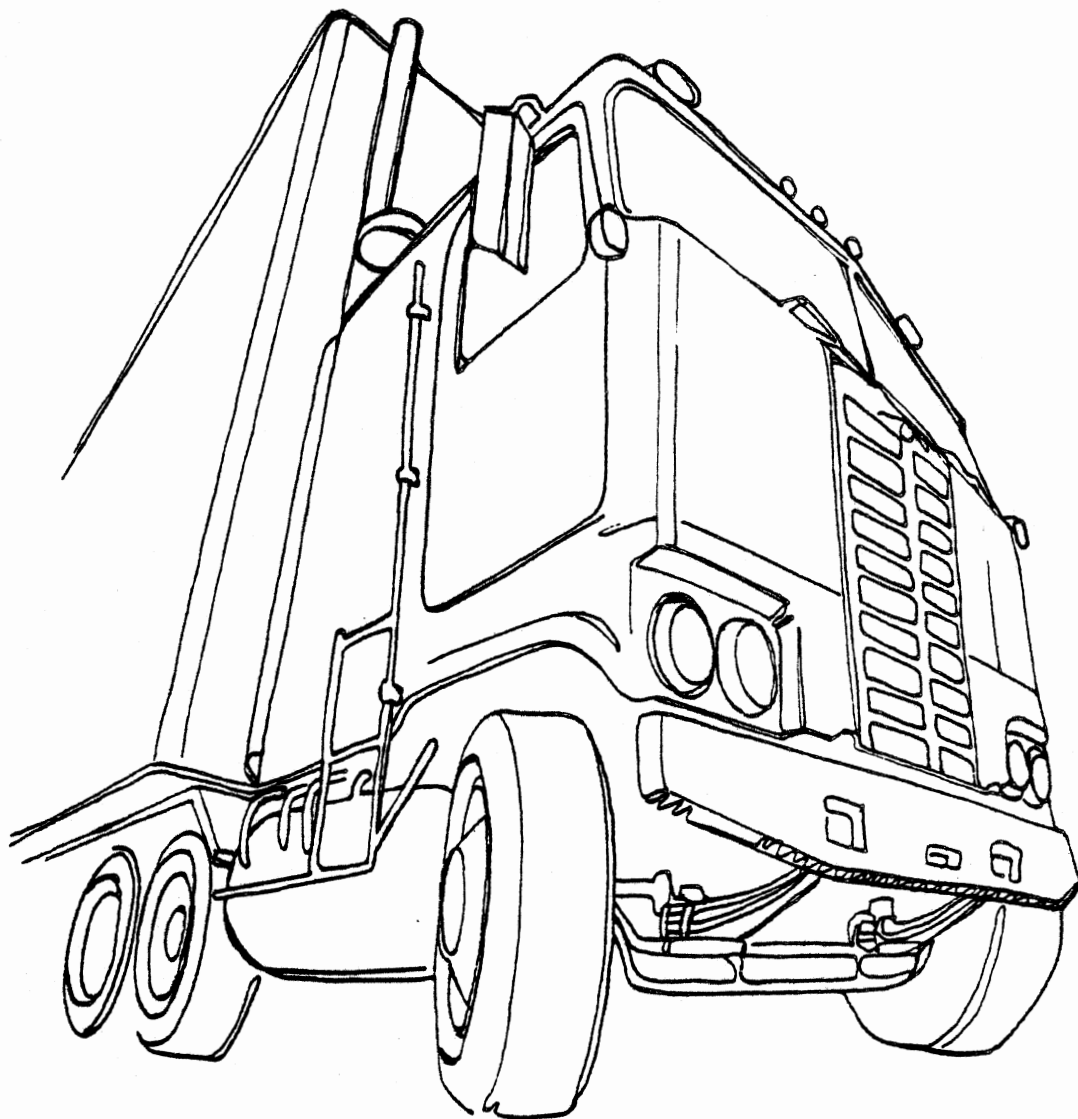# TRUCK-TRUCK FATAL ACCIDENTS, 1980-82

**(Version February 5, 1985)**
UMTRI Truck Study



**OLIVER CARSTEN**
**LESLIE C. PETTIS**

**UMTRI** The University of Michigan
Transportation Research Institute

TRUCK-TRUCK FATAL ACCIDENTS, 1980-82
(Version February 5, 1985)

Oliver Carsten

Leslie C. Pettis

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**16. Abstract**

This report provides one-way frequencies for all the variables in UMTRI's file of Truck-Truck Fatal Accidents, 1980-82. This file describes all two-vehicle fatal accidents involving two medium or heavy trucks. In describing the medium or heavy trucks, the file combines the coverage of the FARS data with the detail of the BMCS data. Where no BMCS report could be found for an appropriate medium or heavy truck listed by FARS, UMTRI conducted a survey, by telephone interview or by mail, to obtain the desired information on ownership, type of trip, vehicle configuration, cargo, weights, and lengths.

Overall, a total of 173 fatal accidents involving two medium or heavy trucks occurred in 1980, 138 in 1981, and 127 in 1982. Accidents involving at least one tractor and semi-trailer constituted 87.2 percent of the total; accidents involving at least one straight truck with no trailer constituted 33.6 percent of the total.

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EXECUTIVE SUMMARY


        The UMTRI dataset of Truck-Truck Fatal Accidents, 1980-82, provides
detailed descriptions of all two-vehicle fatal accidents  involving  two
medium  or  heavy trucks that occurred in the continental United States,
excluding Alaska, during the years 1980 through 1982.   In particular, it
gives information on the respective vehicles and  cargoes  that  is  not
contained  in  the  computerized  data from the Fatal Accident Reporting
System (FARS).  The UMTRI  file  is  obtained  from  a  combination  of
telephone  surveys,  mail  surveys, Bureau of Motor Carrier Safety (BMCS)
accident reports matched with FARS cases, and supplementary  data  coded
from police accident reports.

        Overall,  a  total  of  173 fatal accidents involving two medium or
heavy trucks occurred in 1980, 138 in 1981, and 127 in 1982.   Thus  the
number  of  such  accidents  fell by 20.2 percent from 1980 to 1981, and
fell by  a  further  8.0  percent  from  1981  to  1982.   Whether  such
differences  represent  real changes in medium and heavy truck safety or
are instead attributable to changes in vehicle use and mileage cannot at
present be established.

        Special  attention  was  devoted  to  establishing  the  correct
combination  type  since  the combination type established from the BMCS
and survey data frequently differs from that coded by FARS.  Overall the
UMTRI survey found that the collision was between two  tractor-and-semi-
trailer  units  in  52.7 percent of these accidents, between one tractor
and semi-trailer and one straight truck with no trailer in 22.4  percent
of the accidents, and between two straight trucks with no trailer in 8.0
percent of the accidents.

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# INTRODUCTION

## Overview

This report documents the February 5, 1985 version of the Truck-Truck Fatal Accidents, 1980-82, dataset. The report summarizes all the information in the computerized data file. This file describes all two-vehicle fatal accidents involving two medium or heavy trucks that occurred in the continental United States, excluding Alaska, during calendar years 1980 through 1982. All pickups and trucks with a gross vehicle weight rating of ten thousand pounds or less are excluded. All the vehicles described are from the "final" versions of the Fatal Accident Reporting System (FARS) files for the appropriate years. These FARS files are developed by the National Highway Traffic Safety Administration (NHTSA) and are the ones used by the agency for the annual reports on fatal accidents. The information on each accident has been formatted to give first the information on FARS vehicle no. 1, followed by that on FARS vehicle no. 2. No particular significance is to be attached to the ordering of the vehicles.

The FARS variables from 1980 and 1981 have been recoded by UMTRI so that they are in essentially the same format as the FARS 1982 data. Where a particular variable was not coded in 1980 or 1981, this is noted. Similarly the BMCS and Survey variables have been placed in the format used in the Trucks Involved in Fatal Accidents (TIFA), 1982, dataset. Variable 9 shows the year of the accident: 173 accidents are from 1980, 138 from 1981 and 127 from 1982. This three-year data file represents the 1980 data as of November 15, 1984, and the 1981 data as of November 21, 1984. No further revisions are expected for either year. The 1982 data is the version of November 9, 1984.

The dataset includes virtually all the variables from the public version of the three FARS files--the accident variables, the vehicle variables (for each truck), and the occupant variables (for the driver of each truck). A few cases had no occupant record because the vehicle was not occupied at the time of the accident. These cases have been padded with the appropriate missing data codes. All variables are at the _accident_ level; i.e., there is one record for each applicable accident. Companion reports document two additional versions of the three-year file, one for all involvements in fatal accidents by medium and heavy trucks, and one for two-vehicle accidents involving a medium or heavy truck and some other kind of vehicle.

In addition to the variables from FARS (variables 1 through 326 and variables 2104 through 2326), there is a set of variables (numbers 1001 through 1085 and 3001 through 3085) that provide the more detailed description of the respective vehicles and their cargoes that is supplied to the Bureau of Motor Carrier Safety (BMCS) by interstate carriers of goods. Such carriers are required to report to BMCS all

accidents resulting in a fatality, in injury that requires treatment away from the scene, or in property damage of $2000 or more. Form MCS 50-T, the form filled out for cargo-carrying vehicles, requests a comparatively detailed description of the vehicle and its cargo.

This contrasts with the more limited information on trucks that is supplied by FARS: make, model year, "Body Type," and "Vehicle Trailering." FARS Body Type divides medium and heavy trucks into straight trucks (with three weight categories and an unknown weight category), tractors, unknown medium trucks, and unknown heavy trucks. In Vehicle Trailering, FARS indicates whether the truck was pulling a trailer, and, if so, whether it was pulling a single trailer or two or more trailers. Even these distinctions are not always accurate. It was therefore decided, for the purposes of this study, to obtain the detail of the BMCS information for all medium and heavy trucks involved in fatal accidents, not just those operated by interstate motor carriers and reported to BMCS.

## Sources of Information

The first step in the acquisition of the data to supplement FARS was obtaining from the states copies of the police reports on all the fatal accidents involving at least one truck. While the format of these reports varies considerably from state to state, they all include the identities of the owner and the driver of the vehicles involved, and a description, sometimes very brief, of what occurred. A few states deleted the driver's name from the copy of the report sent to us, and even fewer also deleted the owner's name. These police reports were subsequently used in matching BMCS cases to to FARS cases, in identifying the appropriate respondent to contact when a match could not be made, and in checking responses for accuracy.

The preferred source of information to supplement FARS was a BMCS report for the involved vehicle. The BMCS files for 1980 through 1982 were available at UMTRI in computerized form, and use of these reports was clearly less costly than any form of independent data collection. To match the BMCS fatal cases with the corresponding case in FARS, a two-stage procedure was used. First a computerized algorithm was used to match the cases; then an attempt was made to match the remaining cases by hand on a state-by-state basis. The computerized algorithm was itself divided into six steps. Each step used three or four variables to make the match and a further four variables to check the match. If any one of the four check variables failed, then the match was rejected (although the same match might be successful on a subsequent pass). The information on the cases that failed on the check variables was retained and the potential match was later reviewed at the hand-matching stage.

A system of data collection was set up to handle the remaining FARS cases. Information was collected primarily by telephone interview. If a telephone interview proved impossible, then a mail survey was sent. Mail surveys were also sent out when requested by the interviewee. The person or company contacted was, where possible, the owner of the vehicle as listed in the police report. If no contact could be made

with the owner, then an attempt was made to reach the driver.   If neither the owner nor the driver could be reached, as much information as possible was collected from other parties, such as the police officer investigating the accident or the tow truck operator if the vehicle was towed from the scene.  Finally, if no knowledgeable respondent could be found, as much information as possible was coded from the police report. A few states blanked out all names and addresses on the police  reports. Here, no owner or driver could be identified, and all information is derived from the police reports.  Variables 1085 and 3085 document the source of the information supplementing FARS, while variables 1084 and 3084 show whether an interview was made or not, and, if made, whether it was completed.


## Number of Cases

In all three years the cases selected for follow-up included all cases coded by FARS on the Body Type variable as being medium or heavy trucks or unknown type trucks.  A new VIN-decoding program, VINA, was used by FARS for the first time on the 1981 data.  This program returns a number of codes for trucks, including series and weight class.  (These return codes are contained in variables 145 through 147 and 2145 through 2147 of this dataset.)  The weight class code enabled UMTRI to select all the FARS light trucks and vehicles of unknown body type which appeared from their VINs to be medium or heavy trucks.  If such vehicles in 1981 and 1982 accidents were returned by the VINA program as having a weight class of 3 through 8, i.e., greater than 10,000 pounds gross weight rating, they were included.  Fire trucks were excluded from the selection.

However, some of the selected vehicles were subsequently found to have been light rather than medium or heavy trucks.  In particular, a significant number of vehicles coded by FARS as straight trucks with a GVW less than 19,500 pounds turned out to be pickups and other light trucks.  These were designated "non-sample vehicles."   Also designated non-sample were those vehicles that did not conform to the prerequisites for inclusion in FARS.  These were vehicles parked off the roadway (e.g., on the shoulder) or properly parked at the side of the road. This resulted in the dataset documented in Trucks Involved in Fatal Accidents, 1980-82 with one case per involvement.

A subset was then produced of the TIFA 1980-82 dataset where the number of vehicles involved (variable 12) was equal to two.  Vehicle number 1 of these records was then matched with vehicle number 2 to produce the dataset being documented here.  This dataset has 438 cases and each distribution in this report sums to these 438 cases.[1]

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[1]Variables 43, 137, 223, 2137, and 2223 are multiple response variables.  For these variables, the tabulated frequencies sum to 438 times the number of responses indicated for the variable.

## Modifications to the Data

Cases where the data, as received from BMCS, contained "wild" or inconsistent codes have been reviewed and corrected. In addition one variable in the version of the BMCS files built by UMTRI has been subjected to special review for accuracy and consistency with other data elements. This is the Vehicle Combination Code (variables 1063 and 3063 here, variable 41 in the stand-alone BMCS file). All vehicles where the BMCS file reports two or more trailers being pulled were confirmed either by a review of the police report or by telephone contact with the owner. Similarly, all vehicles where the BMCS file showed fewer trailers than reported by FARS were checked by the same methods. The file documented here contains the corrected combination codes. Other variables have been corrected to conform to the new combination code when changes were made. In addition, BMCS does not collect information on cab style. A program was used to ascertain cab style for the BMCS matches from the FARS VIN and the BMCS-reported make and model. Where cab style could still not be established, a call was made to the owner.

## Obtaining Information from the Dataset

This report provides counts and distributions of the code values for each variable in the file. These tabulations are useful for understanding the variables available in the file, the completeness of the data, and the number of cases with any specific code value.

However, many research questions require more detailed cross-classification of the data. In general, different types of trucks are used differently. In comparing the accident experience of straight trucks with that of tractor-semitrailers, for example, one might wish to examine the distributions of trip type and carrier type. While this dataset is not accessible by public users of the Michigan Terminal System, the staff of the Systems Analysis Division of UMTRI will be pleased to make the appropriate runs for outside users. Requests for consultation on and analysis of the data are welcomed and may be addressed to Ken Campbell or Oliver Carsten at (313) 764-0248. Finally, while every effort has been made to check the accuracy of the data, the file may contain errors as yet undetected.

## TRUCK-TRUCK FATAL ACCIDENTS, 1980-82
## FARS ACCIDENT VARIABLES

| Variable Number | Variable Name | Field Width | Character Type | Mult Resp | Page Number |
|---|---|---|---|---|---|
| 1 | CASE STATE | 2 | Numeric | | 1 |
| 2 | CASE NUMBER | 4 | Numeric | | 2 |
| 5 | CITY | 4 | Numeric | | 2 |
| 6 | COUNTY | 3 | Numeric | | 2 |
| 7 | ACCIDENT DATE - MONTH | 2 | Numeric | | 3 |
| 8 | ACCIDENT DATE - DAY | 2 | Numeric | | 3 |
| 9 | ACCIDENT DATE - YEAR | 2 | Numeric | | 3 |
| 10 | ACCIDENT TIME - HOUR | 2 | Numeric | | 3 |
| 11 | ACCIDENT TIME - MINUTE | 2 | Numeric | | 4 |
| 12 | NO OF VEHICLES INVOLVED | 2 | Numeric | | 4 |
| 13 | NO OF PERSON FORMS | 2 | Numeric | | 5 |
| 14 | LAND USE | 1 | Numeric | | 5 |
| 15 | ROADWAY FUNCTION CLASS | 1 | Numeric | | 5 |
| 16 | FEDERAL AID SYSTEM | 1 | Numeric | | 5 |
| 17 | CLASS TRAFFICWAY | 1 | Numeric | | 6 |
| 18 | TRAFFICWAY IDENTIFIER | 10 | Alpha | | 6 |
| 19 | MILEPOINT | 5 | Numeric | | 6 |
| 20 | SPECIAL JURISDICTION | 1 | Numeric | · | 7 |
| 21 | FIRST HARMFUL EVENT | 2 | Numeric | | 7 |
| 22 | MANNER OF COLLISION | 1 | Numeric | | 8 |
| 23 | RELATION TO JUNCTION | 1 | Numeric | | 8 |
| 24 | RELATION TO ROADWAY | 1 | Numeric | | 9 |
| 25 | TRAFFICWAY FLOW | 1 | Numeric | | 9 |
| 26 | NO OF TRAVEL LANES | 1 | Numeric | | 10 |
| 27 | SPEED LIMIT | 2 | Numeric | | 10 |

## TRUCK-TRUCK FATAL ACCIDENTS, 1980-82
### FARS ACCIDENT VARIABLES

| Variable Number | Variable Name | Field Width | Character Type | Mult Resp | Page Number |
|---|---|---|---|---|---|
| 28 | ROADWAY ALIGNMENT | 1 | Numeric | | 10 |
| 29 | ROADWAY PROFILE | 1 | Numeric | | 11 |
| 30 | ROADWAY SURFACE TYPE | 1 | Numeric | | 11 |
| 31 | ROADWY SURFACE CONDITION | 1 | Numeric | | 11 |
| 32 | TRAFFIC CONTROL DEVICE | 2 | Numeric | | 11 |
| 33 | TRAFFIC CONT FUNCTIONING | 1 | Numeric | | 13 |
| 34 | HIT AND RUN | 1 | Numeric | | 13 |
| 35 | LIGHT CONDITION | 1 | Numeric | | 13 |
| 36 | ATMOSPHERIC CONDITIONS | 1 | Numeric | | 14 |
| 37 | CONSTRUCTION/MAINT ZONE | 1 | Numeric | | 14 |
| 38 | EMS NOTIFIED - HOUR | 2 | Numeric | | 14 |
| 39 | EMS NOTIFIED - MINUTE | 2 | Numeric | | 15 |
| 40 | EMS ARRIVAL - HOUR | 2 | Numeric | | 15 |
| 41 | EMS ARRIVAL - MINUTE | 2 | Numeric | | 15 |
| 42 | SCHOOL BUS RELATED | 1 | Numeric | | 15 |
| 43 | ACCIDENT RELATED FACTORS | 2 | Numeric | 3 | 16 |
| 44 | RAIL GRADE CROSSING ID | 7 | Alpha | | 16 |
| 45 | NO OF FATALITIES IN ACC | 2 | Numeric | | 16 |
| 46 | DAY OF WEEK | 1 | Numeric | | 17 |
| 47 | NO OF DRINKING DRIVERS | 1 | Numeric | | 17 |

## TRUCK-TRUCK FATAL ACCIDENTS, 1980-82
## TRUCK #1: FARS VEHICLE VARIABLES

| Variable Number | Variable Name | Field Width | Character Type | Mult Resp | Page Number |
|---|---|---|---|---|---|
| 104 | VEHICLE NUMBER | 2 | Numeric | | 19 |
| 106 | VEHICLE MAKE | 2 | Numeric | | 19 |
| 107 | VEHICLE MAKE-MODEL | 4 | Numeric | | 19 |
| 108 | BODY TYPE | 2 | Numeric | | 21 |
| 109 | MODEL YEAR | 2 | Numeric | | 21 |
| 110 | VIN | 10 | Alpha | | 22 |
| 121 | REGISTRATION STATE | 2 | Numeric | | 22 |
| 122 | ROLLOVER | 1 | Numeric | | 23 |
| 123 | JACKKNIFE | 1 | Numeric | | 24 |
| 124 | TRAVEL SPEED | 2 | Numeric | | 24 |
| 125 | HAZARDOUS CARGO | 1 | Numeric | | 24 |
| 126 | VEHICLE TRAILERING | 1 | Numeric | | 24 |
| 127 | SPECIAL USE | 1 | Numeric | | 25 |
| 128 | EMERGENCY USE | 1 | Numeric | | 25 |
| 129 | IMPACT POINT - INITIAL | 2 | Numeric | | 25 |
| 130 | IMPACT POINT - PRINCIPAL | 2 | Numeric | | 26 |
| 131 | EXTENT OF DEFORMATION | 1 | Numeric | | 26 |
| 132 | VEHICLE ROLE | 1 | Numeric | | 27 |
| 133 | MANNER OF LEAVING SCENE | 1 | Numeric | | 27 |
| 134 | FIRE OCCURRENCE | 1 | Numeric | | 27 |
| 135 | NO OF OCCUPANTS | 2 | Numeric | | 27 |
| 136 | NO OF DEATHS IN VEH | 2 | Numeric | | 28 |
| 137 | VEHICLE RELATED FACTORS | 2 | Numeric | 2 | 28 |
| 138 | VEHICLE MANEUVER | 2 | Numeric | | 29 |
| 139 | MOST HARMFUL EVENT | 2 | Numeric | | 29 |

TRUCK-TRUCK FATAL ACCIDENTS, 1980-82
TRUCK #1: FARS VEHICLE VARIABLES

| Variable Number | Variable Name | Field Width | Character Type | Mult Resp | Page Number |
|---|---|---|---|---|---|
| 145 | VIN TRUCK FUEL CODE | 1 | Numeric | | 30 |
| 146 | VIN TRUCK WEIGHT CODE | 1 | Numeric | | 31 |
| 147 | VIN TRUCK SERIES | 3 | Alpha | | 31 |
| 149 | LENGTH OF VIN | 2 | Numeric | | 31 |
| 150 | NO OF UNINJURED IN VEH | 2 | Numeric | | 32 |
| 151 | NO OF C-INJURED IN VEH | 2 | Numeric | | 32 |
| 152 | NO OF B-INJURED IN VEH | 2 | Numeric | | 32 |
| 153 | NO OF A-INJURED IN VEH | 2 | Numeric | | 33 |
| 154 | NO OF K-INJURED IN VEH | 2 | Numeric | | 33 |
| 155 | NO OF UNK INJURED IN VEH | 2 | Numeric | | 33 |
| 206 | DRIVER PRESENCE | 1 | Numeric | | 34 |
| 207 | DRIVER DRINKING | 1 | Numeric | | 34 |
| 208 | LICENSE STATE | 2 | Numeric | | 34 |
| 209 | LICENSE CLASS COMPLIANCE | 1 | Numeric | | 35 |
| 210 | LICENSE STATUS | 1 | Numeric | | 36 |
| 211 | LICENSE RESTRICTIONS MET | 1 | Numeric | | 36 |
| 212 | DRIVER TRAINING | 1 | Numeric | | 36 |
| 213 | VIOLATIONS CHARGED | 1 | Numeric | | 37 |
| 214 | NO OF PREV ACCIDENTS | 2 | Numeric | | 37 |
| 215 | NO OF PREV SUSPENSIONS | 2 | Numeric | | 37 |
| 216 | NO OF PREV DWI CONVICTNS | 2 | Numeric | | 38 |
| 217 | NO OF PREV SPEEDING CONV | 2 | Numeric | | 38 |
| 218 | NO OF PREV OTHER MV CONV | 2 | Numeric | | 38 |
| 219 | LAST ACC/SUSPNSN - MONTH | 2 | Numeric | | 38 |
| 220 | LAST ACC/SUSPNSN - YEAR | 2 | Numeric | | 39 |

## TRUCK-TRUCK FATAL ACCIDENTS, 1980-82
### TRUCK #1: FARS VEHICLE VARIABLES

| Variable Number | Variable Name | Field Width | Character Type | Mult Resp | Page Number |
|---|---|---|---|---|---|
| 221 | 1ST ACC/SUSPENSN - MONTH | 2 | Numeric | | 39 |
| 222 | 1ST ACC/SUSPENSN - YEAR | 2 | Numeric | | 40 |
| 223 | DRIVER RELATED FACTORS | 2 | Numeric | 3 | 40 |

## TRUCK-TRUCK FATAL ACCIDENTS, 1980-82
## TRUCK #1: FARS PERSON VARIABLES

| Variable Number | Variable Name | Field Width | Character Type | Mult Resp | Page Number |
|---|---|---|---|---|---|
| 305 | PERSON NUMBER | 2 | Numeric | | 43 |
| 307 | PERSON AGE | 2 | Numeric | | 43 |
| 308 | PERSON SEX | 1 | Numeric | | 43 |
| 309 | PERSON TYPE | 1 | Numeric | | 44 |
| 310 | SEATING POSITION | 2 | Numeric | | 44 |
| 311 | MANUAL RESTRAINT SYS | 1 | Numeric | | 44 |
| 312 | AUTOMATIC RESTRAINT SYS | 1 | Numeric | | 44 |
| 314 | EJECTION | 1 | Numeric | | 45 |
| 315 | EXTRICATION | 1 | Numeric | | 45 |
| 316 | ALCOHOL INVOLVEMENT | 1 | Numeric | | 45 |
| 317 | ALCOHOL TEST RESULT | 2 | Numeric | | 45 |
| 318 | INJURY SEVERITY | 1 | Numeric | | 46 |
| 319 | TAKEN TO HOSPITAL | 1 | Numeric | | 46 |
| 320 | DEATH DATE - MONTH | 2 | Numeric | | 46 |
| 321 | DEATH DATE - DAY | 2 | Numeric | | 47 |
| 322 | DEATH DATE - YEAR | 2 | Numeric | | 47 |
| 323 | DEATH TIME - HOURS | 2 | Numeric | | 47 |
| 324 | DEATH TIME - MINUTES | 2 | Numeric | | 48 |
| 325 | LAG TIME ACC/DEATH - HRS | 3 | Numeric | | 48 |
| 326 | LAG TIME ACC/DEATH - MIN | 2 | Numeric | | 48 |

## TRUCK-TRUCK FATAL ACCIDENTS, 1980-82
## TRUCK #1: BMCS and SURVEY VARIABLES

| Variable Number | Variable Name | Field Width | Character Type | Mult Resp | Page Number |
|---|---|---|---|---|---|
| 1001 | BMCS ID | 5 | Numeric | | 49 |
| 1002 | STATE OF CARRIER | 2 | Numeric | | 49 |
| 1003 | AREA OF OPERATION | 1 | Numeric | | 50 |
| 1004 | OPERATING AUTHORITY | 1 | Numeric | | 51 |
| 1005 | CARRIER TYPE | 1 | Numeric | | 51 |
| 1006 | OWNER OPERATOR | 1 | Numeric | | 51 |
| 1007 | TRIP TYPE | 1 | Numeric | | 52 |
| 1009 | DISTRICT TYPE | 1 | Numeric | | 52 |
| 1010 | MONTH | 2 | Numeric | | 52 |
| 1011 | DAY | 2 | Numeric | | 53 |
| 1012 | HOUR | 2 | Numeric | | 53 |
| 1013 | MINUTE | 2 | Numeric | | 54 |
| 1014 | ACCIDENT TYPE | 1 | Numeric | | 54 |
| 1015 | OTHER OBJECT INVOLVED | 2 | Numeric | | 54 |
| 1016 | VEHICLE #1 ACTION | 2 | Numeric | | 55 |
| 1017 | VEHICLE #2 ACTION | 2 | Numeric | | 55 |
| 1018 | VEHICLE #3 ACTION | 2 | Numeric | | 56 |
| 1019 | PRIMARY EVENT | 1 | Numeric | | 57 |
| 1020 | ASSOC. ACCIDENT EVENT | 1 | Numeric | | 57 |
| 1021 | DRIVER AGE | 2 | Numeric | | 57 |
| 1022 | YEARS DRIVER EMPLOYED | 2 | Numeric | | 59 |
| 1023 | HOURS DRIVING | 2 | Numeric | | 59 |
| 1024 | SCHEDULED HOURS | 2 | Numeric | | 60 |
| 1025 | DRIVER CONDITION | 1 | Numeric | | 60 |
| 1026 | POWER UNIT TYPE | 1 | Numeric | | 61 |

## TRUCK-TRUCK FATAL ACCIDENTS, 1980-82
### TRUCK #1: BMCS and SURVEY VARIABLES

| Variable<br>Number | Variable<br>Name | Field<br>Width | Character<br>Type | Mult<br>Resp | Page<br>Number |
|---|---|---|---|---|---|
| 1027 | STRT. TRUCK BODY STYLE | 1 | Numeric | | 61 |
| 1028 | CAB STYLE | 1 | Numeric | | 61 |
| 1029 | POWER UNIT YEAR | 2 | Numeric | | 61 |
| 1030 | POWER UNIT NO. OF AXLES | 1 | Numeric | | 62 |
| 1031 | POWER UNIT MAKE | 2 | Numeric | | 62 |
| 1032 | POWER UNIT LENGTH | 3 | Numeric | | 63 |
| 1033 | STRAIGHT TRUCK CARGO | 2 | Numeric | | 64 |
| 1034 | STRT. TRUCK HAZ. CARGO | 1 | Numeric | | 64 |
| 1035 | STRT. TRUCK CARGO WEIGHT | 6 | Numeric | | 65 |
| 1036 | POWER UNIT EMPTY WEIGHT | 6 | Numeric | | 65 |
| 1037 | 1ST TRAILER TYPE | 1 | Numeric | | 65 |
| 1038 | 1ST TRAILER YEAR | 2 | Numeric | | 66 |
| 1039 | 1ST TRAILER NO. OF AXLES | 2 | Numeric | | 66 |
| 1040 | 1ST TRAILER BODY | 1 | Numeric | | 67 |
| 1041 | 1ST TRAILER CARGO | 2 | Numeric | | 67 |
| 1042 | 1ST TRAILER HAZ. CARGO | 1 | Numeric | | 68 |
| 1043 | 1ST TRAILER CARGO WEIGHT | 6 | Numeric | | 68 |
| 1044 | 1ST TRAILER EMPTY WEIGHT | 6 | Numeric | | 68 |
| 1045 | 1ST TRAILER LENGTH | 3 | Numeric | | 69 |
| 1046 | 2ND TRAILER TYPE | 1 | Numeric | | 69 |
| 1047 | 2ND TRAILER YEAR | 2 | Numeric | | 70 |
| 1048 | 2ND TRAILER NO. OF AXLES | 2 | Numeric | | 70 |
| 1049 | 2ND TRAILER BODY | 1 | Numeric | | 70 |
| 1050 | 2ND TRAILER CARGO | 2 | Numeric | | 71 |
| 1051 | 2ND TRAILER HAZ. CARGO | 1 | Numeric | | 71 |

TRUCK-TRUCK FATAL ACCIDENTS, 1980-82
TRUCK #1: BMCS and SURVEY VARIABLES

| Variable Number | Variable Name | Field Width | Character Type | Mult Resp | Page Number |
|---|---|---|---|---|---|
| 1052 | 2ND TRAILER CARGO WEIGHT | 6 | Numeric | | 72 |
| 1053 | 2ND TRAILER EMPTY WEIGHT | 6 | Numeric | | 72 |
| 1054 | 2ND TRAILER LENGTH | 3 | Numeric | | 72 |
| 1055 | 3RD TRAILER TYPE | 1 | Numeric | | 73 |
| 1056 | 3RD TRAILER NO. OF AXLES | 2 | Numeric | | 73 |
| 1057 | 3RD TRAILER BODY | 1 | Numeric | | 73 |
| 1058 | 3RD TRAILER CARGO | 2 | Numeric | | 74 |
| 1059 | 3RD TRAILER HAZ. CARGO | 1 | Numeric | | 74 |
| 1060 | 3RD TRAILER CARGO WEIGHT | 6 | Numeric | | 75 |
| 1061 | 3RD TRAILER EMPTY WEIGHT | 6 | Numeric | | 75 |
| 1062 | 3RD TRAILER LENGTH | 3 | Numeric | | 75 |
| 1063 | VEHICLE COMBINATION CODE | 2 | Numeric | | 76 |
| 1064 | NO. OF TRAILERS | 1 | Numeric | | 76 |
| 1065 | TOTAL LENGTH | 3 | Numeric | | 76 |
| 1066 | TOTAL WIDTH | 2 | Numeric | | 77 |
| 1067 | TOTAL CARGO WEIGHT | 6 | Numeric | | 77 |
| 1068 | GROSS WEIGHT | 6 | Numeric | | 77 |
| 1069 | EMPTY COMBINATION WEIGHT | 6 | Numeric | | 77 |
| 1070 | FUEL TYPE | 1 | Numeric | | 78 |
| 1071 | HAZ. MAT. IN CARGO | 1 | Numeric | | 78 |
| 1072 | DRIVER KILLED | 1 | Numeric | | 78 |
| 1073 | DRIVER INJURED | 1 | Numeric | | 79 |
| 1074 | TOTAL KILLED IN VEHICLE | 2 | Numeric | | 79 |
| 1075 | TOTAL INJURED IN VEHICLE | 2 | Numeric | | 79 |
| 1076 | TOTAL KILLED IN ACCIDENT | 2 | Numeric | | 80 |

## TRUCK-TRUCK FATAL ACCIDENTS, 1980-82
## TRUCK #1: BMCS and SURVEY VARIABLES

| Variable Number | Variable Name | Field Width | Character Type | Mult Resp | Page Number |
|---|---|---|---|---|---|
| 1077 | TOT. INJURED IN ACCIDENT | 2 | Numeric | | 80 |
| 1078 | WEATHER | 1 | Numeric | | 80 |
| 1079 | LIGHT CONDITION | 1 | Numeric | | 81 |
| 1080 | ROAD SURFACE CONDITION | 1 | Numeric | | 81 |
| 1081 | NUMBER OF LANES | 1 | Numeric | | 81 |
| 1082 | HIGHWAY TYPE | 1 | Numeric | | 82 |
| 1083 | CARGO (BMCS) | 2 | Numeric | | 82 |
| 1084 | INTERVIEW STATUS | 1 | Numeric | | 82 |
| 1085 | SOURCE OF INFORMATION | 1 | Numeric | | 83 |

TRUCK-TRUCK FATAL ACCIDENTS, 1980-82
TRUCK #2: FARS VEHICLE VARIABLES

| Variable Number | Variable Name | Field Width | Character Type | Mult Resp | Page Number |
|---|---|---|---|---|---|
| 2104 | VEHICLE NUMBER | 2 | Numeric | | 85 |
| 2106 | VEHICLE MAKE | 2 | Numeric | | 85 |
| 2107 | VEHICLE MAKE-MODEL | 4 | Numeric | | 86 |
| 2108 | BODY TYPE | 2 | Numeric | | 87 |
| 2109 | MODEL YEAR | 2 | Numeric | | 88 |
| 2110 | VIN | 10 | Alpha | | 88 |
| 2121 | REGISTRATION STATE | 2 | Numeric | | 88 |
| 2122 | ROLLOVER | 1 | Numeric | | 90 |
| 2123 | JACKKNIFE | 1 | Numeric | | 90 |
| 2124 | TRAVEL SPEED | 2 | Numeric | | 90 |
| 2125 | HAZARDOUS CARGO | 1 | Numeric | | 90 |
| 2126 | VEHICLE TRAILERING | 1 | Numeric | | 91 |
| 2127 | SPECIAL USE | 1 | Numeric | | 91 |
| 2128 | EMERGENCY USE | 1 | Numeric | | 91 |
| 2129 | IMPACT POINT - INITIAL | 2 | Numeric | | 92 |
| 2130 | IMPACT POINT - PRINCIPAL | 2 | Numeric | | 92 |
| 2131 | EXTENT OF DEFORMATION | 1 | Numeric | | 93 |
| 2132 | VEHICLE ROLE | 1 | Numeric | | 93 |
| 2133 | MANNER OF LEAVING SCENE | 1 | Numeric | | 93 |
| 2134 | FIRE OCCURRENCE | 1 | Numeric | | 93 |
| 2135 | NO OF OCCUPANTS | 2 | Numeric | | 94 |
| 2136 | NO OF DEATHS IN VEH | 2 | Numeric | | 94 |
| 2137 | VEHICLE RELATED FACTORS | 2 | Numeric | 2 | 94 |
| 2138 | VEHICLE MANEUVER | 2 | Numeric | | 95 |
| 2139 | MOST HARMFUL EVENT | 2 | Numeric | | 96 |

TRUCK-TRUCK FATAL ACCIDENTS, 1980-82
TRUCK #2: FARS VEHICLE VARIABLES

| Variable Number | Variable Name | Field Width | Character Type | Mult Resp | Page Number |
|---|---|---|---|---|---|
| 2145 | VIN TRUCK FUEL CODE | 1 | Numeric | | 97 |
| 2146 | VIN TRUCK WEIGHT CODE | 1 | Numeric | | 97 |
| 2147 | VIN TRUCK SERIES | 3 | Alpha | | 98 |
| 2149 | LENGTH OF VIN | 2 | Numeric | | 98 |
| 2150 | NO OF UNINJURED IN VEH | 2 | Numeric | | 98 |
| 2151 | NO OF C-INJURED IN VEH | 2 | Numeric | | 98 |
| 2152 | NO OF B-INJURED IN VEH | 2 | Numeric | | 99 |
| 2153 | NO OF A-INJURED IN VEH | 2 | Numeric | | 99 |
| 2154 | NO OF K-INJURED IN VEH | 2 | Numeric | | 99 |
| 2155 | NO OF UNK INJURED IN VEH | 2 | Numeric | | 99 |
| 2206 | DRIVER PRESENCE | 1 | Numeric | | 100 |
| 2207 | DRIVER DRINKING | 1 | Numeric | | 100 |
| 2208 | LICENSE STATE | 2 | Numeric | | 100 |
| 2209 | LICENSE CLASS COMPLIANCE | 1 | Numeric | | 101 |
| 2210 | LICENSE STATUS | 1 | Numeric | | 102 |
| 2211 | LICENSE RESTRICTIONS MET | 1 | Numeric | | 102 |
| 2212 | DRIVER TRAINING | 1 | Numeric | | 102 |
| 2213 | VIOLATIONS CHARGED | 1 | Numeric | | 103 |
| 2214 | NO OF PREV ACCIDENTS | 2 | Numeric | | 103 |
| 2215 | NO OF PREV SUSPENSIONS | 2 | Numeric | | 103 |
| 2216 | NO OF PREV DWI CONVICTNS | 2 | Numeric | | 104 |
| 2217 | NO OF PREV SPEEDING CONV | 2 | Numeric | | 104 |
| 2218 | NO OF PREV OTHER MV CONV | 2 | Numeric | | 104 |
| 2219 | LAST ACC/SUSPNSN - MONTH | 2 | Numeric | | 105 |
| 2220 | LAST ACC/SUSPNSN - YEAR | 2 | Numeric | | 105 |

TRUCK-TRUCK FATAL ACCIDENTS, 1980-82
TRUCK #2: FARS VEHICLE VARIABLES

| Variable Number | Variable Name | Field Width | Character Type | Mult Resp | Page Number |
|---|---|---|---|---|---|
| 2221 | 1ST ACC/SUSPENSN - MONTH | 2 | Numeric | | 105 |
| 2222 | 1ST ACC/SUSPENSN - YEAR | 2 | Numeric | | 106 |
| 2223 | DRIVER RELATED FACTORS | 2 | Numeric | 3 | 106 |

TRUCK-TRUCK FATAL ACCIDENTS, 1980-82
TRUCK #2: FARS PERSON VARIABLES

| Variable Number | Variable Name | Field Width | Character Type | Mult Resp | Page Number |
|---|---|---|---|---|---|
| 2305 | PERSON NUMBER | 2 | Numeric | | 109 |
| 2307 | PERSON AGE | 2 | Numeric | | 109 |
| 2308 | PERSON SEX | 1 | Numeric | | 109 |
| 2309 | PERSON TYPE | 1 | Numeric | | 110 |
| 2310 | SEATING POSITION | 2 | Numeric | | 110 |
| 2311 | MANUAL RESTRAINT SYS | 1 | Numeric | | 110 |
| 2312 | AUTOMATIC RESTRAINT SYS | 1 | Numeric | | 110 |
| 2314 | EJECTION | 1 | Numeric | | 111 |
| 2315 | EXTRICATION | 1 | Numeric | | 111 |
| 2316 | ALCOHOL INVOLVEMENT | 1 | Numeric | | 111 |
| 2317 | ALCOHOL TEST RESULT | 2 | Numeric | | 111 |
| 2318 | INJURY SEVERITY | 1 | Numeric | | 112 |
| 2319 | TAKEN TO HOSPITAL | 1 | Numeric | | 112 |
| 2320 | DEATH DATE - MONTH | 2 | Numeric | | 112 |
| 2321 | DEATH DATE - DAY | 2 | Numeric | | 113 |
| 2322 | DEATH DATE - YEAR | 2 | Numeric | | 113 |
| 2323 | DEATH TIME - HOURS | 2 | Numeric | | 113 |
| 2324 | DEATH TIME - MINUTES | 2 | Numeric | | 114 |
| 2325 | LAG TIME ACC/DEATH - HRS | 3 | Numeric | | 114 |
| 2326 | LAG TIME ACC/DEATH - MIN | 2 | Numeric | | 114 |

