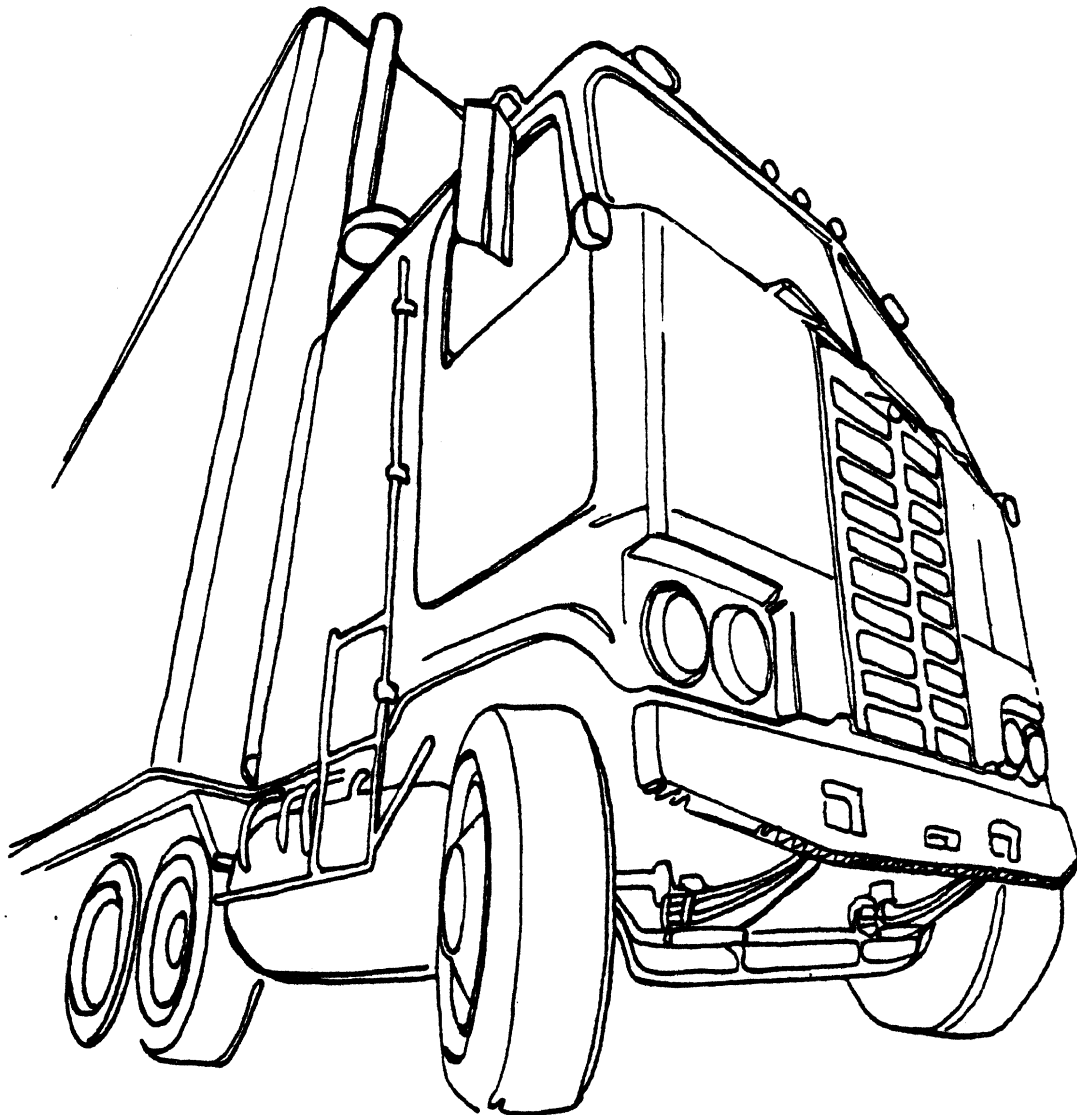# Trucks Involved in Fatal Accidents, 1982
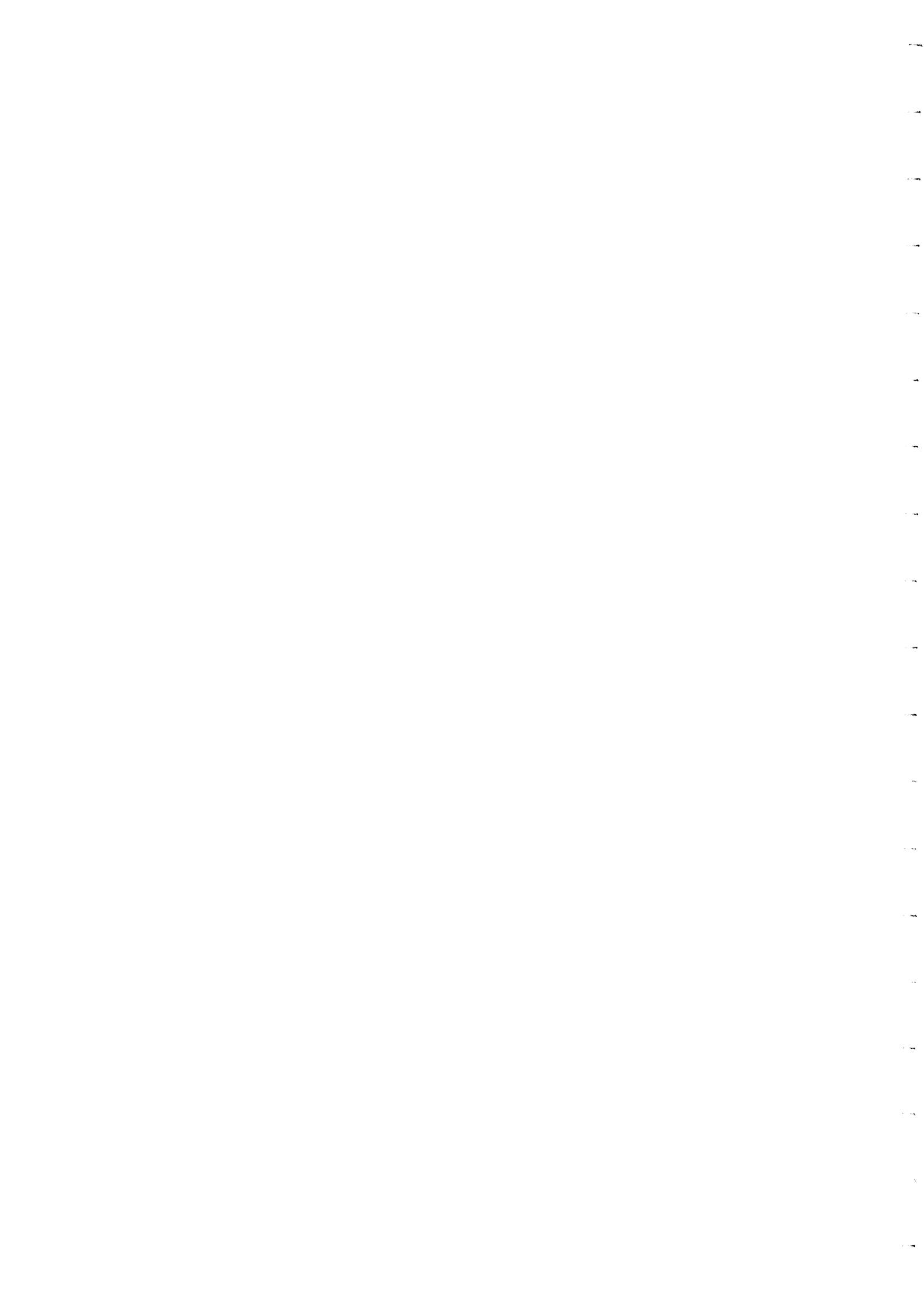
UMTRI Truck Study

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TRUCKS INVOLVED IN FATAL ACCIDENTS, 1982
(Version November 9, 1984)

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University of Michigan Transportation Research Institute
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16. Abstract

This report provides one-way frequencies for all the variables in UMTRI's file of Trucks Involved in Fatal Accidents, 1982. This file combines the coverage of the FARS data with the detail of the BMCS data. Where no BMCS report could be found for a 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, 87.7% of the FARS medium and heavy trucks were found to be correctly classified. The 4,718 vehicles found to be medium and heavy trucks were divided into 1,265 straight trucks and 3,434 tractors. Of the latter, 3,290 were combination vehicles.

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EXECUTIVE SUMMARY

The UMTRI dataset of Trucks Involved in Fatal Accidents, 1982, provides detailed descriptions of all medium and heavy trucks involved in a fatal accident in the continental United States, excluding Alaska, during 1982. In particular, it gives information on the vehicle and cargo that is not contained in the computerized data from the Fatal Accident Reporting System (FARS). The UMTRI file is 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.

Special attention was devoted to checking the FARS Body Type. In a large number of cases the FARS category was not confirmed. Thus, of the vehicles identified by FARS as medium or heavy trucks, 12.3 percent were incorrectly identified. Of these, 2.5 percent were determined to be either light trucks or inappropriate vehicles for FARS, and 9.7 percent were misclassified medium or heavy trucks. For example, of the 3261 FARS combination vehicles with a single trailer, 22 were not medium or heavy trucks, while a further 172 were determined to be some other type of medium or heavy truck. Another 217 vehicles, listed by FARS as some other kind of truck, were found to be combination vehicles with a single trailer. Finally, another 159 vehicles, identified by FARS as being light trucks, were found to be medium or heavy trucks.

Overall the UMTRI survey found that the power unit was a straight truck in 1265 cases, or 26.8 percent, of the 4718 medium and heavy trucks involved in fatal accidents in 1982, and that 3434 power units, or 72.8 percent, were tractors. A determination could not be made for 19 trucks or 0.4 percent. The straight trucks were further divided into 1259 trucks with no trailer (26.7 percent of all the medium and heavy trucks), 86 (1.8 percent) with a full trailer, 75 (1.6 percent) with some other kind of trailer, and 23 (0.5 percent) with other or unknown configurations. The tractors were divided into 134 (2.8 percent of the total) bobtails, 3140 (66.6 percent) tractors with a semi-trailer, 130 (2.8 percent) with a semi- and a full trailer, 17 (0.4 percent) with a single, non-semi-trailer, and 16 (0.3 percent) other or unknown.

The type of company operating the vehicle was also ascertained: 3280, or 69.5 percent, of the involved medium and heavy trucks were found to be operated by interstate carriers, and 1107 trucks, or 23.5 percent, by intrastate-only carriers. The rest, 331, or 7.0 percent, were either owned by some government entity, were used for daily rental, or were of unknown ownership. For-hire carriers accounted for 2416, or 51.2 percent, of the involved vehicles, private carriers for 2024, or 42.9 percent. ICC authorized carriers were operating 1814 or 38.4 percent of the involved vehicles.

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INTRODUCTION

Overview

This report documents the November 9, 1984, version of the Trucks Involved in Fatal Accidents, 1982, dataset. The report summarizes all the information in the computerized data file. This file describes all medium and heavy trucks that were involved in a fatal accident in the continental United States, excluding Alaska, during calendar year 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 "Jun2283" version of the Fatal Accident Reporting System (FARS) file for 1982 accidents, developed by the National Highway Traffic Safety Administration (NHTSA).

The dataset includes virtually all the variables from the public version of the FARS file--the accident variables, the vehicle variables (for the truck), and the occupant variables (for the driver of the 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 vehicle level; i.e., there is one record for each truck involved.

In addition to the variables from FARS (variables 1 through 326), there is a set of variables (numbers 1001 through 1097) that provide the more detailed description of the vehicle and its cargo 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, and "Body Type." This last divides medium and heavy trucks into straight trucks (with three weight categories and an unknown weight category), tractors and various kinds of unknown-type trucks. Another variable "Vehicle Trailering" indicates whether the truck was pulling any trailers, and, if so, whether it was pulling a single trailer or two or more trailers. However, 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.

This dataset is substantially similar in detail and coverage to the Trucks Involved in Fatal Accidents, 1981, file. There has, however, been some refinement of the variables and code values, and many variable numbers have changed.

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 1982 BMCS fatal cases were obtained by UMTRI in hard-copy form. They were then coded, keypunched, and built into a computerized file. 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.

There were 2025 BMCS cases for fatal accidents. Each of these could in theory be matched with one of the 4877 FARS cases in the original subset.[1] The results of the matching procedures are shown in the table below. Overall over 82 percent of the BMCS fatal subset were matched, but this meant completion of only 34 percent of the FARS cases.

COMPUTER AND HAND MATCHES BETWEEN 1982 FARS AND BMCS

Data Source	No. of Cases in Subset	Computer Matched		Hand Matched		Total Matched	
		N	%	N	%	N	%
FARS	4877	1158	23.7	517	10.6	1675	34.3
BMCS	2025	1158	57.2	517	25.5	1675	82.7

[1]The final dataset has 4718 cases, because 159 were deleted as "non-sample."

A system of data collection was set up to handle the remaining 66 percent of the 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. Variable 1085 documents the source of the information supplementing FARS, while variable 1084 shows whether an interview was made or not, and, if made, whether it was completed.

Interviews were completed for 2720 of the 3202 FARS cases not matched with BMCS, or 84.9 percent. Another 159 cases or 5.0 percent were determined to be "non-sample." Survey forms were mailed out for 323 or 10.1 percent of the unmatched cases, and completed forms were returned for 270 cases or 8.4 percent, resulting in a 83.6 percent response rate for the mailed forms. The remaining 53 cases or 1.7 percent were coded from the police accident report.

The combination of telephone interviews, mailings, and coding from police accident reports produced a completion rate of 95.4 percent (3025 cases) for the survey cases. Only 19 cases or 0.6 percent ended in refusal, and the remaining 158 cases or 4.9 percent were cases where we were unable to locate the owner, the driver, or some other informant. Even for these, unless no police report was available, some information was coded. Including the cases matched with BMCS yields an overall completion rate of 96.4 percent.

Number of Cases

The Jun2283 version of the 1982 FARS file has 4559 vehicles (excluding firetrucks) involved in fatal accidents in the continental United States, excluding Alaska, with a Body Type code of 70 through 78, i.e. a medium or heavy truck. 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 of this dataset.) The weight class code enabled UMTRI to select all the trucks designated by FARS as light which appeared from their VINs to be medium or heavy. Thus any vehicle with FARS Body Type of 40 and 41, 48 through 51, 53 through 69 or 99 that was also returned by the VINA program as having a weight class (variable 146) of 3 through 8, i.e greater than 10,000 pounds, (unless FARS listed it as a firetruck) was also included. This resulted in the selection of an additional 318 vehicles. 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 (Body Type 70) 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. In total, 159
vehicles, mostly light trucks, were deleted from the file as non-sample
vehicles.   This left a total of 4718 valid cases. Each distribution in
this report sums to these 4718 cases.[2]

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 1982 BMCS file built by UMTRI has been
subjected to special review for accuracy and consistency with other data
elements.   This is the Vehicle Combination Code (variable 1063 here,
variable 41 in the stand-alone BMCS file). All cases 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 cases 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 code. Other variables have been
corrected to conform to the new combination code when changes were made.

     All other modifications to the responses received are indicated in
variables 1088 through 1097. Also indicated there are deductions made
by the editors to fill in missing data elements. The numbers coded in
these variables are the question numbers on the interview form (see
Appendix).   Thus a "23" in variable 1090 indicates that the third item
corrected or derived for that particular case was the response to
question 23 on the interview form. There is no particular pattern to
the order in which such modifications are indicated. "Derivations" were
made when the editor was able to deduce a piece of information to fill
in something missing on the interview form. For example, a cargo weight
might have been estimated for a tanker trailer known to be carrying 8000
gallons of gasoline.

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.

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     [2]Variables 43, 137, and 223 are multiple response variables.   For
these variables, the tabulated frequencies sum to 4718 times the number
of responses indicated for the variable.

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.

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1982
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 VEHICLE FORMS	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		6
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		9
27	SPEED LIMIT	2	Numeric		10

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1982
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		10
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		13
37	CONSTRUCTION/MAINT ZONE	1	Numeric		14
38	EMS NOTIFIED - HOUR	2	Numeric		14
39	EMS NOTIFIED - MINUTE	2	Numeric		14
40	EMS ARRIVAL - HOUR	2	Numeric		14
41	EMS ARRIVAL - MINUTE	2	Numeric		15
42	SCHOOL BUS RELATED	1	Numeric		15
43	ACCIDENT RELATED FACTORS	2	Numeric	3	15
44	RAIL GRADE CROSSING ID	7	Alpha		16
45	NO OF FATALITIES IN ACC	2	Numeric		16
46	DAY OF WEEK	1	Numeric		16
47	NO OF DRINKING DRIVERS	1	Numeric		17

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1982
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		20
108	BODY TYPE	2	Numeric		22
109	MODEL YEAR	2	Numeric		23
110	VIN	10	Alpha		23
121	REGISTRATION STATE	2	Numeric		24
122	ROLLOVER	1	Numeric		25
123	JACKKNIFE	1	Numeric		25
124	TRAVEL SPEED	2	Numeric		26
125	HAZARDOUS CARGO	1	Numeric		26
126	VEHICLE TRAILERING	1	Numeric		26
127	SPECIAL USE	1	Numeric		26
128	EMERGENCY USE	1	Numeric		27
129	IMPACT POINT - INITIAL	2	Numeric		27
130	IMPACT POINT - PRINCIPAL	2	Numeric		28
131	EXTENT OF DEFORMATION	1	Numeric		28
132	VEHICLE ROLE	1	Numeric		28
133	MANNER OF LEAVING SCENE	1	Numeric		29
134	FIRE OCCURRENCE	1	Numeric		29
135	NO OF OCCUPANTS	2	Numeric		29
136	NO OF DEATHS IN VEH	2	Numeric		29
137	VEHICLE RELATED FACTORS	2	Numeric	2	30
138	VEHICLE MANEUVER	2	Numeric		30
139	MOST HARMFUL EVENT	2	Numeric		31

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1982
FARS VEHICLE VARIABLES

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
145	VIN TRUCK FUEL CODE	1	Numeric		32
146	VIN TRUCK WEIGHT CODE	1	Numeric		32
147	VIN TRUCK SERIES	3	Alpha		33
149	LENGTH OF VIN	2	Numeric		33
150	NO OF UNINJURED IN VEH	2	Numeric		33
151	NO OF C-INJURED IN VEH	2	Numeric		34
152	NO OF B-INJURED IN VEH	2	Numeric		34
153	NO OF A-INJURED IN VEH	2	Numeric		34
154	NO OF K-INJURED IN VEH	2	Numeric		34
155	NO OF UNK INJURED IN VEH	2	Numeric		35
206	DRIVER PRESENCE	1	Numeric		36
207	DRIVER DRINKING	1	Numeric		36
208	LICENSE STATE	2	Numeric		36
209	LICENSE CLASS COMPLIANCE	1	Numeric		37
210	LICENSE STATUS	1	Numeric		38
211	LICENSE RESTRICTIONS MET	1	Numeric		38
212	DRIVER TRAINING	1	Numeric		38
213	VIOLATIONS CHARGED	1	Numeric		39
214	NO OF PREV ACCIDENTS	2	Numeric		39
215	NO OF PREV SUSPENSIONS	2	Numeric		39
216	NO OF PREV DWI CONVICTNS	2	Numeric		40
217	NO OF PREV SPEEDING CONV	2	Numeric		40
218	NO OF PREV OTHER MV CONV	2	Numeric		40
219	LAST ACC/SUSPNSN - MONTH	2	Numeric		41
220	LAST ACC/SUSPNSN - YEAR	2	Numeric		41

