the driver and were not on-going prior to the critical precrash event. These conditions would include; a puddle; a defect in the roadway surface (pothole); a patch of ice (especially "black" ice or ice covered bridges); etc.

Conditions which were on-going prior to the critical precrash event such as a snow/ice covered roadway, wet roadway surface or a roadway under construction and were attributed to the cause of the precrash event should be encoded under Code 6 "Traveling too fast for conditions".

Enter **Traveling Too Fast For Conditions** when this vehicles subsequent loss of control relative to its surroundings lead to the collision. An example is a roadway departure on a curve where the driver failed to negotiate and departed the roadway resulting in an impact. If the driver merely steered straight while in a curve and departed the roadway, then "This Vehicle Traveling" category codes "1" - "3" may apply.

On-going precrash weather conditions which contributed to the critical precrash event should be coded here. As an example, a vehicle which loses control on a snow covered roadway should be coded as "Traveling too fast for conditions".

Enter **Unknown Cause of Control Loss** when it is known control loss made the situation critical, but it is not known whether the vehicle or the environment caused the control loss.

Enter **Other Cause of Control Loss** when it was determined that this vehicle's loss of control was the primary reason which made the event critical and codes "1" - "6" do not adequately identify the control loss condition.

<u>This Vehicle Traveling</u>

These attributes identify situations where the critical factor leading to the collision involved the travel path of this vehicle.

<u>Use the But for Test:</u> - <u>But for</u> this vehicle's traveling path in the environment, the Critical Event would not have occurred.

Enter **Over the Lane Line on Left Side of Travel Lane** when this vehicle departs its lane to the left and is entering or had entered the adjoining lane or shoulder.

To use this code, change of travel path by this vehicle must precipitate the critical event for the collision. As an example, this vehicle attempts to pass another vehicle on the other vehicle's left and is struck by a vehicle traveling within its travel lane in the opposite direction. The correct code for this vehicle would be "1" (Over the lane line on left side of travel lane).

By modifying the scenario slightly, however, the lane change may not always be the factor leading to the precrash event. Consider the same situation where this vehicle is passing to the left of the lead vehicle. If an animal runs into the roadway and is struck by this vehicle, then the correct choice would be “Object or Animal category” (Animal in roadway - code “1").

Enter **Over the Lane Line on Right Side of Travel Lane** is used when this vehicle departs its lane to the right and is entering or had entered the adjoining lane or shoulder.

To use this code, change of travel path by this vehicle must precipitate the critical event for the collision. As an example, this vehicle attempts to pass another vehicle on the other vehicle’s right and is struck in the rear by a vehicle traveling in the adjacent travel lane.

Over the Lane Line on Right Side of Travel Lane would be the correct code for this situation.

By modifying the scenario slightly, however the lane change may not always be the factor leading to the precrash event. Consider the same situation where this vehicle is passing to the right of the lead vehicle. An animal runs into the roadway and is struck by this vehicle, the correct choice would be “Object or Animal” category (Animal in roadway).

Enter **Off the Edge of the Road on the Left Side** for situations where the initial precrash event occurred beyond the left side shoulder area. This also includes departure into a median.

Enter **Off the Edge of the Road on the Right Side** for situations where the initial precrash event occurred beyond the right side shoulder area.

Enter **End Departure** when the vehicle departs the end of the roadway (e.g., “T” intersection).

Enter **Turning Left at Intersection** when this vehicle attempts a left turn from its roadway to another roadway, driveway or ramp.

Enter **Turning Right at Intersection** when this vehicle attempts a right turn from its roadway to another roadway, driveway or ramp.

Enter **Crossing Over (Passing Through) Intersection** when this vehicle is proceeding through an intersection without any planned turning.

Enter **This Vehicle Decelerating** when the vehicle is decelerating or has just stopped and was immediately struck.

Enter **Unknown Travel Direction** for those occasions where this vehicle’s travel made the situation critical, but it is unknown which travel direction this vehicle was moving.

<u>Other Motor Vehicle In Lane</u>

These attributes identify situations where the critical factor leading to the collision involved the travel of the other vehicle in the same lane as this vehicle.

Use the But for Test: - But for the other motor vehicle in this vehicle's lane the Critical Event would not have occurred.

Enter **Other Vehicle Stopped** when the other vehicle is not in motion (i.e., stopped, parked, disabled) and in this vehicle's travel lane. Do not use this code if the other vehicle just stopped and was immediately struck. See "This Vehicle Traveling" Category - Code 9 and examples on page .

Enter **Traveling in Same Direction with Lower Steady Speed** 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.

Enter **Traveling in Same Direction While Decelerating** when the other vehicle was the lead vehicle in the same travel lane, traveling in the same direction, and was decelerating.

Enter **Traveling in Same Direction With Higher Speed** when the speed of the other vehicle was higher than this vehicle or accelerating. The other vehicle must be overtaking this vehicle.

Enter **Traveling in Opposite Direction** when the other vehicle was in this vehicle's travel lane and traveling head-on in the opposite direction of this vehicle.

Enter **In Crossover** when the other vehicle enters a crossover already occupied by this vehicle. A crossover is defined as a designated opening within a median used primarily for "U-turns".

Enter **Backing** when the other vehicle was in the process of backing up while in this vehicle's travel lane.

Enter **Unknown travel direction of other motor vehicle in lane** for situations where the other vehicle's activity (while in the same lane as this vehicle) precipitated the precrash event, but the travel direction and/or speed could not be determined.

Other Motor Vehicle Encroaching Into Lane

These attributes identify situations where the critical factor leading to the collision involves the other vehicle's movement into or across this vehicle's travel lane from another lane, intersection, driveway or ramp.

Use the But for Test: - But for the other motor vehicle encroaching into this vehicle's lane the Critical Event would not have occurred.

Enter **From Adjacent Lane (Same Direction)** SS **Over Left Lane Line** when the other vehicle was
traveling in the same direction as this vehicle and crossed the left lane line with respect to this vehicle's travel lane (i.e., other vehicle crosses its right lane line).

Enter **From Adjacent Lane (Same Direction)** SS **Over Right Lane Line** when the other vehicle was traveling in the same direction as this vehicle and crosses the right lane line with respect to this vehicle's travel lane (i.e., other vehicle crosses its left lane line).

Enter **From Opposite Direction** SS **Over Left Lane Line** when the other vehicle crosses the left lane line while traveling in the opposite direction from this vehicle.

Enter **From Opposite Direction** SS **Over Right Lane Line** when the other vehicle crosses the right lane line while traveling in the opposite direction from this vehicle.

Enter **From Parking Lane** when the other vehicle was departing a parking lane and entering the travel lane of this vehicle.

Enter **From Crossing Street, Turning Into Same Direction** when the other vehicle was turning from another roadway onto this vehicle's roadway and attempted to travel in the same direction as this vehicle. Use this code for entrance ramps leading onto limited access highways.

Enter **From Crossing Street, Across Path** when the other vehicle was continuing straight through the intersection and attempted to cross over this vehicle's roadway.

Enter **From Crossing Street, Turning Into Opposite Direction** when the other vehicle was entering an intersection from another roadway and was turning or attempting to turn onto this vehicle's roadway in the opposite travel direction of this vehicle.

Enter **From Crossing Street, Intended Path Not Known** when the other vehicle's entrance into the intersection was the critical factor which led to the collision, however, the other vehicle's
travel direction could not be determined.

Enter **From Driveway, Turning Into Same Direction** when the other vehicle was turning from a driveway onto this vehicle's roadway and attempted to travel in the same direction as this vehicle.

Enter **From Driveway, Across Path** when the other vehicle was entering this vehicle's roadway form a driveway and was continuing straight across to another driveway or roadway.

Enter **From Driveway, Turning Into Opposite Direction** 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.

Enter **From Driveway, Intended Path Not Known** to identify driveway related precrash events where details surrounding the other vehicle's intended path are not known.

Enter **From Entrance to Limited Access Highway** for entrance ramp situations where the other vehicle was attempting to enter (merge) onto the limited access highway which was being traveled by this vehicle.

Enter **Encroachment by Other Vehicle** SS **Details Unknown** for situations where the other vehicle initiated the critical event, but circumstances surrounding the other vehicle's encroachment are not known.

Pedestrian or Pedalcyclist or Non-motorist

These attributes identify situations where the critical factor leading to the collision for this vehicle involved a pedestrian, pedalcyclist or other non-motorist. A pedalcyclist is defined as a person riding a pedal power conveyance (e.g., bicycle, tricycle, etc.). A non-motorist is defined as person riding on or in a conveyance which is not motorized or propelled by pedaling (e.g., baby carriage, skateboard, roller blades, etc.).

Use the But for Test: - But for a pedestrian, pedalcyclist or other non-motorist in the environment the Critical Event would not have occurred.

Enter **Pedestrian in Roadway** when a pedestrian was present (e.g., sitting, standing, walking or running, etc.) in the roadway.

Enter **Pedestrian Approaching Roadway** for 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.

Enter **Pedestrian** SS **Unknown Location** when it was determined the presence or action of a pedestrian was the critical factor which lead to this vehicle's collision, but the location or action of the pedestrian was not known.

Enter **Pedalcyclist or Other Non-motorist in Roadway** when a pedalcyclist or other non-motorist was present in the roadway (irrespective of relative motion).

Enter **Pedalcyclist or Other Non-motorist Approaching Roadway** for situations where the pedalcyclist was within the trafficway and moving toward the roadway or attempting to enter the roadway, but was not on the roadway.

Enter **Pedalcyclist or Other Non-motorist** SS **Unknown Location** when it was determined the presence or action of a pedalcyclist or other non-motorist was the critical factor which led to this vehicle's collision, but the action of the pedalcyclist or other non-motorist was not known.

Object or Animal

These attributes identify situations where the critical factor leading to the collision for this vehicle involved an object or animal.

Use the But for Test: - But for an object or animal in the environment the Critical Precrash Event would not have occurred.

Enter **Animal in Roadway** when an animal was present (i.e., stationary or moving) in the roadway.

Enter **Animal Approaching Roadway** for situations where an animal was within the trafficway and moving toward the roadway or attempting to enter the roadway, but not on the roadway.

Enter **Animal - Unknown Location** when it was determined the presence or action of an animal was the critical factor which led to this vehicle's collision, but the action of the animal was not known.

Enter **Object in Roadway** when an object was present in the roadway. An object is defined as being either fixed or nonfixed.

Enter **Object Approaching Roadway** for situations where an object was within the trafficway and moving toward the roadway, but not on the roadway.

Enter **Object** SS **Unknown Location** when it was determined the presence or movement of an object was the critical factor which led to this vehicle's collision, but details surrounding the location of the object were not known.

Other

Enter **Other Critical Event** when a critical factor not previously listed resulted in the collision for this vehicle. Previous impacts in the crash are not considered as other critical precrash events.

Use this code if the events involved do not include and impact, e.g., fire, injured in or fell from vehicle, etc.

Unknown

Enter **Unknown Critical Event** when the critical event which resulted in the collision is not known.

CODING MOVEMENT PRIOR TO CRITICAL EVENT AND CRITICAL EVENT FOR DIFFERENT REAR END COLLISION SITUATIONS

Two Vehicle Collisions

		Trailing Vehicle	Leading Vehicle
1)	Both vehicles in motion. Leading vehicle traveling at steady speed is struck from behind by trailing vehicle.	V21 Movement Prior to Critical Event (Going Straight-01) V26 Critical Event (Other Motor Vehicle in Lane - Other vehicle same direction with lower steady speed-51)	Movement Prior to Critical Event (Going straight) Critical Event (Other Motor Vehicle in Lane - Other vehicle same direction with higher speed-53)
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	Movement Prior to Critical Event (Going Straight) Critical Event (Other Motor Vehicle in Lane - Other vehicle same direction while decelerating-52)	Movement Prior to Critical Event (Going straight) Critical Event (This Vehicle Traveling - This vehicle decelerating-18)
3)	Both vehicles traveling at same speed. Lead vehicle stops and is immediately struck by trailing vehicle.	Movement Prior to Critical Event (Going Straight) Critical Event (Other Motor Vehicle in Lane - Other vehicle same direction while decelerating-52)	Movement Prior to Critical Event (Going straight) Critical Event (Other vehicle same direction with higher speed-53)
4)	Lead vehicle is stopped on roadway and is struck by a trailing vehicle.	Movement Prior to Critical Event (Going Straight) Critical Event (Other Motor Vehicle in Lane - Other vehicle is stopped in lane-50)	Movement Prior to Critical Event (Stopped in traffic-05) Critical Event (Other Motor Vehicle in Lane - Other vehicle same direction with higher speed-53)
5)	Lead and trailing vehicle stopped on roadway. Lead vehicle backs into trailing vehicle.	Movement Prior to Critical Event (Stopped in traffic lane-05) Critical Event (Other Motor Vehicle in Lane - Other vehicle in lane backing-56)	Movement Prior to Critical Event (Stopped in traffic lane-05) Critical Event (Other Motor Vehicle in Lane - Other vehicle stopped-50)

CODING MOVEMENT PRIOR TO CRITICAL EVENT AND CRITICAL EVENT FOR DIFFERENT REAR END COLLISION SITUATIONS (Cont'd.)

Three Vehicle Collisions

		Trailing Vehicle	Middle Vehicle	Leading Vehicle
6)	Two vehicles stopped in traffic, struck by decelerating trailing vehicle.	Movement Prior to Critical Event (Decelerating-02) Critical Event (Other Motor Vehicle in Lane - Other vehicle stopped in lane-50)	Movement Prior to Critical Event (Stopped in traffic-05) Critical Event (Other Motor Vehicle in Lane - Other vehicle same direction while decelerating-52)	Movement Prior to Critical Event (Stopped in traffic-05) Critical Event (Other Motor Vehicle in Lane - Other vehicle same direction with higher speed-53}
7)	Lead vehicle stopped in traffic, middle vehicle decelerating, trailing vehicle strikes middle vehicle which strikes lead vehicle.	Movement Prior to Critical Event (Going Straight) Critical Event (Other Motor Vehicle in Lane - Other vehicle same direction while decelerating-52)	Movement Prior to Critical Event (Decelerating-02) Critical Event (Other Motor Vehicle in Lane - Other vehicle same direction with higher speed-53}	Movement Prior to Critical Event (Stopped in traffic-05) Critical Event (Other Motor Vehicle in Lane - Other vehicle same direction with higher speed-53}
8)	Lead vehicle suddenly stops behind a line of traffic, middle vehicle decelerates, trailing vehicle strikes middle vehicle which strikes lead vehicle.	Movement Prior to Critical Event (Going Straight) Critical Event (Other Motor Vehicle in Lane - Other vehicle same direction while decelerating-52)	Movement Prior to Critical Event (Going Straight) Critical Event (This Vehicle Traveling - This vehicle decelerating-18)	Movement Prior to Critical Event (Going Straight) Critical Event (This Vehicle Traveling - This vehicle decelerating-18)

Consistency Checks:

Errors

	IF	THEN
VA191	~~FIRST~~ HARMFUL EVENT (A06) equals 02-04, 6 or 8-10 for all events involving this vehicle	CRITICAL EVENT (V26) must equal 98.
VV124	CRITICAL EVENT (V26) equals 1, 2, 3 or 4	VEHICLE CONTRIBUTING FACTORS (V12) must not equal 00.
VV182	CRITICAL EVENT (V26) equals 14 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00 or 1	ACCIDENT TYPE (V23) must equal 14.

VV227	CRITICAL EVENT (V26) equals 53	VEHICLE ROLE (V22) must not equal 1.
VV228	CRITICAL EVENT (V26) equals 51 or 52	VEHICLE ROLE (V22) must not equal 2.

WARNINGS

	IF	THEN
AV184	NUMBER OF MOTOR VEHICLES (A03) equals 01 and RELATION TO ROADWAY (A10) equals 2, 4, 6, 7 or 8 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00 or 1	CRITICAL EVENT (V26) should equal 1-6, 8, 9, 12, 13 or 14.
AV185	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 02-04, 6 or 8-10	CRITICAL EVENT (V26) should equal 98.
VA189	CRITICAL EVENT (V26) equals 65-68 or 70-73 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00 or 1	RELATION TO JUNCTION (A09) Should not equal 00 or 10.
VA190	CRITICAL EVENT (V26) equals 70-73 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00 or 1	RELATION TO JUNCTION (A09) should equal 03 or 13.
VV175	ACCIDENT TYPE (V23) equals 20-49 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00 or 1	CRITICAL EVENT (V26) should not equal 12-14, 54, 66-68, 71-73 or 80-85.
VV176	ACCIDENT TYPE (V23) equals 50-67 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00 or 1	CRITICAL EVENT (V26) should not equal 12-14, 51-53, 60, 61, 65, 66, 70, 71, 80-85 or 87-92.
VV211	DRIVER MANEUVERED TO AVOID (D06) equals 03	CRITICAL EVENT (V26) should equal 87-89.
VV212	DRIVER MANEUVERED TO AVOID (D06) equals 05	CRITICAL EVENT (V26) should equal 80-85.
VV214	DRIVER MANEUVERED TO AVOID (D06) equals 04	CRITICAL EVENT (V26) should equal 50-56, 59-68, 70-74 or 78.
VV215	DRIVER MANEUVERED TO AVOID (D06) equals 01	CRITICAL EVENT (V26) should equal 90-92.
VV224	CRITICAL EVENT (V26) equals 53	~~INITIAL~~ POINT OF IMPACT (V24) should not equal 01.

VV225	CRITICAL EVENT (V26) equals 51 OR 52	~~INITIAL~~ POINT OF IMPACT (V24) should not equal 04.
VV237	CRITICAL EVENT (V26) equals 91 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00 or 1	ACCIDENT TYPE (V23) should equal 15.
VV238	CRITICAL EVENT (V26) equals 90 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00	ACCIDENT TYPE (V23) should equal 12.
VV239	CRITICAL EVENT (V26) equals 98	ACCIDENT TYPE (V23) should equal 00.
VV240	ACCIDENT TYPE (V23) equals 00	CRITICAL EVENT (V26) should equal 98.
VV251	CRITICAL EVENT (V26) equals 6	SPEED RELATED (D09) should equal 1.

V27 CORRECTIVE ACTION ATTEMPTED - PRECRASH 3

Screen Heading: Precrash Events

Screen Name: Corrective Action (585-E)

Long Name: What corrective action(s) are attempted by this driver?

SAS Name: Vehicle.P_Crash3

Oracle Name: GES.CorrectiveAction.CorrectActionID

Element Values:

Screen	Oracle	SAS	
n/a	**n/a**	00	Not Applicable/No Corrective Actions Attempted
n/a	**n/a**	01	Braked/Slowed
n/a	**n/a**	05	Backed
1	17132	**(00)**	No driver present
2	26375	**(01)**	No avoidance maneuver
3	26376	**(02)**	Braking (no lockup)
4	26383	**(03)**	Braking (lockup)
5	17127	**(04)**	Braking (lockup unknown)
6	17128	**(05)**	Releasing brakes
7	26380	02(06)	Steering left
8	26381	03(07)	Steering right
9	26406	11(08)	Braking and steering left
10	26620	12(09)	Braking and steering right
11	26382	04(10)	Accelerating
12	17130	13(11)	Accelerating and steering left
13	17131	14(12)	Accelerating and steering right
n/a	**n/a**	15	Steered in Both Directions
14	26621	**(98)**	Other actions
n/a	**n/a**	98	Other Single or Multiple Corrective Action
n/a	**n/a**	97	Corrective Action Attempted - No Details
15	26622	99	Unknown if driver attempted avoidance maneuver
~~16~~	**n/a**	94	~~More Than 2 Vehicles Involved~~

Remarks:

Corrective actions attempted are movements/actions taken by the driver, within a critical crash envelope, in response to a Critical Event. Corrective actions attempted occur after the driver has realization of an impending danger but before the impact. .

This variable assesses what the vehicle's action(s) were in response to the driver's realization.