# TRUCK-TRUCK FATAL ACCIDENTS, 1980-82
## TRUCK #2: BMCS and SURVEY VARIABLES

| Variable Number | Variable Name | Field Width | Character Type | Mult Resp | Page Number |
|---|---|---|---|---|---|
| 3001 | BMCS ID | 5 | Numeric | | 115 |
| 3002 | STATE OF CARRIER | 2 | Numeric | | 115 |
| 3003 | AREA OF OPERATION | 1 | Numeric | | 116 |
| 3004 | OPERATING AUTHORITY | 1 | Numeric | | 117 |
| 3005 | CARRIER TYPE | 1 | Numeric | | 117 |
| 3006 | OWNER OPERATOR | 1 | Numeric | | 117 |
| 3007 | TRIP TYPE | 1 | Numeric | | 118 |
| 3009 | DISTRICT TYPE | 1 | Numeric | | 118 |
| 3010 | MONTH | 2 | Numeric | | 118 |
| 3011 | DAY | 2 | Numeric | | 119 |
| 3012 | HOUR | 2 | Numeric | | 119 |
| 3013 | MINUTE | 2 | Numeric | | 120 |
| 3014 | ACCIDENT TYPE | 1 | Numeric | | 120 |
| 3015 | OTHER OBJECT INVOLVED | 2 | Numeric | | 120 |
| 3016 | VEHICLE #1 ACTION | 2 | Numeric | | 121 |
| 3017 | VEHICLE #2 ACTION | 2 | Numeric | | 121 |
| 3018 | VEHICLE #3 ACTION | 2 | Numeric | | 122 |
| 3019 | PRIMARY EVENT | 1 | Numeric | | 123 |
| 3020 | ASSOC. ACCIDENT EVENT | 1 | Numeric | | 123 |
| 3021 | DRIVER AGE | 2 | Numeric | | 123 |
| 3022 | YEARS DRIVER EMPLOYED | 2 | Numeric | | 125 |
| 3023 | HOURS DRIVING | 2 | Numeric | | 125 |
| 3024 | SCHEDULED HOURS | 2 | Numeric | | 126 |
| 3025 | DRIVER CONDITION | 1 | Numeric | | 126 |
| 3026 | POWER UNIT TYPE | 1 | Numeric | | 127 |

## TRUCK-TRUCK FATAL ACCIDENTS, 1980-82
## TRUCK #2: BMCS and SURVEY VARIABLES

| Variable Number | Variable Name | Field Width | Character Type | Mult Resp | Page Number |
|---|---|---|---|---|---|
| 3027 | STRT. TRUCK BODY STYLE | 1 | Numeric | | 127 |
| 3028 | CAB STYLE | 1 | Numeric | | 127 |
| 3029 | POWER UNIT YEAR | 2 | Numeric | | 127 |
| 3030 | POWER UNIT NO. OF AXLES | 1 | Numeric | | 128 |
| 3031 | POWER UNIT MAKE | 2 | Numeric | | 128 |
| 3032 | POWER UNIT LENGTH | 3 | Numeric | | 129 |
| 3033 | STRAIGHT TRUCK CARGO | 2 | Numeric | | 130 |
| 3034 | STRT. TRUCK HAZ. CARGO | 1 | Numeric | | 130 |
| 3035 | STRT. TRUCK CARGO WEIGHT | 6 | Numeric | | 131 |
| 3036 | POWER UNIT EMPTY WEIGHT | 6 | Numeric | | 131 |
| 3037 | 1ST TRAILER TYPE | 1 | Numeric | | 131 |
| 3038 | 1ST TRAILER YEAR | 2 | Numeric | | 132 |
| 3039 | 1ST TRAILER NO. OF AXLES | 2 | Numeric | | 132 |
| 3040 | 1ST TRAILER BODY | 1 | Numeric | | 133 |
| 3041 | 1ST TRAILER CARGO | 2 | Numeric | | 133 |
| 3042 | 1ST TRAILER HAZ. CARGO | 1 | Numeric | | 134 |
| 3043 | 1ST TRAILER CARGO WEIGHT | 6 | Numeric | | 134 |
| 3044 | 1ST TRAILER EMPTY WEIGHT | 6 | Numeric | | 134 |
| 3045 | 1ST TRAILER LENGTH | 3 | Numeric | | 135 |
| 3046 | 2ND TRAILER TYPE | 1 | Numeric | | 135 |
| 3047 | 2ND TRAILER YEAR | 2 | Numeric | | 136 |
| 3048 | 2ND TRAILER NO. OF AXLES | 2 | Numeric | | 136 |
| 3049 | 2ND TRAILER BODY | 1 | Numeric | | 136 |
| 3050 | 2ND TRAILER CARGO | 2 | Numeric | | 137 |
| 3051 | 2ND TRAILER HAZ. CARGO | 1 | Numeric | | 137 |

## TRUCK-TRUCK FATAL ACCIDENTS, 1980-82
## TRUCK #2: BMCS and SURVEY VARIABLES

| Variable Number | Variable Name | Field Width | Character Type | Mult Resp | Page Number |
|---|---|---|---|---|---|
| 3052 | 2ND TRAILER CARGO WEIGHT | 6 | Numeric | | 138 |
| 3053 | 2ND TRAILER EMPTY WEIGHT | 6 | Numeric | | 138 |
| 3054 | 2ND TRAILER LENGTH | 3 | Numeric | | 138 |
| 3055 | 3RD TRAILER TYPE | 1 | Numeric | | 139 |
| 3056 | 3RD TRAILER NO. OF AXLES | 2 | Numeric | | 139 |
| 3057 | 3RD TRAILER BODY | 1 | Numeric | | 139 |
| 3058 | 3RD TRAILER CARGO | 2 | Numeric | | 140 |
| 3059 | 3RD TRAILER HAZ. CARGO | 1 | Numeric | | 140 |
| 3060 | 3RD TRAILER CARGO WEIGHT | 6 | Numeric | | 141 |
| 3061 | 3RD TRAILER EMPTY WEIGHT | 6 | Numeric | | 141 |
| 3062 | 3RD TRAILER LENGTH | 3 | Numeric | | 141 |
| 3063 | VEHICLE COMBINATION CODE | 2 | Numeric | | 142 |
| 3064 | NO. OF TRAILERS | 1 | Numeric | | 142 |
| 3065 | TOTAL LENGTH | 3 | Numeric | | 142 |
| 3066 | TOTAL WIDTH | 2 | Numeric | | 143 |
| 3067 | TOTAL CARGO WEIGHT | 6 | Numeric | | 143 |
| 3068 | GROSS WEIGHT | 6 | Numeric | | 143 |
| 3069 | EMPTY COMBINATION WEIGHT | 6 | Numeric | | 143 |
| 3070 | FUEL TYPE | 1 | Numeric | | 144 |
| 3071 | HAZ. MAT. IN CARGO | 1 | Numeric | | 144 |
| 3072 | DRIVER KILLED | 1 | Numeric | | 144 |
| 3073 | DRIVER INJURED | 1 | Numeric | | 145 |
| 3074 | TOTAL KILLED IN VEHICLE | 2 | Numeric | | 145 |
| 3075 | TOTAL INJURED IN VEHICLE | 2 | Numeric | | 145 |
| 3076 | TOTAL KILLED IN ACCIDENT | 2 | Numeric | | 145 |

TRUCK-TRUCK FATAL ACCIDENTS, 1980-82
TRUCK #2: BMCS and SURVEY VARIABLES

| Variable Number | Variable Name | Field Width | Character Type | Mult Resp | Page Number |
|---|---|---|---|---|---|
| 3077 | TOT. INJURED IN ACCIDENT | 2 | Numeric | | 146 |
| 3078 | WEATHER | 1 | Numeric | | 146 |
| 3079 | LIGHT CONDITION | 1 | Numeric | | 146 |
| 3080 | ROAD SURFACE CONDITION | 1 | Numeric | | 147 |
| 3081 | NUMBER OF LANES | 1 | Numeric | | 147 |
| 3082 | HIGHWAY TYPE | 1 | Numeric | | 147 |
| 3083 | CARGO (BMCS) | 2 | Numeric | | 148 |
| 3084 | INTERVIEW STATUS | 1 | Numeric | | 148 |
| 3085 | SOURCE OF INFORMATION | 1 | Numeric | | 149 |

```
┌─────────────────────────────────────────────────────────────────────┐
│                    The ACCIDENT VARIABLES                             │
│                                                                       │
│   Variables 1 through 47 are the FARS variables that describe         │
│   the accident.                                                       │
└─────────────────────────────────────────────────────────────────────┘
```

| Variable | 1 | **CASE STATE** | MD1: | None | Field Width: | 2 |
|---|---|---|---|---|---|---|
| | | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | CASE STATE |
|---|---|---|
| 12 | 2.7 | 01. Alabama |
| 0 | 0.0 | 02. Alaska |
| 5 | 1.1 | 04. Arizona |
| 17 | 3.9 | 05. Arkansas |
| 27 | 6.2 | 06. California |
| 1 | 0.2 | 08. Colorado |
| 0 | 0.0 | 09. Connecticut |
| 1 | 0.2 | 10. Delaware |
| 0 | 0.0 | 11. District of Columbia |
| 30 | 6.8 | 12. Florida |
| 10 | 2.3 | 13. Georgia |
| 0 | 0.0 | 15. Hawaii |
| 3 | 0.7 | 16. Idaho |
| 9 | 2.1 | 17. Illinois |
| 19 | 4.3 | 18. Indiana |
| 5 | 1.1 | 19. Iowa |
| 8 | 1.8 | 20. Kansas |
| 8 | 1.8 | 21. Kentucky |
| 15 | 3.4 | 22. Louisiana |
| 0 | 0.0 | 23. Maine |
| 10 | 2.3 | 24. Maryland |
| 1 | 0.2 | 25. Massachusetts |
| 8 | 1.8 | 26. Michigan |
| 10 | 2.3 | 27. Minnesota |
| 13 | 3.0 | 28. Mississippi |
| 12 | 2.7 | 29. Missouri |
| 3 | 0.7 | 30. Montana |
| 7 | 1.6 | 31. Nebraska |
| 1 | 0.2 | 32. Nevada |
| 1 | 0.2 | 33. New Hampshire |
| 8 | 1.8 | 34. New Jersey |
| 4 | 0.9 | 35. New Mexico |
| 12 | 2.7 | 36. New York |
| 12 | 2.7 | 37. North Carolina |
| 2 | 0.5 | 38. North Dakota |
| 16 | 3.7 | 39. Ohio |
| 19 | 4.3 | 40. Oklahoma |
| 6 | 1.4 | 41. Oregon |
| 18 | 4.1 | 42. Pennsylvania |

FREQ Prcnt    Var 1  CASE STATE

| FREQ | Prcnt | |
|---|---|---|
| 0 | 0.0 | 43. Puerto Rico |
| 0 | 0.0 | 44. Rhode Island |
| 4 | 0.9 | 45. South Carolina |
| 3 | 0.7 | 46. South Dakota |
| 12 | 2.7 | 47. Tennessee |
| 56 | 12.8 | 48. Texas |
| 4 | 0.9 | 49. Utah |
| 0 | 0.0 | 50. Vermont |
| 6 | 1.4 | 51. Virginia |
| 5 | 1.1 | 53. Washington |
| 1 | 0.2 | 54. West Virginia |
| 6 | 1.4 | 55. Wisconsin |
| 8 | 1.8 | 56. Wyoming |

---

| Variable | 2 | **CASE NUMBER** | MD1: | None | Field Width: | 4 |
|---|---|---|---|---|---|---|
| | | | MD2: | None | Type: | Numeric |

FREQ Prcnt    CASE NUMBER ASSIGNED WITHIN STATES

| FREQ | Prcnt | |
|---|---|---|
| 1 | 0.2 | 0001. |
| | | -    . Case number |
| 0 | 0.0 | 9999. |

---

| Variable | 5 | **CITY** | MD1: | 9999 | Field Width: | 4 |
|---|---|---|---|---|---|---|
| | | | MD2: | None | Type: | Numeric |

FREQ Prcnt    CITY -GSA GEOGRAPHIC LOCATION CODE

| FREQ | Prcnt | |
|---|---|---|
| 371 | 84.7 | 0000. Not applicable |
| 0 | 0.0 | 0001. |
| | | -    . GSA code |
| 0 | 0.0 | 9996. |
| 3 | 0.7 | 9997. Other |
| 1 | 0.2 | 9999. Unknown |

---

| Variable | 6 | **COUNTY** | MD1: | 999 | Field Width: | 3 |
|---|---|---|---|---|---|---|
| | | | MD2: | None | Type: | Numeric |

FREQ Prcnt    COUNTY -GSA GEOGRAPHIC LOCATION CODE

| FREQ | Prcnt | |
|---|---|---|
| 9 | 2.1 | 001. |
| | | -  . GSA code |
| 0 | 0.0 | 996. |
| 0 | 0.0 | 997. Other |
| 0 | 0.0 | 999. Unknown |

| Variable | 7 | **ACCIDENT DATE – MONTH** | MD1: | 99 | Field Width: | 2 |
| | | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | ACCIDENT DATE – MONTH |
|------|-------|------------------------|
| 36 | 8.2 | 01. January |
| 38 | 8.7 | 02. February |
| 35 | 8.0 | 03. March |
| 28 | 6.4 | 04. April |
| 33 | 7.5 | 05. May |
| 32 | 7.3 | 06. June |
| 31 | 7.1 | 07. July |
| 46 | 10.5 | 08. August |
| 32 | 7.3 | 09. September |
| 49 | 11.2 | 10. October |
| 41 | 9.4 | 11. November |
| 37 | 8.4 | 12. December |

| Variable | 8 | **ACCIDENT DATE – DAY** | MD1: | 99 | Field Width: | 2 |
| | | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | ACCIDENT DATE – DAY |
|------|-------|----------------------|
| 16 | 3.7 | 01. |
| | | – . Day of month |
| 6 | 1.4 | 31. |

| Variable | 9 | **ACCIDENT DATE – YEAR** | MD1: | 99 | Field Width: | 2 |
| | | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | ACCIDENT DATE – YEAR |
|------|-------|----------------------|
| 173 | 39.5 | 80. 1980 |
| 138 | 31.5 | 81. 1981 |
| 127 | 29.0 | 82. 1982 |

| Variable | 10 | **ACCIDENT TIME – HOUR** | MD1: | 99 | Field Width: | 2 |
| | | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | ACCIDENT TIME – HOUR |
|------|-------|----------------------|
| 16 | 3.7 | 00. 12:01 am – 12:59 am |
| 16 | 3.7 | 01. 1:00 am – 1:59 am |
| 19 | 4.3 | 02. 2:00 am – 2:59 am |
| 23 | 5.3 | 03. 3:00 am – 3:59 am |
| 28 | 6.4 | 04. 4:00 am – 4:59 am |
| 29 | 6.6 | 05. 5:00 am – 5:59 am |

FREQ Prcnt    Var 10   ACCIDENT TIME - HOUR

| FREQ | Prcnt | | |
|---|---|---|---|
| 22 | 5.0 | 06. | 6:00 am - 6:59 am |
| 17 | 3.9 | 07. | 7:00 am - 7:59 am |
| 23 | 5.3 | 08. | 8:00 am - 8:59 am |
| 28 | 6.4 | 09. | 9:00 am - 9:59 am |
| 23 | 5.3 | 10. | 10:00 am - 10:59 am |
| 14 | 3.2 | 11. | 11:00 am - 11:59 am |
| 12 | 2.7 | 12. | 12:00 pm - 12:59 pm |
| 23 | 5.3 | 13. | 1:00 pm - 1:59 pm |
| 25 | 5.7 | 14. | 2:00 pm - 2:59 pm |
| 29 | 6.6 | 15. | 3:00 pm - 3:59 pm |
| 17 | 3.9 | 16. | 4:00 pm - 4:59 pm |
| 13 | 3.0 | 17. | 5:00 pm - 5:59 pm |
| 6 | 1.4 | 18. | 6:00 pm - 6:59 pm |
| 5 | 1.1 | 19. | 7:00 pm - 7:59 pm |
| 9 | 2.1 | 20. | 8:00 pm - 8:59 pm |
| 15 | 3.4 | 21. | 9:00 pm - 9:59 pm |
| 11 | 2.5 | 22. | 10:00 pm - 10:59 pm |
| 14 | 3.2 | 23. | 11:00 pm - 11:59 pm |
| 1 | 0.2 | 24. | 12:00 midnight |
| 0 | 0.0 | 99. | Unknown |

---

| Variable 11 | **ACCIDENT TIME - MINUTE** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

FREQ Prcnt    ACCIDENT TIME - MINUTE

| FREQ | Prcnt | |
|---|---|---|
| 69 | 15.8 | 00. |
| | | - . Minute |
| 1 | 0.2 | 59. |
| 4 | 0.9 | 99. Unknown |

---

| Variable 12 | **NO OF VEHICLES INVOLVED** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

FREQ Prcnt    NO OF VEHICLES INVOLVED

| FREQ | Prcnt | |
|---|---|---|
| 438 | 100.0 | 02. 2 vehicles |

---

| Variable | 13 | **NO OF PERSON FORMS** | MD1: | None | Field Width: | 2 |
|---|---|---|---|---|---|---|
| | | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | NO OF PERSON FORMS SUBMITTED |
|---|---|---|
| 3 | 0.7 | 01. |
| | | - . Number submitted |
| 0 | 0.0 | 99. |

---

| Variable | 14 | **LAND USE** | MD1: | 9 | Field Width: | 1 |
|---|---|---|---|---|---|---|
| | | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | LAND USE - FHWA CLASSIFICATION |
|---|---|---|
| 74 | 16.9 | 1. Urban area |
| 360 | 82.2 | 2. Rural area |
| 4 | 0.9 | 9. Unknown |

---

| Variable | 15 | **ROADWAY FUNCTION CLASS** | MD1: | 9 | Field Width: | 1 |
|---|---|---|---|---|---|---|
| | | | MD2: | None | Type: | Numeric |

Not coded for 1980

| FREQ | Prcnt | ROADWAY FUNCTION CLASS |
|---|---|---|
| 100 | 22.8 | 1. Principal arterial - interstate |
| 7 | 1.6 | 2. Principal arterial - other urban freeway or expressway |
| 81 | 18.5 | 3. Principal arterial - other |
| 31 | 7.1 | 4. Minor arterial |
| 3 | 0.7 | 5. Urban collector |
| 18 | 4.1 | 6. Major rural collector |
| 6 | 1.4 | 7. Minor rural collector |
| 7 | 1.6 | 8. Local road or street |
| 185 | 42.2 | 9. Unknown |

---

| Variable | 16 | **FEDERAL AID SYSTEM** | MD1: | 9 | Field Width: | 1 |
|---|---|---|---|---|---|---|
| | | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | TA-1 CLASS - FHWA CLASSIFICATION |
|---|---|---|
| 160 | 36.5 | 1. Interstate |
| 195 | 44.5 | 2. Other Federal Aid primary |
| 35 | 8.0 | 3. Federal Aid secondary |
| 7 | 1.6 | 4. Federal Aid urban arterial |
| 1 | 0.2 | 5. Federal Aid urban collector |
| 5 | 1.1 | 6. Non-Federal Aid arterial |

FREQ Prcnt    Var 16  FEDERAL AID SYSTEM

    8   1.8    7. Non-Federal Aid collector
   15   3.4    8. Non-Federal Aid local
   12   2.7    9. Unknown

---

| Variable 17 | **CLASS TRAFFICWAY** | MD1: | 9 | Field Width: | 1 |
| | | MD2: | None | Type: | Numeric |

Not coded for 1981

FREQ Prcnt    CLASS TRAFFICWAY

  105  24.0    1. Interstate
    3   0.7    2. Other limited access (1980 cases only)
   85  19.4    3. Other U.S. route
   79  18.0    4. Other state route
    1   0.2    5. Other major artery (1980 cases only)
   17   3.9    6. County road
    8   1.8    7. Local street
    2   0.5    8. Other road
  138  31.5    9. Unknown

---

| Variable 18 | **TRAFFICWAY IDENTIFIER** | MD1: | None | Field Width: | 10 |
| | | MD2: | None | Type: | Alphabetic |

FREQ Prcnt    TRAFFICWAY IDENTIFIER

              9999999999. Unknown

---

| Variable 19 | **MILEPOINT** | MD1: | 99999 | Field Width: | 5 |
| | | MD2: | None | Type: | Numeric |

Not coded for 1980 and 1981

FREQ Prcnt    MILEPOINT

              00000. None
              00001.
              -    . Actual to nearest .1 mile
              99998.
              99999. Unknown

---

| Variable | 20 | **SPECIAL JURISDICTION** | MD1: | 9 | Field Width: | 1 |
|---|---|---|---|---|---|---|
| | | | MD2: | None | Type: | Numeric |

---

FREQ Prcnt   SPECIAL JURISDICTION

| FREQ | Prcnt | |
|---|---|---|
| 436 | 99.5 | 0. No special jurisdiction |
| 0 | 0.0 | 1. National Park Service |
| 1 | 0.2 | 2. Military |
| 1 | 0.2 | 3. Indian reservation |
| 0 | 0.0 | 4. College/university campus |
| 0 | 0.0 | 5. Other federal properties |
| 0 | 0.0 | 8. Other |
| 0 | 0.0 | 9. Unknown |

---

| Variable | 21 | **FIRST HARMFUL EVENT** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|---|
| | | | MD2: | None | Type: | Numeric |

---

FREQ Prcnt   FIRST EVENT CAUSING INJURY OR PROPERTY DAMAGE

Non-Collision Event

| FREQ | Prcnt | |
|---|---|---|
| 4 | 0.9 | 01. Overturn |
| 0 | 0.0 | 02. Fire/explosion |
| 0 | 0.0 | 03. Immersion |
| 0 | 0.0 | 04. Gas inhalation |
| 1 | 0.2 | 05. Fell from vehicle |
| 0 | 0.0 | 06. Injured in vehicle |
| 2 | 0.5 | 07. Other non-collision |

Collision With Object Not Fixed

| FREQ | Prcnt | |
|---|---|---|
| 7 | 1.6 | 08. Pedestrian |
| 1 | 0.2 | 09. Pedalcycle |
| 0 | 0.0 | 10. Railway train |
| 2 | 0.5 | 11. Animal |
| 391 | 89.3 | 12. Motor vehicle in transport |
| 13 | 3.0 | 13. Motor vehicle in transport in other roadway |
| 4 | 0.9 | 14. Parked motor vehicle |
| 0 | 0.0 | 15. Other type non-motorist |
| 0 | 0.0 | 16. Thrown or falling object |
| 0 | 0.0 | 17. Boulder |
| 0 | 0.0 | 18. Other object (not fixed) |

Collision With Fixed Object

| FREQ | Prcnt | |
|---|---|---|
| 1 | 0.2 | 19. Building |
| 0 | 0.0 | 20. Impact attenuator/crash cushion |
| 5 | 1.1 | 21. Bridge pier or abutment |
| 0 | 0.0 | 22. Bridge parapet end |
| 1 | 0.2 | 23. Bridge rail |
| 2 | 0.5 | 24. Guardrail |

| FREQ | Prcnt | Var 21  FIRST HARMFUL EVENT |
|---|---|---|
| 0 | 0.0 | 25. Concrete traffic barrier |
| 0 | 0.0 | 26. Other longitudinal barrier type |
| 1 | 0.2 | 27. Highway/traffic sign post |
| 0 | 0.0 | 28. Overhead sign support |
| 1 | 0.2 | 29. Luminaire/light support |
| 0 | 0.0 | 30. Utility pole |
| 0 | 0.0 | 31. Other post, pole or supports |
| 1 | 0.2 | 32. Culvert |
| 0 | 0.0 | 33. Curb |
| 0 | 0.0 | 34. Ditch |
| 1 | 0.2 | 35. Embankment - earth |
| 0 | 0.0 | 36. Embankment - rock, stone or concrete |
| 0 | 0.0 | 37. Embankment - material type unknown |
| 0 | 0.0 | 38. Fence |
| 0 | 0.0 | 39. Wall |
| 0 | 0.0 | 40. Fire hydrant |
| 0 | 0.0 | 41. Shrubbery |
| 0 | 0.0 | 42. Tree |
| 0 | 0.0 | 43. Other fixed object |
| 0 | 0.0 | 44. Pavement surface irregularity (pothole, grooved, grates) |
| 0 | 0.0 | 99. Unknown |

---

| Variable | 22 | **MANNER OF COLLISION** | MD1: | 9 | Field Width: | 1 |
|---|---|---|---|---|---|---|
| | | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | MANNER OF COLLISION |
|---|---|---|
| 35 | 8.0 | 0. Not a collision with a vehicle in transport |
| 184 | 42.0 | 1. Rear-end |
| 90 | 20.5 | 2. Head-on |
| 0 | 0.0 | 3. Rear-to-rear |
| 92 | 21.0 | 4. Angle |
| 17 | 3.9 | 5. Sideswipe -·same direction |
| 19 | 4.3 | 6. Sideswipe - opposite direction |
| 1 | 0.2 | 9. Unknown |

---

| Variable | 23 | **RELATION TO JUNCTION** | MD1: | 9 | Field Width: | 1 |
|---|---|---|---|---|---|---|
| | | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | RELATION TO JUNCTION |
|---|---|---|
| 338 | 77.2 | 1. Non-junction |
| 59 | 13.5 | 2. Intersection |
| 12 | 2.7 | 3. Intersection related |
| 8 | 1.8 | 4. Interchange area |

FREQ  Prcnt    Var 23  RELATION TO JUNCTION

| 12 | 2.7 | 5. Driveway, alley, access, etc. |
| 4 | 0.9 | 6. Entrance/exit ramp |
| 2 | 0.5 | 7. Rail grade crossing |
| 3 | 0.7 | 8. In crossover |
| 0 | 0.0 | 9. Unknown |

---

| Variable 24 | **RELATION TO ROADWAY** | MD1: 9 | Field Width: 1 |
| | | MD2: None | Type: Numeric |

FREQ  Prcnt    RELATION TO ROADWAY

| 410 | 93.6 | 1. On roadway |
| 10 | 2.3 | 2. Shoulder |
| 6 | 1.4 | 3. Median |
| 9 | 2.1 | 4. Roadside |
| 2 | 0.5 | 5. Outside right-of-way |
| 1 | 0.2 | 6. Off roadway - location unknown |
| 0 | 0.0 | 7. In parking lane |
| 0 | 0.0 | 8. Gore |
| 0 | 0.0 | 9. Unknown |

---

| Variable 25 | **TRAFFICWAY FLOW** | MD1: 9 | Field Width: 1 |
| | | MD2: None | Type: Numeric |

A trafficway may include several roadways if it is a
physically divided highway.  Trafficways are not physically
divided unless the divider is a median, barrier or other
constructed device.  Pavement markings do not qualify.

FREQ  Prcnt    TRAFFICWAY FLOW

| 217 | 49.5 | 1. Not physically divided (two way trafficway) |
| 178 | 40.6 | 2. Divided highway, median strip (without traffic barrier) |
| 41 | 9.4 | 3. Divided highway, median strip (with traffic barrier) |
| 1 | 0.2 | 4. One way trafficway |
| 1 | 0.2 | 9. Unknown |

---

Variable   26   **NO OF TRAVEL LANES**        MD1:      9   Field Width:    1

---

                                             MD2:   None   Type:    Numeric

A roadway is one part of a divided trafficway or, if undivided, the same as the trafficway. It refers to the roadway on which the vehicle precipitating the accident was traveling. Only lanes open for travel are counted. Turn lanes are therefore excluded.

| FREQ | Prcnt | NO OF TRAVEL LANES |
|------|-------|--------------------|
| 0    | 0.0   | 1. 1 lane          |
| 367  | 83.8  | 2. 2 lanes         |
| 20   | 4.6   | 3. 3 lanes         |
| 41   | 9.4   | 4. 4 lanes         |
| 7    | 1.6   | 5. 5 lanes         |
| 3    | 0.7   | 6. 6 lanes         |
| 0    | 0.0   | 7. 7 or more lanes |
| 0    | 0.0   | 9. Unknown         |

---

Variable   27   **SPEED LIMIT**               MD1:     99   Field Width:    2

---

                                             MD2:   None   Type:    Numeric

| FREQ | Prcnt | SPEED LIMIT          |
|------|-------|----------------------|
| 0    | 0.0   | 00. No statutory limit |
| 0    | 0.0   | 05.  5 mph           |
| 0    | 0.0   | 10. 10 mph           |
| 0    | 0.0   | 15. 15 mph           |
| 1    | 0.2   | 20. 20 mph           |
| 0    | 0.0   | 25. 25 mph           |
| 3    | 0.7   | 30. 30 mph           |
| 5    | 1.1   | 35. 35 mph           |
| 5    | 1.1   | 40. 40 mph           |
| 10   | 2.3   | 45. 45 mph           |
| 19   | 4.3   | 50. 50 mph           |
| 371  | 84.7  | 55. 55 mph           |
| 0    | 0.0   | 65. 65 mph           |
| 24   | 5.5   | 99. Unknown          |

---

Variable   28   **ROADWAY ALIGNMENT**         MD1:      9   Field Width:    1

---

                                             MD2:   None   Type:    Numeric

| FREQ | Prcnt | ROADWAY ALIGNMENT |
|------|-------|-------------------|
| 364  | 83.1  | 1. Straight       |
| 74   | 16.9  | 2. Curve          |
| 0    | 0.0   | 9. Unknown        |

| Variable | 29 | **ROADWAY PROFILE** | MD1: | 9 | Field Width: | 1 |
|---|---|---|---|---|---|---|
| | | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | ROADWAY PROFILE |
|---|---|---|
| 312 | 71.2 | 1. Level |
| 120 | 27.4 | 2. Grade |
| 3 | 0.7 | 3. Hillcrest |
| 0 | 0.0 | 4. Sag |
| 3 | 0.7 | 9. Unknown |

| Variable | 30 | **ROADWAY SURFACE TYPE** | MD1: | 9 | Field Width: | 1 |
|---|---|---|---|---|---|---|
| | | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | ROADWAY SURFACE TYPE |
|---|---|---|
| 125 | 28.5 | 1. Concrete |
| 284 | 64.8 | 2. Blacktop or bituminous |
| 0 | 0.0 | 3. Brick or block |
| 4 | 0.9 | 4. Slag, gravel or stone |
| 2 | 0.5 | 5. Dirt |
| 0 | 0.0 | 8. Other |
| 23 | 5.3 | 9. Unknown |

| Variable | 31 | **ROADWY SURFACE CONDITION** | MD1: | 9 | Field Width: | 1 |
|---|---|---|---|---|---|---|
| | | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | ROADWY SURFACE CONDITION |
|---|---|---|
| 352 | 80.4 | 1. Dry |
| 64 | 14.6 | 2. Wet |
| 11 | 2.5 | 3. Snow or slush |
| 11 | 2.5 | 4. Ice |
| 0 | 0.0 | 5. Sand, dirt, oil |
| 0 | 0.0 | 8. Other |
| 0 | 0.0 | 9. Unknown |

| Variable | 32 | **TRAFFIC CONTROL DEVICE** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|---|
| | | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | TRAFFIC CONTROL DEVICE |
|---|---|---|
| 347 | 79.2 | 00. No controls |

***Not At Railroad Grade Crossing***

FREQ  Prcnt    Var 32   TRAFFIC CONTROL DEVICE

               Highway traffic signals
  2    0.5        01. Traffic control signal (on colors) without
                      pedestrian signal
  6    1.4        02. Traffic control (on colors) with pedestrian signal
 29    6.6        03. Traffic control signal (on colors) not known
                      whether or not pedestrian signal
  3    0.7        04. Flashing traffic control signal
  2    0.5        05. Flashing beacon
  0    0.0        06. Flashing highway traffic signal, type unknown or
                      other than traffic control or beacon
  0    0.0        07. Lane use control signal
  1    0.2        08. Other highway traffic signal
  0    0.0        09. Unknown highway traffic signal


               Regulatory signs
 12    2.7        20. Stop sign
  0    0.0        21. Yield sign
  3    0.7        28. Other regulatory sign
  0    0.0        29. Unknown type regulatory sign


               School zone signs
  0    0.0        30. School speed limit sign
  0    0.0        31. School advance or crossing sign
  0    0.0        38. Other school related sign
  0    0.0        39. Unknown type school zone sign


               Warning signs
  2    0.5        40. Warning sign


               Miscellaneous
  0    0.0        50. Officer, crossing guard, flagman, etc.


               ***At Railroad Grade Crossing***


               Active devices
  0    0.0        60. Gates
  0    0.0        61. Flashing lights
  0    0.0        62. Traffic control signal
  0    0.0        63. Wigwags
  0    0.0        64. Bells
  0    0.0        68. Other train activated device
  0    0.0        69. Active device, type unknown


               Passive devices
  0    0.0        70. Cross bucks
  0    0.0        71. Stop sign
  0    0.0        72. Other railroad crossing sign
  0    0.0        73. Special warning device - watchman, flagged by crew
  0    0.0        78. Other passive device
  0    0.0        79. Passive device, type unknown

FREQ Prcnt   Var 32  TRAFFIC CONTROL DEVICE

                     Miscellaneous devices
   0    0.0      80. Grade crossing controlled, type unknown

                 ***Whether Or Not At Railroad Grade Crossing***

  31    7.1      98. Other
   0    0.0      99. Unknown

---

Variable   33  **TRAFFIC CONT FUNCTIONING**   MD1:      9   Field Width:   1
                                              MD2:   None   Type:    Numeric

         Not coded for 1980 and 1981

 FREQ Prcnt   TRAFFIC CONTROL FUNCTIONING

  109   24.9      0. No controls
    0    0.0      1. Device not functioning
    0    0.0      2. Device functioning - functioning improperly
   18    4.1      3. Device functioning properly
  311   71.0      9. Unknown

---

Variable   34  **HIT AND RUN**               MD1:      9   Field Width:   1
                                             MD2:   None   Type:    Numeric

 FREQ Prcnt   HIT AND RUN

  437   99.8      0. No hit and run
    1    0.2      1. Hit motor vehicle in transport
    0    0.0      2. Hit pedestrian or non-motorist
    0    0.0      3. Hit parked vehicle or object
    0    0.0      4. Hit motor vehicle (1980 & 1981 cases only)
    0    0.0      5. Hit non-motorist (1980 & 1981 cases only)

---

Variable   35  **LIGHT CONDITION**           MD1:      9   Field Width:   1
                                             MD2:   None   Type:    Numeric

 FREQ Prcnt   LIGHT CONDITION

  231   52.7      1. Daylight
  175   40.0      2. Dark
   16    3.7      3. Dark but lighted
   15    3.4      4. Dawn
    1    0.2      5. Dusk
    0    0.0      9. Unknown

---

Variable   36   **ATMOSPHERIC CONDITIONS**   MD1:      9   Field Width:   1
                                             MD2:   None   Type:    Numeric

---

 FREQ Prcnt    ATMOSPHERIC CONDITIONS

  348  79.5     1. No adverse atmospheric conditions
   47  10.7     2. Rain
    0   0.0     3. Sleet
   11   2.5     4. Snow
   23   5.3     5. Fog
    0   0.0     6. Rain and fog (1982 cases only)
    0   0.0     7. Sleet and fog (1982 cases only)
    7   1.6     8. Other (smog, smoke, blowing sand, or dust)
    2   0.5     9. Unknown

---

Variable   37   **CONSTRUCTION/MAINT ZONE**   MD1:      9   Field Width:   1
                                              MD2:   None   Type:    Numeric

---

    Identifies accidents that occurred in a construction or
    maintenance zone.  Use of this code does not imply that the
    accident was caused by the construction/maintenance activity
    or zone.

 FREQ Prcnt    CONSTRUCTION OR MAINTENANCE ZONE

  425  97.0     0. None
    4   0.9     1. Construction
    8   1.8     2. Maintenance
    1   0.2     3. Utility
    0   0.0     4. Work zone, type unknown

---

Variable   38   **EMS NOTIFIED - HOUR**   MD1:     99   Field Width:   2
                                          MD2:   None   Type:    Numeric

---

 FREQ Prcnt    EMS NOTIFIED - HOUR

   34   7.8     00. Not notified or 12:01-12:59 am
   10   2.3     01.
                 - . Hour
    0   0.0     24.
  252  57.5     99. Unknown

---

| Variable 39 | **EMS NOTIFIED - MINUTE** | MD1: | 99 | Field Width: 2 |
|---|---|---|---|---|
| | | MD2: | None | Type: Numeric |

| FREQ | Prcnt | EMS NOTIFIED - MINUTE |
|---|---|---|
| 35 | 8.0 | 00. Not notified or on hour |
| 1 | 0.2 | 01. |
| | | - . Minute |
| 1 | 0.2 | 59. |
| 252 | 57.5 | 99. Unknown |

---

| Variable 40 | **EMS ARRIVAL - HOUR** | MD1: | 99 | Field Width: 2 |
|---|---|---|---|---|
| | | MD2: | None | Type: Numeric |

| FREQ | Prcnt | EMS ARRIVAL - HOUR |
|---|---|---|
| 35 | 8.0 | 00. Not notified or 12:01-12:59 am |
| 9 | 2.1 | 01. |
| | | - . Hour |
| 0 | 0.0 | 24. |
| 240 | 54.8 | 99. Unknown |

---

| Variable 41 | **EMS ARRIVAL - MINUTE** | MD1: | 99 | Field Width: 2 |
|---|---|---|---|---|
| | | MD2: | None | Type: Numeric |

| FREQ | Prcnt | EMS ARRIVAL - MINUTE |
|---|---|---|
| 38 | 8.7 | 00. Not notified or on hour |
| 1 | 0.2 | 01. |
| | | - . Minute |
| 2 | 0.5 | 59. |
| 240 | 54.8 | 99. Unknown |

---

| Variable 42 | **SCHOOL BUS RELATED** | MD1: | 9 | Field Width: 1 |
|---|---|---|---|---|
| | | MD2: | None | Type: Numeric |

Identifies accidents in which a school bus was directly or indirectly involved, such as an accident involving children alighting from a school bus. The school bus does not have to be a traffic unit in the accident.

| FREQ | Prcnt | SCHOOL BUS RELATED |
|---|---|---|
| 437 | 99.8 | 0. No |
| 1 | 0.2 | 1. Yes |

---

| Variable | 43 | **ACCIDENT RELATED FACTORS** | MD1: | 99 | Field Width: | 2 |

MD2:   None   Type:   Numeric
Multiple Responses:  3

FREQ Prcnt   RELATED FACTORS AT ACCIDENT LEVEL

| FREQ | Prcnt | | |
|---|---|---|---|
| 1309 | 99.6 | 00. | None |
| 0 | 0.0 | 01. | Inadequate warning of exits, lanes narrowing, traffic controls, etc. |
| 1 | 0.1 | 02. | Shoulder related |
| 0 | 0.0 | 03. | Other construction created condition |
| 0 | 0.0 | 04. | No (or obscured) pavement marking |
| 0 | 0.0 | 05. | Surface underwater |
| 1 | 0.1 | 06. | Inadequate construction or poor design of roadway, bridge, etc. |
| 0 | 0.0 | 07. | Surface washed out (caved in, road slippage) |

Special circumstances

| | | | |
|---|---|---|---|
| 0 | 0.0 | 15. | Nonoccupant struck by falling cargo or something that came loose from or was set in motion by a vehicle |
| 0 | 0.0 | 16. | Nonoccupant struck vehicle |
| 0 | 0.0 | 17. | Vehicle set in motion by nondriver |
| 3 | 0.2 | 99. | Unknown |

---

| Variable | 44 | **RAIL GRADE CROSSING ID** | MD1: | None | Field Width: | 7 |

MD2:   None   Type: Alphabetic

FREQ Prcnt   RAIL GRADE CROSSING ID - FRA CODE

0000000. Not Applicable
000000A.
-       . FRA code
999999Z.
9999999. Unknown

---

| Variable | 45 | **NO OF FATALITIES IN ACC** | MD1: | 99 | Field Width: | 2 |

MD2:   None   Type:   Numeric

FREQ Prcnt   NO OF FATALITIES IN ACC

| FREQ | Prcnt | | |
|---|---|---|---|
| 0 | 0.0 | 00. | 0 killed |
| 370 | 84.5 | 01. | 1 killed |
| 53 | 12.1 | 02. | 2 killed |
| 13 | 3.0 | 03. | 3 killed |
| 2 | 0.5 | 04. | 4 killed |
| 0 | 0.0 | 05. | 5 killed |
| 0 | 0.0 | 06. | 6 killed |

FREQ Prcnt    Var 45  NO OF FATALITIES IN ACC

| 0 | 0.0 | 07. | 7 killed |
| 0 | 0.0 | 08. | 8 killed |
| 0 | 0.0 | 09. | 9 killed |

---

| Variable 46 | **DAY OF WEEK** | MD1: | 9 | Field Width: | 1 |
| | | MD2: | None | Type: | Numeric |

FREQ Prcnt    DAY OF WEEK

| 13 | 3.0 | 1. Sunday |
| 61 | 13.9 | 2. Monday |
| 87 | 19.9 | 3. Tuesday |
| 83 | 18.9 | 4. Wednesday |
| 88 | 20.1 | 5. Thursday |
| 81 | 18.5 | 6. Friday |
| 25 | 5.7 | 7. Saturday |

---

| Variable 47 | **NO OF DRINKING DRIVERS** | MD1: | 9 | Field Width: | 1 |
| | | MD2: | None | Type: | Numeric |

Not coded for 1980

FREQ Prcnt    NO OF DRINKING DRIVERS

| 240 | 54.8 | 0. | 0 drivers |
| 20 | 4.6 | 1. | 1 drivers |
| 5 | 1.1 | 2. | 2 drivers |
| 0 | 0.0 | 3. | 3 drivers |
| 0 | 0.0 | 4. | 4 drivers |
| 173 | 39.5 | 9. | 9 or more drivers |

```
┌──────────────────────────────────────────────────────────────┐
│                The VEHICLE Variables for Truck #1              │
│                                                                │
│      Variables 104 through 223 are the FARS variables that     │
│   describe the first medium or heavy truck.  FARS includes some│
│   variables that are descriptive of the driver among the vehicle│
│   variables.  These are variables 206 through 223.             │
└──────────────────────────────────────────────────────────────┘
```

---

Variable 104   **VEHICLE NUMBER**           MD1:   None   Field Width:   2
                                            MD2:   None   Type:     Numeric