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1982
FARS VEHICLE VARIABLES

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
221	1ST ACC/SUSPENSN - MONTH	2	Numeric		42
222	1ST ACC/SUSPENSN - YEAR	2	Numeric		42
223	DRIVER RELATED FACTORS	2	Numeric	3	42

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1982
FARS PERSON VARIABLES

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
305	PERSON NUMBER	2	Numeric		47
307	PERSON AGE	2	Numeric		47
308	PERSON SEX	1	Numeric		47
309	PERSON TYPE	1	Numeric		48
310	SEATING POSITION	2	Numeric		48
311	MANUAL RESTRAINT SYS	1	Numeric		48
312	AUTOMATIC RESTRAINT SYS	1	Numeric		48
314	EJECTION	1	Numeric		49
315	EXTRICATION	1	Numeric		49
316	ALCOHOL INVOLVEMENT	1	Numeric		49
317	ALCOHOL TEST RESULT	2	Numeric		49
318	INJURY SEVERITY	1	Numeric		50
319	TAKEN TO HOSPITAL	1	Numeric		50
320	DEATH DATE - MONTH	2	Numeric		50
321	DEATH DATE - DAY	2	Numeric		51
322	DEATH DATE - YEAR	2	Numeric		51
323	DEATH TIME - HOURS	2	Numeric		51
324	DEATH TIME - MINUTES	2	Numeric		52
325	LAG TIME ACC/DEATH - HRS	3	Numeric		52
326	LAG TIME ACC/DEATH - MIN	2	Numeric		52

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1982
BMCS and SURVEY VARIABLES

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
1001	BMCS ID	5	Numeric		53
1002	STATE OF CARRIER	2	Numeric		53
1003	AREA OF OPERATION	1	Numeric		54
1004	OPERATING AUTHORITY	1	Numeric		55
1005	CARRIER TYPE	1	Numeric		55
1006	OWNER OPERATOR	1	Numeric		55
1007	TRIP TYPE	1	Numeric		56
1009	DISTRICT TYPE	1	Numeric		56
1010	MONTH	2	Numeric		56
1011	DAY	2	Numeric		57
1012	HOUR	2	Numeric		57
1013	MINUTE	2	Numeric		58
1014	ACCIDENT TYPE	1	Numeric		58
1015	OTHER OBJECT INVOLVED	2	Numeric		58
1016	VEHICLE #1 ACTION	2	Numeric		59
1017	VEHICLE #2 ACTION	2	Numeric		59
1018	VEHICLE #3 ACTION	2	Numeric		60
1019	PRIMARY EVENT	1	Numeric		61
1020	ASSOC. ACCIDENT EVENT	1	Numeric		61
1021	DRIVER AGE	2	Numeric		61
1022	YEARS DRIVER EMPLOYED	2	Numeric		63
1023	HOURS DRIVING	2	Numeric		64
1024	SCHEDULED HOURS	2	Numeric		64
1025	DRIVER CONDITION	1	Numeric		65
1026	POWER UNIT TYPE	1	Numeric		65

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1982
BMCS and SURVEY VARIABLES

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
1027	STRT. TRUCK BODY STYLE	1	Numeric		65
1028	CAB STYLE	1	Numeric		66
1029	POWER UNIT YEAR	2	Numeric		66
1030	POWER UNIT NO. OF AXLES	1	Numeric		67
1031	POWER UNIT MAKE	2	Numeric		67
1032	POWER UNIT LENGTH	3	Numeric		68
1033	STRAIGHT TRUCK CARGO	2	Numeric		68
1034	STRT. TRUCK HAZ. CARGO	1	Numeric		69
1035	STRT. TRUCK CARGO WEIGHT	6	Numeric		69
1036	POWER UNIT EMPTY WEIGHT	6	Numeric		70
1037	1ST TRAILER TYPE	1	Numeric		70
1038	1ST TRAILER YEAR	2	Numeric		70
1039	1ST TRAILER NO. OF AXLES	2	Numeric		71
1040	1ST TRAILER BODY	1	Numeric		71
1041	1ST TRAILER CARGO	2	Numeric		72
1042	1ST TRAILER HAZ. CARGO	1	Numeric		72
1043	1ST TRAILER CARGO WEIGHT	6	Numeric		73
1044	1ST TRAILER EMPTY WEIGHT	6	Numeric		73
1045	1ST TRAILER LENGTH	3	Numeric		73
1046	2ND TRAILER TYPE	1	Numeric		75
1047	2ND TRAILER YEAR	2	Numeric		75
1048	2ND TRAILER NO. OF AXLES	2	Numeric		76
1049	2ND TRAILER BODY	1	Numeric		76
1050	2ND TRAILER CARGO	2	Numeric		76
1051	2ND TRAILER HAZ. CARGO	1	Numeric		77

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1982
BMCS and SURVEY VARIABLES

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
1052	2ND TRAILER CARGO WEIGHT	6	Numeric		77
1053	2ND TRAILER EMPTY WEIGHT	6	Numeric		78
1054	2ND TRAILER LENGTH	3	Numeric		78
1055	3RD TRAILER TYPE	1	Numeric		79
1056	3RD TRAILER NO. OF AXLES	2	Numeric		79
1057	3RD TRAILER BODY	1	Numeric		79
1058	3RD TRAILER CARGO	2	Numeric		80
1059	3RD TRAILER HAZ. CARGO	1	Numeric		80
1060	3RD TRAILER CARGO WEIGHT	6	Numeric		81
1061	3RD TRAILER EMPTY WEIGHT	6	Numeric		81
1062	3RD TRAILER LENGTH	3	Numeric		81
1063	VEHICLE COMBINATION CODE	2	Numeric		82
1064	NO. OF TRAILERS	1	Numeric		82
1065	TOTAL LENGTH	3	Numeric		82
1066	TOTAL WIDTH	2	Numeric		83
1067	TOTAL CARGO WEIGHT	6	Numeric		83
1068	GROSS WEIGHT	6	Numeric		83
1069	EMPTY COMBINATION WEIGHT	6	Numeric		84
1070	FUEL TYPE	1	Numeric		84
1071	HAZ. MAT. IN CARGO	1	Numeric		84
1072	DRIVER KILLED	1	Numeric		84
1073	DRIVER INJURED	1	Numeric		85
1074	TOTAL KILLED IN VEHICLE	2	Numeric		85
1075	TOTAL INJURED IN VEHICLE	2	Numeric		85
1076	TOTAL KILLED IN ACCIDENT	2	Numeric		86

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1982
BMCS and SURVEY VARIABLES

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
1077	TOT. INJURED IN ACCIDENT	2	Numeric		86
1078	WEATHER	1	Numeric		87
1079	LIGHT CONDITION	1	Numeric		87
1080	ROAD SURFACE CONDITION	1	Numeric		87
1081	NUMBER OF LANES	1	Numeric		88
1082	HIGHWAY TYPE	1	Numeric		88
1083	CARGO (BMCS)	2	Numeric		88
1084	INTERVIEW STATUS	1	Numeric		89
1085	SOURCE OF INFORMATION	1	Numeric		89
1088	1ST QUESTION DERIVED	2	Numeric		90
1089	2ND QUESTION DERIVED	2	Numeric		90
1090	3RD QUESTION DERIVED	2	Numeric		91
1091	4TH QUESTION DERIVED	2	Numeric		91
1092	5TH QUESTION DERIVED	2	Numeric		92
1093	6TH QUESTION DERIVED	2	Numeric		92
1094	7TH QUESTION DERIVED	2	Numeric		92
1095	8TH QUESTION DERIVED	2	Numeric		93
1096	9TH QUESTION DERIVED	2	Numeric		93
1097	10TH QUESTION DERIVED	2	Numeric		93

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┌────────────────────────────────────────────────────────────┐
│                    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
116	2.5	01. Alabama
0	0.0	02. Alaska
64	1.4	04. Arizona
93	2.0	05. Arkansas
348	7.4	06. California
61	1.3	08. Colorado
54	1.1	09. Connecticut
16	0.3	10. Delaware
0	0.0	11. District of Columbia
238	5.0	12. Florida
150	3.2	13. Georgia
0	0.0	15. Hawaii
31	0.7	16. Idaho
158	3.3	17. Illinois
136	2.9	18. Indiana
74	1.6	19. Iowa
81	1.7	20. Kansas
96	2.0	21. Kentucky
131	2.8	22. Louisiana
15	0.3	23. Maine
88	1.9	24. Maryland
46	1.0	25. Massachusetts
102	2.2	26. Michigan
69	1.5	27. Minnesota
100	2.1	28. Mississippi
109	2.3	29. Missouri
44	0.9	30. Montana
55	1.2	31. Nebraska
18	0.4	32. Nevada
13	0.3	33. New Hampshire
98	2.1	34. New Jersey
62	1.3	35. New Mexico
193	4.1	36. New York
139	2.9	37. North Carolina
20	0.4	38. North Dakota
167	3.5	39. Ohio
172	3.6	40. Oklahoma
42	0.9	41. Oregon
221	4.7	42. Pennsylvania

FREQ	Prcnt	Var 1 CASE STATE
0	0.0	43. Puerto Rico
2	0.0	44. Rhode Island
74	1.6	45. South Carolina
20	0.4	46. South Dakota
129	2.7	47. Tennessee
527	11.2	48. Texas
39	0.8	49. Utah
9	0.2	50. Vermont
85	1.8	51. Virginia
58	1.2	53. Washington
43	0.9	54. West Virginia
81	1.7	55. Wisconsin
31	0.7	56. Wyoming

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

FREQ	Prcnt	CASE NUMBER ASSIGNED WITHIN STATES
6	0.1	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
3156	66.9	0000. Not applicable
0	0.0	0001.
		- . GSA code
0	0.0	9996.
48	1.0	9997. Other
1	0.0	9999. Unknown

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

FREQ	Prcnt	COUNTY -GSA GEOGRAPHIC LOCATION CODE
87	1.8	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
357	7.6	01. January
344	7.3	02. February
391	8.3	03. March
382	8.1	04. April
360	7.6	05. May
376	8.0	06. June
433	9.2	07. July
442	9.4	08. August
420	8.9	09. September
434	9.2	10. October
400	8.5	11. November
379	8.0	12. December

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

FREQ	Prcnt	ACCIDENT DATE - DAY
168	3.6	01.
		- . Day of month
66	1.4	31.

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

FREQ	Prcnt	ACCIDENT DATE - YEAR
4718	100.0	82. 1982

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

FREQ	Prcnt	ACCIDENT TIME - HOUR
177	3.8	00. 12:01 am - 12:59 am
159	3.4	01. 1:00 am - 1:59 am
179	3.8	02. 2:00 am - 2:59 am
133	2.8	03. 3:00 am - 3:59 am
135	2.9	04. 4:00 am - 4:59 am
156	3.3	05. 5:00 am - 5:59 am
171	3.6	06. 6:00 am - 6:59 am
188	4.0	07. 7:00 am - 7:59 am

FREQ	Prcnt	Var 10 ACCIDENT TIME - HOUR
170	3.6	08. 8:00 am - 8:59 am
238	5.0	09. 9:00 am - 9:59 am
244	5.2	10. 10:00 am - 10:59 am
246	5.2	11. 11:00 am - 11:59 am
250	5.3	12. 12:00 pm - 12:59 pm
266	5.6	13. 1:00 pm - 1:59 pm
290	6.1	14. 2:00 pm - 2:59 pm
291	6.2	15. 3:00 pm - 3:59 pm
232	4.9	16. 4:00 pm - 4:59 pm
222	4.7	17. 5:00 pm - 5:59 pm
198	4.2	18. 6:00 pm - 6:59 pm
151	3.2	19. 7:00 pm - 7:59 pm
142	3.0	20. 8:00 pm - 8:59 pm
157	3.3	21. 9:00 pm - 9:59 pm
161	3.4	22. 10:00 pm - 10:59 pm
147	3.1	23. 11:00 pm - 11:59 pm
8	0.2	24. 12:00 midnight
7	0.1	99. Unknown

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

FREQ	Prcnt	ACCIDENT TIME - MINUTE
494	10.5	00.
		- . Minute
12	0.3	59.
229	4.9	99. Unknown

Variable 12	**NO OF VEHICLE FORMS**	MD1:	99	Field Width:	2
		MD2:	None	Type:	Numeric

FREQ	Prcnt	NO OF VEHICLE FORMS SUBMITTED
1033	21.9	01. 1 form
3104	65.8	02. 2 forms
430	9.1	03. 3 forms
91	1.9	04. 4 forms
32	0.7	05. 5 forms
2	0.0	06. 6 forms
9	0.2	07. 7 forms
3	0.1	09. 9 forms
7	0.1	11. 11 forms
3	0.1	12. 12 forms
4	0.1	16. 16 forms

Variable   13   NO OF PERSON FORMS   MD1:   None   Field Width: 2

MD2:   None   Type: Numeric

FREQ	Prcnt	NO OF PERSON FORMS SUBMITTED
426	9.0	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
1419	30.1	1. Urban area
3249	68.9	2. Rural area
50	1.1	9. Unknown

Variable   15   ROADWAY FUNCTION CLASS   MD1:   9   Field Width: 1

MD2:   None   Type: Numeric

FREQ	Prcnt	ROADWAY FUNCTION CLASS
957	20.3	1. Principal arterial - interstate
120	2.5	2. Principal arterial - other urban freeway or expressway
1639	34.7	3. Principal arterial - other
967	20.5	4. Minor arterial
90	1.9	5. Urban collector
540	11.4	6. Major rural collector
84	1.8	7. Minor rural collector
261	5.5	8. Local road or street
60	1.3	9. Unknown

Variable   16   FEDERAL AID SYSTEM   MD1:   9   Field Width: 1

MD2:   None   Type: Numeric

FREQ	Prcnt	TA-1 CLASS - FHWA CLASSIFICATION
956	20.3	1. Interstate
2322	49.2	2. Other Federal Aid primary
493	10.4	3. Federal Aid secondary
347	7.4	4. Federal Aid urban arterial
78	1.7	5. Federal Aid urban collector
54	1.1	6. Non-Federal Aid arterial
154	3.3	7. Non-Federal Aid collector
261	5.5	8. Non-Federal Aid local

FREQ Prcnt   Var 16   FEDERAL AID SYSTEM

  53   1.1   9. Unknown

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

FREQ Prcnt   CLASS TRAFFICWAY

971	20.6	1. Interstate
1343	28.5	2. Other U.S. route
1579	33.5	3. Other state route
362	7.7	4. County road
386	8.2	5. Local street
1	0.0	6.
70	1.5	8. Other
6	0.1	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 |

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

4682	99.2	0. No special jurisdiction
4	0.1	1. National Park Service
1	0.0	2. Military
25	0.5	3. Indian reservation

FREQ Prcnt   Var 20 SPECIAL JURISDICTION

FREQ	Prcnt	
2	0.0	4. College/university campus
3	0.1	5. Other federal properties
1	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	
242	5.1	01. Overturn
2	0.0	02. Fire/explosion
0	0.0	03. Immersion
0	0.0	04. Gas inhalation
25	0.5	05. Fell from vehicle
1	0.0	06. Injured in vehicle
16	0.3	07. Other non-collision

Collision With Object Not Fixed

FREQ	Prcnt	
385	8.2	08. Pedestrian
66	1.4	09. Pedalcycle
29	0.6	10. Railway train
17	0.4	11. Animal
3459	73.3	12. Motor vehicle in transport
44	0.9	13. Motor vehicle in transport in other roadway
52	1.1	14. Parked motor vehicle
1	0.0	15. Other type non-motorist
2	0.0	16. Thrown or falling object
2	0.0	17. Boulder
8	0.2	18. Other object (not fixed)

Collision With Fixed Object

FREQ	Prcnt	
4	0.1	19. Building
2	0.0	20. Impact attenuator/crash cushion
16	0.3	21. Bridge pier or abutment
3	0.1	22. Bridge parapet end
32	0.7	23. Bridge rail
122	2.6	24. Guardrail
5	0.1	25. Concrete traffic barrier
10	0.2	26. Other longitudinal barrier type
9	0.2	27. Highway/traffic sign post
0	0.0	28. Overhead sign support
1	0.0	29. Luminaire/light support
13	0.3	30. Utility pole
11	0.2	31. Other post, pole or supports

FREQ Prcnt   Var 21 FIRST HARMFUL EVENT

FREQ	Prcnt	
12	0.3	32. Culvert
8	0.2	33. Curb
24	0.5	34. Ditch
16	0.3	35. Embankment - earth
8	0.2	36. Embankment - rock, stone or concrete
16	0.3	37. Embankment - material type unknown
9	0.2	38. Fence
7	0.1	39. Wall
1	0.0	40. Fire hydrant
1	0.0	41. Shrubbery
27	0.6	42. Tree
10	0.2	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

FREQ	Prcnt	
1220	25.9	0. Not a collision with a vehicle in transport
804	17.0	1. Rear-end
937	19.9	2. Head-on
4	0.1	3. Rear-to-rear
1498	31.8	4. Angle
123	2.6	5. Sideswipe - same direction
125	2.6	6. Sideswipe - opposite direction
7	0.1	9. Unknown

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

FREQ Prcnt   RELATION TO JUNCTION

FREQ	Prcnt	
3078	65.2	1. Non-junction
1151	24.4	2. Intersection
107	2.3	3. Intersection related
62	1.3	4. Interchange area
223	4.7	5. Driveway, alley, access, etc.
45	1.0	6. Entrance/exit ramp
31	0.7	7. Rail grade crossing
16	0.3	8. In crossover
5	0.1	9. Unknown

Variable   24   **RELATION TO ROADWAY**   MD1:   9   Field Width: 1

                                             MD2:   None   Type: Numeric

FREQ Prcnt   RELATION TO ROADWAY

4033	85.5	1. On roadway
171	3.6	2. Shoulder
72	1.5	3. Median
300	6.4	4. Roadside
57	1.2	5. Outside right-of-way
76	1.6	6. Off roadway - location unknown
3	0.1	7. In parking lane
3	0.1	8. Gore
3	0.1	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

2984	63.2	1. Not physically divided (two way trafficway)
1268	26.9	2. Divided highway, median strip (without traffic barrier)
360	7.6	3. Divided highway, median strip (with traffic barrier)
81	1.7	4. One way trafficway
25	0.5	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

27	0.6	1. 1 lane
3611	76.5	2. 2 lanes
303	6.4	3. 3 lanes
602	12.8	4. 4 lanes
94	2.0	5. 5 lanes
39	0.8	6. 6 lanes

FREQ Prcnt   Var 26   NO OF TRAVEL LANES

      7   0.1   7. 7 or more lanes
     35   0.7   9. Unknown

Variable   27   **SPEED LIMIT**   MD1:   99   Field Width: 2
                                              MD2:   None   Type: Numeric

FREQ Prcnt   SPEED LIMIT

      7   0.1   00. No statutory limit
      0   0.0   05. 5 mph
      0   0.0   10. 10 mph
      7   0.1   15. 15 mph
     12   0.3   20. 20 mph
    120   2.5   25. 25 mph
    172   3.6   30. 30 mph
    231   4.9   35. 35 mph
    191   4.0   40. 40 mph
    323   6.8   45. 45 mph
    298   6.3   50. 50 mph
   3169 67.2   55. 55 mph
      0   0.0   65. 65 mph
    188   4.0   99. Unknown

Variable   28   **ROADWAY ALIGNMENT**   MD1:   9   Field Width: 1
                                              MD2:   None   Type: Numeric

FREQ Prcnt   ROADWAY ALIGNMENT

   3795 80.4   1. Straight
    915 19.4   2. Curve
      8   0.2   9. Unknown

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

FREQ Prcnt   ROADWAY PROFILE

   3329 70.6   1. Level
   1241 26.3   2. Grade
     78   1.7   3. Hillcrest
     10   0.2   4. Sag
     60   1.3   9. Unknown

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

FREQ	Prcnt	ROADWAY SURFACE TYPE
832	17.6	1. Concrete
3697	78.4	2. Blacktop or bituminous
4	0.1	3. Brick or block
34	0.7	4. Slag, gravel or stone
15	0.3	5. Dirt
7	0.1	8. Other
129	2.7	9. Unknown

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

FREQ	Prcnt	ROADWY SURFACE CONDITION
3671	77.8	1. Dry
756	16.0	2. Wet
156	3.3	3. Snow or slush
123	2.6	4. Ice
1	0.0	5. Sand, dirt, oil
2	0.0	8. Other
9	0.2	9. Unknown

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

FREQ	Prcnt	TRAFFIC CONTROL DEVICE
3514	74.5	00. No controls

Not At Railroad Grade Crossing

FREQ	Prcnt	Highway traffic signals
42	0.9	01. Traffic control signal (on colors) without pedestrian signal
17	0.4	02. Traffic control (on colors) with pedestrian signal
241	5.1	03. Traffic control signal (on colors) not known whether or not pedestrian signal
55	1.2	04. Flashing traffic control signal
11	0.2	05. Flashing beacon
16	0.3	06. Flashing highway traffic signal, type unknown or other than traffic control or beacon
8	0.2	07. Lane use control signal
2	0.0	08. Other highway traffic signal
10	0.2	09. Unknown highway traffic signal

FREQ Prcnt   Var 32   TRAFFIC CONTROL DEVICE

                 Regulatory signs
548   11.6   20. Stop sign
 42   0.9   21. Yield sign
 48   1.0   28. Other regulatory sign
  4   0.1   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
 97   2.1   40. Warning sign

                 Miscellaneous
 11   0.2   50. Officer, crossing guard, flagman, etc.

