

1972 file

MULTIDISCIPLINARY ACCIDENT INVESTIGATION REPORT AUTOMATION

Univariate Frequency Distributions of Multidisciplinary Accident Investigation Data Volume 4 of 5

HIGHWAY SAFETY RESEARCH INSTITUTE
THE UNIVERSITY OF MICHIGAN
ANN ARBOR, MICHIGAN 48104

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16. Abstract This is the fourth volume of a five volume final report describing the results of the Multidisciplinary Accident Investigation Report Automation contract. It contains code value definitions and univariate descriptive statistics for the entire Multidisciplinary Accident Investigation (MDAI) automated report file. Accident data recorded on the "Collision Performance and Injury Report" (CPIR), Revision 3 has been built into three files: vehicle, occupant and injury. The data contained in the CPIR form has been supplemented with additional coded and computed variables. For each of 1092 MDAI investigated case vehicles on file, 829 variables have been processed. Data on 1854 MDAI case vehicle occupants and 7710 occupant injuries are also in computer storage. Annotated accident report forms are used as a codebook to define the code values for each variable. One-way frequency distributions or univariates are used to statistically describe the file contents for each numeric variable. Note: These files do not contain a cross-section of typical accidents. They constitute a compilation of special interest clinical accident investigations.					
17. Key Words Multidisciplinary Traffic Accident Investigations, Computer Automation of Traffic Accident Reports, Univariate Frequency Distributions, Accident Data Frequencies.			18. Distribution Statement Unlimited		
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Preface

This is the fourth volume of a five volume report describing the final results of the Multidisciplinary Accident Investigation (MDAI) Report Automation project conducted by the Highway Safety Research Institute and sponsored by the National Highway Traffic Safety Administration. This volume documents the variables and code values, and the frequency of each code value.

Accident data recorded on the General Motors Collision Performance and Injury Report Long Form Revision 3* has been built into three files: vehicle, occupant and injury. The data contained in the CPIR form has been supplemented with additional coded (e.g., occupation) and computed (e.g., bracketed speed) variables. While the files consist of cases collected by clinical accident investigation teams under the sponsorship of the Motor Vehicle Manufacturers Association and the National Highway Traffic Safety Administration, only the MDAI reports sponsored by NHTSA are documented in this volume.

The first section contains a codebook in the form of a CPIR annotated with variable numbers, new variables and new code values. Four codebook appendices detail the Vehicle Make/Model, Steering Wheel, Windshield and Deformation codes. The second section (following color separator) contains a computer dictionary of one and two digit numeric variables, with one-way frequency distributions (univariates) for each file. The marginal percentages are also included. The third section documents the master file administrative variables not available in the working analysis files.

<u>File</u>	<u>Contains:</u>	<u>Univariate of:</u>	<u>For:</u>
Vehicle	V1-V576	V1-V576	1092 Case Vehicles
Occupant	V1-V636	V577-V636	1854 Case Occupants
Injury	V1-V647	V637-V647	7710 Case Injuries
Master		V754-V827	1092 Case Vehicles

Note: These files do not contain a cross-section of typical accidents. The files are a compilation of individual clinical studies of special interest accidents by over twenty different teams using independent accident selection and investigation methods.

*Collision Performance and Injury Report, Long Form, Revision 3, GM Publication PG-2070, Safety Research and Development Laboratory General Motors Proving Ground, Milford, Michigan 48042.

Volume 4 of 5
Codebook and Univariate Frequency Distributions

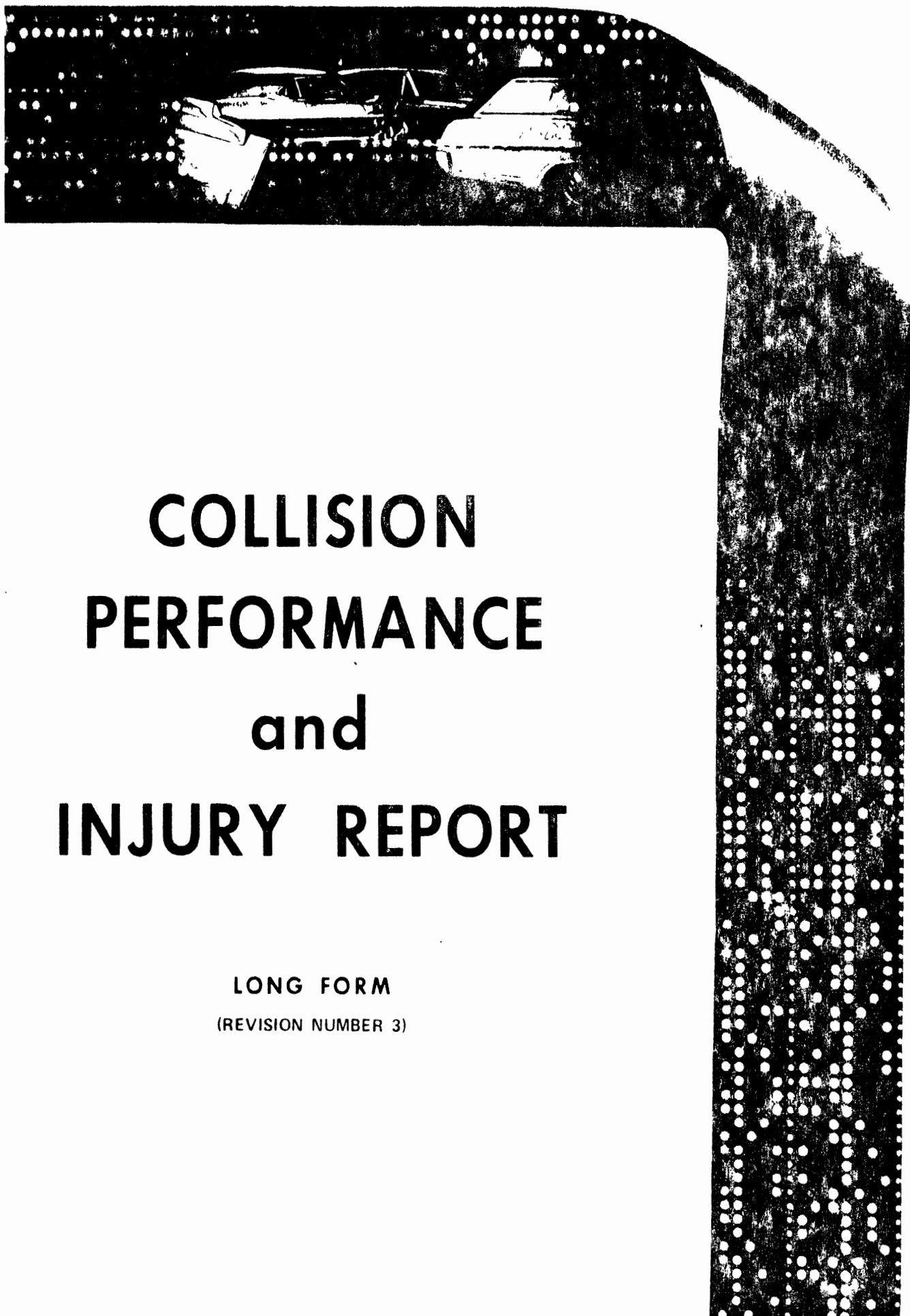
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Section 1 Codebook

The codebook consists of an annotated CPIN form with added variables and code values as currently the working analysis files. Four code Appendices document the:

A. Vehicle Make/Model Codes	41-46
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COLLISION PERFORMANCE and INJURY REPORT

LONG FORM
(REVISION NUMBER 3)

FORM VERSION NUMBER <u>V13</u> <small>1</small>	Team Number <u>V5</u> <small>(See p.1b)</small>	Team Sponsor <u>V6</u>
REPORT NUMBER <u>V2 V3 * V4</u> <small>2 3 4 5 6 7 8 9</small>	Date of Investigation <u>V10 V11 V12</u>	
CARD NUMBER <u>01</u> <small>10 11</small> <small>Team Letters</small>	Date Submitted <u>V13 V14 V15</u>	
DATE OF COLLISION <u>V7 / V8 / V9</u> <small>12 13 14 15 16 17</small> <small>(999999) Unknown</small>	Team Case No. <u>V16</u>	
	H.S. Number <u>V17</u>	
	P.B. Number <u>V18</u>	

		PUNCH CODE	CARD COL.			PUNCH CODE	CARD COL.
LOCATION				Case Vehicle Only			
STATE: _____ FIPS code		<u>V19</u>	18-19	ROAD ALIGNMENT			
CITY, TOWNSHIP, ETC.:				VERTICAL PLANE			
AREA		<u>V20</u>	20	(1) LEVEL		<u>V26</u>	26
(1) URBAN				(2) CREST OF HILL			
(2) RURAL				(3) SLOPE 2% grade			
(0) UNKNOWN				(4) BOTTOM OF HILL			
LOCALITY		<u>V21</u>	21	(0) UNKNOWN			
(1) MANUFACTURING OR INDUSTRIAL				HORIZONTAL PLANE		<u>V27</u>	27
(2) SHOPPING OR BUSINESS				(1) STRAIGHT			
(3) APARTMENTS				(2) CURVE			
(4) SCHOOL OR PLAYGROUND				(0) UNKNOWN			
(5) RESIDENTIAL				SURFACE COVERING			
(6) FARM				(01) DRY			
(7) UNDEVELOPED				WATER			
(0) UNKNOWN				(02) DAMP			
ENVIRONMENTAL CONDITIONS		<u>V22</u>	22	(03) WET			
LIMITED ACCESS HIGHWAY				(04) PUDDLED			
(1) YES				(05) UNKNOWN AMOUNT			
(2) NO				SNOW			
(0) UNKNOWN				(06) LOOSE			
ROAD TOTAL TRAFFIC LANES		<u>V23</u>	23	(07) PACKED			
(1) 1-Lane				(08) CONDITION UNKNOWN			
(2) 2-Lane <small>Case Vehicle</small>				(09) ICE		<u>V28</u>	28-29
(3) 3-Lane				(10) SLUSH			
(4) 4 or More Lanes				(11) SPILLED GRAVEL			
(5) 4 or More Lanes Divided				(12) OTHER: _____			
(6) Parking Lot, Driveway				(00) UNKNOWN			
(7) Other, e.g. RR Tracks, Ramps				PRECIPITATION		<u>V29</u>	30
(0) Unknown				(1) NONE			
OTHER ROAD TOTAL TRAFFIC LANES		<u>V24</u>	24	(2) RAIN			
WIDTH (IF AT INTERSECTION)				(3) SNOW			
CHOOSE FROM ABOVE LIST OR				(4) HAIL			
(0) NOT APPLICABLE				(5) SLEET			
TYPE OF ROAD SURFACE		<u>V25</u>	25	(6) OTHER: _____			
(1) Asphalt, Bituminous Concrete				(0) UNKNOWN			
(2) CONCRETE				RATE OF PRECIPITATION		<u>V30</u>	31
(3) GRAVEL				(3) NOT APPLICABLE			
(4) MORE THAN ONE TYPE				(4) LIGHT, Mist			
(5) OTHER _____				(5) MODERATE			
(0) UNKNOWN				(6) HEAVY			
				(0) UNKNOWN			
				SURFACE SLIPPERY		<u>V31</u>	32
				(1) YES			
				(2) NO			
				(0) UNKNOWN			

COLLISION DEF. OPTION

* Sequential numbers (1, 2, ...) for multiple case vehicles involved in a common accident.

MDAI INVESTIGATOR CODES

Report Prefix V2	Report Number V3	Team Number V5	Team* Sponsor V6	Team Case Number V16	Team
AA-	00105	1	1	AA-105	Ann Arbor, HSRI-III
BA-	00012	2	1	MVD-12,4NE31	Baylor College of Medicine
BU-	70017	3	1	BU-70-17	Boston University
CA-	71063	4	3	CAL-71-63A	Cornell Aeronautical Lab-IIIA
CB-	71016	5	3	CAL-71-16B	Cornell Aeronautical Lab-IIIB
DT-	71027	6	4	DTS-027-71	Ministry of Transport, Ottawa, Canada
GA-	60011	7	1	GA-71	Georgia Institute of Technology
HS-	00131	8	2	HS-131	Highway Safety Research Institute
IU-	69013	9	1	MCR-69-13	Indiana University
MG-	71021	10	4	MAC1P021-71, MGU-028-71	McGill University, Montreal
MI-	00121	11	1	MI-697002	University of Miami
ML-	70008	12	1	MMF-70-8	Maryland Medical/Legal Foundation
MU-	71016	13	4	EPM-016-71	University of Montreal, Ecole Poly-technique
NB-	71009	14	4	UNB-009-71	University of New Brunswick
NM-	00039	15	1	UNM-39	University of New Mexico
OK-	00010	16	2	OK-10	Oakland County, HSRI-III
OS-	00012	17	1	OSU-12	Ohio State University
RT-	00032	18	1	RTI-22	Research Triangle Institute
RU-	00099	19	1	RAI-99	University of Rochester
SC-	00006	20	1	USC-71-6	University of Southern California
SI-	00002	21	1	SRI-2-002	Stanford Research Institute (2)
SR-	00081	22	1	SRI-0021	Stanford Research Institute (1)
SU-	00019	23	1	SU-019	Stanford University
SW-	69003	24	1	SWRI-6903	Southwest Research Institute
TR-	01143	25	1	UC-1143D	Trauma Research Group, UCLA
TU-	00013 71005	26	1	TU-13B2970 TU-71-5	Tulane University
UC-	00150	27	2	UC-450	University of California (Siegel)
UH-	00002	28	1	HOU-2	University of Houston
UK-		29	1		University of Kentucky
UM-	00513	30	2	UM-513-71	University of Michigan (Huelke)
UO-		31	1		University of Oklahoma
UT-	71023	32	4	TOF23-08-71	University of Toronto
UU-	70013	33	1	Utah-013-70	University of Utah

- * Sponsor Number: 1. NHTSA-DOT
2. AAA
3. Joint N.A., NHTSA
4. Ministry of Transport, Canada

V19 STATE CODES (FIPS 5-2)

Name	Code	Name	Code
Alabama	01	Montana	30
Alaska	02	Nebraska	31
Arizona	04	Nevada	32
Arkansas	05	New Hampshire	33
California	06	New Jersey	34
Colorado	08	New Mexico	35
Connecticut	09	New York	36
Delaware	10	North Carolina	37
District of Columbia	11	North Dakota	38
Florida	12	Ohio	39
Georgia	13	Oklahoma	40
Hawaii	15	Oregon	41
Idaho	16	Pennsylvania	42
Illinois	17	Rhode Island	44
Indiana	18	South Carolina	45
Iowa	19	South Dakota	46
Kansas	20	Tennessee	47
Kentucky	21	Texas	48
Louisiana	22	Utah	49
Maine	23	Vermont	50
Maryland	24	Virginia	51
Massachusetts	25	Washington	53
Michigan	26	West Virginia	54
Minnesota	27	Wisconsin	55
Mississippi	28	Wyoming	56
Missouri	29	None/CA	90
		Unknown	00

ENVIRONMENTAL CONDITIONS

POSSIBLE MECHANICAL MALFUNCTION

ENVIRONMENTAL CONDITIONS

POSSIBLE MECHANICAL MALFUNCTION

	PUNCH CODE	CARD COL.
SPEED LIMIT (1) 5-25 MPH (2) 26-30 (3) 31-35 (4) 36-40 (5) 41-45 (6) 46-55 (7) 56-65 (8) 66-75 (9) OVER 75 MPH (0) UNKNOWN	V32	33
ROAD DEFECTS (not design deficiencies) (1) YES (2) NO (0) UNKNOWN	V33	34
TEMPERATURE, F (1) BELOW ZERO (2) 0-19 (3) 20-29 (4) 30-34 (5) 35-39 (6) 40-59 (7) 60-79 (8) 80-99 (9) 100 OR OVER (0) UNKNOWN	V34	35
CROSSWIND (1) NONE (2) LIGHT (3) STRONG (4) STRONG & GUSTY (0) UNKNOWN	V35	36
TIME OF DAY (1) DAY (2) NIGHT (3) DUSK (4) DAWN (0) UNKNOWN	V36	37
VISIBILITY LIMITATION (for accident) (1) None (2) Cloudy - Dark (3) Fog (4) Smoke (5) Windshield Condition (6) Glare (7) Other: _____ (8) Rain (NEW) (9) Snow (NEW) (0) Unknown	V37	38
VISIBILITY OBSTRUCTION (for accident) (1) None (2) Building (3) Sign (4) Bushes (5) Tree (6) Hill or Curve in Road (7) Other: _____ (8) Vehicle in Transport (NEW) (9) Parked Vehicle (NEW) (0) Unknown	V38	39

NEW CODES

NEW CODES

INVESTIGATION OF THE POSSIBILITY OF MECHANICAL MALFUNCTION

THIS SECTION SHOULD BE FILLED OUT IF A MECHANICAL MALFUNCTION IS RECOGNIZED, OR SUSPECTED BY THE INVESTIGATOR OR WAS ALLEGED TO HAVE CONTRIBUTED TO THE ACCIDENT INVOLVING THIS VEHICLE. SUPPORT ANY ITEMS CHECKED OR NOTATED BY COMMENTS.

- CHECK ITEMS INVOLVED:
- | | |
|--|--|
| <input type="checkbox"/> BRAKE SYSTEM | <input type="checkbox"/> THROTTLE CONTROLS |
| <input type="checkbox"/> EXHAUST SYSTEM | <input type="checkbox"/> DRIVER CONTROLS |
| <input type="checkbox"/> STEERING SYSTEM | <input type="checkbox"/> POWER TRAIN |
| <input type="checkbox"/> SUSPENSION SYSTEM | <input type="checkbox"/> FUEL SYSTEM |
| <input type="checkbox"/> TIRES | <input type="checkbox"/> VISIBILITY ITEMS |
| <input type="checkbox"/> ELECTRICAL SYSTEM | <input type="checkbox"/> OTHER: _____ |

INVOLVED:
 NUMBER OF ITEMS CHECKED
 (Not "Items Looked at")
 (Not "Items Alleged")

PUNCH CODE	CARD COL.
V39	40
V40	41

WAS COMMENT ABOUT MECHANICAL MALFUNCTION MADE BY ANY PERSON(S)?

- (1) YES
 (2) NO

VEHICLE MALFUNCTION

- (1) Yes
 (2) No
 (3) Not Applicable
 (0) Unknown

- | | |
|------------------------------|-----|
| (01) BRAKE SYSTEM | V41 |
| (02) EXHAUST SYSTEM | V42 |
| (03) STEERING SYSTEM | V43 |
| (04) SUSPENSION SYSTEM | V44 |
| (05) TIRES | V45 |
| (06) ELECTRICAL SYSTEM | V46 |
| (07) THROTTLE CONTROLS | V47 |
| (08) DRIVER CONTROLS | V48 |
| (09) POWER TRAIN | V49 |
| (10) FUEL SYSTEM | V50 |
| (11) VISIBILITY ITEMS | V51 |
| (12) OTHER: _____ | V52 |
| (13) Applicable, but unknown | V53 |

Primary Item Noted Above

- (00) None
 (99) Unknown V54

Number of 35 mm slides V55
 (98) 98 or more
 (99) Unknown

GENERAL INFORMATION

IMPAIRMENT

COLLISION TYPE

New Codes

COLLISION CONFIGURATION (of case vehicle)	PUNCH CODE	CARD COL.
VEHICLE TO OBJECT (1,2,0)*	V56	42
ROLLOVER (1,2,0)* (90° or more)	V57	43
RAN OFF THE ROADWAY(1,2,0)* (Before first impact)	V58	44
VEHICLE TO VEHICLE (1) Yes, Configuration unknown (NEW) (2) No (3) Head-on (F to F) (4) Intersection type L (2/72) (T + L before 2/72) (5) Side-swipe (6) Rear-impact (F and B) (7) Other: _____ New Code (8) Intersection type T (2/72) (9) Unknown	V59	45
VEHICLE TO STOPPED VEHICLE(1,2,0)* (Either vehicle)	V60	46
VEHICLE TO MOVING VEHICLE (1,2,0)*	V61	47
OTHER (1,2,0)*: _____	V62	48
VEHICLES INVOLVED TOTAL NUMBER (INCLUDING CASE VEHICLE) <u>In Accident</u>	V63	49
OBJECTS CONTACTED (02) None (03) Other Automobile (04) Ground (rollover only) (05) Guardrail (06) Bridge (rail) (07) Sign (08) Ditch (09) Embankment (snowbank) (10) Culvert (11) Fence (12) Pole or Tree (13) Pedestrian (14) Large Animal (15) Motorcycle (16) Large Truck - Type Unknown (see 20-25) below (17) Train or Bus (18) Pedacycle (bicycle+) (19) Building (20) Light truck/pickup truck (22) Tractor without Tractor (9/72) (23) Van delivery truck (24) Straight truck (25) Tractor-trailor combination (26) Multi-purpose vehicle (Jeep) (40) Object disengaging from other vehicle (i.e., loose tire, box 9/72) (50) Hydrants, short posts, stumps (9/72) (51) Mailbox (rural), small posts/trees (52) Pier, Pillar (e.g., bridge support) (53) Retaining wall, abutment Highway Fixtures: (54) Impact attenuator (55) Breakaway Fixtures (99) Other: _____	V64 V65 V66 V67	50-51 52-53 54-55 56-57

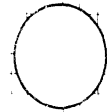
CASE VEHICLE DRIVER'S ABILITY TO DRIVE IMPAIRED BY (CHOOSE NO MORE THAN TWO)	PUNCH CODE	CARD COL.
(00) UNKNOWN (02) NONE (03) DRINKING INVOLVED (Broad) (04) Drunk By Local Legal Standards (05) ASLEEP (06) FATIGUE (07) RECKLESSNESS (08) INATTENTION (09) LACK OF TRAINING (10) EMOTIONAL STATE (11) MEDICATION (12) Drugs (narcotic) (13) ILLNESS (or otherwise) (14) INFIRMITIES (15) PHYSICALLY HANDICAPPED (16) OTHER: _____	V69	58-59 60-61
SOURCE OF INFORMATION: _____ _____		
TRAFFIC VIOLATION (EITHER DRIVER) (1) YES (2) NO (0) UNKNOWN DESCRIBE VIOLATION: _____	V70	62
Citation need not be issued, but only indicated.		
LEGAL ACTION WAS TRAFFIC VIOLATION CITATION ISSUED TO ANYONE? (1,2,0)* IF "YES", CIRCLE VIOLATOR: DRIVER OF CASE VEHICLE DRIVER OF OTHER VEHICLE PEDESTRIAN OTHER: _____	V71	63
(Accident Point of View) TYPE OF LOSS PERSONAL INJURY (1,2,0)* PROPERTY DAMAGE (1,2,0)*	V72 V73	64 65

*WHERE (1,2,0) IS INDICATED, USE 1 FOR YES
2 FOR NO
0 FOR UNKNOWN

COLLISION SKETCH

Based on Information From _____

INDICATE NORTH
BY ARROW



1. Draw heavy lines to show highway detail at the location of collision.
2. Give name of streets and highways and US, State and Interstate Route numbers, if any.
3. Identify all objects in sketch. Case vehicle should always be labeled "A". Time sequence numbers may be added (e.g., A1, A2).
4. Include dimensions when possible.

COLLISION SKETCH

DESCRIBE COLLISION EVENTS _____

* Speed Prior to and at Impact

Speed in 10 mph units V78-V81

code	MPH
00	0
01	1-10
02	11-20
03	21-30
04	31-40
05	41-50
06	51-60
07	61-70
08	71-80
09	81-90
10	91-100
11	101-199
12	200-999 (unknown)

INFORMATION SOURCES: _____

REPORTED BY: _____
 (Attach Police Report)

COMMENTS _____

-(888) for "Other Vehicle" Not applicable

CASE VEHICLE	PUNCH CODE	CARD COL
ESTIMATED SPEED* (MPH)		
PRIOR TO IMPACT	V74	
ESTIMATED BY *Bracketed	V78	66-68
At First Impact	V75	
ESTIMATED BY *Bracketed	V79	69-71
	<small>Note</small>	

OTHER VEHICLE	PUNCH CODE	CARD COL
ESTIMATED SPEED* (MPH)		
PRIOR TO IMPACT	V76	
ESTIMATED BY *Bracketed	V80	72-74
At First Impact	V77	
ESTIMATED BY *Bracketed	V81	75-77

*IF SPEEDS ARE UNKNOWN, ENTER 999 IN PUNCH CODE COLUMN

END OF CARD 01

OTHER VEHICLE

See CPiR page 7
for details

NOTE. A complete analysis of this accident requires that a minimum amount of information be obtained on the other vehicle(s) involved. Therefore, the information on this page should be completed even though a separate long form may be filled out on these other vehicles.

DUPLICATE COLUMNS 1-9 FROM PRECEDING CARD 0 2
10 11

OTHER VEHICLE DESCRIPTION
VEHICLE IDENTIFICATION NUMBER **V82**

12	13	14	15	16	17	18	19	20	21	22	23	24
----	----	----	----	----	----	----	----	----	----	----	----	----

V83 A Country of Origin
 V84 B Corporation
 V85 BC Corporation - Division
 V86 ABC Country - Corporation - Division
 V87 DE Body Model Country of Origin
 V88 ABCDE Vehicle Make/Model Corporation Division Body Style

VEHICLE MAKE/MODEL CODE **# A B C D E**
 See Page 7b
 0 FOR UNKNOWN

MODEL YEAR 19 V89
30 31

WEIGHT OF VEHICLE, LBS. *Bracketed Weight * V90*
V91
32 33 34 35

ODOMETER READING *Bracketed Odometer ** V92*
V93
 (IF OVER 100,000:) 36 37 38 39 40
 (USE 99 999)

BODY STYLE	PUNCH CODE	CARD COL.
(1) 2-DOOR HARDTOP		
(2) 2-DOOR SEDAN OR COUPE		
(3) 4-DOOR HARDTOP		
(4) 4-DOOR SEDAN		
(5) STATION WAGON		
(6) CONVERTIBLE		
(7) VAN		
(8) TRUCK		
(9) OTHER (BUS, ETC.)	V94	41
(10) UNKNOWN		

ENGINE	PUNCH CODE	CARD COL.
NUMBER OF CYLINDERS (Enter "0" if unknown)	V95	42
HIGH PERFORMANCE (1,2,0)*	V96	43

NUMBER OF OCCUPANTS **V97** 44-45

VEHICLE LOADING	PUNCH CODE	CARD COL.
(4) BELOW FULL RATED LOAD		
(5) NEAR FULL RATED LOAD		
(6) ABOVE FULL RATED LOAD	V98	46
(10) UNKNOWN		

OTHER VEHICLE

DAMAGE INDEX (OTHER VEHICLE) **V105**

V99 - **V100** - **V101** - **V102** - **V103** - **V104**
47 48 49 50 51 52 53
V106 V107 V108 V109
V110

NUMERIC RECODES

* Vehicle Weight **V90 Other Vehicle**
V120 Case Vehicle

Code	Lbs.
0	Unknown
1	1-1000
2	1001-2500
3	2501-3500
4	3501-4500
5	4501-5500
6	5501-6500
7	6501-7500
8	7501-8500
9	8501-9999

** Vehicle Odometer Reading **V92 othervehicle**
V122 case vehicle

Code	Miles
00	unknown
1	1-1,999 miles
2	2000-2,999
	⋮
12	12,000-12,999
	⋮
98	98,000-98,999
99	99,000-99,999+

Investigator can submit several "Other Vehicle" pages, but only one will be computer processed.

IF SEPARATE REPORT WAS MADE, GIVE REPORT NUMBER **V111**
 Fill in if "Other Vehicle" reported on separate CPiR.