Code the element which best describes the actions taken by the driver's vehicle in response to the Critical Event, within the Critical crash envelope that occurred just prior to this vehicle's impact. When there was a known action (e.g., braking), but you cannot determine whether there was more than one action (e.g., braking and steering left), default to the known action (e.g., braking).

Enter **No driver present** when no driver was in the vehicle when the accident occurred.

Enter **No avoidance maneuver** whenever the driver did not attempt any evasive (pre-impact) maneuvers. Use this code if the narrative states the driver did not have time to avoid the crash or never saw the other vehicle or object.

Enter **Unknown if driver attempted avoidance maneuver** when it can not be determined from any section of the PAR if the driver attempted an avoidance maneuver.

Consistency Checks:

Errors

	IF	THEN
VV122	ACCIDENT TYPE (V23) equals 03, 08, 38, 40, 58 or 60	CORRECTIVE ACTION ATTEMPTED (V27) must not equal 00 or 1.
VV134	PRECRASH LOCATION (V29) equals 00	CORRECTIVE ACTION ATTEMPTED (V27) must equal 00.
VV182	CRITICAL EVENT (V26) equals 14 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00 or 1	ACCIDENT TYPE (V23) must equal 14.
VV232	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 00	CORRECTIVE ACTION ATTEMPTED (V27) must equal 00.

Warnings

	IF	THEN
AV184	NUMBER OF MOTOR VEHICLES (A03) equals 01 and RELATION TO ROADWAY (A10) equals 2, 4, 6, 7 or 8 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00 or 1	CRITICAL EVENT (V26) should equal 1-6, 8, 9, 12-14 or 19.

AV186	RELATION TO ROADWAY (A10) equals 4, 5, 6 or 8 and CORRECTIVE ACTION ATTEMPTED (V27) is not equal to 00, 01 or 99	PRECRASH LOCATION (V29) should equal 04.
VA189	CRITICAL EVENT (V26) equals 65-68 or 70-73 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00 or 1	RELATION TO JUNCTION (A09) should not equal 00 or 10.
VA190	CRITICAL EVENT (V26) equals 70-73 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00 or 1	RELATION TO JUNCTION (A09) should equal 03 or 13.
VV175	ACCIDENT TYPE (V23) equals 20-49 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00 or 1	CRITICAL EVENT (V26) should not equal 12-14, 54, 66-68, 71-73 or 80-85.
VV176	ACCIDENT TYPE (V23) equals 50-67 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00 or 1	CRITICAL EVENT (V26) should not equal 12-14, 51-53, 60, 61, 65, 66, 70, 71, 80-85 or 87-92.
VV218	CORRECTIVE ACTION ATTEMPTED (V27) equals 00 or 1	DRIVER MANEUVERED TO AVOID (D06) should equal 00 or 50.
VV237	CRITICAL EVENT (V26) equals 91 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00 or 1	ACCIDENT TYPE (V23) should equal 15.
VV238	CRITICAL EVENT (V26) equals 90 and CORRECTIVE ACTION ATTEMPTED (V27) equals 00	ACCIDENT TYPE (V23) should equal 12.

V28 VEHICLE CONTROL - PRECRASH 4

Screen Heading: Regarding Vehicle # ___

Screen Name: Vehicle Control (590-E)

Long Name: What is the pre-impact stability of this vehicle?

SAS Name: Vehicle.PCrash4

Oracle Name: GES.VehicleControl.ControlID

Element Values:

Screen	Oracle	SAS	
1	10207	00	No Driver Present
n/a	**n/a**	01	Vehicle Control Maintained
n/a	**n/a**	02	Vehicle Rotated (Yawed) Clockwise
n/a	**n/a**	03	Vehicle Rotated (Yawed) Counter-Clockwise
n/a	**n/a**	04	Vehicle Slid/Skid Longitudinally - No Rotation
n/a	**n/a**	09	Vehicle Rotated (Yawed) Unknown Direction
n/a	**n/a**	20	Combination Of 02 Through 09
n/a	**n/a**	94	More Than Two Vehicles Involved
n/a	**n/a**	98	Other Or Unknown Type Of Vehicle Control Was Lost
2	10208	**(01)**	Tracking
3	10209	**(02)**	Skidding longitudinally — rotation less than 30 degrees
4	10210	**(03)**	Skidding laterally — clockwise rotation
5	10211	**(04)**	Skidding laterally — counterclockwise rotation
6	10215	**(07)**	Other vehicle loss-of-control (specify)
7	10216	**(09)**	Precrash stability unknown

Remarks:

The purpose of this variable is to assess the stability of the vehicle just prior to impact. Thus, this variable focuses upon this vehicle's dynamics just prior to impact.

Enter **No driver present** when no driver was present in the vehicle at the time it was involved in the accident.

Enter **Tracking** whenever vehicle continued along its intended path without rotation. Stopped, slowing, turning, constant speed, and backing are examples of tracking.

Enter **Skidding longitudinally – rotation less than 30 degrees** whenever the vehicle rotates less than 30 degrees clockwise or counterclockwise just prior to impact. If there is information about vehicle rotation but degree of rotation is unknown, then use this code.

Enter **Skidding laterally – clockwise rotation** whenever the vehicle rotates clockwise 30 degrees or more just prior to impact.

Enter **Skidding laterally – counterclockwise rotation** whenever the vehicle rotates counterclockwise 30 degrees or more just prior to impact.

Code **Other vehicle loss-of-control** is rarely used. Consult GES Supervisor before using this code. This code is used when the driver loses control of a vehicle prior to the critical event.

Enter **Precrash stability unknown** whenever the stability of the vehicle cannot be determined.

Consistency Checks:

Errors

	IF	THEN
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.
VV245	ACCIDENT TYPE (V23) equals 01 or 06	PRECRASH CONTROL (V28) must not equal 02, 03, 04 or 07.

Warnings

	IF	THEN
VV135	PRECRASH LOCATION (V29) equals 01	PRECRASH VEHICLE CONTROL (V28) should equal 01 or 02.
VV242	PRECRASH CONTROL (V28) equals 01	ACCIDENT TYPE (V23) should not equal 02, 07, 34, 36, 54 or 56.

V29 PRECRASH LOCATION - PRECRASH 5

Screen Heading: Regarding Vehicle # ___

Screen Name: Vehicle Location (600-E)

Long Name: What is the pre-impact location of this vehicle?

SAS Name: Vehicle.PCrash5

Oracle Name: GES.PreCrash.LocationID

Element Values:

Screen	Oracle	SAS	
1	1	0	No driver present
2	2	1	Stayed in original travel lane
3	3	2	Stayed on roadway, but left original travel lane
4	4	3	Stayed on roadway, not known if left original travel lane
5	5	4	Departed roadway
6	6	6(5)	Remained off roadway
7	7	7(6)	Returned to roadway
8	8	(7)	Entered roadway
n/a	n/a	94	More Than 2 Vehicles Involved
9	9	99	Unknown

Remarks:

This variable reports the location of the vehicle just prior to impact.

Enter **No driver present** when no driver was present in the vehicle at the time it was involved in the accident.

Enter **Stayed in original travel lane** whenever the vehicle remained within the boundaries of its initial lane. The perimeter of the vehicle is to be considered when determining the vehicle's status within its travel lane.

Enter **Stayed on roadway but left original travel lane** whenever the "majority" of the vehicle departed its initial travel lane; however, the "majority" of the vehicle remained within the boundaries of the roadway (travel lanes). The perimeter of the vehicle is to be considered when determining the vehicle's status within the roadway.

Enter **Stayed on roadway, not known if left original travel lane** whenever it cannot be ascertained whether the "majority" of the vehicle remained within its initial travel lane. To use this code, the "majority" of the vehicle must have remained within the boundaries of the roadway.

Enter **Departed roadway** whenever the "majority" of the vehicle departed the roadway just prior to impact.

Enter **Remained off roadway** whenever the pre-impact of the vehicle motion occurred outside the boundaries of the roadway and remained outside the boundaries at impact. This includes traveling on the shoulders, within the median, on the roadside or off the trafficway.

Enter **Returned to roadway** whenever the "majority" of the vehicle was initially within the boundary of the roadway and then returned to the roadway prior to impact.

Consistency Checks:

Errors

	IF	THEN
VV134	PRECRASH LOCATION (V29) equals 00	CORRECTIVE ACTION ATTEMPTED (V27) must equal 00.
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.
VV235	PRECRASH LOCATION (V29) equals 00	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 00.

Warnings

	IF	THEN
AV186	RELATION TO ROADWAY (A10) equals 4, 5, 6 or 8 and CORRECTIVE ACTION ATTEMPTED (V27) is not equal to 00, 01 or 99	PRECRASH LOCATIONS (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 05	RELATION TO ROADWAY (A10) should not equal 1.
VA217	PRECRASH LOCATION (V29) equals 06	RELATION TO ROADWAY (A10) should equal 1.

VV135	PRECRASH LOCATION (V29) equals 01	PRECRASH VEHICLE CONTROL (V28) should equal 01 or 02.

V30 ROLLOVER TYPE

Screen Heading: Regarding Vehicle # 1 ___

Screen Name: Rollover (610-R)

Long Name: What is the rollover type for this vehicle?

SAS Name: Vehicle.Rollover

Oracle Name: GES.Vehicle.RolloverTypeID

Element Values:

Screen	Oracle	SAS	
1	26850	00	No Rollover
2	26851	10	Untripped Rollover
3	26852	20	Tripped Rollover - By Curb
4	26853	21	Tripped Rollover - By Guardrail
5	26854	22	Tripped Rollover - By Ditch
6	26855	23	Tripped Rollover - By Soft Soil
7	26856	28	Tripped Rollover - Other
8	26857	29	Tripped Rollover - Unknown Mechanism
9	26858	99	Rollover, Unknown Whether Untripped Or Tripped

Remarks:

Enter **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 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 **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 **Tripped Rollover - Other**. The tripped rollover categories are used when the rollover is primarily about the longitudinal axis.

Enter **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 **Tripped Rollover - Other** when the rollover is a tripped rollover and the tripping mechanism is not curb, guardrail, ditch or soft soil.

Enter **Tripped Rollover - Unknown Mechanism** when the rollover is initiated by a tripping mechanism but the specific mechanism is unknown.

Enter **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 Checks:

Errors

	IF	THEN
AV149	~~FIRST~~ HARMFUL EVENT (A06) equals 01 and BODY TYPE (V05) not equal to 80-89	ROLLOVER TYPE (V30) must equal 10, 20-23, 28, 29 or 99.
VV111	BODY TYPE (V05) equals 80-89	ROLLOVER TYPE (V30) must equal 00.
VV116	~~FIRST~~ HARMFUL EVENT (A06) equals 01 and BODY TYPE (V05) does not equal 80-89	ROLLOVER TYPE (V30) must not equal 00.
VV121	ACCIDENT TYPE (V23) equals 97	ROLLOVER TYPE (V30) must equal 10.
VV226	ROLLOVER TYPE (V30) equals 10	ACCIDENT TYPE (V23) must not equal 98.

Warnings

	IF	THEN
AV214	~~FIRST~~ HARMFUL EVENT (A06) equals 38	ROLLOVER TYPE (V30) should equal 00 or 22.
VV138	ROLLOVER TYPE (V30) is not equal to 00	DAMAGE AREAS (V25) should have more than one value other than 0.
VV247	ROLLOVER TYPE (V30) equals 10	ACCIDENT TYPE (V23) should equal 01-10, 14, 97 or 99.

V31 CARRIER'S IDENTIFICATION NUMBER

Screen Heading: NGA Crash Data

Screen Name: Carrier ID (620-E)

Long Name: What is the carrier's identification number for this vehicle?

SAS Name: Vehicle.C_ID_No

Oracle Name: GES.NGA_Type.CarrierNumber (Character)

Element Values:

Screen	Oracle	SAS	
000000	000000	0	Not applicable
1-999998	1-999998	1-999998	US DOT or ICC MC Number
*	*	999999	Unknown

Remarks:

National Governors Association (NGA) Accident Data

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 which pertain specifically to accidents involving trucks and buses. These elements provide essential information required to analyze motor carrier crashes, only.

The next six variables include that portion of the NGA data elements which pertain specifically to accidents involving trucks and busses.

The NGA variables are only applicable when the vehicle body type is a medium/heavy truck or bus.

The Carrier's ID is the unique number assigned to the Carrier by the United States Department of Commerce Commission or the State.

The 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). If both US DOT and ICC MC numbers are listed on the PAR, code the US DOT number.

Code **Not Applicable** is used when the vehicle is not a medium/heavy truck or a bus. 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.

Code **Unknown** is used when the vehicle is a medium/heavy truck or a bus but the Carrier ID is not known. Also, this code is used when the body type of the vehicle is unknown.

Consistency Checks:

Errors

	IF	THEN
VV110	BODY TYPE (V05) 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 (V05) equals 99	CARRIER'S IDENTIFICATION NUMBER (V31) must equal 999999.
VV223	CARRIER'S IDENTIFICATION NUMBER (V31) does not equal 000000 or 999999	BODY TYPE (V05) must equal 50-64, 66-79 or 99.

Warnings

	IF	THEN
VV109	BODY TYPE (V05) equals 50-64 or 66-79	CARRIER'S IDENTIFICATION NUMBER (V31) should not equal 000000.

V32 NUMBER OF AXLES ON VEHICLE, INCLUDING TRAILERS

Screen Heading: NGA Crash Data

Screen Name: Number of Axles (630-E)

Long Name: How many axles, including power unit and trailer(s), does this vehicle have?

SAS Name: Vehicle.Axles

Oracle Name: GES.NGA_Type.Axles

Element Values:

Screen	Oracle	SAS	
00	00	00	Not Applicable
	02-20	02-20	Actual Number Of Axles
*	99	99	Unknown Number Of Axles

Remarks:

Refer to Truck and/or Bus supplement or Truck/Bus section on the PAR to obtain axle data.

Not Applicable will be pre-coded if this vehicle is not a medium/heavy truck or bus.

Enter **Unknown Number of Axles** when this vehicle is a medium/heavy truck or bus and there is no truck or bus supplement or the data was not recorded in the Truck/Bus section of the PAR.

States with known Truck/Bus supplements or Truck/Bus section on PAR.

Alabama
Colorado
Florida
Illinois
Indiana
Massachusetts
Michigan
Nebraska
New Mexico
New York
Pennsylvania
Tennessee
Texas
Wisconsin

Consistency Checks:

Errors

	IF	THEN
VV115	VEHICLE TRAILING (V13) equals 5 or 6 and BODY TYPE (V05) equals 50, 59-64 or 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 (V05) is not equal to 50-64, 66-79 or 99	NUMBER OF AXLES ON VEHICLE, INCL TRAILERS (V32) must equal 00.
VV166	BODY TYPE (V05) equals 99	NUMBER OF AXLES ON VEHICLE, INCL TRAILERS (V32) must equal 99.
VV219	BODY TYPE (V05) equals 50, 59-64, 66-79 or 99	NUMBER OF AXLES ON VEHICLE, INCL TRAILERS (V32) must not equal 00.

Warnings

	IF	THEN
VV244	BODY TYPE (V05) equals 66 or 78 and VEHICLE TRAILING (V13) equals 1	NUMBER OF AXLES ON VEHICLE, INCL TRAILERS (V32) should equal 02, 03 or 99.

V33 CARGO BODY TYPE

Screen Heading: NGA Crash Data

Screen Name: Cargo Body Type (640-E)

Long Name: What is the cargo body type for this vehicle?

SAS Name: Vehicle.Carg_Typ

Oracle Name: GES.NGA_Type.CargoBodyTypeID

Element Values:

Screen	Oracle	SAS	
1	10217	00	Not Applicable (NA)
2	10218	01	Bus
3	10219	02	Van/Enclosed Box
4	10220	03	Cargo Tank
5	10221	04	Flatbed
6	10222	05	Dump
7	10223	06	Concrete Mixer
8	10224	07	Auto Transporter
9	10225	08	Garbage/Refuse
10	10226	98	Other
*	10227	99	Unknown

Remarks:

Code **Not Applicable (NA)** will be precoded when the body type is not a medium/heavy truck.

Code **Bus** will be precoded when the vehicle data identifies the vehicle as a bus.

Enter **Van/Enclosed Box** when the cargo body is fully enclosed or designed with high closed sides and ends with an open top.

Enter **Cargo Tank** when the cargo body is designed for the transport of bulk liquids or dry commodities such as petroleum, oil or grain.

Enter **Flatbed** when the cargo body has a floor without sides or a roof with or without removable stakes.

Enter **Dump** when the cargo body is a low side open box designed primarily to transport bulk dry commodities which can be tilted or otherwise manipulated to discharge its load by gravity.

Enter **Concrete Mixer** when the cargo body is designed and equipped to mix or agitate concrete.

Enter **Auto Transporter** when the cargo body is designed for the transportation of other transport vehicles.

Enter **Garbage/Refuse** when the cargo body is designed to primarily for the collection of garbage and refuse.

Enter **Other** when the cargo body type is known but is one other than those described. Also, use this code when the medium/heavy truck is a bobtail (i.e. Chassis/truck, tractor only with no trailer attached).

Enter **Unknown** when the vehicle is a medium/heavy truck but the specific cargo body type is not known.

Consistency Checks:

Errors

	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 (V05) must equal 50, 58 or 59.
VV163	BODY TYPE (V05) equals 99	CARGO BODY TYPE (V33) must equal 99.
VV164	BODY TYPE (V05) is not equal to 50-64, 66-79 or 99	CARGO BODY TYPE (V33) must equal 00.
VV174	VEHICLE TRAILING (V13) equals 1 and BODY TYPE (V05) equals 66	CARGO BODY TYPE (V33) must equal 98.
VV220	BODY TYPE (V05) equals 50, 59-64, 66-79 or 99	CARGO BODY TYPE (V33) must not equal 00.
VV221	BODY TYPE (V05) equals 60, 64 or 66-79 and SPECIAL USE (V08) equals 07	CARGO BODY TYPE (V33) must equal 98.
VV248	BODY TYPE (V05) equals 50 or 59	CARGO BODY TYPE (V33) must equal 01.
VV249	BODY TYPE (V05) equals 58	CARGO BODY TYPE (V33) must equal 01 or 98.

Warnings

	IF	THEN
VV185	CARGO BODY TYPE (V33) equals 98 and BODY TYPE (V05) equals 66	VEHICLE TRAILING (V13) should equal 1.

V34 HAZARDOUS MATERIALS PLACARDED

Screen Heading: NGA Crash Data

Screen Name: Hazardous Materials (650-E)

Long Name: Was this vehicle carrying hazardous materials and was it placarded?

SAS Name: Vehicle.Haz_Mat

Oracle Name: GES.NGA_Type.HazardPlak

Element Values:

Screen	Oracle	SAS	
3	3	0	Not Applicable
1	1	1	Yes
2	2	2	No
4	4	9	Unknown

Remarks:

Enter **Not Applicable** when the vehicle is not a medium/heavy truck or a bus. Also, use this code when the vehicle is a medium/heavy truck or a bus, the PAR has a Hazardous Materials related block, and 'None' is indicated or the PAR indicates that hazardous materials are not being transported by this vehicle (e.g. an empty truck).

Enter **Yes** when the vehicle is a medium/heavy truck or a bus, and the PAR indicates that hazardous materials were being transported by this vehicle, and this vehicle is displaying a HazMat Placard.

Enter **No** when the vehicle is a medium/heavy truck or a bus, and the PAR indicates that hazardous materials are being transported by this vehicle, and this vehicle is not displaying a HazMat Placard.

Enter **Unknown** when the vehicle is a medium/heavy truck or a bus, 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 are being transported by this vehicle, but does not indicate whether a HazMat Placard is displayed or the hazardous materials related block has been left blank.

Also, enter this code when the body type is unknown.