                 At Railroad Grade Crossing

                 Active devices
  0   0.0   60. Gates
 10   0.2   61. Flashing lights
  1   0.0   62. Traffic control signal
  0   0.0   63. Wigwags
  0   0.0   64. Bells
  0   0.0   68. Other train activated device
  1   0.0   69. Active device, type unknown

                 Passive devices
 11   0.2   70. Cross bucks
  4   0.1   71. Stop sign
  1   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

                 Miscellaneous devices
  3   0.1   80. Grade crossing controlled, type unknown

                 Whether Or Not At Railroad Grade Crossing

 15   0.3   98. Other
  6   0.1   99. Unknown

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

FREQ	Prcnt	TRAFFIC CONTROL FUNCTIONING
3640	77.2	0. No controls
6	0.1	1. Device not functioning
8	0.2	2. Device functioning - functioning improperly
1027	21.8	3. Device functioning properly
37	0.8	9. Unknown

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

FREQ	Prcnt	HIT AND RUN
4668	98.9	0. No hit and run
30	0.6	1. Hit motor vehicle in transport
19	0.4	2. Hit pedestrian or non-motorist
1	0.0	3. Hit parked vehicle or object

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

FREQ	Prcnt	LIGHT CONDITION
2733	57.9	1. Daylight
1438	30.5	2. Dark
368	7.8	3. Dark but lighted
112	2.4	4. Dawn
64	1.4	5. Dusk
3	0.1	9. Unknown

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

FREQ	Prcnt	ATMOSPHERIC CONDITIONS
3852	81.6	1. No adverse atmospheric conditions
518	11.0	2. Rain
24	0.5	3. Sleet
144	3.1	4. Snow
118	2.5	5. Fog
22	0.5	6. Rain and fog
2	0.0	7. Sleet and fog
30	0.6	8. Other (smog, smoke, blowing sand, or dust)
8	0.2	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

4599 97.5   0. None
  83   1.8   1. Construction
  25   0.5   2. Maintenance
   2   0.0   3. Utility
   9   0.2   4. Work zone, type unknown

Variable   38   EMS NOTIFIED - HOUR   MD1:   99   Field Width: 2

────────────────────────────────   MD2:   None   Type: Numeric

FREQ Prcnt   EMS NOTIFIED - HOUR

 406   8.6   00. Not notified or 12:01-12:59 am
  74   1.6   01.
               - . Hour
   6   0.1   24.
2324 49.3   99. Unknown

Variable   39   EMS NOTIFIED - MINUTE   MD1:   99   Field Width: 2

────────────────────────────────   MD2:   None   Type: Numeric

FREQ Prcnt   EMS NOTIFIED - MINUTE

 417   8.8   00. Not notified or on hour
  18   0.4   01.
               - . Minute
  18   0.4   59.
2324 49.3   99. Unknown

Variable   40   EMS ARRIVAL - HOUR   MD1:   99   Field Width: 2

────────────────────────────────   MD2:   None   Type: Numeric

FREQ Prcnt   EMS ARRIVAL - HOUR

 407   8.6   00. Not notified or 12:01-12:59 am
  78   1.7   01.
               - . Hour
   3   0.1   24.

FREQ Prcnt   Var 40 EMS ARRIVAL - HOUR

2129 45.1   99. Unknown

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

FREQ Prcnt   EMS ARRIVAL - MINUTE

426	9.0	00. Not notified or on hour
10	0.2	01.
		- . Minute
22	0.5	59.
2162	45.8	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

4705	99.7	0. No
13	0.3	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

14036	99.2	00. None
10	0.1	01. Inadequate warning of exits, lanes narrowing, traffic controls, etc.
12	0.1	02. Shoulder related
6	0.0	03. Other construction created condition
5	0.0	04. No (or obscured) pavement marking
6	0.0	05. Surface underwater
15	0.1	06. Inadequate construction or poor design of roadway, bridge, etc.
1	0.0	07. Surface washed out (caved in, road slippage)

Special circumstances

FREQ Prcnt   Var 43 ACCIDENT RELATED FACTORS

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
63	0.4	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
9999999Z.
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

0	0.0	00. 0 killed
4061	86.1	01. 1 killed
503	10.7	02. 2 killed
101	2.1	03. 3 killed
32	0.7	04. 4 killed
13	0.3	05. 5 killed
3	0.1	06. 6 killed
4	0.1	07. 7 killed
0	0.0	08. 8 killed
0	0.0	09. 9 killed
1	0.0	10. 10 killed

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

FREQ Prcnt   DAY OF WEEK

286	6.1	1. Sunday
711	15.1	2. Monday
810	17.2	3. Tuesday
783	16.6	4. Wednesday
814	17.3	5. Thursday

FREQ Prcnt   Var 46 DAY OF WEEK

847 18.0   6. Friday
467   9.9   7. Saturday

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

FREQ Prcnt   NO OF DRINKING DRIVERS

3998 84.7   ˙0. 0 drivers
 685 14.5   1. 1 driver
  32   0.7   2. 2 drivers
   3   0.1   3. 3 drivers
   0   0.0   4. 4 drivers

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1982
FARS ACCIDENT VARIABLES

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┌─────────────────────────────────────────────────────────────────┐
│                     The VEHICLE Variables                         │
│                                                                   │
│     Variables 104 through 223 are the FARS variables that        │
│  describe the vehicle (i.e., the truck).  FARS includes some     │
│  variables that are descriptive of the driver among the vehicle  │
│  variables.  These are variables 206 through 223.                │
└─────────────────────────────────────────────────────────────────┘
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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)
2555	54.2	01. Vehicle #1
1952	41.4	02. Vehicle #2
165	3.5	03. Vehicle #3
28	0.6	04. Vehicle #4
5	0.1	05. Vehicle #5
		- .
0	0.0	99. Vehicle #99

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

FREQ	Prcnt	VEHICLE MAKE
4	0.1	03. AM General
27	0.6	07. Dodge
606	12.8	12. Ford
247	5.2	20. Chevrolet
452	9.6	23. GMC
15	0.3	42. Mercedes Benz
4	0.1	51. Volvo
16	0.3	80. Brockway
25	0.5	81. Diamond Reo
385	8.2	82. Freightliner
2	0.0	83. FWD
934	19.8	84. International
465	9.9	85. Kenworth
577	12.2	86. Mack
337	7.1	87. Peterbilt
286	6.1	88. White
84	1.8	95. Other truck or bus
252	5.3	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1982
FARS VEHICLE VARIABLES

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

FREQ	Prcnt	VEHICLE MAKE-MODEL
2	0.0	0388. AM General other (truck)
2	0.0	0389. AM General unknown (truck)
1	0.0	0773. Dodge D, W-Series Pickup
10	0.2	0781. Dodge medium/heavy: CBE
8	0.2	0782. Dodge medium/heavy: COE low entry
1	0.0	0783. Dodge medium/heavy: COE high entry
3	0.1	0784. Dodge medium/heavy: unknown engine location
4	0.1	0789. Dodge unknown (truck)
1	0.0	1273. Ford F-Series Pickup
2	0.0	1274. Ford Van
4	0.1	1275. Ford Van derivative
424	9.0	1281. Ford medium/heavy: CBE
37	0.8	1282. Ford medium/heavy: COE low entry
83	1.8	1283. Ford medium/heavy: COE high entry
37	0.8	1284. Ford medium/heavy: unknown engine location
2	0.0	1288. Ford other (truck)
13	0.3	1289. Ford unknown (truck)
3	0.1	1290. Ford medium/heavy: COE, entry position unknown
3	0.1	2073. Chevrolet C, K-Series pickup
5	0.1	2075. Chevrolet Van derivative
193	4.1	2081. Chevrolet medium/heavy: CBE
4	0.1	2082. Chevrolet medium/heavy: COE low entry
6	0.1	2083. Chevrolet medium/heavy: COE high entry
25	0.5	2084. Chevrolet medium/heavy: unknown engine location
2	0.0	2088. Chevrolet other (truck)
9	0.2	2089. Chevrolet unknown (truck)
1	0.0	2373. GMC C, K-Series Pickup
1	0.0	2375. GMC Van derivatives
232	4.9	2381. GMC medium/heavy: CBE
6	0.1	2382. GMC medium/heavy: COE low entry
151	3.2	2383. GMC medium/heavy: COE high entry
43	0.9	2384. GMC medium/heavy: unknown engine location
1	0.0	2388. GMC other (truck)
14	0.3	2389. GMC unknown (truck)
3	0.1	2390. GMC medium/heavy: COE, entry position unknown
2	0.0	4284. Mercedes Benz medium/heavy: unknown engine location
13	0.3	4299. Mercedes Benz unknown (automobile)
2	0.0	5184. Volvo medium/heavy: unknown engine location
2	0.0	5189. Volvo unknown (truck)
1	0.0	8080. Brockway motor home
1	0.0	8083. Brockway medium/heavy: COE high entry
11	0.2	8084. Brockway medium/heavy: unknown engine location
3	0.1	8089. Brockway unknown (truck)
14	0.3	8181. Diamond Reo medium/heavy: CBE
1	0.0	8183. Diamond Reo medium/heavy: COE high entry
8	0.2	8184. Diamond Reo medium/heavy: unknown engine location
1	0.0	8188. Diamond Reo other (truck)

FREQ	Prcnt	Var 107 VEHICLE MAKE-MODEL
1	0.0	8189. Diamond Reo unknown (truck)
32	0.7	8281. Freightliner medium/heavy: CBE
9	0.2	8282. Freightliner medium/heavy: COE low entry
43	0.9	8283. Freightliner medium/heavy: COE high entry
176	3.7	8284. Freightliner medium/heavy: unknown engine location
3	0.1	8288. Freightliner other (truck)
95	2.0	8289. Freightliner unknown (truck)
27	0.6	8290. Freightliner medium/heavy: COE, entry position unknown
1	0.0	8383. FWD medium heavy: COE high entry
1	0.0	8384. FWD medium heavy: unknown engine location
1	0.0	8473. International Pickup/Panel
1	0.0	8475. International Multistop
1	0.0	8478. International other (light truck)
22	0.5	8481. International medium/heavy: CBE
2	0.0	8482. International medium/heavy: COE low entry
3	0.1	8483. International medium/heavy: COE high entry
97	2.1	8484. International medium/heavy: unknown engine location
2	0.0	8488. International other (truck)
43	0.9	8489. International unknown (truck)
762	16.2	8499.
31	0.7	8581. Kenworth medium/heavy: CBE
3	0.1	8582. Kenworth medium/heavy: COE low entry
11	0.2	8583. Kenworth medium/heavy: COE high entry
251	5.3	8584. Kenworth medium/heavy: unknown engine location
1	0.0	8585. Kenworth bus
7	0.1	8588. Kenworth other (truck)
94	2.0	8589. Kenworth unknown (truck)
15	0.3	8590. Kenworth medium/heavy: COE, entry position unknown
52	1.1	8599.
1	0.0	8680. Mack motor home
27	0.6	8681. Mack medium/heavy: CBE
1	0.0	8682. Mack medium/heavy: COE low entry
8	0.2	8683. Mack medium/heavy: COE high entry
363	7.7	8684. Mack medium/heavy: unknown engine location
3	0.1	8686. Mack bus: flat front, front engine
4	0.1	8688. Mack other (truck)
96	2.0	8689. Mack unknown (truck)
11	0.2	8690. Mack medium/heavy: COE, entry position unknown
63	1.3	8699.
13	0.3	8781. Peterbilt medium/heavy: CBE
1	0.0	8782. Peterbilt medium/heavy: COE low entry
7	0.1	8783. Peterbilt medium/heavy: COE high entry
174	3.7	8784. Peterbilt medium/heavy: unknown engine location
4	0.1	8788. Peterbilt other (truck)
91	1.9	8789. Peterbilt unknown (truck)
9	0.2	8790. Peterbilt medium/heavy: COE, entry position unknown
38	0.8	8799.

FREQ	Prcnt	Var 107 VEHICLE MAKE-MODEL
4	0.1	8881. White medium/heavy: CBE
3	0.1	8882. White medium/heavy: COE low entry
7	0.1	8883. White medium/heavy: COE high entry
173	3.7	8884. White medium/heavy: unknown engine location
1	0.0	8887. White bus: flat front, rear engine
1	0.0	8888. White other (truck)
78	1.7	8889. White unknown (truck)
6	0.1	8890. White medium/heavy: COE, entry position unknown
13	0.3	8899.
38	0.8	9501. Other (truck or bus) Autocar
1	0.0	9502. Other (truck or bus) Auto-Union-DKW
1	0.0	9503. Other (truck or bus) Divco
13	0.3	9504. Other (truck or bus) Western Star
26	0.6	9588. Other (truck or bus) other (truck)
5	0.1	9597. Other (truck or bus) other vehicle
252	5.3	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)
21	0.4	40. Van (includes VW bus, Vanagon, Kombi, Beauville, Chateau, Club Wagon, Sportsman; excludes moving van)
12	0.3	41. Van-commercial cutaway (includes box van, multi-stop, parcel, van pickups, GWVR < 10,001 step-van)
1	0.0	48. Other van type
2	0.0	49. Unknown van type
		Light Conventional Truck (GVWR <10,001 lbs)
70	1.5	50. Pickup (includes open box and caps)
3	0.1	51. Pickup with slide-in camper
28	0.6	53. Cab chassis based (includes light stake, light dump, light tow, rescue vehicles)
2	0.0	54. Truck based panel
1	0.0	58. Other light conventional truck (includes stretched suburban limousine)
9	0.2	59. Unknown light conventional truck
10	0.2	69. Unknown light truck (van based or conventional)
		Medium/Heavy Truck (GVWR >10,000lbs)
188	4.0	70. Single unit straight truck (10,000<GVWR<19,500) (includes step vans)
149	3.2	71. Single unit straight truck (19,500<GVWR<26,001)
267	5.7	72. Single unit straight truck (GVWR>26,000)
3524	74.7	74. Truck-tractor

FREQ	Prcnt	Var 108 BODY TYPE
41	0.9	75. Unknown medium truck (10,000<GVWR<26,001)
75	1.6	76. Unknown heavy truck (GVWR>26,000)
198	4.2	78. Single unit straight truck (GVWR unknown)
111	2.4	79. Unknown truck type (light, medium, or heavy)
6	0.1	99. Unknown body type

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

FREQ	Prcnt	MODEL YEAR
0	0.0	00.
		- .
48	1.0	66. 1966
43	0.9	67. 1967
56	1.2	68. 1968
89	1.9	69. 1969
112	2.4	70. 1970
100	2.1	71. 1971
217	4.6	72. 1972
318	6.7	73. 1973
307	6.5	74. 1974
263	5.6	75. 1975
241	5.1	76. 1976
472	10.0	77. 1977
524	11.1	78. 1978
686	14.5	79. 1979
523	11.1	80. 1980
386	8.2	81. 1981
180	3.8	82. 1982
5	0.1	83. 1983
42	0.9	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	REGISTRATION STATE
4	0.1	00. Not applicable
116	2.5	01. Alabama
0	0.0	02. Alaska
40	0.8	04. Arizona
96	2.0	05. Arkansas
311	6.6	06. California
43	0.9	08. Colorado
27	0.6	09. Connecticut
31	0.7	10. Delaware
3	0.1	11. District of Columbia
247	5.2	12. Florida
158	3.3	13. Georgia
0	0.0	15. Hawaii
20	0.4	16. Idaho
143	3.0	17. Illinois
130	2.8	18. Indiana
84	1.8	19. Iowa
77	1.6	20. Kansas
52	1.1	21. Kentucky
123	2.6	22. Louisiana
21	0.4	23. Maine
50	1.1	24. Maryland
35	0.7	25. Massachusetts
103	2.2	26. Michigan
85	1.8	27. Minnesota
71	1.5	28. Mississippi
66	1.4	29. Missouri
43	0.9	30. Montana
66	1.4	31. Nebraska
28	0.6	32. Nevada
17	0.4	33. New Hampshire
129	2.7	34. New Jersey
38	0.8	35. New Mexico
152	3.2	36. New York
168	3.6	37. North Carolina
23	0.5	38. North Dakota
168	3.6	39. Ohio
175	3.7	40. Oklahoma
62	1.3	41. Oregon
161	3.4	42. Pennsylvania
0	0.0	43. Puerto Rico
2	0.0	44. Rhode Island
73	1.5	45. South Carolina
27	0.6	46. South Dakota
83	1.8	47. Tennessee
468	9.9	48. Texas
46	1.0	49. Utah
14	0.3	50. Vermont

FREQ Prcnt   Var 121 REGISTRATION STATE

79	1.7	51. Virginia
52	1.1	53. Washington
34	0.7	54. West Virginia
71	1.5	55. Wisconsin
24	0.5	56. Wyoming
40	0.8	92. No registration
85	1.8	93. Multiple state registration - in state
97	2.1	94. Multiple state registration - out-of-state
5	0.1	95. U.S. government tag
7	0.1	96. Military vehicle
35	0.7	97. Foreign country
0	0.0	98. Other registration
110	2.3	99. Unknown

Variable 122 **ROLLOVER**   MD1:   9   Field Width: 1

MD2: None   Type: Numeric

FREQ Prcnt   ROLLOVER

3940	83.5	0. No rollover
253	5.4	1. First event
525	11.1	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

1440	30.5	0. Not an articulated vehicle
2931	62.1	1. No
100	2.1	2. First event
247	5.2	3. Subsequent event