*WHERE (1,2,0) IS INDICATED, USE 1 FOR YES
2 FOR NO

CASE VEHICLE

DUPLICATE COLUMNS 1-9 FROM PRECEDING CARD 0 3
10 11

CASE VEHICLE DESCRIPTION

VEHICLE IDENTIFICATION NUMBER **V112**

12	13	14	15	16	17	18	19	20	21	22	23	24
----	----	----	----	----	----	----	----	----	----	----	----	----

- V113 A Country of Origin
- V114 B Corporation
- V115 BC Corporation - Division
- V116 ABC Country - Corporation - Division
- V117 DE Body Model Country of Origin
- V118 ABCDE Vehicle Make/Model Corporation

VEHICLE MAKE/MODEL CODE **7 A B C D E**
0 FOR UNKNOWN
 See Page 7b

MODEL YEAR 19 **V119**
Unknown (99) 30 31
*** BRACKETED Wt. V120**
 Shipping Weight of Vehicle, lbs. **V121**
Unknown (0000), Over 10,000 use (9999) 32 33 34 35
**** BRACKETED ODOMETER V122**
 ODOMETER READING **V123**
(IF OVER 100,000:) Unknown (00000) 36 37 38 39 40
USE 99 999

BODY STYLE	PUNCH CODE	CARD COL.
(Match to Pillar Damage, p. 12, 15) (Code Sun Roof as 1 to 5, not 6)		
(1) 2-Door Hardtop (no upper B pillar)		
(2) 2-Door Sedan or Coupe (any upper B)		
(3) 4-Door Hardtop		
(4) 4-Door Sedan		
(5) Station Wagon or Pickup Car		
(6) Convertible - soft or hard shell		
(7) Van (not walk-in)		
(8) Truck		
(9) Other (e.g. bus, jeep, train)	V124	41
(0) Unknown		

BODY STRUCTURE	PUNCH CODE	CARD COL.
(1) BODY AND FRAME		
(2) UNITIZED		
(3) INTEGRAL - STUB FRAME		
(4) OTHER	V125	42
(0) UNKNOWN		

ENGINE	PUNCH CODE	CARD COL.
NUMBER OF CYLINDERS (Enter "0" if unknown)	V126	43

HIGH PERFORMANCE (1,2,0)*	PUNCH CODE	CARD COL.
	V127	44

NUMBER OF OCCUPANTS	PUNCH CODE	CARD COL.
Includes Driver (Enter 99 if unknown) <small>Must match number of occupant info. sections</small>	V128	45-46

VEHICLE LOADING	PUNCH CODE	CARD COL.
(4) BELOW FULL RATED LOAD		
(5) NEAR FULL RATED LOAD		
(6) ABOVE FULL RATED LOAD	V129	47
(0) UNKNOWN		

EQUIPMENT OPTIONS	PUNCH CODE	CARD COL.
TRANSMISSION		
(4) AUTOMATIC + Semi Automatic		
(5) MANUAL		
(0) UNKNOWN	V130	48

STEERING	PUNCH CODE	CARD COL.
(4) POWER		
(5) MANUAL		
(0) UNKNOWN	V131	49

BRAKES	PUNCH CODE	CARD COL.
(4) POWER		
(5) MANUAL		
(0) UNKNOWN	V132	50

BRAKES - TYPE	PUNCH CODE	CARD COL.
(4) DRUM - ALL WHEELS		
(5) DISC - FRONT WHEELS		
(6) DISC - ALL WHEELS		
(0) UNKNOWN	V133	51

BRAKE ANTI-LOCK DEVICE	PUNCH CODE	CARD COL.
(2) NONE INSTALLED		
(4) TWO-WHEEL		
(5) FOUR-WHEEL		
(0) UNKNOWN	V134	52

Top Position at Time of Collision	PUNCH CODE	CARD COL.
(3) Solid Top - Not Applicable		
(4) Convertible Soft Top Up or Closed		
(5) Retracted Soft Top or Hard Shell Removed		
(6) Removable Hard Shell Installed (NEW)		
(7) Sun Roof - Closed (NEW)		
(8) Sun Roof - Open (NEW)		
(0) Unknown	V135	53

CASE VEHICLE REPAIR OR REPLACEMENT COST	PUNCH CODE	CARD COL.
Unknown (9999)		
\$ V136		
	54	55 56 57

CASE VEHICLE DAMAGE INDEX

PRIMARY DAMAGE

V143	V137	139	140	141	142
58 59	60 61	62 63	64 65	66 67	68 69

Numeric records

SECONDARY DAMAGE

V149	151	152	153	154
70 71	72 73	74 75	76 77	78 79

Numeric records

CASE VEHICLE

*WHERE (1,2,0) IS INDICATED, USE 1 FOR YES
 2 FOR NO
 0 FOR UNKNOWN

VEHICLE MAKE/MODEL CODE

Body Type

Country, Corporation, Division (1/72)	Passenger Cars	Standard Specialty Sports	Specialty Sports Vehicles	Truck	Country of Origin Corporation	Division	Body Style
1 USA	01 Intermediate (GM A Body)	09, 18	19	11 Van	Country of Origin Corporation	Division	Body Style
11 General Motors Corp.	02 Standard/Full Size (B Body)	06	10	12 Pickup			
111 Buick	03 Luxury	01, 17	07	(13) Trucks to 1 1/2 ton - Dropped Used 30's			
112 Cadillac	04 Limousine (D Body)	02	05	15 Carryall/ Camper (Canopy, Shell)			
113 Chevrolet	05 Personal Luxury (E Body)	03	05	16 Pickup-Camper (Canopy, Shell)			
114 Chevrolet	06 Specialty/Pony (F Body)	04	05	22 Slide-in Camper			
115 Chevrolet	07 Grand Prix (60 A-SP Body)	01	05	(26) Trucks over 1 1/2 ton - use below			
116 GMC Truck and Coach	08 Compact (X Body & Y Body)			30 Unknown Truck Type			
117 Electromotive, GMC	09 Sub-compact/Mini-Imported (VW)			31 Chassis-mounted Camper			
12 Ford Motor Co.	10 Super Sport (Corvette)			32 Van Walk-in			
121 Ford	17 Pickup-Car (Ranchero)			34 Straight truck			
122 Lincoln-Mercury	18 Sub-compact/Mini-USA (H Body)			35 Truck-Tractor			
13 Chrysler Corp.	19 European Sports Cars (MG)			36 Chassis-Cab			
131 Chrysler	Size	Standard Specialty Sports	Specialty Sports Vehicles	37 Chassis Indeterminant			
132 Ford	Van	09, 18	19	38 Tractor-Trailer Combination (Semi)			
133 Ford	Compact	06	10				
134 Plymouth	Intermediate	01, 17	07				
135 Datsun	Standard	02	05				
136 American Motors Corp.	Luxury Sedan	03	05				
141 American Motors	Limousine	04	05				
15 Other USA Corporations	Multipurpose Passenger Vehicle						
151 Chrysler	14 Utility (Jeep, Bronco)						
152 Kaiser-Jeep	15 Carryall/ Panel Truck						
153 Kaiser-Jeep	16 Pickup-Camper (Canopy, Shell)						
154 Kaiser-Jeep	17 Pickup-Car (Ranchero)						
155 Kaiser-Jeep	20 Unknown Multipurpose						
156 Kaiser-Jeep	22 Slide-in Camper						
157 Kaiser-Jeep	23 Motor Home						
158 Kaiser-Jeep	31 Chassis-mounted Camper						
16 USA Truck Corp.	Truck						
160 USA Truck Unknown Corp.	11 Van						
161 USA Truck	(12) Pickup						
162 USA Truck-Rec	(13) Trucks to 1 1/2 ton - Dropped Used 30's						
163 USA Truck	15 Carryall/ Camper (Canopy, Shell)						
164 USA Truck	16 Pickup-Camper (Canopy, Shell)						
165 USA Truck	22 Slide-in Camper						
166 USA Truck	(26) Trucks over 1 1/2 ton - use below						
167 USA Truck	30 Unknown Truck Type						
168 USA Truck Corp.	31 Chassis-mounted Camper						
17 USA Special	32 Van Walk-in						
171 Flexible	34 Straight truck						
172 Freuhant	35 Truck-Tractor						
2 Canada	36 Chassis-Cab						
21 GM Canada*	37 Chassis Indeterminant						
22 Ford Canada*	38 Tractor-Trailer Combination (Semi)						
3 Australia							
317 GM(Holden)*							

* Corporation codes 1 to 4 (b) are always the same from country to country, e.g., 12 - USA/Ford and 42 - England/Ford. Codes 5-9 have different definitions in each country.

See Appendix A for more detail

Other Vehicle	Case Vehicle
V83	V113
V84	V114
V85	V115
V86	V116
V87	V117
V88	V118

Country of Origin Corporation A B C D E
 Division
 Body Style
 A Country of Origin Corporation (codes 1-4 independent of a)
 BC Corporation-Division Country, Corporation, Division
 DE Body Style Vehicle Make

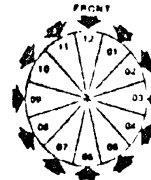
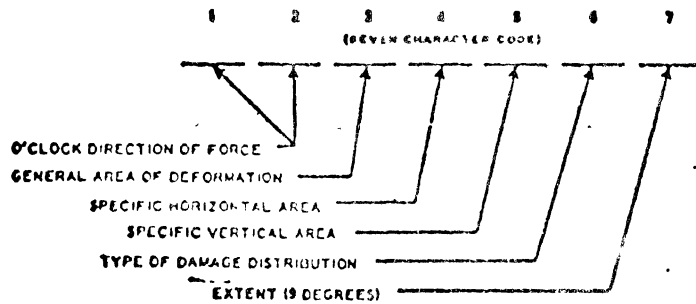
Vehicle Deformation Index

(See Appendix D)

7C

Each VDI is comprised of seven columns described below. Combinations of these columns have been stored in variables 99 to 160 as outlined. The alphabetic codes in columns 3 to 6 have been recorded with numeric values to facilitate analysis.

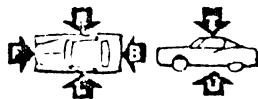
NOTE: Numeric recoding of alphabetic codes is indicated in parenthesis.



Column No. 1,2

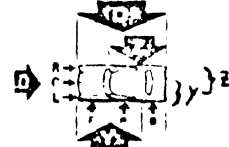
- 00 Non-Horizontal Impact (Rollover)
- 99 Unknown

Column No. 3



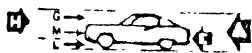
- F(1) - Front
- R(2) - Right Side
- B(3) - Back
- L(4) - Left Side
- T(5) - Top
- U(6) - Undercarriage
- X(7) - Unclassifiable
- (0) - Unknown

Column No. 4



- D(5) - Distributed
- L(4) - Left
- C(6) - Center
- R(2) - Right
- F(1) - Front
- P(7) - Side Center
- B(3) - Back
- Y(8) - Front and Pass. Comp. (F+P) or (C-L)
- Z(9) - Back and Pass. Comp. (R+C) or (P+B)
- (0) - Unknown

Column No. 5



- A(1) - All
- H(2) - Top of Frame to Top
- E(3) - Everything Below Glass
- G(6) - Glass and Above
- M(5) - Middle (Top of Frame to Beltline or Hood)
- L(4) - Low (Below Top of Frame)
- X(7) - Undercarriage
- (0) - Unknown

Column No. 6

- W(1) - Wide Impact Area (>16")
- N(2) - Narrow Impact Area (<16")
- S(3) - Side Swipe
- O(4) - Roll Over
- F(5) - Fire Only
- Y(6) - Fire with Impact
- Z(7) - Submersion
- A(8) - Overhang
- E(9) - Corner (Wheel Area)
- (0) - Unknown

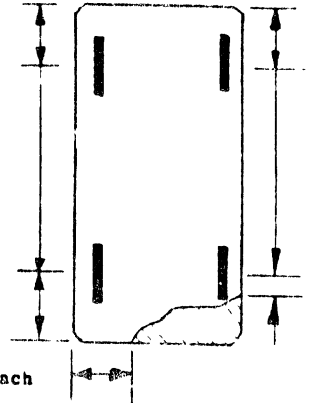
Column	Variable Description	Other Vehicle VDI	Case Vehicle Primary VDI	Case Vehicle Secondary VDI
1,2	O'clock	V99	V137	V149
3	General Area	V100 (V106)	V138 (V144)	V150 (V156)
3,4	Horizontal Area	V101 (V107)	V139 (V145)	V151 (V157)
5	Vertical Area	V102 (V108)	V140 (V146)	V152 (V158)
6	Damage Type	V103 (V109)	V141 (V147)	V153 (V159)
7	Damage Extent	V104	V142	V154
1 to 7	Full VDI	V105	V143	V155

EXTERIOR DAMAGE (During Collision)

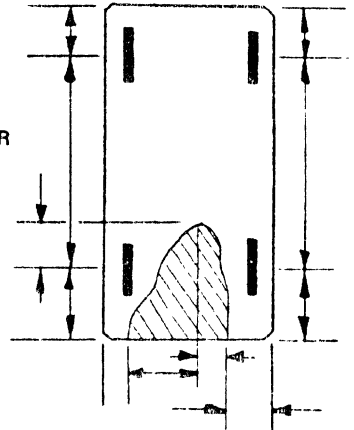
DUPLICATE COLUMNS 1-9 FROM PRECEDING CARD		0	4
		10	11
SHEET METAL DAMAGE		PUNCH CODE	CARD COL
FRONT (1,2,0)*		V162	12
(2) if none			
REAR (1,2,0)*		V163	13
LEFT SIDE (1,2,0)*		V164	14
RIGHT SIDE (1,2,0)*		V165	15
ROOF (1,2,0)*		V166	16
OTHER (1,2,0)*: _____		V167	17
REMARKS:			
	Record <u>only</u> CONTACT or DIRECT DAMAGE		
	<u>Do not include</u> Indirect Damage		
SHEET METAL CRUSH			
TO BE FILLED IN BY INVESTIGATOR INSERT MAXIMUM CRUSH DIMENSION TO THE NEAREST INCH. DIMENSIONS MUST AGREE WITH DIAGRAMS ON FACING FACE. (INSERT "99", IF UNKNOWN INSERT "98" IF 98 INCHES OR OVER) (00) if none			
FRONT (INCHES)		V168	18-19
REAR		V169	20
LEFT SIDE		V170	21
RIGHT SIDE		V171	24-25
ROOF <u>Downward only</u> Includes Trunk, hood		V172	26-27
OTHER:		V173	28-29
	Note		

EXAMPLES.

FRONT OR REAR

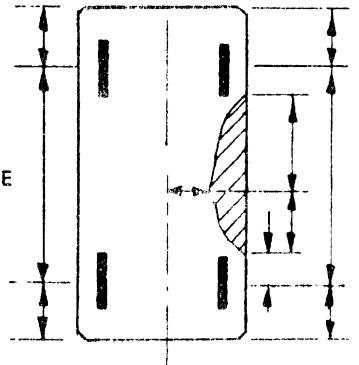


FRONT OR REAR



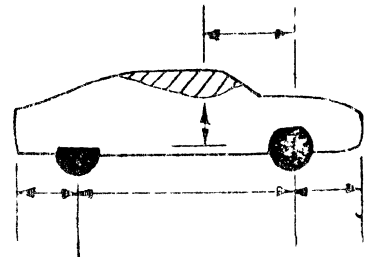
Match 1 to 1

SIDE



ROOF

(REFERENCE TO TOP OF DOOR SILL OR WINDOW SILL)



Fill in one per VDI first letter

- with one VDI, fill only one crush
- with two VDI, fill only two crushes
- if more contact impacts, record each

Fill in one per VDI first letter

- with one VDI, fill only one crush
- with two VDI, fill only two crushes
- if more contact impacts, record each

*WHERE (1,2,0) IS INDICATED, USE 1 FOR YES
2 FOR NO

SHEET METAL

WHEELS	PUNCH CODE	CARD COL.
ORIGINAL EQUIPMENT TYPE		
FRONT (1,2,0)*	V174	30
REAR (1,2,0)*	V175	31
DAMAGED (1,2,0)*	V176	32
DESCRIBE DAMAGE AND NON O.E. WHEELS		
<u>Do not include tire damage</u>		
<hr/>		
TIRES		
TREAD TYPE		
(4) REGULAR	FRONT } V177* REAR }	33
(5) NON-STUDED SNOW		
(6) STUDED SNOW		
(7) 'SLICK'		
(8) LEFT AND RIGHT SIDES DIFFERENT		
(9) OTHER: _____	REAR	34
(0) UNKNOWN		
TREAD WEAR		
(4) LIGHT	FRONT } V178* REAR }	35
(5) MEDIUM		
(6) HEAVY		
(7) BALD		
(8) LEFT AND RIGHT SIDES DIFFERENT		
(9) OTHER: _____	REAR	36
(0) UNKNOWN		
PROFILE		
(4) REGULAR 80,78	FRONT } V179* REAR }	37
(5) WIDE OVAL 70,60,50		
(6) LEFT AND RIGHT SIDES DIFFERENT		
(7) OTHER: _____		
(0) UNKNOWN	REAR	38
CARCASS TYPE		
(4) BIAS PLY	FRONT } V180* REAR }	39
(5) BELTED-BIAS PLY		
(6) RADIAL PLY		
(7) LEFT AND RIGHT SIDES DIFFERENT		
(8) OTHER: _____		
(0) UNKNOWN	REAR	40

TIRES (CONT'D.)		SIZE
FRONT	LEFT _____	
	RIGHT _____	
REAR	LEFT _____	
	RIGHT _____	
MANUFACTURER		
FRONT	LEFT _____	
	RIGHT _____	
REAR	LEFT _____	
	RIGHT _____	
MODEL		
FRONT	LEFT _____	
	RIGHT _____	
REAR	LEFT _____	
	RIGHT _____	
CODE		
FRONT	LEFT _____	
	RIGHT _____	
REAR	LEFT _____	
	RIGHT _____	
LOAD RANGE		
FRONT	LEFT _____	
	RIGHT _____	
REAR	LEFT _____	
	RIGHT _____	

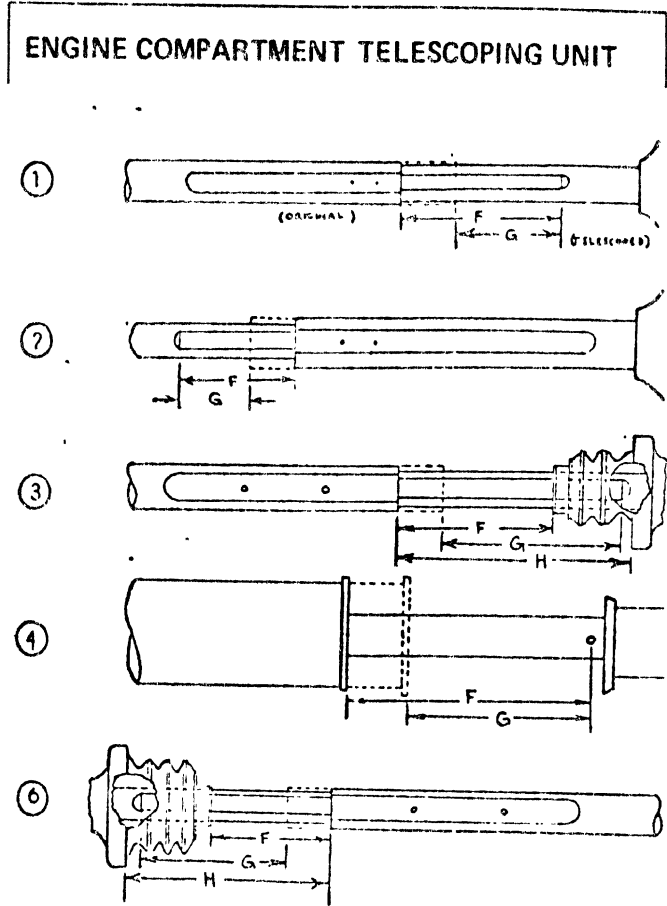
*WHERE (1,2,0) IS INDICATED, USE 1 FOR YES
2 FOR NO

* ONE RESPONSE. FIELD WIDTH TWO COLUMNS

WHEELS & TIRES

FRONT EXTERIOR

HOOD PERFORMANCE (FRONT OF VEHICLE) (VW front trunk) HOOD LATCH(ES) (3) for Not Applicable	PUNCH CODE	CARD COL.
RELEASED (1,2,0)*	V181	41
DAMAGED (1,2,0)*	V182	42
JAMMED (1,2,0)*	V183	43
HOOD HINGES		
LEFT { DAMAGED (1,2,0)*	V184	44
SEPARATED (1,2,3,4,5,0)*	V185	45
RIGHT { DAMAGED (1,2,0)*	V186	46
SEPARATED (1,2,3,4,5,0)*	V187	47
HOOD REMAINED ON VEHICLE (1,2,0)* (during collision) REAR EDGE OF HOOD	V188	48
ELEVATED (1,2,0)*	V189	49
CONTACTED WINDSHIELD (1,2,0)*	V190	50
PENETRATED WINDSHIELD (1,2,0)*	V191	51
OPTIONAL HOOD INSTALLED (1,2,0)*	V192	52
ENGINE OR TRANSMISSION MOUNT SEPARATION (1,2,0)*	V193	53
STEERING COLUMN FLEXIBLE COUPLING		
EQUIPPED (1,2,0)*	V194	54
SEPARATED (1,2,3,4,5,0)*	V195	55
OTHER DAMAGE (1,2,3,0)*	V196	56
DESCRIBE Flexible Rubberized Coupling		
not a pot joint		



TYPE OF UNIT	PUNCH
(5) None Installed	SEE PAGE 11b
(1-6) See Above Sketch	
(8) Double U Joint (Foreign Imports)	
(9) Others _____	V197
NOTE: IF NONE _____	57
ORIGINAL LENGTH (See Table (F) _____ Above)	(888) for None Installed, Not Applicable
TELESCOPED LENGTH (Measure, See (G) _____ Diagrams Above)	
DIFFERENCE (F minus G) _____ (ENTER 99.9 IF UNKNOWN)	
	V198
	58 59 60
	END OF CARD 04

* USE 1 FOR YES 3 FOR NOT APPLICABLE
2 FOR NO 0 FOR UNKNOWN

(4) Partial Separation
(5) Complete Separation

ENGINE COMPARTMENT TELESCOPING UNIT DIMENSION

NOTE 7

Corporation	Make	Model Year	Type	Original Length F	Original Length I	
GM	Chevelle El Camino Tempest	'67	1	8.45	-	
	F-85 Vista Cruiser	'68-'70	2	5.74	-	
	Special Sport Wagon	'71-'72	2	5.69	-	
	Camaro	'70	2	5.74	-	
	Firebird	'71-'72	6	-	8.18	
	Grand Prix		'69-'70	2	5.79	-
			'71-'72	6	-	8.74
	Monte Carlo		'70	2	6.53	-
			'71-'72	6	-	8.70
	Vega		'71-'72	3	-	7.65 manual 4.46 power
	Biscayne Brookwood Bel Air Town Lim Impala Kingswood Caprice	Chev	'71-'72	6	-	6.21
	Catalina Bonneville Grand Safari	P	'71-'72	6	-	7.20
	Delta 88 Ninety Eight	O				
	LeSabre Estate Wagon Centurion Electra 225	B				
	Grandville Riviera	P B	'71-'72	6	-	8.45
Chev. II - CII Eldorado - C Cadillac Toronado - O		Thru '71	Not Equip.	-	-	

Corporation	Make	Model Year	Unit Type	Original Length F	
AMC	Hornet	71	1	8.25	
	Gremlin				
	Javelin	71	1	7.53	
	Javelin AMX				
	Matador	71	2	6.28	
	Ambassador		67	1	8.4
			68-69	2	6.1
70			2	7.7	
71			2	7.62	
Chrysler	Barracuda	70-72	4	10.8 (Manual)	
	Challenger			7.6 (Power)	

FIRE

LEFT EXTERIOR

DUPLICATE COLUMNS 1-9 FROM PRECEDING CARD 0 5
10 11

FIRE (Accident View Point)	PUNCH CODE	CARD COL.
(1) Yes - time unknown (2) No Fire (4) Pre-Crash Fire Start (NEW) (5) At-Crash Fire Start (NEW) (6) Post-Crash Fire Start (NEW) (0) Unknown	<u>V199</u>	12
EXTENT OF FIRE (to Case Vehicle) (3) No Fire, Not Applicable (4) Minor - easily extinguished (5) Major (e.g., entire interior or engine) (0) Unknown	<u>V200</u>	13
FIRE ORIGIN (in Case Vehicle) (3) No Fire, Not Applicable (4) Engine Compartment (5) Passenger Compartment (6) Luggage Compartment (7) Fuel Tank, lines, filler (8) Other: _____ (0) Unknown	<u>V201</u>	14

NOTES ABOUT PILLARS _____

Match Pillar coding to page 7, Body Style

Upper B Pillar:
(3) for hardtops, soft top convertibles
(1,2) for roll bars, hard shell convertibles

Upper C Pillar:
(3) for soft top convertibles
(1,2) for hard shell convertibles

C Pillar: any pillar between B and D on Vans, 4 Doors, and Station Wagons
Lower B and C: (3) for jeep style

Lower D Pillar:
(3) Sedans, Hardtops
(1,2) pickups, pickup-cars, Station Wagons, Vans

LEFT PILLARS

LEFT PILLARS	PUNCH CODE	CARD COL.
If left pillars were not damaged or separated or left roof side rail was not damaged or buckled, place a "1" in code column	<u>V202</u>	15
A-PILLAR		
UPPER { DAMAGED (1,2,0)*	<u>V203</u>	16
SEPARATED (1,2,3,4,5,0)*	<u>V204</u>	17
LOWER { DAMAGED (1,2,0)*	<u>V205</u>	18
SEPARATED (1,2,3,4,5,0)*	<u>V206</u>	19
B-PILLAR (Also Rear Pillar on Pick-Up Truck, Corvette, 70-71 Camaro, (70-71 Firebird)		
UPPER { DAMAGED (1,2,3,0)*	<u>V207</u>	20
SEPARATED (1,2,3,4,5,0)*	<u>V208</u>	21
LOWER { DAMAGED (1,2,0)*	<u>V209</u>	22
SEPARATED (1,2,3,4,5,0)*	<u>V210</u>	23
C-PILLAR		
UPPER { DAMAGED (1,2,3,0)*	<u>V211</u>	24
SEPARATED (1,2,3,4,5,0)*	<u>V212</u>	25
LOWER { DAMAGED (1,2,3,0)*	<u>V213</u>	26
SEPARATED (1,2,3,4,5,0)*	<u>V214</u>	27
D-PILLAR (Station Wagon & Limousine)		
UPPER { DAMAGED (1,2,3,0)*	<u>V215</u>	28
SEPARATED (1,2,3,4,5,0)*	<u>V216</u>	29
LOWER { DAMAGED (1,2,3,0)*	<u>V217</u>	30
SEPARATED (1,2,3,4,5,0)*	<u>V218</u>	31
LEFT ROOF SIDE RAILS Includes convertibles if top closed		
DAMAGED (1,2,3,0)*	<u>V219</u>	32
BUCKLED (1,2,3,0)* ↑ Damaged if buckled	<u>V220</u>	33

FIRE

LEFT PILLARS

*WHERE (1,2,0) OR (1,2,3,0) ARE INDICATED, USE 1 FOR YES 2 FOR NO 3 FOR NOT APPLICABLE (4) Partial Separation (5) Complete Separation 0 FOR UNKNOWN

LEFT EXTERIOR

REAR EXTERIOR

SIDE STRUCTURE – LEFT SIDE		PUNCH CODE	CARD COL.
LEFT BODY MOUNT SEPARATION (1,2,3,0)* ↳ Unitized		V221	34
If door hinges and latches were not damaged and doors did not jam or open during collision, and continuity of the side structure was maintained, place a "1" in code column		V222	35
DOOR LATCHES			
LEFT FRONT	DAMAGED (1,2,3,0)*	V223	36
	RELEASED (1,2,3,0)*	V224	37
LEFT REAR	DAMAGED (1,2,3,0)*	V225	38
	RELEASED (1,2,3,0)* Includes Van side doors	V226	39
DOOR HINGES			
LEFT FRONT	DAMAGED (1,2,3,0)*	V227	40
	SEPARATED (1,2,3,4,5,0)*	V228	41
LEFT REAR	DAMAGED (1,2,3,0)*	V229	42
	SEPARATED (1,2,3,4,5,0)*	V230	43
CONTINUITY OF SIDE STRUCTURE MAINTAINED (1,2,3,0)* i.e., Is Side Boundary Broken Not restricted to vehicles with reinforced side structure		V231	44
DOORS OPENED DURING COLLISION			
LEFT	FRONT (1,2,0)*	V232	45
	REAR (1,2,3,0)*	V233	46
DOORS JAMMED CLOSED			
LEFT	FRONT (1,2,0)*	V234	47
	REAR (1,2,3,0)*	V235	48

FUEL TANK AND LINES		PUNCH CODE	CARD COL.
APPROXIMATE FUEL LEVEL AT TIME OF IMPACT (4) LESS THAN 1/2 (5) 1/2 OR MORE (0) UNKNOWN		V236	49
TANK RETENTION (4) COMPLETE RETENTION (5) PARTIAL DISENGAGEMENT (6) COMPLETE DISENGAGEMENT (0) UNKNOWN		V237	50
TANK DEFORMED (1,2,0)* includes neck		V238	51
FUEL LEAKAGE PRESENT (1,2,0)*		V239	52
LOCATION OF LEAKS			
FROM THE TANK (1,2,3,0)*		V240	53
FROM THE NECK (1,2,3,0)*		V241	54
FROM THE LINES (1,2,3,0)*		V242	55
TRAILER AND HITCH (1) Yes, Type Unknown (2) No (3) Ball and Socket, Temporary Bumper (e.g., rental clamp-on) (4) Ball and Socket, Bumper only (e.g., light truck) (5) Ball and Socket - Frame Hitch (e.g., frame and bumper) (6) Equalizing, load distributing (7) Ring and Pintle (e.g., double tractor) (8) Fifth Wheel (e.g., semi) (9) Other (e.g., clevis and pin) (0) Unknown		V243	56
TRAILER BEING TOWED (AT TIME OF COLLISION) (1) Yes, Type Unknown (2) No (hitch, no trailer) (3) Not Applicable (no hitch) (4) Travel Trailer/Camper (5) Mobile Home (6) Boat/Snowmobile/ATV Trailer (7) Rental/Cargo Trailer (8) Car (9) Other: _____ (0) Unknown		V244	57

TRAILER

FUEL TANK

LEFT SIDE STRUCTURE

*WHERE (1,2,0) OR (1,2,3,0) ARE INDICATED, USE 1 FOR YES 2 FOR NO 3 FOR NOT APPLICABLE (4) Partial Separation 0 FOR UNKNOWN (5) Complete Separation

REAR EXTERIOR

TRUNK

TAILGATE

LUGGAGE AREA

FILL IN TRUNK LID OR TAILGATE DETAILS AND REST OF PAGE.		PUNCH CODE	CARD COL
TAILGATE PERFORMANCE Includes back doors of vans			
LATCHES			
RELEASED (1,2,0)*		<u>V245</u>	58
DAMAGED (1,2,0)*		<u>V246</u>	59
LATCH OR TAILGATE JAMMED (1,2,0)*		<u>V247</u>	60
HINGES Code 3 hinges for two-way tailgate			
BOTTOM LEFT	DAMAGED (1,2,3,0)*	<u>V248</u>	61
	SEPARATED (1,2,3,4,5,0)*	<u>V249</u>	62
BOTTOM RIGHT	DAMAGED (1,2,3,0)*	<u>V250</u>	63
	SEPARATED (1,2,3,4,5,0)*	<u>V251</u>	64
TOP LEFT	DAMAGED (1,2,3,0)*	<u>V252</u>	65
	SEPARATED (1,2,3,4,5,0)*	<u>V253</u>	66
TOP RIGHT	DAMAGED (1,2,3,0)*	<u>V254</u>	67
	SEPARATED (1,2,3,4,5,0)*	<u>V255</u>	68
EQUIPPED WITH TWO-WAY TAILGATE (1,2,0)*		<u>V256</u>	69
TAILGATE ELECTRIC WINDOW OPERABLE (1,2,3,0)*		<u>V257</u>	70
END OF CARD 05			

DUPLICATE COLUMNS 1-9 FROM PRECEDING CARD <u>0</u> <u>6</u> 10 11			
TRUNK LID PERFORMANCE (REAR OF VEHICLE) (VW engine cover)		PUNCH CODE	CARD COL
LATCHES			
RELEASED (1,2,3,0)*		<u>V258</u>	12
DAMAGED (1,2,3,0)*		<u>V259</u>	13
LATCH OR LID JAMMED (1,2,3,0)*		<u>V260</u>	14
HINGES			
LEFT	DAMAGED (1,2,3,0)*	<u>V261</u>	15
	SEPARATED (1,2,3,4,5,0)*	<u>V262</u>	16
RIGHT	DAMAGED (1,2,3,0)*	<u>V263</u>	17
	SEPARATED (1,2,3,4,5,0)*	<u>V264</u>	18
TRUNK AREA (partitioned luggage area) (front of VW, rear of pickup or van) DAMAGED (1,2,3,0)*		<u>V265</u>	19
SPARE TIRE SEPARATION (1,2,3,0)* (4) spare tire not initially attached		<u>V266</u>	20
TRUNK - PASSENGER COMPARTMENT PARTITION DAMAGE (1,2,3,0)*		<u>V267</u>	21
BACKLIGHT HEADER (REAR WINDOW TOP FRAME) (none on convertibles) BACKLIGHT HEADER DAMAGED OR BUCKLED (1,2,3,0)*		<u>V268</u>	22
RIGHT PILLARS			