Consistency Checks:

Errors

	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 0000.
VV147	HAZARDOUS MATERIALS PLACARDED (V34) is not equal to 0 or 2	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must not equal 0000.
VV152	HAZARDOUS MATERIALS PLACARDED (V34) equals 1	HAZARDOUS MATERIALS RELEASE (V36) must not equal 0.
VV157	BODY TYPE (V05) 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 0000.
VV159	HAZARDOUS MATERIALS PLACARDED (V34) equals 9	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must equal 9999.
VV160	BODY TYPE (V05) equals 66 and VEHICLE TRAILING (V13) equals 1	HAZARDOUS MATERIALS PLACARDED (V34) must equal 0.
VV168	HAZARDOUS MATERIALS RELEASE (V36) equals 0	HAZARDOUS MATERIALS PLACARDED (V34) must equal 0.
VV169	BODY TYPE (V05) is not equal to 60, 64, 66-79 or 99	HAZARDOUS MATERIALS PLACARDED (V34) must equal 0.

V35 HAZARDOUS MATERIALS PLACARD NUMBER

Screen Heading: NGA Crash Data

Screen Name: Placard Number (660-E)

Long Name: What is the hazardous materials placard number?

SAS Name: Vehicle.Hazm_No

Oracle Name: GES.NGA_Type.HazardPlakNum

Element Values:

Range with spreads included:

0004, 0222, 0223, 0331, 0402, 1001-1003, 1005, 1006, 1008-1018, 1020-1023, 1026-1030, 1032, 1033, 1035-1041, 1043-1046, 1048-1053, 1055-1058, 1060-1067, 1069-1073, 1075-1083, 1085-1093, 1098-1100, 1104-1115, 1118, 1120, 1123, 1125-1131, 1133-1137, 1139, 1142-1150, 1152-1173, 1173-1185, 1175-1185, 1188-1199, 1201, 1202-1204, 1206-1208, 1210, 1212-1214, 1216, 1218-1224, 1226, 1228-1235, 1237-1239, 1242-1251, 1255-1257, 1259, 1261-1268, 1270-1272, 1274-1282, 1286-1289, 1292-1310, 1312-1314, 1318, 1320-1328, 1330-1334, 1336-1341, 1343-1350, 1352-1358, 1360-1366, 1369, 1370, 1372-1374, 1376, 1378-1386, 1389-1398, 1400-1415, 1417-1423, 1426-1428, 1431-1433, 1435-1439, 1442, 1444-1459, 1461-1463, 1465-1467, 1469-1477, 1479, 1481-1496, 1498-1500, 1502-1517, 1541, 1544-1551, 1553-1562, 1564, 1567, 1569-1575, 1577-1608, 1610-1614, 1616-1618, 1620-1631, 1633, 1634, 1636-1665, 1669-1674, 1677-1680, 1683-1695, 1697-1705, 1707-1719, 1722-1733, 1736-1771, 1773-1784, 1786-1794, 1796, 1798-1819, 1821, 1823-1841, 1843, 1845-1849, 1851, 1854, 1855, 1858-1860, 1862-1873, 1884-1889, 1891, 1892, 1894, 1895, 1897, 1898, 1902, 1903, 1903, 1905-1908, 1910-1923, 1928, 1929, 1931, 1932, 1935, 1938-1942, 1944, 1945, 1950-1984,1986-1994, 1999-2006, 2008-2038, 2044-2059, 2067-2085, 2087-2108, 2110-2116, 2118-2126, 2128-2219, 2222, 2224-2229, 2232-2267, 2269-2291, 2293-2313, 2315-2348, 2350-2354, 2356-2364, 2366-2414, 2416-2422, 2424, 2426-2449, 2451-2475, 2477, 2478, 2480-2491, 2493, 2495-2498, 2501-2509, 2511-2518, 2520-2522, 2524-2531, 2533-2536, 2538, 2541, 2542, 2545-2548, 2550-2558, 2560-2562, 2564, 2565, 2567, 2570-2574, 2576-2612, 2614-2624, 2626-2630, 2642, 2643, 2644-2651, 2653, 2655-2662, 2664, 2666-2674, 2676-2693, 2698, 2699, 2707-2711, 2713-2717, 2719-2730, 2732-2735, 2738-2790, 2793-2803, 2805-2807, 2809-2815, 2817-2823, 2826, 2829-2831, 2834, 2835, 2837-2842, 2844-2846, 2849-2865, 2869-2876, 2878-2881, 2883-2907, 2909-2913, 2918, 2920-2931, 2933-2938, 2940-2943, 2945-2956, 2965-3028, 3030-3043, 3048-3057, 3064-3066, 3070-3073, 3076, 3077-3080, 3082-3172, 3174-3176, 3178-3192, 3194, 3200, 3203, 3205-3301, 9011, 9018, 9026,
9035, 9037, 9069, 9083, 9084, 9088, 9136, 9180, 9183, 9187-9195, 9199, 9200, 9202, 9206, 9259, 9260, 9263, 9264, 9269, 9274-9278

Screen	Oracle	SAS	
0	0	0000	Not Applicable
xxxx	xxxx	xxxx	Code Actual Hazardous Material Placard Number
*	9999	9999	Unknown

Range is a compilation of the 1993 Emergency Response Guidebook.

Remarks:

Code **Not Applicable** is used when the vehicle is not a medium/heavy truck or a bus. Also, this code is used when the vehicle is a medium/heavy truck or a bus, the PAR has a Hazardous Materials related block, and 'None' is indicated or the PAR indicates that Hazardous Materials are not being transported by this vehicle (e.g., an empty truck).

Code the actual number when given on the PAR. This vehicle must be a medium/heavy truck or a bus.

Code **Unknown** is used when the vehicle is a medium/heavy truck or a bus, the PAR does not have a Hazardous Material related block, and the narrative does not mention any such materials (default).

This code is used when the vehicle is a medium/heavy truck or a bus and a placard is indicated but the placard number is not given OR it is unknown if a placard is present OR the Hazardous Materials related block has been left blank.

Also, this code is used when the body type of the vehicle is unknown.

Consistency Checks:

<u>Errors</u>

	IF	**THEN**
VV146	HAZARDOUS MATERIALS PLACARDED (V34) equals 0 or 2	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must equal 0000.
VV147	HAZARDOUS MATERIALS PLACARDED (V34) is not equal to 0 or 2	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must not equal 0000.
VV149	HAZARDOUS MATERIALS PLACARD NUMBER (V35) is not equal to 0000	HAZARDOUS MATERIALS RELEASE (V36) must not equal 0.
VV153	BODY TYPE (V05) equals 66 and VEHICLE TRAILING (V13) equals 1	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must equal 0000.

VV158	HAZARDOUS MATERIALS PLACARDED (V34) equals 1 or 9	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must not equal 0000.
VV159	HAZARDOUS MATERIALS PLACARDED (V34) equals 9	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must equal 9999.
VV161	BODY TYPE (V05) equals 99	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must equal 9999.
VV162	BODY TYPE (V05) is not equal to 60, 64, 66-79 or 99	HAZARDOUS MATERIALS PLACARD NUMBER (V35) must equal 0000.

Warnings

	IF	**THEN**
VV148	HAZARDOUS MATERIALS PLACARD NUMBER (V35) equals 0000	HAZARDOUS MATERIALS RELEASE (V36) should equal 0.

V36 HAZARDOUS MATERIALS RELEASE

Screen Heading: NGA Crash Data

Screen Name: Hazardous Release (670-E)

Long Name: Was an hazardous cargo released from the vehicle cargo tank or compartment?

SAS Name: Vehicle.Haz_Ma_R

Oracle Name: GES.NGA_Type.HazardRelease

Element Values:

Screen	Oracle	SAS	
3	3	0	Not Applicable
1	1	1	Yes
2	2	2	No
4	4	9	Unknown

Remarks:

This variable indicates whether or not any hazardous cargo was released from the vehicle cargo tank or compartment.

Code **Not Applicable** is used when the vehicle is not a medium/heavy truck or a bus. Also, this code is used when the vehicle is a medium/heavy truck or bus, 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.

Code **Yes** is used when the vehicle is a medium/heavy truck or a bus, 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 materials release.

Code **No** is used when the vehicle is a medium/heavy truck or a bus and the PAR indicates a cargo of hazardous materials but does not indicate a release or spill.

Code **Unknown** is used when the vehicle is a medium/heavy truck or a bus, the PAR does not have a hazardous materials related block, and the narrative does not mention any such materials (default).

This code is used 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 of the vehicle is unknown.

Consistency Checks:

Errors

	IF	THEN
VV149	HAZARDOUS MATERIALS PLACARD NUMBER (V35) is not equal to 0000	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 (V05) is not equal to 60, 64, 66-79 or 99	HAZARDOUS MATERIALS RELEASE (V36) must equal 0.
VV155	BODY TYPE (V05) equals 99	HAZARDOUS MATERIALS RELEASE (V36) must equal 9.
VV156	BODY TYPE (V05) equals 66 and VEHICLE TRAILING (V13) equals 1	HAZARDOUS MATERIALS RELEASE (V36) must equal 0.
VV168	HAZARDOUS MATERIALS RELEASE (V36) equals 0	HAZARDOUS MATERIALS PLACARDED (V34) must equal 0.

Warnings

	IF	THEN
VV148	HAZARDOUS MATERIALS PLACARD NUMBER (V35) equals 0000	HAZARDOUS MATERIALS RELEASE (V36) should equal 0.

V10 NUMBER OF OCCUPANTS

Screen Heading: Vehicle Occupants

Screen Name: Number Occupants (20-E)

Long Name: How many occupants are in vehicle #?

SAS Name: Vehicle.Occ_Invl

Oracle Name: GES.Vehicle.NumOccs

Element Values:

Screen	Oracle	SAS	
n/a	**n/a**	00	Zero Persons Coded
n/a	**n/a**	1-30	Actual Number of Persons Coded for this Vehicle
0	0	(0)	Zero Persons
1,...	1,...	(1,...)	Total Number of Occupants in this Vehicle
*	-9999	**(999)**	Unknown

Remarks:

Enter **Zero Persons** when this vehicle is in transport and unoccupied.

Count and enter the total number of occupants (injured and uninjured) associated with this vehicle.

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

Enter **Unknown** when the PAR does not indicate the total number of occupants for the vehicle.

Enter **Unknown** if this is a “hit-and-run” vehicle, unless evidence clearly establishes the number of occupants present.

Consistency Checks:

<u>Errors</u>

	IF	**THEN**
VP207	BODY TYPE (V05) equals 80-91 and NUMBER OF OCCUPANTS (V10) is greater than 00	EJECTION (P06) must equal 0.
VV012	BODY TYPE (V05) equals 01-05, 07-09 or 17	NUMBER OF OCCUPANTS (V10) must not be greater than 15.

VV013	BODY TYPE (V05) equals 06, 11, 14 or 15	NUMBER OF OCCUPANTS (V10) must not be greater than 22.
VV015	BODY TYPE (V05) equals 80-89	NUMBER OF OCCUPANTS (V10) must not be greater than 5.
VV192	NUMBER OF OCCUPANTS (V10) equals 00	DRIVER PRESENCE (D01) must equal 0.
VV196	DRIVER DISTRACTED BY (D07) equals 3	NUMBER OF OCCUPANTS (V10) must be greater than 01.
VV207	NUMBER OF OCCUPANTS (V10) equals 00	VIOLATIONS CHARGED (D02) must equal 00.
VV208	NUMBER OF OCCUPANTS (V10) equals 00	DRIVER'S VISION OBSCURED BY (D04) must equal 00.
VV209	NUMBER OF OCCUPANTS (V10) equals 00	DRIVER MANEUVERED TO AVOID (D06) must equal 00.
VV210	NUMBER OF OCCUPANTS (V10) equals 00	DRIVER DISTRACTED BY (D07) must equal 00.
VV216	NUMBER OF OCCUPANTS (V10) equals 00	DRIVER'S ZIP CODE (D08) must equal 00000.

Warnings

	IF	**THEN**
VV032	BODY TYPE (V05) equals 01-05, 07-09 or 97	NUMBER OF OCCUPANTS (V10) should not be greater than 8.
VV033	BODY TYPE (V05) equals 12	NUMBER OF OCCUPANTS (V10) should not be greater than 15.
VV034	BODY TYPE (V05) equals 06, 14-15, 23, 42 or 60-79	NUMBER OF OCCUPANTS (V10) should not be greater than 12.
VV036	BODY TYPE (V05) equals 80-89 or 91	NUMBER OF OCCUPANTS (V10) should not be greater than 2.
VV037	BODY TYPE (V05) equals 90	NUMBER OF OCCUPANTS (V10) should not be greater than 6.
VV241	SPECIAL USE (V08) equals 01	NUMBER OF OCCUPANTS (V10) should be greater than 01.

Post Entry

	IF	THEN
VP045	at least one NUMBER OF OCCUPANTS (V10) equals 00 and at least one PERSON TYPE (P03) 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 (P03=1).

V10A NUMBER OF OCCUPANTS CODED (NEW VARIABLE)

Screen Heading: Vehicle Occupants

Screen Name: Coded Occupants (25-R)

Long Name: How many coded occupants in vehicle #?

SAS Name: none

Oracle Name: GES.Vehicle.NumOccCoded

Element Values:

Screen	Oracle	SAS	
0	0	0	Zero Persons Coded
1,...	1,...	1,...	Number of Coded Occupants Coded for This vehicle
*	-9999	999	Unknown Number of Occupants - This Vehicle

Remarks:

Note: Some State PARs only list injured occupants.

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

D01 DRIVER PRESENCE

Screen Heading: Vehicle Occupants

Screen Name: Driver Presence (680-R)

Long Name: Was a Driver Present in the vehicle at the Time of the Crash?

SAS Name: Vehicle.dr_pres

Oracle Name: GES.Vehicle.DriverPresenceID

Element Values:

Screen	Oracle	SAS	
1	26871	0	Unattended Vehicle (No Driver Involved)
2	26872	1	Driver Operated Vehicle
n/a	**n/a**	2	Hit and Run (Vehicle and/or Driver Left Scene)
3	26874	9	Unknown Driver Presence

Remarks:

This variable serves as a flag to identify driverless, in-transport motor vehicles.

Unattended Vehicle (No Driver Involved) indicates no driver was physically in the in-transport vehicle at the time that it was involved in the crash. A child sitting in the driver's seat does not automatically indicate that the child was operating the vehicle (see discussion under **Driver Operated Vehicle,** below).

Driver Operated Vehicle applies when the PAR indicates there is a driver. Do not automatically code **Driver Operated Vehicle** 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.

Hit and Run (Vehicle and/or Driver Left Scene) *This element is deleted in 1999. See variable Hit and Run (V02). Prior to 1999, it applies when this motor vehicle was a "hit-and-run" vehicle. [i.e., Hit & Run (V02), is encoded (Yes, Driver Or Car & Driver Left Scene)]. Pre-1999 default rule: 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* ***Driver Operated Vehicle****.*

Unknown Driver Presence is coded 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 Checks:

Errors

	IF	THEN
PP062	A previous occupant has been identified as the driver.	This occupant cannot be coded as the driver.
VV186	DRIVER PRESENCE (D01) equals 0	DRIVER'S VISION OBSCURED BY (D04) must equal 00.
VV187	DRIVER PRESENCE (D01) equals 0	DRIVER MANEUVERED TO AVOID (D06) must equal 00.
VV188	DRIVER PRESENCE (D01) equals 0	VIOLATIONS CHARGED (D02) must equal 00.
VV189	DRIVER PRESENCE (D01) equals 0	DRIVER DISTRACTED BY (D07) must equal 00.
VV191	DRIVER PRESENCE (D01) 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 (D01) must equal 0.
VV193	JACKKNIFE (V14) equals 1	DRIVER PRESENCE (D01) must not equal 0.
VV231	DRIVER PRESENCE (D01) equals 0	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must equal 00.
VV236	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 00	DRIVER PRESENCE (D01) must equal 0.

Warnings

	IF	THEN
VV190	DRIVER PRESENCE (D01) equals 0	VEHICLE ROLE (V22) should not equal 0 or 9.

Post Entry

	IF	THEN
AD026	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0210	at least one DRIVER PRESENCE (D01) must equal 0.
DP001	DRIVER PRESENCE (D01) equals 0 or 9	there must not be a Person Level form for that vehicle with PERSON TYPE (P30) equal to 1.

DP004	DRIVER PRESENCE (D01) equals 1	there must be one and only one Person Level form for that vehicle with PERSON TYPE (P03) equal to 1.
DP141	DRIVER PRESENCE (D01) equals 9	at least one PERSON TYPE (P03) must equal 9.

P01 VEHICLE NUMBER (OCCUPANTS)

Screen Heading: Regarding Vehicle # __ Occupant # __

Screen Name: None (N)

Long Name: None

SAS Name: Person.Vehno

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

Element Values:

Screen	Oracle	SAS	
1-30	1-30	1-30	Computer Assigned Number

Remarks:

The in-transport motor vehicles within a crash are numbered sequentially by the computer beginning with 1; no numbers are skipped. Numbers are assigned in accordance with the PAR's assignment unless a number is skipped.

P02 PERSON NUMBER (OCCUPANTS)

Screen Heading: Regarding Vehicle # __ Occupant # __

Screen Name: None (N)

Long Name: None

SAS Name: Person.Perno

Oracle Name: GES.Person.OccNumber

Element Values:

Screen	Oracle	SAS	
1, ...	1, ...	1, ...	Computer Assigned Number

Remarks:

Occupants of each in-transport motor vehicle are numbered sequentially by the computer, beginning with "1"; no numbers are skipped. Numbers are assigned in accordance with the PAR's assignment unless a number is skipped. 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 non-motorists; they are not occupants.

Drivers do not have to be coded "1" (e.g., right hand drive vehicles containing left front occupant). However, code the assumed driver of a hit-and-run vehicle as "1." Assume only one occupant is in a hit-and-run vehicle (unless reliable evidence to the contrary exists), and assume this person is the driver.

P03 PERSON TYPE (OCCUPANTS)

Screen Heading: Vehicle Occupants

Screen Name: Person Type (760-R)

Long Name: What is the person type of this occupant?

SAS Name: Person.Per_type

Oracle Name: GES.Person.PersonTypeID

Element Values:

Screen	Oracle	SAS	
1	26704	1	Driver Of A Motor Vehicle In-Transport (Occupant)
2	26705	2	Passenger Of A Motor Vehicle In-Transport (Occupant)
~~3~~	~~26706~~	~~3~~	~~Occupant Of A Motor Vehicle Not In-Transport (Non-Motorist)~~
~~4~~	~~26707~~	~~4~~	~~Occupant Of A Non-motor Vehicle Transport Device (Non-Motorist)~~
~~5~~	~~26708~~	~~5~~	~~Nonoccupant - Pedestrian (Non-Motorist)~~
~~6~~	~~26709~~	~~6~~	~~Nonoccupant - Cyclist/Pedalcyclist (Non-Motorist)~~
~~7~~	~~26710~~	~~8~~	~~Nonoccupant - Other Or Unknown (Non-Motorist)~~
8	26711	9	Unknown Occupant Type In A Motor Vehicle In-Transport (Occupant)

Remarks:

Hit-and-run vehicles are assumed to have only one occupant (unless reliable evidence to the contrary exists), and that person is assumed to be the driver. All other persons riding in or on the vehicle are considered to be passengers.

Enter **Unknown Occupant Type In A Motor Vehicle In-Transport** when it is unknown whether this occupant was a driver or passenger.

Consistency Checks:

<u>Errors</u>

	IF	**THEN**
AP021	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0000	PERSON TYPE (P03) must not equal 5, 6 or 8.
AP027	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0120 and PERSON TYPE (P03) equals 5	SCHOOL BUS RELATED (A21) must equal 1.