FREQ Prcnt   VEHICLE NUMBER

    0   0.0    00. Dummy vehicle record (non-motorist)
  438 100.0    01. Vehicle #1
                 - .
    0   0.0    99. Vehicle #99

---

Variable 106   **VEHICLE MAKE**             MD1:     99   Field Width:   2
                                            MD2:   None   Type:     Numeric

FREQ Prcnt   VEHICLE MAKE

    5   1.1    07. Dodge
   47  10.7    12. Ford
   34   7.8    20. Chevrolet
   47  10.7    23. GMC
    2   0.5    42. Mercedes Benz
    2   0.5    81. Diamond Reo
   27   6.2    82. Freightliner
   77  17.6    84. International
   53  12.1    85. Kenworth
   50  11.4    86. Mack
   37   8.4    87. Peterbilt
   33   7.5    88. White
   14   3.2    95. Other truck or bus
   10   2.3    99. Unknown

---

Variable 107   **VEHICLE MAKE-MODEL**       MD1:   9900   Field Width:   4
                                            MD2:   9900   Type:     Numeric

     All 1980 cases have the model portion unknown --(89)

FREQ Prcnt   VEHICLE MAKE-MODEL

    1   0.2    0781. Dodge medium/heavy: CBE

FREQ Prcnt    Var 107   VEHICLE MAKE-MODEL

| FREQ | Prcnt | | |
|---|---|---|---|
| 1 | 0.2 | 0784. | Dodge medium/heavy: unknown engine location |
| 3 | 0.7 | 0789. | Dodge unknown (truck) |
| 1 | 0.2 | 1200. | Ford unknown |
| 18 | 4.1 | 1281. | Ford medium/heavy: CBE |
| 6 | 1.4 | 1283. | Ford medium/heavy: COE high entry |
| 3 | 0.7 | 1284. | Ford medium/heavy: unknown engine location |
| 19 | 4.3 | 1289. | Ford unknown (truck) |
| 1 | 0.2 | 2000. | Chevrolet unknown |
| 15 | 3.4 | 2081. | Chevrolet medium/heavy: CBE |
| 1 | 0.2 | 2082. | Chevrolet medium/heavy: COE low entry |
| 1 | 0.2 | 2084. | Chevrolet medium/heavy: unknown engine location |
| 16 | 3.7 | 2089. | Chevrolet unknown (truck) |
| 1 | 0.2 | 2300. | GMC unknown |
| 16 | 3.7 | 2381. | GMC medium/heavy: CBE |
| 10 | 2.3 | 2383. | GMC medium/heavy: COE high entry |
| 1 | 0.2 | 2384. | GMC medium/heavy: unknown engine location |
| 19 | 4.3 | 2389. | GMC unknown (truck) |
| 2 | 0.5 | 4281. | Mercedes Benz medium/heavy: CBE |
| 2 | 0.5 | 8181. | Diamond Reo medium/heavy: CBE |
| 2 | 0.5 | 8281. | Freightliner medium/heavy: CBE |
| 1 | 0.2 | 8282. | Freightliner medium/heavy: COE low entry |
| 3 | 0.7 | 8283. | Freightliner medium/heavy: COE high entry |
| 7 | 1.6 | 8284. | Freightliner medium/heavy: unknown engine location |
| 1 | 0.2 | 8288. | Freightliner other (truck) |
| 12 | 2.7 | 8289. | Freightliner unknown (truck) |
| 1 | 0.2 | 8290. | Freightliner medium/heavy: COE, entry position unknown |
| 2 | 0.5 | 8400. | International unknown |
| 6 | 1.4 | 8481. | International medium/heavy: CBE |
| 8 | 1.8 | 8484. | International medium/heavy: unknown engine location |
| 10 | 2.3 | 8488. | International other (truck) |
| 34 | 7.8 | 8489. | International unknown (truck) |
| 17 | 3.9 | 8499. | |
| 1 | 0.2 | 8581. | Kenworth medium/heavy: CBE |
| 1 | 0.2 | 8583. | Kenworth medium/heavy: COE high entry |
| 15 | 3.4 | 8584. | Kenworth medium/heavy: unknown engine location |
| 1 | 0.2 | 8587. | Kenworth bus: flat front, rear engine |
| 1 | 0.2 | 8588. | Kenworth other (truck) |
| 33 | 7.5 | 8589. | Kenworth unknown (truck) |
| 1 | 0.2 | 8599. | |
| 2 | 0.5 | 8681. | Mack medium/heavy: CBE |
| 19 | 4.3 | 8684. | Mack medium/heavy: unknown engine location |
| 28 | 6.4 | 8689. | Mack unknown (truck) |
| 1 | 0.2 | 8699. | |
| 2 | 0.5 | 8781. | Peterbilt medium/heavy: CBE |
| 2 | 0.5 | 8783. | Peterbilt medium/heavy: COE high entry |
| 9 | 2.1 | 8784. | Peterbilt medium/heavy: unknown engine location |
| 1 | 0.2 | 8788. | Peterbilt other (truck) |
| 21 | 4.8 | 8789. | Peterbilt unknown (truck) |
| 2 | 0.5 | 8799. | |

FREQ Prcnt    Var 107   VEHICLE MAKE-MODEL

| FREQ | Prcnt | |
|---|---|---|
| 1 | 0.2 | 8883. White medium/heavy: COE high entry |
| 9 | 2.1 | 8884. White medium/heavy: unknown engine location |
| 22 | 5.0 | 8889. White unknown (truck) |
| 1 | 0.2 | 8899. |
| 1 | 0.2 | 9501. Other (truck or bus) Autocar |
| 2 | 0.5 | 9504. Other (truck or bus) Western Star |
| 1 | 0.2 | 9588. Other (truck or bus) other (truck) |
| 10 | 2.3 | 9589. |
| 10 | 2.3 | 9989. Unknown make, unknown truck |

---

| Variable 108 | **BODY TYPE** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

FREQ Prcnt    BODY TYPE

Van Based Light Trucks (GVWR<10,001 lbs)

Light Conventional Truck (GVWR <10,001 lbs)

| FREQ | Prcnt | |
|---|---|---|
| 1 | 0.2 | 50. Pickup (includes open box and caps) |
| 1 | 0.2 | 53. Cab chassis based (includes light stake, light dump, light tow, rescue vehicles) |
| 1 | 0.2 | 69. Unknown light truck (van based or conventional) |

Medium/Heavy Truck (GVWR >10,000lbs)

| FREQ | Prcnt | |
|---|---|---|
| 20 | 4.6 | 70. Single unit straight truck (10,000<GVWR<19,500) (includes step vans) |
| 14 | 3.2 | 71. Single unit straight truck (19,500<GVWR<26,001) |
| 25 | 5.7 | 72. Single unit straight truck (GVWR>26,000) |
| 110 | 25.1 | 74. Truck-tractor |
| 1 | 0.2 | 75. Unknown medium truck (10,000<GVWR<26,001) |
| 29 | 6.6 | 78. Single unit straight truck (GVWR unknown) |
| 236 | 53.9 | 79. Unknown truck type (light, medium, or heavy) |

---

| Variable 109 | **MODEL YEAR** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

FREQ Prcnt    MODEL YEAR

| FREQ | Prcnt | |
|---|---|---|
| 0 | 0.0 | 00. |
| | | - . |
| 2 | 0.5 | 66. 1966 |
| 4 | 0.9 | 67. 1967 |
| 9 | 2.1 | 68. 1968 |
| 7 | 1.6 | 69. 1969 |
| 11 | 2.5 | 70. 1970 |
| 19 | 4.3 | 71. 1971 |

FREQ Prcnt    Var 109  MODEL YEAR

| FREQ | Prcnt | | |
|---|---|---|---|
| 20 | 4.6 | 72. | 1972 |
| 29 | 6.6 | 73. | 1973 |
| 38 | 8.7 | 74. | 1974 |
| 25 | 5.7 | 75. | 1975 |
| 32 | 7.3 | 76. | 1976 |
| 53 | 12.1 | 77. | 1977 |
| 53 | 12.1 | 78. | 1978 |
| 60 | 13.7 | 79. | 1979 |
| 44 | 10.0 | 80. | 1980 |
| 20 | 4.6 | 81. | 1981 |
| 0 | 0.0 | 82. | 1982 |
| 0 | 0.0 | 83. | 1983 |
| 0 | 0.0 | 99. | Unknown |

---

| Variable | 110 | **VIN** | MD1: | None | Field Width: | 10 |
|---|---|---|---|---|---|---|
| | | | MD2: | None | Type: | Alphabetic |

VEHICLE ID NUMBER - 1ST 10 POSITIONS

---

| Variable | 121 | **REGISTRATION STATE** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|---|
| | | | MD2: | None | Type: | Numeric |

FREQ Prcnt    REGISTRATION STATE

| FREQ | Prcnt | | |
|---|---|---|---|
| 3 | 0.7 | 00. | Not applicable |
| 12 | 2.7 | 01. | Alabama |
| 0 | 0.0 | 02. | Alaska |
| 2 | 0.5 | 04. | Arizona |
| 17 | 3.9 | 05. | Arkansas |
| 24 | 5.5 | 06. | California |
| 4 | 0.9 | 08. | Colorado |
| 0 | 0.0 | 09. | Connecticut |
| 2 | 0.5 | 10. | Delaware |
| 0 | 0.0 | 11. | District of Columbia |
| 33 | 7.5 | 12. | Florida |
| 9 | 2.1 | 13. | Georgia |
| 0 | 0.0 | 15. | Hawaii |
| 3 | 0.7 | 16. | Idaho |
| 8 | 1.8 | 17. | Illinois |
| 15 | 3.4 | 18. | Indiana |
| 8 | 1.8 | 19. | Iowa |
| 9 | 2.1 | 20. | Kansas |
| 6 | 1.4 | 21. | Kentucky |
| 11 | 2.5 | 22. | Louisiana |
| 1 | 0.2 | 23. | Maine |
| 3 | 0.7 | 24. | Maryland |
| 0 | 0.0 | 25. | Massachusetts |

FREQ Prcnt    Var 121   REGISTRATION STATE

|  8 | 1.8  | 26. Michigan |
| 10 | 2.3  | 27. Minnesota |
| 11 | 2.5  | 28. Mississippi |
|  8 | 1.8  | 29. Missouri |
|  3 | 0.7  | 30. Montana |
|  6 | 1.4  | 31. Nebraska |
|  3 | 0.7  | 32. Nevada |
|  2 | 0.5  | 33. New Hampshire |
|  8 | 1.8  | 34. New Jersey |
|  2 | 0.5  | 35. New Mexico |
|  9 | 2.1  | 36. New York |
| 16 | 3.7  | 37. North Carolina |
|  4 | 0.9  | 38. North Dakota |
| 19 | 4.3  | 39. Ohio |
| 20 | 4.6  | 40. Oklahoma |
|  6 | 1.4  | 41. Oregon |
| 14 | 3.2  | 42. Pennsylvania |
|  0 | 0.0  | 43. Puerto Rico |
|  0 | 0.0  | 44. Rhode Island |
|  7 | 1.6  | 45. South Carolina |
|  5 | 1.1  | 46. South Dakota |
| 10 | 2.3  | 47. Tennessee |
| 49 | 11.2 | 48. Texas |
|  3 | 0.7  | 49. Utah |
|  0 | 0.0  | 50. Vermont |
|  8 | 1.8  | 51. Virginia |
|  6 | 1.4  | 53. Washington |
|  1 | 0.2  | 54. West Virginia |
|  4 | 0.9  | 55. Wisconsin |
|  6 | 1.4  | 56. Wyoming |

|  2 | 0.5 | 92. No registration |
|  8 | 1.8 | 93. Multiple state registration - in state |
|  5 | 1.1 | 94. Multiple state registration - out-of-state |
|  0 | 0.0 | 95. U.S. government tag |
|  1 | 0.2 | 96. Military vehicle |
|  2 | 0.5 | 97. Foreign country |
|  0 | 0.0 | 98. Other registration |
|  2 | 0.5 | 99. Unknown |

| Variable  122 | **ROLLOVER** | MD1: | 9 | Field Width: | 1 |
| | | MD2: | None | Type: | Numeric |

FREQ Prcnt    ROLLOVER

| 369 | 84.2 | 0. No rollover |
|   5 |  1.1 | 1. First event |
|  64 | 14.6 | 2. Subsequent event |

---

**Variable 123  JACKKNIFE**                    MD1:      9   Field Width:   1
                                              MD2:   None   Type:    Numeric

---

Identifies the loss of control of a truck in motion where the
trailer yaws more than 15 degrees from its normal straight
line path behind the cab.

FREQ Prcnt    JACKKNIFE

106  24.2     0. Not an articulated vehicle
285  65.1     1. No
 38   8.7     2. First event
  9   2.1     3. Subsequent event

---

**Variable 124  TRAVEL SPEED**                 MD1:     99   Field Width:   2
                                              MD2:   None   Type:    Numeric

---

Not coded for 1980

FREQ Prcnt    TRAVEL SPEED

  4   0.9     00. Stopped vehicle
  0   0.0     01.
              - . Actual miles per hour
  0   0.0     96.
  0   0.0     97. 97 mph or greater
381  87.0     99. Unknown

---

**Variable 125  HAZARDOUS CARGO**              MD1:      9   Field Width:   1
                                              MD2:   None   Type:    Numeric

---

Not coded for 1980 and 1981

FREQ Prcnt    HAZARDOUS CARGO

112  25.6     0. No
  8   1.8     1. Yes
318  72.6     9. Unknown

---

**Variable 126  VEHICLE TRAILERING**          MD1:      9   Field Width:   1
                                              MD2:   None   Type:    Numeric

---

Trailing unit applies to any device connected to a motor
vehicle by a hitch, including tractor-trailer combinations,
boat hitched onto a motor vehicle, etc.  This does not include
towed vehicles, such as a tow truck pulling a vehicle.

FREQ Prcnt    Var 126   VEHICLE TRAILERING

| FREQ | Prcnt | | |
|---|---|---|---|
| 100 | 22.8 | 0. | No |
| 320 | 73.1 | 1. | Yes, one trailing unit |
| 15 | 3.4 | 2. | Yes, two or more trailing units |
| 0 | 0.0 | 3. | Yes, number of trailing units unknown |
| 3 | 0.7 | 9. | Unknown |

---

| Variable  127 | **SPECIAL USE** | MD1: | 9 | Field Width: | 1 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

Indicates that the vehicle was used for a function other than
the primary function for which it was designed.

FREQ Prcnt    SPECIAL USE

| FREQ | Prcnt | | |
|---|---|---|---|
| 432 | 98.6 | 0. | No special use |
| 0 | 0.0 | 1. | Taxi |
| 0 | 0.0 | 2. | Vehicle used as school bus |
| 0 | 0.0 | 3. | Vehicle used as other bus |
| 1 | 0.2 | 4. | Military |
| 0 | 0.0 | 5. | Police |
| 0 | 0.0 | 6. | Ambulance |
| 0 | 0.0 | 7. | Firetruck |
| 5 | 1.1 | 9. | Unknown |

---

| Variable  128 | **EMERGENCY USE** | MD1: | 9 | Field Width: | 1 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

Refers to a vehicle travelling with physical emergency signals
in use, such as red light blinking, siren sounding, etc.

FREQ Prcnt    EMERGENCY USE

| FREQ | Prcnt | | |
|---|---|---|---|
| 438 | 100.0 | 0. | No |
| 0 | 0.0 | 1. | Yes |

---

| Variable  129 | **IMPACT POINT - INITIAL** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

FREQ Prcnt    IMPACT POINT - INITIAL

| FREQ | Prcnt | | |
|---|---|---|---|
| 1 | 0.2 | 00. | Non-collision |
| 37 | 8.4 | 01. | 1 o'clock |
| 7 | 1.6 | 02. | 2 o'clock |
| 14 | 3.2 | 03. | 3 o'clock |
| 3 | 0.7 | 04. | 4 o'clock |

FREQ Prcnt   Var 129   IMPACT POINT - INITIAL

| FREQ | Prcnt | | |
|---|---|---|---|
| 4 | 0.9 | 05. | 5 o'clock |
| 83 | 18.9 | 06. | 6 o'clock |
| 8 | 1.8 | 07. | 7 o'clock |
| 8 | 1.8 | 08. | 8 o'clock |
| 16 | 3.7 | 09. | 9 o'clock |
| 24 | 5.5 | 10. | 10 o'clock |
| 43 | 9.8 | 11. | 11 o'clock |
| 184 | 42.0 | 12. | 12 o'clock |
| 2 | 0.5 | 13. | Top |
| 1 | 0.2 | 14. | Undercarriage |
| 0 | 0.0 | 15. | Underride |
| 0 | 0.0 | 16. | Override |
| 3 | 0.7 | 99. | Unknown |

---

Variable  130   **IMPACT POINT - PRINCIPAL**   MD1:     99   Field Width:    2

                                               MD2:   None   Type:    Numeric

FREQ Prcnt   IMPACT POINT - PRINCIPAL

| FREQ | Prcnt | | |
|---|---|---|---|
| 1 | 0.2 | 00. | Non-collision |
| 29 | 6.6 | 01. | 1 o'clock |
| 6 | 1.4 | 02. | 2 o'clock |
| 16 | 3.7 | 03. | 3 o'clock |
| 4 | 0.9 | 04. | 4 o'clock |
| 3 | 0.7 | 05. | 5 o'clock |
| 76 | 17.4 | 06. | 6 o'clock |
| 10 | 2.3 | 07. | 7 o'clock |
| 10 | 2.3 | 08. | 8 o'clock |
| 20 | 4.6 | 09. | 9 o'clock |
| 21 | 4.8 | 10. | 10 o'clock |
| 38 | 8.7 | 11. | 11 o'clock |
| 172 | 39.3 | 12. | 12 o'clock |
| 17 | 3.9 | 13. | Top |
| 2 | 0.5 | 14. | Undercarriage |
| 0 | 0.0 | 15. | Underride |
| 0 | 0.0 | 16. | Override |
| 13 | 3.0 | 99. | Unknown |

---

Variable  131   **EXTENT OF DEFORMATION**   MD1:     9   Field Width:    1

                                            MD2:   None   Type:    Numeric

FREQ Prcnt   EXTENT OF DEFORMATION

| FREQ | Prcnt | | |
|---|---|---|---|
| 5 | 1.1 | 0. | None |
| 24 | 5.5 | 2. | Other (minor) |
| 60 | 13.7 | 4. | Functional (moderate) |
| 343 | 78.3 | 6. | Disabling (severe) |

FREQ Prcnt    Var 131  EXTENT OF DEFORMATION

  6   1.4      9. Unknown

---

| Variable 132 | **VEHICLE ROLE** | MD1: | 9 | Field Width: | 1 |
| | | MD2: | None | Type: | Numeric |

FREQ Prcnt    VEHICLE ROLE

  1   0.2      0. Non-collision
280  63.9      1. Striking
150  34.2      2. Struck
  6   1.4      3. Both
  1   0.2      9. Unknown

---

| Variable 133 | **MANNER OF LEAVING SCENE** | MD1: | 9 | Field Width: | 1 |
| | | MD2: | None | Type: | Numeric |

FREQ Prcnt    MANNER OF LEAVING SCENE

 45  10.3      1. Driven
385  87.9      2. Towed away
  2   0.5      3. Abandoned
  6   1.4      9. Unknown

---

| Variable 134 | **FIRE OCCURRENCE** | MD1: | 9 | Field Width: | 1 |
| | | MD2: | None | Type: | Numeric |

FREQ Prcnt    FIRE OCCURRENCE

370  84.5      0. No fire
 68  15.5      1. Fire occurred in vehicle during accident

---

| Variable 135 | **NO OF OCCUPANTS** | MD1: | 99 | Field Width: | 2 |
| | | MD2: | 97 | Type: | Numeric |

FREQ Prcnt    NO OF OCCUPANTS

  5   1.1      00.  0 occupants
333  76.0      01.  1 occupant
               -  .
  0   0.0      95. 95 occupants
  0   0.0      96. 96 or more occupants
  1   0.2      97. Unknown - only injured reported
  0   0.0      99. Unknown

---

**Variable 136   NO OF DEATHS IN VEH**     MD1:    99   Field Width:    2

----------------------------------------     MD2:   None   Type:   Numeric

Not coded for 1980

FREQ Prcnt    NO OF DEATHS IN VEH

| FREQ | Prcnt | NO OF DEATHS IN VEH |
|------|-------|---------------------|
| 127 | 29.0 | 00.  0 deaths |
| 128 | 29.2 | 01.  1 death |
| 10 | 2.3 | 02.  2 deaths |
| 0 | 0.0 | 03.  3 deaths |
| 0 | 0.0 | 04.  4 deaths |
| 0 | 0.0 | 05.  5 deaths |
| 0 | 0.0 | 06.  6 deaths |
| 0 | 0.0 | 07.  7 deaths |
| 0 | 0.0 | 08.  8 deaths |
| 0 | 0.0 | 09.  9 deaths |
| 173 | 39.5 | 99. |

---

**Variable 137   VEHICLE RELATED FACTORS**     MD1:    99   Field Width:    2

----------------------------------------     MD2:   None   Type:   Numeric

Multiple Responses:  2

FREQ Prcnt    RELATED FACTORS AT VEHICLE LEVEL

| FREQ | Prcnt | RELATED FACTORS AT VEHICLE LEVEL |
|------|-------|----------------------------------|
| 810 | 92.5 | 00. None |
| | | Defective |
| 12 | 1.4 | 01. Tires |
| 7 | 0.8 | 02. Brake system |
| 0 | 0.0 | 03. Steering system -tie rod, kingpin, ball joint, etc. |
| 1 | 0.1 | 04. Suspension - springs, shock absorbers, MacPherson struts, control arms, etc. |
| 3 | 0.3 | 05. Power train - universal joint, drive shaft, transmission, etc. |
| 0 | 0.0 | 06. Exhaust system |
| 0 | 0.0 | 07. Headlights |
| 1 | 0.1 | 08. Signal lights |
| 4 | 0.5 | 09. Other lights |
| 0 | 0.0 | 10. Horn |
| 0 | 0.0 | 11. Mirrors |
| 0 | 0.0 | 12. Wipers |
| 0 | 0.0 | 13. Driver seating and control |
| 1 | 0.1 | 14. Body, doors, other |
| 1 | 0.1 | 15. Trailer hitch |
| 0 | 0.0 | 16. Wheels |
| 2 | 0.2 | 18. Other vehicle defects |
| 0 | 0.0 | 31. Hit-and-run vehicle |
| 0 | 0.0 | 32. Vehicle registration for handicapped |
| 34 | 3.9 | 99. Unknown |

---

| Variable | 138 | **VEHICLE MANEUVER** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|---|
| | | | MD2: | None | Type: | Numeric |

Not coded for 1980 and 1981

| FREQ | Prcnt | VEHICLE MANEUVER |
|---|---|---|
| 82 | 18.7 | 01. Going straight |
| 3 | 0.7 | 02. Slowing or stopping in traffic lane |
| 2 | 0.5 | 03. Starting in traffic lane |
| 5 | 1.1 | 04. Stopped in traffic lane |
| 7 | 1.6 | 05. Passing or overtaking another vehicle |
| 1 | 0.2 | 06. Leaving a parked position |
| 1 | 0.2 | 07. Parked |
| 0 | 0.0 | 08. Entering a parked position |
| 3 | 0.7 | 09. Maneuvering to avoid an animal, pedestrian, object, another vehicle, etc. |
| 0 | 0.0 | 10. Turning right:  right turn on red (RTOR) permitted |
| 0 | 0.0 | 11. Turning right:  RTOR not permitted |
| 2 | 0.5 | 12. Turning right:  RTOR not known if permitted or n/a |
| 4 | 0.9 | 13. Turning left |
| 0 | 0.0 | 14. Making a U-turn |
| 0 | 0.0 | 15. Backing up (other than for parking purposes) |
| 7 | 1.6 | 16. Changing lanes or merging |
| 10 | 2.3 | 17. Negotiating a curve |
| 0 | 0.0 | 98. Other |
| 311 | 71.0 | 99. Unknown |

---

| Variable | 139 | **MOST HARMFUL EVENT** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|---|
| | | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | MOST HARMFUL EVENT |
|---|---|---|

Non-Collision Event

| FREQ | Prcnt | |
|---|---|---|
| 24 | 5.5 | 01. Overturn |
| 28 | 6.4 | 02. Fire/explosion |
| 0 | 0.0 | 03. Immersion |
| 0 | 0.0 | 04. Gas inhalation |
| 0 | 0.0 | 05. Fell from vehicle |
| 0 | 0.0 | 06. Injured in vehicle |
| 0 | 0.0 | 07. Other non-collision |

Collision with object not fixed

| FREQ | Prcnt | |
|---|---|---|
| 10 | 2.3 | 08. Pedestrian |
| 1 | 0.2 | 09. Pedalcycle |
| 0 | 0.0 | 10. Railway train |
| 0 | 0.0 | 11. Animal |
| 343 | 78.3 | 12. Motor vehicle in transport |
| 10 | 2.3 | 13. Motor vehicle in transport in other roadway |

FREQ Prcnt    Var 139  MOST HARMFUL EVENT

| FREQ | Prcnt | |
|---|---|---|
| 3 | 0.7 | 14. Parked motor vehicle |
| 0 | 0.0 | 15. Other type non-motorist |
| 0 | 0.0 | 16. Thrown or falling object |
| 0 | 0.0 | 17. Boulder |
| 0 | 0.0 | 18. Other object (not fixed) |

Collision with fixed object

| FREQ | Prcnt | |
|---|---|---|
| 1 | 0.2 | 19. Building |
| 0 | 0.0 | 20. Impact attenuator/crash cushion |
| 2 | 0.5 | 21. Bridge pier or abutment |
| 1 | 0.2 | 22. Bridge parapet end |
| 0 | 0.0 | 23. Bridge rail |
| 0 | 0.0 | 24. Guardrail |
| 1 | 0.2 | 25. Concrete traffic barrier |
| 0 | 0.0 | 26. Other longitudinal barrier type |
| 0 | 0.0 | 27. Highway/traffic sign post |
| 0 | 0.0 | 28. Overhead sign support |
| 0 | 0.0 | 29. Luminaire/light support |
| 1 | 0.2 | 30. Utility pole |
| 0 | 0.0 | 31. Other post, pole or supports |
| 2 | 0.5 | 32. Culvert |
| 0 | 0.0 | 33. Curb |
| 0. | 0.0 | 34. Ditch |
| 1 | 0.2 | 35. Embankment - earth |
| 0 | 0.0 | 36. Embankment - rock, stone, or concrete |
| 0 | 0.0 | 37. Embankment - material type unknown |
| 0 | 0.0 | 38. Fence |
| 0 | 0.0 | 39. Wall |
| 0 | 0.0 | 40. Fire hydrant |
| 0 | 0.0 | 41. Shrubbery |
| 0 | 0.0 | 42. Tree |
| 0 | 0.0 | 43. Other fixed object |
| 0 | 0.0 | 44. Pavement surface irregularity (potholes, grooved, grates) |
| 10 | 2.3 | 99. Unknown |

---

| Variable 145 | **VIN TRUCK FUEL CODE** | MD1: None | Field Width: 1 |
|---|---|---|---|
| | | MD2: None | Type: Numeric |

Not coded for 1980

FREQ Prcnt    VIN TRUCK FUEL CODE

| FREQ | Prcnt | |
|---|---|---|
| 0 | 0.0 | 1. (E) Electric operated |
| 34 | 7.8 | 2. (G) Gas |
| 77 | 17.6 | 3. (D) Diesel |
| 0 | 0.0 | 4. (P) Propane |

| FREQ | Prcnt | Var 145   VIN TRUCK FUEL CODE |
|------|-------|-------------------------------|
| 228 | 52.1 | 7. (*) Not available from VIN |
| 1 | 0.2 | 8. (b) |
| 98 | 22.4 | 9. (9) No VIN information |

---

| Variable 146 | **VIN TRUCK WEIGHT CODE** | MD1: | 9 | Field Width: | 1 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | VIN TRUCK WEIGHT CODE |
|------|-------|-----------------------|
| 56 | 12.8 | 0. |
| 0 | 0.0 | 1.  6,000 or less |
| 0 | 0.0 | 2.  6,001 - 10,000 |
| 0 | 0.0 | 3. 10,001 - 14,000 |
| 0 | 0.0 | 4. 14,001 - 16,000 |
| 5 | 1.1 | 5. 16,001 - 19,500 |
| 28 | 6.4 | 6. 19,501 - 26,000 |
| 4 | 0.9 | 7. 26,001 - 33,000 |
| 74 | 16.9 | 8. 33,001 or more |
| 271 | 61.9 | 9. Unknown |

---

| Variable 147 | **VIN TRUCK SERIES** | MD1: | None | Field Width: | 3 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Alphabetic |

Not coded for 1980

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| Variable 149 | **LENGTH OF VIN** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

Not coded for 1980

| FREQ | Prcnt | LENGTH OF VIN |
|------|-------|---------------|
| 0 | 0.0 | 01. |
| | | - . Actual value |
| 14 | 3.2 | 17. |
| 212 | 48.4 | 99. Unknown VIN length |

> Variables 150 through 155 are counter variables added by UMTRI to indicate the number of persons in the vehicle with injury severities of level zero through five, respectively, for person variable V318 (INJURY SEVERITY). These counter variables have the value zero for the vehicle segment of non-occupant records. Note that the number of K-injured (V154) does not always equal the number of deaths in the vehicle (V136).

---

**Variable   150**   **NO OF UNINJURED IN VEH**   MD1:   None   Field Width:   2

MD2:   None   Type:   Numeric

FREQ Prcnt   NO OF UNINJURED IN VEH

| FREQ | Prcnt | | |
|------|-------|------|------------|
| 331  | 75.6  | 00.  | 0 uninjured |
| 97   | 22.1  | 01.  | 1 uninjured |
| 8    | 1.8   | 02.  | 2 uninjured |
| 1    | 0.2   | 03.  | 3 uninjured |
| 1    | 0.2   | 04.  | 4 uninjured |

---

**Variable   151**   **NO OF C-INJURED IN VEH**   MD1:   None   Field Width:   2

MD2:   None   Type:   Numeric

FREQ Prcnt   NO OF C-INJURED IN VEH

| FREQ | Prcnt | | |
|------|-------|------|------------|
| 401  | 91.6  | 00.  | 0 C-injured |
| 34   | 7.8   | 01.  | 1 C-injured |
| 3    | 0.7   | 02.  | 2 C-injured |

---

**Variable   152**   **NO OF B-INJURED IN VEH**   MD1:   None   Field Width:   2

MD2:   None   Type:   Numeric

FREQ Prcnt   NO OF B-INJURED IN VEH

| FREQ | Prcnt | | |
|------|-------|------|------------|
| 387  | 88.4  | 00.  | 0 B-injured |
| 47   | 10.7  | 01.  | 1 B-injured |
| 4    | 0.9   | 02.  | 2 B-injured |

---

| Variable 153 | **NO OF A-INJURED IN VEH** | MD1: | None | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | NO OF A-INJURED IN VEH |
|---|---|---|
| 375 | 85.6 | 00. | 0 A-injured |
| 58 | 13.2 | 01. | 1 A-injured |
| 5 | 1.1 | 02. | 2 A-injured |

---

| Variable 154 | **NO OF K-INJURED IN VEH** | MD1: | None | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | NO OF K-INJURED IN VEH |
|---|---|---|
| 210 | 47.9 | 00. | 0 killed |
| 208 | 47.5 | 01. | 1 killed |
| 18 | 4.1 | 02. | 2 killed |
| 2 | 0.5 | 03. | 3 killed |

---

| Variable 155 | **NO OF UNK INJURED IN VEH** | MD1: | None | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | NO OF UNK INJURED IN VEH |
|---|---|---|
| 436 | 99.5 | 00. | 0 unknown injured |
| 2 | 0.5 | 01. | 1 unknown injured |

---

Variable  206  **DRIVER PRESENCE**          MD1:      9   Field Width:   1
                                            MD2:   None   Type:    Numeric

---

FREQ Prcnt   DRIVER PRESENCE

432  98.6    1. Driver operated vehicle
  6   1.4    2. Driverless
  0   0.0    3. Driver left scene
  0   0.0    9. Unknown

---

Variable  207  **DRIVER DRINKING**          MD1:      9   Field Width:   1
                                            MD2:   None   Type:    Numeric

---

      Not coded for 1980

FREQ Prcnt   DRIVER DRINKING

252  57.5    0. No drinking reported
 11   2.5    1. Drinking reported
175  40.0    9. Unknown

---

Variable  208  **LICENSE STATE**            MD1:     99   Field Width:   2
                                            MD2:   None   Type:    Numeric

---

FREQ Prcnt   LICENSE STATE

 14   3.2    01. Alabama
  0   0.0    02. Alaska
  4   0.9    04. Arizona
 16   3.7    05. Arkansas
 20   4.6    06. California
  4   0.9    08. Colorado
  1   0.2    09. Connecticut
  2   0.5    10. Delaware
  1   0.2    11. District of Columbia
 26   5.9    12. Florida
 11   2.5    13. Georgia
  0   0.0    15. Hawaii
  4   0.9    16. Idaho
  7   1.6    17. Illinois
 17   3.9    18. Indiana
  7   1.6    19. Iowa
  7   1.6    20. Kansas
  9   2.1    21. Kentucky
 10   2.3    22. Louisiana
  0   0.0    23. Maine
  3   0.7    24. Maryland
  2   0.5    25. Massachusetts
  8   1.8    26. Michigan

FREQ Prcnt    Var 208  LICENSE STATE

| FREQ | Prcnt | | |
|---|---|---|---|
| 11 | 2.5 | 27. | Minnesota |
| 12 | 2.7 | 28. | Mississippi |
| 13 | 3.0 | 29. | Missouri |
| 3 | 0.7 | 30. | Montana |
| 5 | 1.1 | 31. | Nebraska |
| 1 | 0.2 | 32. | Nevada |
| 1 | 0.2 | 33. | New Hampshire |
| 8 | 1.8 | 34. | New Jersey |
| 3 | 0.7 | 35. | New Mexico |
| 13 | 3.0 | 36. | New York |
| 15 | 3.4 | 37. | North Carolina |
| 4 | 0.9 | 38. | North Dakota |
| 19 | 4.3 | 39. | Ohio |
| 18 | 4.1 | 40. | Oklahoma |
| 4 | 0.9 | 41. | Oregon |
| 14 | 3.2 | 42. | Pennsylvania |
| 0 | 0.0 | 43. | Puerto Rico |
| 0 | 0.0 | 44. | Rhode Island |
| 5 | 1.1 | 45. | South Carolina |
| 5 | 1.1 | 46. | South Dakota |
| 14 | 3.2 | 47. | Tennessee |
| 55 | 12.6 | 48. | Texas |
| 4 | 0.9 | 49. | Utah |
| 0 | 0.0 | 50. | Vermont |
| 7 | 1.6 | 51. | Virginia |
| 6 | 1.4 | 53. | Washington |
| 3 | 0.7 | 54. | West Virginia |
| 8 | 1.8 | 55. | Wisconsin |
| 4 | 0.9 | 56. | Wyoming |
| | | | |
| 0 | 0.0 | 94. | Military |
| 2 | 0.5 | 95. | Canada |
| 0 | 0.0 | 96. | Mexico |
| 0 | 0.0 | 97. | Other foreign country |
| 8 | 1.8 | 99. | Unknown |

---

Variable 209  **LICENSE CLASS COMPLIANCE**  MD1:      9   Field Width:   1

MD2:  None   Type:    Numeric

FREQ Prcnt    LICENSE CLASS COMPLIANCE

| FREQ | Prcnt | | |
|---|---|---|---|
| 1 | 0.2 | 0. | No license required |
| 4 | 0.9 | 1. | No license, license required |
| 17 | 3.9 | 2. | Valid license for this class only |
| 1 | 0.2 | 3. | One valid class license, but not for this class vehicle |
| 101 | 23.1 | 4. | Multiple class licenses, valid for this class vehicle |
| 1 | 0.2 | 5. | Multiple class licenses, no valid license for this class vehicle |

FREQ Prcnt    Var 209   LICENSE CLASS COMPLIANCE

276   63.0    6. Valid license for this type of vehicle (1980 & 1981
                 cases only)
  5    1.1    7. Licensed, but not for this type of vehicle (1980 &
                 1981 cases only)
 32    7.3    9. Unknown

---

| Variable 210 | **LICENSE STATUS** | MD1: | 9 | Field Width: | 1 |
| | | MD2: | None | Type: | Numeric |

FREQ Prcnt    LICENSE STATUS

  1   0.2    0. None required
  8   1.8    1. None
393  89.7    2. Valid
  7   1.6    3. Suspended
  2   0.5    4. Revoked
  3   0.7    5. Expired
  0   0.0    6. Cancelled or denied
  1   0.2    7. Learner's permit
  0   0.0    8. Temporary
 23   5.3    9. Unknown

---

| Variable 211 | **LICENSE RESTRICTIONS MET** | MD1: | 9 | Field Width: | 1 |
| | | MD2: | None | Type: | Numeric |

FREQ Prcnt    COMPLIANCE WITH LICENSE RESTRICTIONS

345  78.8    0. No restrictions or not applicable
 25   5.7    1. Restrictions complied with
  0   0.0    2. Restrictions not complied with
 41   9.4    3. Restrictions, compliance unknown
 27   6.2    9. Unknown

---

| Variable 212 | **DRIVER TRAINING** | MD1: | 9 | Field Width: | 1 |
| | | MD2: | None | Type: | Numeric |

FREQ Prcnt    DRIVER TRAINING

111  25.3    0. None
 27   6.2    1. High school
  2   0.5    2. Commercial
  0   0.0    3. School bus
  4   0.9    4. Traffic school
  1   0.2    5. Two or more types
  4   0.9    6. Training, type unknown

FREQ Prcnt   Var 212   DRIVER TRAINING

289  66.0     9. Unknown

---

| Variable 213 | **VIOLATIONS CHARGED** | MD1: | 9 | Field Width: | 1 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

FREQ Prcnt   VIOLATIONS CHARGED

| FREQ | Prcnt | |
|---|---|---|
| 345 | 78.8 | 0. None |
| 0 | 0.0 | 1. Alcohol or drugs |
| 1 | 0.2 | 2. Speeding |
| 0 | 0.0 | 3. Alcohol or drugs and speeding |
| 4 | 0.9 | 4. Reckless driving |
| 0 | 0.0 | 5. Driving with a suspended or revoked license |
| 10 | 2.3 | 6. Other moving violation |
| 0 | 0.0 | 7. Non-moving violation |
| 61 | 13.9 | 8. 1980 & 1981: yes, violation charged |
| | | 1982: violation, type unknown or other |
| 17 | 3.9 | 9. Unknown |

---

| Variable 214 | **NO OF PREV ACCIDENTS** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

FREQ Prcnt   NO OF PREVIOUS RECORDED ACCIDENTS

| FREQ | Prcnt | |
|---|---|---|
| 304 | 69.4 | 00. 0 accidents |
| 87 | 19.9 | 01. 1 accident |
| 18 | 4.1 | 02. 2 accidents |
| 4 | 0.9 | 03. 3 accidents |
| 1 | 0.2 | 04. 4 accidents |
| 1 | 0.2 | 05. 5 accidents |
| 23 | 5.3 | 99. Unknown |

---

| Variable 215 | **NO OF PREV SUSPENSIONS** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

FREQ Prcnt   NO OF PREVIOUS SUSPENSIONS AND REVOCATIONS

| FREQ | Prcnt | |
|---|---|---|
| 381 | 87.0 | 00. 0 suspensions |
| 26 | 5.9 | 01. 1 suspension |
| 4 | 0.9 | 02. 2 suspensions |
| 1 | 0.2 | 03. 3 suspensions |
| 1 | 0.2 | 04. 4 suspensions |
| 1 | 0.2 | 05. 5 suspensions |
| 1 | 0.2 | 06. 6 suspensions |
| 23 | 5.3 | 99. Unknown |

| Variable 216 | **NO OF PREV DWI CONVICTNS** | MD1: | 99 | Field Width: | 2 |
| --- | --- | --- | --- | --- | --- |
| | | MD2: | None | Type: | Numeric |

FREQ Prcnt    NO OF PREVIOUS DWI CONVICTIONS

| FREQ | Prcnt | | |
| --- | --- | --- | --- |
| 409 | 93.4 | 00. | 0 DWI convictions |
| 4 | 0.9 | 01. | 1 DWI conviction |
| 2 | 0.5 | 02. | 2 DWI convictions |
| 23 | 5.3 | 99. | Unknown |

| Variable 217 | **NO OF PREV SPEEDING CONV** | MD1: | 99 | Field Width: | 2 |
| --- | --- | --- | --- | --- | --- |
| | | MD2: | None | Type: | Numeric |

FREQ Prcnt    NO OF PREVIOUS SPEEDING CONVICTIONS

| FREQ | Prcnt | | |
| --- | --- | --- | --- |
| 219 | 50.0 | 00. | 0 speed convictions |
| 83 | 18.9 | 01. | 1 speed conviction |
| 57 | 13.0 | 02. | 2 speed convictions |
| 28 | 6.4 | 03. | 3 speed convictions |
| 15 | 3.4 | 04. | 4 speed convictions |
| 5 | 1.1 | 05. | 5 speed convictions |
| 7 | 1.6 | 06. | 6 speed convictions |
| 1 | 0.2 | 08. | 8 speed convictions |
| 23 | 5.3 | 99. | Unknown |

| Variable 218 | **NO OF PREV OTHER MV CONV** | MD1: | 99 | Field Width: | 2 |
| --- | --- | --- | --- | --- | --- |
| | | MD2: | None | Type: | Numeric |