*WHERE (1,2,0) OR (1,2,3,0) ARE INDICATED, USE 1 FOR YES 2 FOR NO 3 FOR NOT APPLICABLE (4) Partial Separation 5 Complete Separation 0 FOR UNKNOWN

RIGHT EXTERIOR

RIGHT PILLARS		PUNCH CODE	CARD COL.
If right pillars were not damaged or separated or right roof side rail was not damaged or buckled, place a "1" in code column			
		V269	20
A-PILLARS			
UPPER	DAMAGED (1,2,0)*	V270	24
	SEPARATED (1,2,3,4,5,0)*	V271	25
LOWER	DAMAGED (1,2,0)*	V272	26
	SEPARATED (1,2,3,4,5,0)*	V273	27
B-PILLAR (ALSO REAR PILLAR ON PICK UP TRUCK, CORVETTE, (70-71 Camaro, 70-71 Firebird)			
UPPER	DAMAGED (1,2,3,0)*	V274	28
	SEPARATED (1,2,3,4,5,0)*	V275	29
LOWER	DAMAGED (1,2,0)*	V276	30
	SEPARATED (1,2,3,4,5,0)*	V277	31
C-PILLAR			
UPPER	DAMAGED (1,2,3,0)*	V278	32
	SEPARATED (1,2,3,4,5,0)*	V279	33
LOWER	DAMAGED (1,2,3,0)*	V280	34
	SEPARATED (1,2,3,4,5,0)*	V281	35
D-PILLAR (STATION WAGON & LIMOUSINE)			
UPPER	DAMAGED (1,2,3,0)*	V282	36
	SEPARATED (1,2,3,4,5,0)*	V283	37
LOWER	DAMAGED (1,2,3,0)*	V284	38
	SEPARATED (1,2,3,4,5,0)*	V285	39
RIGHT ROOF SIDE RAILS Includes convertibles if top closed			
DAMAGED (1,2,3,0)*		V286	40
BUCKLED (1,2,3,0)* ↑ Damaged if buckled		V287	41
WINDSHIELD HEADER			
DAMAGED OR BUCKLED (1,2,0)*		V288	42

SIDE STRUCTURE – RIGHT SIDE		PUNCH CODE	CARD COL.
RIGHT BODY MOUNT SEPARATION (1,2,3,0)* ↳ Unitized		V289	43
If door hinges and latches were not damaged and doors did not jam or open during collision, and continuity of the side structure was maintained, place a "1" in code column			
		V290	44
DOOR LATCHES			
RIGHT FRONT	DAMAGED (1,2,3,0)*	V291	45
	RELEASED (1,2,3,0)*	V292	46
RIGHT REAR	DAMAGED (1,2,3,0)*	V293	47
	RELEASED (1,2,3,0)*	V294	48
		Includes Van side doors	
DOOR HINGES			
RIGHT FRONT	DAMAGED (1,2,3,0)*	V295	49
	SEPARATED (1,2,3,4,5,0)*	V296	50
RIGHT REAR	DAMAGED (1,2,3,0)*	V297	51
	SEPARATED (1,2,3,4,5,0)*	V298	52
CONTINUITY OF SIDE STRUCTURE MAINTAINED (1,2,3,0)*		V299	53
i.e., <u>Is Side Boundary Broken</u> Not restricted to vehicles with reinforced side structure			
DOORS OPENED DURING COLLISION			
RIGHT	FRONT (1,2,0)*	V300	54
	REAR (1,2,3,0)*	V301	55
DOORS JAMMED CLOSED			
RIGHT	FRONT (1,2,0)*	V302	56
	REAR (1,2,3,0)*	V303	57

RIGHT SIDE STRUCTURE

RIGHT PILLARS

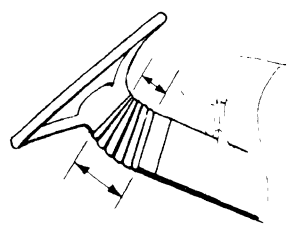
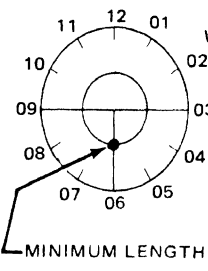
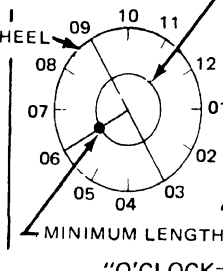
*WHERE (1,2,0) OR (1,2,3,0) ARE INDICATED, USE 1 FOR YES 3 FOR NOT APPLICABLE (4) Partial Separation
2 FOR NO 0 FOR UNKNOWN (5) Complete Separation

STEERING WHEEL

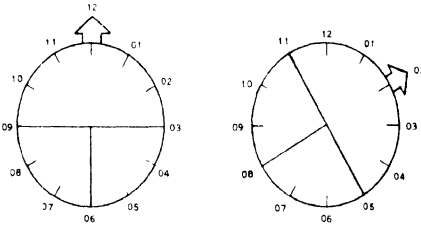
STEERING WHEEL

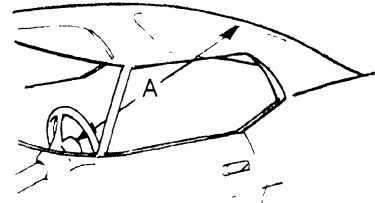
STEERING WHEEL				PUNCH CODE	CARD COL.
TYPE GM Only See Appendix B				99 Unknown V304	58-59
NOTES ON NON-ORIGINAL EQUIPMENT STEERING WHEEL:					
STEERING WHEEL RIM					
DAMAGE (2) NONE (4) SLIGHTLY DEFORMED (5) SEVERELY BENT (6) BROKEN (0) UNKNOWN				V305	60
OCCUPANT CONTACT (1,2,0)*				V306	61
STEERING WHEEL SPOKES					
NUMBER OF SPOKES (ENTER "0" IF UNKNOWN)				V307	62
DAMAGE (2) NONE (4) SLIGHTLY DEFORMED (5) SEVERELY BENT (6) BROKEN (0) UNKNOWN				V308	63
OCCUPANT CONTACT (1,2,0)*				V309	64
HORN RING, HORN BUTTON(S), OR SPOKE SHROUD					
DAMAGED (1,2,0)*				V310	65
OCCUPANT CONTACT (1,2,0)*				V311	66
STEERING WHEEL ENERGY ABSORBING DEVICE TABLE					
Corporation	Year	Make	Length		
Chrysler	70	Barracuda Challenger	4.9"		
Ford	70-72	Capri	6" total 3" external		

Probable Contact (Need not include injury)

STEERING WHEEL ENERGY ABSORBING DEVICE (SEE DRAWING ON PAGE 18 FOR LOCATION) EQUIPPED (1,2,0)*		PUNCH CODE	CARD COL.
		V312	67
ENERGY ABSORBING DEVICE FINAL POSITION MEASURE THE MINIMUM AND MAXIMUM OVERALL LENGTH OF THE ENERGY ABSORBING DEVICE (BETWEEN THE STEERING WHEEL AND STEERING COLUMN). ENTER THESE LENGTHS BELOW			
 <p>MAX. = _____ in., MIN. = _____ in.</p> <p>THE E.A. DEVICE ROTATES WITH THE STEERING WHEEL. WE WANT TO KNOW WHERE THIS MINIMUM LENGTH OCCURRED (AROUND THE CIRCUMFERENCE OF THE E.A. DEVICE) WITH RESPECT TO THE SPOKES. RECORD BELOW THE O'CLOCK POSITION AT WHICH THIS MINIMUM LENGTH WAS MEASURED.</p> <p>EXAMPLES</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>O'CLOCK = <u>06</u></p>  <p>MINIMUM LENGTH</p> </div> <div style="text-align: center;"> <p>O'CLOCK = <u>06</u></p> <p>E.A. DEVICE</p>  <p>MINIMUM LENGTH</p> </div> </div> <p>"O'CLOCK" = _____</p> <p>(ENTER 00 IF UNKNOWN)</p>		V313	68 69
ENERGY ABSORBING DEVICE COMPRESSION FOLLOWING TO BE FILLED IN		8's for Not Equipped	
(ENTER 99.9 IF UNKNOWN)			
ORIGINAL LENGTH (H)	_____ IN.		
(SEE TABLE AT LEFT)			
DAMAGED MAX. LENGTH (X)	_____ IN.		
DIFFERENCE (H-X)	_____ IN.		
ORIGINAL LENGTH (H)	_____ IN.	70	72
(SEE TABLE AT LEFT)		NOTE	
DAMAGED MIN. LENGTH (Y)	_____ IN.		
DIFFERENCE (H-Y)	_____ IN.		
DEVICE EXTENDED		73	74 75
(4) X GREATER THAN H (5) X AND Y GREATER THAN H (6) NEITHER (0) UNKNOWN			
		V314	
		V315	
		V316	76

STEERING WHEEL AND COLUMN

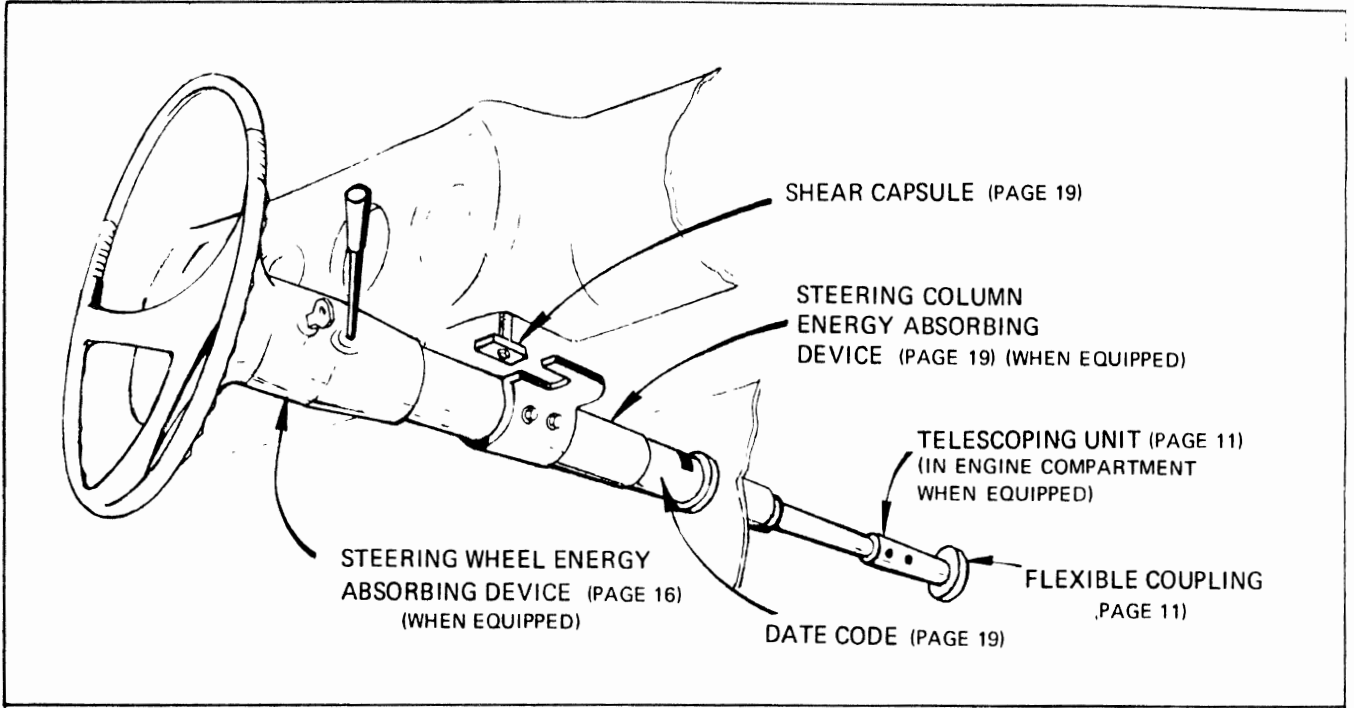
DUPLICATE COLUMNS 1-9 FROM PRECEDING CARD $\frac{0}{10} \frac{7}{11}$		
STEERING WHEEL POSITION AT TIME OF COLLISION IN WHAT O'CLOCK POSITION WAS THE NORMAL TOP OF THE WHEEL POINTED WHEN THE COLLISION OCCURRED? EXAMPLES O'CLOCK = <u>1 2</u> O'CLOCK = <u>0 2</u>  (NORMAL STRAIGHT AHEAD) (00) UNKNOWN O'CLOCK = <u>V317</u>	PUNCH CODE CARD COL.	12-13
STEERING WHEEL PAD (LOAD DISTRIBUTING MATERIAL) EQUIPPED (1,2,0)*	<u>V318</u>	14
DEFORMED (1,2,3,0)* (PUT NOTES ON FOLD-OUT FLY-LEAF)	<u>V319</u>	15
TILT FEATURE EQUIPPED (1,2,0)*	<u>V320</u>	16
FINAL POSITION (3) NOT APPLICABLE (4) NORMAL (5) TILTED UP (6) TILTED DOWN (0) UNKNOWN	<u>V321</u>	17
TELESCOPING FEATURE EQUIPPED (1,2,0)*	<u>V322</u>	18
FINAL POSITION (3) NOT APPLICABLE (4) NORMAL (5) ABOVE NORMAL (6) BELOW NORMAL (0) UNKNOWN	<u>V323</u>	19

SWING-AWAY FEATURE EQUIPPED (1,2,0)* FINAL POSITION (3) NOT APPLICABLE (4) NORMAL (5) RIGHT OF NORMAL (0) UNKNOWN	PUNCH CODE <u>V324</u>	CARD COL. 20
FINAL COLUMN POSITION MEASURE THE DISTANCE FROM THE STEERING WHEEL CENTER TO THE TOP OF THE REAR WINDOW GLASS, DIRECTLY BEHIND THE HUB. ("A" IN SKETCH). ENTER THIS DISTANCE IN BLANK "A".  A: _____ INCHES		
COLUMN MOVEMENT (strictly) If top or rear window glass is displaced, then use (999) Not a measure of passenger compartment size reduction FROM A CORRESPONDING UNDAMAGED VEHICLE, MAKE A MEASUREMENT SIMILAR TO "A" ABOVE, AND RECORD IT IN BLANK "B". (PLACE TILT STEERING WHEEL IN MID-POSITION AND TELESCOPING COLUMNS IN FULL DOWN POSITION). ORIGINAL DIMENSION (B) _____ IN. DAMAGED VEHICLE DIMENSION (A) _____ IN. DIFFERENCE A-B _____	(999) if Unknown <u>V326</u> 22 23 / 24 Note <u>V327</u>	25

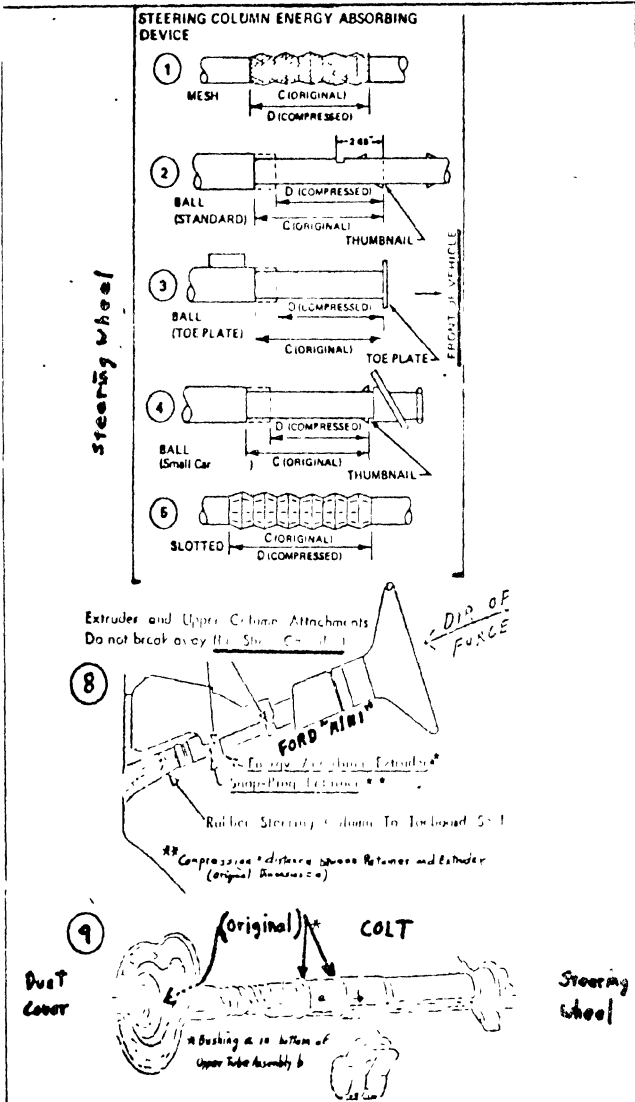
STEERING WHEEL AND COLUMN

*WHERE (1,2,0) OR (1,2,3,0) ARE INDICATED, USE 1 FOR YES 3 FOR NOT APPLICABLE
 2 FOR NO 0 FOR UNKNOWN

STEERING COLUMN (CONT'D.)

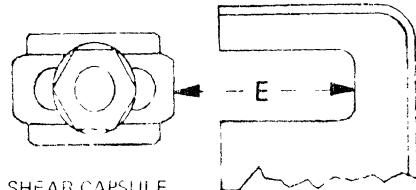


STEERING COLUMN (CONT'D.)



SHEAR CAPSULE SEPARATION

(SEE DRAWING ON PAGE 18 FOR LOCATION)



SHEAR CAPSULE
(FASTENED TO
INSTRUMENT PANEL)

SHEAR CAPSULE BRACKET
(FASTENED TO
STEERING COLUMN)

NOTE WHEN CAPSULES HAVE SEPARATED IT MAY BE NECESSARY TO LIFT COLUMN ASSEMBLY INTO POSITION AGAINST INSTRUMENT PANEL BEFORE MEASURING

SHEAR CAPSULE SEPARATION

DISTANCE ('E' IN DIAGRAM ABOVE)

(ENTER 99.9 IF UNKNOWN)

(888) if not equipped

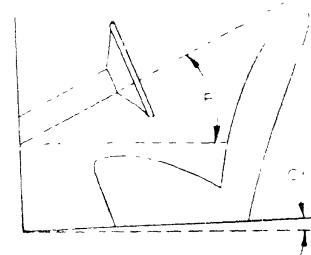
PUNCH

V330

30 31 32

Note

STEERING COLUMN VERTICAL ANGLE



MEASURE THE ANGLE THE STEERING COLUMN MAKES WITH THE HORIZONTAL ('F' IN DIAGRAM ABOVE), AND THE ANGLE THE DOOR SILL MAKES WITH THE HORIZONTAL ('G' IN DIAGRAM) AND ENTER THEM BELOW ANGLES WHICH TILT DOWN TOWARD THE FRONT OF THE CAR ARE POSITIVE.

(NOTE LIFT COLUMN INTO POSITION FOR MEASUREMENT)

F. _____ DEGREES, G. _____ DEGREES

STEERING COLUMN ENERGY ABSORBING DEVICE

TYPE OF DEVICE

- (7) Not Equipped
- (1) Mesh
- (2) Ball (Standard)
- (3) Ball (with Toe Plate)
- (4) Ball (Veda)
- (5) Slotted
- (6) Other: _____
- (8) Ford Mini-Column **NEW CODES**
- (9) Collapsible Tube (Colt, European)
- (0) Unknown

PUNCH

NEW CODES

V328

26

ORIGINAL LENGTH

(See Table on Page 18) (C) _____

COMPRESSED LENGTH

(Measure, See Diagrams above) (D) _____

COMPRESSION (C minus D) _____

(ENTER 99.9 IF UNKNOWN)

NOTE ALL DIMENSIONS IN PUNCH COLUMN SHOULD BE IN INCHES AND TENTHS.

8's for Not Equipped

V329

27 28 29

Note

COLUMN VERTICAL ROTATION

FINAL COLUMN POSITION

COLUMN ANGLE (Relative to Ground) (F) _____

VEHICLE ANGLE (G) _____

COLUMN ANGLE (Relative to Vehicle) (F-G=H) _____

FROM A CORRESPONDING UNDAMAGED VEHICLE, MAKE A MEASUREMENT SIMILAR TO "H" ABOVE AND RECORD IT IN BLANK "J"

ORIGINAL DEMENSION (J) _____

DAMAGED VEHICLE DIMENSION (H) _____

COLUMN ROTATION (H-J) _____

(ENTER 99 IF UNKNOWN)

(98) Rotated - Unknown amount (9/72)

PUNCH

Either + or -

V331

33 34

STEERING COLUMN

PASSENGER COMPARTMENT

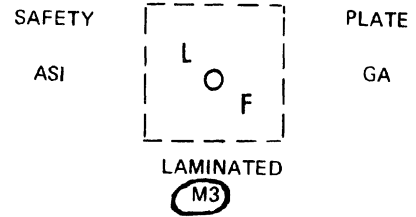
GENERAL INFORMATION

GENERAL INFORMATION	PUNCH CODE	CARD COL.
PASSENGER COMPARTMENT REDUCED IN SIZE (1,2,0)* A	V332	35
EXTERNAL OBJECT INTRUSION (1,2,0)* B DESCRIBE ON FOLD-OUT FLY-LEAF	V333	36
INTERNAL LOOSE OBJECT (1,2,0)* C	V334	37
VERTICAL ROTATION OF INSTRUMENT PANEL (1,2,0)* no buckle alone	V335	38
FIREWALL (COWL) DEFORMATION (1,2,0)*	V336	39
FLOORPAN DEFORMATION (1,2,0)* (INCLUDING TOEPAN)	V337	40
WINDSHIELD		
CRACKED (1,2,3,0)* <small>↑ Cracked if broken</small>	V338	41
BROKEN (1,2,3,0)* <small>(Plastic Interlayer Torn)</small>	V339	42
OCCUPANT CONTACT (1,2,3,0)*	V340	43
CRACKED OR BROKEN BY OCCUPANT CONTACT (1,2,3,0)* <small>↙ If no contact then</small>	V341	44
BOND SEPARATED (1,2,0)* <small>Out of molding?</small> (IF "YES", ESTIMATE PERCENT _____)	V342	45
<small>See Appendix C</small> WINDSHIELD CODE	V343	46-47 (YY) Unknown

WINDSHIELD MARK

DRAW GLASS MANUFACTURER'S WINDSHIELD MARK WHICH IS LOCATED ALONG THE BOTTOM OF THE WINDSHIELD AT CENTER OR AT ONE CORNER.

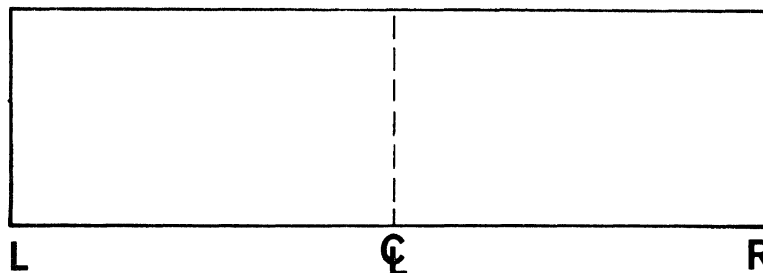
EXAMPLE OF TYPICAL MARK



- A. Internal boundary of passenger compartment moved inward due to either direct or indirect damage.
- B. Internal boundary of passenger compartment moved inward due to direct damage as in a side collision or rollover, i.e., external object went inside original internal boundary line. Includes, but is not limited to penetration.
Note: The boundary does not have to be broken. If compartment is "opened up" the "continuity of side structure" (page 13, 15) is not maintained.
- C. Code on Internal Loose Object even if not involved, it could have caused injury.

WINDSHIELD

LOCATE AREA OF WINDSHIELD INTEREST OR DAMAGE WITH DIMENSIONS (VERTICAL & HORIZONTAL) ON THIS DIAGRAM OF THE WINDSHIELD AS VIEWED FROM INSIDE



*WHERE (1,2,3,0) IS INDICATED, USE 1 FOR YES 3 FOR NOT APPLICABLE
2 FOR NO 0 FOR UNKNOWN

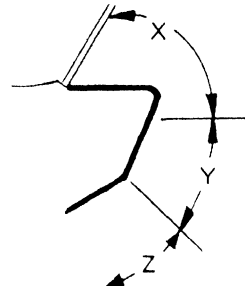
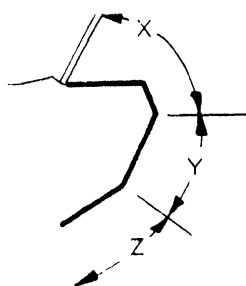
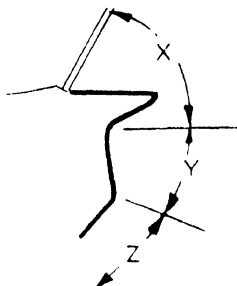
PASSENGER COMPARTMENT

Probable Contact
(Need not include injury)

	EQUIPPED (1,2,0)*		DAMAGED (1,2,3,0)*		OCCUPANT CONTACT (1,2,3,0)*	
	PUNCH CODE	CARD COL.	PUNCH CODE	CARD COL.	PUNCH CODE	CARD COL.
<u>INSTRUMENT PANEL</u>						
UPPER PANEL ("X" IN DIAGRAMS) -----			V344	48	V345	49
MIDPANEL ("Y" IN DIAGRAMS) -----			V346	50	V347	51
LOWER PANEL ("Z" IN DIAGRAMS) -----			V348	52	V349	53
ASHTRAY -----			V350	54	V351	55
CONTROL KNOBS AND LEVERS -----			V352	56	V353	57
GLOVE COMPARTMENT AREA -----			V354	58	V355	59
INSTRUMENTS - OEM only -----			V356	60	V357	61
PARKING BRAKE RELEASE OR BRACKET -----	V358	62	V359	63	V360	64
AIR CONDITIONING OUTLETS OR UPPER VENTILATION OUTLETS	V361	65	V362	66	V363	67
HEATER OR AIR CONDITIONING DUCTS -----	V364	68	V365	69	V366	70
RADIO -----	V367	71	V368	72	V369	73
OTHER: e.g., package shelf, CB radio, tape deck, add on A.C. _____ (MORE THAN ONE ITEM MAY BE NOTED)			V370	74	V371	75
USE (3)'s if no item noted			END OF CARD 07			

INSTRUMENT PANEL

TYPICAL PANEL DIAGRAMS



*WHERE (1,2,0) OR (1,2,3,0) ARE INDICATED, USE 1 FOR YES 3 FOR NOT APPLICABLE
2 FOR NO 0 FOR UNKNOWN

PASSENGER COMPARTMENT

DUPLICATE COLUMNS 1-9 FROM PRECEDING CARD $\frac{0}{10}$ $\frac{8}{11}$		EQUIPPED (1,2,0)*		DAMAGED (1,2,3,0)*		OCCUPANT CONTACT (1,2,3,0)*	
OTHER INTERIOR ITEMS (FRONT OF VEHICLE)		PUNCH CODE	CARD COL.	PUNCH CODE	CARD COL.	PUNCH CODE	CARD COL.
Always complete entire page							
FOOT CONTROLS	-----			<u>V372</u>	12	<u>V373</u>	13
IGNITION KEYS	-----			<u>V374</u>	14	<u>V375</u>	15
REAR VIEW MIRROR	-----			<u>V376</u>	16	<u>V377</u>	17
SUNVISOR AND FITTINGS	-----			<u>V378</u>	18	<u>V379</u>	19
WINDSHIELD TOP MOLDING	-----			<u>V380</u>	20	<u>V381</u>	21
LEFT A-PILLAR (UPPER OR LOWER)	-----			<u>V382</u>	22	<u>V383</u>	23
RIGHT A-PILLAR (UPPER OR LOWER)	-----			<u>V384</u>	24	<u>V385</u>	25
CONSOLE	-----	<u>V386</u>	26	<u>V387</u>	27	<u>V388</u>	28
TRANSMISSION SELECTOR LEVER							
ON STEERING COLUMN	-----	<u>V389</u>	29	<u>V390</u>	30	<u>V391</u>	31
ON CONSOLE OR FLOOR	-----	<u>V392</u>	32	<u>V393</u>	33	<u>V394</u>	34

OTHER INTERIOR DAMAGE

*WHERE (1,2,0) OR (1,2,3,0) ARE INDICATED, USE 1 FOR YES 3 FOR NOT APPLICABLE
2 FOR NO 0 FOR UNKNOWN

PASSENGER COMPARTMENT (CONT'D.)

SEATS TYPE OF FRONT SEAT 3) Drivers Seat Only (9/72)		PUNCH CODE	CARD COL.
(4)	(7)		
(5)	(8)		
(6)	(9)		
(0) UNKNOWN		V395	35
FOLDING BACKS (1,2,0)*		V396	36
DELUXE ACCESSORIES (1,2,0)* (any accessories on back of front seat, 2/72)		V397	37
TYPE OF SEAT ADJUSTERS Driver's Side			
(4) MANUAL		V398	38
(5) POWER			
(6) RIGID			
(7) OTHER			
(0) UNKNOWN			
TYPE OF SEAT ADJUSTMENT Driver's Side			
(3) NONE (NOT APPLICABLE)		V399	39
(4) 2-WAY			
(5) 4-WAY			
(6) 6-WAY			
(7) OTHER			
(0) UNKNOWN			
DAMAGE TO ADJUSTERS (1,2,0)* Include Rigid		V400	40
TYPE OF DAMAGE TO ADJUSTERS (CHOOSE TWO)			
(2) None		V401	41
(4) Chucking (some free play)			
(5) Deformed and Released			
(6) Separated			
(0) Unknown		V402	42
LOCATION OF SEPARATION			
(3) NOT APPLICABLE (no 6's above)		V403	43
(4) AT FLOOR			
(5) AT ADJUSTER			
(6) AT SEAT			
(0) UNKNOWN			

POSITION OF SEAT Prior to crash		PUNCH CODE	CARD COL.
DRIVER'S SEAT			
(4) FORWARD		V404	44
(5) MIDDLE			
(6) REARWARD			
(0) UNKNOWN			
RIGHT FRONT PASSENGER'S SEAT			
(3) NOT APPLICABLE (No Seat)		V405	45
(4) FORWARD	code the same if bench seat		
(5) MIDDLE			
(6) REARWARD			
(0) UNKNOWN			
DAMAGE TO FRONT SEAT			
BACKREST DAMAGE (1,2,0)*		V406	46
CUSHION DAMAGE (1,2,0)*		V407	47
CONTACTED BY REAR OCCUPANT (1,2,3,0)* If no rear occupant		V408	48
SEAT CENTER ARMRESTS (FRONT)			
EQUIPPED (1,2,0)*		V409	49
DAMAGED (1,2,3,0)*		V410	50
HEAD RESTRAINTS Driver's Side (FRONT)			
EQUIPPED (1,2,0)*		V411	51
REMOVED PRIOR TO COLLISION (1,2,3,0)*		V412	52
RETAINED DURING COLLISION (1,2,3,0)*		V413	53
DAMAGED (1,2,3,0)*		V414	54
OCCUPANT CONTACT (1,2,3,0)*		V415	55
HEAD RESTRAINT Driver's Side ADJUSTMENT AT TIME OF COLLISION			
(3) Not Applicable, None, Integral		V416	56
(4) UP from seat top			
(5) DOWN on seat top			
(0) Unknown			

SEATS

PASSENGER COMPARTMENT (CONT'D.)