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

FREQ	Prcnt	TRAVEL SPEED
221	4.7	00. Stopped vehicle
3	0.1	01.
		- . Actual miles per hour
0	0.0	96.
1	0.0	97. 97 mph or greater
2448	51.9	99. Unknown

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

FREQ	Prcnt	HAZARDOUS CARGO
4248	90.0	0. No
146	3.1	1. Yes
324	6.9	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	VEHICLE TRAILERING
1243	26.3	0. No
3269	69.3	1. Yes, one trailing unit
133	2.8	2. Yes, two or more trailing units
11	0.2	3. Yes, number of trailing units unknown
62	1.3	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
4488	95.1	0. No special use
0	0.0	1. Taxi

FREQ	Prcnt	Var 127 SPECIAL USE
0	0.0	2. Vehicle used as school bus
0	0.0	3. Vehicle used as other bus
5	0.1	4. Military
0	0.0	5. Police
0	0.0	6. Ambulance
0	0.0	7. Firetruck
225	4.8	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
4718	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
229	4.9	00. Non-collision
385	8.2	01. 1 o'clock
92	1.9	02. 2 o'clock
147	3.1	03. 3 o'clock
48	1.0	04. 4 o'clock
80	1.7	05. 5 o'clock
418	8.9	06. 6 o'clock
130	2.8	07. 7 o'clock
131	2.8	08. 8 o'clock
185	3.9	09. 9 o'clock
111	2.4	10. 10 o'clock
522	11.1	11. 11 o'clock
2058	43.6	12. 12 o'clock
15	0.3	13. Top
106	2.2	14. Undercarriage
0	0.0	15. Underride
7	0.1	16. Override
54	1.1	99. Unknown

| Variable 130 | IMPACT POINT - PRINCIPAL | MD1: | 99 | Field Width: | 2 |
| | | MD2: | None | Type: | Numeric |

FREQ	Prcnt	IMPACT POINT - PRINCIPAL
229	4.9	00. Non-collision
317	6.7	01. 1 o'clock
79	1.7	02. 2 o'clock
176	3.7	03. 3 o'clock
46	1.0	04. 4 o'clock
74	1.6	05. 5 o'clock
373	7.9	06. 6 o'clock
135	2.9	07. 7 o'clock
125	2.6	08. 8 o'clock
205	4.3	09. 9 o'clock
96	2.0	10. 10 o'clock
455	9.6	11. 11 o'clock
1839	39.0	12. 12 o'clock
104	2.2	13. Top
155	3.3	14. Undercarriage
0	0.0	15. Underride
45	1.0	16. Override
265	5.6	99. Unknown

| Variable 131 | EXTENT OF DEFORMATION | MD1: | 9 | Field Width: | 1 |
| | | MD2: | None | Type: | Numeric |

FREQ	Prcnt	EXTENT OF DEFORMATION
364	7.7	0. None
863	18.3	2. Other (minor)
1073	22.7	4. Functional (moderate)
2370	50.2	6. Disabling (severe)
48	1.0	9. Unknown

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

FREQ	Prcnt	VEHICLE ROLE
312	6.6	0. Non-collision
3135	66.4	1. Striking
1204	25.5	2. Struck
64	1.4	3. Both
3	0.1	9. Unknown

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

FREQ	Prcnt	MANNER OF LEAVING SCENE
1384	29.3	1. Driven
3193	67.7	2. Towed away
34	0.7	3. Abandoned
107	2.3	9. Unknown

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

FREQ	Prcnt	FIRE OCCURRENCE
4491	95.2	0. No fire
227	4.8	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
54	1.1	00. 0 occupants
3770	79.9	01. 1 occupant
		- .
0	0.0	95. 95 occupants
0	0.0	96. 96 or more occupants
35	0.7	97. Unknown - only injured reported
67	1.4	99. Unknown

Variable 136	**NO OF DEATHS IN VEH**	MD1:	99	Field Width:	2
		MD2:	None	Type:	Numeric

FREQ	Prcnt	NO OF DEATHS IN VEH
3845	81.5	00. 0 deaths
818	17.3	01. 1 death
53	1.1	02. 2 deaths
2	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

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

                                             MD2:   None   Type: Numeric

                                             Multiple Responses: 2

FREQ	Prcnt	RELATED FACTORS AT VEHICLE LEVEL
8748	92.7	00. None
		Defective
94	1.0	01. Tires
111	1.2	02. Brake system
11	0.1	03. Steering system -tie rod, kingpin, ball joint, etc.
3	0.0	04. Suspension - springs, shock absorbers, MacPherson struts, control arms, etc.
21	0.2	05. Power train - universal joint, drive shaft, transmission, etc.
2	0.0	06. Exhaust system
9	0.1	07. Headlights
8	0.1	08. Signal lights
29	0.3	09. Other lights
4	0.0	10. Horn
2	0.0	11. Mirrors
2	0.0	12. Wipers
0	0.0	13. Driver seating and control
0	0.0	14. Body, doors, other
8	0.1	15. Trailer hitch
8	0.1	16. Wheels
34	0.4	18. Other vehicle defects
36	0.4	31. Hit-and-run vehicle
0	0.0	32. Vehicle registration for handicapped
306	3.2	99. Unknown

Variable 138 VEHICLE MANEUVER   MD1:   99   Field Width: 2

                                             MD2:   None   Type: Numeric

FREQ	Prcnt	VEHICLE MANEUVER
3174	67.3	01. Going straight
112	2.4	02. Slowing or stopping in traffic lane
42	0.9	03. Starting in traffic lane
175	3.7	04. Stopped in traffic lane
116	2.5	05. Passing or overtaking another vehicle
15	0.3	06. Leaving a parked position
25	0.5	07. Parked
2	0.0	08. Entering a parked position
194	4.1	09. Maneuvering to avoid an animal, pedestrian, object, another vehicle, etc.
3	0.1	10. Turning right: right turn on red (RTOR) permitted
0	0.0	11. Turning right: RTOR not permitted
63	1.3	12. Turning right: RTOR not known if permitted or n/a

FREQ Prcnt   Var 138 VEHICLE MANEUVER

FREQ	Prcnt		
177	3.8	13.	Turning left
22	0.5	14.	Making a U-turn
66	1.4	15.	Backing up (other than for parking purposes)
67	1.4	16.	Changing lanes or merging
423	9.0	17.	Negotiating a curve
37	0.8	98.	Other
5	0.1	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		
421	8.9	01.	Overturn
89	1.9	02.	Fire/explosion
5	0.1	03.	Immersion
0	0.0	04.	Gas inhalation
22	0.5	05.	Fell from vehicle
1	0.0	06.	Injured in vehicle
11	0.2	07.	Other non-collision

Collision with object not fixed

391	8.3	08.	Pedestrian
65	1.4	09.	Pedalcycle
28	0.6	10.	Railway train
2	0.0	11.	Animal
3212	68.1	12.	Motor vehicle in transport
33	0.7	13.	Motor vehicle in transport in other roadway
34	0.7	14.	Parked motor vehicle
1	0.0	15.	Other type non-motorist
3	0.1	16.	Thrown or falling object
1	0.0	17.	Boulder
3	0.1	18.	Other object (not fixed)

Collision with fixed object

9	0.2	19.	Building
1	0.0	20.	Impact attenuator/crash cushion
24	0.5	21.	Bridge pier or abutment
4	0.1	22.	Bridge parapet end
10	0.2	23.	Bridge rail
23	0.5	24.	Guardrail
1	0.0	25.	Concrete traffic barrier
1	0.0	26.	Other longitudinal barrier type
1	0.0	27.	Highway/traffic sign post
0	0.0	28.	Overhead sign support

FREQ Prcnt   Var 139 MOST HARMFUL EVENT

FREQ	Prcnt	
3	0.1	29. Luminaire/light support
10	0.2	30. Utility pole
3	0.1	31. Other post, pole or supports
4	0.1	32. Culvert
0	0.0	33. Curb
8	0.2	34. Ditch
12	0.3	35. Embankment - earth
8	0.2	36. Embankment - rock, stone, or concrete
6	0.1	37. Embankment - material type unknown
5	0.1	38. Fence
7	0.1	39. Wall
0	0.0	40. Fire hydrant
1	0.0	41. Shrubbery
30	0.6	42. Tree
3	0.1	43. Other fixed object
0	0.0	44. Pavement surface irregularity (potholes, grooved, grates)
222	4.7	99. Unknown

Variable 145 **VIN TRUCK FUEL CODE**   MD1:   None   Field Width: 1

                                                 MD2:   None   Type: Numeric

FREQ Prcnt   VIN TRUCK FUEL CODE

FREQ	Prcnt	
0	0.0	1. (E) Electric operated
610	12.9	2. (G) Gas
1532	32.5	3. (D) Diesel
0	0.0	4. (P) Propane
0	0.0	7. (*) Not available from VIN
28	0.6	8. (b)
2548	54.0	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

FREQ	Prcnt	
22	0.5	0.
3	0.1	1. 6,000 or less
7	0.1	2. 6,001 - 10,000
4	0.1	3. 10,001 - 14,000
5	0.1	4. 14,001 - 16,000
51	1.1	5. 16,001 - 19,500
454	9.6	6. 19,501 - 26,000
227	4.8	7. 26,001 - 33,000
1397	29.6	8. 33,001 or more

FREQ Prcnt   Var 146 VIN TRUCK WEIGHT CODE

2548 54.0   9. Unknown

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

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

FREQ Prcnt   LENGTH OF VIN

   0   0.0   01.
                 - . Actual value
 449   9.5   17.
 584 12.4   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

2067 43.8   00. 0 uninjured
2365 50.1   01. 1 uninjured
 250   5.3   02. 2 uninjured
  28   0.6   03. 3 uninjured
   6   0.1   04. 4 uninjured
   1   0.0   05. 5 uninjured
   1   0.0   09. 9 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

4182 88.6   00.   0 C-injured
 490 10.4   01.   1 C-injured
  36   0.8   02.   2 C-injured
   9   0.2   03.   3 C-injured
   1   0.0   04.   4 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

4164 88.3   00.   0 B-injured
 498 10.6   01.   1 B-injured
  52   1.1   02.   2 B-injured
   2   0.0   03.   3 B-injured
   1   0.0   04.   4 B-injured
   1   0.0   05.   5 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

4357 92.3   00.   0 A-injured
 334   7.1   01.   1 A-injured
  23   0.5   02.   2 A-injured
   3   0.1   03.   3 A-injured
   1   0.0   04.   4 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

3847 81.5   00.   0 killed
 818 17.3   01.   1 killed
  51   1.1   02.   2 killed
   2   0.0   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
4708	99.8	00. 0 unknown injured
10	0.2	01. 1 unknown injured

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

FREQ	Prcnt	DRIVER PRESENCE
4652	98.6	1. Driver operated vehicle
64	1.4	2. Driverless
2	0.0	3. Driver left scene
0	0.0	9. Unknown

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

FREQ	Prcnt	DRIVER DRINKING
4555	96.5	0. No drinking reported
105	2.2	1. Drinking reported
58	1.2	9. Unknown

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

FREQ	Prcnt	LICENSE STATE
128	2.7	01. Alabama
0	0.0	02. Alaska
53	1.1	04. Arizona
96	2.0	05. Arkansas
302	6.4	06. California
52	1.1	08. Colorado
33	0.7	09. Connecticut
17	0.4	10. Delaware
3	0.1	11. District of Columbia
242	5.1	12. Florida
162	3.4	13. Georgia
0	0.0	15. Hawaii
27	0.6	16. Idaho
157	3.3	17. Illinois
117	2.5	18. Indiana
81	1.7	19. Iowa
64	1.4	20. Kansas
94	2.0	21. Kentucky
128	2.7	22. Louisiana
17	0.4	23. Maine
65	1.4	24. Maryland
46	1.0	25. Massachusetts
113	2.4	26. Michigan
77	1.6	27. Minnesota
85	1.8	28. Mississippi

FREQ	Prcnt	Var 208 LICENSE STATE
145	3.1	29. Missouri
39	0.8	30. Montana
49	1.0	31. Nebraska
21	0.4	32. Nevada
15	0.3	33. New Hampshire
94	2.0	34. New Jersey
48	1.0	35. New Mexico
174	3.7	36. New York
158	3.3	37. North Carolina
23	0.5	38. North Dakota
193	4.1	39. Ohio
169	3.6	40. Oklahoma
51	1.1	41. Oregon
193	4.1	42. Pennsylvania
0	0.0	43. Puerto Rico
2	0.0	44. Rhode Island
77	1.6	45. South Carolina
28	0.6	46. South Dakota
124	2.6	47. Tennessee
478	10.1	48. Texas
36	0.8	49. Utah
12	0.3	50. Vermont
91	1.9	51. Virginia
65	1.4	53. Washington
35	0.7	54. West Virginia
83	1.8	55. Wisconsin
19	0.4	56. Wyoming
2	0.0	94. Military
26	0.6	95. Canada
3	0.1	96. Mexico
8	0.2	97. Other foreign country
98	2.1	99. Unknown

Variable 209	LICENSE CLASS COMPLIANCE	MD1:	9	Field Width:	1
		MD2:	None	Type:	Numeric

FREQ	Prcnt	LICENSE CLASS COMPLIANCE
0	0.0	0. No license required
149	3.2	1. No license, license required
714	15.1	2. Valid license for this class only
89	1.9	3. One valid class license, but not for this class vehicle
3469	73.5	4. Multiple class licenses, valid for this class vehicle
29	0.6	5. Multiple class licenses, no valid license for this class vehicle
268	5.7	9. Unknown

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

FREQ	Prcnt	LICENSE STATUS
2	0.0	0. None required
121	2.6	1. None
4214	89.3	2. Valid
97	2.1	3. Suspended
14	0.3	4. Revoked
31	0.7	5. Expired
2	0.0	6. Cancelled or denied
2	0.0	7. Learner's permit
1	0.0	8. Temporary
234	5.0	9. Unknown

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

FREQ	Prcnt	COMPLIANCE WITH LICENSE RESTRICTIONS
3771	79.9	0. No restrictions or not applicable
241	5.1	1. Restrictions complied with
8	0.2	2. Restrictions not complied with
429	9.1	3. Restrictions, compliance unknown
269	5.7	9. Unknown

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

FREQ	Prcnt	DRIVER TRAINING
1166	24.7	0. None
348	7.4	1. High school
57	1.2	2. Commercial
0	0.0	3. School bus
50	1.1	4. Traffic school
7	0.1	5. Two or more types
74	1.6	6. Training, type unknown
3016	63.9	9. Unknown

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

FREQ Prcnt   VIOLATIONS CHARGED

FREQ	Prcnt	VIOLATIONS CHARGED
3702	78.5	0. None
23	0.5	1. Alcohol or drugs
66	1.4	2. Speeding
9	0.2	3. Alcohol or drugs and speeding
117	2.5	4. Reckless driving
13	0.3	5. Driving with a suspended or revoked license
308	6.5	6. Other moving violation
76	1.6	7. Non-moving violation
55	1.2	8. Violation, type unknown or other violation
349	7.4	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	NO OF PREVIOUS RECORDED ACCIDENTS
3389	71.8	00. 0 accidents
810	17.2	01. 1 accident
191	4.0	02. 2 accidents
53	1.1	03. 3 accidents
15	0.3	04. 4 accidents
4	0.1	05. 5 accidents
2	0.0	06. 6 accidents
254	5.4	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	NO OF PREVIOUS SUSPENSIONS AND REVOCATIONS
4086	86.6	00. 0 suspensions
259	5.5	01. 1 suspension
70	1.5	02. 2 suspensions
31	0.7	03. 3 suspensions
13	0.3	04. 4 suspensions
2	0.0	05. 5 suspensions
1	0.0	06. 6 suspensions
1	0.0	07. 7 suspensions
1	0.0	11. 11 suspensions
254	5.4	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		
4362	92.5	00.	0 DWI convictions
85	1.8	01.	1 DWI conviction
14	0.3	02.	2 DWI convictions
1	0.0	03.	3 DWI convictions
1	0.0	05.	5 DWI convictions
255	5.4	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		
2426	51.4	00.	0 speed convictions
964	20.4	01.	1 speed conviction
505	10.7	02.	2 speed convictions
249	5.3	03.	3 speed convictions
139	2.9	04.	4 speed convictions
83	1.8	05.	5 speed convictions
40	0.8	06.	6 speed convictions
23	0.5	07.	7 speed convictions
11	0.2	08.	8 speed convictions
6	0.1	09.	9 speed convictions
7	0.1	10.	10 speed convictions
4	0.1	11.	11 speed convictions
3	0.1	12.	12 speed convictions
2	0.0	13.	13 speed convictions
1	0.0	15.	15 speed convictions
1	0.0	20.	20 speed convictions
254	5.4	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		
3253	68.9	00.	0 other convictions
788	16.7	01.	1 other conviction
254	5.4	02.	2 other convictions
90	1.9	03.	3 other convictions
28	0.6	04.	4 other convictions
16	0.3	05.	5 other convictions
11	0.2	06.	6 other convictions
9	0.2	07.	7 other convictions
7	0.1	08.	8 other convictions

FREQ	Prcnt	Var 218 NO OF PREV OTHER MV CONV
2	0.0	09. 9 other convictions
1	0.0	10. 10 other convictions
1	0.0	11. 11 other convictions
3	0.1	12. 12 other convictions
255	5.4	99. Unknown

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

FREQ	Prcnt	LAST ACCIDENT/SUSPENSION/CONVICTION - MONTH
1577	33.4	00. No record
226	4.8	01. January
247	5.2	02. February
268	5.7	03. March
240	5.1	04. April
250	5.3	05. May
222	4.7	06. June
229	4.9	07. July
230	4.9	08. August
250	5.3	09. September
261	5.5	10. October
235	5.0	11. November
229	4.9	12. December
254	5.4	99. Unknown

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

FREQ	Prcnt	LAST ACCIDENT/SUSPENSION/CONVICTION - YEAR
1577	33.4	00. No record
0	0.0	78. 1978
186	3.9	79. 1979
625	13.2	80. 1980
1238	26.2	81. 1981
838	17.8	82. 1982
0	0.0	83. 1983
254	5.4	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	
1577	33.4	00. No record
251	5.3	01. January
254	5.4	02. February
263	5.6	03. March
240	5.1	04. April
256	5.4	05. May
229	4.9	06. June
217	4.6	07. July
248	5.3	08. August
230	4.9	09. September
263	5.6	10. October
228	4.8	11. November
207	4.4	12. December
255	5.4	99. Unknown

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

FREQ Prcnt   1ST ACCIDENT/SUSPENSION/CONVICTION - YEAR

FREQ	Prcnt	
1577	33.4	00. No record
0	0.0	78. 1978
920	19.5	79. 1979
1105	23.4	80. 1980
636	13.5	81. 1981
225	4.8	82. 1982
0	0.0	83. 1983
255	5.4	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

FREQ	Prcnt	
11175	79.0	00. None

Physical/Mental Condition

FREQ	Prcnt	
103	0.7	01. Drowsy, sleepy, asleep, fatigued
4	0.0	02. Ill, blackout
0	0.0	03. Emotional (e.g., depression, angry, disturbed)
2	0.0	04. Drugs - medication
4	0.0	05. Other drugs

FREQ Prcnt   Var 223 DRIVER RELATED FACTORS

FREQ	Prcnt	
200	1.4	06. Inattentive (talking, eating, etc.)
0	0.0	07. Restricted to wheelchair
1	0.0	08. Paraplegic
1	0.0	09. Impaired due to previous injury
0	0.0	10. Deaf
11	0.1	11. Other physical impairment
0	0.0	12. Mother of dead fetus