FREQ Prcnt    NO OF PREVIOUS OTHER HARMFUL MV CONVICTIONS

| FREQ | Prcnt | | |
| --- | --- | --- | --- |
| 304 | 69.4 | 00. | 0 other convictions |
| 70 | 16.0 | 01. | 1 other conviction |
| 22 | 5.0 | 02. | 2 other convictions |
| 10 | 2.3 | 03. | 3 other convictions |
| 7 | 1.6 | 04. | 4 other convictions |
| 1 | 0.2 | 05. | 5 other convictions |
| 1 | 0.2 | 09. | 9 other convictions |
| 23 | 5.3 | 99. | Unknown |

| Variable 219 | **LAST ACC/SUSPNSN - MONTH** | MD1: | 99 | Field Width: | 2 |
| --- | --- | --- | --- | --- | --- |
| | | MD2: | None | Type: | Numeric |

FREQ Prcnt    LAST ACCIDENT/SUSPENSION/CONVICTION - MONTH

| FREQ | Prcnt | | |
| --- | --- | --- | --- |
| 144 | 32.9 | 00. | No record |
| 24 | 5.5 | 01. | January |
| 25 | 5.7 | 02. | February |

FREQ Prcnt    Var 219  LAST ACC/SUSPNSN - MONTH

| FREQ | Prcnt | |
|---|---|---|
| 20 | 4.6 | 03. March |
| 27 | 6.2 | 04. April |
| 20 | 4.6 | 05. May |
| 23 | 5.3 | 06. June |
| 17 | 3.9 | 07. July |
| 15 | 3.4 | 08. August |
| 26 | 5.9 | 09. September |
| 23 | 5.3 | 10. October |
| 27 | 6.2 | 11. November |
| 24 | 5.5 | 12. December |
| 23 | 5.3 | 99. Unknown |

| Variable  220 | **LAST ACC/SUSPNSN - YEAR** | MD1: 99 | Field Width: 2 |
|---|---|---|---|
| | | MD2: None | Type: Numeric |

FREQ Prcnt   LAST ACCIDENT/SUSPENSION/CONVICTION - YEAR

| FREQ | Prcnt | |
|---|---|---|
| 144 | 32.9 | 00. No record |
| 8 | 1.8 | 77. 1977 |
| 25 | 5.7 | 78. 1978 |
| 62 | 14.2 | 79. 1979 |
| 87 | 19.9 | 80. 1980 |
| 67 | 15.3 | 81. 1981 |
| 22 | 5.0 | 82. 1982 |
| 0 | 0.0 | 83. 1983 |
| 23 | 5.3 | 99. Unknown |

| Variable  221 | **1ST ACC/SUSPENSN - MONTH** | MD1: 99 | Field Width: 2 |
|---|---|---|---|
| | | MD2: None | Type: Numeric |

FREQ Prcnt   1ST ACCIDENT/SUSPENSION/CONVICTION - MONTH

| FREQ | Prcnt | |
|---|---|---|
| 144 | 32.9 | 00. No record |
| 20 | 4.6 | 01. January |
| 21 | 4.8 | 02. February |
| 30 | 6.8 | 03. March |
| 24 | 5.5 | 04. April |
| 22 | 5.0 | 05. May |
| 26 | 5.9 | 06. June |
| 18 | 4.1 | 07. July |
| 20 | 4.6 | 08. August |
| 29 | 6.6 | 09. September |
| 17 | 3.9 | 10. October |
| 24 | 5.5 | 11. November |
| 19 | 4.3 | 12. December |
| 24 | 5.5 | 99. Unknown |

---

| Variable 222 | **1ST ACC/SUSPENSN - YEAR** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | 1ST ACCIDENT/SUSPENSION/CONVICTION - YEAR |
|---|---|---|
| 144 | 32.9 | 00. No record |
| 1 | 0.2 | 76. 1976 |
| 27 | 6.2 | 77. 1977 |
| 69 | 15.8 | 78. 1978 |
| 73 | 16.7 | 79. 1979 |
| 63 | 14.4 | 80. 1980 |
| 33 | 7.5 | 81. 1981 |
| 4 | 0.9 | 82. 1982 |
| 0 | 0.0 | 83. 1983 |
| 24 | 5.5 | 99. Unknown |

---

| Variable 223 | **DRIVER RELATED FACTORS** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |
| | | Multiple Responses: | 3 | | |

| FREQ | Prcnt | RELATED FACTORS AT DRIVER LEVEL |
|---|---|---|
| 886 | 67.4 | 00. None |

Physical/Mental Condition

| FREQ | Prcnt | |
|---|---|---|
| 19 | 1.4 | 01. Drowsy, sleepy, asleep, fatigued |
| 0 | 0.0 | 02. Ill, blackout |
| 0 | 0.0 | 03. Emotional (e.g., depression, angry, disturbed) |
| 0 | 0.0 | 04. Drugs - medication |
| 3 | 0.2 | 05. Other drugs |
| 36 | 2.7 | 06. Inattentive (talking, eating, etc.) |
| 0 | 0.0 | 07. Restricted to wheelchair |
| 0 | 0.0 | 08. Paraplegic |
| 0 | 0.0 | 09. Impaired due to previous injury |
| 0 | 0.0 | 10. Deaf |
| 0 | 0.0 | 11. Other physical impairment |
| 0 | 0.0 | 12. Mother of dead fetus |

Miscellaneous Causes

| FREQ | Prcnt | |
|---|---|---|
| 0 | 0.0 | 19. Legally driving on suspended or revoked license |
| 4 | 0.3 | 20. Leaving vehicle unattended with engine running, leaving vehicle unattended in roadway |
| 5 | 0.4 | 21. Overloading or improper loading of vehicle with passengers or cargo |
| 0 | 0.0 | 22. Towing or pushing vehicle improperly |
| 1 | 0.1 | 23. Failing to dim or to have lights on when required |
| 5 | 0.4 | 24. Operating without required equipment |
| 0 | 0.0 | 25. Creating unlawful noise or using equipment prohibited by law |

| FREQ | Prcnt | Var 223  DRIVER RELATED FACTORS |
|------|-------|----------------------------------|
| 24 | 1.8 | 26. Following improperly |
| 6 | 0.5 | 27. Improper or erratic lane changing |
| 67 | 5.1 | 28. Failure to keep in proper lane or running off road |
| 0 | 0.0 | 29. Illegal driving on road shoulder, in ditch, on sidewalk or on median |
| 2 | 0.2 | 30. Making improper entry to or exit from trafficway |
| 1 | 0.1 | 31. Starting or backing improperly |
| 0 | 0.0 | 32. Opening vehicle closure into moving traffic or while vehicle is in motion |
| 3 | 0.2 | 33. Passing where prohibited by signs, markings, hill or curve, or school bus displaying warning not to pass |
| 1 | 0.1 | 34. Passing on wrong side |
| 10 | 0.8 | 35. Passing with insufficient distance or inadequate visibility, or failing to yield to overtaking vehicle |
| 36 | 2.7 | 36. Operating the vehicle in an erratic, reckless, careless or negligent manner |
| 0 | 0.0 | 37. High speed chase - police in pursuit |
| 36 | 2.7 | 38. Failure to yield right-of-way |
| 12 | 0.9 | 39. Failure to obey traffic signs, control devices or traffic officers, or failure to observe safety zone |
| 0 | 0.0 | 40. Passing through or around barrier |
| 5 | 0.4 | 41. Failure to observe warnings or instructions on vehicles displaying them |
| 1 | 0.1 | 42. Failure to signal intentions |
| 0 | 0.0 | 43. Giving wrong signal |
| 84 | 6.4 | 44. Driving too fast for conditions or in excess of posted maximum |
| 0 | 0.0 | 45. Driving less than posted minimum |
| 0 | 0.0 | 46. Operating at erratic or suddenly changing speeds |
| 0 | 0.0 | 47. Making right turn from left turn lane, making left turn from right turn lane |
| 4 | 0.3 | 48. Making other improper turn |
| 0 | 0.0 | 49. Failure to comply with physical restrictions of license |
| 0 | 0.0 | 50. Driving wrong way on one-way trafficway |
| 41 | 3.1 | 51. Driving on wrong side of road |
| 0 | 0.0 | 52. Operator inexperience |
| 0 | 0.0 | 53. Unfamiliar with roadway |
| 6 | 0.5 | 54. Stopping in roadway (vehicle not abandoned) |
| 0 | 0.0 | 55. Underriding a parked truck |
| 0 | 0.0 | 56. Low tire pressure |
| 0 | 0.0 | 57. Locked wheel |
| 0 | 0.0 | 58. Over correcting |
| 0 | 0.0 | 59. Getting off/out of or on/in to moving vehicle |
| 0 | 0.0 | 60. Getting off/out of or on/in to non-moving vehicle |

Vision obscured by

| | | |
|------|-------|----------------------------------|
| 2 | 0.2 | 61. Rain, snow, fog, smoke, sand, dust |

FREQ Prcnt    Var 223   DRIVER RELATED FACTORS

| FREQ | Prcnt | | |
|------|-------|---|---|
| 0 | 0.0 | 62. | Reflected glare, bright sunlight, headlights |
| 1 | 0.1 | 63. | Curve, hill, or other design features (including traffic signs, embankment) |
| 0 | 0.0 | 64. | Building, billboard, etc. |
| 0 | 0.0 | 65. | Trees, crops, vegetation |
| 0 | 0.0 | 66. | Moving vehicle (including load) |
| 0 | 0.0 | 67. | Parked vehicle |
| 0 | 0.0 | 68. | Splash or spray of passing vehicle |
| 0 | 0.0 | 69. | Inadequate defrost or defog system |
| 0 | 0.0 | 70. | Inadequate lighting system |
| 0 | 0.0 | 71. | Obstructing angles on vehicle |
| 0 | 0.0 | 72. | Mirrors - rear view |
| 0 | 0.0 | 73. | Mirrors - other |
| 0 | 0.0 | 74. | Head restraints |
| 0 | 0.0 | 75. | Broken or improperly cleaned windshield |
| 1 | 0.1 | 76. | Other obstruction |

Avoiding of swerving due to

| FREQ | Prcnt | | |
|------|-------|---|---|
| 0 | 0.0 | 77. | Severe crosswind |
| 0 | 0.0 | 78. | Wind from passing truck |
| 2 | 0.2 | 79. | Slippery or loose surface |
| 1 | 0.1 | 80. | Tire blow-out or flat |
| 0 | 0.0 | 81. | Debris or objects in road |
| 0 | 0.0 | 82. | Ruts, holes, bumps in road |
| 0 | 0.0 | 83. | Animals in road |
| 0 | 0.0 | 84. | Vehicle in road |
| 0 | 0.0 | 85. | Phantom vehicle |
| 0 | 0.0 | 86. | Pedestrian, pedalcyclist, or other non-motorist in road |
| 0 | 0.0 | 87. | Water, snow, oilslick on road |
| 0 | 0.0 | 90. | Hit-and-run vehicle driver |
| 0 | 0.0 | 91. | Non-traffic violation charged - manslaughter or other homicide (offense committed without malice) |
| 9 | 0.7 | 99. | Unknown |

```
+--------------------------------------------------------------------+
|                 The PERSON Variables for Truck #1                  |
|                                                                    |
|         Variables 305 through 326 describe the occupant of the     |
|    first medium or heavy truck (i.e. the driver) and are obtained  |
|    from the FARS person file.                                      |
+--------------------------------------------------------------------+
```

| Variable 305 | **PERSON NUMBER** | MD1: | 0 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

FREQ Prcnt    PERSON NUMBER

|  FREQ | Prcnt | PERSON NUMBER |
|---|---|---|
| 6 | 1.4 | 00. |
| 432 | 98.6 | 01. Person #1 |
| 0 | 0.0 | 02. Person #2 |
| 0 | 0.0 | 03. Person #3 |
| 0 | 0.0 | 04. Person #4 |
| 0 | 0.0 | 05. Person #5 |
| | | - . |
| 0 | 0.0 | 99. Person #99 |

| Variable 307 | **PERSON AGE** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | PERSON AGE |
|---|---|---|
| 0 | 0.0 | 00. Up to one year |
| 0 | 0.0 | 01. |
| | | - . Age in years |
| 0 | 0.0 | 96. |
| 0 | 0.0 | 97. 97 years or older |
| 7 | 1.6 | 99. Unknown |

| Variable 308 | **PERSON SEX** | MD1: | 9 | Field Width: | 1 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | PERSON SEX |
|---|---|---|
| 427 | 97.5 | 1. Male |
| 5 | 1.1 | 2. Female |
| 6 | 1.4 | 9. Unknown |

---

**Variable 309**  **PERSON TYPE**            MD1:     9    Field Width:    1
                                           MD2:  None    Type:    Numeric

---

FREQ Prcnt    PERSON TYPE

432  98.6     1. Driver of a motor vehicle in transport
  6   1.4     9. Unknown occupant type in a motor vehicle in
                 transport

---

**Variable 310**  **SEATING POSITION**       MD1:    99    Field Width:    2
                                           MD2:  None    Type:    Numeric

---

FREQ Prcnt    SEATING POSITION

432  98.6     11. Front seat - left side (driver's side)
  6   1.4     99. Unknown

---

**Variable 311**  **MANUAL RESTRAINT SYS**   MD1:     9    Field Width:    1
                                           MD2:  None    Type:    Numeric

---

FREQ Prcnt    MANUAL (ACTIVE) RESTRAINT SYSTEM

330  75.3     0. None used (vehicle occupant) or not applicable
                 (non-motorist or passive system)
  0   0.0     1. Shoulder belt
 15   3.4     2. Lap belt
  1   0.2     3. Lap and shoulder belt
  0   0.0     4. Child safety seat
  0   0.0     5. Motorcycle helmet
  1   0.2     8. Restraint used - type unknown or other (including
                 other helmet)
 91  20.8     9. Unknown

---

**Variable 312**  **AUTOMATIC RESTRAINT SYS**  MD1:     9    Field Width:    1
                                            MD2:  None    Type:    Numeric

---

FREQ Prcnt    AUTOMATIC (PASSIVE) RESTRAINT SYSTEM

427  97.5     0. Not equipped or non-motorist
  0   0.0     1. Automatic belt in use
  0   0.0     2. Automatic belt not in use
  0   0.0     3. Deployed air bag
  0   0.0     4. Non-deployed air bag
 11   2.5     9. Unknown

---

Variable  314  **EJECTION**                    MD1:      9   Field Width:   1
                                               MD2:   None   Type:     Numeric

FREQ Prcnt   EJECTION

356  81.3    0. Not ejected; not applicable
 70  16.0    1. Totally ejected
  5   1.1    2. Partially ejected
  7   1.6    9. Unknown

---

Variable  315  **EXTRICATION**                 MD1:      9   Field Width:   1
                                               MD2:   None   Type:     Numeric

FREQ Prcnt   EXTRICATION

392  89.5    0. Not extricated; not applicable
 38   8.7    1. Extricated
  8   1.8    9. Unknown

---

Variable  316  **ALCOHOL INVOLVEMENT**         MD1:      9   Field Width:   1
                                               MD2:   None   Type:     Numeric

FREQ Prcnt   ALCOHOL INVOLVEMENT

358  81.7    0. No (alcohol not involved)
 32   7.3    1. Yes (alcohol involved)
 28   6.4    8. Not reported
 20   4.6    9. Unknown (Police Reported)

---

Variable  317  **ALCOHOL TEST RESULT**         MD1:     99   Field Width:   2
                                               MD2:   None   Type:     Numeric
                                               Implied Dec Places:  2

FREQ Prcnt   ALCOHOL TEST RESULT

 74  16.9    00.
             - . Result value (grams/100 ml%)
  0   0.0    94.
  0   0.0    95. Test refused
297  67.8    96. None given
 16   3.7    97. AC test performed, results unknown
 34   7.8    99. Unknown

---

| Variable 318 | **INJURY SEVERITY** | MD1: | 9 | Field Width: | 1 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | INJURY SEVERITY |
|---|---|---|
| 100 | 22.8 | 0. 0 - no injury |
| 33 | 7.5 | 1. C - possible injury |
| 45 | 10.3 | 2. B - nonincapacitating evident injury |
| 45 | 10.3 | 3. A - incapacitating injury |
| 205 | 46.8 | 4. K - fatal injury |
| 2 | 0.5 | 5. Injured, severity unknown |
| 0 | 0.0 | 6. Died prior to accident |
| 8 | 1.8 | 9. Unknown |

---

| Variable 319 | **TAKEN TO HOSPITAL** | MD1: | 9 | Field Width: | 1 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | TAKEN TO HOSPITAL OR TREATMENT FACILITY |
|---|---|---|
| 204 | 46.6 | 0. No |
| 212 | 48.4 | 1. Yes |
| 22 | 5.0 | 9. Unknown |

---

| Variable 320 | **DEATH DATE - MONTH** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | DEATH DATE - MONTH |
|---|---|---|
| 227 | 51.8 | 00. Not applicable |
| 12 | 2.7 | 01. January |
| 14 | 3.2 | 02. February |
| 15 | 3.4 | 03. March |
| 14 | 3.2 | 04. April |
| 21 | 4.8 | 05. May |
| 16 | 3.7 | 06. June |
| 17 | 3.9 | 07. July |
| 22 | 5.0 | 08. August |
| 13 | 3.0 | 09. September |
| 23 | 5.3 | 10. October |
| 18 | 4.1 | 11. November |
| 19 | 4.3 | 12. December |
| 7 | 1.6 | 99. Unknown |

---

Variable  321  **DEATH DATE - DAY**          MD1:     99  Field Width:    2
                                             MD2:   None  Type:    Numeric

---

FREQ Prcnt   DEATH DATE - DAY

227  51.8     00. Not applicable
  4   0.9     01.
            - . Day of month
  4   0.9     31.
  7   1.6     99. Unknown

---

Variable  322  **DEATH DATE - YEAR**         MD1:     99  Field Width:    2
                                             MD2:   None  Type:    Numeric

---

FREQ Prcnt   DEATH DATE - YEAR

227  51.8     00. Not applicable
 82  18.7     80. 1980
 65  14.8     81. 1981
 58  13.2     82. 1982
  0   0.0     83. 1983
  6   1.4     99. Unknown

---

Variable  323  **DEATH TIME - HOURS**        MD1:     99  Field Width:    2
                                             MD2:   None  Type:    Numeric

---

Not coded for 1980

FREQ Prcnt   DEATH TIME - HOURS

 69  15.8     00. 12:01 am - 12:59 am
  1   0.2     01.  1:00 am -  1:59 am
  2   0.5     02.  2:00 am -  2:59 am
  3   0.7     04.  4:00 am -  4:59 am
  1   0.2     05.  5:00 am -  5:59 am
  6   1.4     06.  6:00 am -  6:59 am
  1   0.2     07.  7:00 am -  7:59 am
  2   0.5     08.  8:00 am -  8:59 am
  4   0.9     09.  9:00 am -  9:59 am
  3   0.7     10. 10:00 am - 10:59 am
  2   0.5     11. 11:00 am - 11:59 am
  4   0.9     12. 12:00 pm - 12:59 pm
  3   0.7     13.  1:00 pm -  1:59 pm
  3   0.7     14.  2:00 pm -  2:59 pm
  5   1.1     15.  3:00 pm -  3:59 pm
  2   0.5     16.  4:00 pm -  4:59 pm
  1   0.2     19.  7:00 pm -  7:59 pm
  2   0.5     20.  8:00 pm -  8:59 pm
  1   0.2     21.  9:00 pm -  9:59 pm

FREQ Prcnt    Var 323  DEATH TIME - HOURS

   2   0.5      23. 11:00 pm - 11:59 pm
 321  73.3      99. Unknown

---

Variable  324  **DEATH TIME - MINUTES**      MD1:    99  Field Width:    2
                                             MD2:  None  Type:    Numeric

        Not coded for 1980

   FREQ Prcnt    DEATH TIME - MINUTES

   75  17.1      00.
                  - . Minute
    0   0.0      59.
  321  73.3      99. Unknown

---

Variable  325  **LAG TIME ACC/DEATH - HRS**  MD1:   999  Field Width:    3
                                             MD2:  None  Type:    Numeric

        Not coded for 1980

   FREQ Prcnt    LAG TIME ACC/DEATH - HRS

   34   7.8      000.
                  - . Actual time in hours
    0   0.0      998.
  388  88.6      999. Unknown

---

Variable  326  **LAG TIME ACC/DEATH - MIN**  MD1:    99  Field Width:    2
                                             MD2:  None  Type:    Numeric

        Not coded for 1980

   FREQ Prcnt    LAG TIME ACC/DEATH - MIN

   50  11.4      00.
                  - . Minute
    0   0.0      59.
  388  88.6      99. Unknown

```
┌─────────────────────────────────────────────────────────────────┐
│          The BMCS and SURVEY Variables for Truck #1               │
│                                                                   │
│   Variables 1001 through 1085 are derived by two methods: first   │
│   a match was made with BMCS fatal cases and subsequently a       │
│   survey was conducted for those cases not matched.               │
└─────────────────────────────────────────────────────────────────┘
```

| Variable 1001 | **BMCS ID** | MD1: | 0 | Field Width: | 5 |
| --- | --- | --- | --- | --- | --- |
| | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | BMCS ID |
| --- | --- | --- |
| 287 | 65.5 | 00000. Unknown |
| 1 | 0.2 | 00028. |
| | | -    . BMCS case ID |
| 1 | 0.2 | 33130. |

| Variable 1002 | **STATE OF CARRIER** | MD1: | 99 | Field Width: | 2 |
| --- | --- | --- | --- | --- | --- |
| | | MD2: | None | Type: | Numeric |

BMCS cases only

| FREQ | Prcnt | STATE OF CARRIER |
| --- | --- | --- |
| 5 | 1.1 | 01. Alabama |
| 0 | 0.0 | 02. Alaska |
| 1 | 0.2 | 04. Arizona |
| 6 | 1.4 | 05. Arkansas |
| 5 | 1.1 | 06. California |
| 7 | 1.6 | 08. Colorado |
| 2 | 0.5 | 09. Connecticut |
| 0 | 0.0 | 10. Delaware |
| 0 | 0.0 | 11. District of Columbia |
| 8 | 1.8 | 12. Florida |
| 5 | 1.1 | 13. Georgia |
| 5 | 1.1 | 16. Idaho |
| 5 | 1.1 | 17. Illinois |
| 6 | 1.4 | 18. Indiana |
| 6 | 1.4 | 19. Iowa |
| 2 | 0.5 | 20. Kansas |
| 0 | 0.0 | 21. Kentucky |
| 2 | 0.5 | 22. Louisiana |
| 1 | 0.2 | 23. Maine |
| 0 | 0.0 | 24. Maryland |
| 3 | 0.7 | 25. Massachusetts |
| 3 | 0.7 | 26. Michigan |
| 6 | 1.4 | 27. Minnesota |
| 1 | 0.2 | 28. Mississippi |

FREQ  Prcnt    Var 1002   STATE OF CARRIER

| FREQ | Prcnt | | |
|---|---|---|---|
| 4 | 0.9 | 29. | Missouri |
| 0 | 0.0 | 30. | Montana |
| 2 | 0.5 | 31. | Nebraska |
| 0 | 0.0 | 32. | Nevada |
| 0 | 0.0 | 33. | New Hampshire |
| 2 | 0.5 | 34. | New Jersey |
| 0 | 0.0 | 35. | New Mexico |
| 4 | 0.9 | 36. | New York |
| 4 | 0.9 | 37. | North Carolina |
| 0 | 0.0 | 38. | North Dakota |
| 6 | 1.4 | 39. | Ohio |
| 10 | 2.3 | 40. | Oklahoma |
| 2 | 0.5 | 41. | Oregon |
| 10 | 2.3 | 42. | Pennsylvania |
| 0 | 0.0 | 44. | Rhode Island |
| 1 | 0.2 | 45. | South Carolina |
| 3 | 0.7 | 46. | South Dakota |
| 2 | 0.5 | 47. | Tennessee |
| 12 | 2.7 | 48. | Texas |
| 3 | 0.7 | 49. | Utah |
| 0 | 0.0 | 50. | Vermont |
| 3 | 0.7 | 51. | Virginia |
| 2 | 0.5 | 53. | Washington |
| 0 | 0.0 | 54. | West Virginia |
| 2 | 0.5 | 55. | Wisconsin |
| 0 | 0.0 | 56. | Wyoming |
| 287 | 65.5 | 98. | Not applicable (Survey case) |
| 0 | 0.0 | 99. | Unknown |

---

Variable 1003   **AREA OF OPERATION**          MD1:       9   Field Width:   1
                                              MD2:    None   Type:     Numeric

Both SURVEY and BMCS cases

FREQ  Prcnt    AREA OF OPERATION

| FREQ | Prcnt | | |
|---|---|---|---|
| 301 | 68.7 | 1. | Interstate |
| 87 | 19.9 | 2. | Intrastate |
| 15 | 3.4 | 6. | Government owned |
| 1 | 0.2 | 7. | Daily rental (1981 & 1982 cases only) |
| 34 | 7.8 | 9. | Unknown |

Variable 1004  **OPERATING AUTHORITY**          MD1:      9   Field Width:   1
                                                 MD2:   None   Type:    Numeric

      Both SURVEY and BMCS cases

  FREQ Prcnt   OPERATING AUTHORITY

   164  37.4   1. Private
   226  51.6   2. For hire
    15   3.4   6. Government owned
     1   0.2   7. Daily rental (1981 & 1982 cases only)
    32   7.3   9. Unknown


Variable 1005  **CARRIER TYPE**                 MD1:      9   Field Width:   1
                                                 MD2:   None   Type:    Numeric

      Both SURVEY and BMCS cases

  FREQ Prcnt   CARRIER TYPE

   104  23.7   1. Interstate private
   175  40.0   2. Interstate authorized
    19   4.3   3. Interstate exempt
    60  13.7   4. Intrastate private
    27   6.2   5. Intrastate for hire
    15   3.4   6. Government owned
     1   0.2   7. Daily rental (1981 & 1982 cases only)
    37   8.4   9. Unknown


Variable 1006  **OWNER OPERATOR**               MD1:      9   Field Width:   1
                                                 MD2:   None   Type:    Numeric

      Not coded for 1980.  SURVEY cases only.

  FREQ Prcnt   OWNER OPERATOR

    22   5.0   1. Yes
    46  10.5   2. No
    89  20.3   7. Not applicable (BMCS)
   105  24.0   8. Not applicable (Not for hire)
   176  40.2   9. Unknown

---

Variable 1007   **TRIP TYPE**              MD1:      9   Field Width:    1
                                           MD2:   None   Type:     Numeric

---

### Both SURVEY and BMCS cases

FREQ Prcnt   TRIP TYPE

    142  32.4    1. OTR, (over-the-road) (BMCS)
    115  26.3    2. Local delivery
     50  11.4    3. OTR, under 200 miles (Survey)
     98  22.4    4. OTR, 200 miles and over (Survey)
     11   2.5    5. OTR, unknown distance (Survey)
     22   5.0    9. Unknown

---

Variable 1009   **DISTRICT TYPE**          MD1:      9   Field Width:    1
                                           MD2:   None   Type:     Numeric

---

### BMCS cases only

FREQ Prcnt   DISTRICT TYPE

      4   0.9    1. Residential
    202  46.1    2. Rural
     28   6.4    3. Business
    176  40.2    8. Not applicable (Survey case)
     28   6.4    9. Unknown

---

Variable 1010   **MONTH**                  MD1:     99   Field Width:    2
                                           MD2:   None   Type:     Numeric

---

### BMCS cases only

FREQ Prcnt   MONTH

     11   2.5    01. January
     14   3.2    02. February
     14   3.2    03. March
     13   3.0    04. April
     16   3.7    05. May
      9   2.1    06. June
      9   2.1    07. July
     17   3.9    08. August
     10   2.3    09. September
     12   2.7    10. October
     12   2.7    11. November
     14   3.2    12. December
    287  65.5    98. Not applicable (Survey case)
      0   0.0    99. Unknown

Variable 1011  **DAY**                        MD1:     99   Field Width:   2
                                              MD2:   None   Type:    Numeric

    BMCS cases only

FREQ Prcnt   DAY

| FREQ | Prcnt | DAY |
|---|---|---|
| 7 | 1.6 | 01. |
|  |  | - . Day of month |
| 3 | 0.7 | 31. |
| 287 | 65.5 | 98. Not applicable (Survey case) |
| 0 | 0.0 | 99. Unknown |

Variable 1012  **HOUR**                       MD1:     99   Field Width:   2
                                              MD2:   None   Type:    Numeric

    BMCS cases only

FREQ Prcnt   HOUR

| FREQ | Prcnt | HOUR |
|---|---|---|
| 2 | 0.5 | 00. Midnight |
| 10 | 2.3 | 01. 1 am |
| 4 | 0.9 | 02. 2 am |
| 15 | 3.4 | 03. 3 am |
| 16 | 3.7 | 04. 4 am |
| 10 | 2.3 | 05. 5 am |
| 12 | 2.7 | 06. 6 am |
| 11 | 2.5 | 07. 7 am |
| 4 | 0.9 | 08. 8 am |
| 4 | 0.9 | 09. 9 am |
| 4 | 0.9 | 10. 10 am |
| 6 | 1.4 | 11. 11 am |
| 5 | 1.1 | 12. Noon |
| 5 | 1.1 | 13. 1 pm |
| 3 | 0.7 | 14. 2 pm |
| 6 | 1.4 | 15. 3 pm |
| 8 | 1.8 | 16. 4 pm |
| 1 | 0.2 | 17. 5 pm |
| 1 | 0.2 | 18. 6 pm |
| 2 | 0.5 | 19. 7 pm |
| 2 | 0.5 | 20. 8 pm |
| 6 | 1.4 | 21. 9 pm |
| 4 | 0.9 | 22. 10 pm |
| 8 | 1.8 | 23. 11 pm |
| 287 | 65.5 | 98. Not applicable (Survey case) |
| 2 | 0.5 | 99. Unknown |

---

Variable 1013 **MINUTE**                          MD1:    99  Field Width:    2
                                                  MD2:  None  Type:    Numeric

---

    BMCS cases only

  FREQ Prcnt    MINUTE

   125  28.5    00.
                         - . Minute
     0   0.0    59.
   287  65.5    98. Not applicable (Survey case)
     2   0.5    99. Unknown

---

Variable 1014 **ACCIDENT TYPE**                   MD1:     9  Field Width:    1
                                                  MD2:  None  Type:    Numeric

---

    BMCS cases only

  FREQ Prcnt    ACCIDENT TYPE

     1   0.2    1. Non-collision
   134  30.6    2. Collision with moving object
    15   3.4    3. Collision with fixed or parked object
   287  65.5    8. Not applicable (Survey case)
     1   0.2    9. Unknown

---

Variable 1015 **OTHER OBJECT INVOLVED**           MD1:    99  Field Width:    2
                                                  MD2:  None  Type:    Numeric

---

    BMCS cases only

  FREQ Prcnt    OTHER OBJECT INVOLVED

     1   0.2    01. Not applicable (non-collision)
   141  32.2    02. Commercial truck
     3   0.7    03. Fixed object
     3   0.7    04. Automobile
     0   0.0    05. Pedestrian
     0   0.0    06. Bus
     0   0.0    07. Train
     0   0.0    08. Bicycle
     0   0.0    09. Animal
     0   0.0    10. Motorcycle
     3   0.7    11. Other
   287  65.5    98. Not applicable (Survey case)
     0   0.0    99. Unknown

---

Variable 1016    **VEHICLE #1 ACTION**    MD1:    99    Field Width:    2

---

MD2:    None    Type:    Numeric

BMCS cases only

FREQ Prcnt    VEHICLE #1 ACTION

| FREQ | Prcnt | VEHICLE #1 ACTION |
|------|-------|-------------------|
| 6 | 1.4 | 01. Slowing/stopping |
| 3 | 0.7 | 02. Stopped |
| 7 | 1.6 | 03. Parked |
| 21 | 4.8 | 04. Rear-end |
| 0 | 0.0 | 05. Backing |
| 1 | 0.2 | 06. Making right turn |
| 4 | 0.9 | 07. Making left turn |
| 0 | 0.0 | 08. Making U-turn |
| 53 | 12.1 | 09. Proceeding straight |
| 1 | 0.2 | 10. Merging |
| 4 | 0.9 | 11. Entering traffic |
| 3 | 0.7 | 12. Intersection |
| 1 | 0.2 | 13. Passing |
| 6 | 1.4 | 14. Changing lanes |
| 4 | 0.9 | 15. Sideswipe--opposite direction |
| 20 | 4.6 | 16. Head-on--crossed into opposing lane |
| 3 | 0.7 | 17. Skidding |
| 5 | 1.1 | 18. Vehicle out of control |
| 0 | 0.0 | 19. Roll-away |
| 0 | 0.0 | 20. Controlled railroad crossing |
| 0 | 0.0 | 21. Uncontrolled railroad crossing |
| 2 | 0.5 | 22. Other |
| 287 | 65.5 | 97. Not applicable (Survey case) |
| 5 | 1.1 | 98. Not applicable (non-collision) |
| 2 | 0.5 | 99. Unknown |

---

Variable 1017    **VEHICLE #2 ACTION**    MD1:    99    Field Width:    2

---

MD2:    None    Type:    Numeric

BMCS cases only

FREQ Prcnt    VEHICLE #2 ACTION

| FREQ | Prcnt | VEHICLE #2 ACTION |
|------|-------|-------------------|
| 6 | 1.4 | 01. Slowing/stopping |
| 5 | 1.1 | 02. Stopped |
| 6 | 1.4 | 03. Parked |
| 20 | 4.6 | 04. Rear-end |
| 0 | 0.0 | 05. Backing |
| 0 | 0.0 | 06. Making right turn |
| 1 | 0.2 | 07. Making left turn |
| 0 | 0.0 | 08. Making U-turn |
| 70 | 16.0 | 09. Proceeding straight |
| 1 | 0.2 | 10. Merging |
| 1 | 0.2 | 11. Entering traffic |

FREQ Prcnt   Var 1017  VEHICLE #2 ACTION

| FREQ | Prcnt | | |
|---|---|---|---|
| 2 | 0.5 | 12. | Intersection |
| 3 | 0.7 | 13. | Passing |
| 0 | 0.0 | 14. | Changing lanes |
| 5 | 1.1 | 15. | Sideswipe--opposite direction |
| 12 | 2.7 | 16. | Head-on--crossed into opposing lane |
| 0 | 0.0 | 17. | Skidding |
| 6 | 1.4 | 18. | Vehicle out of control |
| 0 | 0.0 | 19. | Roll-away |
| 0 | 0.0 | 20. | Controlled railroad crossing |
| 0 | 0.0 | 21. | Uncontrolled railroad crossing |
| 1 | 0.2 | 22. | Other |
| 287 | 65.5 | 97. | Not applicable (Survey case) |
| 6 | 1.4 | 98. | Not applicable (non-collision) |
| 6 | 1.4 | 99. | Unknown |

---

| Variable 1018 | **VEHICLE #3 ACTION** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

BMCS cases only

FREQ Prcnt   VEHICLE #3 ACTION

| FREQ | Prcnt | | |
|---|---|---|---|
| 0 | 0.0 | 01. | Slowing/stopping |
| 3 | 0.7 | 02. | Stopped |
| 1 | 0.2 | 03. | Parked |
| 0 | 0.0 | 04. | Rear-end |
| 0 | 0.0 | 05. | Backing |
| 0 | 0.0 | 06. | Making right turn |
| 0 | 0.0 | 07. | Making left turn |
| 0 | 0.0 | 08. | Making U-turn |
| 5 | 1.1 | 09. | Proceeding straight |
| 0 | 0.0 | 10. | Merging |
| 0 | 0.0 | 11. | Entering traffic |
| 0 | 0.0 | 12. | Intersection |
| 1 | 0.2 | 13. | Passing |
| 2 | 0.5 | 14. | Changing lanes |
| 0 | 0.0 | 15. | Sideswipe--opposite direction |
| 2 | 0.5 | 16. | Head-on--crossed into opposing lane |
| 0 | 0.0 | 17. | Skidding |
| 1 | 0.2 | 18. | Vehicle out of control |
| 0 | 0.0 | 19. | Roll-away |
| 0 | 0.0 | 20. | Controlled railroad crossing |
| 0 | 0.0 | 21. | Uncontrolled railroad crossing |
| 0 | 0.0 | 22. | Other |
| 287 | 65.5 | 97. | Not applicable (Survey case) |
| 23 | 5.3 | 98. | Not applicable (non-collision) |
| 113 | 25.8 | 99. | Unknown |

---

Variable 1019  **PRIMARY EVENT**              MD1:      9   Field Width:   1
                                             MD2:   None   Type:    Numeric

---

Both SURVEY and BMCS cases

FREQ Prcnt   PRIMARY EVENT OTHER THAN COLLISION

|     1 | 0.2  | 0. Ran off road |
|-------|------|-----------------|
|     0 | 0.0  | 1. Jackknife |
|     2 | 0.5  | 2. Overturn |
|     0 | 0.0  | 3. Separation of units |
|     0 | 0.0  | 4. Fire |
|     0 | 0.0  | 5. Loss or spillage of cargo |
|     0 | 0.0  | 6. Cargo shift |
|     0 | 0.0  | 7. Other |
|   435 | 99.3 | 8. Not applicable (collision) |
|     0 | 0.0  | 9. Unknown |

---

Variable 1020  **ASSOC. ACCIDENT EVENT**      MD1:      9   Field Width:   1
                                             MD2:   None   Type:    Numeric

---

Both SURVEY and BMCS cases

FREQ Prcnt   ASSOCIATED ACCIDENT EVENT

|   211 | 48.2 | 1. None |
|-------|------|---------|
|     5 | 1.1  | 2. Spillage of hazardous cargo |
|    80 | 18.3 | 3. Fire |
|    78 | 17.8 | 4. Spillage of non-hazardous cargo |
|    19 | 4.3  | 5. Explosion |
|    45 | 10.3 | 9. Unknown |

---

Variable 1021  **DRIVER AGE**                 MD1:     99   Field Width:   2
                                             MD2:   None   Type:    Numeric

---

Both SURVEY and BMCS cases

FREQ Prcnt   DRIVER AGE

|     1 | 0.2 | 16. 16 years |
|-------|-----|--------------|
|     6 | 1.4 | 18. 18 years |
|     3 | 0.7 | 19. 19 years |
|     9 | 2.1 | 20. 20 years |
|     8 | 1.8 | 21. 21 years |
|    12 | 2.7 | 22. 22 years |
|    17 | 3.9 | 23. 23 years |
|    12 | 2.7 | 24. 24 years |
|    11 | 2.5 | 25. 25 years |
|    10 | 2.3 | 26. 26 years |

FREQ Prcnt    Var 1021   DRIVER AGE

| FREQ | Prcnt | | |
|---|---|---|---|
| 10 | 2.3 | 27. | 27 years |
| 18 | 4.1 | 28. | 28 years |
| 10 | 2.3 | 29. | 29 years |
| 14 | 3.2 | 30. | 30 years |
| 15 | 3.4 | 31. | 31 years |
| 15 | 3.4 | 32. | 32 years |
| 16 | 3.7 | 33. | 33 years |
| 15 | 3.4 | 34. | 34 years |
| 17 | 3.9 | 35. | 35 years |
| 12 | 2.7 | 36. | 36 years |
| 13 | 3.0 | 37. | 37 years |
| 13 | 3.0 | 38. | 38 years |
| 11 | 2.5 | 39. | 39 years |
| 11 | 2.5 | 40. | 40 years |
| 11 | 2.5 | 41. | 41 years |
| 10 | 2.3 | 42. | 42 years |
| 13 | 3.0 | 43. | 43 years |
| 3 | 0.7 | 44. | 44 years |
| 9 | 2.1 | 45. | 45 years |
| 7 | 1.6 | 46. | 46 years |
| 8 | 1.8 | 47. | 47 years |
| 10 | 2.3 | 48. | 48 years |
| 6 | 1.4 | 49. | 49 years |
| 7 | 1.6 | 50. | 50 years |
| 7 | 1.6 | 51. | 51 years |
| 8 | 1.8 | 52. | 52 years |
| 4 | 0.9 | 53. | 53 years |
| 4 | 0.9 | 54. | 54 years |
| 4 | 0.9 | 55. | 55 years |
| 8 | 1.8 | 56. | 56 years |
| 6 | 1.4 | 57. | 57 years |
| 5 | 1.1 | 58. | 58 years |
| 6 | 1.4 | 59. | 59 years |
| 3 | 0.7 | 61. | 61 years |
| 1 | 0.2 | 62. | 62 years |
| 2 | 0.5 | 63. | 63 years |
| 2 | 0.5 | 64. | 64 years |
| 2 | 0.5 | 65. | 65 years |
| 2 | 0.5 | 66. | 66 years |
| 1 | 0.2 | 67. | 67 years |
| 1 | 0.2 | 68. | 68 years |
| 1 | 0.2 | 72. | 72 years |
| 1 | 0.2 | 73. | 73 years |
| 1 | 0.2 | 74. | 74 years |
| 1 | 0.2 | 76. | 76 years |
| 5 | 1.1 | 99. | Unknown |

| Variable 1022 | **YEARS DRIVER EMPLOYED** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

BMCS cases only

FREQ Prcnt   YEARS DRIVER EMPLOYED

| FREQ | Prcnt | | |
|---|---|---|---|
| 14 | 3.2 | 00. | 0 years |
| 76 | 17.4 | 01. | 1 year |
| 17 | 3.9 | 02. | 2 years |
| 9 | 2.1 | 03. | 3 years |
| 4 | 0.9 | 04. | 4 years |
| 4 | 0.9 | 05. | 5 years |
| 2 | 0.5 | 06. | 6 years |
| 2 | 0.5 | 07. | 7 years |
| 3 | 0.7 | 08. | 8 years |
| 2 | 0.5 | 09. | 9 years |
| 1 | 0.2 | 11. | 11 years |
| 1 | 0.2 | 12. | 12 years |
| 2 | 0.5 | 13. | 13 years |
| 1 | 0.2 | 14. | 14 years |
| 2 | 0.5 | 16. | 16 years |
| 1 | 0.2 | 17. | 17 years |
| 1 | 0.2 | 20. | 20 years |
| 1 | 0.2 | 24. | 24 years |
| 1 | 0.2 | 26. | 26 years |
| 1 | 0.2 | 28. | 28 years |
| 2 | 0.5 | 30. | 30 years |
| 1 | 0.2 | 31. | 31 years |
| 1 | 0.2 | 33. | 33 years |
| 287 | 65.5 | 98. | Not applicable (Survey case) |
| 2 | 0.5 | 99. | Unknown |

| Variable 1023 | **HOURS DRIVING** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