SEATS (CONT'D)		PUNCH CODE	CARD COL.
FRONT SEAT BACK LOCKS			
If Non-Folding (col. 36-2), Use (3)'s			
LEFT	EQUIPPED (1,2,3,0)	V417	57
	HELD (1,2,3,0)*	V418	58
RIGHT	EQUIPPED (1,2,3,0)	V419	59
	HELD (1,2,3,0)*	V420	60

FRONT SEAT BACK ANGLE	
IF THE VEHICLE WAS REAR IMPACTED, MEASURE THE FRONT SEAT BACK ANGLE AT THE LEFT AND RIGHT SEAT BACK FRAMES. (IF SEAT BACK ANGLE IS NORMALLY ADJUSTABLE, MOVE TO FORWARD POSITION)	
MEASURE THE ANGLE THE SEAT BACK MAKES WITH HORIZONTAL (L IN DIAGRAM), AND THE ANGLE THE DOOR SILL MAKES WITH HORIZONTAL (M IN DIAGRAM) AND ENTER BELOW.	
LEFT SIDE	RIGHT SIDE
L ____ DEG. M ____ DEG.	L ____ DEG. M ____ DEG.

SEAT BACK ROTATION		PUNCH CODE	CARD COL.
DEGREES			
	LEFT	RIGHT	
FINAL SEAT ANGLE (ENTER 99 IF UNKNOWN)			
SEAT ANGLE (L) (Relative to Ground)	—	—	
VEHICLE ANGLE (M)	—	—	(98) Rotated - Unknown amount (9/72)
SEAT ANGLE (L-M=P) (Relative to Vehicle)	—	—	
FROM A CORRESPONDING UNDAMAGED VEHICLE, MAKE A MEASUREMENT SIMILAR TO "P" ABOVE AND RECORD IT IN BLANK "R" BELOW.			
ORIGINAL ANGLE (R)	—	—	
DAMAGED SEAT ANGLE (P)	—	—	
DIFFERENCE R-P	—	—	
LEFT SEAT ANGLE DIFFERENCE	Either + or -	V421	61-62
RIGHT SEAT ANGLE DIFFERENCE		V422	63-64

TYPE OF REAR SEAT		PUNCH CODE	CARD COL.
(2) NO SEAT			
(4) NON-FOLDING			
(5) FOLDING			
(0) UNKNOWN		V423	65

DUPLICATE COLUMNS 1-9 FROM PRECEDING CARD 0 9
10 11

DAMAGE TO REAR SEAT		PUNCH CODE	CARD COL.
BACKREST DAMAGED OR LOOSENED (1,2,3,0)*		V424	12
CUSHION DAMAGED OR LOOSENED (1,2,3,0)*		V425	13
SEAT CENTER ARMRESTS (REAR)			
EQUIPPED (1,2,3,0)*		V426	14
DAMAGED (1,2,3,0)*		V427	15
REAR SEAT BACK LOCKS			
If Non-Folding (col 65-4), Use (3)'s			
LEFT	EQUIPPED (1,2,3,0)*	V428	16
	HELD (1,2,3,0)*	V429	17
RIGHT	EQUIPPED (1,2,3,0)*	V430	18
	HELD (1,2,3,0)*	V431	19
THIRD SEAT			
EQUIPPED (1,2,0)*		V432	20
BACKREST DAMAGED (1,2,3,0)*		V433	21
CUSHION DAMAGED (1,2,3,0)*		V434	22

BACKLIGHT (REAR WINDOW)		PUNCH CODE	CARD COL.
DAMAGED (1,2,3,0)*		V435	23
OCCUPANT CONTACT (1,2,3,0)*		V436	24

BACKLIGHT HEADER		PUNCH CODE	CARD COL.
DAMAGED (1,2,3,0)*		V437	25
OCCUPANT CONTACT (1,2,3,0)*		V438	26

WINDOWS CLOSED AT TIME OF COLLISION		PUNCH CODE	CARD COL.
LEFT FRONT (1,2,3,0)*	(1) Glass Area 100% Closed	V439	27
LEFT REAR (1,2,3,0)*	(2) Open area	V440	28
RIGHT FRONT (1,2,3,0)*	(3) Solid, no Window	V441	29
RIGHT REAR (1,2,3,0)*		V442	30
BACKLIGHT (1,2,3,0)*		V443	31

ALL SIDE WINDOWS OPERABLE AFTER COLLISION (1,2,3,0)*		PUNCH CODE	CARD COL.
POWER SIDE WINDOWS EQUIPPED (1,2,0)*		V444	32
(PUT NOTES ON FOLD-OUT FLY-LEAF)		V445	33

WINDOWS

SEATS

END OF CARD 08

*WHERE (1,2,0) OR (1,2,3,0) ARE INDICATED, USE 1 FOR YES 3 FOR NOT APPLICABLE
2 FOR NO 0 FOR UNKNOWN

PASSENGER COMPARTMENT (CONT'D.)

Probable Contact
(Need not include injury)

LEFT SIDE INTERIOR		DAMAGED (1,2,3,0)*		OCCUPANT CONTACT (1,2,3,0)*	
		PUNCH CODE	CARD COL.	PUNCH CODE	CARD COL.
FRONT	DOOR -----	V446	34	V447	35
	HARDWARE -----	V448	36	V449	37
	ARMREST -----	V450	38	V451	39
	GLASS -----	V452	40	V453	41
REAR	DOOR <u>AREA</u> Code (1,2), if rear seat area -----	V454	42	V455	43
	HARDWARE -----	V456	44	V457	45
	ARMREST -----	V458	46	V459	47
	GLASS -----	V460	48	V461	49
ROOF SIDE RAIL ----- Code (3), if top down or removed		V462	50	V463	51
B-PILLAR (ALSO REAR PILLAR ON PICK-UP TRUCK, CORVETTE, '71 FIREBIRD & CAMARO) -----		V464	52	V465	53
C-PILLAR -----	Upper or Lower Pillar	V466	54	V467	55
D-PILLAR (REAR PILLAR ON STATION WAGONS & LIMOUSINES) -----		V468	56	V469	57
OTHER ----- USE (3)'s if no item noted		V470	58	V471	59
END OF CARD 09					

LEFT SIDE INTERIOR

*WHERE (1,2,0) OR (1,2,3,0) ARE INDICATED, USE 1 FOR YES 3 FOR NOT APPLICABLE
2 FOR NO 0 FOR UNKNOWN

PASSENGER COMPARTMENT (CONT'D.)

RIGHT SIDE INTERIOR

ROOF INTERIOR

DUPLICATE COLUMNS 1-9 FROM PRECEDING CARD		1 0 10 11		DAMAGED (1,2,3,0)*		OCCUPANT CONTACT (1,2,3,0)*	
		PUNCH CODE	CARD COL.	PUNCH CODE	CARD COL.	PUNCH CODE	CARD COL.
RIGHT SIDE INTERIOR							
FRONT	DOOR -----	V472	12	V473	13		
	HARDWARE -----	V474	14	V475	15		
	ARMREST -----	V476	16	V477	17		
	GLASS -----	V478	18	V479	19		
REAR	DOOR AREA Code (1,2), if rear seat area -----	V480	20	V481	21		
	HARDWARE -----	V482	22	V483	23		
	ARMREST -----	V484	24	V485	25		
	GLASS -----	V486	26	V487	27		
ROOF SIDE RAIL -----	Code (3), if top down or removed	V488	28	V489	29		
B-PILLAR (ALSO REAR PILLAR ON PICK-UP TRUCK, CORVETTE, '71 FIREBIRD & CAMARO) -----		V490	30	V491	31		
C-PILLAR -----	Upper or Lower Pillar	V492	32	V493	33		
D-PILLAR (REAR PILLAR ON STATION WAGONS & LIMOUSINES) -----		V494	34	V495	35		
OTHER: -----	USE (3)'s if no item noted	V496	36	V497	37		
ROOF INTERIOR	HEADLINING -----	Code (3), if top down or removed	V498	38	V499	39	
	ROOF STRUCTURE -----	Code (3), if top down or removed	V500	40	V501	41	
						END OF CARD 10	

*WHERE (1,2,0) OR (1,2,3,0) ARE INDICATED, USE 1 FOR YES 3 FOR NOT APPLICABLE
2 FOR NO 0 FOR UNKNOWN

CASE VEHICLE DRIVER'S RECORD

266

Driver Education

- (1) None
- (2) High school
- (3) Commercial
- (4) Informal
- (5) Military
- (6) Professional
- (8) Other: _____
- (9) Yes, Unknown source
- (0) Unknown

V502

Number* of Previous Moving Violations

V503

Number* of Previous Collisions

V504

Number* of Previous License Suspensions

V505

* Use (8) for "More than 7."
Use (9) for unknown.

Origin

- (1) Home
- (2) Work
- (3) Shopping
- (4) Recreation
- (5) Friend/Relatives
- (6) Cocktail Lounge/
Bar/Wet Party
- (7) Church
- (8) School
- (9) Other
- (0) Unknown

TRIP PLAN

V506

Destination

Code as above

V507

Route Familiarity (1,2,0)

V508

Area Familiarity (1,2,0)

V509

Route Usage

- (1) Daily
- (2) Weekly (1-4 times)
- (3) Monthly (1-3 times)
- (4) Quarterly (1-2 times)
- (5) Annually (1-3 times)
- (6) Less than annually
- (7) Never
- (0) Unknown

V510

TIME (2400 hour clock) of:
(99 99 Unknown)

Departure V511

Impact V512

Expected Arrival V513

PSYCHOLOGICAL FACTORS

Stress That Day

- (1) Argument with Relations or Friends.
- (2) Argument with Boss or Co-worker
- (3) Loss of Friend or Relative
- (4) Financial Difficulty
- (5) School Problems/ Work Problems
- (6) Legal/Police Problems
- (7) Social Agency/Consulor Problems
- (8) Other: _____
- (9) None
- (0) Unknown

V514

Marital State

- (1) Single
- (2) Married
- (3) Common Law
- (4) Separated
- (5) Divorced
- (6) Widowed
- (0) Unknown

V515

Occupation(1970 Census Users Guide)

- (10) White Collar
- (11) Professional, Technical
- (12) Manager, Administrator (except Farm)
- (13) Sales workers
- (14) Clerical, kindred
- (20) Blue Collar
- (21) Craftsmen, kindred
- (22) Operatives, except transport
- (23) Transport equipment operatives(drivers)
- (24) Laborers, except farm
- (30) Farm Workers
- (31) Farmers, Farm managers
- (32) Farm laborers, Farm foreman
- (40) Service Workers
- (41) Service workers, except below
- (42) Private household workers
- (50) Housewife
- (60) Student
- (70) Military
- (80) Retired
- (90) Unemployed(over a month)
- (00) Unreported, Unknown

V517

V516

Note: If several jobs, use major time
If temp. unemployed, use last job

CASE VEHICLE DRIVER

PHYSIOLOGICAL FACTORS

Permanent Physiological Conditions

- (1) Infirmities (Arthritis, Senility, etc.)
- (2) Diabetes
- (3) Brain (Epilepsy, Stroke)
- (4) Cardio-Vascular (Heart failure, Angina, Infection)
- (5) Vision/Hearing Restricted
- (6) Respiratory Condition
- (7) Paralegic, amputee
- (8) Other: _____
- (9) None
- (0) Unknown

V518

Transient Physiological Condition

(Choose no more than two)
See CPIR page 4

- (00) Unknown
- (02) None
- (03) Blackouts
- (04) Dozing
- (05) Fatigue
- (06) Drunk
- (07) Drinking Involved
- (08) Drug or Medication (See Pa S5)
- (09) Flu, Headcold, etc.
- (10) Fractured Member
- (11) Menstrual Period
- (12) Pregnancy
- (13) Hangover
- (14) Not wearing corrective lenses
- (99) Other: _____

V519

V520


Non-Impact Medical Condition All Case Occupants Not Just Driver

- (0) None
- (1) Yes - Time and Type Unknown
- (2) Pre-Crash Fatal (Clinical Death at Wheel)
- (3) Pre-Crash Non-Fatal (Prior Injury, Stroke)
- (4) Pre-Crash Unknown Type
- (5) Post-Crash Fatal (Drowning)
- (6) Post-Crash Non-Fatal
- (7) Post-Crash Unknown Type
- (8) Other: _____
- (9) Unknown

V521

CRASH FACTORS

Initial Clock Direction of Rollover
(Case vehicle, horizontal clock)

- (12) - - Over Front End
- (09)  (03) - Over Right
- (06) - - Over Back End
- (00) No Rollover
- (98) Rollover, Direction Unknown
- (99) Unknown if Rollover

V524

Pharmacological Agents Noted

(noted, but not necessarily causal)

- (1) Yes, Unknown or Other: _____
- (2) None noted. No BA test, (000) Below
- (3) Stimulants, Prescriptive/Narcotics (Amphetamines, cocaine, bennies)
- (4) Stimulants, Over-the-Counter (Caffeine, 'no doz')
- (5) Depressants, Prescriptive/Narcotics (Barbiturates, opiates, tranquilizers)
- (6) Depressants, Over-the-Counter (Alcohol, sleeping compounds)
- (7) Antihistamines
- (8) Hallucinogens (LSD, DMT, mescaline, psilocybin)
- (9) Marijuana
- (0) Unknown

V522

Blood Alcohol Level (MG %)

- (999) Unknown, No Results
- (000) No Drinking, or "Results" " " "

V523


POST CRASH FACTORS

Case Vehicle, Final Location

- (1) In Traffic Way
- (2) On Shoulder
- (3) Off-Road, Median
- (4) Off-Road, Side
- (5) In Water Way
- (9) Other: _____
- (0) Unknown

V525

Case Vehicle, Final Attitude
0'Clock Position

- (12) ——— Upright
- (09)  (03) On Side
- (06) ——— Inverted
- (00) On End
- (99) Unknown

V526

- (1) Yes
- (2) No
- (0) Unknown

Post Accident:

- Fire Control Used V527
- Extrication Used V528
- Ambulance Service Used V529
- Towing Service Used V530

Duplicate col 1-9 from preceding 9 3
10 11

PRE CRASH PHASE
(Accident Viewpoint)

General Locality

- (1) Freeway (Limit Access)
- (2) Urban
- (3) Urban-Rural (House near road)
- (4) Rural (Fields)
- (9) Unknown

Code	Col.
V531	12

Particular Location

- (01) 1-Lane, Not Intersection
- (02) 2-Lane, Not Intersection
- (03) 3-Lane, Not Intersection
- (04) More than 3-Lane
- (05) Off Road
- (06) Intersection
- (07) Expressway
- (08) Interchange, Main Lanes
- (09) Interchange, Other Lanes (Ramps)
- (10) Bridges, Tunnels, Viaducts
- (11) Parking Lots
- (12) Driveways
- (99) Unknown

V532	13,14
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Report Numbers of Vehicles Ranked in Order of Responsibility for Causing Collisions

All 0's for No Vehicle
All 8's for Non-Case Vehicle
All 9's for Unknown
Fill in all Responses

Most Responsible Vehicle

15 - - V533 - - -

Second Most Responsible Vehicle

13 - - V534 - - -

Third Most Responsible Vehicle

11 - - V535 - - -

Responsibility of Case Vehicle

- (1) Most Responsible
- (2) Second Most Responsible
- (3) Third Most Responsible
- ... Etc.
- (9) Missing Data

V536	39
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Total Energy Available

(Total Foot-pounds x 10³ for first and second most responsible vehicle. See Energy Table. 9999 for unknown.)

V537 - - -
40 41 42 43

PRE-CRASH MOVEMENT OF MOST RESPONSIBLE VEHICLE

Pre-Crash Movement

- (1) Straight Ahead
- (2) Turning, Curve Following
- (3) U Turn
- (4) Reverse, Backing
- (5) Lane Changing
- (6) Parked, Stopped
- (7) Entering, Leaving Private Driveway (use 4 if backing)
- (8) Starting to Move
- (9) Unknown

Code	Col.
V538	44

Character of Movement

- (00) Straight Ahead
- (01) Straight Ahead, Road turned to left
- (02) Straight Ahead, Road turned to Right
- (03) Off RHS of Road
- (04) Off RHS of Lane
- (05) Off RHS, and back again
- (06) Veered Right
- (07) Turned Hard Right
- (08) Off LHS of Road
- (09) Off LHS of Lane
- (10) Off LHS, and back again
- (11) Veered Left
- (12) Turned Hard Left
- (13) Vehicle Stopped
- (14) Other
- (99) Unknown

V539	45 46
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Primary Factor Responsible for Accident

- (1) Driver Omission or Unaware Error
- (2) Driver Commission or Aware Error
- (3) Vehicle Defect
- (4) Road Defect
- (5) Ambience
- (9) Unknown

V540	47
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KINETIC ENERGY TABLE

Total Available Energy (foot-pounds x 10³)
 Sum of individual vehicle energies at
 impact without regard to vector angles,
 i.e., undirected sum of magnitudes.
 (9999) Unknown, (9998) over 9997

Vehicle Weight (600-4,200 lbs.)

	600	1,200	1,800	2,100	2,400	2,700	3,000	3,300	3,600	3,900	4,200
5	0	1	1	2	2	2	2	3	3	3	3
10	2	4	6	7	8	9	10	11	12	13	14
15	4	9	13	16	18	20	22	25	27	29	31
20	8	16	24	27	32	36	40	44	48	51	55
25	12	25	37	43	49	56	62	68	74	80	87
30	18	36	53	62	71	80	89	98	107	116	125
35	24	49	73	85	97	109	121	133	146	158	170
40	32	63	95	111	127	143	158	174	190	206	222
45	41	80	120	140	160	180	200	221	241	261	281
50	50	99	149	173	198	223	248	272	297	322	347
55	61	120	180	210	240	270	299	329	359	389	419
60	72	143	214	249	285	321	356	392	428	463	499
65	83	167	251	293	335	376	418	460	502	544	586
70	97	194	291	349	388	437	485	534	582	631	679
75	111	223	334	390	446	501	557	613	668	724	780
80	127	253	380	444	507	570	634	697	760	824	887
85	143	286	429	501	572	644	715	787	858	930	1001
90	160	321	481	561	641	721	802	882	962	1042	1122
95	179	357	536	625	715	804	893	983	1072	1162	1251

Vehicle Weight (4,500-120,000 lbs.)

	4,500	5,000	6,000	8,000	10,000	20,000	30,000	50,000	70,000	90,000	120,000
5	4	4	5	7	8	17	25	41	58	74	99
10	15	17	20	26	33	66	99	165	231	297	396
15	33	37	45	59	74	149	223	371	520	668	891
20	59	66	79	106	132	264	396	660	924	1188	1584
25	93	103	124	165	206	413	619	1031	1444	1856	2475
30	134	149	178	238	297	594	891	1485	2079	2673	3564
35	182	202	242	323	404	809	1213	2021	2830	3638	4851
40	238	264	317	422	528	1056	1584	2640	3969	4572	6336
45	301	334	401	535	668	1337	2005	3341	4678	6014	8019
50	371	413	495	660	825	1650	2475	4125	5775	7425	9900
55	449	499	599	799	998	1997	2995	4991	6988	8984	*
60	535	594	713	950	1188	2376	3564	5940	8316	*	
65	627	697	837	1115	1394	2789	4183	6971	9760	*	
70	728	809	970	1294	1617	3234	4851	8085	*		
75	835	928	1114	1485	1856	3713	5569	9281	*		
80	950	1056	1267	1690	2112	4224	6336	*			
85	1073	1192	1431	1907	2384	4769	7153	*			
90	1202	1337	1603	2138	2673	5346	8019	*			
95	1341	1489	1787	2423	3027	6057	8935	*			

Card 93 Continued

Most Responsible Vehicle: <u>Primary Error</u> (Pick first and second most significant)		Code	Col.	<u>Avoidance Maneuvers</u>		Code	Col.
00) No Error				(0) None			
01) Under Estimation				(1) Braking			
02) Falling Asleep, Blackout, Death-at-Wheel				(2) Steering			
03) Diverted Attention				(3) Braking and Steering			
04) Inexperienced Driving or Erratic Driving				(4) Acceleration			
05) Drunken Driving, Drinking Involved, or Narcotics or Medication				(5) Acceleration and Steering			
06) Right of Way				(6) Brake Release	V545	54	
07) Turning Error				(9) Unknown	V546	55	
08) Signalling Error				Most Responsible Vehicle			
09) Speeding				Second Most Responsible Vehicle			
10) Overtaking				<u>Vehicle-Vehicle Combination</u> (e.g. 56-Bus-Motorcycle)			
11) Following too Closely				(0) No other Vehicles			
12) Signs, Signals Disobeyed				(1) Large Car (> 3800 lbs)			
13) Wrong Way into oncoming traffic				(2) Medium Car (2800-3800 lbs)			
14) Lack of Lights	V541	48	49	(3) Small Car (< 2800 lbs)			
15) Lack of Brakes				(4) Truck			
16) Other:				(5) Bus			
17) <u>Avoidance Maneuver</u>				(6) Motorcycle			
18) Over correction maneuver	V542	50	51	(7) Utility or Jeep			
19) Unknown				(8) Other: _____			
				(9) Unknown			
				Most Responsible Vehicle (e.g. 5)	V547	56	
				Second Most Responsible Vehicle (e.g. 6)	V548	57	
<u>Degree of Driver Attention</u>				<u>Movement of Second Most Responsible Vehicle</u>			
(1) No Awareness (e.g. asleep)				(0) No Second Vehicle			
(2)				(1) Straight Ahead			
(3)				(2) Left Turning			
(4)				(3) Right Turning			
(5) Complete Awareness of all Driving Tasks				(4) Stopped			
(9) Unknown	V543	52		(5) Other: _____			
				(9) Unknown	V549	58	
<u>Driving Complexity</u>				<u>Hazardous Road Conditions</u> (Rank by Significance) Cause Only			
(1) Complete Familiarity (e.g. Familiar Car, Frequent Route, and Unobstructed Open Country)				(0) None			
(2)				(1) Surface Under Water			
(3)				(2) Surface Slippery (oil, ice, water, etc.)			
(4)				(3) Shoulders Slippery			
(5) Peak Complexity (e.g. Peak Hour Traffic and Unfamiliar Mid City)				(4) Weather Obstructions (snow, fog, etc.)			
(9) Unknown	V544	53		(5) Light (sun, headlight, etc.)			
				(6) Obstacle on Road (e.g. car)			
				(7) Road Construction, Repair or Disrepair			
				(8) Other: _____	V550	59	
				(9) Unknown	V551	60	

RECOMMENDATIONS/CONCLUSIONS

The number of both Positive and Negative factors listed by MDAI investigators for a particular accident.

	Pre-Crash	Crash	Post-Crash
Human	V552	V553	V554
Vehicle	V555	V556	V557
Environment	V558	V559	V560

By Cell Number

Human

1	Pre-Crash	V552
2	Crash	V553
3	Post-Crash	V554

Vehicle

4	Pre-Crash	V555
5	Crash	V556
6	Post-Crash	V557

Environment

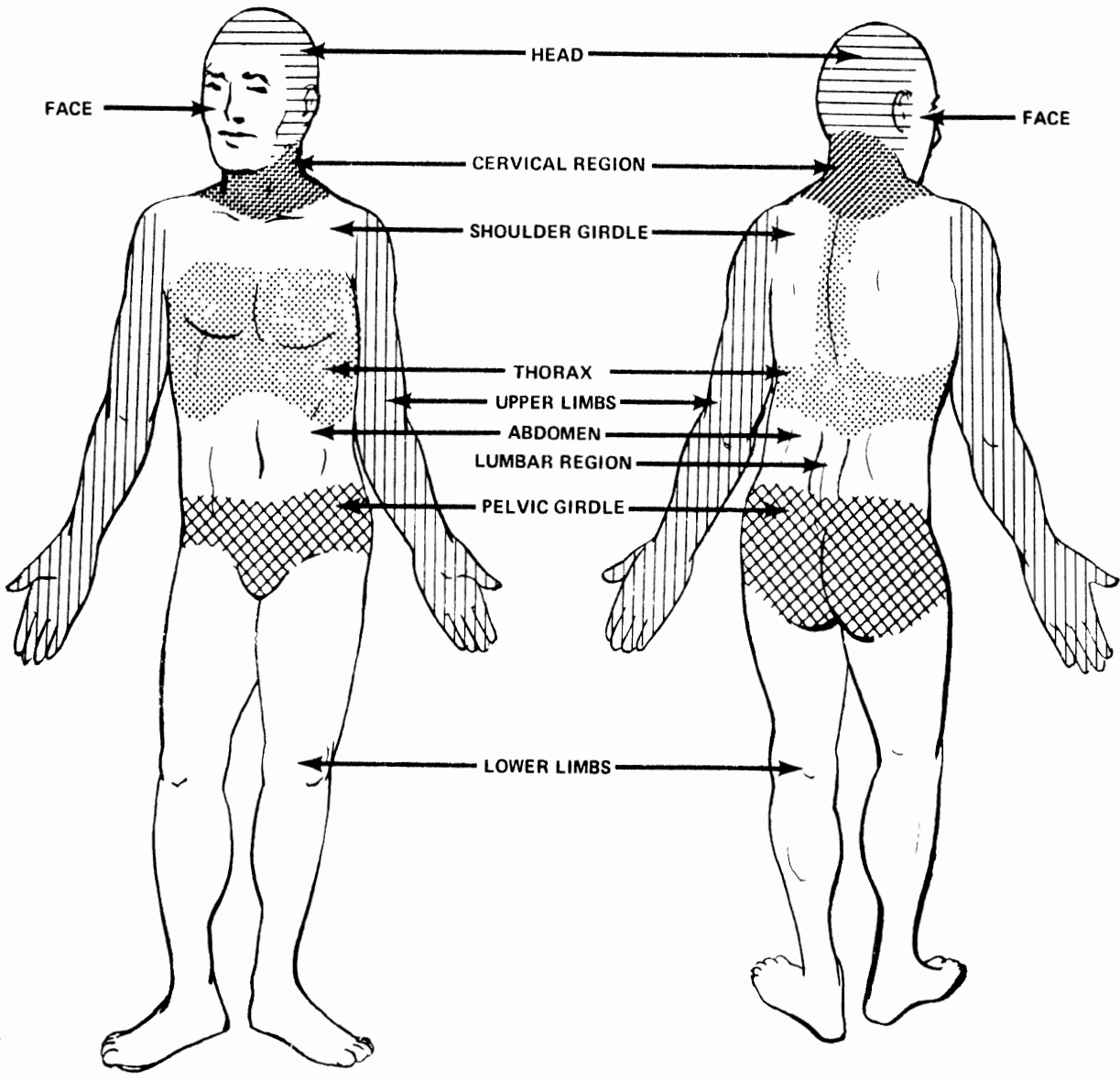
7	Pre-Crash	V558
8	Crash	V559
9	Post-Crash	V560

CASE VEHICLE SUMMARY OF OCCUPANTS

<u>By Seated Location Position</u>	<u>Occupancy (1) Yes (2) No</u>	<u>Overall Injury Severity, AIS (00-09, 98, 99)</u>	<u>Restraint Usage (See Page 30) (00) None Used</u>
Front Left	V561	V562	V563
Front Center	V564	V565	V566
Front Right	V567	V568	V569
Rear	V570	V571	V572
Other (Third)	V573	V574	V575
<u>Total Number of Case Vehicle Occupants</u>		V128	
(99) Unknown			
<u>Overall Case Vehicle Injury Severity</u>		V576	
(Highest AIS Injury Severity in Case Vehicle)			

OCCUPANT INFORMATION SECTION

1. THIS SECTION IS TO BE FILLED IN FOR EACH OCCUPANT, WHETHER INJURED OR NOT.
2. IF THERE ARE MORE THAN THREE OCCUPANTS, USE ADDITIONAL BLANK COPIES OF THIS FORM AND ATTACH OCCUPANT PAGES TO THIS REPORT.
3. THE FOLLOWING FIGURE IS AN EXPLANATION OF THE BODY REGIONS LISTED ON PAGES 31, 35 AND 39.