Miscellaneous Causes

FREQ	Prcnt	
2	0.0	19. Legally driving on suspended or revoked license
44	0.3	20. Leaving vehicle unattended with engine running, leaving vehicle unattended in roadway
46	0.3	21. Overloading or improper loading of vehicle with passengers or cargo
5	0.0	22. Towing or pushing vehicle improperly
5	0.0	23. Failing to dim or to have lights on when required
46	0.3	24. Operating without required equipment
1	0.0	25. Creating unlawful noise or using equipment prohibited by law
76	0.5	26. Following improperly
23	0.2	27. Improper or erratic lane changing
425	3.0	28. Failure to keep in proper lane or running off road
2	0.0	29. Illegal driving on road shoulder, in ditch, on sidewalk or on median
9	0.1	30. Making improper entry to or exit from trafficway
29	0.2	31. Starting or backing improperly
0	0.0	32. Opening vehicle closure into moving traffic or while vehicle is in motion
16	0.1	33. Passing where prohibited by signs, markings, hill or curve, or school bus displaying warning not to pass
3	0.0	34. Passing on wrong side
42	0.3	35. Passing with insufficient distance or inadequate visibility, or failing to yield to overtaking vehicle
211	1.5	36. Operating the vehicle in an erratic, reckless, careless or negligent manner
2	0.0	37. High speed chase - police in pursuit
220	1.6	38. Failure to yield right-of-way
133	0.9	39. Failure to obey traffic signs, control devices or traffic officers, or failure to observe safety zone
2	0.0	40. Passing through or around barrier
10	0.1	41. Failure to observe warnings or instructions on vehicles displaying them
3	0.0	42. Failure to signal intentions
0	0.0	43. Giving wrong signal
548	3.9	44. Driving too fast for conditions or in excess of posted maximum
7	0.0	45. Driving less than posted minimum
0	0.0	46. Operating at erratic or suddenly changing speeds

FREQ	Prcnt	Var 223 DRIVER RELATED FACTORS
5	0.0	47. Making right turn from left turn lane, making left turn from right turn lane
36	0.3	48. Making other improper turn
0	0.0	49. Failure to comply with physical restrictions of license
2	0.0	50. Driving wrong way on one-way trafficway
116	0.8	51. Driving on wrong side of road
5	0.0	52. Operator inexperience
6	0.0	53. Unfamiliar with roadway
50	0.4	54. Stopping in roadway (vehicle not abandoned)
0	0.0	55. Underriding a parked truck
2	0.0	56. Low tire pressure
7	0.0	57. Locked wheel
16	0.1	58. Over correcting
3	0.0	59. Getting off/out of or on/in to moving vehicle
4	0.0	60. Getting off/out of or on/in to non-moving vehicle

Vision obscured by

76	0.5	61. Rain, snow, fog, smoke, sand, dust
6	0.0	62. Reflected glare, bright sunlight, headlights
15	0.1	63. Curve, hill, or other design features (including traffic signs, embankment)
3	0.0	64. Building, billboard, etc.
9	0.1	65. Trees, crops, vegetation
13	0.1	66. Moving vehicle (including load)
4	0.0	67. Parked vehicle
3	0.0	68. Splash or spray of passing vehicle
0	0.0	69. Inadequate defrost or defog system
1	0.0	70. Inadequate lighting system
7	0.0	71. Obstructing angles on vehicle
0	0.0	72. Mirrors - rear view
1	0.0	73. Mirrors - other
0	0.0	74. Head restraints
1	0.0	75. Broken or improperly cleaned windshield
3	0.0	76. Other obstruction

Avoiding of swerving due to

7	0.0	77. Severe crosswind
0	0.0	78. Wind from passing truck
61	0.4	79. Slippery or loose surface
14	0.1	80. Tire blow-out or flat
3	0.0	81. Debris or objects in road
1	0.0	82. Ruts, holes, bumps in road
4	0.0	83. Animals in road
79	0.6	84. Vehicle in road
4	0.0	85. Phantom vehicle
20	0.1	86. Pedestrian, pedalcyclist, or other non-motorist in road
17	0.1	87. Water, snow, oilslick on road

FREQ Prcnt   Var 223 DRIVER RELATED FACTORS

  34   0.2   90. Hit-and-run vehicle driver
   0   0.0   91. Non-traffic violation charged - manslaughter or
                   other homicide (offense committed without malice)
 105   0.7   99. Unknown

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┌──────────────────────────────────────────────────────────────────┐
│                      The PERSON Variables                          │
│                                                                    │
│        Variables 305 through 326 describe the occupant of the      │
│     truck (i.e. the driver) and are obtained from the FARS person  │
│     file.                                                          │
└──────────────────────────────────────────────────────────────────┘
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Variable 305	**PERSON NUMBER**	MD1:	0	Field Width:	2
		MD2:	None	Type:	Numeric

FREQ	Prcnt	PERSON NUMBER
65	1.4	00.
4647	98.5	01. Person #1
5	0.1	02. Person #2
0	0.0	03. Person #3
0	0.0	04. Person #4
1	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
94	2.0	99. Unknown

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

FREQ	Prcnt	PERSON SEX
4582	97.1	1. Male
46	1.0	2. Female
90	1.9	9. Unknown

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

FREQ	Prcnt	PERSON TYPE
4653	98.6	1. Driver of a motor vehicle in transport
65	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
4652	98.6	11. Front seat - left side (driver's side)
66	1.4	99. Unknown

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

FREQ	Prcnt	MANUAL (ACTIVE) RESTRAINT SYSTEM
3445	73.0	0. None used (vehicle occupant) or not applicable (non-motorist or passive system)
7	0.1	1. Shoulder belt
176	3.7	2. Lap belt
30	0.6	3. Lap and shoulder belt
0	0.0	4. Child safety seat
0	0.0	5. Motorcycle helmet
29	0.6	8. Restraint used - type unknown or other (including other helmet)
1031	21.9	9. Unknown

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

FREQ	Prcnt	AUTOMATIC (PASSIVE) RESTRAINT SYSTEM
4489	95.1	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
229	4.9	9. Unknown

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

FREQ	Prcnt	EJECTION
4286	90.8	0. Not ejected; not applicable
277	5.9	1. Totally ejected
57	1.2	2. Partially ejected
98	2.1	9. Unknown

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

FREQ	Prcnt	EXTRICATION
4363	92.5	0. Not extricated; not applicable
208	4.4	1. Extricated
147	3.1	9. Unknown

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

FREQ	Prcnt	ALCOHOL INVOLVEMENT
3175	67.3	0. No (alcohol not involved)
159	3.4	1. Yes (alcohol involved)
1034	21.9	8. Not reported
350	7.4	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
571	12.1	00.
		- . Result value (grams/100 ml%)
0	0.0	94.
2	0.0	95. Test refused
3589	76.1	96. None given
139	2.9	97. AC test performed, results unknown
274	5.8	99. Unknown

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

FREQ	Prcnt	INJURY SEVERITY
2597	55.0	0. 0 - no injury
491	10.4	1. C - possible injury
485	10.3	2. B - nonincapacitating evident injury
286	6.1	3. A - incapacitating injury
758	16.1	4. K - fatal injury
9	0.2	5. Injured, severity unknown
0	0.0	6. Died prior to accident
92	1.9	9. Unknown

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

FREQ	Prcnt	TAKEN TO HOSPITAL OR TREATMENT FACILITY
3234	68.5	0. No
1323	28.0	1. Yes
161	3.4	9. Unknown

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

FREQ	Prcnt	DEATH DATE - MONTH
3895	82.6	00. Not applicable
58	1.2	01. January
60	1.3	02. February
59	1.3	03. March
57	1.2	04. April
67	1.4	05. May
48	1.0	06. June
77	1.6	07. July
68	1.4	08. August
72	1.5	09. September
80	1.7	10. October
62	1.3	11. November
47	1.0	12. December
68	1.4	99. Unknown

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

FREQ	Prcnt	DEATH DATE - DAY
3895	82.6	00. Not applicable
30	0.6	01.
		- . Day of month
11	0.2	31.
68	1.4	99. Unknown

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

FREQ	Prcnt	DEATH DATE - YEAR
3895	82.6	00. Not applicable
755	16.0	82. 1982
0	0.0	83. 1983
68	1.4	99. Unknown

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

FREQ	Prcnt	DEATH TIME - HOURS
3914	83.0	00. 12:01 am - 12:59 am
31	0.7	01. 1:00 am - 1:59 am
16	0.3	02. 2:00 am - 2:59 am
23	0.5	03. 3:00 am - 3:59 am
32	0.7	04. 4:00 am - 4:59 am
23	0.5	05. 5:00 am - 5:59 am
42	0.9	06. 6:00 am - 6:59 am
33	0.7	07. 7:00 am - 7:59 am
26	0.6	08. 8:00 am - 8:59 am
34	0.7	09. 9:00 am - 9:59 am
24	0.5	10. 10:00 am - 10:59 am
28	0.6	11. 11:00 am - 11:59 am
26	0.6	12. 12:00 pm - 12:59 pm
30	0.6	13. 1:00 pm - 1:59 pm
40	0.8	14. 2:00 pm - 2:59 pm
39	0.8	15. 3:00 pm - 3:59 pm
23	0.5	16. 4:00 pm - 4:59 pm
11	0.2	17. 5:00 pm - 5:59 pm
27	0.6	18. 6:00 pm - 6:59 pm
24	0.5	19. 7:00 pm - 7:59 pm
26	0.6	20. 8:00 pm - 8:59 pm
25	0.5	21. 9:00 pm - 9:59 pm
21	0.4	22. 10:00 pm - 10:59 pm

FREQ Prcnt   Var 323   DEATH TIME - HOURS

    28   0.6   23. 11:00 pm - 11:59 pm
     2   0.0   24. 12:00 midnight
   170   3.6   99. Unknown

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

FREQ Prcnt   DEATH TIME - MINUTES

  3977 84.3   00.
                   - . Minute
     4   0.1   59.
   170   3.6   99. Unknown

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

FREQ Prcnt   LAG TIME ACC/DEATH - HRS

   405   8.6   000.
                   - . Actual time in hours
     0   0.0   998.
  4069 86.2   999. Unknown

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

FREQ Prcnt   LAG TIME ACC/DEATH - MIN

   649 13.8   00.
                   - . Minute
     0   0.0   59.
  4069 86.2   99. Unknown

```
┌─────────────────────────────────────────────────────────────────┐
│                  The BMCS and SURVEY Variables                    │
│                                                                   │
│   Variables 1001 through 1097 are derived by two methods:         │
│   initially 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

3403 64.5   00000. Unknown
   1   0.0   00001.
                  - . BMCS case ID
   1   0.0   32614.

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

        BMCS cases only

FREQ Prcnt   STATE OF CARRIER

   40   0.8   01. Alabama
    0   0.0   02. Alaska
   18   0.4   04. Arizona
   50   1.1   05. Arkansas
   86   1.8   06. California
   36   0.8   08. Colorado
   10   0.2   09. Connecticut
    6   0.1   10. Delaware
    1   0.0   11. District of Columbia
   62   1.3   12. Florida
   64   1.4   13. Georgia
   13   0.3   16. Idaho
   65   1.4   17. Illinois
   59   1.3   18. Indiana
   41   0.9   19. Iowa
   59   1.3   20. Kansas
   21   0.4   21. Kentucky
   20   0.4   22. Louisiana
    5   0.1   23. Maine
   19   0.4   24. Maryland
   18   0.4   25. Massachusetts
   59   1.3   26. Michigan
   43   0.9   27. Minnesota
```

FREQ  Prcnt    Var 1002  STATE OF CARRIER

|  15 | 0.3  | 28. Mississippi |
| --- | ---- | --------------- |
|  62 | 1.3  | 29. Missouri |
|  12 | 0.3  | 30. Montana |
|  28 | 0.6  | 31. Nebraska |
|   3 | 0.1  | 32. Nevada |
|   2 | 0.0  | 33. New Hampshire |
|  51 | 1.1  | 34. New Jersey |
|   6 | 0.1  | 35. New Mexico |
|  45 | 1.0  | 36. New York |
|  62 | 1.3  | 37. North Carolina |
|   5 | 0.1  | 38. North Dakota |
|  75 | 1.6  | 39. Ohio |
|  70 | 1.5  | 40. Oklahoma |
|  17 | 0.4  | 41. Oregon |
|  78 | 1.7  | 42. Pennsylvania |
|   2 | 0.0  | 44. Rhode Island |
|  21 | 0.4  | 45. South Carolina |
|   8 | 0.2  | 46. South Dakota |
|  46 | 1.0  | 47. Tennessee |
| 134 | 2.8  | 48. Texas |
|  20 | 0.4  | 49. Utah |
|   4 | 0.1  | 50. Vermont |
|  25 | 0.5  | 51. Virginia |
|  16 | 0.3  | 53. Washington |
|   9 | 0.2  | 54. West Virginia |
|  51 | 1.1  | 55. Wisconsin |
|   4 | 0.1  | 56. Wyoming |
| 3043 | 64.5 | 98. Not applicable (Survey case) |
|   9 | 0.2  | 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

| 3332 | 70.6 | 1. Interstate |
| ---- | ---- | ------------- |
| 1108 | 23.5 | 2. Intrastate |
|  138 |  2.9 | 6. Government owned |
|   20 |  0.4 | 7. Daily rental |
|  120 |  2.5 | 9. Unknown |

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

Both SURVEY and BMCS cases

| FREQ | Prcnt | OPERATING AUTHORITY |
|------|-------|---------------------|
| 2024 | 42.9  | 1. Private          |
| 2416 | 51.2  | 2. For hire         |
| 138  | 2.9   | 6. Government owned  |
| 20   | 0.4   | 7. Daily rental     |
| 120  | 2.5   | 9. Unknown          |

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

Both SURVEY and BMCS cases

| FREQ | Prcnt | CARRIER TYPE            |
|------|-------|------------------------|
| 1239 | 26.3  | 1. Interstate private  |
| 1814 | 38.4  | 2. Interstate authorized |
| 227  | 4.8   | 3. Interstate exempt   |
| 765  | 16.2  | 4. Intrastate private  |
| 342  | 7.2   | 5. Intrastate for hire |
| 138  | 2.9   | 6. Government owned    |
| 20   | 0.4   | 7. Daily rental        |
| 173  | 3.7   | 9. Unknown             |

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

SURVEY cases only

| FREQ | Prcnt | OWNER OPERATOR |
|------|-------|----------------|
| 274  | 5.8   | 1. Yes         |
| 874  | 18.5  | 2. No          |
| 1675 | 35.5  | 7. Not applicable (BMCS) |
| 1889 | 40.0  | 8. Not applicable (Not for hire) |
| 6    | 0.1   | 9. Unknown     |

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

Both SURVEY and BMCS cases

| FREQ | Prcnt | TRIP TYPE |
| --- | --- | --- |
| 1444 | 30.6 | 1. OTR, (over-the-road) (BMCS) |
| 1755 | 37.2 | 2. Local delivery |
| 632 | 13.4 | 3. OTR, under 200 miles (Survey) |
| 729 | 15.5 | 4. OTR, 200 miles and over (Survey) |
| 33 | 0.7 | 5. OTR, unknown distance (Survey) |
| 125 | 2.6 | 9. Unknown |

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

BMCS cases only

| FREQ | Prcnt | DISTRICT TYPE |
| --- | --- | --- |
| 86 | 1.8 | 1. Residential |
| 1190 | 25.2 | 2. Rural |
| 371 | 7.9 | 3. Business |
| 3043 | 64.5 | 8. Not applicable (Survey case) |
| 28 | 0.6 | 9. Unknown |

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

BMCS cases only

| FREQ | Prcnt | MONTH |
| --- | --- | --- |
| 138 | 2.9 | 01. January |
| 112 | 2.4 | 02. February |
| 137 | 2.9 | 03. March |
| 133 | 2.8 | 04. April |
| 137 | 2.9 | 05. May |
| 132 | 2.8 | 06. June |
| 143 | 3.0 | 07. July |
| 172 | 3.6 | 08. August |
| 152 | 3.2 | 09. September |
| 142 | 3.0 | 10. October |
| 135 | 2.9 | 11. November |
| 142 | 3.0 | 12. December |
| 3043 | 64.5 | 98. Not applicable (Survey case) |
| 0 | 0.0 | 99. Unknown |

---

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

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    BMCS cases only

FREQ Prcnt   DAY

| 59 | 1.3 | 01. |
|---|---|---|
|  |  | - . Day of month |
| 24 | 0.5 | 31. |
| 3043 | 64.5 | 98. Not applicable (Survey case) |
| 0 | 0.0 | 99. Unknown |

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

---

    BMCS cases only

FREQ Prcnt   HOUR

| 53 | 1.1 | 00. Midnight |
|---|---|---|
| 88 | 1.9 | 01.  1 am |
| 76 | 1.6 | 02.  2 am |
| 90 | 1.9 | 03.  3 am |
| 75 | 1.6 | 04.  4 am |
| 59 | 1.3 | 05.  5 am |
| 85 | 1.8 | 06.  6 am |
| 59 | 1.3 | 07.  7 am |
| 59 | 1.3 | 08.  8 am |
| 55 | 1.2 | 09.  9 am |
| 69 | 1.5 | 10. 10 am |
| 69 | 1.5 | 11. 11 am |
| 74 | 1.6 | 12. Noon |
| 64 | 1.4 | 13.  1 pm |
| 83 | 1.8 | 14.  2 pm |
| 78 | 1.7 | 15.  3 pm |
| 73 | 1.5 | 16.  4 pm |
| 70 | 1.5 | 17.  5 pm |
| 64 | 1.4 | 18.  6 pm |
| 67 | 1.4 | 19.  7 pm |
| 66 | 1.4 | 20.  8 pm |
| 69 | 1.5 | 21.  9 pm |
| 56 | 1.2 | 22. 10 pm |
| 74 | 1.6 | 23. 11 pm |
| 3043 | 64.5 | 98. Not applicable (Survey case) |
| 0 | 0.0 | 99. Unknown |

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

---

    BMCS cases only

FREQ  Prcnt   MINUTE

1675  35.5    00.
              - . Minute
   0   0.0    59.
3043  64.5    98. Not applicable (Survey case)
   0   0.0    99. Unknown

---

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

---

    BMCS cases only

FREQ  Prcnt   ACCIDENT TYPE

 120   2.5    1. Non-collision
1349  28.6    2. Collision with moving object
 206   4.4    3. Collision with fixed or parked object
3043  64.5    8. Not applicable (Survey case)
   0   0.0    9. Unknown