AP061	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0520 and PERSON TYPE (P3) equals 5	NON MOTORIST'S ACTION (P19) must equal 21 or 22.
PA083	PERSON'S PHYSICAL IMPAIRMENT (P18) equals 04 and PERSON TYPE (P03) equals 4	the first character of PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must equal 1.
PA096	PERSON TYPE (P03) equals 5 or 6	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must not equal 0000.
PA201	PERSON TYPE (P03) equals 3-8 and NUMBER OF MOTOR VEHICLES (A03) equals 01	NON-MOTORIST STRIKING VEHICLE NUMBER (P22) must equal 01.
PP002	PERSON TYPE (P03) equals 1	SEATING POSITION (P04) must not equal 21-53.
PP034	PERSON TYPE (P03) equals 1	RESTRAINT SYSTEM USE (P15) must not equal 6.
PP040	PERSON TYPE (P03) equals 4 or 6	NON-MOTORIST'S ACTION (P19) must not equal 21-29.
PP041	PERSON TYPE (P30) equals 5 or 8	NON MOTORIST'S ACTION (P19) must not equal 01-10.
PP046	PERSON TYPE (P03) equals 2	PERSON'S PHYSICAL IMPAIRMENT (P18) must equal 00.
PP047	PERSON TYPE (P03) equals 2 or 3	POLICE REPORTED ALCOHOL INVOLVEMENT (P11) must equal 0.
PP048	PERSON TYPE (P03) equals 2 or 3	POLICE REPORTED DRUG INVOLVEMENT (P17) must equal 0.
PP068	PERSON TYPE (P03) equals 3	NON MOTORIST'S ACTION (P19) must equal 00.
PP072	PERSON TYPE (P03) 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.
PP082	NON-MOTORIST STRIKING VEHICLE NUMBER (P22) is null	PERSON TYPE (P03) must not equal 3-8.
PP083	NON-MOTORIST STRIKING VEHICLE NUMBER (P22) is equal to 01-30 or 99	PERSON TYPE (P03) must not equal 1, 2 or 9.

PV001	PERSON TYPE (P03) equals 1 and BODY TYPE (V05) equals 80-89	SEATING POSITION (P04) must not equal 00, 12-53 or 99.
PV005	PERSON TYPE (P03) equals 2 or 9 and BODY TYPE (V05) equals 80-89	SEATING POSITION (P04) must not equal 13-19 or 22-53.
PV007	PERSON TYPE (P03) equals 2 and BODY TYPE (V05) equals 50-59	SEATING POSITION (P04) must not equal 11-39, 50, 52 or 99.
PV010	PERSON TYPE (P03) equals 9 and BODY TYPE (V05) equals 50-59	SEATING POSITION (P04) must not equal 12-50 or 52.
PV011	PERSON TYPE (P03) equals 1 and AGE (P07) is less than 08	BODY TYPE (V05) must not equal 01-07, 09-60, 64-66, 78-79 or 93.
VP002	PERSON TYPE (P03) equals 2 or 9 and BODY TYPE (V05) equals 01-02, 04, 10, 30-32, 39, 41, 90 or 91	SEATING POSITION (P04) must not equal 50 or 51.
VP199	NUMBER OF OCCUPANTS (V10) is greater than 00	there must be only one occupant coded as the driver (P03=1).

Warnings

	IF	THEN
AP024	SCHOOL BUS RELATED (A21) equals 1 and PERSON TYPE (P03) equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0120.
PA051	PERSON TYPE (P03) 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 (P03) equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0710, 0720, 0730, 0740, 0750, 0760 or 0790.
PP009	PERSON TYPE (P03) equals 2 or 9	SEATING POSITION (P04) should not equal 11.
PP018	PERSON TYPE (P03) equals 1	SEATING POSITION (P04) should not equal 12-19.
PP045	PERSON TYPE (P03) equals 2 and RESTRAINT SYSTEM USE (P15) equals 1-3, 6, 8 or 9	EJECTION (P06) should equal 0.

PP061	NON MOTORIST SAFETY EQUIPMENT USE (P20) equals 1 or 3	PERSON TYPE (P03) should equal 6.
PP081	PERSON TYPE (P03) equals 3	NON MOTORIST LOCATION (P13) should not equal 01, 02, 11 or 12.
PP085	PERSON'S PHYSICAL IMPAIRMENT (P18) equals 07	PERSON TYPE (P03) should not equal 1.

Post Entry

	IF	**THEN**
AP005	~~FIRST~~ HARMFUL EVENT (A06) equals 21	at least one person must have PERSON TYPE (P03) equal to 5.
AP006	~~FIRST~~ HARMFUL EVENT (A06) equals 22	at least one person must have PERSON TYPE (P03) equal to 6 or 8.
AP008	~~FIRST~~ HARMFUL EVENT (A06) equals 6	at least one PERSON TYPE (P03) equal to 1-2 or 9 must have INJURY SEVERITY (P09) equal to 1-5.
AP015	NUMBER OF MOTOR VEHICLES (A03) is greater than 00	at least one PERSON TYPE (P03) should equal 1, 2 or 9.
AP023	RELATION TO JUNCTION (A09) equals 01 or 11 and PERSON TYPE (P03) equals 5 for the first non-motorist	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must not equal 0810, 0821, 0822, 0829, 0830, 0840 or 0890.
AP039	RELATION TO JUNCTION (A09) equals 01, 02, 11 or 12 and PERSON TYPE (P03) equals 5 for the first non-motorist	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0710, 0720, 0730, 0740, 0750, 0760 or 0790.
AP040	RELATION TO ROADWAY (A10) is not equal to 1 and at least one PERSON TYPE (P03) 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 (P03) equals 6	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0005, 0006, 0007, 0009, 0010, 0012, 0018, 0019, 0021 0024, 0048, 0049, 0054 or 0055.
AP077	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0420	at least one PERSON TYPE (P03) must equal 4.
AP128	~~FIRST~~ HARMFUL EVENT (A06) equals 27	at least one person mus have PERSON TYPE (P03) equal 4 or 8.

AP155	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 9999	at least one person must have PERSON TYPE (P03) equal 4 or 8 (P03) must equal 8.
DP001	DRIVER PRESENCE (D01) equals 0 or 9	there must not be a Person Level form for that vehicle with PERSON TYPE (P03) equal to 1.
DP004	DRIVER PRESENCE (D01) equals 1	there must be one and only one Person Level form for that vehicle with PERSON TYPE (P03) equal to 1.
DP095	VIOLATIONS CHARGED (D02) equals 01 and PERSON TYPE (P03) equals 1	either POLICE REPORTED ALCOHOL INVOLVEMENT (P11) or POLICE REPORTED DRUG INVOLVEMENT (P17) must equal 1 or 7.
DP141	DRIVER PRESENCE (D01) equals 9	at least one PERSON TYPE (P03) must equal 9.
PA049	at least one PERSON TYPE (P03) equals 5 and ~~FIRST~~ HARMFUL EVENT (A06) equals 21 and EVENT NUMBER (E01) equals 1	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.
PA058	at least one PERSON TYPE (P03) equals 6 and ~~FIRST~~ HARMFUL EVENT (A06) equals 22 and EVENT NUMBER (E01) equals 1	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must equal 0001-0041, 0048, 0049, 0055, 0097, 0098 or 0099.
PP062	A previous occupant has been identified as the driver. Only one occupant can be coded (P03 = 1) as the driver.	
VA218	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 00; at least one PERSON TYPE (P03) 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.
VP010	~~FIRST~~ HARMFUL EVENT (A06) equals 21	at least one PERSON TYPE (P03) must be equal 5.
VP011	~~FIRST~~ HARMFUL EVENT (A06) equals 22	at least one PERSON TYPE (P03) must be equal to 6.
VP012	~~FIRST~~ HARMFUL EVENT (A06) equals 27	at least one PERSON TYPE (P03) must equal 4 or 8.

VP013	~~FIRST~~ HARMFUL EVENT (A06) equals 06	at least one occupant of this vehicle (PERSON TYPES (P03) 1-2 or 9) must have INJURY SEVERITY (P09) equal to 1-5 or 9.
VP045	at least one NUMBER OF OCCUPANTS (V10) equals 00 and at least one PERSON TYPE (P03) 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 (P03) equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0220.
VP047	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 10-12 or 16 and at least one PERSON TYPE (P03) 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 (P03) 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 (P03) 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 (P03) equals 6	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0005, 0009, 0010, 0012, 0024, 0034, 0048 or 0049.
VP224	BODY TYPE (V05) equals 80-90 and there is at least one PERSON TYPE (P03) equal to 1 or 2	RESTRAINT SYSTEM USE (P15) must equal 0, 5 or 9.

P04 SEATING POSITION

Screen Heading: Occupant Characteristics

Screen Name: Seat Position (770-R)

Long Name: What Is This Occupant's Seating Position?

SAS Name: Person.Seat_pos

Oracle Name: GES.Person.SeatID

Element Values:

Screen	Oracle	SAS	
1	26726	11	Front Seat, Left Side
2	26727	12	Front Seat, Middle
3	26728	13	Front Seat, Right Side
4	26729	18	Front Seat, Other
5	26730	19	Front Seat, Unknown
6	26731	21	Second Seat, Left Side
7	26732	22	Second Seat, Middle
8	26733	23	Second Seat, Right Side
9	26734	28	Second Seat, Other
10	26735	29	Second Seat, Unknown
11	26736	31	Third Seat, Left Side
12	26737	32	Third Seat, Middle
13	26738	33	Third Seat, Right Side
14	26739	38	Third Seat, Other
15	26740	39	Third Seat, Unknown
16	26741	50	Sleeper Section of Cab (Truck)
17	26742	51	Other Passenger in Passenger or Cargo Area
18	26743	52	Trailing Unit
19	26744	53	Riding on Exterior of Vehicle
20	26745	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 **Front Seat, Other; Second Seat, Other;** and **Third Seat, Other**.

In seat rows designated for only two passengers, enter elements **Front Seat, Left Side; Front Seat, Right Side; Second Seat, Left Side; Second Seat, Right Side; Third Seat, Left Side; Third Seat, Right Side;** or **Other Passenger in Passenger or Cargo Area**.

Enter **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.

Front Seat, Other; Second Seat, Other; and **Third Seat, Other** are 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 **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 **Other Passenger In Passenger Or Cargo Area** when a person is in the fourth or higher seat row but not in a seat.

Enter **Sleeper Section of Cab (Truck)** if the occupant's vehicle is a medium or heavy truck and has a cab sleeper, and this occupant is in the sleeper section at the time of the crash.

Enter **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.

For rearward facing seats use the basic idea described above in the previous paragraph to describe the occupant's seat position.

If a seat row has more than three designated seat positions, the occupants should have their positions assigned as usual for the left and right positions, while the two center positions would be encoded as **Other** (i.e., **Front Seat, Other; Second Seat, Other**; **Third Seat, Other** or **Other Passenger in Passenger or Cargo Area**) 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 **Front Seat, Left**; sidecar passenger **Front Seat, Right**; passenger behind the driver **Second Seat, Left** and passenger on the lap of the driver (in front of) **Front Seat, Left**.

Enter **Trailing Unit** when an occupant is in or on a trailing unit {i.e., Vehicle Trailing (V13), for this occupant's vehicle must be coded >= "1", one or more trailing units)}.

Enter **Riding on Vehicle Exterior of Vehicle** when an occupant is riding on a fender, the boot of a convertible, the open cargo box of a light truck, etc.

Consistency Checks:

Errors

	IF	THEN
PP002	PERSON TYPE (P03) equals 1	SEATING POSITION (P04) must not equal 21-53.
PP074	SEATING POSITION (P04) equals 12 or 21-53	AIR BAG AVAILABILITY/FUNCTION (P21) must equal 0.
PP075	SEATING POSITION (P04) equals 22, 23 or 31-53	RESTRAINT SYSTEM USE (P15) must not equal 5.
PP076	SEATING POSITION (P04) does not equal 11 or 13	AIR BAG AVAILABILITY/FUNCTION (P21) must not equal 1 or 2.
PP077	For Occupants, the value "00" must not be coded for SEATING POSITION (P04).	
PP080	AIR BAG AVAILABILITY/FUNCTION (P21) equals 1 or 2	SEATING POSITION (P04) must not equal 12 or 21-99.
PP084	SEATING POSITION (P04) equals 50 or 53	RESTRAINT SYSTEM USE (P15) must equal 7.
PV001	PERSON TYPE (P30) equals 1 and BODY TYPE (V05) equals 80-89	SEATING POSITION (P04) must not equal 00, 12-53 or 99.
PV005	PERSON TYPE (P03) equals 2 or 9, and BODY TYPE (V05) equals 80-89	SEATING POSITION (P04) must not equal 13-19 or 22-53.
PV006	SEATING POSITION (P04) equals 52	VEHICLE TRAILING (V13) must not equal 1.
PV007	PERSON TYPE (P03) equals 2 and BODY TYPE (V05) equals 50-59	SEATING POSITION (P04) must not equal 11-39, 50, 52 or 99.
PV010	PERSON TYPE (P03) equals 9 and BODY TYPE (V05) equals 50-59	SEATING POSITION (P04) must not equal 12-50 or 52.
VP002	PERSON TYPE (P03) equals 2 or 9 and BODY TYPE (V05) equals 01 02, 04, 10, 30-32, 39, 41, 90 or 91	SEATING POSITION (P04) must not equal 50 or 51.

Warnings

	IF	THEN
PP009	PERSON TYPE (P03) equals 2 or 9	SEATING POSITION (P04) should not equal 11.
PP018	PERSON TYPE (P03) equals 1	SEATING POSITION (P04) should not equal 12-19.
PP033	RESTRAINT SYSTEM USE (P15) equals 1	SEATING POSITION (P04) should not equal 12, 22, 32 or 50-53.
PV166	SEATING POSITION (P04) equals 31-39	BODY TYPE (V05) should not equal 01, 02, 03, 04 or 05.
VP192	If SEATING POSITION (P04) equals 53 and BODY TYPE (V05) does not equal 01, 06 or 30-39	EJECTION (P06) should equal 0.

P06 EJECTION

Screen Heading: Occupant Characteristics

Screen Name: Ejection (780-E)

Long Name: Was the occupant totally or partially thrown from the vehicle as a result of the crash?

SAS Name: Person.Eject

Oracle Name: GES.Person.EjectionID

Element Values:

Screen	Oracle	SAS	
1	26754	0	Not Ejected
2	26755	1	Totally Ejected
3	26756	2	Partially Ejected
~~4~~	~~26757~~	~~7~~	~~Ejected - Unknown Degree (to be added in 2000)~~
5	26758	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 crash 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 **Not Ejected** if the PAR specifically so states for a given occupant. ~~For other occupants of non hit-and-run vehicles about whom the PAR is silent, enter **Unknown**~~. Enter **Not Ejected** for occupants of a hit-and-run vehicle, unless the PAR specifically indicates that ejection occurred. Also, enter **Not Ejected** 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 **Totally Ejected** when the occupant's body is entirely outside the vehicle but may be in contact with the vehicle. Includes ejected - unknown degree (5/3/99 - temporary rule)

Enter **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 **Totally Ejected**.

Enter **Ejected - Unknown Degree** when the PAR indicates that an occupant is ejected but fails to discriminate between total and partial ejection.

Enter **Unknown** when the PAR specifically indicates unknown or when the person was injured and there is no information on ejection.

Consistency Checks:

Errors

	IF	THEN
PV103	EJECTION (P06) equals 1or 2	this person's vehicle's MOST HARMFUL EVENT (V20) must not equal 06.
PV125	EJECTION (P06) equals 1or 2	BODY TYPE (V05) must not equal 80-89, 90 or 91.
PP070	EJECTION (P06) equals 1or 2	RESTRAINT SYSTEM USE (P15) must not equal 5.
VP207	BODY TYPE (V05) equals 80-91 and NUMBER OF OCCUPANTS (V10) is greater than 00	EJECTION (P06) must equal 0.
VP208	HIT AND RUN (V02) equals 1 and MANNER OF LEAVING SCENE (V19) equals 1	EJECTION (P06) must equal 0.

Warnings

	IF	THEN
PP037	EJECTION (P06) equals 1or 2	RESTRAINT SYSTEM USE (P15) should equal 0, 7 or 9.
PP045	PERSON TYPE (P03) equals 2 and RESTRAINT SYSTEM USE (P15) equals 1, 3, 6, 8 or 9	EJECTION (P06) should equal 0.
PP069	EJECTION (P06) equals 1or 2	INJURY SEVERITY (P09) should not equal 0.
VP192	SEATING POSITION (P04) equals 53 and BODY TYPE (V05) does not equal 01, 06 or 30-39	EJECTION (P06) should equal 0.

P21 AIR BAG AVAILABILITY/FUNCTION

Screen Heading: Occupant Characteristics

Screen Name: Bag Available (870-E)

Long Name: What is the air bag availability/function in the seat position of this occupant?

SAS Name: Person.Airbag

Oracle Name: GES.AirBag.AirbagavailID

Element Values:

Screen	Oracle	SAS	
1	1	0	No Air Bag Available
2	2	1	Deployed
3	3	2	Non-Deployed
4	9	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 **Deployed** when the PAR indicates that an air bag deployed for the seat position occupied by this person.

Enter **Non-Deployed** when the PAR indicates that an air bag existed at this occupants seat position but it did not deploy.

Enter **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 Checks:

<u>Errors</u>

	IF	**THEN**
PP074	SEATING POSITION (P04) equals 12 or 21-53	AIR BAG AVAILABILITY/ FUNCTION (P21) must equal 0.
PP076	SEATING POSITION (P04) 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 (P04) must not equal 12 or 21-99.
PV172	AIR BAG AVAILABILITY/ FUNCTION (P21) equals 1 or 2	BODY TYPE (V05) must equal 01-39, 48 or 49.
PV196	AIR BAG AVAILABILITY/ FUNCTION (P21) equals 1 or 2 and BODY TYPE (V05) equals 14-19, 21-29, 48 or 49	MODEL YEAR (V06) must be greater than 91.

Warnings

	IF	THEN
PV171	AIR BAG AVAILABILITY/FUNCTION (P21) equals 1 or 2 and BODY TYPE (V05) equals 20	VEHICLE MAKE (V03) 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 (V05) equals 14-16 or 19	VEHICLE MAKE (V03) should equal 02 or 12.
PV195	AIR BAG AVAILABILITY/ FUNCTION (P21) equals 1 or 2 and BODY TYPE (V05) equals 21	VEHICLE MAKE (V03) should equal 09, 12 or 20.
PV202	AIR BAG AVAILABILITY (P21) equals 1 or 2 and BODY TYPE (V05) equals 31	VEHICLE MAKE (V03) should equal 07, 12, 20 or 49.
VP173	BODY TYPE (V05) equals 40-45 or 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 (V06) is less then 1970.	

P07 AGE (OCCUPANTS)

Screen Heading: Occupant Characteristics

Screen Name: Age (790-E)

Long Name: Enter the person's age.

SAS Name: Person.Age

Oracle Name: GES.Person.Age

Element Values:

Screen	Oracle	SAS	
0	0	0	Less Than One Year Old
1-96	1-96	1-96	One to Ninety-Six Years Old
n/a	**n/a**	97	Ninety-Seven Years or Older
97, ...	97, ...	**(97,...)**	Actual Age of Person 97 Years Old or Older
*	-9999	99	Unknown

Remarks:

The person's age at the time of the crash is recorded with respect to the person's last birthday.

Consistency Checks:

Errors

	IF	THEN
PV011	PERSON TYPE (P03) equals 1 and AGE (P07) is less than 08	BODY TYPE (V05) must not equal 01-07, 09-60, 64-66, 78-79 or 93.

Warnings

	IF	THEN
PP013	UNLIKELY: AGE (P07) is greater than 92 and not equal to 99.	
PP036	RESTRAINT SYSTEM USE (P15) equals 6	AGE (P07) should equal 00-04 or 99.

P08 SEX (OCCUPANTS)

Screen Heading: Occupant Characteristics

Screen Name: Sex (800-E)

Long Name: What is the person's sex?

SAS Name: Person.sex

Oracle Name: GES.Person.SexID

Element Values:

Screen	Oracle	SAS	
1	26712	1	Male
2	26713	2	Female
3	26714	9	Unknown

Remarks:

Self-explanatory

P09 INJURY SEVERITY (OCCUPANTS)

Screen Heading: Occupant Characteristics

Screen Name: Injury Severity (810-E)

Long Name: What is the police reported injury severity for this occupant?