OCCUPANT

OCCUPANT INFORMATION

DUPLICATE COLUMNS 1-9 FROM PRECEDING CARD <u> </u> / <u> </u> / <u> </u> 10 11		
Number each Occupant, starting with (01). Not related to seated position.	PUNCH CODE	CARD COL.
OCCUPANT NUMBER <u>COUNTER</u>	V577	12-13
SEAT LOCATION (4) FRONT (5) REAR (6) THIRD (7) OTHER: e.g., rear station wagon floor (0) UNKNOWN	V578	14
POSITION ON SEAT (4) LEFT (5) LEFT CENTER (e.g. 44 = FRONTLEFT) (6) CENTER (7) RIGHT CENTER (8) RIGHT (9) ALL (Lying on seat) (9/72) (0) UNKNOWN	V579	15
POSTURE (1) SITTING ON SEAT (2) ON LAP OR IN ARMS (3) STANDING ON SEAT (4) STANDING ON FLOOR (5) IN BASSINET (6) IN CHILD SEAT (7) LYING ON SEAT (8) LYING OR SITTING ON FLOOR (9/72) (9) EXTERNAL TO PASS. COMP. (0) UNKNOWN	V581	16
AGE YEARS, OR MONTHS (INFANTS) to 24 months (ENTER "0" S IF UNKNOWN)	POLICE RANGES 5 YEAR RANGES YEARS V582 V583 V584 V585	17-18 19-20
WEIGHT, LBS. (ENTER "0" S, IF UNKNOWN)	25 LB. RANGES LBS. V586 V587	21-23
HEIGHT, INCHES (ENTER "0" S, IF UNKNOWN)	6 INCH RANGES INCHES V588 V589	24-25
SEX (4) Male (5) Female (6) Large Animal (NEW) (7) Pregnant Woman (NEW, 2/72) (0) Unknown	V590	26

1. AGE

Code	V582 Police ranges	V583 Age ranges
00	1 month to 12 yrs.	1 month-4 years
01	12-16 yrs.	5-09 yrs.
02	17	10-14
03	18-19	15-19
04	20-21	20-24
05	22-24	25-29
06	25-29	30-34
07	30-34	35-39
08	35-44	40-49
09	45-54	50-59
10	55-63	60-69
11	64-98	70+
99	Unknown	Unknown

2. WEIGHT

Code	V586 Value
00	1-24 lbs
01	25-49
02	50-74
03	75-99
04	100-124
05	125-149
06	150-174
07	175-199
08	200-224
09	225-249
10	250-274
11	275+
99	Unknown

3. HEIGHT

Code	V588
0	1-35 inches
1	36-41
2	42-47
3	48-53
4	54-59
5	60-65
6	66-71
7	72-77
8	78+
9	Unknown

NEW CODES

*WHERE (1,2,0) OR (1,2,3,0) ARE INDICATED, USE 1 FOR YES 3 FOR NOT APPLICABLE
2 FOR NO 0 FOR UNKNOWN

OCCUPANT INFORMATION

RESTRAINT SYSTEM	PUNCH CODE	CARD COL.
AP BELT		
EQUIPPED FOR THIS POSITION (1,2,0)*	<u>V591</u>	27
WORN BY OCCUPANT (1,2,3,0)*	<u>V592</u>	28
WORN SNUGGLY (1,2,3,0)*	<u>V593</u>	29
LOCKING RETRACTOR (1,2,3,0)*	<u>V594</u>	30
PPER TORSO RESTRAINT		
EQUIPPED FOR THIS POSITION (1,2,0)*	<u>V595</u>	31
WORN BY OCCUPANT (1,2,3,0)*	<u>V596</u>	32
WORN CORRECTLY (1,2,3,0)*	<u>V597</u>	33
INERTIA REEL (1,2,3,0)*	<u>V598</u>	34
ANY PART OF SYSTEM IS NOT ORIGINAL EQUIPMENT BY MANUFACTURER, DESCRIBE SYSTEM ON FOLD-OUT FLY-LEAF.		
AP AND/OR UPPER TORSO RESTRAINT <u>USAGE CODE</u> REFER To P30	<u>V599</u>	35-36
IF THE LAP BELT WAS WORN, TRACE THE OUTLINE OF THE TAB END HARDWARE ON THE BACK COVER & LABEL IT.		
IF THE SHOULDER BELT WAS WORN TRACE THE OUTLINE OF THE TAB END HARDWARE ON THE BACK COVER & LABEL IT.		
TYPE OF SYSTEM USED (only if worn) (3) NOT APPLICABLE, NOT USED (4) 3-POINT (5) 4-POINT (6) OTHER (NOT 2-POINT) (0) UNKNOWN	<u>V601</u>	37
CHILD RESTRAINT SYSTEM: NOTE MAKE AND MODEL NUMBER _____		
CHILD RESTRAINT CODE (p30)	<u>V602</u>	38-39
<u>V603</u> in Areas Contacted by Occupant (same Codes as Page 31)		40
		41

EJECTION	PUNCH CODE	CARD COL.
DEGREE OF EJECTION (2) NONE (4) PARTIAL (5) COMPLETE (0) UNKNOWN	<u>V604</u>	42
AREA OF EJECTION (3) NOT APPLICABLE (1) WINDOW, LEFT SIDE (2) " " , RIGHT SIDE (4) " " , REAR (5) DOOR, LEFT SIDE (6) " " , RIGHT SIDE (7) TAILGATE (8) WINDSHIELD (9) ROOF OR OPEN CONVERTIBLE (0) UNKNOWN	<u>V605</u>	43
TREATMENT/MORTALITY (0) None (1) First Aid - On-scene or outpatient (2) Hospitalized - Observation under 24 hours (3) Hospitalized - Significant Treatment or over 24 hours (4) Fatal - Dead at Scene (5) Fatal - Dead on Arrival at Hospital (6) Fatal - Dead within 24 hours (7) Fatal - Dead 24 hours to 1 year (8) Fatal - Time of Death Unknown (9) Unknown	NEW CODES <u>V606</u>	44
OVERALL SEVERITY OF INJURIES (Due to crash only, see page 54 for non-crash factors) (00) NONE (01) MINOR (02) NON-DANGEROUS, MODERATE (03) NON-DANGEROUS, SEVERE (04) DANGEROUS, SERIOUS (05) DANGEROUS, CRITICAL (06) FATAL LESIONS IN 1 REGION (07) FATAL LESIONS IN 1 REGION (08) FATAL LESIONS IN 2 REGIONS (09) FATAL LESIONS IN 3 OR MORE REGIONS (98) INJURY UNKNOWN (99) INJURED, SEVERITY UNKNOWN (10) FATAL, details unknown (9/72)	<u>V600</u>	45-46
		END OF CARD

OCCUPANT

*HOSPITALIZED: INJURIES REQUIRING HOSPITAL RECOVERY AND TREATMENT FOR A PERIOD OF AT LEAST ONE DAY. "HELD FOR OBSERVATION ONLY" IS NOT CONSIDERED "HOSPITALIZED" IN THIS DEFINITION.

V599 RESTRAINT SYSTEM USAGE CODE

FIRST COLUMN

SECOND COLUMN

Lap Belt

Upper Torso Restriant

<u>Code</u>	<u>Description</u>	<u>Code</u>	<u>Description</u>
0	None Used	0	None Used
1	Non-Locking Retractor, Used	1	Non-Locking Retractor, Used
2	Inline Retractor, Used	2	Inline Retractor, Used
3	Automatic Locking Retractor, Used	3	Automatic Locking Retractor, Used
4	Inertia Retractor, Used	4	Inertia Retractor, Used
5	No Retractor, Used	5	No Retractor, Used
6	Competition Type (3" webbing)	6	Competition Type (Double Strap)
7		7	
8	Used, Type Unknown or Other	8	Used, Type Unknown or Other
9	Unknown Useage	9	Unknown Useage

USE OF RESTRAINT CODES

<u>Code</u>	<u>When to Use</u>
1-7	Use these codes only if the particular lap-belt or shoulder belt was <u>used</u> . If lap-belt only was <u>used</u> , then use "0" in 2nd column
8	Use when restraint was <u>used but type unknown</u> or other than 1-7
0	Use this if restraint was <u>not used</u> , even if it was not available for <u>use or</u> availability is not known.
9	Use this if usage is unknown, even if type available is known.

TYPICAL COMBINATIONS

10	Lap-Belt only used (Standard, Front Seat)
15	Lap-Shoulder Belt Used (Standard, Front Seat)
20	Lap-Belt only used (Standard, Rear Seat)

V602 CHILD RESTRAINT CODES

(Will be uniquely assigned as they occur in reports)

00	Unknown type
01	GM Standard #993502
02	GM Deluxe #987499
03	Sears (GM made)
04	GM Infant Carrier #0993970
05	Ford Tot Guard
99	Not applicable

OCCUPANT INJURY DETAIL

This page is only for the occupant just described.

Enter occupant number from Page 32. (This refers only to the order in which occupant information is entered and is not related to seated position.)

Enter severity code (only one per box) for each type of injury to each body region. (Mark boxes with 1-6, 8, 9 only, as instructed inside back cover.)

Do not fill in the boxes where there was no injury.

If you are reasonably assured that one or more specific components or area(s) contacted by this occupant resulted in an associable injury, enter the proper code(s) in the starred (*) section. (See Page 33 for codes.)

Do not fill in the boxes where there was no contact.

CODES FOR AREAS OF OCCUPANT CONTACT

- FRONT OF PASSENGER COMPARTMENT**
- (05) Instrument Panel
 - (09) Steering Assembly
 - (12) Windshield
 - (02) Glove compartment area
 - (03) Hardware items (ashtray, instruments, knobs, etc.)
 - (04) Heater or AC Ducts
 - (01) Air conditioning or ventilation outlets
 - (06) Mirrors
 - (07) Parking Brake
 - (08) Radio
 - (10) Sunvisors & fittings, and/or top molding (header)
 - (11) Transmission selector lever
 - (53) Parcel Tray (New 7/72)

- SIDES**
- (20) Surface of side interiors
 - (19) Hardware
 - (13) Armrests
 - (22) Window glass
 - (21) Window frames
 - (14) A-pillar
 - (15) B-pillar
 - (16) C-pillar
 - (17) D-pillar
 - (18) Courtesy lights

- INTERIOR**
- (29) Front seatbacks
 - (33) Restraint system hardware
 - (34) Restraint system webbing
 - (30) Head restraints
 - (32) Other occupants
 - (31) Interior loose object
 - (50) Rear seat (NEW)
 - (51) Front seat cushion (NEW)
 - (52) Internal flying glass (NEW)

- ROOF**
- (26) Roof side rails
 - (10) Sunvisors & fittings and/or top modling (header)
 - (25) Roof or convertible top
 - (24) Coat hooks
 - (18) Courtesy Light

- FLOOR**
- (11) Transmission selector lever
 - (40) Floor
 - (28) Foot controls
 - (27) Console

- REAR**
- (23) Backlight (rear window)
 - (39) Backlight header

- EXTERIOR TO PASSENGER COMPARTMENT**
- (35) Hood
 - (36) Objects exterior to car
 - (37) Outside surface of car
 - (38) Other: _____

- (98) Impact Force, "Whiplash" Hyperextension/compression
- (00) Contact, but area unknown
- (99) Missing Data *No Contact*

OCCUPANT

CARD NUMBER	OCCUPANT NO.	BODY REGION	★ ENTER CODE(S) FOR AREA(S) OF POSSIBLE CONTACT				OVERALL INJURY TO BODY REGION severity code
			14-15	16-17	18-19	20-21	
10-11	12-13						22
12		INTERNAL ORGANS		Four Responses ← V607 →			V608
13		BRAIN					V610
14		FACE					V612
15		HEAD					V614
16		NECK (CERVICAL REGION)					V616
17		SHOULDER GIRDLE					V618
18		RIGHT UPPER LIMB					V620
19		LEFT UPPER LIMB					V622
20		CHEST & UPPER BACK (THORAX)					V624
21		LOWER BACK (LUMBAR REGION)					V626
22		ABDOMEN					V628
23		PELVIC GIRDLE					V630
24		RIGHT LOWER LIMB					V632
25		LEFT LOWER LIMB					V634
26		WHOLE BODY					V636

*UNCH NOTE: Each line represents one card. Punch only the lines with handwritten information

AMERICAN MEDICAL ASSOCIATION *
Abbreviated Injury Scale

SEVERITY CODE	SEVERITY CATEGORY/INJURY DESCRIPTION	POLICE CODE
0 (Zero)	NO INJURY	0 or D
1	MINOR	C
	<p>GENERAL</p> <ul style="list-style-type: none"> --Aches all over. --Minor lacerations, contusions, and abrasions (first aid--simple closure). --All 1° or small 2° or small 3° burns. <p>HEAD AND NECK</p> <ul style="list-style-type: none"> --Cerebral injury with headache, dizziness, no loss of consciousness. --"Whiplash" complaint with no anatomical or radiological evidence. --Abrasions and contusions of ocular apparatus (lids, conjunctiva, cornea, uveal injuries), vitreous or retinal hemorrhage. --Fracture and/or dislocations of teeth. <p>CHEST</p> <ul style="list-style-type: none"> --Muscle ache or chest wall stiffness. <p>ABDOMINAL</p> <ul style="list-style-type: none"> --Muscle ache, seat belt abrasion, etc. <p>EXTREMITIES</p> <ul style="list-style-type: none"> --Minor sprains and fractures and/or dislocation of digits. 	
2	MODERATE	B
	<p>GENERAL</p> <ul style="list-style-type: none"> --Extensive contusions, abrasions, large lacerations, avulsions (less than 3" wide). --10-20% body surface 2° or 3° burns. <p>HEAD AND NECK</p> <ul style="list-style-type: none"> --Cerebral injury with or without skull fracture, less than 15 minutes unconsciousness, no post-traumatic amnesia. --Undisplaced skull or facial bone fractures or compound fracture of nose. --Lacerations of the eye and appendages, retinal detachment. --Disfiguring lacerations. --"Whiplash" - severe complaints with anatomical or radiological evidence. <p>CHEST</p> <ul style="list-style-type: none"> --Simple rib or sternal fractures. --Major contusions of chest wall without hemothorax or pneumothorax or respiratory embarrassment. <p>ABDOMINAL</p> <ul style="list-style-type: none"> --Major contusion of abdominal wall. <p>EXTREMITIES AND/OR PELVIC GIRDLE</p> <ul style="list-style-type: none"> --Compound fractures of digits. --Undisplaced long bone or pelvic fractures. --Major sprains of major joints. 	
3	SEVERE (Not Life-Threatening)	B
	<p>GENERAL</p> <ul style="list-style-type: none"> --Extensive contusions, abrasions, large lacerations involving more than two extremities, or large avulsions (greater than 3" wide). --20-30% body surface 2° or 3° burns. <p>HEAD AND NECK</p> <ul style="list-style-type: none"> --Cerebral injury with or without skull fracture, with unconsciousness more than 15 minutes, without severe neurological signs, brief post-traumatic amnesia (less than 3 hours). --Displaced closed skull fractures without unconsciousness or other signs of intracranial injury. --Loss of eye, or avulsion of optic nerve. --Displaced facial bone fractures or those with antrol or orbital involvement. --Cervical spine fractures without cord damage. <p>CHEST</p> <ul style="list-style-type: none"> --Multiple rib fractures without respiratory embarrassment. --Hemothorax or pneumothorax. --Rupture of diaphragm. --Lung contusion. <p>ABDOMINAL</p> <ul style="list-style-type: none"> --Contusion of abdominal organs. --Extraperitoneal bladder rupture. --Retroperitoneal hemorrhage. --Avulsion of ureter. --Laceration of urethra. --Thoracic or lumbar spine fractures without neurological involvement. <p>EXTREMITIES AND/OR PELVIC GIRDLE</p> <ul style="list-style-type: none"> --Displaced simple long-bone fractures and/or multiple hand and foot fractures. --Single open long bone fractures. --Pelvic fracture with displacement. --Dislocation of major joints. --Multiple amputations of digits. --Lacerations of the major nerves or vessels of extremities. 	

SEVERITY CODE	SEVERITY CATEGORY/INJURY DESCRIPTION	POLICE CODE
4	SERIOUS (Life-Threatening, Survival Probable)	B
	<p>GENERAL</p> <ul style="list-style-type: none"> --Severe lacerations and/or avulsions with dangerous hemorrhage. --30-50% surface 2° or 3° burns. <p>HEAD AND NECK</p> <ul style="list-style-type: none"> --Cerebral injury with or without skull fracture, with unconsciousness of more than 15 minutes, with definite abnormal neurological signs, post-traumatic amnesia 3-12 hours. --Compound skull fracture. <p>CHEST</p> <ul style="list-style-type: none"> --Open chest wounds, flail chest; pneumomediastinum; myocardial contusion without circulatory embarrassment; pericardial injuries. <p>ABDOMINAL</p> <ul style="list-style-type: none"> --Minor laceration of intra-abdominal contents (to include ruptured spleen, kidney, and injuries to tail of pancreas). --Intraperitoneal bladder rupture. --Avulsion of the genitals. --Thoracic and/or lumbar spine fractures with paraplegia. <p>EXTREMITIES</p> <ul style="list-style-type: none"> --Multiple closed long-bone fractures. --Amputation of limbs. 	
5	CRITICAL (Survival Uncertain)	A
	<p>GENERAL</p> <ul style="list-style-type: none"> --Over 50% body surface 2° or 3° burns. <p>HEAD AND NECK</p> <ul style="list-style-type: none"> --Cerebral injury with or without skull fracture with unconsciousness of more than 24 hours, post-traumatic amnesia more than 12 hours, intracranial hemorrhage, signs of increased intracranial pressure (decreasing state of consciousness, brady-cardia under 60, progressive rise in blood pressure or progressive pupil inequality). --Cervical spine injury with quadriplegia. --Major airway obstruction. <p>CHEST</p> <ul style="list-style-type: none"> --Chest injuries with major respiratory embarrassment (laceration of trachea, hemomediastinum, etc.). --Aortic laceration. --Myocardial rupture or contusion with circulatory embarrassment. <p>ABDOMINAL</p> <ul style="list-style-type: none"> --Rupture, avulsion or severe laceration of intra-abdominal vessels or organs, except kidney, spleen or ureter. <p>EXTREMITIES</p> <ul style="list-style-type: none"> --Multiple open limb fractures. 	
6	FATAL (Within 24 Hours)	K
	<ul style="list-style-type: none"> --Fatal lesions of single region of body, plus injuries of other body regions of severity Code 3 or less. --Fatal from burns regardless of degree. 	
7	(Not V608-V636) FATAL (Within 24 Hours)	K
	<ul style="list-style-type: none"> --Fatal lesions of single region of body, plus injuries of other body regions of Severity Code 4 or 5. 	
8	(Not V608-V636) FATAL	K
	<ul style="list-style-type: none"> --2 fatal lesions in 2 regions of body. 	
9	(Not V608-V636) FATAL	K
	<ul style="list-style-type: none"> --3 or more fatal injuries. --Incineration by fire. 	
99	9 SEVERITY UNKNOWN	
	<ul style="list-style-type: none"> --Injured, but severity not known. 	
98	8 PRESENCE UNKNOWN	
	<ul style="list-style-type: none"> --Presence of injury not known. 	

* Developed by the American Medical Association Committee on Medical Aspects of Automotive Safety, in cooperation with physicians representing medical specialties most involved in the diagnosis, care and treatment of crash injuries and General Motors Corporation.

INJURY FILE

The Injury File contains one record for each injury of the case vehicle occupants, e.g., a driver with three injuries will have three entries in the Injury File. Variables V637 to V647 (described below) are unique to the Injury File.

Body Region

V637 Body Region (e.g., head)
 V638 Body Region - First Digit
 V639 Body Region - Second Digit

Total Number of Injuries

V640 Total Injuries - Occupant
 V641 Total Injuries - Body Region

Injury Counter

V647 Injury Counter - Occupant
 V642 Injury Counter - Body Region

Injury Descriptor

V643 Overall Body Region Injury Severity
 V644 Injury Type (e.g., fracture)
 V645 Injury Severity

Areas Contacted

V646 Four Areas Contacted by Body Region

Note:

(V647 is considered above as an Injury Counter.)

All of the Vehicle (V1 to V576) and Occupant (V577 to V636) variables are repeated in front of each injury, e.g., three times in the case of the driver example.

Note: An occupant that received no injuries is recorded once in the Injury File with all injury variables (V637 to V647) equal to zero. Thus, every occupant is represented at least once in the Injury File.

BODY REGION

Fifteen body regions are defined according to the explanation on page 27. (Code values were derived from columns 10 and 11 of cards 12 through 26 on page 31.) The two digits of the body region variable, V637, have also been recorded separately, V638 and V639, to facilitate analysis. (Permits use of body region as the column variable in bivariate tables, by running two tables -- one for codes 12 to 19 (V638=1), another for codes 20 to 26 (V638=2). V639 is the units digit.)

V637 Body Region

V638 Body Region First Digit (tens' position)

V639 Body Region Second Digit (unit's position)

<u>Code</u>	<u>Body Region</u>
12	Internal organs
13	Brain
14	Face
15	Head
16	Neck (cervical region)
17	Shoulder girdle
18	Right upper limb
19	Left upper limb
20	Chest and upper back (thorax)
21	Lower back (lumbar region)
22	Abdomen
23	Pelvic girdle
24	Right lower limb
25	Left lower limb
26	Whole body
00	Not applicable

NUMBER OF INJURIES

V640 Total number of injuries to occupant.

The Injury File contains one record for each occupant injury. V640 indicates the total number of times an occupant is represented in the Injury File. Its value is common to all injury records for that occupant.

V641 Total Number of Injuries to Body Region.

This count indicates the total number of injuries in a particular body region of an occupant. Its value is common to all injury records for that region of the occupant. If, for example, the driver received two head injuries, V641 would equal "2" for both head injury records. This variable permits the analysis of the number of injuries incurred by body region.

INJURY COUNTER

V647 Occupant Injury Counter.

Each injury to an occupant is numbered; 1,2,3,etc., just as each vehicle in an accident might be numbered. The injury counter is not chronological. Uninjured occupants are coded (00). Thus, limiting the Occupant Injury Counter, V647, to (01) or (00) only would make the Injury File look like an Occupant File--only one record per occupant.

Note that V640 is equal to the highest value of V647 for an occupant, but is constant for all that occupant's injury records.

V642 Body Region Injury Counter.

Like V647 above, each injury of a particular body region is numbered. Each body region of an occupant has a separate counter. The maximum number of injuries that can be recorded per body region in the CPIR form is five. The code values for V642 will range from (1) to (5) for any one body region. Uninjured occupants are coded (0). Thus, limiting the Body Region Injury Counter, V642, to (0) or (1) only would make the Injury File look like a "body region file", i.e., a file with only one record per body region involved. This would permit analysis of body region (V637) versus areas contacted(V646) or overall body region injury severity(V643) for example.

Note that V641 is equal to the highest value of V642 of one body region of an occupant, but is constant for all that body region's injury records.

INJURY DESCRIPTION

V643 Overall Body Region Injury Severity

Equal to the highest injury severity level for the Body Region coded in V637 the highest injury severity for that region is recorded in V643.

V644 Type of Injury

The type of each occupant injury is coded:

<u>Code</u>	<u>Injury Type</u>
0	none, unknown
1	Fracture
2	Laceration
3	Contusion
4	Complaint of pain
5	Abrasion
6	Concussion
7	Burn
8	Hemorrhage
9	Other

V645 Injury Severity

The severity of each occupant injury is coded:

<u>Code</u>	<u>Injury Severity</u>
0	None
1	Minor
2	Moderate
3	Severe
4	Serious
5	Critical
6	Fatal
8	Presence of injury unknown
9	Injured, severity unknown

AREAS CONTACTED

V646 Four Areas Contacted by Body Region

Up to four areas of occupant contact are coded for each Body Region (V637). See page 31 for code definitions. For example, the areas contacted by the head (V637=15) are recorded for each head injury. Each unique injury-producing contact is coded so that body regions and areas contacted can be compared. Note: If there are several injuries to one body region, the areas contacted (V646) are repeated redundantly for each injury to that region. Thus, to limit the file to one injury per body region, limit V642 to (1).

V603 Ten Areas Contacted by Occupant

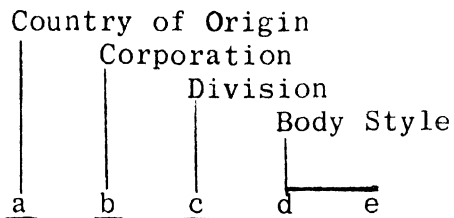
This is an occupant variable from page 29. It is a summary of not more than ten unique areas contacted by all body regions of an occupant. If both head and shoulder contacted the instrument panel, then the instrument panel is only recorded once for the occupant. Like all the occupant variables, (V577 to V636), the occupant contact areas are repeated redundantly for each injury recorded for that occupant.

APPENDICES

A.	Vehicle Make Model Code	41-46
B.	Steering Wheel Codes	47
C.	Windshield Codes	49-56
D.	VDI SAE J224a Collision Deformation Classification	57-61

Appendix A

Vehicle Make/Model Code



Other Vehicle	Case Vehicle	Variable
V83	V113	A Country of Origin
V84	V114	B Corporation (codes 1-4 independent of a)
V85	V115	BC Corporation-Division
V86	V116	ABC Country, Corporation, Division
V87	V117	DE Body Style
V88	V118	ABCDE Vehicle Make/Model

Country of Origin (a):

1. USA
2. Canada
3. Australia
4. England
5. France
6. Germany
7. Italy
8. Japan
9. Other Foreign Vehicles
0. Unknown, Missing Data

Appendix A

de Body Type

abc Country, Corporation, Division

Country, Corporation, Division	Body Type
1 USA	
11 General Motors Corp.	
111 Buick	
112 Cadillac	
113 Chevrolet	
114 Oldsmobile	
115 Pontiac	
116 Truck and Coach	
117 Automotive, GMC	
12 Ford Motor Co.	
121 Ford	
122 Ford-Mercury	
13 Chrysler Corp.	
131 Chrysler	
132 Dodge	
133 Fiat	
134 Plymouth	
135 Dodge	
14 American Motors Corp.	
141 American Motors	
15 Other USA Corporations	
151 Checker	
152 Kaiser-Jeep	
153 International	
154 Studebaker/Avanti	
16 USA Truck Corp.	
160 USA Truck Unknown Corp.	
161 Kenworth	
162 GMC/Geo	
163 Ford	
164 Kenworth	
165 Volvo	
166 Peterbilt	
167 White (Autocar, Freight Liner)	
168 Other USA Truck Corp.	
17 USA Special	
171 Flexible	
172 Freight	
2 Canada	
21 GM Canada*	
22 Ford Canada*	
3 Australia	
317 Holden*	
4 England	
419 GM Van, Hall*	
42 Ford England	
434 Chrysler (Cricknet)	
45 British Leyland	
451 Austin	
452 Austin Healy	
453 MG	
454 Morris	
455 Jaguar	
456 Triumph	
46 Rover, (Sunbeam)	
48 Other English	
5 France	
541 Chrysler (Simca)*	
551 Citroen	
561 Renault	
571 Peugeot	
58 Other French	
6 Germany	
618 VW (Opel)*	
622 Ford (Capri)	
631 Mercedes Benz	
661 Volkswagen	
662 Porsche	
671 BMW	
68 Other German	
7 Italy	
75 Alfa-Romeo	
76 Fiat	
77 Ferrari	
78 Other Italian	
8 Japan	
802 Chrysler, (Colt)*	
851 Toyota, (Mazda)	
851 Nissan, (Datsun)	
871 Toyota	
88 Other Japanese	
9 Other Foreign	
951 Saab (Sweden)	
052 Volvo (Sweden)	
000 Unknown, Missing Data	

Passenger Cars	Size	Standard	Specialty	Sports
01 Intermediate (GM A Body)		09, 18	--	19
02 Standard/Full Size (B Body)		08	05	10
03 Luxury (C Body)		01, 17	07	--
04 Limousine (D Body)		02	05	--
05 Personal Luxury (E Body)		03	--	--
06 Specialty/Pony (F Body)		04	--	--
07 Grand Prix (69 A-SP Body)		01	--	--
08 Compact (X Body & Y Body)		01	--	--
09 Sub-compact/Mini-Imported (VW)				
10 Super Sport (Corvette)				
17 Pickup-Car (Ranchero)				
18 Sub-compact/Mini-USA (H Body)				
19 European Sports Cars (MG)				

Bus	Unknown Bus Type
40	Unknown Bus Type
41	School Bus
42	Inter-City (between)
43	Intra-City (within)

Motorcycles	Special Purpose Vehicles
50	Unknown Motorcycle Type
52	0-125cc
53	126-250cc
54	251-500cc
55	501-750cc
56	751+cc
57	3-wheels

Multipurpose Passenger Vehicle	Truck
14 Utility (Jeep, Bronco)	11 Van
15 Carryall/Panel Truck	12 Pickup
16 Pickup-Camper (Canopy, Shell)	(13) (Trucks to 1 1/2 ton - Dropped Used 30's)
17 Pickup-Car (Ranchero)	15 Carryall/Panel Truck
20 Unknown Multipurpose	16 Pickup-Camper (Canopy, Shell)
22 Slide-in Camper	22 Slide-in Camper
23 Motor Home	(26) (Trucks over 1 1/2 ton - use below)
31 Chassis-mounted Camper	30 Unknown Truck Type
	31 Chassis-mounted Camper
	33 Van Walk-in
	34 Straight truck
	35 Truck-Tractor
	36 Chassis-Cab
	37 Chassis Indeterminant
	38 Tractor-Trailer Combination (Semi)

* Corporation codes 1 to 4 (b) are always the same from country to country. E.G., 12 - USA/Ford and 42 - England/Ford. Codes 5-9 have different definitions in each country.

VEHICLE MAKE MODEL (ABCDE):AMERICAN MOTORS

14101 Classic, Rebel, Matador
 14102 Ambassador
 14106 Marlin, Javelin, Javelin AMX (71-)
 14104 American, Hornet
 14110 AVX (to 70)
 14118 Gremlin

CHRYSLER CORPORATION (1960 to-date)

13102 Newport, Chrysler 300, New Yorker, Town & Country (66-)
 Windsor (60,61), Saratoga (60)

Dodge

13201 Coronet (65-), Super bee (67-69), Charger (71-)
 Dart (62), Polara (62-64)
 13202 Polara (60,61,65-), Monaco (65-), 880 (62-65),
 Dart (60,61), Matador (60)
 13205 Challenger (60-70), Challenger (70-), R/T
 13208 Dart (63-), GFS, Swinger (69-), Custom (69), Demon,
 Lancer (61,62)
 Van
 13211 Van
 13212 Pickup, D100, D200, L300
 13215 Carvair
 13223 van walk-in
 13244 Straight truck
 13245 Truck tractor
 13236 Tractor-trailer combination (semi)
 (43209) Colt

Imperial

13305 Imperial, LeBaron, Crown, Custom (60-63)

Plymouth

13401 Fury (62-64), Savoy (62-64), Belvedere (62-), Savoy
 (62-64), Belvedere, Satellite (65-), Sebring, Road
 Runner, GTX (67-)
 13402 Fury (61) 65-, Suburban (68-), VIP (66-69),
 Belvedere (60,61)
 13106 Barracuda (67-), Grand Coupe (70-)
 13408 Valiant, Barracuda (61-66), Signet (62-69), Duster (70-)
 (43109) Cricket

DeSoto

13502 DeSoto (61), Fireflite (60), Adventurer (60)

FORD MOTOR COMPANYFord

12101 Fairlane, Torino, Cobra, Falcon (70-)
 12102 Custom, Galaxie, XL, LTD, Country Squire, Ranch Wagon
 12105 Thunderbird, Landau
 12106 Mustang, Mach 1, Grande, Boss, Mach 1
 12108 Falcon (to 70), Maverick, Futura
 12111 Econoline, E100, Station Bus
 12112 Pick-up, F100 to F350
 12114 Bronco
 12117 Ranchero
 12118 Pinto
 12133 Van Walkin (P Series)
 12131 Straight Truck (C,F,L Series 500 and over)
 12135 Truck-Tractor (C Series, L Series, W Series)
 12138 Tractor-Trailer Combinations (Semi)
 12141 School Bus (B Series)
Lincoln-Mercury
 12201 Comet (67-68) Calliente (67-68)
 Montego (68-), Voyager, Villager, Cyclone (67-)
 12202 Mercury Mercury, Montclair, Park Lane, Marauder,
 Marquis, Colony Park
 12203 Lincoln Continental
 12205 Continental Mark III
 12206 Cougar (67-)
 12208 Comet (65, 66, 71-)
 (62209) Capri (Germany)

FORD OF CANADA, LTD.