Both SURVEY and BMCS cases

FREQ Prcnt   HOURS DRIVING

| FREQ | Prcnt | | |
|---|---|---|---|
| 66 | 15.1 | 01. | 1 hour |
| 55 | 12.6 | 02. | 2 hours |
| 39 | 8.9 | 03. | 3 hours |
| 42 | 9.6 | 04. | 4 hours |
| 34 | 7.8 | 05. | 5 hours |
| 34 | 7.8 | 06. | 6 hours |
| 14 | 3.2 | 07. | 7 hours |
| 23 | 5.3 | 08. | 8 hours |
| 7 | 1.6 | 09. | 9 hours |
| 2 | 0.5 | 10. | 10 hours |
| 1 | 0.2 | 11. | 11 hours |

```
FREQ Prcnt    Var 1023  HOURS DRIVING

  3   0.7     12. 12 hours
 22   5.0     98. Not applicable
 96  21.9     99. Unknown
```

---

| Variable 1024 | **SCHEDULED HOURS** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

BMCS cases only

```
FREQ Prcnt    SCHEDULED HOURS

 16   3.7     01.  1 hour
  7   1.6     02.  2 hours
  7   1.6     03.  3 hours
 10   2.3     04.  4 hours
  7   1.6     05.  5 hours
  5   1.1     06.  6 hours
 10   2.3     07.  7 hours
 23   5.3     08.  8 hours
 13   3.0     09.  9 hours
 21   4.8     10. 10 hours
  2   0.5     11. 11 hours
 21   4.8     12. Not applicable (BMCS code)
287  65.5     98. Not applicable (Survey case)
  9   2.1     99. Unknown
```

---

| Variable 1025 | **DRIVER CONDITION** | MD1: | 9 | Field Width: | 1 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

BMCS cases only

```
FREQ Prcnt    DRIVER CONDITION

135  30.8     1. Apparently normal
  0   0.0     2. Sick
  0   0.0     3. Had been drinking
  8   1.8     4. Dozed at wheel
  0   0.0     5. Medical waiver
  5   1.1     6. Other
287  65.5     8. Not applicable (Survey case)
  3   0.7     9. Unknown
```

---

Variable 1026   **POWER UNIT TYPE**        MD1:      0   Field Width:   1
                                           MD2:   None   Type:     Numeric

---

Both SURVEY and BMCS cases

FREQ Prcnt   POWER UNIT TYPE

   2   0.5   0. Unknown
  99  22.6   1. Straight truck
 337  76.9   8. Tractor

---

Variable 1027   **STRT. TRUCK BODY STYLE**   MD1:      9   Field Width:   1
                                             MD2:   None   Type:     Numeric

---

Both SURVEY and BMCS cases

FREQ Prcnt   STRAIGHT TRUCK BODY STYLE

 337  76.9   0. Not applicable (tractor)
  17   3.9   1. Van
  20   4.6   2. Flat
   6   1.4   3. Tank
  25   5.7   6. Dump
   4   0.9   7. Refuse
  23   5.3   8. Other
   6   1.4   9. Unknown

---

Variable 1028   **CAB STYLE**              MD1:      9   Field Width:   1
                                           MD2:   None   Type:     Numeric

---

Both SURVEY and BMCS cases

FREQ Prcnt   CAB STYLE

 206  47.0   1. Conventional
 191  43.6   2. Cabover or cab-forward
  41   9.4   9. Unknown

---

Variable 1029   **POWER UNIT YEAR**        MD1:     99   Field Width:   2
                                           MD2:   None   Type:     Numeric

---

Both SURVEY and BMCS cases

FREQ Prcnt   POWER UNIT YEAR

   1   0.2   52. 1952
   1   0.2   54. 1954

FREQ Prcnt    Var 1029  POWER UNIT YEAR

     1   0.2      58. 1958
     2   0.5      59. 1959
     1   0.2      60. 1960
     1   0.2      62. 1962
     2   0.5      63. 1963
     1   0.2      64. 1964
     3   0.7      65. 1965
     2   0.5      66. 1966
     3   0.7      67. 1967
     9   2.1      68. 1968
     7   1.6      69. 1969
    11   2.5      70. 1970
    20   4.6      71. 1971
    19   4.3      72. 1972
    29   6.6      73. 1973
    37   8.4      74. 1974
    26   5.9      75. 1975
    31   7.1      76. 1976
    52  11.9      77. 1977
    53  12.1      78. 1978
    64  14.6      79. 1979
    44  10.0      80. 1980
    18   4.1      81. 1981
     0   0.0      99. Unknown

---

| Variable 1030 | **POWER UNIT NO. OF AXLES** | MD1: | 9 | Field Width: | 1 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

Both SURVEY and BMCS cases

FREQ Prcnt    POWER UNIT NO. OF AXLES

   112  25.6      2. 2 axles
   307  70.1      3. 3 axles
     3   0.7      4. 4 or more axles
    16   3.7      9. Unknown

---

| Variable 1031 | **POWER UNIT MAKE** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

Both SURVEY and BMCS cases

FREQ Prcnt    POWER UNIT MAKE

     2   0.5      01. Autocar
     0   0.0      02. Brockway
    35   8.0      03. Chevrolet

FREQ Prcnt    Var 1031  POWER UNIT MAKE

| FREQ | Prcnt | |
|---|---|---|
| 2 | 0.5 | 04. Diamond Reo |
| 4 | 0.9 | 05. Dodge |
| 47 | 10.7 | 06. Ford |
| 45 | 10.3 | 07. Freightliner |
| 46 | 10.5 | 08. GMC |
| 0 | 0.0 | 09. Hendrickson |
| 81 | 18.5 | 10. International Harvester |
| 57 | 13.0 | 11. Kenworth |
| 54 | 12.3 | 12. Mack |
| 0 | 0.0 | 13. Marmon |
| 39 | 8.9 | 14. Peterbilt |
| 21 | 4.8 | 15. White |
| 2 | 0.5 | 16. Mercedes Benz |
| 0 | 0.0 | 17. Volvo |
| 2 | 0.5 | 18. Western Star |
| 1 | 0.2 | 97. Other (Survey) |
| 0 | 0.0 | 98. Other (BMCS) |
| 0 | 0.0 | 99. Unknown |

---

| Variable 1032 | **POWER UNIT LENGTH** | MD1: | 999 | Field Width: | 3 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

SURVEY cases only

FREQ Prcnt    POWER UNIT LENGTH

| FREQ | Prcnt | |
|---|---|---|
| 5 | 1.1 | 014. 14 feet |
| 7 | 1.6 | 015. 15 feet |
| 5 | 1.1 | 016. 16 feet |
| 6 | 1.4 | 017. 17 feet |
| 21 | 4.8 | 018. 18 feet |
| 15 | 3.4 | 019. 19 feet |
| 53 | 12.1 | 020. 20 feet |
| 32 | 7.3 | 021. 21 feet |
| 14 | 3.2 | 022. 22 feet |
| 37 | 8.4 | 023. 23 feet |
| 14 | 3.2 | 024. 24 feet |
| 23 | 5.3 | 025. 25 feet |
| 3 | 0.7 | 026. 26 feet |
| 8 | 1.8 | 027. 27 feet |
| 7 | 1.6 | 028. 28 feet |
| 2 | 0.5 | 029. 29 feet |
| 9 | 2.1 | 030. 30 feet |
| 2 | 0.5 | 031. 31 feet |
| 2 | 0.5 | 032. 32 feet |
| 1 | 0.2 | 033. 33 feet |
| 2 | 0.5 | 035. 35 feet |
| 1 | 0.2 | 038. 38 feet |
| 1 | 0.2 | 057. 57 feet |

FREQ Prcnt    Var 1032  POWER UNIT LENGTH

151  34.5      998. Not applicable (BMCS case)
 17   3.9      999. Unknown


---

Variable 1033  **STRAIGHT TRUCK CARGO**      MD1:     99   Field Width:    2
                                            MD2:   None   Type:    Numeric

    SURVEY cases only

FREQ Prcnt    STRAIGHT TRUCK CARGO

   9   2.1     01. General freight
   2   0.5     02. Household goods
   0   0.0     03. Metal: coils, sheets, etc
   3   0.7     04. Heavy machinery
   0   0.0     05. Motor vehicles
   3   0.7     06. Driveaway/towaway
   0   0.0     07. Gases in bulk
  16   3.7     08. Solids in bulk
   5   1.1     09. Liquids in bulk
   0   0.0     10. Explosives
   4   0.9     11. Logs/poles/lumber
  23   5.3     12. None (empty)
   3   0.7     13. Refrigerated food
   0   0.0     14. Mobile home
  11   2.5     15. Farm products
   1   0.2     16. Other
 151  34.5     97. Not  Applicable (BMCS case)
 194  44.3     98. Not applicable (not a straight truck)
  13   3.0     99. Unknown


---

Variable 1034  **STRT. TRUCK HAZ. CARGO**    MD1:      9   Field Width:    1
                                            MD2:   None   Type:    Numeric

    SURVEY cases only

FREQ Prcnt    STRAIGHT TRUCK HAZARDOUS CARGO

   5   1.1     1. Hazardous cargo
  75  17.1     2. Non-hazardous cargo
 151  34.5     7. Not applicable (BMCS case)
 194  44.3     8. Not applicable (not a straight truck)
  13   3.0     9. Unknown

---

Variable 1035 **STRT. TRUCK CARGO WEIGHT** MD1: 999999  Field Width:  6

---

MD2:  None  Type:   Numeric

SURVEY cases only

| FREQ | Prcnt | STRAIGHT TRUCK CARGO WEIGHT |
|---|---|---|
| 23 | 5.3 | 000000. |
| | | -    . Weight in pounds |
| 0 | 0.0 | 999994. |
| 151 | 34.5 | 999995. Not applicable (BMCS case) |
| 196 | 44.7 | 999996. Not applicable (not a straight truck) |
| 8 | 1.8 | 999997. Some Cargo (weight unknown) |
| 1 | 0.2 | 999998. Full (weight unknown) |
| 13 | 3.0 | 999999. Unknown |

---

Variable 1036 **POWER UNIT EMPTY WEIGHT** MD1: 999999  Field Width:  6

---

MD2:  None  Type:   Numeric

Not coded for 1980.  SURVEY cases only.

| FREQ | Prcnt | POWER UNIT EMPTY WEIGHT |
|---|---|---|
| 0 | 0.0 | 000000. |
| | | -     . Weight in pounds |
| 0 | 0.0 | 999997. |
| 89 | 20.3 | 999998. Not applicable (BMCS case) |
| 179 | 40.9 | 999999. Unknown |

---

Variable 1037 **1ST TRAILER TYPE** MD1:     9  Field Width:  1

---

MD2:  None  Type:   Numeric

Both SURVEY and BMCS cases

| FREQ | Prcnt | 1ST TRAILER TYPE |
|---|---|---|
| 321 | 73.3 | 1. Semi-trailer |
| 4 | 0.9 | 2. Full trailer |
| 6 | 1.4 | 3. Other |
| 105 | 24.0 | 4. None |
| 2 | 0.5 | 9. Unknown |

---

Variable 1038   **1ST TRAILER YEAR**              MD1:      99   Field Width:    2
                                                 MD2:    None   Type:     Numeric

BMCS cases only

| FREQ | Prcnt | 1ST TRAILER YEAR |
|------|-------|------------------|
| 1 | 0.2 | 41. 1941 |
| 2 | 0.5 | 46. 1946 |
| 1 | 0.2 | 56. 1956 |
| 2 | 0.5 | 63. 1963 |
| 1 | 0.2 | 64. 1964 |
| 2 | 0.5 | 65. 1965 |
| 4 | 0.9 | 66. 1966 |
| 4 | 0.9 | 67. 1967 |
| 5 | 1.1 | 68. 1968 |
| 6 | 1.4 | 69. 1969 |
| 5 | 1.1 | 70. 1970 |
| 8 | 1.8 | 71. 1971 |
| 13 | 3.0 | 72. 1972 |
| 7 | 1.6 | 73. 1973 |
| 17 | 3.9 | 74. 1974 |
| 6 | 1.4 | 75. 1975 |
| 8 | 1.8 | 76. 1976 |
| 14 | 3.2 | 77. 1977 |
| 23 | 5.3 | 78. 1978 |
| 28 | 6.4 | 79. 1979 |
| 16 | 3.7 | 80. 1980 |
| 6 | 1.4 | 81. 1981 |
| 1 | 0.2 | 82. 1982 |
| 0 | 0.0 | 96. Unknown if had 1st trailer |
| 176 | 40.2 | 97. Not applicable (Survey case) |
| 47 | 10.7 | 98. Not applicable (no 1st trailer) |
| 35 | 8.0 | 99. Unknown |

---

Variable 1039   **1ST TRAILER NO. OF AXLES**   MD1:      99   Field Width:    2
                                              MD2:    None   Type:     Numeric

Both SURVEY and BMCS cases

| FREQ | Prcnt | 1ST TRAILER NO. OF AXLES |
|------|-------|--------------------------|
| 19 | 4.3 | 01. 1 axle |
| 284 | 64.8 | 02. 2 axles |
| 6 | 1.4 | 03. 3 axles |
| 1 | 0.2 | 04. 4 or more axles |
| 1 | 0.2 | 97. Unknown if had 1st trailer |
| 105 | 24.0 | 98. Not applicable (no 1st trailer) |
| 22 | 5.0 | 99. Unknown |

---

Variable 1040   **1ST TRAILER BODY**          MD1:      9   Field Width:   1

MD2:   None   Type:    Numeric

Both SURVEY and BMCS cases

FREQ Prcnt   1ST TRAILER BODY

| FREQ | Prcnt | 1ST TRAILER BODY |
|------|-------|------------------|
| 106  | 24.2  | 0. None or unknown if had 1st trailer |
| 158  | 36.1  | 1. Van |
| 66   | 15.1  | 2. Flat |
| 25   | 5.7   | 3. Tank |
| 1    | 0.2   | 4. Auto carrier |
| 6    | 1.4   | 6. Dump |
| 0    | 0.0   | 7. Dolly |
| 53   | 12.1  | 8. Other |
| 23   | 5.3   | 9. Unknown |

---

Variable 1041   **1ST TRAILER CARGO**         MD1:     99   Field Width:   2

MD2:   None   Type:    Numeric

SURVEY cases only

FREQ Prcnt   1ST TRAILER CARGO

| FREQ | Prcnt | 1ST TRAILER CARGO |
|------|-------|-------------------|
| 23   | 5.3   | 01. General freight |
| 3    | 0.7   | 02. Household goods |
| 12   | 2.7   | 03. Metal: coils, sheets, etc |
| 13   | 3.0   | 04. Heavy machinery |
| 0    | 0.0   | 05. Motor vehicles |
| 0    | 0.0   | 06. Driveaway/towaway |
| 1    | 0.2   | 07. Gases in bulk |
| 25   | 5.7   | 08. Solids in bulk |
| 9    | 2.1   | 09. Liquids in bulk |
| 0    | 0.0   | 10. Explosives |
| 13   | 3.0   | 11. Logs/poles/lumber |
| 45   | 10.3  | 12. None (empty) |
| 13   | 3.0   | 13. Refrigerated food |
| 0    | 0.0   | 14. Mobile home |
| 19   | 4.3   | 15. Farm products |
| 0    | 0.0   | 16. Other |
| 1    | 0.2   | 96. Unknown if had 1st trailer |
| 151  | 34.5  | 97. Not applicable (BMCS case) |
| 90   | 20.5  | 98. Not applicable (no 1st trailer) |
| 20   | 4.6   | 99. Unknown |

---

Variable 1042   **1ST TRAILER HAZ. CARGO**     MD1:      9   Field Width:   1
                                               MD2:   None   Type:    Numeric

---

SURVEY cases only

FREQ Prcnt    1ST TRAILER HAZ. CARGO

  11   2.5    1. Hazardous cargo
 165  37.7    2. Non-hazardous cargo
   1   0.2    6. Unknown if had 1st trailer
 151  34.5    7. Not applicable (BMCS case)
  90  20.5    8. Not applicable (no 1st trailer)
  20   4.6    9. Unknown


---

Variable 1043   **1ST TRAILER CARGO WEIGHT**   MD1: 999999   Field Width:   6
                                               MD2:   None   Type:    Numeric

---

SURVEY cases only

FREQ Prcnt    1ST TRAILER CARGO WEIGHT

  46  10.5    000000.
              -     . Weight in pounds
   0   0.0    999993.
   1   0.2    999994. Unknown if had 1st trailer
 151  34.5    999995. Not applicable (BMCS case)
  90  20.5    999996. Not applicable (no 1st trailer)
   8   1.8    999997. Some Cargo (weight unknown)
   3   0.7    999998. Full (weight unknown)
  17   3.9    999999. Unknown


---

Variable 1044   **1ST TRAILER EMPTY WEIGHT**   MD1: 999999   Field Width:   6
                                               MD2:   None   Type:    Numeric

---

Not coded for 1980.  SURVEY cases only.

FREQ Prcnt    1ST TRAILER EMPTY WEIGHT

   0   0.0    000000.
              -     . Weight in pounds
   0   0.0    999995.
   1   0.2    999996. Unknown if had 1st trailer
   0   0.0    999997. Not applicable (BMCS case)
  67  15.3    999998. Not applicable (no 1st trailer)
 259  59.1    999999. Unknown

---

| Variable 1045 | 1ST TRAILER LENGTH | MD1: | 999 | Field Width: | 3 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

SURVEY cases only

| FREQ | Prcnt | 1ST TRAILER LENGTH |
|---|---|---|
| 1 | 0.2 | 009.  9 feet |
| 1 | 0.2 | 010. 10 feet |
| 1 | 0.2 | 011. 11 feet |
| 1 | 0.2 | 017. 17 feet |
| 1 | 0.2 | 020. 20 feet |
| 2 | 0.5 | 022. 22 feet |
| 1 | 0.2 | 023. 23 feet |
| 2 | 0.5 | 024. 24 feet |
| 2 | 0.5 | 025. 25 feet |
| 6 | 1.4 | 026. 26 feet |
| 3 | 0.7 | 027. 27 feet |
| 7 | 1.6 | 028. 28 feet |
| 4 | 0.9 | 030. 30 feet |
| 2 | 0.5 | 032. 32 feet |
| 1 | 0.2 | 033. 33 feet |
| 3 | 0.7 | 035. 35 feet |
| 2 | 0.5 | 036. 36 feet |
| 5 | 1.1 | 037. 37 feet |
| 4 | 0.9 | 038. 38 feet |
| 61 | 13.9 | 040. 40 feet |
| 17 | 3.9 | 042. 42 feet |
| 8 | 1.8 | 043. 43 feet |
| 7 | 1.6 | 044. 44 feet |
| 20 | 4.6 | 045. 45 feet |
| 2 | 0.5 | 048. 48 feet |
| 1 | 0.2 | 050. 50 feet |
| 1 | 0.2 | 053. 53 feet |
| 1 | 0.2 | 054. 54 feet |
| 1 | 0.2 | 994. Unknown if had 1st trailer |
| 151 | 34.5 | 995. Not applicable (BMCS case) |
| 90 | 20.5 | 996. Not applicable (no 1st trailer) |
| 4 | 0.9 | 997. Short (estimated under 35 feet) |
| 4 | 0.9 | 998. Long (estimated 35 feet and over) |
| 21 | 4.8 | 999. Unknown |

---

| Variable 1046 | 2ND TRAILER TYPE | MD1: | 9 | Field Width: | 1 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

Both SURVEY and BMCS cases

| FREQ | Prcnt | 2ND TRAILER TYPE |
|---|---|---|
| 0 | 0.0 | 1. Semi-trailer |
| 15 | 3.4 | 2. Full trailer |

FREQ Prcnt    Var 1046   2ND TRAILER TYPE

    0   0.0     3. Other
  423  96.6     4. None
    0   0.0     9. Unknown

---

**Variable 1047   2ND TRAILER YEAR**          MD1:      99    Field Width:    2
                                              MD2:    None    Type:      Numeric

        BMCS cases only

FREQ Prcnt    2ND TRAILER YEAR

    2   0.5     70. 1970
    1   0.2     72. 1972
    1   0.2     73. 1973
    2   0.5     75. 1975
    2   0.5     77. 1977
    0   0.0     96. Unknown if had 2nd trailer
  176  40.2     97. Not applicable (Survey case)
  253  57.8     98. Not applicable (no 2nd trailer)
    1   0.2     99. Unknown

---

**Variable 1048   2ND TRAILER NO. OF AXLES**   MD1:      99    Field Width:    2
                                              MD2:    None    Type:      Numeric

        Both SURVEY and BMCS cases

FREQ Prcnt    2ND TRAILER NO. OF AXLES

    1   0.2     01. 1 axle
   13   3.0     02. 2 axles
    1   0.2     03. 3 axles
    0   0.0     97. Unknown if had 2nd trailer
  423  96.6     98. Not applicable (no 2nd trailer)
    0   0.0     99. Unknown

---

**Variable 1049   2ND TRAILER BODY**          MD1:       9    Field Width:    1
                                              MD2:    None    Type:      Numeric

        Both SURVEY and BMCS cases

FREQ Prcnt    2ND TRAILER BODY

  423  96.6     0. None or unknown if had 2nd trailer
   10   2.3     1. Van
    1   0.2     2. Flat

```
FREQ Prcnt    Var 1049  2ND TRAILER BODY

   1   0.2    3. Tank
   0   0.0    4. Auto carrier
   0   0.0    6. Dump
   0   0.0    7. Dolly
   3   0.7    8. Other
   0   0.0    9. Unknown
```

---

| Variable 1050 | **2ND TRAILER CARGO** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

SURVEY cases only

```
FREQ Prcnt    2ND TRAILER CARGO

   3   0.7    01. General freight
   0   0.0    02. Household goods
   0   0.0    03. Metal: coils, sheets, etc
   0   0.0    04. Heavy machinery
   0   0.0    05. Motor vehicles
   0   0.0    06. Driveaway/towaway
   0   0.0    07. Gases in bulk
   1   0.2    08. Solids in bulk
   0   0.0    09. Liquids in bulk
   0   0.0    10. Explosives
   0   0.0    11. Logs/poles/lumber
   3   0.7    12. None (empty)
   0   0.0    13. Refrigerated food
   0   0.0    14. Mobile home
   2   0.5    15. Farm products
   0   0.0    16. Other
   0   0.0    96. Unknown if had 2nd trailer
 151  34.5    97. Not applicable (BMCS case)
 278  63.5    98. Not applicable (no 2nd trailer)
   0   0.0    99. Unknown
```

---

| Variable 1051 | **2ND TRAILER HAZ. CARGO** | MD1: | 9 | Field Width: | 1 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

SURVEY cases only

```
FREQ Prcnt    2ND TRAILER HAZ. CARGO

   0   0.0    1. Hazardous cargo
   9   2.1    2. Non-hazardous cargo
   0   0.0    6. Unknown if had 2nd trailer
 151  34.5    7. Not applicable (BMCS case)
 278  63.5    8. Not applicable (no 2nd trailer)
```

FREQ Prcnt    Var 1051  2ND TRAILER HAZ. CARGO

   0   0.0    9. Unknown

---

Variable 1052  **2ND TRAILER CARGO WEIGHT**  MD1: 999999  Field Width:   6
                                             MD2:   None  Type:    Numeric

      SURVEY cases only

  FREQ Prcnt    2ND TRAILER CARGO WEIGHT

     3   0.7    000000.
                   -    . Weight in pounds
     0   0.0    999993.
     0   0.0    999994. Unknown if had 2nd trailer
   151  34.5    999995. Not applicable (BMCS case)
   278  63.5    999996. Not applicable (no 2nd trailer)
     1   0.2    999997. Some Cargo (weight unknown)
     1   0.2    999998. Full (weight unknown)
     0   0.0    999999. Unknown

---

Variable 1053  **2ND TRAILER EMPTY WEIGHT**  MD1: 999999  Field Width:   6
                                             MD2:   None  Type:    Numeric

      Not coded for 1980.  SURVEY cases only.

  FREQ Prcnt    2ND TRAILER EMPTY WEIGHT

     0   0.0    000000.
                   -    . Weight in pounds
     0   0.0    999995.
     0   0.0    999996. Unknown if had 2nd trailer
     0   0.0    999997. Not applicable (BMCS case)
   254  58.0    999998. Not applicable (no 2nd trailer)
   178  40.6    999999. Unknown

---

Variable 1054  **2ND TRAILER LENGTH**       MD1:    999  Field Width:   3
                                            MD2:   None  Type:    Numeric

      SURVEY cases only

  FREQ Prcnt    2ND TRAILER LENGTH

     1   0.2    022. 22 feet
     1   0.2    023. 23 feet
     1   0.2    026. 26 feet
     3   0.7    027. 27 feet

FREQ Prcnt    Var 1054   2ND TRAILER LENGTH

|   3 |  0.7 | 028. 28 feet |
|-----|------|--------------|
|   0 |  0.0 | 994. Unknown if had 2nd trailer |
| 151 | 34.5 | 995. Not applicable (BMCS case) |
| 278 | 63.5 | 996. Not applicable (no 2nd trailer) |
|   0 |  0.0 | 997. Short (estimated under 35 feet) |
|   0 |  0.0 | 998. Long (estimated 35 feet and over) |
|   0 |  0.0 | 999. Unknown |

---

Variable 1055   **3RD TRAILER TYPE**          MD1:     9   Field Width:   1
                                             MD2:  None   Type:    Numeric

Both SURVEY and BMCS cases

FREQ Prcnt    3RD TRAILER TYPE

|   0 |  0.0 | 1. Semi-trailer |
|-----|------|-----------------|
|   1 |  0.2 | 2. Full trailer |
|   0 |  0.0 | 3. Other |
| 398 | 90.9 | 4. None |
|  39 |  8.9 | 9. Unknown |

---

Variable 1056   **3RD TRAILER NO. OF AXLES**  MD1:    99   Field Width:   2
                                             MD2:  None   Type:    Numeric

SURVEY cases only

FREQ Prcnt    3RD TRAILER NO. OF AXLES

|   0 |  0.0 | 01. 1 axle |
|-----|------|------------|
|   0 |  0.0 | 96. Unknown if had 3rd trailer |
| 151 | 34.5 | 97. Not applicable (BMCS case) |
| 287 | 65.5 | 98. Not applicable (no 3rd trailer) |
|   0 |  0.0 | 99. Unknown |

---

Variable 1057   **3RD TRAILER BODY**          MD1:     9   Field Width:   1
                                             MD2:  None   Type:    Numeric

Both SURVEY and BMCS cases

FREQ Prcnt    3RD TRAILER BODY

| 437 | 99.8 | 0. None or unknown if had 3rd trailer |
|-----|------|---------------------------------------|
|   1 |  0.2 | 1. Van |
|   0 |  0.0 | 2. Flat |
|   0 |  0.0 | 3. Tank |

```
 FREQ  Prcnt    Var 1057  3RD TRAILER BODY

    0   0.0     4. Auto carrier
    0   0.0     6. Dump
    0   0.0     7. Dolly
    0   0.0     8. Other
    0   0.0     9. Unknown
```

```
Variable 1058   3RD TRAILER CARGO        MD1:      99   Field Width:   2
                                         MD2:    None   Type:    Numeric
```

SURVEY cases only

```
 FREQ  Prcnt    3RD TRAILER CARGO

    0   0.0     01. General freight
    0   0.0     02. Household goods
    0   0.0     03. Metal: coils, sheets, etc
    0   0.0     04. Heavy machinery
    0   0.0     05. Motor vehicles
    0   0.0     06. Driveaway/towaway
    0   0.0     07. Gases in bulk
    0   0.0     08. Solids in bulk
    0   0.0     09. Liquids in bulk
    0   0.0     10. Explosives
    0   0.0     11. Logs/poles/lumber
    0   0.0     12. None (empty)
    0   0.0     13. Refrigerated food
    0   0.0     14. Mobile home
    0   0.0     15. Farm products
    0   0.0     16. Other
    0   0.0     96. Unknown if had 3rd trailer
  151  34.5     97. Not applicable (BMCS case)
  287  65.5     98. Not applicable (no 3rd trailer)
    0   0.0     99. Unknown
```

```
Variable 1059   3RD TRAILER HAZ. CARGO   MD1:       9   Field Width:   1
                                         MD2:    None   Type:    Numeric
```

SURVEY cases only

```
 FREQ  Prcnt    3RD TRAILER HAZ. CARGO

    0   0.0     1. Hazardous cargo
    0   0.0     2. Non-hazardous cargo
    0   0.0     6. Unknown if had 3rd trailer
  151  34.5     7. Not applicable (BMCS case)
  287  65.5     8. Not applicable (no 3rd trailer)
    0   0.0     9. Unknown
```

---

Variable 1060   **3RD TRAILER CARGO WEIGHT**   MD1: 999999   Field Width:   6

---

MD2:   None   Type:   Numeric

SURVEY cases only

| FREQ | Prcnt | 3RD TRAILER CARGO WEIGHT |
|------|-------|--------------------------|
| 0 | 0.0 | 000000. |
| | | -      . Weight in pounds |
| 0 | 0.0 | 999993. |
| 0 | 0.0 | 999994. Unknown if had 3rd trailer |
| 151 | 34.5 | 999995. Not applicable (BMCS case) |
| 287 | 65.5 | 999996. Not applicable (no 3rd trailer) |
| 0 | 0.0 | 999997. Some Cargo (weight unknown) |
| 0 | 0.0 | 999998. Full (weight unknown) |
| 0 | 0.0 | 999999. Unknown |

---

Variable 1061   **3RD TRAILER EMPTY WEIGHT**   MD1: 999999   Field Width:   6

---

MD2:   None   Type:   Numeric

Not coded for 1980.  SURVEY cases only.

| FREQ | Prcnt | 3RD TRAILER EMPTY WEIGHT |
|------|-------|--------------------------|
| 0 | 0.0 | 000000. |
| | | -      . Weight in pounds |
| 0 | 0.0 | 999995. |
| 0 | 0.0 | 999996. Unknown if had 3rd trailer |
| 89 | 20.3 | 999997. Not applicable (BMCS case) |
| 176 | 40.2 | 999998. Not applicable (no 3rd trailer) |
| 173 | 39.5 | 999999. Unknown |

---

Variable 1062   **3RD TRAILER LENGTH**   MD1:   999   Field Width:   3

---

MD2:   None   Type:   Numeric

SURVEY cases only

| FREQ | Prcnt | 3RD TRAILER LENGTH |
|------|-------|--------------------|
| 0 | 0.0 | 005. 5 feet |
| 0 | 0.0 | 994. Unknown if had 3rd trailer |
| 151 | 34.5 | 995. Not applicable (BMCS case) |
| 287 | 65.5 | 996. Not applicable (no 3rd trailer) |
| 0 | 0.0 | 997. Short (estimated under 35 feet) |
| 0 | 0.0 | 998. Long (estimated 35 feet and over) |
| 0 | 0.0 | 999. Unknown |

---

Variable 1063  **VEHICLE COMBINATION CODE**   MD1:      0   Field Width:   2

---

                                               MD2:   None   Type:     Numeric

Both SURVEY and BMCS cases

FREQ Prcnt   VEHICLE COMBINATION CODE

|   3 |  0.7 | 00. Unknown |
|-----|------|-------------|
|  89 | 20.3 | 01. Straight truck only |
|  12 |  2.7 | 02. Bobtail tractor |
|   4 |  0.9 | 03. Straight truck & full trailer |
|   5 |  1.1 | 04. Straight truck & other (non-full trailer) |
| 306 | 69.9 | 05. Tractor & semi-trailer |
|   1 |  0.2 | 06. Tractor & other (non-semi trailer) |
|  14 |  3.2 | 07. Tractor & semi & full |
|   1 |  0.2 | 09. Tractor & 3 trailers |
|   3 |  0.7 | 11. Other (i.e., piggybacks, towing vehicles) |

---

Variable 1064  **NO. OF TRAILERS**           MD1:      9   Field Width:   1

---

                                               MD2:   None   Type:     Numeric

Both SURVEY and BMCS cases

FREQ Prcnt   NO. OF TRAILERS

| 105 | 24.0 | 0. No trailer |
|-----|------|---------------|
| 316 | 72.1 | 1. 1 trailer |
|  12 |  2.7 | 2. 2 trailers |
|   1 |  0.2 | 3. 3 trailers |
|   4 |  0.9 | 9. Unknown |

---

Variable 1065  **TOTAL LENGTH**              MD1:    999   Field Width:   3

---

                                               MD2:   None   Type:     Numeric

Both SURVEY and BMCS cases

FREQ Prcnt   TOTAL LENGTH

|  0 | 0.0 | 000. |
|----|-----|------|
|    |     | - . Length in feet |
|  0 | 0.0 | 998. |
| 35 | 8.0 | 999. Unknown |

---

Variable 1066  **TOTAL WIDTH**                    MD1:      99   Field Width:   2

---                                              MD2:    None   Type:    Numeric

Both SURVEY and BMCS cases

FREQ Prcnt    TOTAL WIDTH

   11   2.5     07.  7 feet
  336  76.7     08.  8 feet
    2   0.5     09.  9 feet
    2   0.5     12. 12 feet
   87  19.9     99. Unknown

---

Variable 1067  **TOTAL CARGO WEIGHT**            MD1: 999999   Field Width:   6

---                                              MD2:    None   Type:    Numeric

BMCS cases only

FREQ Prcnt    TOTAL CARGO WEIGHT

   20   4.6     000000.
                -     . Weight in pounds
    0   0.0     999997.
  287  65.5     999998. Not applicable (Survey case)
    8   1.8     999999. Unknown

---

Variable 1068  **GROSS WEIGHT**                  MD1: 999999   Field Width:   6

---                                              MD2:    None   Type:    Numeric

Both SURVEY and BMCS cases

FREQ Prcnt    GROSS WEIGHT

    1   0.2     000000.
                -     . Weight in pounds
    0   0.0     999998.
   61  13.9     999999. Unknown

---

Variable 1069  **EMPTY COMBINATION WEIGHT**      MD1: 999999   Field Width:   6

---                                              MD2:    None   Type:    Numeric

Not coded for 1980 interview cases

FREQ Prcnt    EMPTY COMBINATION WEIGHT

    1   0.2     000000.
                -     . Weight in pounds
  111  25.3     999998.

FREQ Prcnt    Var 1069  EMPTY COMBINATION WEIGHT

75  17.1      999999. Unknown

---

Variable 1070  **FUEL TYPE**                    MD1:      9   Field Width:   1
                                                MD2:   None   Type:    Numeric

        Both SURVEY and BMCS cases

FREQ Prcnt    FUEL TYPE

  59  13.5      1. Gasoline
 345  78.8      2. Diesel
   1   0.2      3. L.P.G.
   0   0.0      4. Other
  33   7.5      9. Unknown

---

Variable 1071  **HAZ. MAT. IN CARGO**           MD1:      9   Field Width:   1
                                                MD2:   None   Type:    Numeric

        BMCS cases only

FREQ Prcnt    HAZ. MAT. IN CARGO

   9   2.1      1. Hazardous cargo
 141  32.2      2. Non-hazardous cargo
 287  65.5      8. Not applicable (Survey case)
   1   0.2      9. Unknown

---

Variable 1072  **DRIVER KILLED**                MD1:      9   Field Width:   1
                                                MD2:   None   Type:    Numeric

        BMCS cases only

FREQ Prcnt    DRIVER KILLED

  70  16.0      1. Yes
  81  18.5      2. No
 287  65.5      8. Not applicable (Survey case)
   0   0.0      9. Unknown

Variable 1073   **DRIVER INJURED**          MD1:     9   Field Width:   1
                                            MD2:  None   Type:    Numeric

BMCS cases only

FREQ Prcnt   DRIVER INJURED

  46  10.5    1. Yes
 105  24.0    2. No
 287  65.5    8. Not applicable (Survey case)
   0   0.0    9. Unknown


Variable 1074   **TOTAL KILLED IN VEHICLE**   MD1:    99   Field Width:   2
                                              MD2:  None   Type:    Numeric

BMCS cases only

FREQ Prcnt   TOTAL KILLED IN VEHICLE

  70  16.0    00.  0 killed
  69  15.8    01.  1 killed
  10   2.3    02.  2 killed
   1   0.2    03.  3 killed
   1   0.2    04.  4 killed
 287  65.5    98. Not applicable (Survey case)
   0   0.0    99. Unknown


Variable 1075   **TOTAL INJURED IN VEHICLE**   MD1:    99   Field Width:   2
                                               MD2:  None   Type:    Numeric

BMCS cases only

FREQ Prcnt   TOTAL INJURED IN VEHICLE

 100  22.8    00.  0 injured
  43   9.8    01.  1 injured
   8   1.8    02.  2 injured
 287  65.5    98. Not applicable (Survey case)
   0   0.0    99. Unknown

---

Variable 1076  **TOTAL KILLED IN ACCIDENT**   MD1:      99   Field Width:   2
                                              MD2:    None   Type:    Numeric

_____

BMCS cases only

FREQ Prcnt   TOTAL KILLED IN ACCIDENT

111   25.3   01.  1 killed
 30    6.8   02.  2 killed
  8    1.8   03.  3 killed
  1    0.2   04.  4 killed
  1    0.2   06.  6 killed
287   65.5   98. Not applicable (Survey case)
  0    0.0   99. Unknown

---

Variable 1077  **TOT. INJURED IN ACCIDENT**   MD1:      99   Field Width:   2
                                              MD2:    None   Type:    Numeric

_____

BMCS cases only

FREQ Prcnt   TOT. INJURED IN ACCIDENT

 67   15.3   00.  0 injured
 56   12.8   01.  1 injured
 21    4.8   02.  2 injured
  6    1.4   03.  3 injured
  1    0.2   13. 13 injured
287   65.5   98. Not applicable (Survey case)
  0    0.0   99. Unknown

---

Variable 1078  **WEATHER**                    MD1:       9   Field Width:   1
                                              MD2:    None   Type:    Numeric

_____

BMCS cases only

FREQ Prcnt   WEATHER

 18    4.1   1. Rain
103   23.5   2. Clear
  5    1.1   3. Snow
 10    2.3   4. Fog/smog
  9    2.1   5. Cloudy/overcast
  1    0.2   6. Sleet
  2    0.5   7. Other
287   65.5   8. Not applicable (Survey case)
  3    0.7   9. Unknown

---

Variable 1079  **LIGHT CONDITION**          MD1:     9  Field Width:   1

---
                                           MD2:  None  Type:    Numeric

BMCS cases only

FREQ Prcnt   LIGHT CONDITION

|  56 | 12.8 | 1. Daylight |
|   3 |  0.7 | 2. Artificial lights |
|  11 |  2.5 | 3. Dawn |
|   0 |  0.0 | 4. Other |
|   2 |  0.5 | 5. Dusk |
|  77 | 17.6 | 6. Dark |
| 287 | 65.5 | 8. Not applicable (Survey case) |
|   2 |  0.5 | 9. Unknown |

---

Variable 1080  **ROAD SURFACE CONDITION**   MD1:     9  Field Width:   1

---
                                           MD2:  None  Type:    Numeric

BMCS cases only

FREQ Prcnt   ROAD SURFACE CONDITION

| 116 | 26.5 | 1. Dry |
|  21 |  4.8 | 2. Wet |
|   1 |  0.2 | 3. Snowy |
|   7 |  1.6 | 4. Icy |
|   3 |  0.7 | 5. Other |
| 287 | 65.5 | 8. Not applicable (Survey case) |
|   3 |  0.7 | 9. Unknown |

---

Variable 1081  **NUMBER OF LANES**          MD1:     9  Field Width:   1

---
                                           MD2:  None  Type:    Numeric

BMCS cases only

FREQ Prcnt   NUMBER OF LANES

|   0 |  0.0 | 1. 1 lane |
|  66 | 15.1 | 2. 2 lanes |
|   2 |  0.5 | 3. 3 lanes |
|  82 | 18.7 | 4. 4 or more lanes |
| 287 | 65.5 | 8. Not applicable (Survey case) |
|   1 |  0.2 | 9. Unknown |

---

Variable 1082   **HIGHWAY TYPE**           MD1:      9   Field Width:   1
----------      --------------------       MD2:   None   Type:    Numeric

     BMCS cases only

FREQ Prcnt   HIGHWAY TYPE

  94  21.5   1. Divided
  55  12.6   2. Undivded
 287  65.5   8. Not applicable (Survey case)
   2   0.5   9. Unknown

---

Variable 1083   **CARGO (BMCS)**           MD1:     99   Field Width:   2
----------      --------------------       MD2:   None   Type:    Numeric

     BMCS cases only

FREQ Prcnt   CARGO (BMCS)

  39   8.9   01. General freight
   2   0.5   02. Household goods
  10   2.3   03. Metal: coils, sheets, etc
   5   1.1   04. Heavy machinery
   1   0.2   05. Motor vehicles
   0   0.0   06. Driveaway/towaway
   1   0.2   07. Gases in bulk
   5   1.1   08. Solids in bulk
   7   1.6   09. Liquids in bulk
   1   0.2   10. Explosives
   1   0.2   11. Logs/poles/lumber
  24   5.5   12. None (empty)
  24   5.5   13. Refrigerated food
   0   0.0   14. Mobile home
   5   1.1   15. Farm products
  25   5.7   16. Other
 287  65.5   98. Not applicable (Survey case)
   1   0.2   99. Unknown