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

---

    BMCS cases only

FREQ  Prcnt   OTHER OBJECT INVOLVED

 114   2.4    01. Not applicable (non-collision)
 161   3.4    02. Commercial truck
 117   2.5    03. Fixed object
 948  20.1    04. Automobile
 116   2.5    05. Pedestrian
   8   0.2    06. Bus
   6   0.1    07. Train
  14   0.3    08. Bicycle
   9   0.2    09. Animal
  59   1.3    10. Motorcycle
 123   2.6    11. Other
3043  64.5    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 |
|------|-------|-------------------|
| 72 | 1.5 | 01. Slowing/stopping |
| 51 | 1.1 | 02. Stopped |
| 21 | 0.4 | 03. Parked |
| 34 | 0.7 | 04. Rear-end |
| 8 | 0.2 | 05. Backing |
| 16 | 0.3 | 06. Making right turn |
| 41 | 0.9 | 07. Making left turn |
| 5 | 0.1 | 08. Making U-turn |
| 860 | 18.2 | 09. Proceeding straight |
| 2 | 0.0 | 10. Merging |
| 13 | 0.3 | 11. Entering traffic |
| 32 | 0.7 | 12. Intersection |
| 26 | 0.6 | 13. Passing |
| 17 | 0.4 | 14. Changing lanes |
| 10 | 0.2 | 15. Sideswipe--opposite direction |
| 45 | 1.0 | 16. Head-on--crossed into opposing lane |
| 18 | 0.4 | 17. Skidding |
| 33 | 0.7 | 18. Vehicle out of control |
| 1 | 0.0 | 19. Roll-away |
| 1 | 0.0 | 20. Controlled railroad crossing |
| 1 | 0.0 | 21. Uncontrolled railroad crossing |
| 10 | 0.2 | 22. Other |
| 3043 | 64.5 | 97. Not applicable (Survey case) |
| 331 | 7.0 | 98. Not applicable (non-collision) |
| 27 | 0.6 | 99. Unknown |

Variable 1017  **VEHICLE #2 ACTION**    MD1:    99  Field Width:    2
                                        MD2:    None  Type:    Numeric

BMCS cases only

| FREQ | Prcnt | VEHICLE #2 ACTION |
|------|-------|-------------------|
| 34 | 0.7 | 01. Slowing/stopping |
| 52 | 1.1 | 02. Stopped |
| 14 | 0.3 | 03. Parked |
| 114 | 2.4 | 04. Rear-end |
| 0 | 0.0 | 05. Backing |
| 9 | 0.2 | 06. Making right turn |
| 65 | 1.4 | 07. Making left turn |
| 16 | 0.3 | 08. Making U-turn |
| 289 | 6.1 | 09. Proceeding straight |
| 6 | 0.1 | 10. Merging |
| 42 | 0.9 | 11. Entering traffic |

FREQ Prcnt    Var 1017  VEHICLE #2 ACTION

| FREQ | Prcnt | | |
|---|---|---|---|
| 101 | 2.1 | 12. | Intersection |
| 27 | 0.6 | 13. | Passing |
| 18 | 0.4 | 14. | Changing lanes |
| 42 | 0.9 | 15. | Sideswipe--opposite direction |
| 310 | 6.6 | 16. | Head-on--crossed into opposing lane |
| 20 | 0.4 | 17. | Skidding |
| 92 | 1.9 | 18. | Vehicle out of control |
| 0 | 0.0 | 19. | Roll-away |
| 2 | 0.0 | 20. | Controlled railroad crossing |
| 0 | 0.0 | 21. | Uncontrolled railroad crossing |
| 29 | 0.6 | 22. | Other |
| 3043 | 64.5 | 97. | Not applicable (Survey case) |
| 331 | 7.0 | 98. | Not applicable (non-collision) |
| 62 | 1.3 | 99. | Unknown |

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

BMCS cases only

FREQ Prcnt    VEHICLE #3 ACTION

| FREQ | Prcnt | | |
|---|---|---|---|
| 12 | 0.3 | 01. | Slowing/stopping |
| 24 | 0.5 | 02. | Stopped |
| 13 | 0.3 | 03. | Parked |
| 15 | 0.3 | 04. | Rear-end |
| 1 | 0.0 | 05. | Backing |
| 1 | 0.0 | 06. | Making right turn |
| 6 | 0.1 | 07. | Making left turn |
| 0 | 0.0 | 08. | Making U-turn |
| 81 | 1.7 | 09. | Proceeding straight |
| 0 | 0.0 | 10. | Merging |
| 1 | 0.0 | 11. | Entering traffic |
| 0 | 0.0 | 12. | Intersection |
| 2 | 0.0 | 13. | Passing |
| 2 | 0.0 | 14. | Changing lanes |
| 7 | 0.1 | 15. | Sideswipe--opposite direction |
| 9 | 0.2 | 16. | Head-on--crossed into opposing lane |
| 1 | 0.0 | 17. | Skidding |
| 6 | 0.1 | 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 |
| 8 | 0.2 | 22. | Other |
| 3043 | 64.5 | 97. | Not applicable (Survey case) |
| 332 | 7.0 | 98. | Not applicable (non-collision) |
| 1154 | 24.5 | 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

    4   0.1    0. Ran off road
    2   0.0    1. Jackknife
  240   5.1    2. Overturn
   14   0.3    3. Separation of units
    2   0.0    4. Fire
   16   0.3    5. Loss or spillage of cargo
    4   0.1    6. Cargo shift
    5   0.1    7. Other
 4430  93.9    8. Not applicable (collision)
    1   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

 3441  72.9    1. None
   57   1.2    2. Spillage of hazardous cargo
  292   6.2    3. Fire
  558  11.8    4. Spillage of non-hazardous cargo
   79   1.7    5. Explosion
  291   6.2    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   0.0    13. 13 years
    1   0.0    15. 15 years
    2   0.0    16. 16 years
   11   0.2    17. 17 years
   26   0.6    18. 18 years
   46   1.0    19. 19 years
   58   1.2    20. 20 years
   92   1.9    21. 21 years
  115   2.4    22. 22 years
  118   2.5    23. 23 years

FREQ Prcnt    Var 1021  DRIVER AGE

| FREQ | Prcnt | | |
|---|---|---|---|
| 139 | 2.9 | 24. | 24 years |
| 165 | 3.5 | 25. | 25 years |
| 163 | 3.5 | 26. | 26 years |
| 166 | 3.5 | 27. | 27 years |
| 159 | 3.4 | 28. | 28 years |
| 158 | 3.3 | 29. | 29 years |
| 125 | 2.6 | 30. | 30 years |
| 154 | 3.3 | 31. | 31 years |
| 160 | 3.4 | 32. | 32 years |
| 119 | 2.5 | 33. | 33 years |
| 151 | 3.2 | 34. | 34 years |
| 159 | 3.4 | 35. | 35 years |
| 127 | 2.7 | 36. | 36 years |
| 132 | 2.8 | 37. | 37 years |
| 123 | 2.6 | 38. | 38 years |
| 143 | 3.0 | 39. | 39 years |
| 133 | 2.8 | 40. | 40 years |
| 119 | 2.5 | 41. | 41 years |
| 106 | 2.2 | 42. | 42 years |
| 109 | 2.3 | 43. | 43 years |
| 75 | 1.6 | 44. | 44 years |
| 97 | 2.1 | 45. | 45 years |
| 96 | 2.0 | 46. | 46 years |
| 86 | 1.8 | 47. | 47 years |
| 97 | 2.1 | 48. | 48 years |
| 70 | 1.5 | 49. | 49 years |
| 71 | 1.5 | 50. | 50 years |
| 78 | 1.7 | 51. | 51 years |
| 74 | 1.6 | 52. | 52 years |
| 83 | 1.8 | 53. | 53 years |
| 76 | 1.6 | 54. | 54 years |
| 63 | 1.3 | 55. | 55 years |
| 54 | 1.1 | 56. | 56 years |
| 58 | 1.2 | 57. | 57 years |
| 46 | 1.0 | 58. | 58 years |
| 42 | 0.9 | 59. | 59 years |
| 33 | 0.7 | 60. | 60 years |
| 29 | 0.6 | 61. | 61 years |
| 26 | 0.6 | 62. | 62 years |
| 24 | 0.5 | 63. | 63 years |
| 10 | 0.2 | 64. | 64 years |
| 10 | 0.2 | 65. | 65 years |
| 9 | 0.2 | 66. | 66 years |
| 7 | 0.1 | 67. | 67 years |
| 9 | 0.2 | 68. | 68 years |
| 6 | 0.1 | 69. | 69 years |
| 4 | 0.1 | 70. | 70 years |
| 5 | 0.1 | 71. | 71 years |
| 5 | 0.1 | 73. | 73 years |
| 2 | 0.0 | 74. | 74 years |
| 3 | 0.1 | 75. | 75 years |

FREQ Prcnt    Var 1021  DRIVER AGE

| FREQ | Prcnt | | |
|---|---|---|---|
| 1 | 0.0 | 76. | 76 years |
| 1 | 0.0 | 77. | 77 years |
| 1 | 0.0 | 79. | 79 years |
| 87 | 1.8 | 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 | | |
|---|---|---|---|
| 99 | 2.1 | 00. | 0 years |
| 681 | 14.4 | 01. | 1 year |
| 179 | 3.8 | 02. | 2 years |
| 128 | 2.7 | 03. | 3 years |
| 92 | 1.9 | 04. | 4 years |
| 70 | 1.5 | 05. | 5 years |
| 43 | 0.9 | 06. | 6 years |
| 33 | 0.7 | 07. | 7 years |
| 28 | 0.6 | 08. | 8 years |
| 42 | 0.9 | 09. | 9 years |
| 40 | 0.8 | 10. | 10 years |
| 14 | 0.3 | 11. | 11 years |
| 20 | 0.4 | 12. | 12 years |
| 15 | 0.3 | 13. | 13 years |
| 19 | 0.4 | 14. | 14 years |
| 12 | 0.3 | 15. | 15 years |
| 18 | 0.4 | 16. | 16 years |
| 10 | 0.2 | 17. | 17 years |
| 6 | 0.1 | 18. | 18 years |
| 8 | 0.2 | 19. | 19 years |
| 13 | 0.3 | 20. | 20 years |
| 4 | 0.1 | 21. | 21 years |
| 10 | 0.2 | 22. | 22 years |
| 8 | 0.2 | 23. | 23 years |
| 7 | 0.1 | 24. | 24 years |
| 12 | 0.3 | 25. | 25 years |
| 6 | 0.1 | 26. | 26 years |
| 1 | 0.0 | 27. | 27 years |
| 6 | 0.1 | 28. | 28 years |
| 4 | 0.1 | 29. | 29 years |
| 4 | 0.1 | 30. | 30 years |
| 3 | 0.1 | 31. | 31 years |
| 1 | 0.0 | 32. | 32 years |
| 4 | 0.1 | 36. | 36 years |
| 1 | 0.0 | 38. | 38 years |
| 1 | 0.0 | 42. | 42 years |
| 3043 | 64.5 | 98. | Not applicable (Survey case) |

FREQ Prcnt    Var 1022  YEARS DRIVER EMPLOYED

  33   0.7      99. Unknown

---

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

        Both SURVEY and BMCS cases

FREQ Prcnt    HOURS DRIVING

1072  22.7      01.  1 hour
 561  11.9      02.  2 hours
 486  10.3      03.  3 hours
 512  10.9      04.  4 hours
 359   7.6      05.  5 hours
 370   7.8      06.  6 hours
 239   5.1      07.  7 hours
 192   4.1      08.  8 hours
  91   1.9      09.  9 hours
  47   1.0      10. 10 hours
  17   0.4      11. 11 hours
   6   0.1      12. 12 hours
   2   0.0      13. 13 hours
   3   0.1      14. 14 hours
   3   0.1      16. 16 hours
 146   3.1      98. Not applicable
 612  13.0      99. Unknown

---

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

        BMCS cases only

FREQ Prcnt    SCHEDULED HOURS

 166   3.5      01.  1 hour
 118   2.5      02.  2 hours
 107   2.3      03.  3 hours
 129   2.7      04.  4 hours
 120   2.5      05.  5 hours
 135   2.9      06.  6 hours
 118   2.5      07.  7 hours
 187   4.0      08.  8 hours
 130   2.8      09.  9 hours
 235   5.0      10. 10 hours
  32   0.7      11. 11 hours
 121   2.6      12. Not applicable (BMCS code)
3043  64.5      98. Not applicable (Survey case)

FREQ Prcnt   Var 1024  SCHEDULED HOURS

 77   1.6     99. Unknown

---

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

BMCS cases only

FREQ Prcnt   DRIVER CONDITION

1609  34.1    1. Apparently normal
   1   0.0    2. Sick
   8   0.2    3. Had been drinking
  34   0.7    4. Dozed at wheel
   0   0.0    5. Medical waiver
  15   0.3    6. Other
3043  64.5    8. Not applicable (Survey case)
   8   0.2    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

  19   0.4    0. Unknown
1265  26.8    1. Straight truck
3434  72.8    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

3434  72.8    0. Not applicable (tractor)
 309   6.5    1. Van
 124   2.6    2. Flat
 124   2.6    3. Tank
 343   7.3    6. Dump
  99   2.1    7. Refuse
 262   5.6    8. Other
  23   0.5    9. Unknown

---

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

---

Both SURVEY and BMCS cases

FREQ Prcnt   CAB STYLE

2594  55.0    1. Conventional
2023  42.9    2. Cabover or cab-forward
 101   2.1    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

   2   0.0    47. 1947
   1   0.0    49. 1949
   1   0.0    51. 1951
   1   0.0    52. 1952
   4   0.1    53. 1953
   2   0.0    55. 1955
   3   0.1    56. 1956
   4   0.1    57. 1957
   2   0.0    58. 1958
   7   0.1    59. 1959
   7   0.1    60. 1960
   5   0.1    61. 1961
  10   0.2    62. 1962
  10   0.2    63. 1963
  22   0.5    64. 1964
  24   0.5    65. 1965
  50   1.1    66. 1966
  43   0.9    67. 1967
  55   1.2    68. 1968
  89   1.9    69. 1969
 110   2.3    70. 1970
 103   2.2    71. 1971
 221   4.7    72. 1972
 309   6.5    73. 1973
 299   6.3    74. 1974
 273   5.8    75. 1975
 239   5.1    76. 1976
 473  10.0    77. 1977
 538  11.4    78. 1978
 672  14.2    79. 1979
 531  11.3    80. 1980
 392   8.3    81. 1981
 181   3.8    82. 1982

FREQ Prcnt    Var 1029  POWER UNIT YEAR

   7   0.1     83. 1983
  28   0.6     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

1241  26.3     2. 2 axles
3386  71.8     3. 3 axles
  48   1.0     4. 4 or more axles
  43   0.9     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

  45   1.0     01. Autocar
  16   0.3     02. Brockway
 250   5.3     03. Chevrolet
  27   0.6     04. Diamond Reo
  26   0.6     05. Dodge
 632  13.4     06. Ford
 461   9.8     07. Freightliner
 477  10.1     08. GMC
   3   0.1     09. Hendrickson
 977  20.7     10. International Harvester
 482  10.2     11. Kenworth
 637  13.5     12. Mack
  11   0.2     13. Marmon
 353   7.5     14. Peterbilt
 221   4.7     15. White
  16   0.3     16. Mercedes Benz
   5   0.1     17. Volvo
  32   0.7     18. Western Star
  24   0.5     97. Other (Survey)
   1   0.0     98. Other (BMCS)
  22   0.5     99. Unknown

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

SURVEY cases only

| FREQ | Prcnt | POWER UNIT LENGTH |
|-----:|------:|-------------------|
| 1 | 0.0 | 013. 13 feet |
| 6 | 0.1 | 014. 14 feet |
| 30 | 0.6 | 015. 15 feet |
| 61 | 1.3 | 016. 16 feet |
| 86 | 1.8 | 017. 17 feet |
| 193 | 4.1 | 018. 18 feet |
| 341 | 7.2 | 019. 19 feet |
| 385 | 8.2 | 020. 20 feet |
| 222 | 4.7 | 021. 21 feet |
| 294 | 6.2 | 022. 22 feet |
| 329 | 7.0 | 023. 23 feet |
| 182 | 3.9 | 024. 24 feet |
| 205 | 4.3 | 025. 25 feet |
| 140 | 3.0 | 026. 26 feet |
| 102 | 2.2 | 027. 27 feet |
| 137 | 2.9 | 028. 28 feet |
| 58 | 1.2 | 029. 29 feet |
| 109 | 2.3 | 030. 30 feet |
| 19 | 0.4 | 031. 31 feet |
| 30 | 0.6 | 032. 32 feet |
| 22 | 0.5 | 033. 33 feet |
| 4 | 0.1 | 034. 34 feet |
| 36 | 0.8 | 035. 35 feet |
| 5 | 0.1 | 036. 36 feet |
| 2 | 0.0 | 037. 37 feet |
| 6 | 0.1 | 038. 38 feet |
| 3 | 0.1 | 040. 40 feet |
| 2 | 0.0 | 042. 42 feet |
| 1 | 0.0 | 085. 85 feet |
| 1675 | 35.5 | 998. Not applicable (BMCS case) |
| 32 | 0.7 | 999. Unknown |

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

SURVEY cases only

| FREQ | Prcnt | STRAIGHT TRUCK CARGO |
|-----:|------:|----------------------|
| 124 | 2.6 | 01. General freight |
| 22 | 0.5 | 02. Household goods |
| 11 | 0.2 | 03. Metal: coils, sheets, etc |
| 34 | 0.7 | 04. Heavy machinery |
| 4 | 0.1 | 05. Motor vehicles |

FREQ  Prcnt    Var 1033  STRAIGHT TRUCK CARGO

| FREQ | Prcnt | | |
|---|---|---|---|
| 14 | 0.3 | 06. | Driveaway/towaway |
| 6 | 0.1 | 07. | Gases in bulk |
| 296 | 6.3 | 08. | Solids in bulk |
| 72 | 1.5 | 09. | Liquids in bulk |
| 0 | 0.0 | 10. | Explosives |
| 26 | 0.6 | 11. | Logs/poles/lumber |
| 395 | 8.4 | 12. | None (empty) |
| 50 | 1.1 | 13. | Refrigerated food |
| 0 | 0.0 | 14. | Mobile home |
| 63 | 1.3 | 15. | Farm products |
| 30 | 0.6 | 16. | Other |
| 1675 | 35.5 | 97. | Not Applicable (BMCS case) |
| 1845 | 39.1 | 98. | Not applicable (not a straight truck) |
| 51 | 1.1 | 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

| FREQ | Prcnt | | |
|---|---|---|---|
| 52 | 1.1 | 1. | Hazardous cargo |
| 1097 | 23.3 | 2. | Non-hazardous cargo |
| 1675 | 35.5 | 7. | Not applicable (BMCS case) |
| 1845 | 39.1 | 8. | Not applicable (not a straight truck) |
| 49 | 1.0 | 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

| FREQ | Prcnt | | |
|---|---|---|---|
| 395 | 8.4 | 000000. | |
| | | - | . Weight in pounds |
| 0 | 0.0 | 999994. | |
| 1675 | 35.5 | 999995. | Not applicable (BMCS case) |
| 1852 | 39.3 | 999996. | Not applicable (not a straight truck) |
| 36 | 0.8 | 999997. | Some Cargo (weight unknown) |
| 10 | 0.2 | 999998. | Full (weight unknown) |
| 58 | 1.2 | 999999. | Unknown |

---

Variable 1036  **POWER UNIT EMPTY WEIGHT**    MD1: 999999   Field Width:   6
                                             MD2:   None   Type:     Numeric

SURVEY cases only

FREQ Prcnt    POWER UNIT EMPTY WEIGHT

   0  0.0     000000.
                -    . Weight in pounds
   0  0.0     999997.
1675 35.5     999998. Not applicable (BMCS case)
  50  1.1     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

3275 69.4     1. Semi-trailer
  86  1.8     2. Full trailer
  75  1.6     3. Other
1259 26.7     4. None
  23  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  0.0     41. 1941
   1  0.0     55. 1955
   1  0.0     57. 1957
   4  0.1     58. 1958
   5  0.1     59. 1959
   3  0.1     60. 1960
   2  0.0     61. 1961
   2  0.0     62. 1962
   3  0.1     63. 1963
   7  0.1     64. 1964
  10  0.2     65. 1965
   6  0.1     66. 1966
  17  0.4     67. 1967
  22  0.5     68. 1968
  31  0.7     69. 1969
  37  0.8     70. 1970