Lincoln-Mercury
 22202 Meteor

GENERAL MOTORS CORPORATION

Buick
 11101 Special (64-), Skylark, GS, Sportwagon
 11102 LeSabre, Wildcat, Contourion
 11103 Electra 225
 11195 Riviera
 11195 Special (to 63)
 (61809) Opel Kadett, 1900, Rallye
 (61819) Opel GT

Cadillac
 11203 Calais, DeVille, Sixty Special, Brougham
 11204 Seventh Five, Limousine
 11205 Eldorado

Chevrolet
 11301 Chevelle, Malibu, Nomad, Greenbrier
 11302 Biscayne, Bel Air, Impala, Caprice, Brookwood,
 Townsman, Kingswood
 11306 Camaro
 11307 Monte Carlo
 11308 Chevy II, Nova, Corvair, Monza
 11310 Corvette, Sting Ray
 11311 Van, Sport Van, G10, G20, G12
 11312 Pick-up, G10, G20, G30
 11314 Blazer
 11315 Carryall
 11317 El Camino
 11318 Vega
 11333 Van Walkin
 11334 Straight truck
 11335 Truck-tractor
 11338 Tractor-trailer combination (semi)

Oldsmobile
 11401 F-55 (G1-), Cutlass, Vista-Cruiser, 442
 11402 Delmont 88, Delta 88, Starfire, Rocket 88, 88, Jetstar
 Dynamic 88, Jetstar 88
 11403 98
 11405 Toronado
 11408 F-85 (to 63)

Pontiac
 11501 Tempest (64-), LeMans, GTO, Safari (to 69)
 11502 Catalina, Ventura, Executive, Bonneville, Grand Ville
 Grand Prix (to 68), Brougham, Star Chief, Safari (71-)
 11506 Firebird
 11507 Grand Prix (69-),
 11508 Tempest (to 63), Ventura II

GMC truck and coach
 11611 Sportvan
 11612 Pick-up
 11614 Jimmy
 11615 Carryall
 11617 GMC Sprint
 11633 Van Walk-in
 11634 Straight truck
 11635 Truck-tractor
 11638 Tractor-trailer combination (semi)

GENERAL MOTORS OF CANADA, LTD.

Chevrolet
 21301 Chevelle, Chevrolet, Acadian

Oldsmobile
 21401 Oldsmobile

Pontiac
 21501 Beaumont
 21502 Pontiac, Parisienne, Grand Parisienne (to 69)

KAISER MOTORS (JEEP)

15201 Wagoneer, J-100
 15214 Jeep, Jeepster, GJ5
 15212 Pick-up

CHECKER

15102 Checker, Marathon

INTERNATIONAL HARVESTER

15315 Travelall
 15312 Pick-up
 15314 Scout
 15333 Van Walk-in
 15334 Straight truck
 15335 Truck tractor
 15338 Tractor trailer combination (semi)

STUDEBAKER

15405 Avanti II

IMPORTED CARS - BY NAME	
75108	Alfa Romeo 1750 Berlina, Giulia
75110	Alfa Romeo Montreal
75119	Alfa Romeo 1750 & 1600 GTV, Spyder
48110	Aston Vanin BE5, BE6, BE8
68108	Audi 100LS, Super 50
68119	Audi 100 Coupe
45219	Austin Healy Sprite
12119	Austin Healy 3000
13108	Austin Maxi, A60, 1800
13109	Austin Mini, Mini Cooper, America, 1300
13103	Audi II
67108	BMW 2000, 2500/1000 sedans, Bavaria
67109	BMW 1600, 2002, 1800, 1602, 2002tii
67110	BMW 2500es, 2800ca, 3000es, 3000ca
62209	Capri, Ford
53101	Citroen 21, ID20, DS21
53108	Citroen GS
53109	Citroen 2CV, Dyane, Ami
53110	Citroen SM
83209	Colt, Dodge
43109	Cricket, Plymouth
86109	Datsun 1000, Sunny, 1200, PL510
86119	Datsun 1600, 2000, 240Z
78110	DeTomaso Mangusta, Pantera
83209	Dodge Colt
77110	Ferrari
76109	Fiat 500, 650, 850, 124 sedans
76110	Fiat Dino
76119	Fiat 850, 124, coupe and spyder, 1500 spyder
42209	Ford Anglia, Cortina
62209	Ford Capri
42101	Ford Zephyr
16109	Hillman Imp
31708	Holjen
68109	Honda
45503	Jaguar 420, XJ6
45510	Jaguar E type (XKE)
48610	Jensen
78410	Lamborghini
78208	Lancia Berlina 4 door
78219	Lancia 2 door
48219	Lotus Elan, Elite, +2s, super 7, Europa
48210	Lotus Europa
78110	Maserati
85109	Mazda (except cosmo)
85119	Mazda Cosmo
65101	Mercedes Benz 200, 190, 220, 230, 250, 280, 300 except SL
65104	Mercedes 600 limo
65110	Mercedes Benz 280 SL, 250SL, 300SL, 190SL, 350SL, 450SL
45319	MGA, MGB, MGC, MG, MIDGET, MGB/GT, MGC/GT
45109	Morris Mini
48319	Morrisan
68309	NSU 1000, 1200
68301	NSU Ro80
61809	Opel Kadett, 1900, Rallye
61819	Opel GT
57108	Peugot 504
57109	Peugot 204, 304, 404, 403
66210	Porsche 911, 914-6
66219	Porsche 912, 914
56108	Renault 16
56109	Renault 8, 10
48403	Rolls Royce (shadow)
48104	Rolls Royce (limo)
48508	Rover
95108	Saab 95, 96, 99
95119	Saab Sonnett
53109	Simca 1204, GLS
46209	Singer (automobile)
88209	Subaru
46319	Sunbeam Alpine, Tiger, Rapier
88309	Suzuki (automobile)
45609	Triumph Herald
45608	Triumph 2000
45619	Triumph Spitfire, GT6, TR3, TR4, TR250, TR6, GT6+, Stag
87108	Toyota Corona, Crown
87109	Toyota Corolla, Sprinter
87110	Toyota 2000GT
41908	Vauxhall
95208	Volvo 122, 142, 144, 145, 164, 522
95219	Volvo P1800
66108	VW 411
66109	VW 1300, 1500, 1600, "beetle"
66119	VW Karmann Ghia

CODES

69 70 71 72

CHEVROLET

02 02 01 01 Standard (All models except Camaro & Corvette)
 -- 03 -- -- Sport (Optional all models)
 03 03 03 03 Sport (Corvette Standard and T & T)
 01 01 -- -- Standard Camaro (Camaro only)
 -- -- 04 04 Standard II (Vega only)
 -- -- 02 02 Optional (All models except Vega and Corvette)
 -- -- 20 20 Sport (Optional all models except full size Chevrolet and Corvette)
 51 -- -- -- Corvair Std.
 52 -- -- -- Corvair Dlx.
 53 -- -- -- Chevy Sport Option (except corvair & corvette)

PONTIAC

-- 05 -- -- Standard (Firebird, Catalina, Tempest)
 05 -- 05 05 Standard (All models)
 -- 06 -- -- Deluxe (Standard GTO, Grand Prix, Executive, Bonneville)
 06 06 06 06 Deluxe (All models)
 19 19 19 19 Sport (Optional all models)
 -- 07 07 07 Formula (Optional all models)

OLDSMOBILE

08 08 -- -- Standard (Vistacruiser, Delta 88)
 -- 08 08 08 Standard (Cutlass only)
 09 09 -- -- Deluxe ([Rim or Pad below] All models; Standard Toronado & 98)
 -- -- 09 -- Deluxe (Cutlass only)
 11 11 13 13 T & T (Toronado, 98, with T & T Column)
 -- 10 10 10 Sport (Optional Cutlass)
 -- -- 11 11 Standard II (Delta 88, 98 & Toronado)
 54 -- -- -- Oldsmobile Sport Option (All models)

BUICK

12 12 12 12 Standard I (Standard Skylark, Sportwagon)
 13 13 -- -- Standard II (Standard Le Sabre, Wildcat; Optional Skylark, Sportwagon)
 -- -- 14 14 Standard II (Centurion, Le Sabre, Delux Skylark, Sportwagon)
 14 14 -- -- Standard III (Standard Riviera, Electra; Optional Le Sabre, Wildcat)
 -- -- 16 16 Standard III (Standard Riviera, Electra, Delux Centurion, Le Sabre)
 -- 16 -- -- Deluxe (Optional all models)
 -- 15 15 15 Sport (Optional Skylark)
 -- -- 17 -- Optional (All models)
 15 -- -- -- Buick Sport Option (All models)

CADILLAC

17 17 18 18 Standard (All models)
 -- 99 99 99 All other models unknown

Windshield Code V 343

The two letters in the lower left corner of each glazing monogram are used to code original equipment. Codes for service replacements are in brackets in the lower right corner. Note special codes for antenna.

GM 70 WINDSHIELDS WITHOUT ANTENNA

MONOGRAMS					
SAFETY PPG PLATE AS-1 LAMINATED DOT 18 M 21 AA (DN)	PPG *	SAFETY LOF PLATE AS-1 LAMINATED DOT 15 M 3 AB	LOF *		DCL *
SAFETY PPG FLO-LITE AS-1 LAMINATED DOT 18 M 25 AE (BB)	CA M52 (CE)	SAFETY LOF FLO-LITE AS-1 LAMINATED DOT 15 M 23 AF (BC)	DA M31 (DE)	SAFETY DCL FLO-LITE AS-1 LAMINATED DOT 19 M 45 EA	
SHADED ** SOFT-RAY SAFETY PPG FLO-LITE AS-1 LAMINATED DOT 18 M 30 AL (BH)		SHADED ** SOFT-RAY SAFETY LOF FLO-LITE AS-1 LAMINATED DOT 15 M 24 AM (BJ)	** DB M32 (DF)	SHADED ** SOFT-RAY SAFETY DCL FLO-LITE AS-1 LAMINATED DOT 19 M 34 AN (BK)	
SHADED ** SOFT-RAY SAFETY PPG PLATE AS-1 LAMINATED DOT 18 M 23 AS (BP)		SHADED ** SOFT-RAY SAFETY LOF PLATE AS-1 LAMINATED DOT 15 M 4 AT (BQ)			
SOFT-RAY** SHADED NEUTRAL SAFETY PPG PLATE AS-1 LAMINATED DOT 18 M 23 1 AW (BT)		SOFT-RAY** SHADED NEUTRAL SAFETY LOF PLATE AS-1 LAMINATED DOT 15 M 6 AX (BU)			

YY-Unknown MFG or Type
 YX-LOF; unknown Type
 YW-PPG; unknown Type
 YV-DCL; unknown Type
 YU-Float Glass; unknown MFG.

YI-Plate Glass; unknown MFG.
 YS-LOF; Float; other info. unknown
 YR-LOF; Plate; other info. unknown
 YP-PPG; Float; other unknown
 YN-PPG; Plate; other unknown
 YM-DCL; Float; other unknown

NOTE ←

ORIGINAL MARK	REPLACEMENT MARK		
Flo-Lite Soft-Ray	PPG Float Sun-Shade Solex Duplate	LOF Float E-Z-Eye	DCL Float

*Manufacturers model numbers shown below will be used in addition to those shown in monogram
 **AISI (location-rt. side adjacent to shading fade out line) indicates level required for driving visibility on shaded windshields only.

1971 SAFETY GLAZING MONOGRAMS

Appendix C

AND PG-2070 LONG FORM CODES













DU

GM

WINDSHIELDS WITH

ANTENNA

(Codes For Service Replacement In Parenthesis - See Replacement Identifying Marks At Bottom Of Page)

MONOGRAMS					
SAFETY  PLATE AN-1 LAMINATED ANTENNA DOT 18 M 21.1 AD	PPG *	SAFETY  PLATE AN-1 LAMINATED ANTENNA DOT 15 M 20 AC	LOF *		DCL *
SAFETY  FLO-LITE AN-1 LAMINATED ANTENNA DOT 18 M 25.1 (BF) AJ	CK M52.1 (CP)	SAFETY  FLO-LITE AN-1 LAMINATED ANTENNA DOT 15 M 25 (BF) AH	DK M27 (DP)	SAFETY  FLO-LITE AN-1 LAMINATED ANTENNA DOT 19 M 45.1 EK	
SHADED ** SOFT-RAY SAFETY  FLO-LITE AN-1 LAMINATED ANTENNA DOT 18 M 30.2 (DI) AQ	** CL M53.1 (CR)	SHADED ** SOFT-RAY SAFETY  FLO-LITE AN-1 LAMINATED ANTENNA DOT 15 M 26 (BL) AP	** DL M28 (DR)	SHADED ** SOFT-RAY SAFETY  FLO-LITE AN-1 LAMINATED ANTENNA DOT 19 M 46.1 EL	
SHADED ** SOFT-RAY SAFETY  PLATE AN-1 LAMINATED ANTENNA DOT 18 M 23.2 (BS) AV		SHADED ** SOFT-RAY SAFETY  PLATE AN-1 LAMINATED ANTENNA DOT 15 M 21 (BR) AU			
		SOFT-RAY ** SHADED NEUTRAL SAFETY  PLATE AN-1 LAMINATED ANTENNA DOT 15 M 22 (BV) AY			
		SOFT-RAY ** SHADED NEUTRAL SAFETY  FLO-LITE AN-1 LAMINATED ANTENNA DOT 15 M 20 (BW) BA	** DM M35 (DS)		

(ALL UNKNOWN CODES SAME AS THOSE ON PREVIOUS PAGE)

ORIGINAL MARK	REPLACEMENT MARK		
Flo-Lite Soft-Ray	PPG Float Sun-Shade Solex Poplute	LOF Float E-Z-Eve	DCL Float

*Manufacturers model numbers shown below will be used in addition to those shown in monogram


**ANSI (location-rt. side adjacent to shading fade out line) indicates level required for driving visibility on shaded windshields only.

1971 SAFETY GLAZING MONOGRAMS FOR WINDSHIELDS

Ford WITHOUT ANTENNA

FA

SOLID SAFETY GLASS




TEMPERED

4G AS2
FM-M30

TEMPERED SHEET
CLEAR

GA

SOLID SAFETY GLASS




TEMPERED

4G AS2
FM-M50

TEMPERED FLOAT
CLEAR

HA

SUPER-30 LAMINATED SAFETY GLASS




4G ASI
FM-M55

LAMINATED FLOAT
CLEAR

FB

SOLID SAFETY GLASS




TEMPERED

4G SUN-X AS2
FM-M31

TEMPERED SHEET
TINT

GB

SOLID SAFETY GLASS




TEMPERED

4G SUN-X AS2
FM-M81

TEMPERED FLOAT
TINT

HB

SUPER-30 LAMINATED SAFETY GLASS



4G SUN-X ASI
FM-M56

LAMINATED FLOAT
TINT

GC

SUPER-30 LAMINATED SAFETY GLASS



SUN VISOR

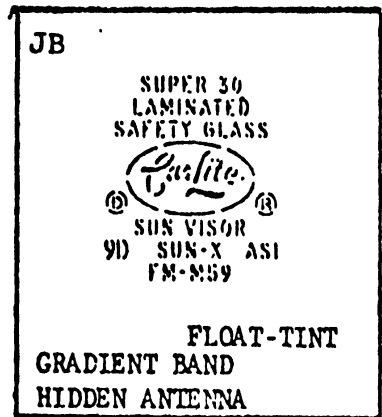
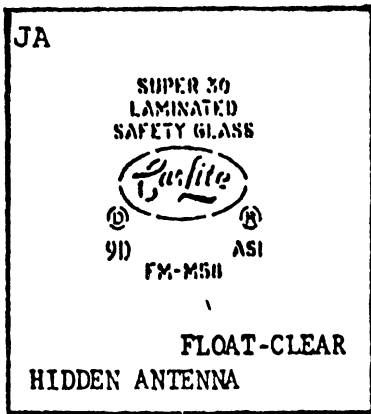
4G SUN-X ASI
FM-M57

LAMINATED FLOAT
TINT - BLUE GRADIENT

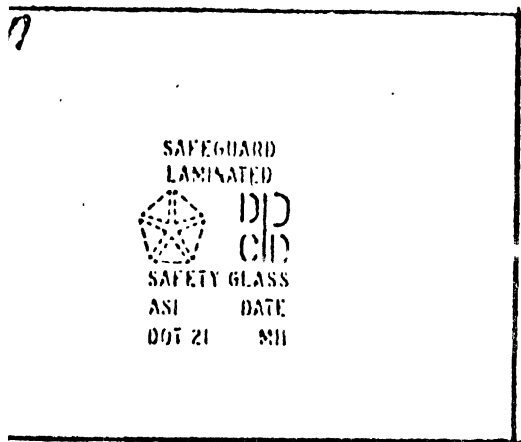
Unknown
Lacite
YK

1971 SAFETY GLAZING MONOGRAMS FOR WINDSHIELDS

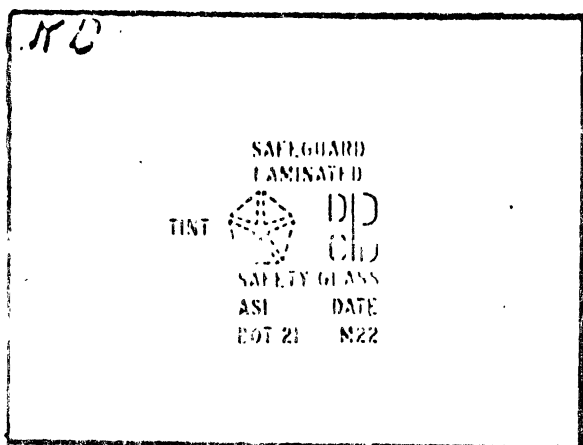
Ford WITH _____ ANTENNA



WINDSHIELD MONOGRAMS

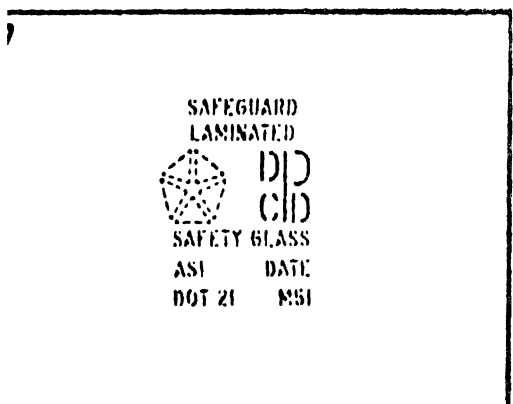


SAFEGUARD LAMINATED SAFETY GLASS -
DCPD, AS-1
laminated safety glass, AS-1,
with 30 mil interlayer

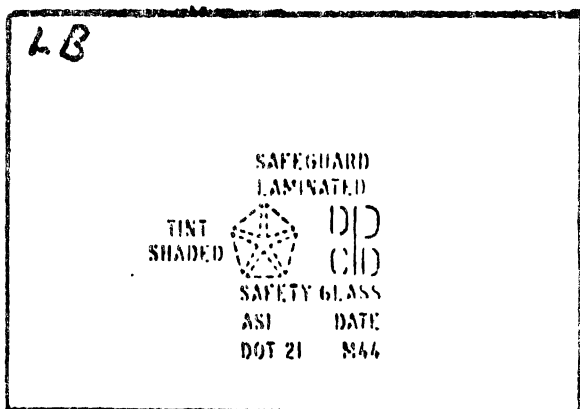


TINT SAFEGUARD LAMINATED SAFETY GLASS
DCPD, AS-1
laminated, heat absorbing,
safety glass, AS-1, with
30 mil interlayer

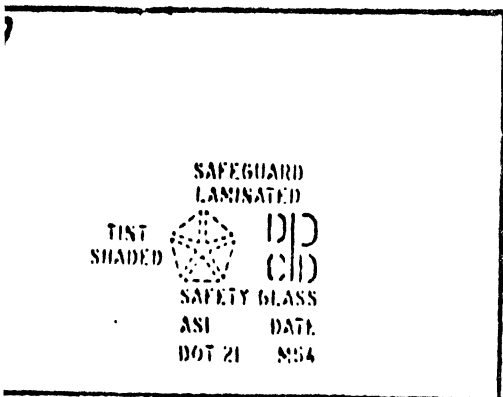
unknown
YL



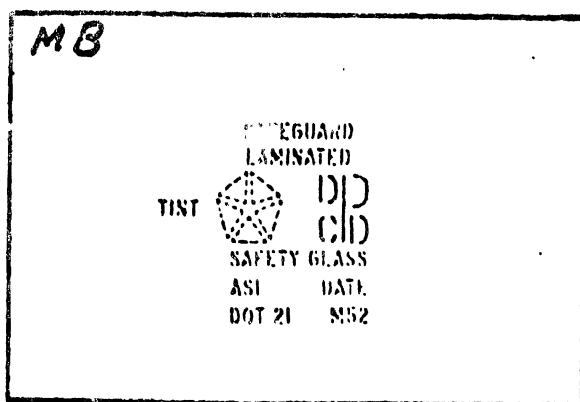
SAFEGUARD LAMINATED SAFETY GLASS -
DCPD, AS-1
laminated safety float glass, AS-1
with 30 mil interlayer



TINT SHADED SAFEGUARD LAMINATED
SAFETY GLASS - DCPD, AS-1
laminated, heat absorbing
safety glass, AS-1, with
30 mil interlayer colored band



TINT SHADED SAFEGUARD LAMINATED
SAFETY GLASS - DCPD, AS-1
laminated, heat absorbing, safety float glass, AS-1,
with 30 mil interlayer with colored band



TINT SAFEGUARD LAMINATED SAFETY GLASS -
DCPD, AS-1
laminated, heat absorbing, safety float glass,
AS-1, with 30 mil interlayer

1971 SAFETY GLAZING MONOGRAMS AND PG-2070
FORM CODES

Appendix C

Other WINDSHIELDS WITHOUT ANTENNA

CORNING CHEMCOR
WINDSHIELD
CLEAR

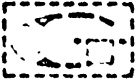
CORNING
CHEMICALLY
TEMPERED
LAMINATED
SAFETY GLASS
AS-1, CGW, M15
DOT-26, D.O.

PA

CORNING CHEMCOR
WINDSHIELD
TINTED

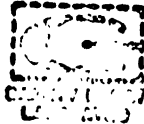
CORNING
CHEMICALLY
TEMPERED
LAMINATED
SAFETY GLASS
AS-1, CGW, M-16
DOT-26, D.O.

QA



GUARDIAN
SAFETY FLOAT
SHADED
LAMINATED
AS-1-70 GG-M18
DOT 22

RK



(AS-1-70) FLO-LITE
AD-69
DOT 22

RA

66-M78
DOT-22

Identifying Marks


SAFETY [DCI] FLO-LITE
AS-1 AD-69
LAMINATED
DOT-19 M-33

RE

SHADED
SOFT-RAY
SAFETY [DCI] FLO-LITE
AS-1 AD-69
LAMINATED
DOT-19 M-34

RF


SUPER-30
LAMINATED
SAFETY GLASS



(D) AS2
GG-M78

RB

SAFEGUARD
LAMINATED



SAFETY GLASS
AS-1 1-70
DOT-22 GG-M78


RC

SAFETY FLOAT
AS-1 Guardian J-70
LAMINATED
DOT 22 GG-M78

RD

SAFEGUARD
LAMINATED

TINT
SHADED



SAFETY GLASS
AS-1 1-70
DOT-22 GG-M18

RG

SHADED
SOFT RAY
SAFETY FLOAT
AS-1 Guardian J-70
DOT 22 GG-M18

RH

1972 SAFETY GLAZING MONOGRAMS GM

TYPE OF GLAZING	MONOGRAMS				REMARKS
AS-1 LAMINATED SAFETY GLASS Safety Glazing Material For Use Anywhere in Motor Vehicle	SAFETY AR-1 PPG LAMINATED ANTENNA DOT 18 M 52 (CE)	SAFETY AR-1 LAMINATED ANTENNA DOT 15 M 31 (DE)	SAFETY AR-1 LAMINATED ANTENNA DOT 19 M 45 (DP)	SAFETY AR-1 LAMINATED ANTENNA DOT 19 M 45 (DP)	
	SAFETY AR-1 PPG LAMINATED ANTENNA DOT 18 M 52 (CP)	SAFETY AR-1 LAMINATED ANTENNA DOT 15 M 27 (DP)	SAFETY AR-1 LAMINATED ANTENNA DOT 19 M 45 (DP)	SAFETY AR-1 LAMINATED ANTENNA DOT 19 M 45 (DP)	
	CL (CR)	DL (DR)	EL (EL)	EL (EL)	
	CL (CR)	DL (DR)	EL (EL)	EL (EL)	
	CL (CR)	DL (DR)	EL (EL)	EL (EL)	
	CL (CR)	DL (DR)	EL (EL)	EL (EL)	
NOTE: The following Manufacturer's Model Numbers will also be used with those monograms to the left. D. C. L. M34 (Location-Rt. side adjacent to shading fade out line) indicates A ↓ SI level required for driving visibility on shaded windshields only. A ↓ SI level required for driving visibility on shaded windshields only.					

(Codes For Service Replacement In Parenthesis)

- YY - Unknown MFG or Type
- YX-LOF; unknown Type
- YW-PPG; unknown Type
- YV-DCL; unknown Type
- YU-Float Glass; unknown MFG.

- YT-Plate Glass; unknown MFG.
- YS-LOF; Float; other info. unknown
- YR-LOF; Plate; other info. unknown
- YP-PPG; Float; other unknown
- YN-PPG; Plate; other unknown
- YM-DCL; Float; other unknown

ORIGINAL MARK	REPLACEMENT MARK	
Flo-Lite Soft-Ray	PPG Float Sun-Shade Solex Duplate	LOF Float E-Z-Eye DCL Float

FOR ALL GENERAL MOTORS CORPORATION 1972 VEHICLES

PRODUCED IN THE UNITED STATES

1972 VEHICLE WINDSHIELDS

AS-2 MA
 Securit
 of
 Belgium
 D-106 Solid
 Temp.
 Code: NA

Solex
 Shaded
 PPG
 Safety Plate
 1-2A
 Code: NB

Super 30
 Laminated
 Safety Glass
 Car-Lite
 FM-M59
 Sun-Visor
 OA SUN X ASI
 Code: NC

Triplex
 V
 T
 X
 Super-L
 EUM 11 A51
 Laminated
 Code: ND

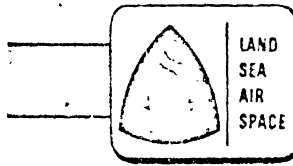
(LACKTEX)
 Belgium
 Laminated
 Super
 M3 ASI
 TPGS 76
 DOT 32 Clear
 Code: NE

SICURSN
 I C C
 Hi Laminated
 IGM 4874 VSP
 ASI M1 D-139
 DOT 36
 Code: NF

(LACKTEX)
 °BELGIUM°
 Lam. Super
 Tinted
 GR M5 ASI
 DOT 32
 TPGS 88 D150
 Code: NG

Sun Shade
 SOLEX
 PPG
 Duplate
 Safety Float
 Antenna
 ASI 189 DOT18
 M30.2
 Code: BM

Appendix D



SOCIETY OF AUTOMOTIVE ENGINEERS, INC • TWO PENNSYLVANIA PLAZA • NEW YORK, NEW YORK 10001

TECHNICAL REPORT

J224a

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COLLISION DEFORMATION CLASSIFICATION — SAE J224a

SAE Recommended Practice

Report of Automotive Safety Committee approved January 1971 and revised February 1972

1. Purpose and Scope—The purpose and scope of this SAE Recommended Practice is to provide a basis for classification of the extent of deformation caused by vehicle accidents on the highway. It is necessary to classify collision contact deformation in order of to induced deformation so that the accident deformation may be segregated into rather narrow limits. Studies of collision deformation can then be performed on one or many data banks with assurance that the data under study are of essentially the same type.¹

It also is an expression, useful to persons engaged in automobile safety, to appropriately describe a field-damaged vehicle with conciseness in their oral and written communications. Although this classification system was established primarily for use by professional teams investigating accidents in depth, other groups may also find it useful.

The classification system consists of seven characters, three numeric and four alphabetic, arranged in a specific order. Each character describes specific deformation detail concerning the direction, location, the size of the area, and extent, which combined together form a descriptive composite of the damaged vehicle. The individual character positions are referred to by column number for identification and compatibility with conventional computer system data storage. Fig. 1 illustrates the format and the general description for each character.

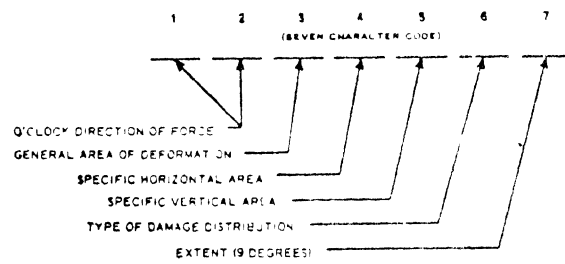


FIG. 1

2. Classification of Collision Damage—Vehicle collision damage is classified in the following respects:

2.1 Direction of Principal Force at Impact—Columns 1 and 2 are used.

The principal force is the force that caused the crush and sheet metal displacement on the damaged vehicle. The direction of the principal force is determined by the location of force acting on the vehicle at the point of application. The direction of the principal force is designated by reference to hour sectors on a conventional clock face positioned over the point of application.

The clock face is assumed to be in a plane referenced to the horizontal plane of the car. Twelve o'clock characterizes a frontal directed force applied at the area of vehicle deformation. Other examples of clock positions, such as 3 o'clock and 9 o'clock, refer to forces directed from the right, rear, and left respectively. The code classifications are the hour numerals from 01 to 12, columns 1 and 2 of the classification system are used for designation of principal force. (See Fig. 2.) The entry of 00 indicates that the impact is not horizontal, as in a rollover.

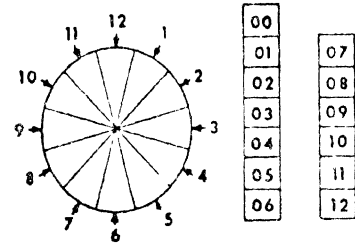
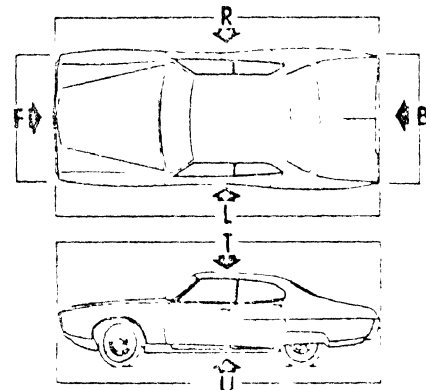


FIG. 2

2.2 Deformation Location and Classification Code—Column 3 is used.

This character of a classification expression broadly defines which projected area of the vehicle contains the deformation. (See Fig. 3.) Angle impacts at 45 deg to the front or rear corner may be difficult to classify. These impacts should be classified as "F" or "B" if the deformation area at the front or rear of the vehicle exceeds the deformation area at the side, "L" (or "R") should be used if the deformation area at the side is larger. Similar consideration should be given to top versus side deformation in rollover, if the deformation area on the top is greater than on the side, use "T." If the side deformation is greater, use "L" (or "R").