---

Variable 1084   **INTERVIEW STATUS**       MD1:      9   Field Width:   1
----------      --------------------       MD2:   None   Type:    Numeric

   Both SURVEY and BMCS cases

FREQ Prcnt   INTERVIEW STATUS

 240  54.8   1. Completed
   3   0.7   2. Refusal
  18   4.1   3. Partial
  26   5.9   4. Unable to contact

FREQ Prcnt    Var 1084   INTERVIEW STATUS

151  34.5      9. No interview


| Variable 1085 | **SOURCE OF INFORMATION** | MD1: | 9 | Field Width: | 1 |
| --- | --- | --- | --- | --- | --- |
| | | MD2: | None | Type: | Numeric |

Both SURVEY and BMCS cases

FREQ Prcnt    SOURCE OF INFORMATION

    35   8.0     1. Police report
   210  47.9     2. Interview
    12   2.7     3. Both police and interview (1980 cases only)
   151  34.5     4. Match with BMCS
    30   6.8     5. Mail Survey
     0   0.0     9. None

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```
┌─────────────────────────────────────────────────────────────────────┐
│                                                                       │
│                The VEHICLE Variables for Truck #2                     │
│                                                                       │
│       Variables 2104 through 2223 are the FARS variables that         │
│   describe the second medium or heavy truck.  FARS includes some      │
│   variables that are descriptive of the driver among the vehicle      │
│   variables.  These are variables 2206 through 2223.                  │
│                                                                       │
└─────────────────────────────────────────────────────────────────────┘
```

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| Variable 2104 | **VEHICLE NUMBER** | MD1: | None | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | VEHICLE NUMBER |
|---|---|---|
| 0 | 0.0 | 00. Dummy vehicle record (non-motorist) |
| 438 | 100.0 | 02. Vehicle #2 |
| | | - . |
| 0 | 0.0 | 99. Vehicle #99 |

---

| Variable 2106 | **VEHICLE MAKE** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | VEHICLE MAKE |
|---|---|---|
| 2 | 0.5 | 07. Dodge |
| 52 | 11.9 | 12. Ford |
| 28 | 6.4 | 20. Chevrolet |
| 34 | 7.8 | 23. GMC |
| 1 | 0.2 | 42. Mercedes Benz |
| 2 | 0.5 | 80. Brockway |
| 37 | 8.4 | 82. Freightliner |
| 102 | 23.3 | 84. International |
| 45 | 10.3 | 85. Kenworth |
| 44 | 10.0 | 86. Mack |
| 30 | 6.8 | 87. Peterbilt |
| 35 | 8.0 | 88. White |
| 14 | 3.2 | 95. Other truck or bus |
| 1 | 0.2 | 98. Other make |
| 11 | 2.5 | 99. Unknown |

Variable 2107  **VEHICLE MAKE-MODEL**          MD1:  9900  Field Width:   4
                                               MD2:  9900  Type:   Numeric

All 1980 cases have the model portion unknown --(89)

FREQ Prcnt   VEHICLE MAKE-MODEL

| FREQ | Prcnt | VEHICLE MAKE-MODEL |
|---|---|---|
| 2 | 0.5 | 0789. Dodge unknown (truck) |
| 25 | 5.7 | 1281. Ford medium/heavy: CBE |
| 1 | 0.2 | 1282. Ford medium/heavy: COE low entry |
| 5 | 1.1 | 1283. Ford medium/heavy: COE high entry |
| 3 | 0.7 | 1284. Ford medium/heavy: unknown engine location |
| 18 | 4.1 | 1289. Ford unknown (truck) |
| 11 | 2.5 | 2081. Chevrolet medium/heavy: CBE |
| 2 | 0.5 | 2084. Chevrolet medium/heavy: unknown engine location |
| 15 | 3.4 | 2089. Chevrolet unknown (truck) |
| 11 | 2.5 | 2381. GMC medium/heavy: CBE |
| 5 | 1.1 | 2383. GMC medium/heavy: COE high entry |
| 1 | 0.2 | 2384. GMC medium/heavy: unknown engine location |
| 17 | 3.9 | 2389. GMC unknown (truck) |
| 1 | 0.2 | 4281. Mercedes Benz medium/heavy: CBE |
| 2 | 0.5 | 8084. Brockway medium/heavy: unknown engine location |
| 1 | 0.2 | 8281. Freightliner medium/heavy: CBE |
| 2 | 0.5 | 8282. Freightliner medium/heavy: COE low entry |
| 2 | 0.5 | 8283. Freightliner medium/heavy: COE high entry |
| 14 | 3.2 | 8284. Freightliner medium/heavy: unknown engine location |
| 1 | 0.2 | 8287. Freightliner bus: flat front, rear engine |
| 16 | 3.7 | 8289. Freightliner unknown (truck) |
| 1 | 0.2 | 8290. Freightliner medium/heavy: COE, entry position unknown |
| 1 | 0.2 | 8400. International unknown |
| 1 | 0.2 | 8475. International Multistop |
| 9 | 2.1 | 8481. International medium/heavy: CBE |
| 1 | 0.2 | 8483. International medium/heavy: COE high entry |
| 12 | 2.7 | 8484. International medium/heavy: unknown engine location |
| 16 | 3.7 | 8488. International other (truck) |
| 41 | 9.4 | 8489. International unknown (truck) |
| 21 | 4.8 | 8499. |
| 1 | 0.2 | 8581. Kenworth medium/heavy: CBE |
| 2 | 0.5 | 8583. Kenworth medium/heavy: COE high entry |
| 16 | 3.7 | 8584. Kenworth medium/heavy: unknown engine location |
| 1 | 0.2 | 8588. Kenworth other (truck) |
| 25 | 5.7 | 8589. Kenworth unknown (truck) |
| 3 | 0.7 | 8681. Mack medium/heavy: CBE |
| 17 | 3.9 | 8684. Mack medium/heavy: unknown engine location |
| 1 | 0.2 | 8688. Mack other (truck) |
| 22 | 5.0 | 8689. Mack unknown (truck) |
| 1 | 0.2 | 8690. Mack medium/heavy: COE, entry position unknown |
| 1 | 0.2 | 8781. Peterbilt medium/heavy: CBE |
| 8 | 1.8 | 8784. Peterbilt medium/heavy: unknown engine location |
| 1 | 0.2 | 8788. Peterbilt other (truck) |

FREQ Prcnt    Var 2107  VEHICLE MAKE-MODEL

| FREQ | Prcnt | |
|---|---|---|
| 19 | 4.3 | 8789. Peterbilt unknown (truck) |
| 1 | 0.2 | 8799. |
| 2 | 0.5 | 8881. White medium/heavy: CBE |
| 8 | 1.8 | 8884. White medium/heavy: unknown engine location |
| 1 | 0.2 | 8885. White bus |
| 23 | 5.3 | 8889. White unknown (truck) |
| 1 | 0.2 | 8899. |
| 1 | 0.2 | 9588. Other (truck or bus) other (truck) |
| 13 | 3.0 | 9589. |
| 1 | 0.2 | 9800. Other make, unknown model |
| 11 | 2.5 | 9989. Unknown make, unknown truck |

---

| Variable 2108 | **BODY TYPE** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

FREQ Prcnt    BODY TYPE

Van Based Light Trucks (GVWR<10,001 lbs)

| FREQ | Prcnt | |
|---|---|---|
| 1 | 0.2 | 40. Van (includes VW bus, Vanagon, Kombi, Beauville, Chateau, Club Wagon, Sportsman; excludes moving van) |
| 1 | 0.2 | 41. Van-commercial cutaway (includes box van, multi-stop, parcel, van pickups, GWVR < 10,001 step-van) |

Light Conventional Truck (GVWR <10,001 lbs)

| FREQ | Prcnt | |
|---|---|---|
| 4 | 0.9 | 50. Pickup (includes open box and caps) |
| 1 | 0.2 | 51. Pickup with slide-in camper |
| 1 | 0.2 | 69. Unknown light truck (van based or conventional) |

Medium/Heavy Truck (GVWR >10,000lbs)

| FREQ | Prcnt | |
|---|---|---|
| 17 | 3.9 | 70. Single unit straight truck (10,000<GVWR<19,500) (includes step vans) |
| 9 | 2.1 | 71. Single unit straight truck (19,500<GVWR<26,001) |
| 22 | 5.0 | 72. Single unit straight truck (GVWR>26,000) |
| 98 | 22.4 | 74. Truck-tractor |
| 4 | 0.9 | 75. Unknown medium truck (10,000<GVWR<26,001) |
| 29 | 6.6 | 78. Single unit straight truck (GVWR unknown) |
| 251 | 57.3 | 79. Unknown truck type (light, medium, or heavy) |

Variable 2109   **MODEL YEAR**          MD1:     99   Field Width:    2
                                        MD2:   None   Type:     Numeric

| FREQ | Prcnt | MODEL YEAR |
|------|-------|------------|
| 0    | 0.0   | 00.        |
|      |       | -  .       |
| 4    | 0.9   | 66. 1966   |
| 3    | 0.7   | 67. 1967   |
| 3    | 0.7   | 68. 1968   |
| 12   | 2.7   | 69. 1969   |
| 14   | 3.2   | 70. 1970   |
| 9    | 2.1   | 71. 1971   |
| 27   | 6.2   | 72. 1972   |
| 39   | 8.9   | 73. 1973   |
| 41   | 9.4   | 74. 1974   |
| 23   | 5.3   | 75. 1975   |
| 15   | 3.4   | 76. 1976   |
| 53   | 12.1  | 77. 1977   |
| 57   | 13.0  | 78. 1978   |
| 67   | 15.3  | 79. 1979   |
| 30   | 6.8   | 80. 1980   |
| 21   | 4.8   | 81. 1981   |
| 4    | 0.9   | 82. 1982   |
| 0    | 0.0   | 83. 1983   |
| 2    | 0.5   | 99. Unknown |


Variable 2110   **VIN**                 MD1:   None   Field Width:  10
                                        MD2:   None   Type: Alphabetic

VEHICLE ID NUMBER - 1ST 10 POSITIONS


Variable 2121   **REGISTRATION STATE**  MD1:     99   Field Width:    2
                                        MD2:   None   Type:     Numeric

| FREQ | Prcnt | REGISTRATION STATE |
|------|-------|--------------------|
| 0    | 0.0   | 00. Not applicable |
| 16   | 3.7   | 01. Alabama |
| 0    | 0.0   | 02. Alaska |
| 2    | 0.5   | 04. Arizona |
| 13   | 3.0   | 05. Arkansas |
| 20   | 4.6   | 06. California |
| 0    | 0.0   | 08. Colorado |
| 1    | 0.2   | 09. Connecticut |
| 3    | 0.7   | 10. Delaware |
| 0    | 0.0   | 11. District of Columbia |
| 33   | 7.5   | 12. Florida |
| 11   | 2.5   | 13. Georgia |

FREQ Prcnt    Var 2121  REGISTRATION STATE

| FREQ | Prcnt | | |
|---|---|---|---|
| 0 | 0.0 | 15. | Hawaii |
| 2 | 0.5 | 16. | Idaho |
| 16 | 3.7 | 17. | Illinois |
| 14 | 3.2 | 18. | Indiana |
| 8 | 1.8 | 19. | Iowa |
| 9 | 2.1 | 20. | Kansas |
| 5 | 1.1 | 21. | Kentucky |
| 9 | 2.1 | 22. | Louisiana |
| 0 | 0.0 | 23. | Maine |
| 5 | 1.1 | 24. | Maryland |
| 1 | 0.2 | 25. | Massachusetts |
| 13 | 3.0 | 26. | Michigan |
| 10 | 2.3 | 27. | Minnesota |
| 9 | 2.1 | 28. | Mississippi |
| 12 | 2.7 | 29. | Missouri |
| 4 | 0.9 | 30. | Montana |
| 6 | 1.4 | 31. | Nebraska |
| 4 | 0.9 | 32. | Nevada |
| 1 | 0.2 | 33. | New Hampshire |
| 8 | 1.8 | 34. | New Jersey |
| 5 | 1.1 | 35. | New Mexico |
| 12 | 2.7 | 36. | New York |
| 10 | 2.3 | 37. | North Carolina |
| 2 | 0.5 | 38. | North Dakota |
| 14 | 3.2 | 39. | Ohio |
| 22 | 5.0 | 40. | Oklahoma |
| 7 | 1.6 | 41. | Oregon |
| 14 | 3.2 | 42. | Pennsylvania |
| 0 | 0.0 | 43. | Puerto Rico |
| 0 | 0.0 | 44. | Rhode Island |
| 5 | 1.1 | 45. | South Carolina |
| 4 | 0.9 | 46. | South Dakota |
| 14 | 3.2 | 47. | Tennessee |
| 43 | 9.8 | 48. | Texas |
| 3 | 0.7 | 49. | Utah |
| 0 | 0.0 | 50. | Vermont |
| 6 | 1.4 | 51. | Virginia |
| 4 | 0.9 | 53. | Washington |
| 2 | 0.5 | 54. | West Virginia |
| 4 | 0.9 | 55. | Wisconsin |
| 4 | 0.9 | 56. | Wyoming |
| 1 | 0.2 | 92. | No registration |
| 7 | 1.6 | 93. | Multiple state registration - in state |
| 6 | 1.4 | 94. | Multiple state registration - out-of-state |
| 2 | 0.5 | 95. | U.S. government tag |
| 1 | 0.2 | 96. | Military vehicle |
| 1 | 0.2 | 97. | Foreign country |
| 0 | 0.0 | 98. | Other registration |
| 10 | 2.3 | 99. | Unknown |

---

Variable 2122 **ROLLOVER**                          MD1:      9   Field Width:   1
                                                    MD2:   None   Type:    Numeric

---

 FREQ Prcnt    ROLLOVER

  367  83.8     0. No rollover
    3   0.7     1. First event
   68  15.5     2. Subsequent event

---

Variable 2123 **JACKKNIFE**                         MD1:      9   Field Width:   1
                                                    MD2:   None   Type:    Numeric

---

    Identifies the loss of control of a truck in motion where the
    trailer yaws more than 15 degrees from its normal straight
    line path behind the cab.

 FREQ Prcnt    JACKKNIFE

  105  24.0     0. Not an articulated vehicle
  305  69.6     1. No
   20   4.6     2. First event
    8   1.8     3. Subsequent event

---

Variable 2124 **TRAVEL SPEED**                      MD1:     99   Field Width:   2
                                                    MD2:   None   Type:    Numeric

---

    Not coded for 1980

 FREQ Prcnt    TRAVEL SPEED

    9   2.1     00. Stopped vehicle
    0   0.0     01.
                 - . Actual miles per hour
    0   0.0     96.
    0   0.0     97. 97 mph or greater
  375  85.6     99. Unknown

---

Variable 2125 **HAZARDOUS CARGO**                   MD1:      9   Field Width:   1
                                                    MD2:   None   Type:    Numeric

---

    Not coded for 1980 and 1981

 FREQ Prcnt    HAZARDOUS CARGO

  114  26.0     0. No
    6   1.4     1. Yes
  318  72.6     9. Unknown

---

Variable 2126  **VEHICLE TRAILERING**          MD1:       9   Field Width:   1
                                               MD2:  None   Type:      Numeric

---

Trailing unit applies to any device connected to a motor
vehicle by a hitch, including tractor-trailer combinations,
boat hitched onto a motor vehicle, etc.  This does not include
towed vehicles, such as a tow truck pulling a vehicle.

FREQ  Prcnt    VEHICLE TRAILERING

  96   21.9    0. No
 321   73.3    1. Yes, one trailing unit
  13    3.0    2. Yes, two or more trailing units
   1    0.2    3. Yes, number of trailing units unknown
   7    1.6    9. Unknown

---

Variable 2127  **SPECIAL USE**                 MD1:       9   Field Width:   1
                                               MD2:  None   Type:      Numeric

---

Indicates that the vehicle was used for a function other than
the primary function for which it was designed.

FREQ  Prcnt    SPECIAL USE

 430   98.2    0. No special use
   0    0.0    1. Taxi
   0    0.0    2. Vehicle used as school bus
   0    0.0    3. Vehicle used as other bus
   1    0.2    4. Military
   0    0.0    5. Police
   0    0.0    6. Ambulance
   0    0.0    7. Firetruck
   7    1.6    9. Unknown

---

Variable 2128  **EMERGENCY USE**               MD1:       9   Field Width:   1
                                               MD2:  None   Type:      Numeric

---

Refers to a vehicle travelling with physical emergency signals
in use, such as red light blinking, siren sounding, etc.

FREQ  Prcnt    EMERGENCY USE

 438  100.0    0. No
   0    0.0    1. Yes

| Variable 2129 | **IMPACT POINT - INITIAL** | MD1: | 99 | Field Width: | 2 |
| | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | IMPACT POINT - INITIAL |
|---|---|---|
| 1 | 0.2 | 00. Non-collision |
| 21 | 4.8 | 01. 1 o'clock |
| 9 | 2.1 | 02. 2 o'clock |
| 11 | 2.5 | 03. 3 o'clock |
| 2 | 0.5 | 04. 4 o'clock |
| 6 | 1.4 | 05. 5 o'clock |
| 82 | 18.7 | 06. 6 o'clock |
| 15 | 3.4 | 07. 7 o'clock |
| 14 | 3.2 | 08. 8 o'clock |
| 24 | 5.5 | 09. 9 o'clock |
| 15 | 3.4 | 10. 10 o'clock |
| 44 | 10.0 | 11. 11 o'clock |
| 188 | 42.9 | 12. 12 o'clock |
| 0 | 0.0 | 13. Top |
| 2 | 0.5 | 14. Undercarriage |
| 0 | 0.0 | 15. Underride |
| 0 | 0.0 | 16. Override |
| 4 | 0.9 | 99. Unknown |

| Variable 2130 | **IMPACT POINT - PRINCIPAL** | MD1: | 99 | Field Width: | 2 |
| | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | IMPACT POINT - PRINCIPAL |
|---|---|---|
| 1 | 0.2 | 00. Non-collision |
| 17 | 3.9 | 01. 1 o'clock |
| 10 | 2.3 | 02. 2 o'clock |
| 13 | 3.0 | 03. 3 o'clock |
| 2 | 0.5 | 04. 4 o'clock |
| 5 | 1.1 | 05. 5 o'clock |
| 70 | 16.0 | 06. 6 o'clock |
| 13 | 3.0 | 07. 7 o'clock |
| 14 | 3.2 | 08. 8 o'clock |
| 24 | 5.5 | 09. 9 o'clock |
| 15 | 3.4 | 10. 10 o'clock |
| 40 | 9.1 | 11. 11 o'clock |
| 183 | 41.8 | 12. 12 o'clock |
| 13 | 3.0 | 13. Top |
| 4 | 0.9 | 14. Undercarriage |
| 0 | 0.0 | 15. Underride |
| 0 | 0.0 | 16. Override |
| 14 | 3.2 | 99. Unknown |

| Variable 2131 | **EXTENT OF DEFORMATION** | MD1: | 9 | Field Width: | 1 |
| | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | EXTENT OF DEFORMATION |
|---|---|---|
| 11 | 2.5 | 0. None |
| 28 | 6.4 | 2. Other (minor) |
| 51 | 11.6 | 4. Functional (moderate) |
| 345 | 78.8 | 6. Disabling (severe) |
| 3 | 0.7 | 9. Unknown |

| Variable 2132 | **VEHICLE ROLE** | MD1: | 9 | Field Width: | 1 |
| | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | VEHICLE ROLE |
|---|---|---|
| 1 | 0.2 | 0. Non-collision |
| 257 | 58.7 | 1. Striking |
| 172 | 39.3 | 2. Struck |
| 7 | 1.6 | 3. Both |
| 1 | 0.2 | 9. Unknown |

| Variable 2133 | **MANNER OF LEAVING SCENE** | MD1: | 9 | Field Width: | 1 |
| | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | MANNER OF LEAVING SCENE |
|---|---|---|
| 49 | 11.2 | 1. Driven |
| 382 | 87.2 | 2. Towed away |
| 1 | 0.2 | 3. Abandoned |
| 6 | 1.4 | 9. Unknown |

| Variable 2134 | **FIRE OCCURRENCE** | MD1: | 9 | Field Width: | 1 |
| | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | FIRE OCCURRENCE |
|---|---|---|
| 368 | 84.0 | 0. No fire |
| 70 | 16.0 | 1. Fire occurred in vehicle during accident |

---

Variable 2135    **NO OF OCCUPANTS**              MD1:    99    Field Width:    2
                                                 MD2:   '97    Type:    Numeric

FREQ  Prcnt    NO OF OCCUPANTS

     5    1.1    00.  0 occupants
   354   80.8    01.  1 occupant
                 - .
     0    0.0    95.  95 occupants
     0    0.0    96.  96 or more occupants
     0    0.0    97.  Unknown - only injured reported
     1    0.2    99.  Unknown

---

Variable 2136    **NO OF DEATHS IN VEH**         MD1:    99    Field Width:    2
                                                 MD2:  None    Type:    Numeric

            Not coded for 1980

FREQ  Prcnt    NO OF DEATHS IN VEH

   125   28.5    00.  0 deaths
   131   29.9    01.  1 death
     7    1.6    02.  2 deaths
     2    0.5    03.  3 deaths
     0    0.0    04.  4 deaths
     0    0.0    05.  5 deaths
     0    0.0    06.  6 deaths
     0    0.0    07.  7 deaths
     0    0.0    08.  8 deaths
     0    0.0    09.  9 deaths
   173   39.5    99.

---

Variable 2137    **VEHICLE RELATED FACTORS**    MD1:    99    Field Width:    2
                                                 MD2:  None    Type:    Numeric
                                                 Multiple Responses:  2

FREQ  Prcnt    RELATED FACTORS AT VEHICLE LEVEL

   819   93.5    00. None

                 Defective
     9    1.0    01. Tires
     2    0.2    02. Brake system
     0    0.0    03. Steering system -tie rod, kingpin, ball joint, etc.
     0    0.0    04. Suspension - springs, shock absorbers, MacPherson
                     struts, control arms, etc.
     2    0.2    05. Power train - universal joint, drive shaft,
                     transmission, etc.
     0    0.0    06. Exhaust system

FREQ Prcnt    Var 2137  VEHICLE RELATED FACTORS

| FREQ | Prcnt | | |
|------|-------|---|---|
| 1 | 0.1 | 07. | Headlights |
| 1 | 0.1 | 08. | Signal lights |
| 3 | 0.3 | 09. | Other lights |
| 0 | 0.0 | 10. | Horn |
| 0 | 0.0 | 11. | Mirrors |
| 0 | 0.0 | 12. | Wipers |
| 0 | 0.0 | 13. | Driver seating and control |
| 0 | 0.0 | 14. | Body, doors, other |
| Q | 0.0 | 15. | Trailer hitch |
| 2 | 0.2 | 16. | Wheels |
| 0 | 0.0 | 18. | Other vehicle defects |
| 1 | 0.1 | 31. | Hit-and-run vehicle |
| 0 | 0.0 | 32. | Vehicle registration for handicapped |
| 36 | 4.1 | 99. | Unknown |

---

| Variable 2138 | **VEHICLE MANEUVER** | MD1: | 99 | Field Width: | 2 |
|---------------|----------------------|------|-----|--------------|---|
| | | MD2: | None | Type: | Numeric |

Not coded for 1980 and 1981

FREQ Prcnt    VEHICLE MANEUVER

| FREQ | Prcnt | | |
|------|-------|---|---|
| 93 | 21.2 | 01. | Going straight |
| 9 | 2.1 | 02. | Slowing or stopping in traffic lane |
| 0 | 0.0 | 03. | Starting in traffic lane |
| 7 | 1.6 | 04. | Stopped in traffic lane |
| 3 | 0.7 | 05. | Passing or overtaking another vehicle |
| 0 | 0.0 | 06. | Leaving a parked position |
| 1 | 0.2 | 07. | Parked |
| 0 | 0.0 | 08. | Entering a parked position |
| 1 | 0.2 | 09. | Maneuvering to avoid an animal, pedestrian, object, another vehicle, etc. |
| 0 | 0.0 | 10. | Turning right:  right turn on red (RTOR) permitted |
| 0 | 0.0 | 11. | Turning right:  RTOR not permitted |
| 1 | 0.2 | 12. | Turning right:  RTOR not known if permitted or n/a |
| 4 | 0.9 | 13. | Turning left |
| 0 | 0.0 | 14. | Making a U-turn |
| 0 | 0.0 | 15. | Backing up (other than for parking purposes) |
| 1 | 0.2 | 16. | Changing lanes or merging |
| 7 | 1.6 | 17. | Negotiating a curve |
| 0 | 0.0 | 98. | Other |
| 311 | 71.0 | 99. | Unknown |

Variable 2139   **MOST HARMFUL EVENT**          MD1:      99    Field Width:    2
                                                MD2:    None    Type:     Numeric

FREQ  Prcnt    MOST HARMFUL EVENT

               Non-Collision Event

   27   6.2    01. Overturn
   29   6.6    02. Fire/explosion
    1   0.2    03. Immersion
    0   0.0    04. Gas inhalation
    0   0.0    05. Fell from vehicle
    1   0.2    06. Injured in vehicle
    0   0.0    07. Other non-collision

               Collision with object not fixed

   11   2.5    08. Pedestrian
    1   0.2    09. Pedalcycle
    0   0.0    10. Railway train
    0   0.0    11. Animal
  335  76.5    12. Motor vehicle in transport
   10   2.3    13. Motor vehicle in transport in other roadway
    0   0.0    14. Parked motor vehicle
    0   0.0    15. Other type non-motorist
    0   0.0    16. Thrown or falling object
    0   0.0    17. Boulder
    0   0.0    18. Other object (not fixed)

               Collision with fixed object

    0   0.0    19. Building
    0   0.0    20. Impact attenuator/crash cushion
    0   0.0    21. Bridge pier or abutment
    0   0.0    22. Bridge parapet end
    0   0.0    23. Bridge rail
    0   0.0    24. Guardrail
    0   0.0    25. Concrete traffic barrier
    0   0.0    26. Other longitudinal barrier type
    1   0.2    27. Highway/traffic sign post
    1   0.2    28. Overhead sign support
    0   0.0    29. Luminaire/light support
    1   0.2    30. Utility pole
    1   0.2    31. Other post, pole or supports
    0   0.0    32. Culvert
    1   0.2    33. Curb
    0   0.0    34. Ditch
    0   0.0    35. Embankment - earth
    1   0.2    36. Embankment - rock, stone, or concrete
    0   0.0    37. Embankment - material type unknown
    0   0.0    38. Fence
    0   0.0    39. Wall
    0   0.0    40. Fire hydrant

FREQ Prcnt    Var 2139  MOST HARMFUL EVENT

| FREQ | Prcnt | |
|---|---|---|
| 0 | 0.0 | 41. Shrubbery |
| 0 | 0.0 | 42. Tree |
| 1 | 0.2 | 43. Other fixed object |
| 0 | 0.0 | 44. Pavement surface irregularity (potholes, grooved, grates) |
| 16 | 3.7 | 99. Unknown |

---

| Variable 2145 | VIN TRUCK FUEL CODE | MD1: | None | Field Width: 1 |
|---|---|---|---|---|
| | | MD2: | None | Type: Numeric |

Not coded for 1980

FREQ Prcnt    VIN TRUCK FUEL CODE

| FREQ | Prcnt | |
|---|---|---|
| 0 | 0.0 | 1. (E) Electric operated |
| 32 | 7.3 | 2. (G) Gas |
| 79 | 18.0 | 3. (D) Diesel |
| 0 | 0.0 | 4. (P) Propane |
| 222 | 50.7 | 7. (*) Not available from VIN |
| 0 | 0.0 | 8. (b) |
| 105 | 24.0 | 9. (9) No VIN information |

---

| Variable 2146 | VIN TRUCK WEIGHT CODE | MD1: | 9 | Field Width: 1 |
|---|---|---|---|---|
| | | MD2: | None | Type: Numeric |

FREQ Prcnt    VIN TRUCK WEIGHT CODE

| FREQ | Prcnt | |
|---|---|---|
| 50 | 11.4 | 0. |
| 0 | 0.0 | 1. 6,000 or less |
| 0 | 0.0 | 2. 6,001 - 10,000 |
| 0 | 0.0 | 3. 10,001 - 14,000 |
| 1 | 0.2 | 4. 14,001 - 16,000 |
| 3 | 0.7 | 5. 16,001 - 19,500 |
| 27 | 6.2 | 6. 19,501 - 26,000 |
| 8 | 1.8 | 7. 26,001 - 33,000 |
| 71 | 16.2 | 8. 33,001 or more |
| 278 | 63.5 | 9. Unknown |

| Variable 2147 | **VIN TRUCK SERIES** | MD1: | None | Field Width: | 3 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: Alphabetic | |

Not coded for 1980

| Variable 2149 | **LENGTH OF VIN** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

Not coded for 1980

FREQ Prcnt   LENGTH OF VIN

| FREQ | Prcnt | LENGTH OF VIN |
|---|---|---|
| 0 | 0.0 | 01. |
| | | - . Actual value |
| 19 | 4.3 | 17. |
| 218 | 49.8 | 99. Unknown VIN length |

---

Variables 2150 through 2155 are counter variables added by UMTRI to indicate the number of persons in the vehicle with injury severities of level zero through five, respectively, for person variable V2318 (INJURY SEVERITY). These counter variables have the value zero for the vehicle segment of non-occupant records. Note that the number of K-injured (V2154) does not always equal the number of deaths in the vehicle (V2136).

---

| Variable 2150 | **NO OF UNINJURED IN VEH** | MD1: | None | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | NO OF UNINJURED IN VEH |
|---|---|---|
| 344 | 78.5 | 00. 0 uninjured |
| 89 | 20.3 | 01. 1 uninjured |
| 4 | 0.9 | 02. 2 uninjured |
| 1 | 0.2 | 03. 3 uninjured |

| Variable 2151 | **NO OF C-INJURED IN VEH** | MD1: | None | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | NO OF C-INJURED IN VEH |
|---|---|---|
| 400 | 91.3 | 00. 0 C-injured |
| 33 | 7.5 | 01. 1 C-injured |
| 5 | 1.1 | 02. 2 C-injured |

Variable 2152   **NO OF B-INJURED IN VEH**   MD1:   None   Field Width:   2
                                             MD2:   None   Type:      Numeric

FREQ Prcnt   NO OF B-INJURED IN VEH

388  88.6    00.  0 B-injured
 45  10.3    01.  1 B-injured
  5   1.1    02.  2 B-injured


Variable 2153   **NO OF A-INJURED IN VEH**   MD1:   None   Field Width:   2
                                             MD2:   None   Type:      Numeric

FREQ Prcnt   NO OF A-INJURED IN VEH

372  84.9    00.  0 A-injured
 61  13.9    01.  1 A-injured
  4   0.9    02.  2 A-injured
  1   0.2    11. 11 A-injured


Variable 2154   **NO OF K-INJURED IN VEH**   MD1:   None   Field Width:   2
                                             MD2:   None   Type:      Numeric

FREQ Prcnt   NO OF K-INJURED IN VEH

205  46.8    00.  0 killed
216  49.3    01.  1 killed
 14   3.2    02.  2 killed
  3   0.7    03.  3 killed


Variable 2155   **NO OF UNK INJURED IN VEH**   MD1:   None   Field Width:   2
                                               MD2:   None   Type:      Numeric

FREQ Prcnt   NO OF UNK INJURED IN VEH

437  99.8    00.  0 unknown injured
  1   0.2    01.  1 unknown injured

---

Variable 2206   **DRIVER PRESENCE**              MD1:      9   Field Width:    1

                                                MD2:   None   Type:      Numeric

FREQ  Prcnt   DRIVER PRESENCE

432   98.6    1. Driver operated vehicle
  6    1.4    2. Driverless
  0    0.0    3. Driver left scene
  0.   0.0    9. Unknown

---

Variable 2207   **DRIVER DRINKING**             MD1:      9   Field Width:    1

                                                MD2:   None   Type:      Numeric

        Not coded for 1980

FREQ  Prcnt   DRIVER DRINKING

251   57.3    0. No drinking reported
  9    2.1    1. Drinking reported
178   40.6    9. Unknown

---

Variable 2208   **LICENSE STATE**               MD1:     99   Field Width:    2

                                                MD2:   None   Type:      Numeric

FREQ  Prcnt   LICENSE STATE

 17    3.9    01. Alabama
  0    0.0    02. Alaska
  3    0.7    04. Arizona
 12    2.7    05. Arkansas
 20    4.6    06. California
  2    0.5    08. Colorado
  1    0.2    09. Connecticut
  2    0.5    10. Delaware
  0    0.0    11. District of Columbia
 31    7.1    12. Florida
 10    2.3    13. Georgia
  0    0.0    15. Hawaii
  2    0.5    16. Idaho
 15    3.4    17. Illinois
 11    2.5    18. Indiana
  6    1.4    19. Iowa
  8    1.8    20. Kansas
  9    2.1    21. Kentucky
 10    2.3    22. Louisiana
  0    0.0    23. Maine
  6    1.4    24. Maryland
  0    0.0    25. Massachusetts
 13    3.0    26. Michigan

FREQ Prcnt    Var 2208  LICENSE STATE

| FREQ | Prcnt | |
|---|---|---|
| 12 | 2.7 | 27. Minnesota |
| 12 | 2.7 | 28. Mississippi |
| 16 | 3.7 | 29. Missouri |
| 3 | 0.7 | 30. Montana |
| 6 | 1.4 | 31. Nebraska |
| 1 | 0.2 | 32. Nevada |
| 1 | 0.2 | 33. New Hampshire |
| 10 | 2.3 | 34. New Jersey |
| 4 | 0.9 | 35. New Mexico |
| 12 | 2.7 | 36. New York |
| 11 | 2.5 | 37. North Carolina |
| 1 | 0.2 | 38. North Dakota |
| 15 | 3.4 | 39. Ohio |
| 20 | 4.6 | 40. Oklahoma |
| 7 | 1.6 | 41. Oregon |
| 13 | 3.0 | 42. Pennsylvania |
| 0 | 0.0 | 43. Puerto Rico |
| 0 | 0.0 | 44. Rhode Island |
| 5 | 1.1 | 45. South Carolina |
| 3 | 0.7 | 46. South Dakota |
| 18 | 4.1 | 47. Tennessee |
| 46 | 10.5 | 48. Texas |
| 4 | 0.9 | 49. Utah |
| 0 | 0.0 | 50. Vermont |
| 5 | 1.1 | 51. Virginia |
| 6 | 1.4 | 53. Washington |
| 4 | 0.9 | 54. West Virginia |
| 4 | 0.9 | 55. Wisconsin |
| 5 | 1.1 | 56. Wyoming |
| 1 | 0.2 | 94. Military |
| 2 | 0.5 | 95. Canada |
| 2 | 0.5 | 96. Mexico |
| 0 | 0.0 | 97. Other foreign country |
| 11 | 2.5 | 99. Unknown |

---

| Variable 2209 | LICENSE CLASS COMPLIANCE | MD1: | 9 | Field Width: | 1 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

FREQ Prcnt    LICENSE CLASS COMPLIANCE

| FREQ | Prcnt | |
|---|---|---|
| 1 | 0.2 | 0. No license required |
| 6 | 1.4 | 1. No license, license required |
| 20 | 4.6 | 2. Valid license for this class only |
| 2 | 0.5 | 3. One valid class license, but not for this class vehicle |
| 89 | 20.3 | 4. Multiple class licenses, valid for this class vehicle |
| 1 | 0.2 | 5. Multiple class licenses, no valid license for this class vehicle |

FREQ Prcnt   Var 2209   LICENSE CLASS COMPLIANCE

278  63.5    6. Valid license for this type of vehicle (1980 & 1981
                cases only)
  5   1.1    7. Licensed, but not for this type of vehicle (1980 &
                1981 cases only)
 36   8.2    9. Unknown

---

Variable 2210   **LICENSE STATUS**          MD1:     9   Field Width:   1
                                            MD2:  None   Type:    Numeric

FREQ Prcnt   LICENSE STATUS

  1   0.2    0. None required
 10   2.3    1. None
387  88.4    2. Valid
  7   1.6    3. Suspended
  2   0.5    4. Revoked
  4   0.9    5. Expired
  0   0.0    6. Cancelled or denied
  1   0.2    7. Learner's permit
  0   0.0    8. Temporary
 26   5.9    9. Unknown

---

Variable 2211   **LICENSE RESTRICTIONS MET**   MD1:     9   Field Width:   1
                                               MD2:  None   Type:    Numeric

FREQ Prcnt   COMPLIANCE WITH LICENSE RESTRICTIONS

321  73.3    0. No restrictions or not applicable
 34   7.8    1. Restrictions complied with
  0   0.0    2. Restrictions not complied with
 48  11.0    3. Restrictions, compliance unknown
 35   8.0    9. Unknown

---

Variable 2212   **DRIVER TRAINING**          MD1:     9   Field Width:   1
                                             MD2:  None   Type:    Numeric

FREQ Prcnt   DRIVER TRAINING

109  24.9    0. None
 21   4.8    1. High school
  2   0.5    2. Commercial
  0   0.0    3. School bus
  2   0.5    4. Traffic school
  0   0.0    5. Two or more types
  8   1.8    6. Training, type unknown

FREQ Prcnt   Var 2212  DRIVER TRAINING

296  67.6      9. Unknown

---

| Variable 2213 | VIOLATIONS CHARGED | MD1: | 9 | Field Width: | 1 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

FREQ Prcnt   VIOLATIONS CHARGED

| 389 | 88.8 | 0. None |
| 0 | 0.0 | 1. Alcohol or drugs |
| 0 | 0.0 | 2. Speeding |
| 0 | 0.0 | 3. Alcohol or drugs and speeding |
| 0 | 0.0 | 4. Reckless driving |
| 0 | 0.0 | 5. Driving with a suspended or revoked license |
| 5 | 1.1 | 6. Other moving violation |
| 1 | 0.2 | 7. Non-moving violation |
| 30 | 6.8 | 8. 1980 & 1981: yes, violation charged |
| | | 1982: violation, type unknown or other |
| 13 | 3.0 | 9. Unknown |

---

| Variable 2214 | NO OF PREV ACCIDENTS | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

FREQ Prcnt   NO OF PREVIOUS RECORDED ACCIDENTS

| 301 | 68.7 | 00. | 0 accidents |
| 89 | 20.3 | 01. | 1 accident |
| 14 | 3.2 | 02. | 2 accidents |
| 5 | 1.1 | 03. | 3 accidents |
| 1 | 0.2 | 04. | 4 accidents |
| 1 | 0.2 | 05. | 5 accidents |
| 27 | 6.2 | 99. | Unknown |

---

| Variable 2215 | NO OF PREV SUSPENSIONS | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

FREQ Prcnt   NO OF PREVIOUS SUSPENSIONS AND REVOCATIONS

| 379 | 86.5 | 00. | 0 suspensions |
| 26 | 5.9 | 01. | 1 suspension |
| 3 | 0.7 | 02. | 2 suspensions |
| 1 | 0.2 | 03. | 3 suspensions |
| 2 | 0.5 | 05. | 5 suspensions |
| 27 | 6.2 | 99. | Unknown |

---

Variable 2216  **NO OF PREV DWI CONVICTNS**  MD1:      99   Field Width:    2
                                             MD2:    None   Type:      Numeric

---

FREQ Prcnt   NO OF PREVIOUS DWI CONVICTIONS

403  92.0     00.  0 DWI convictions
  8   1.8     01.  1 DWI conviction
 27   6.2     99. Unknown


---

Variable 2217  **NO OF PREV SPEEDING CONV**  MD1:      99   Field Width:    2
                                             MD2:    None   Type:      Numeric

---

FREQ Prcnt   NO OF PREVIOUS SPEEDING CONVICTIONS

207  47.3     00.  0 speed convictions
 86  19.6     01.  1 speed conviction
 50  11.4     02.  2 speed convictions
 28   6.4     03.  3 speed convictions
 21   4.8     04.  4 speed convictions
  6   1.4     05.  5 speed convictions
  6   1.4     06.  6 speed convictions
  4   0.9     07.  7 speed convictions
  1   0.2     08.  8 speed convictions
  2   0.5     11. 11 speed convictions
 27   6.2     99. Unknown


---

Variable 2218  **NO OF PREV OTHER MV CONV**  MD1:      99   Field Width:    2
                                             MD2:    None   Type:      Numeric

---

FREQ Prcnt   NO OF PREVIOUS OTHER HARMFUL MV CONVICTIONS

299  68.3     00.  0 other convictions
 74  16.9     01.  1 other conviction
 26   5.9     02.  2 other convictions
  4   0.9     03.  3 other convictions
  4   0.9     04.  4 other convictions
  2   0.5     05.  5 other convictions
  1   0.2     08.  8 other convictions
  1   0.2     09.  9 other convictions
 27   6.2     99. Unknown

---

Variable 2219   **LAST ACC/SUSPNSN - MONTH**   MD1:     99   Field Width:    2

---

                                               MD2:   None   Type:     Numeric

FREQ  Prcnt   LAST ACCIDENT/SUSPENSION/CONVICTION - MONTH

| FREQ | Prcnt | |
|---|---|---|
| 133 | 30.4 | 00. No record |
| 19 | 4.3 | 01. January |
| 21 | 4.8 | 02. February |
| 20 | 4.6 | 03. March |
| 28 | 6.4 | 04. April |
| 18 | 4.1 | 05. May |
| 23 | 5.3 | 06. June |
| 35 | 8.0 | 07. July |
| 18 | 4.1 | 08. August |
| 25 | 5.7 | 09. September |
| 21 | 4.8 | 10. October |
| 33 | 7.5 | 11. November |
| 17 | 3.9 | 12. December |
| 27 | 6.2 | 99. Unknown |

---

Variable 2220   **LAST ACC/SUSPNSN - YEAR**   MD1:     99   Field Width:    2

---

                                               MD2:   None   Type:     Numeric

FREQ  Prcnt   LAST ACCIDENT/SUSPENSION/CONVICTION - YEAR

| FREQ | Prcnt | |
|---|---|---|
| 133 | 30.4 | 00. No record |
| 6 | 1.4 | 77. 1977 |
| 22 | 5.0 | 78. 1978 |
| 73 | 16.7 | 79. 1979 |
| 94 | 21.5 | 80. 1980 |
| 63 | 14.4 | 81. 1981 |
| 20 | 4.6 | 82. 1982 |
| 0 | 0.0 | 83. 1983 |
| 27 | 6.2 | 99. Unknown |

---

Variable 2221   **1ST ACC/SUSPENSN - MONTH**   MD1:     99   Field Width:    2

---

                                               MD2:   None   Type:     Numeric

FREQ  Prcnt   1ST ACCIDENT/SUSPENSION/CONVICTION - MONTH

| FREQ | Prcnt | |
|---|---|---|
| 133 | 30.4 | 00. No record |
| 23 | 5.3 | 01. January |
| 23 | 5.3 | 02. February |
| 26 | 5.9 | 03. March |
| 21 | 4.8 | 04. April |
| 30 | 6.8 | 05. May |
| 20 | 4.6 | 06. June |
| 28 | 6.4 | 07. July |
| 13 | 3.0 | 08. August |

FREQ  Prcnt    Var 2221  1ST ACC/SUSPENSN - MONTH

  18   4.1      09. September
  26   5.9      10. October
  28   6.4      11. November
  22   5.0      12. December
  27   6.2      99. Unknown

---

**Variable 2222**  **1ST ACC/SUSPENSN - YEAR**   MD1:     99   Field Width:   2
                                                MD2:   None   Type:   Numeric

FREQ  Prcnt    1ST ACCIDENT/SUSPENSION/CONVICTION - YEAR

 133  30.4      00. No record
  29   6.6      77. 1977
  69  15.8      78. 1978
  86  19.6      79. 1979
  67  15.3      80. 1980
  22   5.0      81. 1981
   5   1.1      82. 1982
   0   0.0      83. 1983
  27   6.2      99. Unknown

---

**Variable 2223**  **DRIVER RELATED FACTORS**   MD1:     99   Field Width:   2
                                               MD2:   None   Type:   Numeric
                                               Multiple Responses:   3

FREQ  Prcnt    RELATED FACTORS AT DRIVER LEVEL

1054  80.2      00. None

               Physical/Mental Condition

  12   0.9      01. Drowsy, sleepy, asleep, fatigued
   0   0.0      02. Ill, blackout
   0   0.0      03. Emotional (e.g., depression, angry, disturbed)
   0   0.0      04. Drugs - medication
   0   0.0      05. Other drugs
  21   1.6      06. Inattentive (talking, eating, etc.)
   1   0.1      07. Restricted to wheelchair
   0   0.0      08. Paraplegic
   0   0.0      09. Impaired due to previous injury
   0   0.0      10. Deaf
   0   0.0      11. Other physical impairment
   0   0.0      12. Mother of dead fetus

               Miscellaneous Causes

   1   0.1      19. Legally driving on suspended or revoked license

| FREQ | Prcnt | Var 2223  DRIVER RELATED FACTORS |
|------|-------|----------------------------------|
| 2 | 0.2 | 20. Leaving vehicle unattended with engine running, leaving vehicle unattended in roadway |
| 1 | 0.1 | 21. Overloading or improper loading of vehicle with passengers or cargo |
| 0 | 0.0 | 22. Towing or pushing vehicle improperly |
| 0 | 0.0 | 23. Failing to dim or to have lights on when required |
| 3 | 0.2 | 24. Operating without required equipment |
| 0 | 0.0 | 25. Creating unlawful noise or using equipment prohibited by law |
| 21 | 1.6 | 26. Following improperly |
| 2 | 0.2 | 27. Improper or erratic lane changing |
| 24 | 1.8 | 28. Failure to keep in proper lane or running off road |
| 0 | 0.0 | 29. Illegal driving on road shoulder, in ditch, on sidewalk or on median |
| 1 | 0.1 | 30. Making improper entry to or exit from trafficway |
| 0 | 0.0 | 31. Starting or backing improperly |
| 0 | 0.0 | 32. Opening vehicle closure into moving traffic or while vehicle is in motion |
| 2 | 0.2 | 33. Passing where prohibited by signs, markings, hill or curve, or school bus displaying warning not to pass |
| 0 | 0.0 | 34. Passing on wrong side |
| 4 | 0.3 | 35. Passing with insufficient distance or inadequate visibility, or failing to yield to overtaking vehicle |
| 16 | 1.2 | 36. Operating the vehicle in an erratic, reckless, careless or negligent manner |
| 0 | 0.0 | 37. High speed chase - police in pursuit |
| 20 | 1.5 | 38. Failure to yield right-of-way |
| 10 | 0.8 | 39. Failure to obey traffic signs, control devices or traffic officers, or failure to observe safety zone |
| 0 | 0.0 | 40. Passing through or around barrier |
| 4 | 0.3 | 41. Failure to observe warnings or instructions on vehicles displaying them |
| 1 | 0.1 | 42. Failure to signal intentions |
| 0 | 0.0 | 43. Giving wrong signal |
| 58 | 4.4 | 44. Driving too fast for conditions or in excess of posted maximum |
| 4 | 0.3 | 45. Driving less than posted minimum |
| 0 | 0.0 | 46. Operating at erratic or suddenly changing speeds |
| 0 | 0.0 | 47. Making right turn from left turn lane, making left turn from right turn lane |
| 6 | 0.5 | 48. Making other improper turn |
| 0 | 0.0 | 49. Failure to comply with physical restrictions of license |
| 0 | 0.0 | 50. Driving wrong way on one-way trafficway |
| 15 | 1.1 | 51. Driving on wrong side of road |
| 0 | 0.0 | 52. Operator inexperience |
| 1 | 0.1 | 53. Unfamiliar with roadway |
| 4 | 0.3 | 54. Stopping in roadway (vehicle not abandoned) |
| 0 | 0.0 | 55. Underriding a parked truck |

FREQ  Prcnt     Var 2223  DRIVER RELATED FACTORS

| FREQ | Prcnt | |
|---|---|---|
| 0 | 0.0 | 56. Low tire pressure |
| 0 | 0.0 | 57. Locked wheel |
| 0 | 0.0 | 58. Over correcting |
| 0 | 0.0 | 59. Getting off/out of or on/in to moving vehicle |
| 0 | 0.0 | 60. Getting off/out of or on/in to non-moving vehicle |

Vision obscured by

| FREQ | Prcnt | |
|---|---|---|
| 1 | 0.1 | 61. Rain, snow, fog, smoke, sand, dust |
| 2 | 0.2 | 62. Reflected glare, bright sunlight, headlights |
| 1 | 0.1 | 63. Curve, hill, or other design features (including traffic signs, embankment) |
| 0 | 0.0 | 64. Building, billboard, etc. |
| 0 | 0.0 | 65. Trees, crops, vegetation |
| 0 | 0.0 | 66. Moving vehicle (including load) |
| 0 | 0.0 | 67. Parked vehicle |
| 0 | 0.0 | 68. Splash or spray of passing vehicle |
| 0 | 0.0 | 69. Inadequate defrost or defog system |
| 0 | 0.0 | 70. Inadequate lighting system |
| 0 | 0.0 | 71. Obstructing angles on vehicle |
| 0 | 0.0 | 72. Mirrors - rear view |
| 0 | 0.0 | 73. Mirrors - other |
| 0 | 0.0 | 74. Head restraints |
| 0 | 0.0 | 75. Broken or improperly cleaned windshield |
| 0 | 0.0 | 76. Other obstruction |

Avoiding of swerving due to

| FREQ | Prcnt | |
|---|---|---|
| 0 | 0.0 | 77. Severe crosswind |
| 0 | 0.0 | 78. Wind from passing truck |
| 1 | 0.1 | 79. Slippery or loose surface |
| 1 | 0.1 | 80. Tire blow-out or flat |
| 0 | 0.0 | 81. Debris or objects in road |
| 0 | 0.0 | 82. Ruts, holes, bumps in road |
| 1 | 0.1 | 83. Animals in road |
| 0 | 0.0 | 84. Vehicle in road |
| 0 | 0.0 | 85. Phantom vehicle |
| 0 | 0.0 | 86. Pedestrian, pedalcyclist, or other non-motorist in road |
| 0 | 0.0 | 87. Water, snow, oilslick on road |
| 1 | 0.1 | 90. Hit-and-run vehicle driver |
| 0 | 0.0 | 91. Non-traffic violation charged - manslaughter or other homicide (offense committed without malice) |
| 18 | 1.4 | 99. Unknown |