SAS Name: Person.Inj_sev

Oracle Name: GES.Person.InjurySeverityID

Element Values:

Screen	Oracle	SAS	
1	26746	0	No Injury (O)
2	26747	1	Possible Injury (C)
3	26748	2	Nonincapacitating Evident Injury (B)
4	26749	3	Incapacitating Injury (A)
5	26750	4	Fatal Injury (K)
6	26751	5	Injured, Severity Unknown
7	26752	6	Died Prior To Crash
8	26753	9	Unknown

Remarks:

Enter the police reported injury severity for this person (i.e., occupant, pedestrian or non-motorist). Most jurisdictions use the KABCO injury coding scheme.

K = Killed
A = Incapacitating Injury
B = 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" , Nonincapacitating-evident injuries are classified as "B", and possible injuries are "C". Property damage only (i.e., no injury) is classified as "O".

Enter **Injured, Severity Unknown** if the police report indicates a "U" or in any other way communicates the idea that the person was injured but the severity is unknown.

Enter **Died Prior to Crash** only if the police explicitly 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 **No Injury (O)**. If the PAR is "blank" and the person was not present during the police investigation, enter **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 Scheme/ Code
Alabama	K	= Killed	K - 4
	A	= Visible or carried from scene	A - 3
	B	= Bruise/abrasion/swelling	B - 2
	C	= Not visible - has pain/faint	C - 1
	Blank	= No documentation of driver or occupant injury	Blank - 0
		= No set unknown code	
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	
1-11 Any Entry	1-12 Any Entry	6 Dead	K-4
1-11 Any Entry	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 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	0-0
Blank or Slashed	Blank or Slashed	Blank or Slashed	0-0
Unknown	Unknown	Unknown	U-9

State	PAR Code/Definition		NASS Scheme/ 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

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
Any Entry	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	U

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-bruise abrasion	Shock, Normal	B-2
All but eye	complaint of pain	Shock, Normal	C-1 0-0
X	X	X	X

Consistency Checks:

Warnings

	IF	THEN
AP098	STRATUM (A23) equals 3	at least one INJURY SEVERITY (P09) should equal 2, 3 or 4.
AP144	STRATUM (A23) equals 4	INJURY SEVERITY (P09) should not equal 2, 3, 4 or 5.
AV230	STRATUM (A23) equals 4 and at least one BODY TYPE (V05) equals 60-79	no INJURY SEVERITY (P09) should equal 1, 2, 3 or 4.
PP011	TAKEN TO HOSPITAL OR TREATMENT FACILITY (P10) equals 1	INJURY SEVERITY (P09) should not be blank, 0 or 9.
PP015	UNLIKELY: INJURY SEVERITY (P09) is equal to 6.	

PP069	EJECTION (P06) equals 1or 2	INJURY SEVERITY (P09) should not equal 0.
VP143	No MANNER OF LEAVING SCENE (V19) equals 2 and no INJURY SEVERITY (P09) equals 2, 3, 4 or 5	STRATUM (A23) should equal 4.

Post Entry

	IF	**THEN**
AP008	~~FIRST~~ HARMFUL EVENT (A06) equals 06	at least one PERSON TYPE (P03) equal to 1-2 or 9 must have INJURY SEVERITY (P09) equal to 1-5.
AV231	STRATUM (A23) equals 4 and no BODY TYPE (V05) equals 60-79	no INJURY SEVERITY (P09) should equal 2, 3 or 4.
PV188	(any) INJURY SEVERITY (P09) equals 1, 2, 3, 4 or 5 and (any) BODY TYPE (V05) equals 60-79	STRATUM (A23) should equal 02.
PV233	INJURY SEVERITY (P09) equals 1 and at least one BODY TYPE (V23) equals 60-79	STRATUM (A23) should not equal 4.
VP013	MOST HARMFUL EVENT (V20) equals 06	at least one occupant of this vehicle (PERSON TYPES (P03) 1-2 or 9) must have INJURY SEVERITY (P09) equal to 1-5, 9 or blank.

P10 TAKEN TO HOSPITAL OR TREATMENT FACILITY (OCCUPANTS)

Screen Heading: Occupant Characteristics

Screen Name: Transported (820-E)

Long Name: Is this person transported to a hospital or another treatment facility?

SAS Name: Person.Hospital

Oracle Name: GES.Person.Treatment

Element Values:

Screen	Oracle	SAS	
1	1	0	No
2	2	1	Yes
3	3	9	Unknown

Remarks:

This variable addresses transportation directly from the scene to a treatment facility. The means of transportation is not a consideration.

Enter **No** when the person is not transported directly from the scene to a hospital. Use this element when the person is pronounced dead-at-the-scene and is transported to funeral home. 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 crash.

Enter **Yes** when the PAR indicates that the person is transported directly from the scene to a hospital or treatment facility (hospital, clinic, doctor's office, etc.). The person need not have been injured. The means of transportation is not a consideration. If the person died on route to a hospital or medical facility or was pronounced dead-on-arrival at a hospital or medical facility, enter **Yes**.

Enter **Unknown** if it cannot be determined if the person is transported directly from the scene to a medical facility. Use this attribute if the police report indicates the person will “seek own medical treatment” and it cannot be determined if the person goes directly to a medical facility.

Consistency Checks:

Post Entry

	IF	THEN
PP011	TAKEN TO HOSPITAL OR TREATMENT FACILITY (P10) equals 1	INJURY SEVERITY (P09) should not be blank, 0 or 9
VP234	HIT AND RUN (V02) equals 1	all TAKEN TO HOSPITAL OR TREATMENT FACILITY (P10) for this vehicle should equal 0.

D08 DRIVER'S ZIP CODE

Screen Heading: Driver Data

Screen Name: Zip Code (730-E)

Long Name: What is the driver's zip code?

SAS Name: Vehicle.Dr_zip_c

Oracle Name: GES.Driver.Zipcode

Element Values:

Screen	Oracle	SAS	
xxxxx	xxxxx	xxxxx	Code actual 5-digit zip code
00000	00000	00000	Not Resident of US or Territories/Driver not present
*	99999	99999	Unknown

Range[1] (first, second, and third characters):

000, 004-098, 100-212, 214-268, 270-342, 344, 346-347, 349-352, 354-374, 376-397, 400-418, 420-427, 430-458, 460-508, 510-516, 520-528, 530-532, 534-535, 537-551, 553-567, 570-577, 580-588, 590-648, 650-658, 660-662, 664-681, 683-689, 690-693, 700-701, 703-708, 710-714, 716-731, 734-816, 820-838, 840-847, 850, 852-853, 855-857, 859-860, 863-865, 870-875, 877-884, 889-891, 893-895, 897-898, 900-928, 930-961, 967-986, 988-999

1. Range is a compilation of Section 6 of the 1997 National Five Digit Zip Code & Post Office Directory

Remarks:

For the purposes of this variable, a driver is considered to reside at the address listed on the police crash 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 **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 crash but no driver was in the vehicle at the time.

Code **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 (e.g., hit and run). In addition, use this code if the driver, licensed or not, has no permanent address. For example, the driver could be living out of his/her vehicle (camper, motor home, etc.) or the driver could be "homeless".

If a ZIP CODE is listed on the PAR but it is not a valid number use this code.

Consistency Checks:

Errors

	IF	THEN
VV216	NUMBER OF OCCUPANTS (V10) equals 00	DRIVER'S ZIP CODE (D8) must equal 00000.

D09 SPEED RELATED

Screen Heading: Driver Data

Screen Name: Speed Related (725-E)

Long Name: Is the driver's speed a factor in the crash?

SAS Name: Vehicle.speedrel

Oracle Name: GES.Driver.SpeedRelated

Element Values:

Screen	Oracle	SAS	
1	1,-1	0	No
2	2	1	Yes
3	3	9	Unknown

Remarks:

This variable captures when speed is a contributing factor.

Enter **No** when there is no indication that this driver's speed was a factor. Also, use this value when there is no driver involved in the crash or when the vehicle is stopped.

Enter **Yes** when excessive speed (this includes too fast for conditions) by this driver is noted as a contributing factor or a speeding violation has been issued to this driver. Note: Do not use this value if the violation or contributing factor is "too slow" or an equivalent.

Enter **Unknown** if the driver is a hit-and-run driver and no information is available about speed as a contributing factor.

Consistency Checks:

<u>Errors</u>

	IF	**THEN**
VV250	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 00 or 04	SPEED RELATED (D09) must equal 0.
VV253	VIOLATIONS CHARGED (D02) equals 03	SPEED RELATED (D09) must equal 1.
VV255	TRAVEL SPEED (V11) equals 00	SPEED RELATED (D09) must equal 0.

Warnings

	IF	THEN
VA245	TRAVEL SPEED (V11) is greater than SPEED LIMIT (A18)	SPEED RELATED (D09) should equal 1.
VV251	CRITICAL EVENT (V26) equals 6	SPEED RELATED (D09) should equal 1.

P11 POLICE REPORTED ALCOHOL INVOLVEMENT (DRIVERS)

Screen Heading: Driver Data

Screen Name: Alcohol (830-E)

Long Name: Did the police report alcohol presence or involvement for this driver?

SAS Name: Person.Per_alch

Oracle Name: GES.Person.Police_AlcoholID

Element Values:

Screen	Oracle	SAS	
n/a	**n/a**	0	Alcohol Not Involved or N/A
n/a	**n/a**	1	Alcohol Involved
n/a	**n/a**	7	Alcohol and/or Drugs Involved
1	26720	**(0)**	Not Applicable
2	19431	**(1)**	Alcohol Not Involved
3	26721	**(2)**	Alcohol Involved
4	26723	8	Not Reported
5	26724	9	Unknown (Police Reported)

Remarks:

1998 Coding Rules:

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 crash, 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 **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 **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 DUIL, (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 **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 variables POLICE REPORTED ALCOHOL INVOLVEMENT*

(P11) and POLICE REPORTED DRUG INVOLVEMENT (P17) whenever sufficient information is available to do so.

*Enter **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 **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.*

1999 Coding Rules:

The phrase "alcohol involved" means that alcohol is present in the person (drivers of in-transport motor vehicles and non-motorists only). Involvement is not an indication that alcohol was in any way a cause of the crash, 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.

Not Applicable is used for all occupants of motor vehicles in-transport who are not drivers.

Alcohol Not Involved applies if the investigating officer's assessment is that alcohol is not present in the driver.

Alcohol Involved is coded if the police indicate alcohol presence in the driver via: (1) a specific data element on the police report form, (2) the police charge the driver with DUIL, (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).

Some PARs have a block labeled “Alcohol/Drugs.” If “use” is indicated, and it cannot be determined which was used (e.g., narrative, arrest/charged section, etc.), then assume alcohol is present. If the police report indicates that a driver was charged with DWI (driving while intoxicated or driving while impaired) and no clarification is offered to indicate if the DWI was alcohol related or other drug related (i.e., a specific data element; mentioned in the narrative section; BAC results), then assume alcohol presence.

Enter **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. Also use this code If no block exists on the PAR for reporting alcohol presence and no other information is available.

Enter **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 Checks:

Errors

	IF	THEN
PP047	PERSON TYPE (P03) equals 2 or 3	POLICE REPORTED ALCOHOL INVOLVEMENT (P11) must equal 0.

Post Entry

	IF	THEN
DP095	VIOLATIONS CHARGED (D02) equals 1 or 2 and PERSON TYPE (P03) equals 1	either POLICE REPORTED ALCOHOL INVOLVEMENT (P11) or POLICE REPORTED DRUG INVOLVEMENT (P17) must equal 2.

P17 POLICE REPORTED DRUG INVOLVEMENT (DRIVERS)

Screen Heading: Driver Data

Screen Name: Drugs (835-E)

Long Name: Did the police report drug presence or involvement for this driver?

SAS Name: Person.Per_Drug

Oracle Name: GES.Person.Police_DrugID

Element Values:

Screen	Oracle	SAS	
n/a	**n/a**	0	Drugs Not Involved or N/A
n/a	**n/a**	1	Drugs Involved
n/a	**n/a**	7	Drugs and/or Alcohol Involved
1	19432	**(0)**	Not Applicable
2	26715	**(1)**	Drugs Not Involved
3	26716	**(2)**	Drugs Involved
4	26718	8	Not Reported
5	26719	9	Unknown (Police Reported)

Remarks:

1998 Coding Rules:

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 crash, 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 **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 **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 **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 variables POLICE REPORTED ALCOHOL INVOLVEMENT (P11) and POLICE REPORTED DRUG INVOLVEMENT (P17) whenever sufficient information is available to do so.*

*Enter **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 **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.*

1999 Coding Rules:

The phrase "other drug involvement" includes prescription and “over-the-counter” medications as well as “illicit” substances (e.g., in most cases, marijuana, cocaine, heroin, etc. where usage has not been prescribed by a doctor). Also, “other drug involvement” means that an other drug is present in the person (drivers of in-transport motor vehicles and non-motorists only). It is not an indication that the drug usage was in any way a cause of the crash, even though it may have been. If the PAR indicates that other drugs were found in the vehicle, then this information does not by itself constitute involvement.

Not Applicable is used for all occupants of motor vehicles in-transport who are not drivers.

Drugs Not Involved applies if the investigating officer's assessment is that no other drugs were present in the person.

Drugs Involved is coded if the police indicate that other drugs are present in the person via: (1) a specific data element on the police report form or (2) the police mention in the narrative section of the report that other drugs are present in the person.

Some PARs have a block labeled “Alcohol/Drugs.” If “use” is indicated, and it cannot be determined which was used (e.g., narrative, arrest/charged section, etc.), then assume alcohol is used. If the police report indicates that a driver was charged with DWI (driving while intoxicated or driving while impaired) and no clarification is offered to indicate if the DWI was alcohol related or other drug related (i.e., a specific data element; mentioned in the narrative section; BAC results), then assume alcohol presence.

Enter **Not Reported** if there is a specific location on the police report for assessment of other drug presence but the investigating officer fails to make either a positive or negative assessment. Also use this code If no block exists on the PAR for reporting other drugs and no other information is available.

Enter **Unknown (Police Reported)** if other drug presence is specifically indicated on the PAR as unknown. A growing number of police reports have blocks to check either positive or negative other drug presence. However, if a police report has provision for the investigating officer to respond "unknown presence", then enter this element. In addition, enter this element for hit-and-run drivers unless clear evidence to the contrary exists.

Consistency Checks:

Errors

	IF	THEN
PP048	PERSON TYPE (P03) equals 2 or 3	POLICE REPORTED DRUG INVOLVEMENT (P17) must equal 0.

Post Entry

	IF	THEN
DP095	VIOLATIONS CHARGED (D02) equals 1 or 2 and PERSON TYPE (P03) equals 1	either POLICE REPORTED ALCOHOL INVOLVEMENT (P11) or POLICE REPORTED DRUG INVOLVEMENT (P17) must equal 2.

D02 VIOLATIONS CHARGED

Screen Heading: Driver violations

Screen Name: Driver Violations (690-E)

Long Name: What driver violations are charged by the police?

SAS Name: Vehicle.Violatn

Oracle Name: GES.DriverViolation.ViolationID

Element Values:

Screen	Oracle	SAS	
1	26247	0	None
2	26250	**(1)**	Alcohol
3	26251	**(2)**	Drugs
n/a	**n/a**	1	Alcohol Or Drugs
4	26252	2(3)	Speeding
n/a	**n/a**	3	Alcohol Or Drugs and Speeding
5	26696	4	Reckless Driving
6	26697	5	Driving with a Suspended or Revoked License
7	26698	6	Failure to Yield Right-of-Way
8	26699	7	Running a Traffic Signal or Stop Sign
9	26700	50	Hit & Run (And No Information)
10	19428	**(96)**	Not Reported
11	26701	97	Violation Charged - No Details
12	26702	98	Other Violation
13	26703	99	Unknown if Charged

Remarks:

Enter **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 Driver Presence (D01) is encoded [Unattended Vehicle (No Driver Involved)].

Explanation of SAS Element Values Which are not Included in the Oracle Data entry System:

SAS Element values "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.). SAS 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 **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 **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 **Failure To Yield** if this driver is charged with: "failure to yield ...." (in any of its multitudinous forms).

Enter **Hit and Run (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 **Not Reported** if there is a specific location on the police report for assessment of violations charged but the investigating officer fails to make either a positive or negative assessment. Also use this code If no block exists on the PAR for reporting violations charged and no other information is available.

Enter **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 **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 screen element values "2" through "8" above.

Enter **Unknown If Charged** when the PAR specifically indicates unknown or is unclear concerning whether or not a violation was issued. Clarification: If the applicable section on the PAR indicates the charges are "pending", element **None** applies.

Consistency Checks:

Errors

	IF	**THEN**
VV188	If DRIVER PRESENCE (D01) equals 0	VIOLATIONS CHARGED (D02) must equal 00.
VV197	VIOLATIONS CHARGED (D02) equals 50	HIT AND RUN (V02) must equal 1.
VV203	HIT-AND-RUN (V02) equals 1	VIOLATIONS CHARGED (D02) must not equal 99.
VV207	NUMBER OF OCCUPANTS (V10) equals 00	VIOLATIONS CHARGED (D02) must equal 00.
VV253	VIOLATIONS CHARGED (D02) equals 03	SPEED RELATED (D09) must equal 1.

Warnings

	IF	THEN
DA123	VIOLATIONS CHARGED (D02) equals 07	TRAFFIC CONTROL DEVICE (A16) should equal 1, 9, 21, 97, 98 or 99.

Post Entry

	IF	THEN
AD043	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0760	at least one VIOLATIONS CHARGED (D02) should not equal 00.
DP095	VIOLATIONS CHARGED (D02) equals 1 or 2 and PERSON TYPE (P03) equals 1	either POLICE REPORTED ALCOHOL INVOLVEMENT (P11) or POLICE REPORTED DRUG INVOLVEMENT (P17) must equal 2.

D04 DRIVER'S VISION OBSCURED BY

Screen Heading: Visual Obstructions

Screen Name: Visual Obstructions (700-E)

Long Name: What visual obstructions may contribute to the crash?

SAS Name: Vehicle.Vis_obsc

Oracle Name: GES.DriverVision.VisionID

Element Values:

Screen	Oracle	SAS	
1	1	00	No Obstruction
2	2	01	Rain, Snow, Smoke, Sand, Dust
3	3	02	Reflected Glare, Bright Sunlight, Headlights
4	4	03	Curve Or Hill
5	5	04	Building, Billboard or Other Design Features (Includes Signs, Embankment)
6	6	05	Trees, Crops, Vegetation
7	7	06	Moving Vehicle (Including Load)
8	8	07	Parked Vehicle
9	9	08	Splash Or Spray Of Passing Vehicle
10	10	09	Inadequate Defrost Or Defog System
11	11	10	Inadequate Lighting System
12	12	11	Obstruction Interior To The Vehicle
13	13	12	External Mirrors
14	14	13	Head Restraints
15	15	14	Broken Or Improperly Cleaned Windshield
16	16	15	Fog
17	26190	50	Hit-And-Run (And No Information)
18	19687	**(96)**	Not Reported
19	26460	97	Vision Obscured - No Details
20	26669	98	Other Obstruction
21	26670	99	Unknown Whether Vision Was Obscured

Remarks:

This variable attempts to identify visual circumstances that may have contributed to the cause of the crash. 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.

Explanation of Oracle-to-SAS Element Value Translation:

If two or more visual obstructions apply, the element of lowest numerical value (SAS) applies.

Enter **No Obstruction** when the PAR indicates that there were no visual obstructions for this driver. In addition, use this element when Driver Presence (D01), is encoded [Unattended Vehicle (No Driver Involved)].

Screen element values "2" through "16" are selected if indicated on the PAR.

Enter **Moving Vehicle (Including Load)** if the vehicle was in motion (on a trafficway).

Enter **Parked Vehicle** if the vehicle was not in motion (i.e., in-transport or not in-transport).

Enter **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 **Broken or Improperly Cleaned Windshield**.

Enter **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 **Inadequate Defrost or Defog System** or **Broken or Improperly Cleaned Windshield** will then depend upon whether the defrost/defog system is noted as not functioning.