Location	Classification
Front	F
Right side	R
Back (rear)	B
Left side	L
Top	T
Undercarriage	U
Unclassifiable	X

FIG. 3

2.3 Specific Horizontal Location of Deformation and Classification Code—Column 4 is used.

The plan view of the vehicle (Fig. 4) illustrates the horizontal area to be used in locating the deformation. Variations in vehicles require that some special considerations be given. Guidelines for the classification code are given and as follows:

1. From impact location the windshield to the rear of the rear most seat.

1. This classification system was developed by the Automotive Safety Committee of the Society of Automotive Engineers, Inc. It is intended for use by professional teams investigating accidents in depth. Other groups may also find it useful.

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COLLISION DEFORMATION CLASSIFICATION

- (b) Station wagons—from the windshield to the rear of the second seat.
 - (c) Vans—from the front-seat backrest to the center of the rear wheel.
 - (d) Pickups—from the windshield to the rear of the cab.
- "F" and "B" are side deformation areas forward and rearward of "P," respectively. Column 4 has meaning only in connection with column 3; that is, it is a suffix of column 3 rather than being independent of it. The classifications "R," "C," and "L" should not be used for vehicles with top deformation ("T" in column 3).

2.5 General Type of Damage Distribution and Classification Code—Column 6 is used. Definitions of the classifications are shown in Table 1.

TABLE 1

Type	Classification
Wide impact area	W
Narrow impact area	N
Side swipe	S
Rollover (includes rolling onto side)	O
Overhanging structure	A
Corner	E

These codes are illustrated by the following additional guidelines To differentiate deformation which includes the corner of the vehicle in the longitudinal and lateral impacts, use the S, E or W classifications. The examples in Table 2 describe impacts at the front right corner.

TABLE 2

Classification	Max. Depth of Deformation from Side Surface
FRES	0 to 4 in (100 mm) (principally sheet metal)
FREE	5 to 16 in (130-410 mm) (wheel and suspension)
PREW	17 in (430 mm) and over (wide area)

Columns 3-6 are used for clarification. Fig. 6 shows these three types and similar damage to the right front side. The classification is appropriate for deformation at any corner of the vehicle for directions of principal force from front, rear, or side directions.

"A" is used to classify impacts where part of the vehicle deformation resulted from an overhanging structure. An example of this is under-riding the rear of some large trucks.

The use of "S," "O," "E," and "A" take precedence over "N" or "W." "W" and "N" are used to distinguish between large and small areas of deformation which do not fall into one of the other four categories. If an area is less than 16 in (410 mm) wide or less than 6 in (150 mm) high, "N" is the appropriate classification. For small rectangular or circular areas of deformation, if the perimeter is less than the perimeter of a 16 in (410 mm) square, use the "N"; otherwise, use "W."

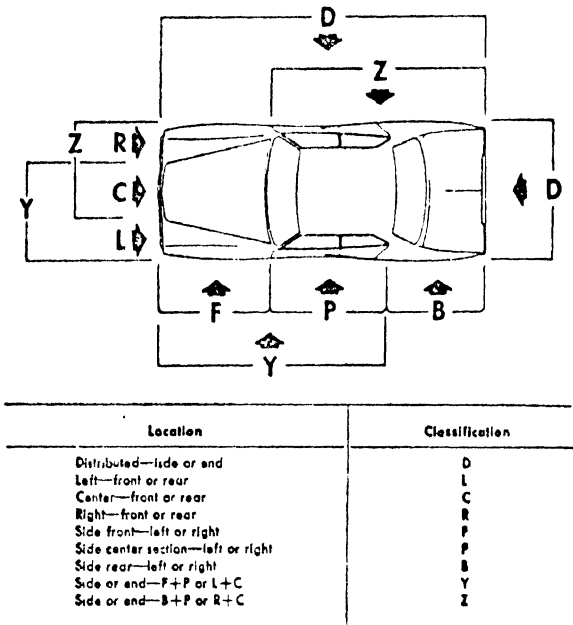


FIG. 4

2.4 Specific Vertical Location of Deformation and Classification Code—Column 5 is used.

Fig 5 illustrates general locations of the classifications to be used for denoting the vertical location of all deformations.

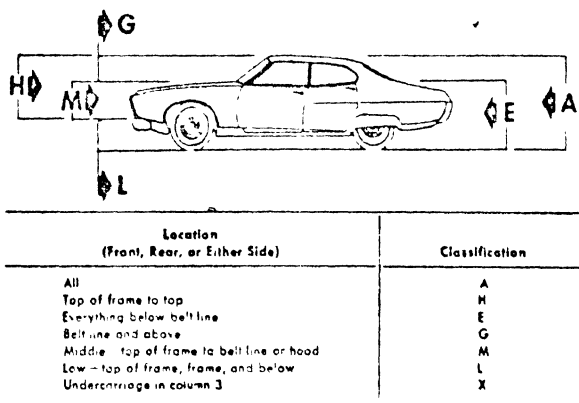


FIG. 5

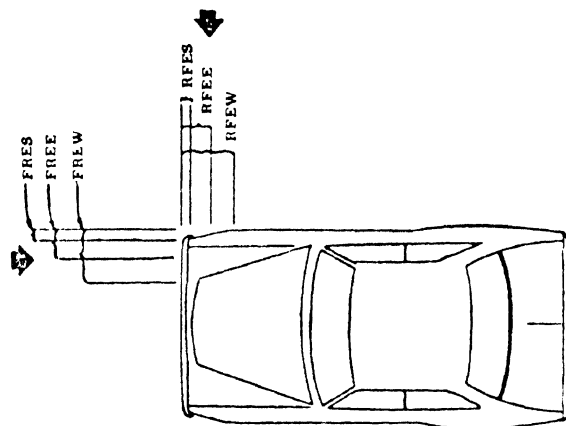


FIG. 6

2.6 Deformation Extent Guide—Column 7 is used

The extent of residual deformation is classified using a nine zone extent system as shown in Figs 7-10. Figs 7-10 are illustrative for passenger cars, station wagons, vans, and pickups, respectively. Extent zones are applied to front, rear, side, top, or undercarriage deformation and should be selected so that they are compatible with the principal damage selection in column three.

COLLISION DEFORMATION CLASSIFICATION

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In order to achieve uniformity, the deformation extent guide has been established in relation to specific points on the vehicle.

If the passenger compartment is involved in 'top' damage, then the extent number should reflect the extent of damage to the passenger compartment. This is true even if the hood or deck lid are involved.

If the distance from the rearmost point of the vehicle to the top of the rear window is greater than the distance from the top of the rear window to the front door latch pillar (start of zone 9), then use the "passenger car" deformation rear extent zone guide for classifying rear deformation. Other vehicles are classified using the rear extent guide for station wagons and vans.

THE EXTENT NUMBER SHOULD NOT BE USED AS A TOOL FOR DETERMINING THE COLLISION SEVERITY OR ENERGY REQUIRED TO DUPLICATE THE DAMAGE. FOR VEHICLES OF THE SAME BASIC TYPE, IT DOES SERVE AS A TOOL FOR GATHERING TOGETHER VEHICLES WHICH HAVE SIMILAR DAMAGE CHARACTERISTICS.

2.7 Summary of the Classification System—A summary of the classification system and the assignment of codes in columns is shown in Fig 11. This array shows most of the more likely classifications that can be made. This display may be of value in auditing reports.

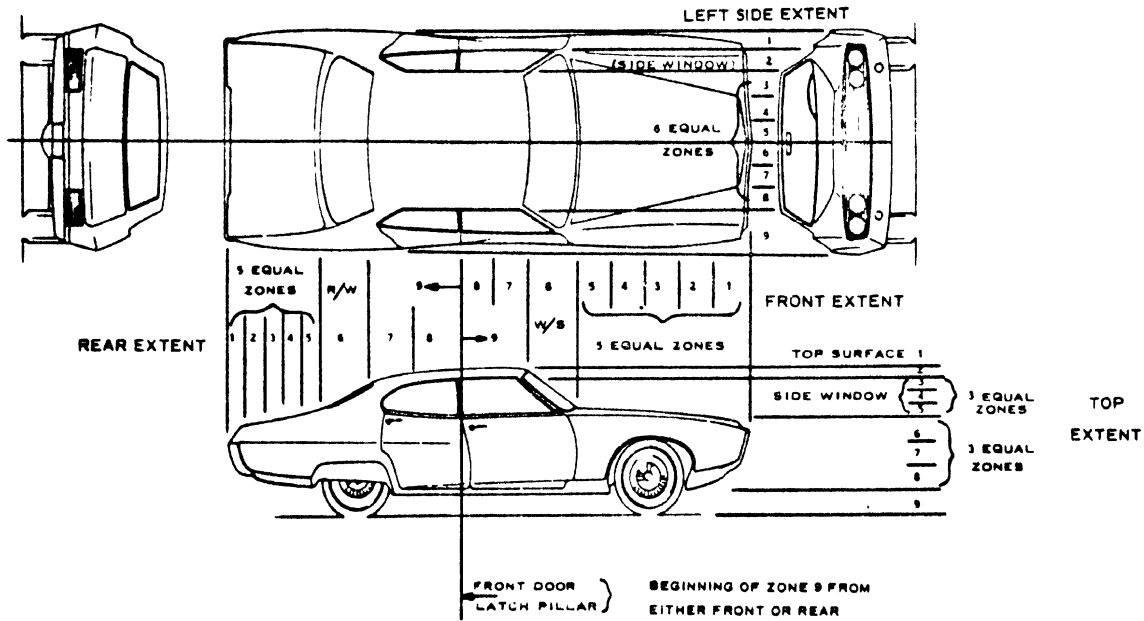


FIG. 7—DEFORMATION EXTENT ZONES (FOR PASSENGER CARS)

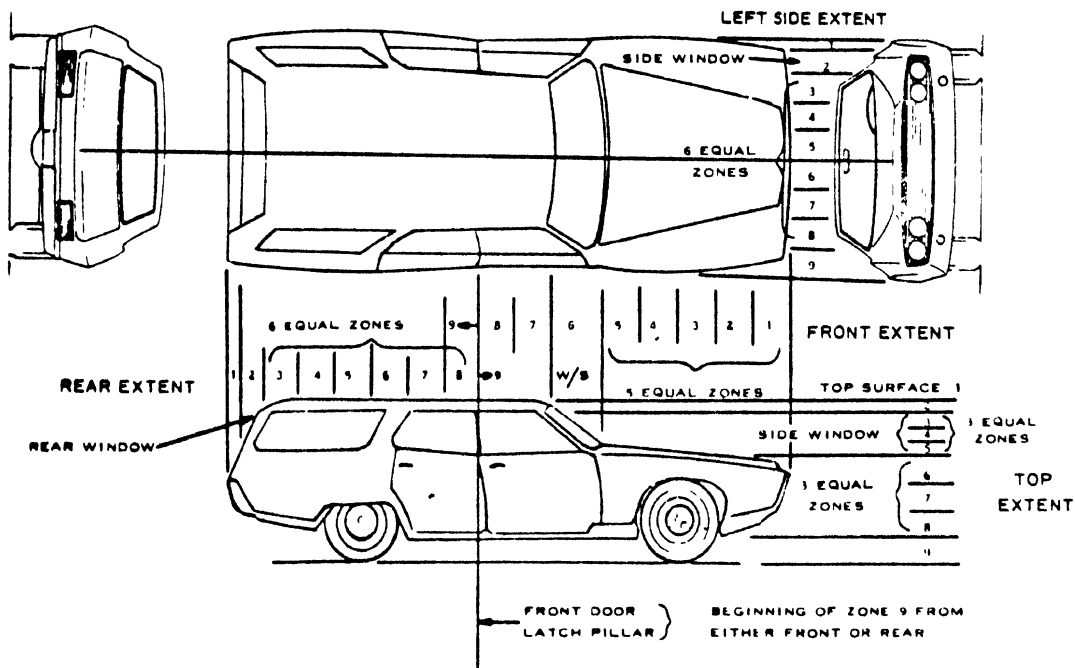


FIG. 8—DEFORMATION EXTENT ZONES (FOR STATION WAGONS)

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COLLISION DEFORMATION CLASSIFICATION

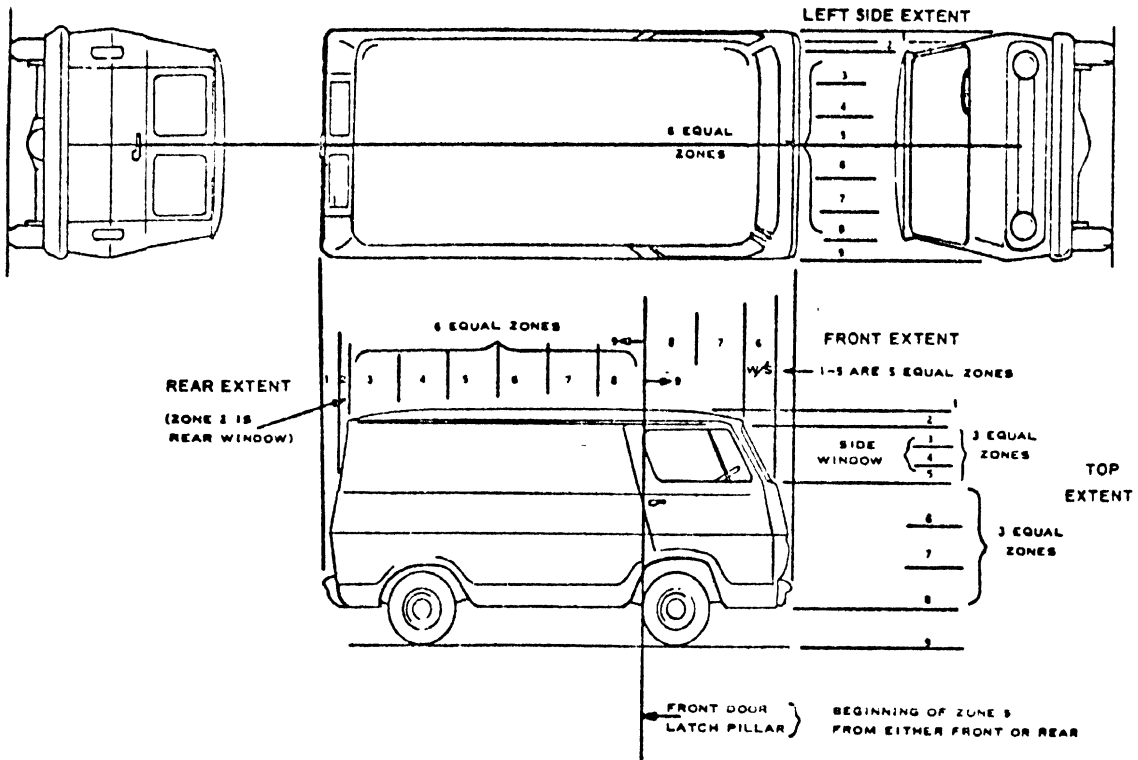


FIG. 9-DEFORMATION EXTENT ZONES (FOR VANS)

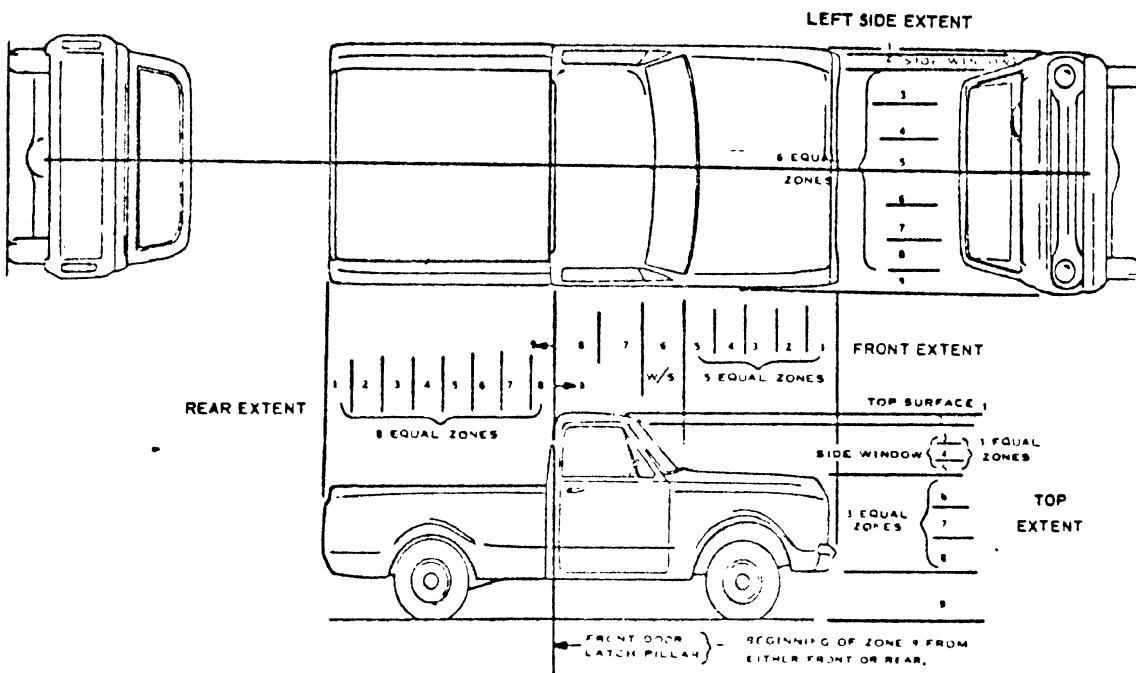


FIG. 10-DEFORMATION EXTENT ZONES (FOR PICKUP TRUCKS)

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COLLISION DEFORMATION CLASSIFICATION

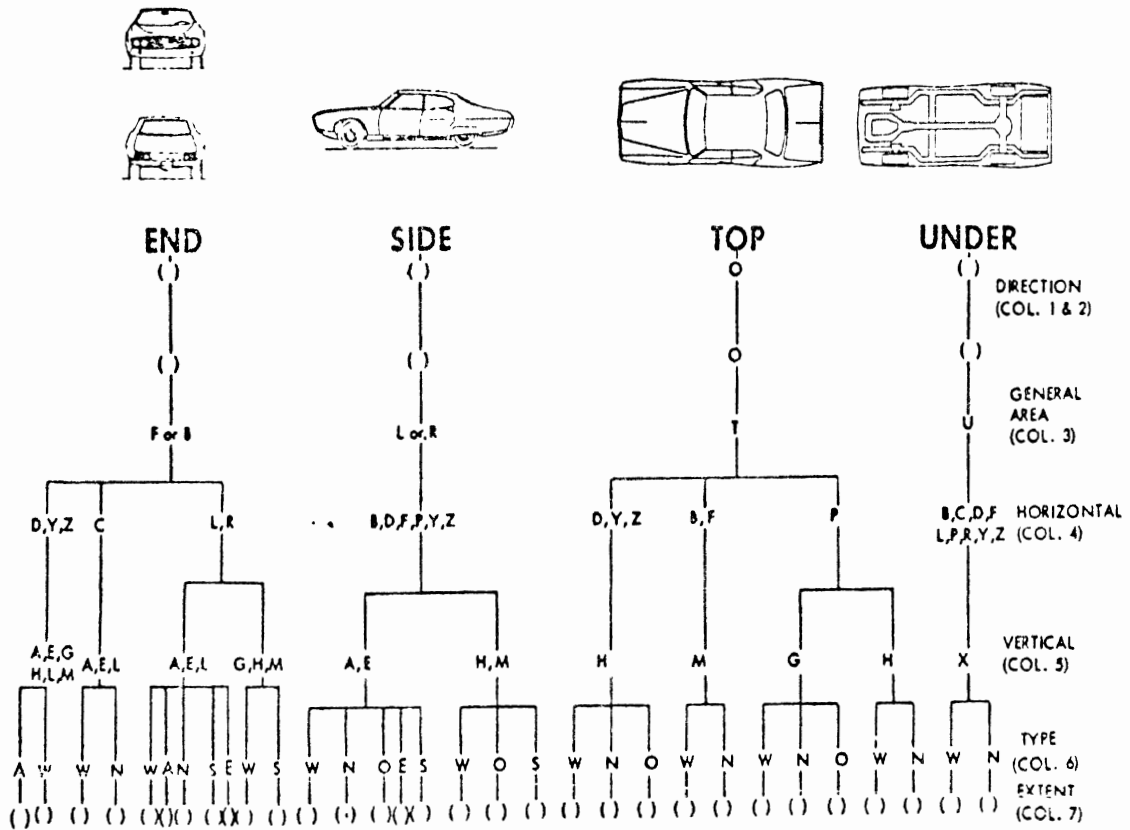


FIG. 11-DEFORMATION INDEX GUIDE

SAE Technical Board Rules and Regulations
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In formulating and approving technical reports, the Technical Board, its Councils and Committees will not investigate or consider patents which may apply to the subject matter. Prospective users of the report are responsible for protecting themselves against liability for infringement of patents.

Section 2
Univariate Frequency Distributions

The computer dictionary of all one and two digit numeric analysis variables and one-way frequency distributions are presented in five parts.

A. Vehicle Variables	V5-V197	77-118
B. Vehicle Variables	V199-V394	119-148
C. Vehicle Variables	V395-V576	149-178
D. Occupant Variables	V577-V636	179-196
E. Injury Variables	V637-V647	197-199

LISTING OF DICTIONARY IN SAME ORDER AS RECCRDS

VAR.#	VARIABLE NAME	LOC.	WID	DEC	RESP	CTYP	VTYP	MDCODE1	MDCODE2
5	TEAM NUMBER	10	2	0	1	0	0	0000099	
6	TEAM SPONSOR NUMBER	12	1	0	1	0	0	0000009	Vehicle V5-V197
7	MONTH OF COLLISION	13	2	0	1	0	0	0000099	See Part A
8	DAY OF COLLISION	15	2	0	1	0	0	0000099	
9	YEAR OF COLLISION	17	2	0	1	0	0	0000099	
10	MONTH OF INVESTIGATION	19	2	0	1	0	0	0000099	
11	DAY OF INVESTIGATION	21	2	0	1	0	0	0000099	
12	YEAR OF INVESTIGATION	23	2	0	1	0	0	0000099	
13	MONTH SUBMITTED	25	2	0	1	0	0	0000099	
14	DAY SUBMITTED	27	2	0	1	0	0	0000099	
15	YEAR SUBMITTED	29	2	0	1	0	0	0000099	
19	FIPS STATE CODE	62	2	0	1	0	0	0000000	
20	AREA	64	1	0	1	0	0	0000000	
21	LOCALITY	65	1	0	1	0	0	0000000	
22	LT. ACCESS HIGHWAY	66	1	0	1	0	0	0000000	
23	RD. TOTAL LANE WD.	67	1	0	1	0	0	0000000	
24	OTHER RD. TOTAL LANES	68	1	0	1	0	0	0000000	
25	TP. OF RD. SURFACE	69	1	0	1	0	0	0000000	
26	RD. VERT. PLANE	70	1	0	1	0	0	0000000	
27	RD. HORIZ. PLANE	71	1	0	1	0	0	0000000	
28	SURFACE COVERING	72	2	0	1	0	0	0000000	
29	PRECIPITATION	74	1	0	1	0	0	0000000	
30	PRECIPITATION RATE	75	1	0	1	0	0	0000000	
31	SURFACE SLIPPERY	76	1	0	1	0	0	0000000	
32	SPEED LIMIT	77	1	0	1	0	0	0000000	
33	RD. DEFECTS	78	1	0	1	0	0	0000000	
34	TEMPERATURE, F	79	1	0	1	0	0	0000000	
35	CROSSWIND	80	1	0	1	0	0	0000000	
36	TIME OF DAY	81	1	0	1	0	0	0000000	
37	VISIBILITY LIMIT.	82	1	0	1	0	0	0000000	
38	VISIBILITY OBSTRUCTION	83	1	0	1	0	0	0000000	
39	MECH. MALF. ITEMS CHECK	84	1	0	1	0	0	0000000	
40	COMMENT-MECH MALF. ?	85	1	0	1	0	0	0000000	
41	BRAKE SYSTEM MALF.	86	1	0	1	0	0	0000000	
42	EXHAUST SYSTEM MALF.	87	1	0	1	0	0	0000000	
43	STEERING SYSTEM MALF.	88	1	0	1	0	0	0000000	
44	SUSPENSION MALF.	89	1	0	1	0	0	0000000	
45	TIRES MALF.	90	1	0	1	0	0	0000000	
46	ELECTRICAL MALF.	91	1	0	1	0	0	0000000	
47	THROTTLE SYSTEM MALF.	92	1	0	1	0	0	0000000	
48	DRIVER CONTROLS MALF.	93	1	0	1	0	0	0000000	
49	POWER TRAIN MALF.	94	1	0	1	0	0	0000000	
50	FUEL SYSTEM MALF.	95	1	0	1	0	0	0000000	
51	VISIBILITY ITEMS MALF.	96	1	0	1	0	0	0000000	
52	OTHER MALFUNCTION	97	1	0	1	0	0	0000000	
53	UNKNOWN MALFUNCTION	98	1	0	1	0	0	0000000	
54	PRIMARY MALFUNCTION	99	2	0	1	0	0	0000099	
55	NO. OF PHOTOS	101	2	0	1	0	0	0000099	
56	COLLISION-VEH. TO OBJ	103	1	0	1	0	0	0000000	
57	COLLISION-ROLLOVER	104	1	0	1	0	0	0000000	
58	RAN OFF THE ROADWAY	105	1	0	1	0	0	0000000	
59	COLL.-VEH. TO VEH.	106	1	0	1	0	0	0000000	
60	VEH. TO STOPPED VEH.	107	1	0	1	0	0	0000000	
61	VEH. TO MOVING VEH.	108	1	0	1	0	0	0000000	
62	OTHER COLLISION	109	1	0	1	0	0	0000000	
63	TOTAL VEH. INVOLVED	110	1	0	1	0	0	0000000	
64	OBJECT 1 CONTACTED	111	2	0	1	0	0	0000002	
65	OBJECT 2 CONTACTED	113	2	0	1	0	0	0000002	

00

66	OBJECT 3 CONTACTED	115	2	0	1	0	0	0000002
67	OBJECT 4 CONTACTED	117	2	0	1	J	0	0000002
68	OBJECTS CONTACTED	119	2	0	4	0	1	0000002
69	DRIVER IMPAIRMENT	127	2	0	2	0	1	0000002
70	TRAFFIC VIOLATION	131	1	0	1	0	0	0000000
71	LEGAL ACTION	132	1	0	1	0	0	0000000
72	PERSONAL INJURY	133	1	0	1	0	0	0000000
73	PROPERTY DAMAGE	134	1	0	1	0	0	0000000
78	C-SPEED BRACKET PRIOR TO	147	2	0	1	0	0	0000012
79	C-SPEED BRACKET AT IMPAC	149	2	0	1	0	0	0000012
80	O-SPEED BRACKET PRIOR TO	151	2	0	1	0	0	0000012
81	O-SPEED BRACKET AT IMPAC	153	2	0	1	0	0	0000012
83	O-COUNTRY	168	1	0	1	0	0	0000000
84	O-CORPORATION	169	1	0	1	0	0	0000000
85	O-CORPORATION-DIVISION	170	2	0	1	0	0	0000000
86	O-CTRY, CORP, DIVISION	172	3	0	1	0	0	0000000
87	O-VEHICLE MODEL	175	2	0	1	0	0	0000000
89	O-MODEL YEAR	182	2	0	1	0	0	0000000
90	O-VEH. WT., BRACKET	184	1	0	1	0	0	0000000
92	O-ODOMETER BRACKET	189	2	0	1	0	0	0000000
94	O-BODY STYLE	196	1	0	1	0	0	0000000
95	O-# OF CYLINDERS	197	1	0	1	0	0	0000000
96	O-HI PERFORM.	198	1	0	1	0	0	0000000
97	O-# OF OCCUPANTS	199	2	0	1	0	0	0000099
98	OTHER VEH. LOADING	201	1	0	1	0	0	0000000
99	O-IMPACT CLOCK	202	2	0	1	0	0	0000099
104	O-DAMAGE EXTENT	209	1	0	1	0	0	0000000
106	O-PRIN DAMAGE #	217	1	0	1	J	J	0000000
107	O-HORIZ LOCATION #	218	2	0	1	0	J	0000000
108	O-VERT LOCATION #	220	1	0	1	0	0	0000000
109	O-COLL TYPE #	221	1	0	1	0	0	0000000
113	CASE-COUNTRY	247	1	0	1	0	0	0000000
114	CASE-CORPORATION	248	1	0	1	0	0	0000000
115	CASE-CORP, DIVISION	249	2	0	1	0	0	0000000
116	CASE-CTRY, CORP, DIV	251	3	0	1	0	0	0000000
117	CASE-VEHICLE MODEL	254	2	0	1	0	0	0000000
119	CASE-MODEL YEAR	261	2	0	1	0	0	0000000
120	CASE-VEH. WT., BRACKET	263	1	0	1	0	0	0000000
122	CASE-ODOMETER BRACKET	268	2	0	1	0	0	0000000
124	CASE VEH.-BODY STYLE	275	1	0	1	0	0	0000000
125	CASE-BODY STRUCTURE	276	1	0	1	0	0	0000000
126	CASE-# OF CYLINDERS	277	1	0	1	0	0	0000000
127	CASE-HI PERFORM.	278	1	0	1	0	0	0000000
128	CASE-# OF OCCUPANTS	279	2	0	1	0	0	0000099
129	CASE VEH. LOADING	281	1	0	1	0	0	0000000
130	CASE VEH. TRANSMISSION	282	1	0	1	0	0	0000000
131	CASE VEH. STEERING	283	1	0	1	0	0	0000000
132	CASE VEH. BRAKES	284	1	0	1	0	0	0000000
133	CASE VEH. BRAKES-TYPE	285	1	0	1	0	0	0000000
134	C-BRAKE ANTI-LOCK DEVICE	286	1	0	1	0	0	0000000
135	C-CONVERT. TOP POSITION	287	1	0	1	0	0	0000000
137	C-VDI(PRIME) CLOCK	292	2	0	1	0	0	0000099
142	C-VDI(PRIM) DAM. EXTENT	299	1	0	1	0	0	0000000
144	C-(P)PRIN DAMAGE #	307	1	0	1	0	0	0000000
145	C-(P)HORIZ LOCAT #	308	2	0	1	0	0	0000000
146	C-(P) VERT LOCAT #	310	1	0	1	0	0	0000000
147	C-(P) COLL TYPE #	311	1	0	1	0	0	0000000
149	C-VDI(SECOND)CLOCK	316	2	0	1	0	0	0000099
154	C-VDI(S)DAM. EXTENT	323	1	0	1	0	0	0000000
156	C-(S)PRIN DAMAGE #	331	1	0	1	0	0	0000000