```
┌────────────────────────────────────────────────────────────────────┐
│             The PERSON Variables for Truck #2                      │
│                                                                    │
│     Variables 2305 through 2326 describe the occupant of the       │
│  second medium or heavy truck (i.e. the driver) and are            │
│  obtained from the FARS person file.                               │
└────────────────────────────────────────────────────────────────────┘
```

| Variable 2305 | **PERSON NUMBER** | MD1: | 0 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | PERSON NUMBER |
|---|---|---|
| 6 | 1.4 | 00. |
| 432 | 98.6 | 01. Person #1 |
| 0 | 0.0 | 02. Person #2 |
| 0 | 0.0 | 03. Person #3 |
| 0 | 0.0 | 04. Person #4 |
| 0 | 0.0 | 05. Person #5 |
| | | - . |
| 0 | 0.0 | 99. Person #99 |

| Variable 2307 | **PERSON AGE** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | PERSON AGE |
|---|---|---|
| 0 | 0.0 | 00. Up to one year |
| 0 | 0.0 | 01. |
| | | - . Age in years |
| 0 | 0.0 | 96. |
| 0 | 0.0 | 97. 97 years or older |
| 9 | 2.1 | 99. Unknown |

| Variable 2308 | **PERSON SEX** | MD1: | 9 | Field Width: | 1 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

| FREQ | Prcnt | PERSON SEX |
|---|---|---|
| 429 | 97.9 | 1. Male |
| 2 | 0.5 | 2. Female |
| 7 | 1.6 | 9. Unknown |

---

Variable 2309  **PERSON TYPE**          MD1:      9   Field Width:   1

---
                                         MD2:   None   Type:    Numeric

FREQ Prcnt    PERSON TYPE

432  98.6     1. Driver of a motor vehicle in transport
  6   1.4     9. Unknown occupant type in a motor vehicle in
                 transport

---

Variable 2310  **SEATING POSITION**      MD1:     99   Field Width:   2

---
                                         MD2:   None   Type:    Numeric

FREQ Prcnt    SEATING POSITION

431  98.4     11. Front seat - left side (driver's side)
  7   1.6     99. Unknown

---

Variable 2311  **MANUAL RESTRAINT SYS**  MD1:      9   Field Width:   1

---
                                         MD2:   None   Type:    Numeric

FREQ Prcnt    MANUAL (ACTIVE) RESTRAINT SYSTEM

334  76.3     0. None used (vehicle occupant) or not applicable
                 (non-motorist or passive system)
  0   0.0     1. Shoulder belt
  4   0.9     2. Lap belt
  5   1.1     3. Lap and shoulder belt
  0   0.0     4. Child safety seat
  0   0.0     5. Motorcycle helmet
  1   0.2     8. Restraint used - type unknown or other (including
                 other helmet)
 94  21.5     9. Unknown

---

Variable 2312  **AUTOMATIC RESTRAINT SYS**  MD1:      9   Field Width:   1

---
                                         MD2:   None   Type:    Numeric

FREQ Prcnt    AUTOMATIC (PASSIVE) RESTRAINT SYSTEM

426  97.3     0. Not equipped or non-motorist
  0   0.0     1. Automatic belt in use
  0   0.0     2. Automatic belt not in use
  0   0.0     3. Deployed air bag
  0   0.0     4. Non-deployed air bag
 12   2.7     9. Unknown

---

Variable 2314   **EJECTION**                    MD1:      9   Field Width:   1

---
                                                MD2:   None   Type:    Numeric


FREQ Prcnt    EJECTION

   368  84.0    0. Not ejected; not applicable
    56  12.8    1. Totally ejected
     5   1.1    2. Partially ejected
     9   2.1    9. Unknown


---

Variable 2315   **EXTRICATION**                 MD1:      9   Field Width:   1

---
                                                MD2:   None   Type:   Numeric


FREQ Prcnt    EXTRICATION

   385  87.9    0. Not extricated; not applicable
    42   9.6    1. Extricated
    11   2.5    9. Unknown


---

Variable 2316   **ALCOHOL INVOLVEMENT**         MD1:      9   Field Width:   1

---
                                                MD2:   None   Type:    Numeric


FREQ Prcnt    ALCOHOL INVOLVEMENT

   370  84.5    0. No (alcohol not involved)
    19   4.3    1. Yes (alcohol involved)
    29   6.6    8. Not reported
    20   4.6    9. Unknown (Police Reported)


---

Variable 2317   **ALCOHOL TEST RESULT**         MD1:     99   Field Width:   2

---
                                                MD2:   None   Type:    Numeric
                                                Implied Dec Places:  2


FREQ Prcnt    ALCOHOL TEST RESULT

    67  15.3    00.
               - . Result value (grams/100 ml%)
     0   0.0    94.
     0   0.0    95. Test refused
   301  68.7    96. None given
    18   4.1    97. AC test performed, results unknown
    37   8.4    99. Unknown

---

Variable 2318   **INJURY SEVERITY**          MD1:      9   Field Width:    1
                                             MD2:   None   Type:    Numeric

FREQ Prcnt    INJURY SEVERITY

  89   20.3    0. 0 - no injury
  30    6.8    1. C - possible injury
  40    9.1    2. B - nonincapacitating evident injury
  55   12.6    3. A - incapacitating injury
 215   49.1    4. K - fatal injury
   1    0.2    5. Injured, severity unknown
   0    0.0    6. Died prior to accident
   8    1.8    9. Unknown

---

Variable 2319   **TAKEN TO HOSPITAL**        MD1:      9   Field Width:    1
                                             MD2:   None   Type:    Numeric

FREQ Prcnt    TAKEN TO HOSPITAL OR TREATMENT FACILITY

 184   42.0    0. No
 236   53.9    1. Yes
  18    4.1    9. Unknown

---

Variable 2320   **DEATH DATE - MONTH**       MD1:     99   Field Width:    2
                                             MD2:   None   Type:    Numeric

FREQ Prcnt    DEATH DATE - MONTH

 217   49.5    00. Not applicable
  22    5.0    01. January
  17    3.9    02. February
  23    5.3    03. March
  17    3.9    04. April
  14    3.2    05. May
  10    2.3    06. June
  14    3.2    07. July
  23    5.3    08. August
  16    3.7    09. September
  24    5.5    10. October
  18    4.1    11. November
  16    3.7    12. December
   7    1.6    99. Unknown

---

| Variable 2321 | **DEATH DATE - DAY** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

---

FREQ Prcnt    DEATH DATE - DAY

| 217 | 49.5 | 00. Not applicable |
|---|---|---|
| 11 | 2.5 | 01. |
| | | - . Day of month |
| 3 | 0.7 | 31. |
| 7 | 1.6 | 99. Unknown |

---

| Variable 2322 | **DEATH DATE - YEAR** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

---

FREQ Prcnt    DEATH DATE - YEAR

| 217 | 49.5 | 00. Not applicable |
|---|---|---|
| 80 | 18.3 | 80. 1980 |
| 70 | 16.0 | 81. 1981 |
| 65 | 14.8 | 82. 1982 |
| 0 | 0.0 | 83. 1983 |
| 6 | 1.4 | 99. Unknown |

---

| Variable 2323 | **DEATH TIME - HOURS** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

---

Not coded for 1980

FREQ Prcnt    DEATH TIME - HOURS

| 60 | 13.7 | 00. 12:01 am - 12:59 am |
|---|---|---|
| 2 | 0.5 | 01. 1:00 am - 1:59 am |
| 1 | 0.2 | 02. 2:00 am - 2:59 am |
| 3 | 0.7 | 03. 3:00 am - 3:59 am |
| 4 | 0.9 | 04. 4:00 am - 4:59 am |
| 5 | 1.1 | 05. 5:00 am - 5:59 am |
| 2 | 0.5 | 06. 6:00 am - 6:59 am |
| 4 | 0.9 | 07. 7:00 am - 7:59 am |
| 2 | 0.5 | 08. 8:00 am - 8:59 am |
| 1 | 0.2 | 09. 9:00 am - 9:59 am |
| 2 | 0.5 | 10. 10:00 am - 10:59 am |
| 2 | 0.5 | 12. 12:00 pm - 12:59 pm |
| 4 | 0.9 | 13. 1:00 pm - 1:59 pm |
| 4 | 0.9 | 14. 2:00 pm - 2:59 pm |
| 1 | 0.2 | 15. 3:00 pm - 3:59 pm |
| 2 | 0.5 | 16. 4:00 pm - 4:59 pm |
| 2 | 0.5 | 18. 6:00 pm - 6:59 pm |
| 1 | 0.2 | 19. 7:00 pm - 7:59 pm |
| 1 | 0.2 | 20. 8:00 pm - 8:59 pm |

```
FREQ Prcnt   Var 2323  DEATH TIME - HOURS

   1   0.2    21.  9:00 pm -  9:59 pm
   3   0.7    22. 10:00 pm - 10:59 pm
   2   0.5    23. 11:00 pm - 11:59 pm
   1   0.2    24. 12:00 midnight
 328  74.9    99. Unknown
```

---

Variable 2324  **DEATH TIME - MINUTES**    MD1:    99  Field Width:    2
                                           MD2:  None  Type:    Numeric

Not coded for 1980

```
FREQ Prcnt   DEATH TIME - MINUTES

  66  15.1    00.
              - . Minute
   1   0.2    59.
 328  74.9    99. Unknown
```

---

Variable 2325  **LAG TIME ACC/DEATH - HRS**  MD1:   999  Field Width:    3
                                             MD2:  None  Type:    Numeric

Not coded for 1980

```
FREQ Prcnt   LAG TIME ACC/DEATH - HRS

  36   8.2    000.
              - . Actual time in hours
   0   0.0    998.
 386  88.1    999. Unknown
```

---

Variable 2326  **LAG TIME ACC/DEATH - MIN**  MD1:    99  Field Width:    2
                                             MD2:  None  Type:    Numeric

Not coded for 1980

```
FREQ Prcnt   LAG TIME ACC/DEATH - MIN

  52  11.9    00.
              - . Minute
   0   0.0    59.
 386  88.1    99. Unknown
```

```
┌─────────────────────────────────────────────────────────────────┐
│         The BMCS and SURVEY Variables for Truck #2                │
│                                                                   │
│   Variables 3001 through 3085 are derived by two methods: first   │
│   a match was made with BMCS fatal cases and subsequently a       │
│   survey was conducted for those cases not matched.               │
└─────────────────────────────────────────────────────────────────┘
```

---

**Variable 3001**  **BMCS ID**                    MD1:      0   Field Width:    5
                                                 MD2:   None   Type:     Numeric

| FREQ | Prcnt | BMCS ID |
|------|-------|---------|
| 275  | 62.8  | 00000. Unknown |
| 1    | 0.2   | 00209. |
|      |       | -     . BMCS case ID |
| 1    | 0.2   | 32926. |

---

**Variable 3002**  **STATE OF CARRIER**           MD1:     99   Field Width:    2
                                                 MD2:   None   Type:     Numeric

BMCS cases only

| FREQ | Prcnt | STATE OF CARRIER |
|------|-------|------------------|
| 7 | 1.6 | 01. Alabama |
| 0 | 0.0 | 02. Alaska |
| 1 | 0.2 | 04. Arizona |
| 6 | 1.4 | 05. Arkansas |
| 4 | 0.9 | 06. California |
| 4 | 0.9 | 08. Colorado |
| 0 | 0.0 | 09. Connecticut |
| 1 | 0.2 | 10. Delaware |
| 0 | 0.0 | 11. District of Columbia |
| 9 | 2.1 | 12. Florida |
| 8 | 1.8 | 13. Georgia |
| 0 | 0.0 | 16. Idaho |
| 6 | 1.4 | 17. Illinois |
| 6 | 1.4 | 18. Indiana |
| 6 | 1.4 | 19. Iowa |
| 2 | 0.5 | 20. Kansas |
| 1 | 0.2 | 21. Kentucky |
| 2 | 0.5 | 22. Louisiana |
| 0 | 0.0 | 23. Maine |
| 1 | 0.2 | 24. Maryland |
| 4 | 0.9 | 25. Massachusetts |
| 7 | 1.6 | 26. Michigan |
| 6 | 1.4 | 27. Minnesota |
| 2 | 0.5 | 28. Mississippi |

FREQ Prcnt    Var 3002  STATE OF CARRIER

| FREQ | Prcnt | | |
|---|---|---|---|
| 6 | 1.4 | 29. | Missouri |
| 0 | 0.0 | 30. | Montana |
| 3 | 0.7 | 31. | Nebraska |
| 0 | 0.0 | 32. | Nevada |
| 0 | 0.0 | 33. | New Hampshire |
| 2 | 0.5 | 34. | New Jersey |
| 3 | 0.7 | 35. | New Mexico |
| 1 | 0.2 | 36. | New York |
| 2 | 0.5 | 37. | North Carolina |
| 0 | 0.0 | 38. | North Dakota |
| 7 | 1.6 | 39. | Ohio |
| 9 | 2.1 | 40. | Oklahoma |
| 2 | 0.5 | 41. | Oregon |
| 5 | 1.1 | 42. | Pennsylvania |
| 0 | 0.0 | 44. | Rhode Island |
| 2 | 0.5 | 45. | South Carolina |
| 0 | 0.0 | 46. | South Dakota |
| 3 | 0.7 | 47. | Tennessee |
| 17 | 3.9 | 48. | Texas |
| 3 | 0.7 | 49. | Utah |
| 0 | 0.0 | 50. | Vermont |
| 4 | 0.9 | 51. | Virginia |
| 4 | 0.9 | 53. | Washington |
| 1 | 0.2 | 54. | West Virginia |
| 4 | 0.9 | 55. | Wisconsin |
| 2 | 0.5 | 56. | Wyoming |
| 275 | 62.8 | 98. | Not applicable (Survey case) |
| 0 | 0.0 | 99. | Unknown |

---

| Variable 3003 | **AREA OF OPERATION** | MD1:     9  Field Width:   1 |
|---|---|---|
| | | MD2:  None  Type:    Numeric |

Both SURVEY and BMCS cases

FREQ Prcnt    AREA OF OPERATION

| FREQ | Prcnt | | |
|---|---|---|---|
| 291 | 66.4 | 1. | Interstate |
| 91 | 20.8 | 2. | Intrastate |
| 17 | 3.9 | 6. | Government owned |
| 0 | 0.0 | 7. | Daily rental (1981 & 1982 cases only) |
| 39 | 8.9 | 9. | Unknown |

---

Variable 3004   **OPERATING AUTHORITY**        MD1:      9   Field Width:    1

---
                                              MD2:   None   Type:   Numeric

Both SURVEY and BMCS cases

FREQ Prcnt   OPERATING AUTHORITY

185   42.2   1. Private
200   45.7   2. For hire
 17    3.9   6. Government owned
  0    0.0   7. Daily rental (1981 & 1982 cases only)
 36    8.2   9. Unknown

---

Variable 3005   **CARRIER TYPE**               MD1:      9   Field Width:    1

---
                                              MD2:   None   Type:   Numeric

Both SURVEY and BMCS cases

FREQ Prcnt   CARRIER TYPE

114   26.0   1. Interstate private
161   36.8   2. Interstate authorized
 15    3.4   3. Interstate exempt
 70   16.0   4. Intrastate private
 21    4.8   5. Intrastate for hire
 17    3.9   6. Government owned
  0    0.0   7. Daily rental (1981 & 1982 cases only)
 40    9.1   9. Unknown

---

Variable 3006   **OWNER OPERATOR**             MD1:      9   Field Width:    1

---
                                              MD2:   None   Type:   Numeric

Not coded for 1980.  SURVEY cases only.

FREQ Prcnt   OWNER OPERATOR

  9    2.1   1. Yes
 40    9.1   2. No
104   23.7   7. Not applicable (BMCS)
111   25.3   8. Not applicable (Not for hire)
174   39.7   9. Unknown

---

Variable 3007   **TRIP TYPE**                MD1:     9   Field Width:   1
                                             MD2:  None   Type:    Numeric

---

   Both SURVEY and BMCS cases

 FREQ  Prcnt   TRIP TYPE

  147   33.6   1. OTR, (over-the-road) (BMCS)
  137   31.3   2. Local delivery
   37    8.4   3. OTR, under 200 miles (Survey)
   76   17.4   4. OTR, 200 miles and over (Survey)
   15    3.4   5. OTR, unknown distance (Survey)
   26    5.9   9. Unknown

---

Variable 3009   **DISTRICT TYPE**            MD1:     9   Field Width:   1
                                             MD2:  None   Type:    Numeric

---

   BMCS cases only

 FREQ  Prcnt   DISTRICT TYPE

    4    0.9   1. Residential
  220   50.2   2. Rural
   26    5.9   3. Business
  161   36.8   8. Not applicable (Survey case)
   27    6.2   9. Unknown

---

Variable 3010   **MONTH**                    MD1:    99   Field Width:   2
                                             MD2:  None   Type:    Numeric

---

   BMCS cases only

 FREQ  Prcnt   MONTH

   18    4.1   01. January
   12    2.7   02. February
   14    3.2   03. March
   14    3.2   04. April
   13    3.0   05. May
   11    2.5   06. June
   10    2.3   07. July
   18    4.1   08. August
   10    2.3   09. September
   18    4.1   10. October
   14    3.2   11. November
   11    2.5   12. December
  275   62.8   98. Not applicable (Survey case)
    0    0.0   99. Unknown

---

| Variable 3011 | **DAY** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

---

BMCS cases only

| FREQ | Prcnt | DAY |
|---|---|---|
| 8 | 1.8 | 01. |
| | | - . Day of month |
| 3 | 0.7 | 31. |
| 275 | 62.8 | 98. Not applicable (Survey case) |
| 0 | 0.0 | 99. Unknown |

---

| Variable 3012 | **HOUR** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

---

BMCS cases only

| FREQ | Prcnt | HOUR |
|---|---|---|
| 4 | 0.9 | 00. Midnight |
| 13 | 3.0 | 01. 1 am |
| 7 | 1.6 | 02. 2 am |
| 10 | 2.3 | 03. 3 am |
| 17 | 3.9 | 04. 4 am |
| 12 | 2.7 | 05. 5 am |
| 12 | 2.7 | 06. 6 am |
| 6 | 1.4 | 07. 7 am |
| 9 | 2.1 | 08. 8 am |
| 5 | 1.1 | 09. 9 am |
| 3 | 0.7 | 10. 10 am |
| 7 | 1.6 | 11. 11 am |
| 6 | 1.4 | 12. Noon |
| 3 | 0.7 | 13. 1 pm |
| 4 | 0.9 | 14. 2 pm |
| 6 | 1.4 | 15. 3 pm |
| 3 | 0.7 | 16. 4 pm |
| 3 | 0.7 | 17. 5 pm |
| 6 | 1.4 | 18. 6 pm |
| 4 | 0.9 | 19. 7 pm |
| 2 | 0.5 | 20. 8 pm |
| 7 | 1.6 | 21. 9 pm |
| 6 | 1.4 | 22. 10 pm |
| 8 | 1.8 | 23. 11 pm |
| 275 | 62.8 | 98. Not applicable (Survey case) |
| 0 | 0.0 | 99. Unknown |

---

Variable 3013  **MINUTE**                    MD1:     99  Field Width:    2
                                            MD2:   None  Type:    Numeric

---

    BMCS cases only

FREQ Prcnt   MINUTE

 136  31.1    00.
                  - . Minute
   0   0.0    59.
 275  62.8    98. Not applicable (Survey case)
   0   0.0    99. Unknown

---

Variable 3014  **ACCIDENT TYPE**             MD1:      9  Field Width:    1
                                            MD2:   None  Type:    Numeric

---

    BMCS cases only

FREQ Prcnt   ACCIDENT TYPE

   0   0.0    1. Non-collision
 142  32.4    2. Collision with moving object
  19   4.3    3. Collision with fixed or parked object
 275  62.8    8. Not applicable (Survey case)
   2   0.5    9. Unknown

---

Variable 3015  **OTHER OBJECT INVOLVED**     MD1:     99  Field Width:    2
                                            MD2:   None  Type:    Numeric

---

    BMCS cases only

FREQ Prcnt   OTHER OBJECT INVOLVED

   0   0.0    01. Not applicable (non-collision)
 158  36.1    02. Commercial truck
   0   0.0    03. Fixed object
   2   0.5    04. Automobile
   0   0.0    05. Pedestrian
   0   0.0    06. Bus
   0   0.0    07. Train
   0   0.0    08. Bicycle
   1   0.2    09. Animal
   0   0.0    10. Motorcycle
   2   0.5    11. Other
 275  62.8    98. Not applicable (Survey case)
   0   0.0    99. Unknown

---

| Variable 3016 | **VEHICLE #1 ACTION** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

BMCS cases only

| FREQ | Prcnt | VEHICLE #1 ACTION |
|---|---|---|
| 10 | 2.3 | 01. Slowing/stopping |
| 8 | 1.8 | 02. Stopped |
| 4 | 0.9 | 03. Parked |
| 10 | 2.3 | 04. Rear-end |
| 0 | 0.0 | 05. Backing |
| 1 | 0.2 | 06. Making right turn |
| 1 | 0.2 | 07. Making left turn |
| 0 | 0.0 | 08. Making U-turn |
| 93 | 21.2 | 09. Proceeding straight |
| 0 | 0.0 | 10. Merging |
| 1 | 0.2 | 11. Entering traffic |
| 1 | 0.2 | 12. Intersection |
| 3 | 0.7 | 13. Passing |
| 1 | 0.2 | 14. Changing lanes |
| 1 | 0.2 | 15. Sideswipe--opposite direction |
| 14 | 3.2 | 16. Head-on--crossed into opposing lane |
| 0 | 0.0 | 17. Skidding |
| 5 | 1.1 | 18. Vehicle out of control |
| 0 | 0.0 | 19. Roll-away |
| 0 | 0.0 | 20. Controlled railroad crossing |
| 0 | 0.0 | 21. Uncontrolled railroad crossing |
| 3 | 0.7 | 22. Other |
| 275 | 62.8 | 97. Not applicable (Survey case) |
| 6 | 1.4 | 98. Not applicable (non-collision) |
| 1 | 0.2 | 99. Unknown |

---

| Variable 3017 | **VEHICLE #2 ACTION** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

BMCS cases only

| FREQ | Prcnt | VEHICLE #2 ACTION |
|---|---|---|
| 5 | 1.1 | 01. Slowing/stopping |
| 8 | 1.8 | 02. Stopped |
| 4 | 0.9 | 03. Parked |
| 20 | 4.6 | 04. Rear-end |
| 0 | 0.0 | 05. Backing |
| 1 | 0.2 | 06. Making right turn |
| 2 | 0.5 | 07. Making left turn |
| 0 | 0.0 | 08. Making U-turn |
| 49 | 11.2 | 09. Proceeding straight |
| 1 | 0.2 | 10. Merging |
| 7 | 1.6 | 11. Entering traffic |

```
FREQ Prcnt   Var 3017  VEHICLE #2 ACTION

   2   0.5   12. Intersection
   3   0.7   13. Passing
   3   0.7   14. Changing lanes
   4   0.9   15. Sideswipe--opposite direction
  23   5.3   16. Head-on--crossed into opposing lane
   0   0.0   17. Skidding
  13   3.0   18. Vehicle out of control
   0   0.0   19. Roll-away
   0   0.0   20. Controlled railroad crossing
   0   0.0   21. Uncontrolled railroad crossing
   6   1.4   22. Other
 275  62.8   97. Not applicable (Survey case)
   8   1.8   98. Not applicable (non-collision)
   4   0.9   99. Unknown
```

---

| Variable 3018 | **VEHICLE #3 ACTION** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

BMCS cases only