Enter **Hit and Run** if the PAR specifically indicates unknown in a section that concerns driver vision and the driver is coded [Hit & Run (Vehicle and/or Driver Left Scene)] in variable Driver Presence (D01). 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 **No Obstruction** if so indicated on the PAR.

Enter **Not Reported** if there is a specific location on the police report for assessment of vision obstructions but the investigating officer fails to make either a positive or negative assessment. Also use this code If no block exists on the PAR for reporting vision obstructions and no other information is available.

Enter **Vision Obscured - No Details** when the PAR indicates that "some" vision impediment exists but does not clearly indicate the nature of the impediment.

Enter **Other Obstruction** when the PAR indicates a vision impediment that cannot be attributed to one of the other elements above (screen element values "02" through "16").

Enter **Unknown Whether Vision Was Obscured** when the PAR indicates that the driver's field of view (visual field) at the time of the crash is unknown <u>and</u> the driver did not leave the scene.

Consistency Checks:

Errors

	IF	THEN
AD150	ATMOSPHERIC CONDITION (A20) equals 1	DRIVER'S VISION OBSCURED BY (D04) must not equal 15.
VV186	DRIVER PRESENCE (D01) equals 0	DRIVER'S VISION OBSCURED BY (D04) must equal 00.
VV199	DRIVER'S VISION OBSCURED BY (D04) equals 50	HIT AND RUN (V02) must equal 1.
VV204	HIT AND RUN (V02) equals 1	DRIVER'S VISION OBSCURED BY (D04) must not equal 99.
VV208	NUMBER OF OCCUPANTS (V10) equals 00	DRIVER'S VISION OBSCURED BY (D04) must equal 00.

Warnings

	IF	THEN
AD091	ROADWAY SURFACE CONDITION (A15) equals 1	DRIVER'S VISION OBSCURED BY (D04) should not equal 08.
DA124	DRIVER'S VISION OBSCURED BY (D04) equals 01	ATMOSPHERIC CONDITION (A20) should not equal 1.
DA159	DRIVER'S VISION OBSCURED BY (D04) equals 15	ATMOSPHERIC CONDITION (A20) should equal 5, 6, 7 or 9.

Post Entry

	IF	THEN
AD034	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0007	at least one DRIVER'S VISION OBSCURED BY (D04) must equal 07 or 11.
AD088	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0821, 0822 or 0829	at least one DRIVER'S VISION OBSCURED BY (D04) must not equal 00.
AD154	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0006	at least one DRIVER'S VISION OBSCURED BY (D04) must equal 00.

D06 DRIVER MANEUVERED TO AVOID

Screen Heading: What the Driver Maneuvered to Avoid

Screen Name: What the Driver Maneuvered to Avoid (710-E)

Long Name: Encode the attribute(s) which indicate what the driver attempted to avoid.

SAS Name: Vehicle.Drman_av

Oracle Name: GES.DriverManveuver.ManeuverID

Element Values:

Screen	Oracle	SAS	
1	26240	00	Driver Did Not Maneuver To Avoid
2	26241	01	Object In Road
3	26242	02	Poor Road Conditions (Puddle, Ice, Pothole, Etc.)
4	26405	03	Animal In Road
5	26685	04	Vehicle In Road
6	26686	05	Pedestrian, Pedalcyclist or Other Non-Motorist In Road
7	26687	50	Hit & Run (And No Information)
8	19489	**(96)**	Not Reported
9	26688	97	Avoidance Maneuver - No Details
10	26689	99	Unknown If Driver Maneuvered To Avoid

Remarks:

This variable identifies the thing(s) the driver attempted to avoid. The maneuver may have subsequently contributed to the cause of the crash. Code the thing(s) the drive tried to avoid whether the maneuver was successful or not (i.e.. whether or not the driver was able to avoid the object, poor road condition, animal, vehicle or non-motorist).

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 be coded as **Driver Did Not Maneuver To Avoid**).

Do not consider driver or witness statements unless verified by the investigating police officer.

Explanation of Oracle-to-SAS Element Value Translation:

*If two or more elements apply, the lowest numerical SAS value is used. 1999 element **Not Reported** translates to 1998 SAS element value 99 **Unknown If Driver Maneuvered To Avoid**.*

Enter **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 Driver Presence (D01) is encoded [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. Use this code if (all) the thing(s) the driver tried to avoid are off the road.

Screen Element values "02" through "06" are selected if indicated on the PAR.

Enter **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 **Hit-And-Run (No Information)** if the PAR specifically indicates unknown in this driver's vehicle or environmental related section and the driver is coded [Hit & Run (Vehicle and/or Driver Left Scene)] for variable Driver Presence (D01). 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 **Driver Did Not Maneuver To Avoid** if the preponderance of the evidence on the PAR so indicates.

Enter **Not Reported** if there is a specific location on the police report for assessment of what the driver maneuvered to avoid but the investigating officer fails to make either a positive or negative assessment. Also use this code If no block exists on the PAR for reporting what the driver maneuvered to avoid and no other information is available.

Enter **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 **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 crash <u>and</u> the driver did not leave the scene [i.e., Driver Presence (D01) encoded other than (Driver Left Scene)].

Consistency Checks:

<u>Errors</u>

	IF	**THEN**
VV187	DRIVER PRESENCE (D01) equals 0	DRIVER MANEUVERED TO AVOID (D06) must equal 00.
VV195	ACCIDENT TYPE (V23) equals 03, 08, 34, 36, 38, 40, 54, 56, 58 or 60	DRIVER MANEUVERED TO AVOID (D06) must not equal 00.
VV200	DRIVER MANEUVERED TO AVOID (D06) equals 50	HIT AND RUN (V02) must equal 1.
VV205	HIT AND RUN (V02) equals 1	DRIVER MANEUVERED TO AVOID (D06) must not equal 99.

VV209	NUMBER OF OCCUPANTS (V10) equals 00	DRIVER MANEUVERED TO AVOID (D06) must equal 00.
VV213	DRIVER MANEUVERED TO AVOID (D06) equals 00	MOVEMENT PRIOR TO CRITICAL EVENT (V21) must not equal 17.

Warnings

	IF	**THEN**
VV211	DRIVER MANEUVERED TO AVOID (D06) equals 03	CRITICAL EVENT (V26) should equal 87-89.
VV212	DRIVER MANEUVERED TO AVOID (D06) equals 05	CRITICAL EVENT (V26) should equal 80-85.
VV214	DRIVER MANEUVERED TO AVOID (D06) equals 04	CRITICAL EVENT (V26) should equal 50-56, 59-68, 70-74 or 78.
VV215	DRIVER MANEUVERED TO AVOID (D06) equals 01	CRITICAL EVENT (V26) should equal 90-92.
VV218	CORRECTIVE ACTION ATTEMPTED (V27) equals 00 or 1	DRIVER MANEUVERED TO AVOID (D06) should equal 00 or 50.

D07 DRIVER DISTRACTED BY

Screen Heading: Driver Distractions

Screen Name: Driver Distractions (720-E)

Long Name: Encode the driver distraction(s).

SAS Name: Vehicle.Dr_Dstrd

Oracle Name: GES.DriverDistraction.DistractionID

Element Values:

Screen	Oracle	SAS	
n/a	**n/a**	00	Not Distracted or N/A
n/a	**n/a**	01	Passengers, Occupants
n/a	**n/a**	02	Vehicle Instrument Display (Radio, Cassette, CB, Heating/AC)
n/a	**n/a**	03	Phone
n/a	**n/a**	04	Other Internal Distractions
n/a	**n/a**	05	Other Crash ("Rubbernecking")
n/a	**n/a**	06	Other External Distractions
n/a	**n/a**	50	Hit & Run (And No Information)
n/a	**n/a**	97	Distraction - No Details
n/a	**n/a**	99	Unknown If Distracted
1	26268	**(0)**	Not Distracted
2	17133	**(1)**	Looked But Did Not See
3	26270	**(3)**	By Other Occupant(s)
4	26271	**(4)**	By moving object in vehicle
5	26398	**(5)**	While talking or listening to cellular phone
6	26690	**(6)**	While dialing cellular phone
7	26691	**(7)**	While adjusting climate controls
8	26692	**(8)**	While adjusting radio, cassette, CD
9	26693	**(9)**	While using other device/controls integral to vehicle
10	26694	**(10)**	While using or reaching for device/object brought into vehicle
11	16911	**(11)**	Sleepy or fell asleep
12	16912	**(12)**	Distracted by outside person, object or event
13	16913	**(13)**	Eating or drinking
14	16914	**(14)**	Smoking related
15	19488	**(96)**	Not Reported
16	16910	**(97)**	Inattentive or lost in thought
17	16915	**(98)**	Other, distraction/inattention
18	26695	**(99)**	Unknown if distracted

Remarks:

The attributes for the CDS variable Driver Distractions were adopted in 1999.

1998 Data Collection Year Remarks:

This variable attempts to capture distractions which may have influenced driver performance and contributed to the cause of the crash. 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 crash (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 Crash ("Rubbernecking")**] when specifically noted on the PAR or when the driver is noted to have been looking at another crash 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 and Run (No Information)**] when the driver and/or the vehicle left the scene of the crash 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".*

1999 Element Value Remarks:

Record the attribute which best describes this driver's attention to driving prior to the driver's realization of an impending critical event or just prior to impact if realizations of an impending critical event does not occur. If this driver's vehicle has two critical crash envelopes, record the attribute which best describes the driver's attention prior to the first Critical Precrash Event (i.e., prior to realization of the impending danger which the driver successfully avoided). If the driver is distracted by multiple attributes code the lower numbered attribute. Intoxication is not considered a distraction.

No driver present is used when there is no driver in this vehicle.

Not distracted is used when the driver is known to have been completely attentive to driving prior to realization of impending danger.

Looked but did not see is used when the driver is paying attention to driving, but does not see the relevant vehicle, object, etc. This code should be used when a driver has an opportunity to take some action prior to impact, but the driver takes no action and no other distractions apply. This situation frequently occurs when an overtaking vehicle is in the driver's "blind spot" or at intersections when a crossing vehicle is not noticed. If the driver sees the vehicle, object, etc., but does not consider it a danger than, and no other distractions apply then code **Not distracted**.

By other occupant(s) is used when the driver was distracted by another occupant in this driver's vehicle prior to realization of impending danger. Examples of other occupant distraction include conversing with or looking at another occupant.

By moving object in vehicle is used when the driver was distracted by a moving object in this driver's vehicle prior to realization of impending danger. Examples included a dropped object, a moving pet, insect or cargo.

While talking or listening to cellular phone is used when the driver is talking or listening on a cellular phone.

While dialing cellular phone is used when the driver is dialing a cellular phone.

While adjusting climate controls is used when someone is distracted from the driving task while adjusting the air conditioner heater, etc.

While adjusting radio, cassette, CD is used when someone is distracted from the driving task while adjusting or using the radio, cassette, CD which are mounted in the vehicle.

While using other device/controls integral to vehicle is used when the driver is distracted while using a device in the vehicle including adjusting windows (power or manual) adjusting door locks (power or manual, adjusting side view mirrors (power or manual), adjusting rear view manual, adjusting seat (power or manual), adjusting steering wheel, and adjusting seat belt, etc. (OEM equipment).

While using or reaching for device/object brought into vehicle is used when the driver is distracted while using or reaching for a device in the vehicle including a radar detector, CDs, razors, portable CD player, headphones, cigarette lighter, etc. The use of another device to light a cigarette other than the vehicle's cigarette lighter should be coded **smoking related**.

Sleepy or fell asleep is used when the driver was sleeping or dozing prior to realization of impending danger or just prior to impact if realization did not occur.

Distracted by outside person, object or event is used when the driver was distracted by an outside person, object or event prior to realization of impending danger. Examples include animals on the roadside or a previous crash. Do not use this code for a person, object or event which the driver has recognized and for which the driver has taken some action (e.g. avoiding a pedestrian on the roadway)

Eating or drinking is used when the driver is eating or drinking or involved in an activity related to these actions (i.e. picking food from carton placed on passenger seat, reaching to throw out used food wrapper, etc.)

Smoking related is used when the driver is smoking or involved in an activity related to smoking, such as lighting his cigarette, putting his ashes in the ash tray, etc. The act of using the cigarette lighter of the vehicle, is coded **While using other device/object in vehicle**. Any other method of lighting the cigarette would be coded **Smoking related**.

Enter **Not Reported** if there is a specific location on the police report for assessment of driver distractions but the investigating officer fails to make either a positive or negative assessment. Also use this code If no block exists on the PAR for reporting driver distractions and no other information is available.

Inattentive or lost in thought is used when the driver id thinking about items other than the driving task (daydreaming).

Other, distraction/inattention is used when details regarding this driver's inattention are known but none of the specified codes are applicable (e.g., incapacitating illness).

Unknown if distracted is used when the PAR specifically indicates unknown.

Consistency Checks:

Errors

	IF	**THEN**
VV189	DRIVER PRESENCE (D01) equals 0	DRIVER DISTRACTED BY (D07) must equal 00.
VV196	DRIVER DISTRACTED BY (D07) equals 3	NUMBER OF OCCUPANTS (V10) must be greater than 01.
VV210	NUMBER OF OCCUPANTS (V10) equals 00	DRIVER DISTRACTED BY (D07) must equal 00.

P15 RESTRAINT SYSTEM USE (OCCUPANTS)

Screen Heading: Restraints Used

Screen Name: Restraints Used (845-E)

Long Name: What restraints are being used by this occupant immediately prior to the crash?

SAS Name: Person.Rest_sys

Oracle Name: GES.Restraint.RestraintID

Element Values:

Screen	Oracle	SAS	
1	10313	0	None Used or N/A
2	10319	5	Motorcycle Helmet
3	10328	7	None Available
4	10327	9	Unknown If Used
5	10316	1	Lap/Shoulder Belt
6	10317	2	Lap Belt
7	10318	3	Shoulder Belt
8	10323	6	Child Safety Seat
9	10324	8	Restraint Used - Specifics Unknown or Other

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 **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.

Enter **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 **Child Safety Seat** if a child restraint is used in conjunction with shoulder and/or lap belts.

Enter **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 [Sleeper Section of Cab (Truck)] or [Riding on Exterior of Vehicle].

Enter **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 **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 Checks:

Errors

	IF	THEN
PP034	PERSON TYPE (P03) equals 1	RESTRAINT SYSTEM USE (P15) must not equal 6.
PP070	EJECTION (P06) equals 1 or 2	RESTRAINT SYSTEM USE (P15) must not equal 5.
PP075	SEATING POSITION (P04) equals 22, 23 or 31-53	RESTRAINT SYSTEM USE (P15) must not equal 5.
PP084	SEATING POSITION (P04) equals 50 or 53	RESTRAINT SYSTEM USE (P15) must equal 7.
PV066	RESTRAINT SYSTEM USE (P15) equals 1-3 or 6	BODY TYPE (V05) must not equal 80-89 or 90.

Warnings

	IF	THEN
PP033	RESTRAINT SYSTEM USE (P15) equals 1	SEATING POSITION (P04) should not equal 12, 22, 32, 50-53.
PP036	RESTRAINT SYSTEM USE (P15) equals 6	AGE (P07) should equal 00-04 or 99.
PP037	EJECTION (P06) equals 1or 2	RESTRAINT SYSTEM USE (P15) should equal 0, 7 or 9.
PP045	PERSON TYPE (P03) equals 2 and RESTRAINT SYSTEM USE (P15) equals 1, 3, 6, 8 or 9	EJECTION (P06) should equal 0.
PP049	RESTRAINT SYSTEM USE (P15) equals 3	RESTRAINT TYPE (P16) should not equal 2.

PV068	RESTRAINT SYSTEM USE (P15) equals 5	BODY TYPE (V05) should equal 80-90.

Post Entry

	IF	THEN
VP224	BODY TYPE (V05) equals 80-90 and there is at least one PERSON TYPE (P03) equal to 1 or 2	RESTRAINT SYSTEM USE (P15) must equal 0, 5 or 9.

P16 RESTRAINT TYPE - DELETED

Screen Heading: -

Screen Name: -

Long Name: -

SAS Name: Person.Rest_Typ

Oracle Name: -

Element Values:

Screen	Oracle	SAS	
n/a	**n/a**	0	None or N/A
n/a	**n/a**	1	Automatic (Passive)
n/a	**n/a**	2	Manual (Active)
n/a	**n/a**	9	Unknown Type

Remarks:

This variable is deleted for data collection year 1999.

P18 PERSON'S PHYSICAL IMPAIRMENT (DRIVERS)

Screen Heading: Physical Impairments

Screen Name: Physical Impairments (860-E)

Long Name: Did the police identify any contributory physical impairments?

SAS Name: Person.Impairmt

Oracle Name: GES.Impairment.ImpairID

Element Values:

Screen	Oracle	SAS	
1	26791	00	None
2	26792	01	Ill, Blackout
3	26793	02	Drowsy, Sleepy, Fell Asleep, Fatigued
4	26794	03	Requires Cane Or Crutches
5	26795	04	Paraplegic Or Restricted To Wheelchair
6	26796	05	Impaired Due To Previous Injury
7	26797	06	Deaf
8	26798	07	Blind
9	26799	97	Physical Impairment-No Details
10	26800	98	Other Physical Impairment
11	26801	99	Unknown If Physically Impaired

Remarks:

This variable attempts to identify physical impairments of drivers which may have contributed to the cause of the crash. 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, non-motorist or witness statements unless verified by the investigating police officer.

Oracle-to-SAS Element Value Translation Instructions:

If two or more elements apply, the lowest numerical SAS value is used. Use this code, also, if this person is not a Driver or Pedestrian/Non-Motorist.

Enter **None** when the PAR indicates that there were no physical impairments for this person. Also use this code if physical impairment is not reported on the PAR.

Enter **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 **Drowsy, Sleepy, Fell Asleep, Fatigued** when indicated on the PAR. Alcohol or other drugs may be the source of this impairment.

Enter **Requires Cane Or Crutches** when indicated on the PAR.

Enter **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 **Impaired Due To Previous Injury** if the PAR specifically indicates this condition (e.g., pedestrian is involved in this crash subsequent to his/her involvement in a previous crash in which the pedestrian was injured). This element should be extremely rare.

Enter **Deaf** when indicated on the PAR.

Enter **Blind** when indicated on the PAR.

Enter **Physical Impairment - No Details** when the PAR indicates that "some" physical impairment exists but does not clearly indicate the nature of the impairment.

Enter **Other Physical Impairment** when the PAR indicates a physical impairment that cannot be attributed to one of the other elements above (Screen element values "2" through "8").

Enter **Unknown If Physically Impaired** when the PAR indicates that the person's physical condition at the time of the crash is unknown.

Consistency Checks:

Errors

	IF	**THEN**
PA083	PERSON'S PHYSICAL IMPAIRMENT (P18) equals 04 and PERSON TYPE (P03) equals 4	the first character of PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must equal 1.
PP046	PERSON TYPE (P03) equals 2	PERSON'S PHYSICAL IMPAIRMENT (P18) must equal 00.

Warnings

	IF	**THEN**
PP085	PERSON'S PHYSICAL IMPAIRMENT (P18) equals 07	PERSON TYPE (P03) should not equal 1.

Not Displayed On Summary Tab

Post Entry

	IF	THEN
AP235	First character of PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 1	at least one PERSON'S PHYSICAL IMPAIRMENT (P18) should equal 04.

P01 VEHICLE NUMBER (NON-MOTORISTS)

Screen Heading: Regarding Vehicle # __ Occupant # __

Screen Name: None (N)

Long Name: None

SAS Name: Person.Vehno

Oracle Name: GES.Person.VehicleID

Element Values:

Screen	Oracle	SAS	
n/a	-1	0	Non-Motorist

Remarks:

All Non-Motorists are assigned SAS element value 0 and Oracle element value -1.
GES.Person.VehicleID is set to -1 for all non-motorists.