FREQ Prcnt    Var 1038   1ST TRAILER YEAR

| FREQ | Prcnt | | |
|---|---|---|---|
| 51 | 1.1 | 71. | 1971 |
| 79 | 1.7 | 72. | 1972 |
| 107 | 2.3 | 73. | 1973 |
| 101 | 2.1 | 74. | 1974 |
| 68 | 1.4 | 75. | 1975 |
| 86 | 1.8 | 76. | 1976 |
| 110 | 2.3 | 77. | 1977 |
| 162 | 3.4 | 78. | 1978 |
| 190 | 4.0 | 79. | 1979 |
| 145 | 3.1 | 80. | 1980 |
| 126 | 2.7 | 81. | 1981 |
| 74 | 1.6 | 82. | 1982 |
| 1 | 0.0 | 83. | 1983 |
| 0 | 0.0 | 96. | Unknown if had 1st trailer |
| 3043 | 64.5 | 97. | Not applicable (Survey case) |
| 122 | 2.6 | 98. | Not applicable (no 1st trailer) |
| 101 | 2.1 | 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

| FREQ | Prcnt | | |
|---|---|---|---|
| 212 | 4.5 | 01. | 1 axle |
| 3097 | 65.6 | 02. | 2 axles |
| 75 | 1.6 | 03. | 3 axles |
| 11 | 0.2 | 04. | 4 or more axles |
| 23 | 0.5 | 97. | Unknown if had 1st trailer |
| 1259 | 26.7 | 98. | Not applicable (no 1st trailer) |
| 41 | 0.9 | 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 | | |
|---|---|---|---|
| 1285 | 27.2 | 0. | None or unknown if had 1st trailer |
| 1429 | 30.3 | 1. | Van |
| 735 | 15.6 | 2. | Flat |
| 385 | 8.2 | 3. | Tank |
| 32 | 0.7 | 4. | Auto carrier |
| 275 | 5.8 | 6. | Dump |
| 0 | 0.0 | 7. | Dolly |

FREQ Prcnt   Var 1040  1ST TRAILER BODY

530  11.2    8. Other
 47   1.0    9. Unknown

---

| Variable 1041 | **1ST TRAILER CARGO** | MD1: | 99 | Field Width: | 2 |
| | | MD2: | None | Type: | Numeric |

SURVEY cases only

FREQ Prcnt   1ST TRAILER CARGO

| 245 | 5.2 | 01. General freight |
| 3 | 0.1 | 02. Household goods |
| 64 | 1.4 | 03. Metal: coils, sheets, etc |
| 111 | 2.4 | 04. Heavy machinery |
| 4 | 0.1 | 05. Motor vehicles |
| 0 | 0.0 | 06. Driveaway/towaway |
| 11 | 0.2 | 07. Gases in bulk |
| 240 | 5.1 | 08. Solids in bulk |
| 108 | 2.3 | 09. Liquids in bulk |
| 0 | 0.0 | 10. Explosives |
| 129 | 2.7 | 11. Logs/poles/lumber |
| 605 | 12.8 | 12. None (empty) |
| 121 | 2.6 | 13. Refrigerated food |
| 8 | 0.2 | 14. Mobile home |
| 167 | 3.5 | 15. Farm products |
| 8 | 0.2 | 16. Other |
| 23 | 0.5 | 96. Unknown if had 1st trailer |
| 1675 | 35.5 | 97. Not applicable (BMCS case) |
| 1137 | 24.1 | 98. Not applicable (no 1st trailer) |
| 59 | 1.3 | 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

| 76 | 1.6 | 1. Hazardous cargo |
| 1748 | 37.0 | 2. Non-hazardous cargo |
| 23 | 0.5 | 6. Unknown if had 1st trailer |
| 1675 | 35.5 | 7. Not applicable (BMCS case) |
| 1137 | 24.1 | 8. Not applicable (no 1st trailer) |
| 59 | 1.3 | 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 |
|---|---|---|
| 605 | 12.8 | 000000. |
|  |  | -      . Weight in pounds |
| 0 | 0.0 | 999993. |
| 23 | 0.5 | 999994. Unknown if had 1st trailer |
| 1675 | 35.5 | 999995. Not applicable (BMCS case) |
| 1137 | 24.1 | 999996. Not applicable (no 1st trailer) |
| 43 | 0.9 | 999997. Some Cargo (weight unknown) |
| 26 | 0.6 | 999998. Full (weight unknown) |
| 54 | 1.1 | 999999. Unknown |

---

**Variable 1044   1ST TRAILER EMPTY WEIGHT**   MD1: 999999   Field Width:   6

MD2:   None   Type:   Numeric

---

SURVEY cases only

| FREQ | Prcnt | 1ST TRAILER EMPTY WEIGHT |
|---|---|---|
| 0 | 0.0 | 000000. |
|  |  | -      . Weight in pounds |
| 0 | 0.0 | 999995. |
| 23 | 0.5 | 999996. Unknown if had 1st trailer |
| 0 | 0.0 | 999997. Not applicable (BMCS case) |
| 1259 | 26.7 | 999998. Not applicable (no 1st trailer) |
| 1599 | 33.9 | 999999. Unknown |

---

**Variable 1045   1ST TRAILER LENGTH**   MD1:   999   Field Width:   3

MD2:   None   Type:   Numeric

---

SURVEY cases only

| FREQ | Prcnt | 1ST TRAILER LENGTH |
|---|---|---|
| 3 | 0.1 | 005.  5 feet |
| 1 | 0.0 | 006.  6 feet |
| 2 | 0.0 | 007.  7 feet |
| 5 | 0.1 | 008.  8 feet |
| 2 | 0.0 | 009.  9 feet |
| 3 | 0.1 | 010. 10 feet |
| 2 | 0.0 | 011. 11 feet |
| 6 | 0.1 | 012. 12 feet |
| 1 | 0.0 | 013. 13 feet |
| 4 | 0.1 | 014. 14 feet |

FREQ  Prcnt    Var 1045   1ST TRAILER LENGTH

| FREQ | Prcnt | | |
|---|---|---|---|
| 10 | 0.2 | 015. | 15 feet |
| 7 | 0.1 | 016. | 16 feet |
| 2 | 0.0 | 017. | 17 feet |
| 8 | 0.2 | 018. | 18 feet |
| 4 | 0.1 | 019. | 19 feet |
| 32 | 0.7 | 020. | 20 feet |
| 2 | 0.0 | 021. | 21 feet |
| 17 | 0.4 | 022. | 22 feet |
| 5 | 0.1 | 023. | 23 feet |
| 62 | 1.3 | 024. | 24 feet |
| 20 | 0.4 | 025. | 25 feet |
| 26 | 0.6 | 026. | 26 feet |
| 29 | 0.6 | 027. | 27 feet |
| 40 | 0.8 | 028. | 28 feet |
| 12 | 0.3 | 029. | 29 feet |
| 84 | 1.8 | 030. | 30 feet |
| 4 | 0.1 | 031. | 31 feet |
| 35 | 0.7 | 032. | 32 feet |
| 16 | 0.3 | 033. | 33 feet |
| 18 | 0.4 | 034. | 34 feet |
| 72 | 1.5 | 035. | 35 feet |
| 28 | 0.6 | 036. | 36 feet |
| 11 | 0.2 | 037. | 37 feet |
| 48 | 1.0 | 038. | 38 feet |
| 18 | 0.4 | 039. | 39 feet |
| 557 | 11.8 | 040. | 40 feet |
| 12 | 0.3 | 041. | 41 feet |
| 205 | 4.3 | 042. | 42 feet |
| 59 | 1.3 | 043. | 43 feet |
| 43 | 0.9 | 044. | 44 feet |
| 258 | 5.5 | 045. | 45 feet |
| 9 | 0.2 | 046. | 46 feet |
| 5 | 0.1 | 047. | 47 feet |
| 8 | 0.2 | 048. | 48 feet |
| 8 | 0.2 | 050. | 50 feet |
| 1 | 0.0 | 052. | 52 feet |
| 4 | 0.1 | 055. | 55 feet |
| 1 | 0.0 | 058. | 58 feet |
| 1 | 0.0 | 060. | 60 feet |
| 1 | 0.0 | 064. | 64 feet |
| 1 | 0.0 | 070. | 70 feet |
| 1 | 0.0 | 075. | 75 feet |
| 1 | 0.0 | 076. | 76 feet |
| 23 | 0.5 | 994. | Unknown if had 1st trailer |
| 1675 | 35.5 | 995. | Not applicable (BMCS case) |
| 1137 | 24.1 | 996. | Not applicable (no 1st trailer) |
| 12 | 0.3 | 997. | Short (estimated under 35 feet) |
| 15 | 0.3 | 998. | Long (estimated 35 feet and over) |
| 42 | 0.9 | 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 |
| 131 | 2.8 | 2. Full trailer |
| 5 | 0.1 | 3. Other |
| 4571 | 96.9 | 4. None |
| 11 | 0.2 | 9. Unknown |

---

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

BMCS cases only

| FREQ | Prcnt | 2ND TRAILER YEAR |
|---|---|---|
| 1 | 0.0 | 47. 1947 |
| 1 | 0.0 | 56. 1956 |
| 1 | 0.0 | 58. 1958 |
| 1 | 0.0 | 66. 1966 |
| 1 | 0.0 | 67. 1967 |
| 1 | 0.0 | 68. 1968 |
| 1 | 0.0 | 69. 1969 |
| 3 | 0.1 | 70. 1970 |
| 4 | 0.1 | 71. 1971 |
| 1 | 0.0 | 72. 1972 |
| 3 | 0.1 | 73. 1973 |
| 5 | 0.1 | 74. 1974 |
| 4 | 0.1 | 75. 1975 |
| 2 | 0.0 | 76. 1976 |
| 3 | 0.1 | 77. 1977 |
| 4 | 0.1 | 78. 1978 |
| 5 | 0.1 | 79. 1979 |
| 5 | 0.1 | 80. 1980 |
| 5 | 0.1 | 81. 1981 |
| 2 | 0.0 | 82. 1982 |
| 0 | 0.0 | 96. Unknown if had 2nd trailer |
| 3043 | 64.5 | 97. Not applicable (Survey case) |
| 1619 | 34.3 | 98. Not applicable (no 2nd trailer) |
| 3 | 0.1 | 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

|      |      |                              |
|------|------|------------------------------|
|    2 |  0.0 | 01. 1 axle                   |
|  121 |  2.6 | 02. 2 axles                  |
|    9 |  0.2 | 03. 3 axles                  |
|    2 |  0.0 | 04. 4 or more axles          |
|   11 |  0.2 | 97. Unknown if had 2nd trailer |
| 4571 | 96.9 | 98. Not applicable (no 2nd trailer) |
|    2 |  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

|      |      |                                      |
|------|------|--------------------------------------|
| 4583 | 97.1 | 0. None or unknown if had 2nd trailer |
|   51 |  1.1 | 1. Van                               |
|   27 |  0.6 | 2. Flat                              |
|   11 |  0.2 | 3. Tank                              |
|    0 |  0.0 | 4. Auto carrier                      |
|    8 |  0.2 | 6. Dump                              |
|    0 |  0.0 | 7. Dolly                             |
|   37 |  0.8 | 8. Other                             |
|    1 |  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

|      |      |                             |
|------|------|-----------------------------|
|    6 |  0.1 | 01. General freight         |
|    0 |  0.0 | 02. Household goods         |
|    2 |  0.0 | 03. Metal: coils, sheets, etc |
|   12 |  0.3 | 04. Heavy machinery         |
|    0 |  0.0 | 05. Motor vehicles          |
|    0 |  0.0 | 06. Driveaway/towaway       |
|    0 |  0.0 | 07. Gases in bulk           |
|   16 |  0.3 | 08. Solids in bulk          |
|    3 |  0.1 | 09. Liquids in bulk         |
|    0 |  0.0 | 10. Explosives              |

```
FREQ  Prcnt    Var 1050   2ND TRAILER CARGO

   0   0.0     11. Logs/poles/lumber
  30   0.6     12. None (empty)
   0   0.0     13. Refrigerated food
   0   0.0     14. Mobile home
  10   0.2     15. Farm products
   0   0.0     16. Other
  11   0.2     96. Unknown if had 2nd trailer
1675  35.5     97. Not applicable (BMCS case)
2952  62.6     98. Not applicable (no 2nd trailer)
   1   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

   1   0.0     1. Hazardous cargo
  78   1.7     2. Non-hazardous cargo
  11   0.2     6. Unknown if had 2nd trailer
1675  35.5     7. Not applicable (BMCS case)
2952  62.6     8. Not applicable (no 2nd trailer)
   1   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

  30   0.6     000000.
               -      . Weight in pounds
   0   0.0     999993.
  11   0.2     999994. Unknown if had 2nd trailer
1675  35.5     999995. Not applicable (BMCS case)
2952  62.6     999996. Not applicable (no 2nd trailer)
   3   0.1     999997. Some Cargo (weight unknown)
   4   0.1     999998. Full (weight unknown)
   0   0.0     999999. Unknown
```

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

SURVEY cases only

FREQ	Prcnt	2ND TRAILER EMPTY WEIGHT
0	0.0	000000.
		- . Weight in pounds
0	0.0	999995.
11	0.2	999996. Unknown if had 2nd trailer
0	0.0	999997. Not applicable (BMCS case)
4571	96.9	999998. Not applicable (no 2nd trailer)
59	1.3	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	0.0	010. 10 feet
1	0.0	011. 11 feet
1	0.0	012. 12 feet
2	0.0	015. 15 feet
1	0.0	016. 16 feet
4	0.1	018. 18 feet
1	0.0	019. 19 feet
6	0.1	020. 20 feet
3	0.1	021. 21 feet
5	0.1	022. 22 feet
1	0.0	023. 23 feet
29	0.6	024. 24 feet
3	0.1	025. 25 feet
4	0.1	026. 26 feet
6	0.1	027. 27 feet
8	0.2	028. 28 feet
11	0.2	994. Unknown if had 2nd trailer
1675	35.5	995. Not applicable (BMCS case)
2952	62.6	996. Not applicable (no 2nd trailer)
4	0.1	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
   0   0.0   2. Full trailer
   0   0.0   3. Other
3049 64.6   4. None
1669 35.4   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

   3   0.1   96. Unknown if had 3rd trailer
1675 35.5   97. Not applicable (BMCS case)
3040 64.4   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

4718 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 1058   **3RD TRAILER CARGO**   MD1:   99   Field Width: 2

                                                MD2:   None   Type: Numeric

SURVEY cases only

FREQ Prcnt   3RD TRAILER CARGO

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
3	0.1	96. Unknown if had 3rd trailer
1675	35.5	97. Not applicable (BMCS case)
3040	64.4	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

FREQ	Prcnt	3RD TRAILER HAZ. CARGO
0	0.0	1. Hazardous cargo
0	0.0	2. Non-hazardous cargo
3	0.1	6. Unknown if had 3rd trailer
1675	35.5	7. Not applicable (BMCS case)
3040	64.4	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

FREQ	Prcnt	
0	0.0	000000.
		- . Weight in pounds
0	0.0	999993. ·
3	0.1	999994. Unknown if had 3rd trailer
1675	35.5	999995. Not applicable (BMCS case)
3040	64.4	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

SURVEY cases only

FREQ Prcnt   3RD TRAILER EMPTY WEIGHT

FREQ	Prcnt	
0	0.0	000000.
		- . Weight in pounds
0	0.0	999995.
3	0.1	999996. Unknown if had 3rd trailer
1675	35.5	999997. Not applicable (BMCS case)
3040	64.4	999998. Not applicable (no 3rd trailer)
0	0.0	999999. Unknown

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

                                                             MD2:   None   Type: Numeric

SURVEY cases only

FREQ Prcnt   3RD TRAILER LENGTH

FREQ	Prcnt	
3	0.1	994. Unknown if had 3rd trailer
1675	35.5	995. Not applicable (BMCS case)
3040	64.4	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

FREQ	Prcnt	VEHICLE COMBINATION CODE
24	0.5	00. Unknown
1110	23.5	01. Straight truck only
134	2.8	02. Bobtail tractor
85	1.8	03. Straight truck & full trailer
59	1.3	04. Straight truck & other (non-full trailer)
3140	66.6	05. Tractor & semi-trailer
17	0.4	06. Tractor & other (non-semi trailer)
130	2.8	07. Tractor & semi & full
3	0.1	08. Tractor & semi & other
16	0.3	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

FREQ	Prcnt	NO. OF TRAILERS
1259	26.7	0. No trailer
3299	69.9	1. 1 trailer
88	1.9	2. 2 trailers
0	0.0	3. 3 trailers
72	1.5	9. Unknown

Variable 1065 **TOTAL LENGTH**   MD1:   999   Field Width: 3
                                              MD2:   None   Type: Numeric

Both SURVEY and BMCS cases

FREQ Prcnt   TOTAL LENGTH

FREQ	Prcnt	TOTAL LENGTH
0	0.0	000.
		- . Length in feet
0	0.0	998.
107	2.3	999. Unknown

Variable 1066	**TOTAL WIDTH**	MD1:	99	Field Width:	2
		MD2:	None	Type:	Numeric

Both SURVEY and BMCS cases

FREQ	Prcnt	TOTAL WIDTH	
52	1.1	07.	7 feet
4014	85.1	08.	8 feet
33	0.7	09.	9 feet
22	0.5	10.	10 feet
6	0.1	11.	11 feet
15	0.3	12.	12 feet
1	0.0	13.	13 feet
8	0.2	14.	14 feet
2	0.0	16.	16 feet
1	0.0	27.	27 feet
1	0.0	40.	40 feet
563	11.9	99.	Unknown

Variable 1067	**TOTAL CARGO WEIGHT**	MD1: 999999	Field Width:	6
		MD2: None	Type:	Numeric

BMCS cases only

FREQ	Prcnt	TOTAL CARGO WEIGHT
396	8.4	000000.
		- . Weight in pounds
0	0.0	999997.
3043	64.5	999998. Not applicable (Survey case)
17	0.4	999999. Unknown

Variable 1068	**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.
248	5.3	999999. Unknown

Variable 1069	**EMPTY COMBINATION WEIGHT**	MD1: 999999	Field Width: 6
		MD2: None	Type: Numeric

FREQ Prcnt   EMPTY COMBINATION WEIGHT

0	0.0	000000.
		- . Weight in pounds
0	0.0	999998.
1216	25.8	999999. Unknown

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

Both SURVEY and BMCS cases

FREQ Prcnt   FUEL TYPE

653	13.8	1. Gasoline
3771	79.9	2. Diesel
8	0.2	3. L.P.G.
13	0.3	4. Other
273	5.8	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

137	2.9	1. Hazardous cargo
1536	32.6	2. Non-hazardous cargo
3043	64.5	8. Not applicable (Survey case)
2	0.0	9. Unknown

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

BMCS cases only

FREQ Prcnt   DRIVER KILLED

341	7.2	1. Yes
1333	28.3	2. No
3043	64.5	8. Not applicable (Survey case)
1	0.0	9. Unknown

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

BMCS cases only

FREQ Prcnt   DRIVER INJURED

 419   8.9   1. Yes
1234 26.2   2. No
3043 64.5   8. Not applicable (Survey case)
  22   0.5   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

1306 27.7   00. 0 killed
 327   6.9   01. 1 killed
  40   0.8   02. 2 killed
   1   0.0   03. 3 killed
   1   0.0   04. 4 killed
3043 64.5   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