```
FREQ Prcnt   VEHICLE #3 ACTION

   1   0.2   01. Slowing/stopping
   2   0.5   02. Stopped
   1   0.2   03. Parked
   2   0.5   04. Rear-end
   0   0.0   05. Backing
   0   0.0   06. Making right turn
   0   0.0   07. Making left turn
   0   0.0   08. Making U-turn
   2   0.5   09. Proceeding straight
   1   0.2   10. Merging
   0   0.0   11. Entering traffic
   0   0.0   12. Intersection
   1   0.2   13. Passing
   0   0.0   14. Changing lanes
   1   0.2   15. Sideswipe--opposite direction
   0   0.0   16. Head-on--crossed into opposing lane
   0   0.0   17. Skidding
   1   0.2   18. Vehicle out of control
   0   0.0   19. Roll-away
   0   0.0   20. Controlled railroad crossing
   0   0.0   21. Uncontrolled railroad crossing
   0   0.0   22. Other
 275  62.8   97. Not applicable (Survey case)
  31   7.1   98. Not applicable (non-collision)
 120  27.4   99. Unknown
```

Variable 3019   **PRIMARY EVENT**                MD1:        9   Field Width:    1
                                                MD2:     None   Type:     Numeric

Both SURVEY and BMCS cases

FREQ Prcnt    PRIMARY EVENT OTHER THAN COLLISION

| 0 | 0.0 | 0. Ran off road |
| 0 | 0.0 | 1. Jackknife |
| 1 | 0.2 | 2. Overturn |
| 1 | 0.2 | 3. Separation of units |
| 0 | 0.0 | 4. Fire |
| 0 | 0.0 | 5. Loss or spillage of cargo |
| 0 | 0.0 | 6. Cargo shift |
| 0 | 0.0 | 7. Other |
| 436 | 99.5 | 8. Not applicable (collision) |
| 0 | 0.0 | 9. Unknown |

Variable 3020   **ASSOC. ACCIDENT EVENT**        MD1:        9   Field Width:    1
                                                MD2:     None   Type:     Numeric

Both SURVEY and BMCS cases

FREQ Prcnt    ASSOCIATED ACCIDENT EVENT

| 211 | 48.2 | 1. None |
| 10 | 2.3 | 2. Spillage of hazardous cargo |
| 81 | 18.5 | 3. Fire |
| 72 | 16.4 | 4. Spillage of non-hazardous cargo |
| 15 | 3.4 | 5. Explosion |
| 49 | 11.2 | 9. Unknown |

Variable 3021   **DRIVER AGE**                   MD1:       99   Field Width:    2
                                                MD2:     None   Type:     Numeric

Both SURVEY and BMCS cases

FREQ Prcnt    DRIVER AGE

| 1 | 0.2 | 15. 15 years |
| 1 | 0.2 | 17. 17 years |
| 2 | 0.5 | 18. 18 years |
| 11 | 2.5 | 19. 19 years |
| 6 | 1.4 | 20. 20 years |
| 7 | 1.6 | 21. 21 years |
| 16 | 3.7 | 22. 22 years |
| 6 | 1.4 | 23. 23 years |
| 15 | 3.4 | 24. 24 years |
| 12 | 2.7 | 25. 25 years |

FREQ Prcnt    Var 3021  DRIVER AGE

| FREQ | Prcnt | Var 3021 | DRIVER AGE |
|------|-------|----------|------------|
| 13 | 3.0 | 26. | 26 years |
| 15 | 3.4 | 27. | 27 years |
| 7 | 1.6 | 28. | 28 years |
| 21 | 4.8 | 29. | 29 years |
| 16 | 3.7 | 30. | 30 years |
| 18 | 4.1 | 31. | 31 years |
| 12 | 2.7 | 32. | 32 years |
| 12 | 2.7 | 33. | 33 years |
| 11 | 2.5 | 34. | 34 years |
| 7 | 1.6 | 35. | 35 years |
| 7 | 1.6 | 36. | 36 years |
| 16 | 3.7 | 37. | 37 years |
| 11 | 2.5 | 38. | 38 years |
| 9 | 2.1 | 39. | 39 years |
| 8 | 1.8 | 40. | 40 years |
| 12 | 2.7 | 41. | 41 years |
| 9 | 2.1 | 42. | 42 years |
| 7 | 1.6 | 43. | 43 years |
| 5 | 1.1 | 44. | 44 years |
| 10 | 2.3 | 45. | 45 years |
| 15 | 3.4 | 46. | 46 years |
| 6 | 1.4 | 47. | 47 years |
| 12 | 2.7 | 48. | 48 years |
| 6 | 1.4 | 49. | 49 years |
| 8 | 1.8 | 50. | 50 years |
| 8 | 1.8 | 51. | 51 years |
| 8 | 1.8 | 52. | 52 years |
| 11 | 2.5 | 53. | 53 years |
| 7 | 1.6 | 54. | 54 years |
| 2 | 0.5 | 55. | 55 years |
| 6 | 1.4 | 56. | 56 years |
| 7 | 1.6 | 57. | 57 years |
| 7 | 1.6 | 58. | 58 years |
| 8 | 1.8 | 59. | 59 years |
| 5 | 1.1 | 60. | 60 years |
| 2 | 0.5 | 61. | 61 years |
| 3 | 0.7 | 62. | 62 years |
| 2 | 0.5 | 63. | 63 years |
| 2 | 0.5 | 65. | 65 years |
| 1 | 0.2 | 66. | 66 years |
| 2 | 0.5 | 68. | 68 years |
| 1 | 0.2 | 69. | 69 years |
| 1 | 0.2 | 72. | 72 years |
| 5 | 1.1 | 99. | Unknown |

---

| Variable 3022 | **YEARS DRIVER EMPLOYED** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

---

BMCS cases only

| FREQ | Prcnt | YEARS DRIVER EMPLOYED |
|---|---|---|
| 12 | 2.7 | 00. 0 years |
| 68 | 15.5 | 01. 1 year |
| 17 | 3.9 | 02. 2 years |
| 14 | 3.2 | 03. 3 years |
| 6 | 1.4 | 04. 4 years |
| 6 | 1.4 | 05. 5 years |
| 7 | 1.6 | 06. 6 years |
| 4 | 0.9 | 07. 7 years |
| 6 | 1.4 | 08. 8 years |
| 1 | 0.2 | 09. 9 years |
| 5 | 1.1 | 10. 10 years |
| 2 | 0.5 | 11. 11 years |
| 1 | 0.2 | 12. 12 years |
| 2 | 0.5 | 13. 13 years |
| 1 | 0.2 | 15. 15 years |
| 1 | 0.2 | 20. 20 years |
| 2 | 0.5 | 23. 23 years |
| 1 | 0.2 | 26. 26 years |
| 1 | 0.2 | 28. 28 years |
| 1 | 0.2 | 30. 30 years |
| 1 | 0.2 | 32. 32 years |
| 275 | 62.8 | 98. Not applicable (Survey case) |
| 4 | 0.9 | 99. Unknown |

---

| Variable 3023 | **HOURS DRIVING** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

---

Both SURVEY and BMCS cases

| FREQ | Prcnt | HOURS DRIVING |
|---|---|---|
| 63 | 14.4 | 01. 1 hour |
| 48 | 11.0 | 02. 2 hours |
| 42 | 9.6 | 03. 3 hours |
| 47 | 10.7 | 04. 4 hours |
| 36 | 8.2 | 05. 5 hours |
| 34 | 7.8 | 06. 6 hours |
| 19 | 4.3 | 07. 7 hours |
| 16 | 3.7 | 08. 8 hours |
| 8 | 1.8 | 09. 9 hours |
| 6 | 1.4 | 10. 10 hours |
| 1 | 0.2 | 11. 11 hours |
| 1 | 0.2 | 12. 12 hours |
| 1 | 0.2 | 16. 16 hours |

FREQ Prcnt   Var 3023  HOURS DRIVING

  12   2.7     98. Not applicable
 104  23.7     99. Unknown


---

Variable 3024  **SCHEDULED HOURS**          MD1:     99  Field Width:   2
                                            MD2:   None  Type:    Numeric

     BMCS cases only

FREQ Prcnt   SCHEDULED HOURS

  14   3.2     01.  1 hour
   8   1.8     02.  2 hours
  12   2.7     03.  3 hours
  14   3.2     04.  4 hours
  15   3.4     05.  5 hours
  17   3.9     06.  6 hours
   7   1.6     07.  7 hours
  13   3.0     08.  8 hours
  11   2.5     09.  9 hours
  20   4.6     10. 10 hours
   4   0.9     11. 11 hours
  13   3.0     12. Not applicable (BMCS code)
 275  62.8     98. Not applicable (Survey case)
  15   3.4     99. Unknown


---

Variable 3025  **DRIVER CONDITION**          MD1:      9  Field Width:   1
                                             MD2:   None  Type:    Numeric

     BMCS cases only

FREQ Prcnt   DRIVER CONDITION

 155  35.4     1. Apparently normal
   0   0.0     2. Sick
   2   0.5     3. Had been drinking
   4   0.9     4. Dozed at wheel
   0   0.0     5. Medical waiver
   1   0.2     6. Other
 275  62.8     8. Not applicable (Survey case)
   1   0.2     9. Unknown

---

Variable 3026   **POWER UNIT TYPE**          MD1:        0   Field Width:   1
                                            MD2:     None   Type:     Numeric

---

        Both SURVEY and BMCS cases

  FREQ Prcnt    POWER UNIT TYPE

     5   1.1    0. Unknown
   104  23.7    1. Straight truck
   329  75.1    8. Tractor

---

Variable 3027   **STRT. TRUCK BODY STYLE**   MD1:        9   Field Width:   1
                                            MD2:     None   Type:     Numeric

---

        Both SURVEY and BMCS cases

  FREQ Prcnt    STRAIGHT TRUCK BODY STYLE

   329  75.1    0. Not applicable (tractor)
    21   4.8    1. Van
    20   4.6    2. Flat
     9   2.1    3. Tank
    21   4.8    6. Dump
     5   1.1    7. Refuse
    26   5.9    8. Other
     7   1.6    9. Unknown

---

Variable 3028   **CAB STYLE**                MD1:        9   Field Width:   1
                                            MD2:     None   Type:     Numeric

---

        Both SURVEY and BMCS cases

  FREQ Prcnt    CAB STYLE

   217  49.5    1. Conventional
   191  43.6    2. Cabover or cab-forward
    30   6.8    9. Unknown

---

Variable 3029   **POWER UNIT YEAR**          MD1:       99   Field Width:   2
                                            MD2:     None   Type:     Numeric

---

        Both SURVEY and BMCS cases

  FREQ Prcnt    POWER UNIT YEAR

     1   0.2    55. 1955
     1   0.2    56. 1956

FREQ Prcnt    Var 3029   POWER UNIT YEAR

| FREQ | Prcnt | | |
|---|---|---|---|
| 1 | 0.2 | 57. | 1957 |
| 2 | 0.5 | 58. | 1958 |
| 1 | 0.2 | 59. | 1959 |
| 1 | 0.2 | 60. | 1960 |
| 3 | 0.7 | 63. | 1963 |
| 4 | 0.9 | 64. | 1964 |
| 4 | 0.9 | 66. | 1966 |
| 4 | 0.9 | 67. | 1967 |
| 1 | 0.2 | 68. | 1968 |
| 11 | 2.5 | 69. | 1969 |
| 15 | 3.4 | 70. | 1970 |
| 9 | 2.1 | 71. | 1971 |
| 28 | 6.4 | 72. | 1972 |
| 34 | 7.8 | 73. | 1973 |
| 44 | 10.0 | 74. | 1974 |
| 24 | 5.5 | 75. | 1975 |
| 16 | 3.7 | 76. | 1976 |
| 55 | 12.6 | 77. | 1977 |
| 59 | 13.5 | 78. | 1978 |
| 63 | 14.4 | 79. | 1979 |
| 30 | 6.8 | 80. | 1980 |
| 21 | 4.8 | 81. | 1981 |
| 4 | 0.9 | 82. | 1982 |
| 2 | 0.5 | 99. | Unknown |

---

Variable 3030  **POWER UNIT NO. OF AXLES**     MD1:      9   Field Width:    1
                                              MD2:   None   Type:     Numeric

Both SURVEY and BMCS cases

FREQ Prcnt    POWER UNIT NO. OF AXLES

| FREQ | Prcnt | | |
|---|---|---|---|
| 127 | 29.0 | 2. | 2 axles |
| 292 | 66.7 | 3. | 3 axles |
| 3 | 0.7 | 4. | 4 or more axles |
| 16 | 3.7 | 9. | Unknown |

---

Variable 3031  **POWER UNIT MAKE**     MD1:     99   Field Width:    2
                                       MD2:   None   Type:     Numeric

Both SURVEY and BMCS cases

FREQ Prcnt    POWER UNIT MAKE

| FREQ | Prcnt | | |
|---|---|---|---|
| 2 | 0.5 | 01. | Autocar |
| 2 | 0.5 | 02. | Brockway |
| 29 | 6.6 | 03. | Chevrolet |

FREQ Prcnt    Var 3031  POWER UNIT MAKE

|     |      |                            |
| --- | ---- | -------------------------- |
|   1 |  0.2 | 04. Diamond Reo            |
|   2 |  0.5 | 05. Dodge                  |
|  54 | 12.3 | 06. Ford                   |
|  53 | 12.1 | 07. Freightliner           |
|  34 |  7.8 | 08. GMC                    |
|   0 |  0.0 | 09. Hendrickson            |
| 108 | 24.7 | 10. International Harvester |
|  48 | 11.0 | 11. Kenworth               |
|  47 | 10.7 | 12. Mack                   |
|   1 |  0.2 | 13. Marmon                 |
|  30 |  6.8 | 14. Peterbilt              |
|  22 |  5.0 | 15. White                  |
|   1 |  0.2 | 16. Mercedes Benz          |
|   1 |  0.2 | 17. Volvo                  |
|   0 |  0.0 | 18. Western Star           |
|   2 |  0.5 | 97. Other (Survey)         |
|   0 |  0.0 | 98. Other (BMCS)           |
|   1 |  0.2 | 99. Unknown                |

---

| Variable 3032 | **POWER UNIT LENGTH** | MD1: | 999 | Field Width: | 3 |
| --- | --- | --- | --- | --- | --- |
| | | MD2: | None | Type: | Numeric |

SURVEY cases only

FREQ Prcnt    POWER UNIT LENGTH

|     |      |                |
| --- | ---- | -------------- |
|   1 |  0.2 | 012. 12 feet   |
|   2 |  0.5 | 014. 14 feet   |
|   3 |  0.7 | 015. 15 feet   |
|   4 |  0.9 | 016. 16 feet   |
|   9 |  2.1 | 017. 17 feet   |
|  27 |  6.2 | 018. 18 feet   |
|  20 |  4.6 | 019. 19 feet   |
|  41 |  9.4 | 020. 20 feet   |
|  24 |  5.5 | 021. 21 feet   |
|  20 |  4.6 | 022. 22 feet   |
|  37 |  8.4 | 023. 23 feet   |
|  22 |  5.0 | 024. 24 feet   |
|  12 |  2.7 | 025. 25 feet   |
|   5 |  1.1 | 026. 26 feet   |
|   5 |  1.1 | 027. 27 feet   |
|   9 |  2.1 | 028. 28 feet   |
|   4 |  0.9 | 029. 29 feet   |
|   7 |  1.6 | 030. 30 feet   |
|   1 |  0.2 | 031. 31 feet   |
|   3 |  0.7 | 032. 32 feet   |
|   2 |  0.5 | 033. 33 feet   |
|   2 |  0.5 | 034. 34 feet   |
|   1 |  0.2 | 035. 35 feet   |

FREQ Prcnt    Var 3032   POWER UNIT LENGTH

    1   0.2      036. 36 feet
    1   0.2      038. 38 feet
  163  37.2      998. Not applicable (BMCS case)
   12   2.7      999. Unknown

---

Variable 3033   **STRAIGHT TRUCK CARGO**          MD1:     99   Field Width:    2
                                                 MD2:   None   Type:      Numeric

          SURVEY cases only

FREQ Prcnt    STRAIGHT TRUCK CARGO

    14   3.2      01. General freight
     1   0.2      02. Household goods
     1   0.2      03. Metal: coils, sheets, etc
     1   0.2      04. Heavy machinery
     0   0.0      05. Motor vehicles
     1   0.2      06. Driveaway/towaway
     0   0.0      07. Gases in bulk
    22   5.0      08. Solids in bulk
     7   1.6      09. Liquids in bulk
     1   0.2      10. Explosives
     3   0.7      11. Logs/poles/lumber
    24   5.5      12. None (empty)
     2   0.5      13. Refrigerated food
     0   0.0      14. Mobile home
    11   2.5      15. Farm products
     3   0.7      16. Other
   163  37.2      97. Not  Applicable (BMCS case)
   174  39.7      98. Not applicable (not a straight truck)
    10   2.3      99. Unknown

---

Variable 3034   **STRT. TRUCK HAZ. CARGO**       MD1:      9   Field Width:    1
                                                 MD2:   None   Type:      Numeric

          SURVEY cases only

FREQ Prcnt    STRAIGHT TRUCK HAZARDOUS CARGO

     6   1.4      1. Hazardous cargo
    84  19.2      2. Non-hazardous cargo
   163  37.2      7. Not applicable (BMCS case)
   174  39.7      8. Not applicable (not a straight truck)
    11   2.5      9. Unknown

---
Variable 3035   **STRT. TRUCK CARGO WEIGHT**   MD1: 999999   Field Width:   6
---                                            MD2:   None   Type:    Numeric

      SURVEY cases only

FREQ Prcnt    STRAIGHT TRUCK CARGO WEIGHT

   24   5.5    000000.
                 -     . Weight in pounds
    0   0.0    999994.
  163  37.2    999995. Not applicable (BMCS case)
  175  40.0    999996. Not applicable (not a straight truck)
    9   2.1    999997. Some Cargo (weight unknown)
    3   0.7    999998. Full (weight unknown)
   11   2.5    999999. Unknown

---
Variable 3036   **POWER UNIT EMPTY WEIGHT**   MD1: 999999   Field Width:   6
---                                           MD2:   None   Type:    Numeric

      Not coded for 1980.  SURVEY cases only.

FREQ Prcnt    POWER UNIT EMPTY WEIGHT

    0   0.0    000000.
                 -     . Weight in pounds
    0   0.0    999997.
  104  23.7    999998. Not applicable (BMCS case)
  181  41.3    999999. Unknown

---
Variable 3037   **1ST TRAILER TYPE**   MD1:      9   Field Width:   1
---                                     MD2:   None   Type:    Numeric

      Both SURVEY and BMCS cases

FREQ Prcnt    1ST TRAILER TYPE

  322  73.5    1. Semi-trailer
    8   1.8    2. Full trailer
    4   0.9    3. Other
   98  22.4    4. None
    6   1.4    9. Unknown

---

Variable 3038    **1ST TRAILER YEAR**              MD1:      99    Field Width:    2
                                                  MD2:    None   Type:     Numeric

---

BMCS cases only

FREQ Prcnt   1ST TRAILER YEAR

|  1 | 0.2  | 49. 1949 |
|  1 | 0.2  | 55. 1955 |
|  1 | 0.2  | 59. 1959 |
|  2 | 0.5  | 62. 1962 |
|  1 | 0.2  | 63. 1963 |
|  4 | 0.9  | 64. 1964 |
|  4 | 0.9  | 65. 1965 |
|  3 | 0.7  | 66. 1966 |
|  1 | 0.2  | 67. 1967 |
|  4 | 0.9  | 68. 1968 |
|  5 | 1.1  | 69. 1969 |
|  3 | 0.7  | 70. 1970 |
| 11 | 2.5  | 71. 1971 |
| 14 | 3.2  | 72. 1972 |
|  9 | 2.1  | 73. 1973 |
| 20 | 4.6  | 74. 1974 |
|  3 | 0.7  | 75. 1975 |
| 10 | 2.3  | 76. 1976 |
| 19 | 4.3  | 77. 1977 |
| 22 | 5.0  | 78. 1978 |
| 30 | 6.8  | 79. 1979 |
| 14 | 3.2  | 80. 1980 |
|  7 | 1.6  | 81. 1981 |
|  4 | 0.9  | 82. 1982 |
|  0 | 0.0  | 96. Unknown if had 1st trailer |
| 161 | 36.8 | 97. Not applicable (Survey case) |
| 42 | 9.6  | 98. Not applicable (no 1st trailer) |
| 42 | 9.6  | 99. Unknown |

---

Variable 3039    **1ST TRAILER NO. OF AXLES**    MD1:      99    Field Width:    2
                                                  MD2:    None   Type:     Numeric

---

Both SURVEY and BMCS cases

FREQ Prcnt   1ST TRAILER NO. OF AXLES

|  14 | 3.2  | 01. 1 axle |
| 283 | 64.6 | 02. 2 axles |
|  10 | 2.3  | 03. 3 axles |
|   1 | 0.2  | 04. 4 or more axles |
|   2 | 0.5  | 97. Unknown if had 1st trailer |
|  98 | 22.4 | 98. Not applicable (no 1st trailer) |
|  30 | 6.8  | 99. Unknown |

---

Variable 3040  **1ST TRAILER BODY**          MD1:      9   Field Width:   1
                                             MD2:   None   Type:    Numeric

---

Both SURVEY and BMCS cases

FREQ Prcnt    1ST TRAILER BODY

| FREQ | Prcnt | 1ST TRAILER BODY |
|------|-------|------------------|
| 100 | 22.8 | 0. None or unknown if had 1st trailer |
| 145 | 33.1 | 1. Van |
| 66 | 15.1 | 2. Flat |
| 35 | 8.0 | 3. Tank |
| 6 | 1.4 | 4. Auto carrier |
| 7 | 1.6 | 6. Dump |
| 0 | 0.0 | 7. Dolly |
| 53 | 12.1 | 8. Other |
| 26 | 5.9 | 9. Unknown |

---

Variable 3041  **1ST TRAILER CARGO**         MD1:     99   Field Width:   2
                                             MD2:   None   Type:    Numeric

---

SURVEY cases only

FREQ Prcnt    1ST TRAILER CARGO

| FREQ | Prcnt | 1ST TRAILER CARGO |
|------|-------|-------------------|
| 31 | 7.1 | 01. General freight |
| 1 | 0.2 | 02. Household goods |
| 8 | 1.8 | 03. Metal: coils, sheets, etc |
| 8 | 1.8 | 04. Heavy machinery |
| 3 | 0.7 | 05. Motor vehicles |
| 0 | 0.0 | 06. Driveaway/towaway |
| 0 | 0.0 | 07. Gases in bulk |
| 20 | 4.6 | 08. Solids in bulk |
| 8 | 1.8 | 09. Liquids in bulk |
| 0 | 0.0 | 10. Explosives |
| 14 | 3.2 | 11. Logs/poles/lumber |
| 37 | 8.4 | 12. None (empty) |
| 10 | 2.3 | 13. Refrigerated food |
| 1 | 0.2 | 14. Mobile home |
| 18 | 4.1 | 15. Farm products |
| 0 | 0.0 | 16. Other |
| 2 | 0.5 | 96. Unknown if had 1st trailer |
| 163 | 37.2 | 97. Not applicable (BMCS case) |
| 91 | 20.8 | 98. Not applicable (no 1st trailer) |
| 23 | 5.3 | 99. Unknown |

---

Variable 3042   **1ST TRAILER HAZ. CARGO**     MD1:      9   Field Width:    1
                                               MD2:   None   Type:     Numeric

---

SURVEY cases only

FREQ  Prcnt    1ST TRAILER HAZ. CARGO

   6   1.4     1. Hazardous cargo
 152  34.7     2. Non-hazardous cargo
   2   0.5     6. Unknown if had 1st trailer
 163  37.2     7. Not applicable (BMCS case)
  91  20.8     8. Not applicable (no 1st trailer)
  24   5.5     9. Unknown

---

Variable 3043   **1ST TRAILER CARGO WEIGHT**   MD1: 999999   Field Width:    6
                                               MD2:   None   Type:     Numeric

---

SURVEY cases only

FREQ  Prcnt    1ST TRAILER CARGO WEIGHT

  37   8.4     000000.
                   -     . Weight in pounds
   0   0.0     999993.
   2   0.5     999994. Unknown if had 1st trailer
 163  37.2     999995. Not applicable (BMCS case)
  91  20.8     999996. Not applicable (no 1st trailer)
   8   1.8     999997. Some Cargo (weight unknown)
   4   0.9     999998. Full (weight unknown)
  22   5.0     999999. Unknown

---

Variable 3044   **1ST TRAILER EMPTY WEIGHT**   MD1: 999999   Field Width:    6
                                               MD2:   None   Type:     Numeric

---

Not coded for 1980.  SURVEY cases only.

FREQ  Prcnt    1ST TRAILER EMPTY WEIGHT

   0   0.0     000000.
                   -     . Weight in pounds
   0   0.0     999995.
   2   0.5     999996. Unknown if had 1st trailer
   0   0.0     999997. Not applicable (BMCS case)
  62  14.2     999998. Not applicable (no 1st trailer)
 277  63.2     999999. Unknown

---

| Variable 3045 | **1ST TRAILER LENGTH** | MD1: | 999 | Field Width: | 3 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

---

SURVEY cases only

| FREQ | Prcnt | 1ST TRAILER LENGTH |
|---|---|---|
| 2 | 0.5 | 018. 18 feet |
| 1 | 0.2 | 019. 19 feet |
| 2 | 0.5 | 020. 20 feet |
| 2 | 0.5 | 022. 22 feet |
| 3 | 0.7 | 024. 24 feet |
| 3 | 0.7 | 025. 25 feet |
| 3 | 0.7 | 027. 27 feet |
| 4 | 0.9 | 028. 28 feet |
| 1 | 0.2 | 029. 29 feet |
| 10 | 2.3 | 030. 30 feet |
| 1 | 0.2 | 032. 32 feet |
| 4 | 0.9 | 034. 34 feet |
| 3 | 0.7 | 035. 35 feet |
| 2 | 0.5 | 036. 36 feet |
| 1 | 0.2 | 037. 37 feet |
| 3 | 0.7 | 038. 38 feet |
| 2 | 0.5 | 039. 39 feet |
| 45 | 10.3 | 040. 40 feet |
| 2 | 0.5 | 041. 41 feet |
| 19 | 4.3 | 042. 42 feet |
| 3 | 0.7 | 043. 43 feet |
| 5 | 1.1 | 044. 44 feet |
| 28 | 6.4 | 045. 45 feet |
| 1 | 0.2 | 048. 48 feet |
| 1 | 0.2 | 049. 49 feet |
| 2 | 0.5 | 994. Unknown if had 1st trailer |
| 163 | 37.2 | 995. Not applicable (BMCS case) |
| 91 | 20.8 | 996. Not applicable (no 1st trailer) |
| 1 | 0.2 | 997. Short (estimated under 35 feet) |
| 4 | 0.9 | 998. Long (estimated 35 feet and over) |
| 26 | 5.9 | 999. Unknown |

---

| Variable 3046 | **2ND TRAILER TYPE** | MD1: | 9 | Field Width: | 1 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

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Both SURVEY and BMCS cases

| FREQ | Prcnt | 2ND TRAILER TYPE |
|---|---|---|
| 0 | 0.0 | 1. Semi-trailer |
| 15 | 3.4 | 2. Full trailer |
| 0 | 0.0 | 3. Other |
| 422 | 96.3 | 4. None |
| 1 | 0.2 | 9. Unknown |

Variable 3047    **2ND TRAILER YEAR**          MD1:     99   Field Width:    2
                                              MD2:   None   Type:    Numeric

    BMCS cases only

FREQ Prcnt    2ND TRAILER YEAR

| FREQ | Prcnt | 2ND TRAILER YEAR |
|---|---|---|
| 1 | 0.2 | 66. 1966 |
| 1 | 0.2 | 68. 1968 |
| 2 | 0.5 | 70. 1970 |
| 2 | 0.5 | 74. 1974 |
| 1 | 0.2 | 77. 1977 |
| 1 | 0.2 | 78. 1978 |
| 2 | 0.5 | 80. 1980 |
| 1 | 0.2 | 81. 1981 |
| 0 | 0.0 | 96. Unknown if had 2nd trailer |
| 161 | 36.8 | 97. Not applicable (Survey case) |
| 266 | 60.7 | 98. Not applicable (no 2nd trailer) |
| 0 | 0.0 | 99. Unknown |

Variable 3048    **2ND TRAILER NO. OF AXLES**   MD1:     99   Field Width:    2
                                              MD2:   None   Type:    Numeric

    Both SURVEY and BMCS cases

FREQ Prcnt    2ND TRAILER NO. OF AXLES

| FREQ | Prcnt | 2ND TRAILER NO. OF AXLES |
|---|---|---|
| 2 | 0.5 | 01. 1 axle |
| 13 | 3.0 | 02. 2 axles |
| 1 | 0.2 | 97. Unknown if had 2nd trailer |
| 422 | 96.3 | 98. Not applicable (no 2nd trailer) |
| 0 | 0.0 | 99. Unknown |

Variable 3049    **2ND TRAILER BODY**          MD1:      9   Field Width:    1
                                              MD2:   None   Type:    Numeric

    Both SURVEY and BMCS cases

FREQ Prcnt    2ND TRAILER BODY

| FREQ | Prcnt | 2ND TRAILER BODY |
|---|---|---|
| 423 | 96.6 | 0. None or unknown if had 2nd trailer |
| 7 | 1.6 | 1. Van |
| 2 | 0.5 | 2. Flat |
| 2 | 0.5 | 3. Tank |
| 0 | 0.0 | 4. Auto carrier |
| 1 | 0.2 | 6. Dump |
| 0 | 0.0 | 7. Dolly |
| 2 | 0.5 | 8. Other |
| 1 | 0.2 | 9. Unknown |

---

Variable 3050     **2ND TRAILER CARGO**          MD1:     99   Field Width:    2

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                                               MD2:   None   Type:    Numeric

SURVEY cases only

FREQ Prcnt    2ND TRAILER CARGO

|      |      |     |                              |
|------|------|-----|------------------------------|
|    0 |  0.0 | 01. | General freight              |
|    0 |  0.0 | 02. | Household goods              |
|    0 |  0.0 | 03. | Metal: coils, sheets, etc    |
|    1 |  0.2 | 04. | Heavy machinery              |
|    0 |  0.0 | 05. | Motor vehicles               |
|    0 |  0.0 | 06. | Driveaway/towaway            |
|    0 |  0.0 | 07. | Gases in bulk                |
|    1 |  0.2 | 08. | Solids in bulk               |
|    0 |  0.0 | 09. | Liquids in bulk              |
|    0 |  0.0 | 10. | Explosives                   |
|    1 |  0.2 | 11. | Logs/poles/lumber            |
|    2 |  0.5 | 12. | None (empty)                 |
|    0 |  0.0 | 13. | Refrigerated food            |
|    0 |  0.0 | 14. | Mobile home                  |
|    0 |  0.0 | 15. | Farm products                |
|    0 |  0.0 | 16. | Other                        |
|    1 |  0.2 | 96. | Unknown if had 2nd trailer   |
|  163 | 37.2 | 97. | Not applicable (BMCS case)   |
| ▸269 | 61.4 | 98. | Not applicable (no 2nd trailer) |
|    0 |  0.0 | 99. | Unknown                      |

---

Variable 3051     **2ND TRAILER HAZ. CARGO**      MD1:      9   Field Width:    1

---
                                               MD2:   None   Type:    Numeric

SURVEY cases only

FREQ Prcnt    2ND TRAILER HAZ. CARGO

|      |      |    |                              |
|------|------|----|------------------------------|
|    0 |  0.0 | 1. | Hazardous cargo              |
|    5 |  1.1 | 2. | Non-hazardous cargo          |
|    1 |  0.2 | 6. | Unknown if had 2nd trailer   |
|  163 | 37.2 | 7. | Not applicable (BMCS case)   |
|  269 | 61.4 | 8. | Not applicable (no 2nd trailer) |
|    0 |  0.0 | 9. | Unknown                      |

---

**Variable 3052   2ND TRAILER CARGO WEIGHT    MD1: 999999    Field Width:   6**

---
                                              MD2:  None     Type:     Numeric

SURVEY cases only

| FREQ | Prcnt | 2ND TRAILER CARGO WEIGHT |
|------|-------|--------------------------|
| 2 | 0.5 | 000000. |
|   |     | -      . Weight in pounds |
| 0 | 0.0 | 999993. |
| 1 | 0.2 | 999994. Unknown if had 2nd trailer |
| 163 | 37.2 | 999995. Not applicable (BMCS case) |
| 269 | 61.4 | 999996. Not applicable (no 2nd trailer) |
| 0 | 0.0 | 999997. Some Cargo (weight unknown) |
| 0 | 0.0 | 999998. Full (weight unknown) |
| 0 | 0.0 | 999999. Unknown |

---

**Variable 3053   2ND TRAILER EMPTY WEIGHT    MD1: 999999    Field Width:   6**

---
                                              MD2:  None     Type:     Numeric

Not coded for 1980.  SURVEY cases only.

| FREQ | Prcnt | 2ND TRAILER EMPTY WEIGHT |
|------|-------|--------------------------|
| 0 | 0.0 | 000000. |
|   |     | -      . Weight in pounds |
| 0 | 0.0 | 999995. |
| 1 | 0.2 | 999996. Unknown if had 2nd trailer |
| 0 | 0.0 | 999997. Not applicable (BMCS case) |
| 254 | 58.0 | 999998. Not applicable (no 2nd trailer) |
| 179 | 40.9 | 999999. Unknown |

---

**Variable 3054   2ND TRAILER LENGTH          MD1:    999    Field Width:   3**

---
                                              MD2:  None     Type:     Numeric
                                                .

SURVEY cases only

| FREQ | Prcnt | 2ND TRAILER LENGTH |
|------|-------|--------------------|
| 1 | 0.2 | 019. 19 feet |
| 1 | 0.2 | 024. 24 feet |
| 2 | 0.5 | 025. 25 feet |
| 1 | 0.2 | 027. 27 feet |
| 1 | 0.2 | 994. Unknown if had 2nd trailer |
| 163 | 37.2 | 995. Not applicable (BMCS case) |
| 269 | 61.4 | 996. Not applicable (no 2nd trailer) |
| 0 | 0.0 | 997. Short (estimated under 35 feet) |
| 0 | 0.0 | 998. Long (estimated 35 feet and over) |
| 0 | 0.0 | 999. Unknown |

---

| Variable 3055 | **3RD TRAILER TYPE** | MD1: | 9 | Field Width: | 1 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

Both SURVEY and BMCS cases

FREQ Prcnt    3RD TRAILER TYPE

| FREQ | Prcnt | |
|---|---|---|
| 0 | 0.0 | 1. Semi-trailer |
| 0 | 0.0 | 2. Full trailer |
| 0 | 0.0 | 3. Other |
| 388 | 88.6 | 4. None |
| 50 | 11.4 | 9. Unknown |

---

| Variable 3056 | **3RD TRAILER NO. OF AXLES** | MD1: | 99 | Field Width: | 2 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

SURVEY cases only

FREQ Prcnt    3RD TRAILER NO. OF AXLES

| FREQ | Prcnt | |
|---|---|---|
| 0 | 0.0 | 01. 1 axle |
| 0 | 0.0 | 96. Unknown if had 3rd trailer |
| 163 | 37.2 | 97. Not applicable (BMCS case) |
| 275 | 62.8 | 98. Not applicable (no 3rd trailer) |
| 0 | 0.0 | 99. Unknown |

---

| Variable 3057 | **3RD TRAILER BODY** | MD1: | 9 | Field Width: | 1 |
|---|---|---|---|---|---|
| | | MD2: | None | Type: | Numeric |

Both SURVEY and BMCS cases

FREQ Prcnt    3RD TRAILER BODY

| FREQ | Prcnt | |
|---|---|---|
| 438 | 100.0 | 0. None or unknown if had 3rd trailer |
| 0 | 0.0 | 1. Van |
| 0 | 0.0 | 2. Flat |
| 0 | 0.0 | 3. Tank |
| 0 | 0.0 | 4. Auto carrier |
| 0 | 0.0 | 6. Dump |
| 0 | 0.0 | 7. Dolly |
| 0 | 0.0 | 8. Other |
| 0 | 0.0 | 9. Unknown |

Variable 3058  **3RD TRAILER CARGO**          MD1:      99  Field Width:   2
                                             MD2:    None  Type:    Numeric

SURVEY cases only

FREQ Prcnt   3RD TRAILER CARGO

|   0 |  0.0 | 01. General freight |
|   0 |  0.0 | 02. Household goods |
|   0 |  0.0 | 03. Metal: coils, sheets, etc |
|   0 |  0.0 | 04. Heavy machinery |
|   0 |  0.0 | 05. Motor vehicles |
|   0 |  0.0 | 06. Driveaway/towaway |
|   0 |  0.0 | 07. Gases in bulk |
|   0 |  0.0 | 08. Solids in bulk |
|   0 |  0.0 | 09. Liquids in bulk |
|   0 |  0.0 | 10. Explosives |
|   0 |  0.0 | 11. Logs/poles/lumber |
|   0 |  0.0 | 12. None (empty) |
|   0 |  0.0 | 13. Refrigerated food |
|   0 |  0.0 | 14. Mobile home |
|   0 |  0.0 | 15. Farm products |
|   0 |  0.0 | 16. Other |
|   0 |  0.0 | 96. Unknown if had 3rd trailer |
| 163 | 37.2 | 97. Not applicable (BMCS case) |
| 275 | 62.8 | 98. Not applicable (no 3rd trailer) |
|   0 |  0.0 | 99. Unknown |

Variable 3059  **3RD TRAILER HAZ. CARGO**     MD1:       9  Field Width:   1
                                             MD2:    None  Type:    Numeric

SURVEY cases only

FREQ Prcnt   3RD TRAILER HAZ. CARGO

|   0 |  0.0 | 1. Hazardous cargo |
|   0 |  0.0 | 2. Non-hazardous cargo |
|   0 |  0.0 | 6. Unknown if had 3rd trailer |
| 163 | 37.2 | 7. Not applicable (BMCS case) |
| 275 | 62.8 | 8. Not applicable (no 3rd trailer) |
|   0 |  0.0 | 9. Unknown |

---

Variable 3060   **3RD TRAILER CARGO WEIGHT**   MD1: 999999   Field Width:   6

MD2:   None   Type:   Numeric

---

SURVEY cases only

FREQ Prcnt   3RD TRAILER CARGO WEIGHT

| | | |
|---|---|---|
| 0 | 0.0 | 000000. |
| | | -     . Weight in pounds |
| 0 | 0.0 | 999993. |
| 0 | 0.0 | 999994. Unknown if had 3rd trailer |
| 163 | 37.2 | 999995. Not applicable (BMCS case) |
| 275 | 62.8 | 999996. Not applicable (no 3rd trailer) |
| 0 | 0.0 | 999997. Some Cargo (weight unknown) |
| 0 | 0.0 | 999998. Full (weight unknown) |
| 0 | 0.0 | 999999. Unknown |

---

Variable 3061   **3RD TRAILER EMPTY WEIGHT**   MD1: 999999   Field Width:   6

MD2:   None   Type:   Numeric

---

Not coded for 1980.   SURVEY cases only.

FREQ Prcnt   3RD TRAILER EMPTY WEIGHT

| | | |
|---|---|---|
| 0 | 0.0 | 000000. |
| | | -     . Weight in pounds |
| 0 | 0.0 | 999995. |
| 0 | 0.0 | 999996. Unknown if had 3rd trailer |
| 104 | 23.7 | 999997. Not applicable (BMCS case) |
| 161 | 36.8 | 999998. Not applicable (no 3rd trailer) |
| 173 | 39.5 | 999999. Unknown |

---

Variable 3062   **3RD TRAILER LENGTH**   MD1:   999   Field Width:   3

MD2:   None   Type:   Numeric

---

SURVEY cases only

FREQ Prcnt   3RD TRAILER LENGTH

| | | |
|---|---|---|
| 0 | 0.0 | 005. 5 feet |
| 0 | 0.0 | 994. Unknown if had 3rd trailer |
| 163 | 37.2 | 995. Not applicable (BMCS case) |
| 275 | 62.8 | 996. Not applicable (no 3rd trailer) |
| 0 | 0.0 | 997. Short (estimated under 35 feet) |
| 0 | 0.0 | 998. Long (estimated 35 feet and over) |
| 0 | 0.0 | 999. Unknown |

Variable 3063   **VEHICLE COMBINATION CODE**   MD1:      0   Field Width:   2
                                              MD2:   None   Type:      Numeric

Both SURVEY and BMCS cases

| FREQ | Prcnt | VEHICLE COMBINATION CODE |
|---|---|---|
| 7 | 1.6 | 00. Unknown |
| 93 | 21.2 | 01. Straight truck only |
| 3 | 0.7 | 02. Bobtail tractor |
| 8 | 1.8 | 03. Straight truck & full trailer |
| 2 | 0.5 | 04. Straight truck & other (non-full trailer) |
| 307 | 70.1 | 05. Tractor & semi-trailer |
| 2 | 0.5 | 06. Tractor & other (non-semi trailer) |
| 15 | 3.4 | 07. Tractor & semi & full |
| 1 | 0.2 | 11. Other (i.e., piggybacks, towing vehicles) |


Variable 3064   **NO. OF TRAILERS**          MD1:      9   Field Width:   1
                                              MD2:   None   Type:      Numeric

Both SURVEY and BMCS cases

| FREQ | Prcnt | NO. OF TRAILERS |
|---|---|---|
| 98 | 22.4 | 0. No trailer |
| 319 | 72.8 | 1. 1 trailer |
| 13 | 3.0 | 2. 2 trailers |
| 0 | 0.0 | 3. 3 trailers |
| 8 | 1.8 | 9. Unknown |


Variable 3065   **TOTAL LENGTH**             MD1:    999   Field Width:   3
                                              MD2:   None   Type:      Numeric

Both SURVEY and BMCS cases

| FREQ | Prcnt | TOTAL LENGTH |
|---|---|---|
| 0 | 0.0 | 000. |
|  |  | -  . Length in feet |
| 0 | 0.0 | 998. |
| 40 | 9.1 | 999. Unknown |

---

Variable 3066   **TOTAL WIDTH**                    MD1:      99   Field Width:    2

---
                                                   MD2:    None   Type:     Numeric

Both SURVEY and BMCS cases

FREQ Prcnt   TOTAL WIDTH

    8   1.8    07.  7 feet
  327  74.7    08.  8 feet
    2   0.5    09.  9 feet
    3   0.7    12. 12 feet
    1   0.2    14. 14 feet
   97  22.1    99. Unknown

---

Variable 3067   **TOTAL CARGO WEIGHT**             MD1: 999999   Field Width:    6

---
                                                   MD2:    None   Type:     Numeric

BMCS cases only

FREQ Prcnt   TOTAL CARGO WEIGHT

   26   5.9    000000.
               -      . Weight in pounds
    0   0.0    999997.
  275  62.8    999998. Not applicable (Survey case)
    2   0.5    999999. Unknown

---

Variable 3068   **GROSS WEIGHT**                   MD1: 999999   Field Width:    6

---
                                                   MD2:    None   Type:     Numeric

Both SURVEY and BMCS cases

FREQ Prcnt   GROSS WEIGHT

    0   0.0    000000.
               -      . Weight in pounds
    0   0.0    999998.
   60  13.7    999999. Unknown

---

Variable 3069   **EMPTY COMBINATION WEIGHT**       MD1: 999999   Field Width:    6

---
                                                   MD2:    None   Type:     Numeric

Not coded for 1980 interview cases

FREQ Prcnt   EMPTY COMBINATION WEIGHT

    0   0.0    000000.
               -      . Weight in pounds
  114  26.0    999998.

FREQ Prcnt   Var 3069  EMPTY COMBINATION WEIGHT

 64  14.6     999999. Unknown

---

Variable 3070  **FUEL TYPE**                     MD1:     9   Field Width:    1
                                                 MD2:  None   Type:     Numeric

        Both SURVEY and BMCS cases

 FREQ Prcnt   FUEL TYPE

   65  14.8     1. Gasoline
  342  78.1     2. Diesel
    1   0.2     3. L.P.G.
    1   0.2     4. Other
   29   6.6     9. Unknown

---

Variable 3071  **HAZ. MAT. IN CARGO**            MD1:     9   Field Width:    1
                                                 MD2:  None   Type:     Numeric

        BMCS cases only

 FREQ Prcnt   HAZ. MAT. IN CARGO

   15   3.4     1. Hazardous cargo
  148  33.8     2. Non-hazardous cargo
  275  62.8     8. Not applicable (Survey case)
    0   0.0     9. Unknown

---

Variable 3072  **DRIVER KILLED**                 MD1:     9   Field Width:    1
                                                 MD2:  None   Type:     Numeric

        BMCS cases only

 FREQ Prcnt   DRIVER KILLED

   90  20.5     1. Yes
   73  16.7     2. No
  275  62.8     8. Not applicable (Survey case)
    0   0.0     9. Unknown

---

Variable 3073  **DRIVER INJURED**             MD1:     9  Field Width:   1

---
                                              MD2:  None  Type:    Numeric

BMCS cases only

FREQ Prcnt    DRIVER INJURED

   44  10.0    1. Yes
  117  26.7    2. No
  275  62.8    8. Not applicable (Survey case)
    2   0.5    9. Unknown

---

Variable 3074  **TOTAL KILLED IN VEHICLE**    MD1:    99  Field Width:   2

---
                                              MD2:  None  Type:    Numeric

BMCS cases only

FREQ Prcnt    TOTAL KILLED IN VEHICLE

   65  14.8    00.  0 killed
   86  19.6    01.  1 killed
   12   2.7    02.  2 killed
  275  62.8    98.  Not applicable (Survey case)
    0   0.0    99.  Unknown

---

Variable 3075  **TOTAL INJURED IN VEHICLE**   MD1:    99  Field Width:   2

---
                                              MD2:  None  Type:    Numeric

BMCS cases only

FREQ Prcnt    TOTAL INJURED IN VEHICLE

  108  24.7    00.  0 injured
   45  10.3    01.  1 injured
   10   2.3    02.  2 injured
  275  62.8    98.  Not applicable (Survey case)
    0   0.0    99.  Unknown

---

Variable 3076  **TOTAL KILLED IN ACCIDENT**   MD1:    99  Field Width:   2

---
                                              MD2:  None  Type:    Numeric

BMCS cases only

FREQ Prcnt    TOTAL KILLED IN ACCIDENT

  117  26.7    01.  1 killed
   35   8.0    02.  2 killed

FREQ Prcnt    Var 3076   TOTAL KILLED IN ACCIDENT

   8   1.8     03.  3 killed
   3   0.7     04.  4 killed
 275  62.8     98.  Not applicable (Survey case)
   0   0.0     99.  Unknown

---

Variable 3077  **TOT. INJURED IN ACCIDENT**   MD1:     99   Field Width:   2
                                               MD2:   None   Type:     Numeric

       BMCS cases only

FREQ Prcnt    TOT. INJURED IN ACCIDENT

  74  16.9     00.  0 injured
  55  12.6     01.  1 injured
  26   5.9     02.  2 injured
   5   1.1     03.  3 injured
   3   0.7     04.  4 injured
 275  62.8     98.  Not applicable (Survey case)
   0   0.0     99.  Unknown

---

Variable 3078  **WEATHER**                     MD1:      9   Field Width:   1
                                               MD2:   None   Type:     Numeric

       BMCS cases only

FREQ Prcnt    WEATHER

  18   4.1     1. Rain
 107  24.4     2. Clear
   8   1.8     3. Snow
   9   2.1     4. Fog/smog
  15   3.4     5. Cloudy/overcast
   0   0.0     6. Sleet
   3   0.7     7. Other
 275  62.8     8. Not applicable (Survey case)
   3   0.7     9. Unknown

---

Variable 3079  **LIGHT CONDITION**             MD1:      9   Field Width:   1
                                               MD2:   None   Type:     Numeric

       BMCS cases only

FREQ Prcnt    LIGHT CONDITION

  58  13.2     1. Daylight

FREQ Prcnt    Var 3079  LIGHT CONDITION

|   3 |  0.7 | 2. Artificial lights |
|   9 |  2.1 | 3. Dawn |
|   0 |  0.0 | 4. Other |
|   2 |  0.5 | 5. Dusk |
|  91 | 20.8 | 6. Dark |
| 275 | 62.8 | 8. Not applicable (Survey case) |
|   0 |  0.0 | 9. Unknown |

---

Variable 3080  **ROAD SURFACE CONDITION**     MD1:     9   Field Width:   1
                                             MD2:  None   Type:    Numeric

BMCS cases only

FREQ Prcnt    ROAD SURFACE CONDITION

| 127 | 29.0 | 1. Dry |
|  24 |  5.5 | 2. Wet |
|   3 |  0.7 | 3. Snowy |
|   8 |  1.8 | 4. Icy |
|   0 |  0.0 | 5. Other |
| 275 | 62.8 | 8. Not applicable (Survey case) |
|   1 |  0.2 | 9. Unknown |

---

Variable 3081  **NUMBER OF LANES**            MD1:     9   Field Width:   1
                                             MD2:  None   Type:    Numeric

BMCS cases only

FREQ Prcnt    NUMBER OF LANES

|   1 |  0.2 | 1. 1 lane |
|  73 | 16.7 | 2. 2 lanes |
|   1 |  0.2 | 3. 3 lanes |
|  86 | 19.6 | 4. 4 or more lanes |
| 275 | 62.8 | 8. Not applicable (Survey case) |
|   2 |  0.5 | 9. Unknown |

---

Variable 3082  **HIGHWAY TYPE**               MD1:     9   Field Width:   1
                                             MD2:  None   Type:    Numeric

BMCS cases only

FREQ Prcnt    HIGHWAY TYPE

|  93 | 21.2 | 1. Divided |

FREQ Prcnt   Var 3082  HIGHWAY TYPE

   67  15.3    2. Undivded
  275  62.8    8. Not applicable (Survey case)
    3   0.7    9. Unknown

---

Variable 3083  **CARGO (BMCS)**              MD1:     99  Field Width:   2
                                            MD2:   None  Type:     Numeric

        BMCS cases only

FREQ Prcnt   CARGO (BMCS)

   43   9.8    01. General freight
    5   1.1    02. Household goods
   13   3.0    03. Metal: coils, sheets, etc
    5   1.1    04. Heavy machinery
    3   0.7    05. Motor vehicles
    0   0.0    06. Driveaway/towaway
    3   0.7    07. Gases in bulk
    5   1.1    08. Solids in bulk
   14   3.2    09. Liquids in bulk
    1   0.2    10. Explosives
    2   0.5    11. Logs/poles/lumber
   27   6.2    12. None (empty)
   12   2.7    13. Refrigerated food
    1   0.2    14. Mobile home
    5   1.1    15. Farm products
   23   5.3    16. Other
  275  62.8    98. Not applicable (Survey case)
    1   0.2    99. Unknown

---

Variable 3084  **INTERVIEW STATUS**         MD1:      9  Field Width:   1
                                            MD2:   None  Type:     Numeric

        Both SURVEY and BMCS cases

FREQ Prcnt   INTERVIEW STATUS

  227  51.8    1. Completed
    4   0.9    2. Refusal
   16   3.7    3. Partial
   28   6.4    4. Unable to contact
  163  37.2    9. No interview

Variable 3085  **SOURCE OF INFORMATION**      MD1:      9   Field Width:   1

                                             MD2:   None   Type:    Numeric

Both SURVEY and BMCS cases

FREQ Prcnt    SOURCE OF INFORMATION

  38    8.7    1. Police report
190   43.4    2. Interview
  16    3.7    3. Both police and interview (1980 cases only)
163   37.2    4. Match with BMCS
  30    6.8    5. Mail Survey
   1    0.2    9. None