P02 PERSON NUMBER (NON-MOTORISTS)

Screen Heading: Regarding Non-Motorist # __

Screen Name: None(N)

Long Name: None

SAS Name: Person.Perno

Oracle Name: GES.Person.OccNumber

Element Values:

Screen	Oracle	SAS	
1, ...	1, ...	1, ...	Computer Assigned Number

Remarks:

Non-motorists are numbered sequentially by the computer, beginning with "1"; no numbers are skipped. Numbers are assigned in accordance with the PAR's assignment unless a number is skipped.

Persons appended to vehicle for motion (e.g., bicyclist holding onto vehicle) are non-motorists; they are not occupants.

Vehicle Number (P01 - Non-motorists) is assigned the value -1 by the computer for all non-motorists.

P03 PERSON TYPE (NON-MOTORISTS)

Screen Heading: Non-Motorist Data

Screen Name: Person Type (890-R)

Long Name: What is the person type of this non-motorist?

SAS Name: Person.Per_type

Oracle Name: GES.Person.PersonTypeID

Element Values:

Screen	Oracle	SAS	
~~1~~	~~26704~~	~~1~~	~~Driver Of A Motor Vehicle In-Transport (Occupant)~~
~~2~~	~~26705~~	~~2~~	~~Passenger Of A Motor Vehicle In-Transport (Occupant)~~
3	26706	3	Occupant Of A Motor Vehicle Not In-Transport (Non-Motorist)
4	26707	4	Occupant Of A Nonmotor Vehicle Transport Device (Non-Motorist)
5	26708	5	Nonoccupant / Pedestrian (Non-Motorist)
6	26709	6	Nonoccupant / Cyclist/Pedalcyclist (Non-Motorist)
7	26710	8	Nonoccupant / Other Or Unknown (Non-Motorist)
~~8~~	~~26711~~	~~9~~	~~Unknown Occupant Type In A Motor Vehicle In-Transport (Occupant)~~

Remarks:

Enter **Occupant Of A Motor Vehicle Not In-Transport (Non-Motorist)** when a person is in or on a motor vehicle which is not in-transport when struck.

Enter **Occupant of a Non-motor Vehicle Transport Device (Non-Motorist)** when a person is associated with either (1) an animal or (2) a non-motorist conveyance. Association with an animal means that the non-motorist was either riding on an animal or in an animal powered conveyance.

A non-motorist conveyance is defined as any human-powered device by which a non-motorist may move or by which a pedestrian or non-motorist may move another non-motorist, other than by pedaling. A non-motorist 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 non-motorist conveyance who hold onto a motor vehicle in motion. Excluded are pedalcyclists.

Enter **Non-occupant / Pedestrian (Non-Motorist)** when the non-motorist 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 non-motorist conveyance. This includes persons who are in contact with the ground, roadway, etc., but who are holding onto a vehicle.

Enter **Non-occupant / Cyclist/Pedalcyclist (Non-Motorist)** when the non-motorist 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 **Non-occupant / Other Or Unknown (Non-Motorist)** when the non-motorist is any other person not included under the above definitions. For example, enter this value for any person outside a trafficway or outside sidewalk or path contiguous with a trafficway.

Consistency Checks:

Errors

	IF	**THEN**
AP021	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0000	PERSON TYPE (P03) must not equal 5, 6 or 8.
AP027	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0120 and PERSON TYPE (P03) equals 5	SCHOOL BUS RELATED (A21) must equal 1.
AP061	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0520 and PERSON TYPE (P3) equals 5	NON MOTORIST'S ACTION (P19) must equal 21 or 22.
PA083	PERSON'S PHYSICAL IMPAIRMENT (P18) equals 04 and PERSON TYPE (P03) equals 4	the first character of PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must equal 1.
PA096	PERSON TYPE (P03) equals 5 or 6	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must not equal 0000.
PA201	PERSON TYPE (P03) equals 3-8 and NUMBER OF MOTOR VEHICLES (A03) equals 01	NON-MOTORIST STRIKING VEHICLE NUMBER (P22) must equal 01.
PP002	PERSON TYPE (P03) equals 1	SEATING POSITION (P04) must not equal 21-53.
PP034	PERSON TYPE (P03) equals 1	RESTRAINT SYSTEM USE (P15) must not equal 6.
PP040	PERSON TYPE (P03) equals 4 or 6	NON-MOTORIST'S ACTION (P19) must not equal 21-29.
PP041	PERSON TYPE (P30) equals 5 or 8	NON MOTORIST'S ACTION (P19) must not equal 01-10.
PP046	PERSON TYPE (P03) equals 2	PERSON'S PHYSICAL IMPAIRMENT (P18) must equal 00.

PP047	PERSON TYPE (P03) equals 2 or 3	POLICE REPORTED ALCOHOL INVOLVEMENT (P11) must equal 0.
PP048	PERSON TYPE (P03) equals 2 or 3	POLICE REPORTED DRUG INVOLVEMENT (P17) must equal 0.
PP068	PERSON TYPE (P03) equals 3	NON MOTORIST'S ACTION (P19) must equal 00.
PP072	PERSON TYPE (P03) 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.
PP082	NON-MOTORIST STRIKING VEHICLE NUMBER (P22) is null	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.
PV001	PERSON TYPE (P03) equals 1 and BODY TYPE (V05) equals 80-89	SEATING POSITION (P04) must not equal 00, 12-53 or 99.
PV005	PERSON TYPE (P03) equals 2 or 9 and BODY TYPE (V05) equals 80-89	SEATING POSITION (P04) must not equal 13-19 or 22-53.
PV007	PERSON TYPE (P03) equals 2 and BODY TYPE (V05) equals 50-59	SEATING POSITION (P04) must not equal 11-39, 50, 52 or 99.
PV010	PERSON TYPE (P03) equals 9 and BODY TYPE (V05) equals 50-59	SEATING POSITION (P04) must not equal 12-50 or 52.
PV011	PERSON TYPE (P03) equals 1 and AGE (P07) is less than 08	BODY TYPE (V05) must not equal 01-07, 09-60, 64-66, 78-79 or 93.
VP002	PERSON TYPE (P03) equals 2 or 9 and BODY TYPE (V05) equals 01-02, 04, 10, 30-32, 39, 41, 90 or 91	SEATING POSITION (P04) must not equal 50 or 51.
VP199	NUMBER OF OCCUPANTS (V10) is greater than 00	there must be only one occupant coded as the driver (P03=1).

Warnings

	IF	THEN
AP024	SCHOOL BUS RELATED (A21) equals 1 and PERSON TYPE (P03) equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0120.
PA051	PERSON TYPE (P03) 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 (P03) equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0710, 0720, 0730, 0740, 0750, 0760 or 0790.
PP009	PERSON TYPE (P03) equals 2 or 9	SEATING POSITION (P04) should not equal 11.
PP018	PERSON TYPE (P03) equals 1	SEATING POSITION (P04) should not equal 12-19.
PP045	PERSON TYPE (P03) equals 2 and RESTRAINT SYSTEM USE (P15) equals 1-3, 6, 8 or 9	EJECTION (P06) should equal 0.
PP061	NON MOTORIST SAFETY EQUIPMENT USE (P20) equals 1 or 3	PERSON TYPE (P03) should equal 6.
PP081	PERSON TYPE (P03) equals 3	NON MOTORIST LOCATION (P13) should not equal 01, 02, 11 or 12.
PP085	PERSON'S PHYSICAL IMPAIRMENT (P18) equals 07	PERSON TYPE (P03) should not equal 1.

Post Entry

	IF	THEN
AP005	~~FIRST~~ HARMFUL EVENT (A06) equals 21	at least one person must have PERSON TYPE (P03) equal to 5.
AP006	~~FIRST~~ HARMFUL EVENT (A06) equals 22	at least one person must have PERSON TYPE (P03) equal to 6 or 8.
AP008	~~FIRST~~ HARMFUL EVENT (A06) equals 6	at least one PERSON TYPE (P03) equal to 1-2 or 9 must have INJURY SEVERITY (P09) equal to 1-5.
AP015	NUMBER OF MOTOR VEHICLES (A03) is greater than 00	at least one PERSON TYPE (P03) should equal 1, 2 or 9.

AP023	RELATION TO JUNCTION (A09) equals 01 or 11 and PERSON TYPE (P03) equals 5 for the first non-motorist	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must not equal 0810, 0821, 0822, 0829, 0830, 0840 or 0890.
AP039	RELATION TO JUNCTION (A09) equals 01, 02, 11 or 12 and PERSON TYPE (P03) equals 5 for the first non-motorist	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0710, 0720, 0730, 0740, 0750, 0760 or 0790.
AP040	RELATION TO ROADWAY (A10) is not equal to 1 and at least one PERSON TYPE (P03) 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 (P03) equals 6	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0005, 0006, 0007, 0009, 0010, 0012, 0018, 0019, 0021 0024, 0048, 0049, 0054 or 0055.
AP077	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0420	at least one PERSON TYPE (P03) must equal 4.
AP128	~~FIRST~~ HARMFUL EVENT (A06) equals 27	at least one person mus have PERSON TYPE (P03) equal 4 or 8.
AP155	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 9999	at least one person must have PERSON TYPE (P03) equal 4 or 8 (P03) must equal 8.
DP001	DRIVER PRESENCE (D01) equals 0 or 9	there must not be a Person Level form for that vehicle with PERSON TYPE (P03) equal to 1.
DP004	DRIVER PRESENCE (D01) equals 1	there must be one and only one Person Level form for that vehicle with PERSON TYPE (P03) equal to 1.
DP095	VIOLATIONS CHARGED (D02) equals 01 and PERSON TYPE (P03) equals 1	either POLICE REPORTED ALCOHOL INVOLVEMENT (P11) or POLICE REPORTED DRUG INVOLVEMENT (P17) must equal 1 or 7.
DP141	DRIVER PRESENCE (D01) equals 9	at least one PERSON TYPE (P03) must equal 9.
PA049	at least one PERSON TYPE (P03) equals 5 and ~~FIRST~~ HARMFUL EVENT (A06) equals 21 and EVENT NUMBER (E01) equals 1	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.

PA058	at least one PERSON TYPE (P03) equals 6 and ~~FIRST~~ HARMFUL EVENT (A06) equals 22 and EVENT NUMBER (E01) equals 1	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must equal 0001-0041, 0048, 0049, 0055, 0097, 0098 or 0099.
PP062	A previous occupant has been identified as the driver. Only one occupant can be coded (P03 = 1) as the driver.	
VA218	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 00 and at least one PERSON TYPE (P03) 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.
VP010	~~FIRST~~ HARMFUL EVENT (A06) equals 21	at least one PERSON TYPE (P03) must be equal 5.
VP011	~~FIRST~~ HARMFUL EVENT (A06) equals 22	at least one PERSON TYPE (P03) must be equal to 6.
VP012	~~FIRST~~ HARMFUL EVENT (A06) equals 27	at least one PERSON TYPE (P03) must equal 4 or 8.
VP013	~~FIRST~~ HARMFUL EVENT (A06) equals 06	at least one occupant of this vehicle (PERSON TYPES (P03) 1-2 or 9) must have INJURY SEVERITY (P09) equal to 1-5 or 9.
VP045	at least one NUMBER OF OCCUPANTS (V10) equals 00 and at least one PERSON TYPE (P03) 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 (P03) equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0220.
VP047	at least one MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 10-12 or 16 and at least one PERSON TYPE (P03) 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 (P03) 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 (P03) 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 (P03) equals 6	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0005, 0009, 0010, 0012, 0024, 0034, 0048 or 0049.
VP224	BODY TYPE (V05) equals 80-90 and there is at least one PERSON TYPE (P03) equal to 1 or 2	RESTRAINT SYSTEM USE (P15) must equal 0, 5 or 9.

P07 AGE (NON-MOTORISTS)

Screen Heading: Non-motorist Data

Screen Name: Age (900-E)

Long Name: Enter the person's age.

SAS Name: Person.Age

Oracle Name: GES.Person.Age

Element Values:

Screen	Oracle	SAS	
0	0	0	Less Than One Year Old
1-96	1-96	1-96	One to Ninety-Six Years Old
n/a	**n/a**	97	Ninety-Seven Years or Older
97, ...	97, ...	**(97,...)**	Actual Age of Person 97 Years Old or Older
*	-9999	99	Unknown

Remarks:

The person's age at the time of the crash is recorded with respect to the person's last birthday.

Consistency Checks:

Errors

	IF	THEN
PV011	PERSON TYPE (P03) equals 1 and AGE (P07) is less than 08	BODY TYPE (V05) must not equal 01-07, 09-60, 64-66, 78-79 or 93.

Warnings

	IF	THEN
PP013	UNLIKELY: AGE (P07) is greater than 92 and not equal to 99.	
PP036	RESTRAINT SYSTEM USE (P15) equals 6	AGE (P07) should equal 00-04 or 99.

P08 SEX (NON-MOTORISTS)

Screen Heading: Non-motorist Data

Screen Name: Sex (910-E)

Long Name: What is the person's sex?

SAS Name: Person.sex

Oracle Name: GES.Person.SexID

Element Values:

Screen	Oracle	SAS	
1	26712	1	Male
2	26713	2	Female
3	26714	9	Unknown

Remarks:

Self-explanatory

P09 INJURY SEVERITY (NON-MOTORISTS)

Screen Heading: Non-motorist Data

Screen Name: Injury Severity (920-E)

Long Name: What is the police reported injury severity for this person?

SAS Name: Person.Inj_sev

Oracle Name: GES.Person.InjurySeverityID

Element Values:

Screen	Oracle	SAS	
1	26746	0	No Injury (O)
2	26747	1	Possible Injury (C)
3	26748	2	Nonincapacitating Evident Injury (B)
4	26749	3	Incapacitating Injury (A)
5	26750	4	Fatal Injury (K)
6	26751	5	Injured, Severity Unknown
7	26752	6	Died Prior To Crash
8	26753	9	Unknown

Remarks:

Enter the police reported injury severity for this person (i.e., occupant, pedestrian or non-motorist). Most jurisdictions use the KABCO injury coding scheme.

K = Killed
A = Incapacitating Injury
B = 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" , Nonincapacitating-evident injuries are classified as "B", and possible injuries are "C". Property damage only (i.e., no injury) is classified as "O".

Enter **Injured, Severity Unknown** if the police report indicates a "U" or in any other way communicates the idea that the person was injured but the severity is unknown.

Enter **Died Prior to Crash** only if the police explicitly 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 **No Injury (O)**. If the PAR is "blank" and the person was not present during the police investigation, enter **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.

See State PAR Translation Tables Under P09 INJURY SEVERITY (OCCUPANTS).

Consistency Checks:

Warnings

	IF	THEN
AP098	STRATUM (A23) equals 3	at least one INJURY SEVERITY (P09) should equal 2, 3 or 4.
AP144	STRATUM (A23) equals 4	INJURY SEVERITY (P09) should not equal 2, 3, 4 or 5.
AV230	STRATUM (A23) equals 4 and at least one BODY TYPE (V5) equals 60-79	no INJURY SEVERITY (P09) should equal 1, 2, 3 or 4.
PP011	TAKEN TO HOSPITAL OR TREATMENT FACILITY (P10) equals 1	INJURY SEVERITY (P09) should not be blank, 0 or 9.
PP015	UNLIKELY: INJURY SEVERITY (P09) is equal to 6.	
PP069	EJECTION (P6) equals 1 or 2	INJURY SEVERITY (P09) should not equal 0.
VP143	No MANNER OF LEAVING SCENE (V19) equals 2 and no INJURY SEVERITY (P09) equals 2, 3, 4 or 5	STRATUM (A23) should equal 4.

Post Entry

	IF	THEN
AP008	FIRST HARMFUL EVENT (A06) equals 06	at least one PERSON TYPE (P03) equal to 1-2, 9 must have INJURY SEVERITY (P09) equal to 1-5.
AV231	STRATUM (A23) equals 4 and no BODY TYPE (V05) equals 60-79	no INJURY SEVERITY (P09) should equal 2, 3 or 4.

PV188	(any) INJURY SEVERITY (P09) equals 1, 2, 3, 4 or 5 and (any) BODY TYPE (V05) equals 60-79	STRATUM (A23) should equal 2.
PV233	INJURY SEVERITY (P09) equals 1 and at least one BODY TYPE (V23) equals 60-79	STRATUM (A23) should not equal 4.
VP013	MOST HARMFUL EVENT (V20) equals 06	at least one occupant of this vehicle (PERSON TYPES (P03) 1-2 or 9) must have INJURY SEVERITY (P09) equal to 1-5, 9 or blank.

P10 TAKEN TO HOSPITAL OR TREATMENT FACILITY (NON-MOTORISTS)

Screen Heading: Non-Motorist Data

Screen Name: Transported (930-E)

Long Name: Is this person transported to a hospital or another treatment facility?

SAS Name: Person.Hospital

Oracle Name: GES.Person.Treatment

Element Values:

Screen	Oracle	SAS	
1	1	0	No
2	2	1	Yes
3	3	9	Unknown

Remarks:

This variable addresses transportation directly from the scene to a treatment facility. The means of transportation is not a consideration.

Enter **No** when the person is not transported directly from the scene to a hospital. Use this element when the person is pronounced dead-at-the-scene and is transported to funeral home. 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 crash.

Enter **Yes** when the PAR indicates that the person is transported directly from the scene to a hospital or treatment facility (hospital, clinic, doctor's office, etc.). The person need not have been injured. The means of transportation is not a consideration. If the person died on route to a hospital or medical facility or was pronounced dead-on-arrival at a hospital or medical facility, enter **Yes**.

Enter **Unknown** if it cannot be determined if the person is transported directly from the scene to a medical facility. Use this attribute if the police report indicates the person will “seek own medical treatment” and it cannot be determined if the person goes directly to a medical facility.

Consistency Checks:

Warnings

	IF	THEN
PP011	TAKEN TO HOSPITAL OR TREATMENT FACILITY (P10) equals 1	INJURY SEVERITY (P09) should not be blank, 0 or 9.
VP234	HIT AND RUN (V02) equals 1	all TAKEN TO HOSPITAL OR TREATMENT FACLITY (P10) for this vehicle should equal 0.

P11 POLICE REPORTED ALCOHOL INVOLVEMENT (NON-MOTORISTS)

Screen Heading: Non-Motorist Data

Screen Name: Alcohol (940-E)

Long Name: Did the police report alcohol presence or involvement for this person?

SAS Name: Person.Per_alch

Oracle Name: GES.Person.Police_AlcoholID

Element Values:

Screen	Oracle	SAS	
n/a	**n/a**	0	Alcohol Not Involved or N/A
n/a	**n/a**	1	Alcohol Involved
n/a	**n/a**	7	Alcohol and/or Drugs Involved
1	26720	**(0)**	Not Applicable
2	19431	**(1)**	Alcohol Not Involved
3	26721	**(2)**	Alcohol Involved
4	26723	8	Not Reported
5	26724	9	Unknown (Police Reported)

Remarks:

1998 Coding Rules:

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 crash, 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 **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 **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 DUIL, (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 **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 variables POLICE REPORTED ALCOHOL INVOLVEMENT*

(P11) and POLICE REPORTED DRUG INVOLVEMENT (P17) whenever sufficient information is available to do so.

*Enter **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 **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.*

1999 Coding Rules:

The phrase "alcohol involved" means that alcohol is present in the person (drivers of in-transport motor vehicles and non-motorists only). Involvement is not an indication that alcohol was in any way a cause of the crash, 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.

Not Applicable is used for all non-motorists who are passengers.

Alcohol Not Involved applies if the investigating officer's assessment is that alcohol is not present in the non-motorist.

Alcohol Involved is coded if the police indicate alcohol presence in the non-motorist via: (1) a specific data element on the police report form, (2) the police charge the driver with DUIL, (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).

Some PARs have a block labeled “Alcohol/Drugs.” If “use” is indicated, and it cannot be determined which was used (e.g., narrative, arrest/charged section, etc.), then assume alcohol is present. If the police report indicates that a non-motorist was charged with DWI (driving while intoxicated or driving while impaired) and no clarification is offered to indicate if the DWI was alcohol related or other drug related (i.e., a specific data element; mentioned in the narrative section; BAC results), then assume alcohol presence.