1210 25.6   00. 0 injured
 426   9.0   01. 1 injured
  37   0.8   02. 2 injured
   1   0.0   03. 3 injured
   1   0.0   04. 4 injured
3043 64.5   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

1349 28.6   01. 1 killed
 240   5.1   02. 2 killed
  56   1.2   03. 3 killed
  19   0.4   04. 4 killed
   7   0.1   05. 5 killed
   2   0.0   06. 6 killed
   2   0.0   07. 7 killed
3043 64.5   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

 892 18.9   00.   0 injured
 436   9.2   01.   1 injured
 183   3.9   02.   2 injured
  83   1.8   03.   3 injured
  38   0.8   04.   4 injured
  13   0.3   05.   5 injured
  12   0.3   06.   6 injured
   8   0.2   07.   7 injured
   3   0.1   08.   8 injured
   1   0.0   09.   9 injured
   2   0.0   10. 10 injured
   1   0.0   12. 12 injured
   1   0.0   15. 15 injured
   1   0.0   16. 16 injured
   1   0.0   27. 27 injured
3043 64.5   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
201	4.3	1. Rain
1145	24.3	2. Clear
59	1.3	3. Snow
48	1.0	4. Fog/smog
180	3.8	5. Cloudy/overcast
12	0.3	6. Sleet
16	0.3	7. Other
3043	64.5	8. Not applicable (Survey case)
14	0.3	9. Unknown

| Variable 1079 | **LIGHT CONDITION** | | MD1: | 9 | Field Width: | 1 |
| | | | MD2: | None | Type: | Numeric |

BMCS cases only

FREQ	Prcnt	LIGHT CONDITION
755	16.0	1. Daylight
55	1.2	2. Artificial lights
78	1.7	3. Dawn
2	0.0	4. Other
56	1.2	5. Dusk
707	15.0	6. Dark
3043	64.5	8. Not applicable (Survey case)
22	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
1259	26.7	1. Dry
275	5.8	2. Wet
48	1.0	3. Snowy
70	1.5	4. Icy
6	0.1	5. Other
3043	64.5	8. Not applicable (Survey case)
17	0.4	9. Unknown

Variable 1081 **NUMBER OF LANES**   MD1:   9   Field Width: 1
                                            MD2:   None   Type: Numeric

BMCS cases only

FREQ Prcnt   NUMBER OF LANES

   35   0.7   1. 1 lane
  862 18.3   2. 2 lanes
   66   1.4   3. 3 lanes
  678 14.4   4. 4 or more lanes
 3043 64.5   8. Not applicable (Survey case)
   34   0.7   9. Unknown

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

BMCS cases only

FREQ Prcnt   HIGHWAY TYPE

  719 15.2   1. Divided
  909 19.3   2. Undivded
 3043 64.5   8. Not applicable (Survey case)
   47   1.0   9. Unknown

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

BMCS cases only

FREQ Prcnt   CARGO (BMCS)

  509 10.8   01. General freight
   37   0.8   02. Household goods
  106   2.2   03. Metal: coils, sheets, etc
   57   1.2   04. Heavy machinery
   15   0.3   05. Motor vehicles
    2   0.0   06. Driveaway/towaway
   16   0.3   07. Gases in bulk
  110   2.3   08. Solids in bulk
  126   2.7   09. Liquids in bulk
    5   0.1   10. Explosives
   54   1.1   11. Logs/poles/lumber
  401   8.5   12. None (empty)
  146   3.1   13. Refrigerated food
    5   0.1   14. Mobile home
   73   1.5   15. Farm products
   10   0.2   16. Other

FREQ Prcnt   Var 1083 CARGO (BMCS)

3043 64.5   98. Not applicable (Survey case)
   3   0.1   99. Unknown

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

Both SURVEY and BMCS cases

FREQ Prcnt   INTERVIEW STATUS

2866 60.7   1. Completed
  19   0.4   2. Refusal
 124   2.6   3. Partial
  34   0.7   4. Unable to contact
1675 35.5   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

  53   1.1   1. Police report
2720 57.7   2. Interview
1675 35.5   4. Match with BMCS
 270   5.7   5. Mail Survey
   0   0.0   9. None

The remaining variables indicate modifications to responses
received from the interview. Also indicated here are
deductions made by the editors to fill in missing data
elements. The numbers coded in these variables are the
question numbers on the interview form (see Appendix).

Variable 1088 **1ST QUESTION DERIVED**   MD1:   0   Field Width: 2
                                                 MD2:   None   Type: Numeric

---

SURVEY cases only

FREQ Prcnt   1ST QUESTION DERIVED

1227	26.0	00. None
129	2.7	07. Question 7
49	1.0	08. Question 8
90	1.9	13. Question 13
2	0.0	14. Question 14
12	0.3	15. Question 15
6	0.1	16. Question 16
637	13.5	17. Question 17
70	1.5	18. Question 18
554	11.7	19. Question 19
215	4.6	20. Question 20
20	0.4	21. Question 21
7	0.1	23. Question 23
25	0.5	27. Question 27
1675	35.5	99. Not applicable (BMCS case)

Variable 1089 **2ND QUESTION DERIVED**   MD1:   0   Field Width: 2
                                                 MD2:   None   Type: Numeric

---

SURVEY cases only

FREQ Prcnt   2ND QUESTION DERIVED

1824	38.7	00. None
11	0.2	07. Question 7
14	0.3	08. Question 8
22	0.5	13. Question 13
1	0.0	15. Question 15
102	2.2	17. Question 17
154	3.3	18. Question 18
623	13.2	19. Question 19
148	3.1	20. Question 20
126	2.7	21. Question 21
4	0.1	23. Question 23
1	0.0	24. Question 24
13	0.3	27. Question 27
1675	35.5	99. Not applicable (BMCS case)

Variable 1090 **3RD QUESTION DERIVED**   MD1:   0   Field Width: 2
                                                 MD2:   None   Type: Numeric

SURVEY cases only

FREQ Prcnt   3RD QUESTION DERIVED

FREQ	Prcnt	3RD QUESTION DERIVED
2537	53.8	00. None
11	0.2	07. Question 7
2	0.0	08. Question 8
9	0.2	13. Question 13
2	0.0	15. Question 15
2	0.0	16. Question 16
20	0.4	17. Question 17
32	0.7	18. Question 18
183	3.9	19. Question 19
172	3.6	20. Question 20
52	1.1	21. Question 21
8	0.2	23. Question 23
13	0.3	27. Question 27
1675	35.5	99. Not applicable (BMCS case)

Variable 1091 **4TH QUESTION DERIVED**   MD1:   0   Field Width: 2
                                                 MD2:   None   Type: Numeric

SURVEY cases only

FREQ Prcnt   4TH QUESTION DERIVED

FREQ	Prcnt	4TH QUESTION DERIVED
2824	59.9	00. None
7	0.1	07. Question 7
2	0.0	08. Question 8
2	0.0	13. Question 13
1	0.0	14. Question 14
2	0.0	16. Question 16
1	0.0	17. Question 17
8	0.2	18. Question 18
32	0.7	19. Question 19
56	1.2	20. Question 20
103	2.2	21. Question 21
1	0.0	23. Question 23
4	0.1	27. Question 27
1675	35.5	99. Not applicable (BMCS case)

Variable 1092   **5TH QUESTION DERIVED**   MD1:   0   Field Width: 2
                                              MD2:   None   Type: Numeric

SURVEY cases only

FREQ Prcnt   5TH QUESTION DERIVED

2978 63.1   00. None
   6   0.1   07. Question 7
   4   0.1   08. Question 8
   4   0.1   13. Question 13
   3   0.1   19. Question 19
  10   0.2   20. Question 20
  32   0.7   21. Question 21
   1   0.0   23. Question 23
   5   0.1   27. Question 27
1675 35.5   99. Not applicable (BMCS case)

Variable 1093   **6TH QUESTION DERIVED**   MD1:   0   Field Width: 2
                                              MD2:   None   Type: Numeric

SURVEY cases only

FREQ Prcnt   6TH QUESTION DERIVED

3030 64.2   00. None
   1   0.0   07. Question 7
   3   0.1   13. Question 13
   1   0.0   15. Question 15
   2   0.0   20. Question 20
   5   0.1   21. Question 21
   1   0.0   27. Question 27
1675 35.5   99. Not applicable (BMCS case)

Variable 1094   **7TH QUESTION DERIVED**   MD1:   0   Field Width: 2
                                              MD2:   None   Type: Numeric

SURVEY cases only

FREQ Prcnt   7TH QUESTION DERIVED

3041 64.5   00. None
   2   0.0   21. Question 21
1675 35.5   99. Not applicable (BMCS case)

Variable 1095   **8TH QUESTION DERIVED**   MD1:   0   Field Width: 2
                                              MD2:   None   Type: Numeric

SURVEY cases only

FREQ Prcnt   8TH QUESTION DERIVED

3043 64.5   00. None
1675 35.5   99. Not applicable (BMCS case)

Variable 1096   **9TH QUESTION DERIVED**   MD1:   0   Field Width: 2
                                              MD2:   None   Type: Numeric

SURVEY cases only

FREQ Prcnt   9TH QUESTION DERIVED

3043 64.5   00. None
1675 35.5   99. Not applicable (BMCS case)

Variable 1097   **10TH QUESTION DERIVED**   MD1:   0   Field Width: 2
                                              MD2:   None   Type: Numeric

SURVEY cases only

FREQ Prcnt   10TH QUESTION DERIVED

3043 64.5   00. None
1675 35.5   99. Not applicable (BMCS case)

APPENDIX

MVMA HEAVY TRUCK PROGRAM
1982 FARS SUPPLEMENT DATA ELEMENTS

ACCIDENT IDENTIFICATION *(FILL OUT PRIOR TO INTERVIEW)*

1. FARS State of Crash _____ Code __ __
      1   2

2. FARS Case No. __ __ __ __
      3   4   5   6

3. FARS Vehicle No. __ __   4. Date __ / __ / __
      7   8   Month Day Year

> *NOTE: Put all information/calculations on this form.*

START HERE:

5. Owner Name _____

6. Owner's Business Type _____

VEHICLE USE

7. Operating Authority at the Time of the Accident

> Was this a daily rental truck? Yes [ ]7
> Was this truck govt. owned? Yes [ ]6 ——▶ SKIP TO QUESTION 8
> (city/county/state/federal)

Do any of your trucks ever carry goods interstate (across state lines)?

[ ]1 YES —▶ Were you operating

- PRIVATE [ ]1 ——————————▶ [ ]1
  (Carry own goods)
- FOR HIRE [ ]2 (Carry other people's goods) —▶ ICC Authorized (Common, Contract) [ ]2 / Exempt [ ]3 —▶ Was the owner also the driver? YES[ ]1 NO[ ]2

[ ]2 NO —▶ Were you operating

- PRIVATE [ ]1 ——————————▶ [ ]4
  (Carry own goods)
- FOR HIRE [ ]2 (Carry other people's goods) ——————————▶ [ ]5 —▶ Was the owner also the driver? YES[ ]1 NO[ ]2
     11

[ ]9 UNKNOWN ——————————▶

- PRIVATE [ ]1
- FOR HIRE [ ]2 ——————————▶ Was the owner also the driver? YES[ ]1 NO[ ]2
     10   12

8. Type of Trip

   Local *(within a 50 mile radius of base)*   [ ]2

   Over-the-Road
   Less than 200 miles one-way intended   [ ]3
      trip distance
   Greater than 200 miles one-way intended   [ ]4
      trip distance
   Unknown over-the-road trip distance   [ ]5

13

POWER UNIT

9. Power Unit Make

Autocar	[ ]	01
Brockway	[ ]	02
Chevrolet	[ ]	03
Diamond Reo	[ ]	04
Dodge	[ ]	05
Ford	[ ]	06
Freightliner	[ ]	07
GMC	[ ]	08
Hendrick	[ ]	09
Intl. Harvester	[ ]	10
Kenworth	[ ]	11
Mack	[ ]	12
Marmon	[ ]	13
Mercedes	[ ]	16
Peterbilt	[ ]	14
Volvo	[ ]	17
Western Star	[ ]	18
White*	[ ]	15
Other_____	[ ]	97

(Specify) **14-15**

If response is WHITE, ask whether it is Autocar, Frtliner, Wstrn Star.

10. Power Unit Model _____
(Name or No.)

11. Power Unit Model Year: 19 __ __
(from registration) **16** **17**

12. Power Unit Cab Style

Conventional	[ ]1
Cab-Over-Engine/Cab Forward	[ ]2

18

13. Fuel

Gas	[ ]1
Diesel	[ ]2
Other_____	[ ]4

(Specify) **19**

VEHICLE CONFIGURATION

		POWER UNIT		FIRST TRAILER		SECOND TRAILER		THIRD TRAILER	
14.	TYPE:	Tractor [ ]8		Semi [ ]1					
		St. Trk. [ ]1 **20**		Full [ ]2		Full [ ]2		Full [ ]2	
				Other [ ]3		Other [ ]3		Other [ ]3	
				None [ ]4 **23**		None [ ]4 **26**		None [ ]4 **29**	
15.	BODY STYLE:	Tractor [ ]0							
		Van [ ]1		Van [ ]1		Van [ ]1		Van [ ]1	
		Flatbed [ ]2		Flatbed [ ]2		Flatbed [ ]2		Flatbed [ ]2	
		Tanker [ ]3		Tank [ ]3		Tank [ ]3		Tank [ ]3	
		Dump [ ]6		Auto C. [ ]4		Auto C. [ ]4		Auto C. [ ]4	
		Refuse [ ]7		Dump [ ]6		Dump [ ]6		Dump [ ]6	
		Other [ ]8 **21**		Other [ ]9 **24**		Other [ ]9 **27**		Other [ ]9 **30**	
		_____ (Specify)		_____ (Specify)		_____ (Specify)		_____ (Specify)	
16.	NO. OF AXLES:			One [ ]1		One [ ]		One [ ]1	
		Two [ ]2		Two [ ]2		Two [ ]2		Two [ ]2	
		Three [ ]3		Three [ ]3		Three [ ]3		Three [ ]3	
		Four + [ ]4 **22**		Four + [ ]4 **25**		Four + [ ]4 **28**		Four + [ ]4 **31**	

LENGTH AND WEIGHT

17. What was the TOTAL WEIGHT of the truck and any cargo at the time of the accident? ___ ___ ___ ___ ___ ___ Lbs.

32 33 34 35 36 37

18. What was the CARGO WEIGHT?

    ST. TRK. ___ ___ ___ ___ ___ ___ Lbs.

            38 39 40 41 42 43

    (% Full: ___ ___)

    1ST TRLR. ___ ___ ___ ___ ___ ___ Lbs

            44 45 46 47 48 49

    (% Full: ___ ___)

    2ND TRLR. ___ ___ ___ ___ ___ ___ Lbs.

            50 51 52 53 54 55

    (% Full: ___ ___)

    3RD TRLR. ___ ___ ___ ___ ___ ___ Lbs.

            56 57 58 59 60 61

    (% Full: ___ ___)

19. What are the EMPTY WEIGHTS of the units?

    TRAC/ST TRK. ___ ___ ___ ___ ___ ___ Lbs.

               62 63 64 65 66 67

    1ST TRLR. ___ ___ ___ ___ ___ ___ Lbs.

            68 69 70 71 72 73

    2ND TRLR. ___ ___ ___ ___ ___ ___ Lbs. [1]

            74 75 76 77 78 79   80

                                  Dup Col 1-8

    3RD TRLR. ___ ___ ___ ___ ___ ___ Lbs.

            9 10 11 12 13 14

    (OR Empty Combination Weight: ___ ___ ___ ___ ___ ___ Lbs.)

                                       15 16 17 18 19 20

20. What was the TOTAL LENGTH of the truck and any trailers at the time of the accident? ___ ___ ___ Ft.

                             21 22 23

21. What were the LENGTHS of each unit?→(OR Cargo Body Length for Straight Truck)

    TRAC/ST TRK. ___ ___ ___ Ft.

              24 25 26

    1ST TRLR. ___ ___ ___ Ft.

         27 28 29

    2ND TRLR. ___ ___ ___ Ft.

         30 31 32

    3RD TRLR. ___ ___ ___ Ft.

         33 34 35

___ ___ ___

22. What was the WIDTH of the truck or cargo at the time of the accident?

    ___ ___ Ft.

23. Cargo _____

         (Specify and code below)

	ST. TRUCK	1ST TRAILER	2ND TRAILER	3RD TRAILER
Empty	[ ]12	[ ]12	[ ]12	[ ]12
General freight (LTL)	[ ]01	[ ]01	[ ]01	[ ]01
Household goods, uncrated furniture/fixtures	[ ]02	[ ]02	[ ]02	[ ]02
Metal (coils, sheets, rods)	[ ]03	[ ]03	[ ]03	[ ]03
Heavy machinery/large objects	[ ]04	[ ]04	[ ]04	[ ]04
Motor vehicles	[ ]05	[ ]05	[ ]05	[ ]05
Driveaway/Towaway/Piggyback	[ ]06	[ ]06	[ ]06	[ ]06
Gases in bulk (LPG, Propane)	[ ]07	[ ]07	[ ]07	[ ]07
Solids in bulk (not packaged)	[ ]08	[ ]08	[ ]08	[ ]08
Liquids in bulk (milk, gasoline)	[ ]09	[ ]09	[ ]09	[ ]09
Explosives	[ ]10	[ ]10	[ ]10	[ ]10
Logs, Poles, Lumber	[ ]11	[ ]11	[ ]11	[ ]11
Refrigerated foods	[ ]13	[ ]13	[ ]13	[ ]13
Mobile home	[ ]14	[ ]14	[ ]14	[ ]14
Farm products (including animals)	[ ]15	[ ]15	[ ]15	[ ]15
Other	[ ]16	[ ]16	[ ]16	[ ]16
	38-39	41-42	44-45	47-48

24. Hazardous Cargo

	ST. TRUCK	1ST TRAILER	2ND TRAILER	3RD TRAILER
Yes	[ ] 1	[ ] 1	[ ] 1	[ ] 1
No	[ ] 2	[ ] 2	[ ] 2	[ ] 2
	40	43	46	49

25. Were any of the following the primary accident event?

Ran-off-road	[ ]	0
Jackknife	[ ]	1
Overturn	[ ]	2
Separation of units	[ ]	3
Fire	[ ]	4
Loss or spillage of cargo	[ ]	5
Cargo shift	[ ]	6
None	[ ]	8

50

26. Did any of the following result from the accident (not the primary event)?

Spillage of non-hazardous cargo	[ ]	4
Spillage of hazardous cargo	[ ]	2
Fire (in any vehicle)	[ ]	3
Explosion	[ ]	5
None	[ ]	1

51

27. At the time of the accident how many hours had the driver been driving? __ __ Hrs.

52 53

*** END OF INTERVIEW ***

Thank you for your cooperation.

28. Driver Age *(from FARS)* __ __ Years

54 55

REMAINDER TO BE COMPLETED BY EDITOR.

29. Interview Status

Complete	[ ]	1
Refusal	[ ]	2
Partial	[ ]	3
Unable to contact	[ ]	4

56

30. Source

Police Report	[ ]	1
Interview	[ ]	2
BMCS	[ ]	4
Mail	[ ]	5

57

DERIVED INFORMATION *(Insert question numbers.)*

__ __	__ __
58 59	68 69
__ __	__ __
60 61	70 71
__ __	__ __
62 63	72 73
__ __	__ __
64 65	74 75
__ __	__ __
66 67	76 77

[2]
80