Enter **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. Also use this code If no block exists on the PAR for reporting alcohol presence and no other information is available.

Enter **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.

Consistency Checks:

Errors

	IF	THEN
PP047	PERSON TYPE (P03) equals 2 or 3	POLICE REPORTED ALCOHOL INVOLVEMENT (P11) must equal 0.

Post Entry

	IF	THEN
DP095	VIOLATIONS CHARGED (D02) equals 1 or 2 and PERSON TYPE (P03) equals 1	either POLICE REPORTED ALCOHOL INVOLVEMENT (P11) or POLICE REPORTED DRUG INVOLVEMENT (P17) must equal 2.

P17 POLICE REPORTED DRUG INVOLVEMENT (NON-MOTORISTS)

Screen Heading: Non-Motorist Data

Screen Name: Drugs (945-E)

Long Name: Did the police report drug presence or involvement for this person?

SAS Name: Person.Per_Drug

Oracle Name: GES.Person.Police_DrugID

Element Values:

Screen	Oracle	SAS	
n/a	**n/a**	0	Drugs Not Involved or N/A
n/a	**n/a**	1	Drugs Involved
n/a	**n/a**	7	Drugs and/or Alcohol Involved
1	19432	**(0)**	Not Applicable
2	26715	**(1)**	Drugs Not Involved
3	26716	**(2)**	Drugs Involved
4	26718	8	Not Reported
5	26719	9	Unknown (Police Reported)

Remarks:

1998 Coding Rules:

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 crash, 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 **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 **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 **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 variables Police Reported Alcohol Involvement (P11) and Police Reported Drug Involvement (P17) whenever sufficient information is available to do so.*

*Enter **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 **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.*

1999 Coding Rules:

The phrase "other drug involvement" includes prescription and “over-the-counter” medications as well as “illicit” substances (e.g., in most cases, marijuana, cocaine, heroin, etc. where usage has not been prescribed by a doctor). Also, “other drug involvement” means that an other drug is present in the person (drivers of in-transport motor vehicles and non-motorists only). It is not an indication that the drug usage was in any way a cause of the crash, even though it may have been. If the PAR indicates that other drugs were found in the vehicle, then this information does not by itself constitute involvement.

Not Applicable is used for all non-motorists who are passengers.

Drugs Not Involved applies if the investigating officer's assessment is that no other drugs were present in the person.

Drugs Involved is coded if the police indicate that other drugs are present in the person via: (1) a specific data element on the police report form or (2) the police mention in the narrative section of the report that other drugs are present in the person.

Some PARs have a block labeled “Alcohol/Drugs.” If “use” is indicated, and it cannot be determined which was used (e.g., narrative, arrest/charged section, etc.), then assume alcohol is used. If the police report indicates that a non-motorist was charged with DWI (driving while intoxicated or driving while impaired) and no clarification is offered to indicate if the DWI was alcohol related or other drug related (i.e., a specific data element; mentioned in the narrative section; BAC results), then assume alcohol presence.

Enter **Not Reported** if there is a specific location on the police report for assessment of other drug presence but the investigating officer fails to make either a positive or negative assessment. Also use this code If no block exists on the PAR for reporting other drugs and no other information is available.

Enter **Unknown (Police Reported)** if other drug presence is specifically indicated on the PAR as unknown. A growing number of police reports have blocks to check either positive or negative other drug presence. However, if a police report has provision for the investigating officer to respond "unknown presence", then enter this element.

Consistency Checks:

Errors

	IF	THEN
PP048	PERSON TYPE (P03) equals 2 or 3	POLICE REPORTED DRUG INVOLVEMENT (P17) must equal 0.

Post Entry

	IF	THEN
DP095	VIOLATIONS CHARGED (D02) equals 1 or 2 and PERSON TYPE (P03) equals 1	either POLICE REPORTED ALCOHOL INVOLVEMENT (P11) or POLICE REPORTED DRUG INVOLVEMENT (P17) must equal 2.

P13 NON-MOTORIST LOCATION

Screen Heading: Non-motorist Data

Screen Name: Location (950-E)

Long Name: What is the person's location at the time of the impact?

SAS Name: Person.Locatn

Oracle Name: GES.NonMotorist.LocusID

Element Values:

Screen	Oracle	SAS	
1	10196	01	Intersection - In Crosswalk
2	10197	02	Intersection - On Roadway
3	10198	08	Intersection - Other
4	10199	09	Intersection - Unknown Location
5	10200	11	Nonintersection - In Crosswalk
6	10201	12	Nonintersection - On Roadway
7	10202	18	Nonintersection - Other
8	10203	19	Nonintersection - Unknown Location
9	10204	20	In Crosswalk - Unknown If Intersection
10	10205	98	Other Location
11	10206	99	Unknown Location

Remarks:

Select the value which best represents the location of the person (i.e., pedestrian or non-motorist) at the time of impact.

In order to use the "Intersection" elements (screen values "1", "2", "3", and "4") the pedestrian or non-motorist must have been struck in the area formed by the junction of two or more trafficways.

Enter **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 **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 **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 **Intersection - Unknown** if the person is within the junction of two trafficways but their exact location is unknown.

Screen elements values "5", "6", "7", and "8" are applicable to crashes 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 Non-intersection area.

Enter **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 **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 **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 **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 **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 **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 Checks:

Errors

	IF	**THEN**
PA127	NON-MOTORIST LOCATION (P13) equals 11, 12, 18 or 19; and EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) equals 21, 22 or 27	RELATION TO JUNCTION (A09) must not equal 01 or 11.

PP078	For Non-Motorists, the value "00" must not be coded for NON-MOTORIST'S LOCATION (P13).

Warnings

	IF	THEN
AP135	RELATION TO JUNCTION (A09) 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 (P03) 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 (P03) equals 5	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) should equal 0710, 0720, 0730, 0740, 0750, 0760 or 0790.
PA130	NON-MOTORIST LOCATION (P13) equals 01, 02, 08 or 09	RELATION TO JUNCTION (A09) should equal 01, 02, 11 or 12.
PP081	PERSON TYPE (P03) equals 3	NON-MOTORIST LOCATION (P13) should not equal 01, 02, 11 or 12.

Post Entry

	IF	THEN
AP001	EVENT NUMBER (E01) equals 1 and ~~FIRST~~ HARMFUL EVENT (A06) 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 or 99.
AP002	EVENT NUMBER (E01) equals ~~FIRST~~ HARMFUL EVENT (A06) equals 21, 22 or 27, and RELATION TO ROADWAY (A10) equals 2 or 7	there must be at least one NON-MOTORIST LOCATION (P13) equal to 08, 18, 98 or 99.
AP003	EVENT NUMBER (E01) equals ~~FIRST~~ HARMFUL EVENT (A06) equals 21, 22 or 27 and RELATION TO ROADWAY (A10) equals 3	there must be at least one NON-MOTORIST LOCATION (P13) equal to 08, 18, 98 or 99.

AP004	EVENT NUMBER (E01) equals ~~FIRST~~ HARMFUL EVENT (A06) equals 21, 22 or 27 and RELATION TO ROADWAY (A10) equals 99	there must be at least one NON-MOTORIST LOCATION (P13) equal to 09, 19 or 99.

P22 NON-MOTORIST STRIKING VEHICLE NUMBER

Screen Heading: Non-Motorist Data

Screen Name: Harming Vehicle # (1000-E?)

Long Name: Enter the non-motorist's striking vehicle number.

SAS Name: Person.Str_veh

Oracle Name: GES.NonMotorist.StrikeVehicleID

Element Values:

Screen	Oracle	SAS	
n/a	**n/a**	00	Not Applicable - Vehicle Occupant
1-30	*	1-30	Assigned Vehicle Number
?	?	99	Unknown

* The Oracle value is set equal to the value of GES.Vehicle.VehicleID for the in-transport motor vehicle which comes in contact with the non-motorist.

Remarks:

This variable captures the vehicle which made contact with the non-motorist being coded. The value entered must match the vehicle number of the striking vehicle.

If the non-motorist 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 **Unknown** is used when it cannot be determined which vehicle made contact.

Consistency Checks:

<u>Errors</u>

	IF	**THEN**
PA201	PERSON TYPE (P03) equals 3-8 and NUMBER OF MOTOR VEHICLES (A03) equals 01	NON-MOTORIST STRIKING VEHICLE NUMBER (P22) must equal 01.
PP082	NON-MOTORIST STRIKING VEHICLE NUMBER (P22) is null	PERSON TYPE (P03) must not equal 3-8.

PP083	NON-MOTORIST STRIKING VEHICLE NUMBER (P22) is equal to 01-30 or 99	PERSON TYPE (P03) must not equal 1, 2 or 9.

Post Entry

	IF	THEN
PA200	NON-MOTORIST STRIKING VEHICLE NUMBER (P22) must equal one of the NUMBER OF MOTOR VEHICLES (A03) in the case unless it is equal to 99.	
VA218	MOVEMENT PRIOR TO CRITICAL EVENT (V21) equals 00; at least one PERSON TYPE (P03) 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.

P18 PERSON'S PHYSICAL IMPAIRMENT (NON-MOTORISTS)

Screen Heading: Physical Impairments

Screen Name: Physical Impairments (970-E)

Long Name: Did the police identify any contributory physical impairments?

SAS Name: Person.Impairmt

Oracle Name: GES.Impairment.ImpairID

Element Values:

Screen	Oracle	SAS	
1	26791	00	None
2	26792	01	Ill, Blackout
3	26793	02	Drowsy, Sleepy, Fell Asleep, Fatigued
4	26794	03	Requires Cane Or Crutches
5	26795	04	Paraplegic Or Restricted To Wheelchair
6	26796	05	Impaired Due To Previous Injury
7	26797	06	Deaf
8	26798	07	Blind
9	26799	97	Physical Impairment-No Details
10	26800	98	Other Physical Impairment
11	26801	99	Unknown If Physically Impaired

Remarks:

This variable attempts to identify physical impairments of non-motorists which may have contributed to the cause of the crash. 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, non-motorist or witness statements unless verified by the investigating police officer.

Oracle-to-SAS Element Value Translation Instructions:

If two or more elements apply, the lowest numerical SAS value is used. Use this code, also, if this person is not a Driver or Pedestrian/Non-Motorist.

Enter **None** when the PAR indicates that there were no physical impairments for this person. Also use this code if physical impairment is not reported on the PAR.

Enter **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 **Drowsy, Sleepy, Fell Asleep, Fatigued** when indicated on the PAR. Alcohol or other drugs may be the source of this impairment.

Enter **Requires Cane Or Crutches** when indicated on the PAR.

Enter **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 **Impaired Due To Previous Injury** if the PAR specifically indicates this condition (e.g., pedestrian is involved in this crash subsequent to his/her involvement in a previous crash in which the pedestrian was injured). This element should be extremely rare.

Enter **Deaf** when indicated on the PAR.

Enter **Blind** when indicated on the PAR.

Enter **Physical Impairment - No Details** when the PAR indicates that "some" physical impairment exists but does not clearly indicate the nature of the impairment.

Enter **Other Physical Impairment** when the PAR indicates a physical impairment that cannot be attributed to one of the other elements above (screen element values "2" through "8").

Enter **Unknown If Physically Impaired** when the PAR indicates that the person's physical condition at the time of the crash is unknown.

Consistency Checks:

Errors

	IF	**THEN**
PA083	PERSON'S PHYSICAL IMPAIRMENT (P18) equals 04 and PERSON TYPE (P03) equals 4	the first character of PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must equal 1.
PP046	PERSON TYPE (P03) equals 2	PERSON'S PHYSICAL IMPAIRMENT (P18) must equal 00.

Warnings

	IF	**THEN**
PP085	PERSON'S PHYSICAL IMPAIRMENT (P18) equals 07	PERSON TYPE (P3) should not equal 1.

Post Entry

	IF	THEN
AP235	First character of PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 1	at least one PERSON'S PHYSICAL IMPAIRMENT (P18) should equal 04.

P19 NON-MOTORIST ACTION

Screen Heading: Non-Motorists Actions

Screen Name: Non-Motorists Actions (980-E)

Long Name: What are the non-motorist's actions at the moment prior to the crash?

SAS Name: Person.Action

Oracle Name: GES.NonMotoristAction.ActionID

Element Values:

Non-Motorist- Vehicle Operator

Screen	Oracle	SAS	
1	26765	00	No Action
2	26766	01	Failing To Have Lights On When Required
3	26767	02	Operating Without Required Equipment
4	26768	03	Improper Or Erratic Lane Changing
5	26769	04	Failure To Keep In Proper Lane Or Running Off Road
6	26770	05	Making Improper Entry To Or Exit From Trafficway
7	26771	06	Operating The Vehicle In Other Erratic, Reckless, Careless Or Negligent Manner
8	26772	07	Failure To Yield Right Of Way
9	26773	08	Failure To Obey Traffic Signs, Traffic Control Devices Or Traffic Officers, Failure To Obey Safety Zone
10	26774	09	Making Other Improper Turn
11	26775	10	Driving On Wrong Side Of Road
12	26776	98	Other Action
13	26777	99	Unknown Action

Other Non-Motorist

1	26779	00	No Action
2	26780	21	Darting Or Running Into Road
3	26781	22	Improper Crossing Of Roadway Or Intersection (Jaywalking)
4	26782	24	Inattentive (Talking, Eating, Etc.)
5	26783	25	Jogging
6	26784	26	Non-Motorist Pushing A Vehicle
7	26785	27	Walking With Traffic
8	26786	28	Walking Against Traffic
9	26787	29	Playing, Working, Sitting, Lying, Standing, etc. In Roadway
10	26788	98	Other Action
11	26789	99	Unknown Action

Remarks:

This variable attempts to identify circumstances that may have contributed to the cause of the crash. 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 **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) = (Occupant Of A Motor Vehicle Not In-Transport) for this non-motorist or when Person Type = (Occupant of a Non-Motor Vehicle Transport Device) and this non-motorist is not the vehicle operator.

Non-Motorist - Vehicle Operator

SAS element values "01" through "10" and "98" apply to pedalcyclists and operators (as opposed to passengers) of non-motor vehicle transport devices--see P03, Person Type, SAS element values "4" (Occupant Of A Non-motor Vehicle Transport Device) and "6" [Non-Occupant - Cyclist (Pedalcyclist)]. Occupants Of Non-motor Vehicle Transport Devices who are passengers should be coded "00" (No Action).

Oracle-to-SAS Element Value Translation Instructions:

If two or more elements apply, the lowest numerical SAS value is used.

Enter **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 **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 **Other Action** if the PAR indicates that some "other action" (other than one of those listed in SAS elements "01" through "10" above), associated with the operation of the pedalcycle or non-motor vehicle transport device, applies to this person.

SAS elements "21" through "29" and "98" apply to pedestrians or other non-motorists--see Person Type (P03), (Non-Occupant - Pedestrian), and (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 **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 crash could best be described as

jogging or running [see SAS 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 **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 **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 **Jogging** if the person was engaged in running, jogging or moving quickly (hurrying) just prior to collision.

Enter **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 **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 **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 crash; or
>
> Standing, sitting, lying, etc. (but not moving) and the action does not fit in SAS element "24" [Inattentive (Talking, Eating, etc.)]

Joggers/runners can walk for a brief spell; walkers can run for short distances. When distinguishing joggers/runners (SAS element "25") from walkers (SAS elements "27" and "28") focus on the intent of the person's activity prior to their involvement in the crash.

Enter **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 **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 Checks:

Errors

	IF	THEN
AP061	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0520 and PERSON TYPE (P03) 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.
AP129	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0750 or 0840	NON-MOTORIST'S ACTION (P19) must not equal 21.
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, NUMBER OF NON-MOTORISTS (A04) equals 01 and FIRST HARMFUL EVENT (A06) equals 22	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) must equal 0001, 0002, 0003, 0004, 0005, 0018, 0019, 0021, 0026, 0040, 0049, 0097, 0098 or 0099.
PP040	PERSON TYPE (P03) equals 4 or 6	NON-MOTORIST'S ACTION (P19) must not equal 21-29.
PP041	PERSON TYPE (P03) equals 5 or 8	NON-MOTORIST'S ACTION (P19) must not equal 01-10.
PP068	PERSON TYPE (P03) equals 3	NON-MOTORIST'S ACTION (P19) must equal 00.

Warnings

	IF	THEN
AP063	PEDESTRIAN/BIKE ACCIDENT TYPE (A24) equals 0830	NON-MOTORIST'S ACTION (P19) should equal 21.
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.

Post Entry

	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.

P20 NON-MOTORIST SAFETY EQUIPMENT USED

Screen Heading: Non-Motorist Safety Equipment

Screen Name: Non-Motorist Safety Equipment (990-E)

Long Name: What safety equipment did this non-motorist use?

SAS Name: Person.Saf_Eqmt

Oracle Name: GES.NonMotoristSafety.SafetyID

Element Values:

Screen	Oracle	SAS	
1	26759	**(0)**	Not Applicable
n/a	**n/a**	0	None Used Or N/A
2	19430	**(1)**	None Used
3	26760	1(2)	Bicycle Helmet
4	26761	2(3)	Reflective Equipment
5	26762	3(4)	Bicycle Helmet And Reflective Equipment
6	26763	8	Other Safety Equipment
7	26764	9	Unknown If Used

Remarks:

This variable attempts to identify safety equipment worn or carried by the non-motorist [Person Type (P03) = (Occupant Of A Non-Motor Vehicle Transport Device), (Pedestrian), (Cyclist) or (Other or Unknown)].

Enter **None Used** when the PAR specifically states that the non-motorist was not wearing or carrying any type of safety equipment.

N/A is used when the non-motorist is not one of the Person Types: (Occupant Of A Non-Motor Vehicle Transport Device), (Pedestrian), (Cyclist) or (Other or Unknown).

Enter **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 crash to use this code.

Enter **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 **Bicycle Helmet and Reflective Equipment** when the PAR indicates that both apply for this non-motorist (i.e. the non-motorist was both wearing a bicycle helmet and using reflective equipment).

Enter **Other Safety Equipment** when the PAR indicates that the non-motorist was using safety equipment and it does not fit into elements: **Bicycle Helmet**, **Reflective Equipment** or **Bicycle Helmet and Reflective Equipment**. 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 **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 Checks:

Errors

	IF	THEN
PP072	PERSON TYPE (P03) equals 1, 2 or 9	NON-MOTORIST SAFETY EQUIPMENT USE (P20) must equal 0.
PP073	PERSON TYPE (P03) equals 3	NON-MOTORIST SAFETY EQUIPMENT USE (P20) must equal 0.

Warnings

	IF	THEN
PP061	NON-MOTORIST SAFETY EQUIPMENT USE (P20) equals 2 or 4	PERSON TYPE (P03) should equal 6.

P15 RESTRAINT SYSTEM USE (NON-MOTORISTS)

Screen Heading: Restraints Used

Screen Name: Restraints Used (???-E)

Long Name: What restraints are being used by this Non-Motorist immediately prior to the crash?

SAS Name: Person.Rest_sys

Oracle Name: GES.Restraint.RestraintID

Element Values:

Screen	Oracle	SAS	
1	10313	0	None Used or N/A
2	10319	5	Motorcycle Helmet
3	10328	7	None Available
4	10327	9	Unknown If Used
5	10316	1	Lap/Shoulder Belt
6	10317	2	Lap Belt
7	10318	3	Shoulder Belt
8	10323	6	Child Safety Seat
9	10324	8	Restraint Used - Specifics Unknown or Other

Remarks:

This variable applies only to non-motorists who are occupants of motor vehicles not in-transport or occupants of a non-motor vehicle transport devices. Encode what was documented on the PAR regarding non-motorist 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 **None Used or N/A** when the PAR indicates that the non-motorist 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 non-motorist of that seat position did not use the available restraint.

Enter **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 **Child Safety Seat** if a child restraint is used in conjunction with shoulder and/or lap belts.

Enter **None Available** when the PAR indicates that no restraint was available in the seat position of this non-motorist. 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 [Sleeper Section of Cab (Truck)] or [Riding on Exterior of Vehicle].

Enter **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 **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.