See Part A

157 C-(S)HORIZ LOCAT #	332	2	0	1	0	0	0000000
158 C-(S)VERT LOCAT #	334	1	0	1	0	0	0000000
159 C-(S)COLL TYPE #	335	1	0	1	0	0	0000000
161 HSRI ANALYSIS	340	1	0	1	0	0	0000009
162 FRCNT SHEET METAL DAMAGE	341	1	0	1	0	0	0000000
163 REAR SHFET METAL DAMAGE	342	1	0	1	0	0	0000000
164 LEFT SHEET METAL DAMAGE	343	1	0	1	0	0	0000000
165 RIGHT SHEET METAL DAMAGE	344	1	0	1	0	0	0000000
166 ROOF SHEET METAL DAMAGE	345	1	0	1	0	0	0000000
167 OTHER SHEET METAL DAMAGE	346	1	0	1	0	0	0000000
168 FRCNT INCHES CRUSH	347	2	0	1	0	0	0000099
169 REAR INCHES CRUSH	349	2	0	1	0	0	0000099
170 LEFT INCHES CRUSH	351	2	0	1	0	0	0000099
171 RIGHT INCHES CRUSH	353	2	0	1	0	0	0000099
172 ROOF INCHES CRUSH	355	2	0	1	0	0	0000099
173 OTHER INCHES CRUSH	357	2	0	1	0	0	0000099
174 ORIGINAL FRONT WHEELS	359	1	0	1	0	0	0000000
175 ORIGINAL REAR WHEELS	360	1	0	1	0	0	0000000
176 ORIG. WHEEL EQUIP. DAM.	361	1	0	1	0	0	0000000
177 TIRES-TREAD TYPE	362	2	0	1	0	0	0000000
178 TIRES-TREAD WEAR	364	2	0	1	0	0	0000000
179 TIRES-PROFILE	366	2	0	1	0	0	0000000
180 TIRES-CARCASS TYPE	368	2	0	1	0	0	0000000
181 F-RELEASED HOOD LATCH	370	1	0	1	0	0	0000000
182 F-HOOD LATCH DAMAGED	371	1	0	1	0	0	0000000
183 F-HOOD LATCH JAMMED	372	1	0	1	0	0	0000000
184 F-LEFT HOOD HING DAM.	373	1	0	1	0	0	0000000
185 F-LEFT HOOD HING SEPART.	374	1	0	1	0	0	0000000
186 F-RIGHT HOOD HING DAM.	375	1	0	1	0	0	0000000
187 F-RIGHT HOOD HING SEPART	376	1	0	1	0	0	0000000
188 F-HOOD REMAINED ON VEH.	377	1	0	1	0	0	0000000
189 F-ELV. RIGHT EDGE HOOD	378	1	0	1	0	0	0000000
190 F-CNT. WDSLD. R. HOOD	379	1	0	1	0	0	0000000
191 F-PNTR. WDSLD. R. HOOD	380	1	0	1	0	0	0000000
192 F-OPTIONAL HOOD INSTALL.	381	1	0	1	0	0	0000000
193 F-ENG/TRANSM MOUNT SEPAR	382	1	0	1	0	0	0000000
194 F-EQUP. FLEX. STEER COUP	383	1	0	1	0	0	0000000
195 F-SEPAR FLEX. STEER COUP	384	1	0	1	0	0	0000000
196 F-OTHER DAM. FLEX COUP.	385	1	0	1	0	0	0000000
197 F-TP. ENG. TEL. UNIT	386	1	0	1	0	0	0000000

See Part A

NUMBER OF VARIABLES= 158
NUMBER OF RESPONSES= 162

TOTAL # DATA CASES READ= 2543

68 LISTING OF DICTIONARY IN SAME ORDER AS RECEDES

VAR.#	VARIABLE NAME	LOC.	WID	DEC	RESE	CTYP	WTYP	MDCODE1	MDCODE2
199	FIRE	390	1	0	1	0	0	0000000	
200	EXTENT OF FIRE	391	1	0	1	0	0	0000000	
201	ORIGIN OF FIRE	392	1	C	1	0	0	0000000	Vehicle V199-V394
202	LEFT PILLARS	393	1	0	1	0	0	0000002	See Part B
203	A-LEFT UP. PILLAR DAM.	394	1	0	1	0	0	0000002	
204	A-LEFT UP. PILLAR SEPAR.	395	1	0	1	0	0	0000002	
205	A-LEFT LW. PILLAR DAM.	396	1	0	1	0	0	0000002	
206	A-LEFT LW. PILLAR SEPAR.	397	1	0	1	0	0	0000002	
207	B-LEF UP. PILLAR DAM.	398	1	C	1	0	0	0000000	
208	B-LEF UP. PILLAR SEPAR.	399	1	0	1	0	0	0000000	
209	B-LEF LW. PILLAR DAM.	400	1	0	1	0	0	0000002	
210	B-LEF LW. PILLAR SEPAR.	401	1	C	1	0	0	0000002	
211	C-LEFT UP. PILLAR DAM.	402	1	0	1	0	0	0000000	
212	C-LEFT UP. PILLAR SEPAR.	403	1	C	1	0	0	0000000	
213	C-LEFT LW. PILLAR DAM.	404	1	0	1	C	0	0000000	
214	C-LEFT LW. PILLAR SEPAR.	405	1	C	1	0	0	0000000	
215	D-LEFT UP. PILLAR DAM.	406	1	C	1	C	0	0000000	
216	D-LEFT UP. PILLAR SEPAR.	407	1	C	1	0	0	0000000	
217	D-LEFT LW. PILLAR DAM.	408	1	0	1	0	0	0000000	
218	D-LEFT LW. PILLAR SEPAR.	409	1	0	1	0	0	0000000	
219	LEFT ROOF RAIL DAM.	410	1	0	1	C	0	0000002	
220	LEFT ROOF RAIL BUCKLED	411	1	0	1	C	0	0000002	
221	LEFT BODY MOUNT SEPAR.	412	1	0	1	0	0	0000000	
222	LEFT STRUCTURE NO DAM.	413	1	0	1	0	0	0000002	
223	LEFT FT. DOOR LATCH DAM.	414	1	0	1	0	0	0000002	
224	LEFT FT. DOOR LATCH REL.	415	1	0	1	0	0	0000002	
225	LEFT RR. DOOR LATCH DAM.	416	1	0	1	0	0	0000000	
226	LEFT RR. DOOR LATCH REL.	417	1	C	1	C	0	0000000	
227	LEFT FT. DOOR HING DAM.	418	1	C	1	0	0	0000002	
228	LEFT FT. DOOR HING SEPAR.	419	1	0	1	0	0	0000002	
229	LEFT RR. DOOR HING DAM.	420	1	0	1	C	0	0000000	
230	LEFT RR. DOOR HING SEPAR.	421	1	0	1	C	0	0000000	
231	LEFT STRUCT. CONT. MAIN.	422	1	0	1	0	0	0000001	
232	LEFT FT. DOOR OPEN-COLL.	423	1	0	1	0	0	0000002	
233	LEFT RR. DOOR OPEN-COLL.	424	1	C	1	0	C	0000000	
234	LEFT FT. DOOR JAM. CLOSE	425	1	0	1	0	0	0000002	
235	LEFT RR. DOOR JAM. CLOSE	426	1	0	1	0	0	0000000	
236	FUEL LEV. AT IMPACT-RR.	427	1	0	1	0	0	0000000	
237	FUEL TANK RETENTION	428	1	0	1	0	0	0000000	
238	FUEL TANK DEFORMED	429	1	0	1	0	0	0000000	
239	FUEL LEAKAGE PRESENT	430	1	0	1	0	0	0000000	
240	FUEL LEAK FROM TANK	431	1	C	1	0	0	0000000	
241	FUEL LEAK FROM NECK	432	1	C	1	0	0	0000000	
242	FUEL LEAK FROM LINE	433	1	C	1	0	0	0000000	
243	TRAILER HITCH INSTALL	434	1	0	1	0	0	0000000	
244	TRAILER BEING TOWED	435	1	C	1	0	0	0000000	
245	TAILGATE LATCH REL.	436	1	C	1	C	0	0000000	
246	TAILGATE LATCH DAM.	437	1	0	1	0	0	0000000	
247	TAILGATE LATCH JAMMED	438	1	0	1	C	0	0000000	
248	RR-BOTTOM L. HING DAM.	439	1	C	1	C	0	0000000	
249	RR-BOTTOM L. HING SEPAR.	440	1	C	1	C	0	0000000	
250	RR-BOTTOM R. HING DAM.	441	1	0	1	0	0	0000000	
251	RR-BOTTOM R. HING SEPAR.	442	1	0	1	0	0	0000000	
252	RR-TOP L. HING DAM.	443	1	0	1	0	0	0000000	
253	RR-TOP L. HING SEPAR.	444	1	C	1	0	0	0000000	
254	RR-TOP R. HING DAM.	445	1	0	1	0	0	0000000	
255	RR-TOP R. HING SEPAR.	446	1	0	1	0	0	0000000	
256	RR-EQUIP. 2 WAY TAILGATE	447	1	0	1	0	0	0000000	

257	RR-FLGT. ELE. WIND. OPER	448	1	C	1	0	0	0000003
258	TRUNK LID LATCH-REL	449	1	C	1	0	0	0000003
259	TRUNK LID LATCH-DAM	450	1	0	1	0	0	0000003
260	TRUNK LID LATCH-JAM	451	1	C	1	0	0	0000003
261	TRUNK LID HNGE L-DAM	452	1	C	1	0	0	0000003
262	TRUNK LID HNGE L-SEP	453	1	0	1	0	0	0000003
263	TRUNK LID HNGE R-DAM	454	1	0	1	0	C	0000003
264	TRUNK LID HNGE R-SEP	455	1	0	1	0	0	0000003
265	TRUNK LUGGAGE AREA DAM	456	1	0	1	0	0	0000000
266	SPARE TIRE SEP	457	1	0	1	0	0	0000000
267	TRUNK-PASS PARTITION-DAM	458	1	0	1	0	0	0000000
268	BACKLIGHT HEADER-DAM	459	1	C	1	0	0	0000000
269	RIGHT PILLAR NO DAM	460	1	0	1	0	0	0000002
270	A-RIGHT UP. PILLAR DAM.	461	1	C	1	0	0	0000002
271	A-RIGHT UP. PILLAR SEP.	462	1	C	1	0	0	0000002
272	A-RIGHT LW. PILLAR DAM.	463	1	0	1	0	C	0000002
273	A-RIGHT LW. PILLAR SEP.	464	1	C	1	0	0	0000002
274	B-RIGHT UP. PILLAR DAM.	465	1	C	1	0	0	0000000
275	B-RIGHT UP. PILLAR SEP.	466	1	0	1	0	0	0000000
276	B-RIGHT LW. PILLAR DAM.	467	1	0	1	0	0	0000002
277	B-RIGHT LW. PILLAR SEP.	468	1	0	1	0	0	0000002
278	C-RIGHT UP. PILLAR DAM.	469	1	C	1	0	0	0000000
279	C-RIGHT UP. PILLAR SEP.	470	1	0	1	0	0	0000000
280	C-RIGHT LW. PILLAR DAM.	471	1	0	1	0	0	0000000
281	C-RIGHT LW. PILLAR SEP.	472	1	0	1	0	0	0000000
282	D-RIGHT UP. PILLAR DAM.	473	1	C	1	0	0	0000000
283	D-RIGHT UP. PILLAR SEP.	474	1	0	1	0	0	0000000
284	D-RIGHT LW. PILLAR DAM.	475	1	0	1	C	0	0000000
285	D-RIGHT LW. PILLAR SEP.	476	1	C	1	0	0	0000000
286	RIGHT ROOF RAIL DAM.	477	1	C	1	0	0	0000002
287	RIGHT ROOF RAIL BUCKLED	478	1	0	1	0	0	0000002
288	RIGHT WINDSHIELD HDR.	479	1	0	1	0	0	0000000
289	RIGHT BODY MOUNT SEPAR.	480	1	0	1	C	0	0000000
290	RIGHT STRUCTURE NO DAM	481	1	0	1	0	0	0000002
291	RIGHT FT. DOOR LATCH DAM	482	1	C	1	0	0	0000002
292	RIGHT FT. DOOR LATCH REL	483	1	0	1	0	0	0000002
293	RIGHT RR. DOOR LATCH DAM	484	1	C	1	0	0	0000000
294	RIGHT RR. DOOR LATCH REL	485	1	C	1	0	0	0000000
295	RIGHT FT. DOOR HING DAM	486	1	0	1	0	0	0000002
296	RIGHT FT. DOOR HING SEP	487	1	0	1	C	0	0000002
297	RIGHT RR. DOOR HING DAM	488	1	C	1	0	0	0000000
298	RIGHT RR. DOOR HING SEP	489	1	0	1	0	0	0000000
299	R. STRUCT. CONT. MAIN	490	1	C	1	0	0	0000001
300	R. FT. DOOR OPEN-COLL.	491	1	C	1	0	0	0000002
301	R. RR. DOOR OPEN-COL.	492	1	0	1	0	0	0000000
302	R. FT. DOOR JAM. CLOSE	493	1	0	1	0	0	0000002
303	R. RR. DOOR JAM. CLOSE	494	1	C	1	0	0	0000000
304	STEERING WHEEL TYPE	495	2	C	1	0	0	0000000
305	STEERING WHEEL RIM DAM	497	1	C	1	0	0	0000000
306	OCCUP. CNT. WHEEL RIM	498	1	0	1	0	0	0000000
307	# STEER WHEEL SPOKES	499	1	0	1	0	0	0000000
308	STEER WHEEL SPOKES DAM	500	1	C	1	0	0	0000000
309	OCCUP. CNT. WHEEL SPOKES	501	1	0	1	C	C	0000000
310	HORN RING, BUTTON DAM.	502	1	0	1	C	0	0000000
311	OCCUP. CNT. HORN RING	503	1	0	1	0	0	0000000
312	WHEEL ENERGY ABS. DEV.	504	1	C	1	0	0	0000000
313	ERG. ABS. DEV. FINAL POS	505	2	0	1	0	0	0000000
316	ERG. ABS. DEV. EXTEND	513	1	0	1	0	0	0000000
317	STEER WHEEL POS. -CLOCK	514	2	C	1	0	0	0000000
318	WHEEL PAD EQUIP.	516	1	C	1	0	0	0000000

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319	WHEEL PAD DEFORM.	517	1	C	1	C	C	0000000
320	TILT FEATURE EQUIP.	518	1	C	1	C	C	0000000
321	TILT FEATURE FINAL POS.	519	1	C	1	C	0	0000000
322	TELESCOPING FEAT. EQUIP	520	1	C	1	0	0	0000000
323	TEL. FEAT. FINAL POS.	521	1	C	1	0	0	0000000
324	SWING-AWAY EQUIP.	522	1	0	1	C	0	0000000
325	SWING-AWAY FINAL POS.	523	1	C	1	0	0	0000000
327	DIR. OF COLUMN MOTION	527	1	0	1	0	0	0000000
328	ST. COL. EA DEVICE	528	1	C	1	0	0	0000000
331	COLUMN VERT. ROTATION	535	2	C	1	0	0	0000000
332	PASS. COMPARTMENT REDUCE	537	1	C	1	0	0	0000000
333	EXTERNAL OBJ. INTRUSION	538	1	C	1	0	0	0000000
334	INT LOOSE OBJECT	539	1	C	1	0	0	0000000
335	VERT. ROT. INSTR. PANEL	540	1	0	1	0	0	0000000
336	FIREWALL DEFORMATION	541	1	C	1	0	0	0000000
337	FLOORPAN DEFORMATION	542	1	0	1	0	0	0000000
338	WINDSHIELD CRACKED	543	1	0	1	0	0	0000000
339	WINDSHIELD BROKEN	544	1	0	1	0	0	0000000
340	WINDSHIELD OCCUP. CNT.	545	1	C	1	0	0	0000000
341	WIND. CRACK/BROKEN-O.C.	546	1	C	1	0	0	0000000
342	WINDSHIELD BOND SEPAR.	547	1	0	1	0	0	0000000
344	UP. PANEL DAM.	550	1	0	1	0	0	0000000
345	UP. PANEL OCCUP. CNT.	551	1	0	1	0	0	0000000
346	MIDPANEL DAM.	552	1	C	1	0	0	0000000
347	MIDPANEL OCCUP. CNT.	553	1	C	1	0	0	0000000
348	LM. PANEL DAM.	554	1	0	1	0	0	0000000
349	LM. PANEL OCCUP. CNT.	555	1	0	1	0	0	0000000
350	ASHTRAY DAM.	556	1	C	1	0	0	0000000
351	ASHTRAY OCCUP. CNT.	557	1	C	1	0	0	0000000
352	CNL. KNOB & LEVER DAM.	558	1	0	1	0	0	0000000
353	CNL. KNOB & LEVER O.C.	559	1	0	1	C	C	0000000
354	GLOVE COMPAR. DAM.	560	1	0	1	0	0	0000000
355	GLOVE COMPAR. OCCUP. CNT	561	1	0	1	0	0	0000000
356	INSTRUMENTS DAM.	562	1	C	1	C	0	0000000
357	INSTRUMENTS OCCUP. CNT	563	1	C	1	0	0	0000000
358	PARKING BRAKE EQUIP.	564	1	C	1	0	0	0000000
359	PARKING BRAKE DAM.	565	1	0	1	0	0	0000000
360	PARKING BRAKE OCCUP. CNT	566	1	C	1	0	0	0000000
361	A/C EQUIP.	567	1	0	1	0	0	0000000
362	A/C OUTLET DAM.	568	1	C	1	0	0	0000000
363	A/C OUTLET OCCUP. CNT.	569	1	0	1	C	0	0000000
364	HEAT/AIR COND. DUCT EQUP	570	1	C	1	0	0	0000000
365	HEAT/AC DUCTS DAM.	571	1	0	1	0	0	0000000
366	HEAT/AC DUCTS OCCUP. CNT	572	1	0	1	0	0	0000000
367	RADIO EQUIP.	573	1	0	1	0	0	0000000
368	RADIO DAM.	574	1	0	1	C	0	0000000
369	RADIO OCCUP. CNT.	575	1	0	1	0	0	0000000
370	INSTR. PANEL-OTHER DAM	576	1	C	1	0	0	0000000
371	INSTR. PANEL-OTHER O.C.	577	1	C	1	C	0	0000000
372	FOOT CONTRGL DAM.	578	1	0	1	0	0	0000000
373	FOOT CONTROL OCCUP. CNT	579	1	0	1	0	0	0000000
374	IGNITION KEY DAM.	580	1	C	1	0	0	0000000
375	IGNITION KEY OCCUP. CNT	581	1	C	1	0	0	0000000
376	RR. MIRROR DAM.	582	1	0	1	C	0	0000000
377	RR. MIRROR OCCUP. CNT.	583	1	0	1	0	0	0000000
378	SUNVISOR & FIT DAM.	584	1	0	1	0	0	0000000
379	SUNVISOR & FIT OCCUP CNT	585	1	0	1	0	0	0000000
380	WIND. TOP MOLD. DAM.	586	1	0	1	0	0	0000000
381	WIND TOP MOLD. OCCUP CNT	587	1	C	1	0	0	0000000
382	LEFT INT. A-PILLAR DAM.	588	1	0	1	0	C	0000000
383	L. INT. A-PILLAR OCC CNT	589	1	0	1	C	0	0000000
384	RIGHT INT. A-PILLAR DAM.	590	1	0	1	0	0	0000000
385	R. INT. A-PILLAR OCC CNT	591	1	0	1	0	0	0000000
386	CONSOLE EQUIP.	592	1	0	1	C	0	0000000
387	CONSOLE DAM.	593	1	C	1	0	C	0000000
388	CONSOLE OCCUP. CNT.	594	1	0	1	0	0	0000000
389	TRANS. LEVER-COLUMN EQPT	595	1	C	1	0	0	0000000
390	TRANS. LEVER-COLUMN DAM.	596	1	C	1	C	C	0000000
391	TRANS. LEVER-COLUMN CNT.	597	1	0	1	C	0	0000000
392	TRANS. LEVER-CONSOLE EQP	598	1	C	1	0	0	0000000
393	TRANS. LEVER-CONSOLE DAM	599	1	C	1	0	0	0000000
394	TRANS. LEVER-CONSOLE CNT	600	1	C	1	0	C	0000000

See Part B

NUMBER OF VARIABLES= 130
NUMBER OF RESPONSES= 130

TOTAL # DATA CASES READ= 2543

LISTING OF DICTIONARY IN SAME ORDER AS RECEDS								
VAR.#	VARIABLE NAME	LOC. #	DEC	REFE	CTYP	VTTYP	MDCODE1	MDCODE2
395	TYPE OF FRONT SEAT	601	1	0	1	0	0	0000000
396	FOLDING FRONT SEAT BACKS	602	1	0	1	0	0	0000000
397	DELUXE ACCESSOR SEAT	603	1	0	1	0	0	0000000
398	TYPE OF SEAT ADJUSTERS	604	1	0	1	0	0	0000000
399	TYPE OF SEAT ADJUSTMENT	605	1	0	1	0	0	0000000
400	DAM. TO SEAT ADJUSTERS	606	1	0	1	0	0	0000000
401	SEAT ADJ. DAMAGE #1	607	1	0	1	0	0	0000000
402	SEAT ADJ. DAMAGE #2	608	1	0	1	0	0	0000000
403	SEAT SEPARATION LOC.	609	1	0	1	0	0	0000000
404	DRIVERS SEAT POSITION	610	1	0	1	0	0	0000000
405	R. FT. SEAT POSITION	611	1	0	1	0	0	0000000
406	FT. SEAT BACKREST DAM	612	1	0	1	0	0	0000000
407	FT. SEAT CUSHION DAM	613	1	0	1	0	0	0000000
408	FT. SEAT DAM BY RR. OCC.	614	1	0	1	0	0	0000000
409	FT. CENTER ARMREST EQUIP	615	1	0	1	0	0	0000000
410	FT. CENTER ARMREST LAM	616	1	0	1	0	0	0000000
411	FT. HD. RESTRAINT EQUIP	617	1	0	1	0	0	0000000
412	HD. REST-REMOVED PRIOR	618	1	0	1	0	0	0000000
413	HD. REST RETAINED DURING	619	1	0	1	0	0	0000000
414	HD. RESTRAINT DAM.	620	1	0	1	0	0	0000000
415	HD. RESTRAINT CNT.	621	1	0	1	0	0	0000000
416	HD. REST ADJ AT COLL.	622	1	0	1	0	0	0000000
417	L-FT. SEAT BK. LOCK EQP	623	1	0	1	0	0	0000000
418	L-FT. SEAT BK. LOCK HELD	624	1	0	1	0	0	0000000
419	R-FT. SEAT BK. LOCK EQP	625	1	0	1	0	0	0000000
420	R-FT. SEAT BK. LOCK HELD	626	1	0	1	0	0	0000000
421	L. SEAT ANGLE DIFF.	627	2	0	1	0	0	0000099
422	R. SEAT ANGLE DIFF.	629	2	0	1	0	0	0000099
423	TYPE OF REAR SEAT	631	1	0	1	0	0	0000000
424	RR. SEAT BACKREST DAM.	632	1	0	1	0	0	0000000
425	RR. SEAT CUSHION DAM	633	1	0	1	0	0	0000000
426	RR. SEAT ARMREST EQUIP	634	1	0	1	0	0	0000000
427	RR. SEAT ARMREST DAM	635	1	0	1	0	0	0000000
428	L-RR. SEAT BK LOCK EQP	636	1	0	1	0	0	0000000
429	L-RR. SEAT BK LOCK HELD	637	1	0	1	0	0	0000000
430	R-RR. SEAT BK LOCK EQP	638	1	0	1	0	0	0000000
431	R-RR. SEAT BK LOCK HELD	639	1	0	1	0	0	0000000
432	3RD SEAT EQUIP.	640	1	0	1	0	0	0000000
433	3RD SEAT BACKREST DAM	641	1	0	1	0	0	0000000
434	3RD SEAT CUSHION DAM	642	1	0	1	0	0	0000000
435	RR. BACKLIGHT DAM.	643	1	0	1	0	0	0000000
436	RR. BACKLIGHT OCCUP CNT	644	1	0	1	0	0	0000000
437	BACKLIGHT HDR. DAM.	645	1	0	1	0	0	0000000
438	BACKLIGHT HDR. OCCUP CNT	646	1	0	1	0	0	0000000
439	L. FT. WIND. CLOSED	647	1	0	1	0	0	0000000
440	L. RR. WIND. CLOSED	648	1	0	1	0	0	0000000
441	R. FT. WIND. CLOSED	649	1	0	1	0	0	0000000
442	R. RR. WIND. CLOSED	650	1	0	1	0	0	0000000
443	BACKLIGHT WIND CLOSED	651	1	0	1	0	0	0000000
444	WIND. OPER. AFTER CCLL.	652	1	0	1	0	0	0000000
445	POWER SIDE WIND. EQUIP.	653	1	0	1	0	0	0000000
446	L. INT. FT. DOOR DAM.	654	1	0	1	0	0	0000000
447	L. INT. FT. DOOR CNT.	655	1	0	1	0	0	0000000
448	L. INT. FT. HWARE. DAM.	656	1	0	1	0	0	0000000
449	L. INT. FT. HWARE. CNT.	657	1	0	1	0	0	0000000
450	L. INT. FT. ARMREST DAM	658	1	0	1	0	0	0000000
451	L. INT. FT. ARMREST CNT	659	1	0	1	0	0	0000000
452	L. INT. FT. GLASS DAM.	660	1	0	1	0	0	0000000

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453	L.	INT.	FT.	GLASS	CNT.	661	1	0	1	0	0	0000000
454	L.	INT.	RR.	DOOR	DAM.	662	1	0	1	0	0	0000000
455	L.	INT.	RR.	DOOR	CNT.	663	1	0	1	0	0	0000000
456	L.	INT.	RR.	HWARE.	DAM.	664	1	0	1	0	0	0000000
457	L.	INT.	RR.	HWARE.	CNT.	665	1	0	1	0	0	0000000
458	L.	INT.	RR.	ARMREST	DAM	666	1	0	1	0	0	0000000
459	L.	INT.	RR.	ARMREST	CNT	667	1	0	1	0	0	0000000
460	L.	INT.	RR.	GLASS	DAM.	668	1	0	1	0	0	0000000
461	L.	INT.	RR.	GLASS	CNT	669	1	0	1	0	0	0000000
462	L.	ROOF	RAIL	DAM.		670	1	0	1	0	0	0000000
463	L.	ROOF	RAIL	CNT.		671	1	0	1	0	0	0000000
464	L.	INT.	B-PILLAR	DAM.		672	1	0	1	0	0	0000000
465	L.	INT.	B-PILLAR	CNT.		673	1	0	1	0	0	0000000
466	L.	INT.	C-PILLAR	DAM.		674	1	0	1	0	0	0000000
467	L.	INT.	C-PILLAR	CNT.		675	1	0	1	0	0	0000000
468	L.	INT.	D-PILLAR	DAM.		676	1	0	1	0	0	0000000
469	L.	INT.	D-PILLAR	CNT.		677	1	0	1	0	0	0000000
470	L.	INT.	-OTHER	DAM.		678	1	0	1	0	0	0000000
471	L.	INT.	-OTHER	OCC.	CNT.	679	1	0	1	0	0	0000000
472	R.	INT.	FT.	DOOR	DAM.	680	1	0	1	0	0	0000000
473	R.	INT.	FT.	DOOR	CNT.	681	1	0	1	0	0	0000000
474	R.	INT.	FT.	HWARE.	DAM.	682	1	0	1	0	0	0000000
475	R.	INT.	FT.	HWARE.	CNT.	683	1	0	1	0	0	0000000
476	R.	INT.	FT.	ARMREST	DAM	684	1	0	1	0	0	0000000
477	R.	INT.	FT.	ARMREST	CNT	685	1	0	1	0	0	0000000
478	R.	INT.	FT.	GLASS	DAM.	686	1	0	1	0	0	0000000
479	R.	INT.	FT.	GLASS	CNT.	687	1	0	1	0	0	0000000
480	R.	INT.	RR.	DOOR	DAM.	688	1	0	1	0	0	0000000
481	R.	INT.	RR.	DOOR	CNT.	689	1	0	1	0	0	0000000
482	R.	INT.	RR.	HWARE.	DAM.	690	1	0	1	0	0	0000000
483	R.	INT.	RR.	HWARE	CNT.	691	1	0	1	0	0	0000000
484	R.	INT.	RR.	ARMREST	DAM	692	1	0	1	0	0	0000000
485	R.	INT.	RR.	ARMREST	CNT	693	1	0	1	0	0	0000000
486	R.	INT.	RR.	GLASS	DAM.	694	1	0	1	0	0	0000000
487	R.	INT.	RR.	GLASS	CNT.	695	1	0	1	0	0	0000000
488	R.	ROOF	RAIL	DAM.		696	1	0	1	0	0	0000000
489	R.	ROOF	RAIL	CNT.		697	1	0	1	0	0	0000000
490	R.	INT.	B-PILLAR	DAM.		698	1	0	1	0	0	0000000
491	R.	INT.	B-PILLAR	CNT.		699	1	0	1	0	0	0000000
492	R.	INT.	C-PILLAR	DAM.		700	1	0	1	0	0	0000000
493	R.	INT.	C-PILLAR	CNT.		701	1	0	1	0	0	0000000
494	R.	INT.	D-PILLAR	DAM.		702	1	0	1	0	0	0000000
495	R.	INT.	D-PILLAR	CNT.		703	1	0	1	0	0	0000000
496	R.	INT.	OTHER	DAM.		704	1	0	1	0	0	0000000
497	R.	INT.	OTHER	CNT.		705	1	0	1	0	0	0000000
498	ROOF	INT.	HDLINE	DAM		706	1	0	1	0	0	0000000
499	ROOF	INT.	HDLINE	CNT		707	1	0	1	0	0	0000000
500	ROOF	INT.	STRUCT.	DAM		708	1	0	1	0	0	0000000
501	ROOF	INT.	STRUCT.	CNT		709	1	0	1	0	0	0000000
502	DRIVER	EDUCATION				710	1	0	1	0	0	0000000
503	#	OF	PREVIOUS	VIOLATIONS		711	1	0	1	0	0	0000000
504	#	OF	PREVIOUS	COLLISIONS		712	1	0	1	0	0	0000000
505	#	OF	PREV.	LICENSE	SUSP.	713	1	0	1	0	0	0000000
506	TRIP	PLAN-ORIGIN				714	1	0	1	0	0	0000000
507	TRIP	PLAN-DESTINATION				715	1	0	1	0	0	0000000
508	TRIP	PLAN-ROUTE	FAMILIAR			716	1	0	1	0	0	0000000
509	TRIP	PLAN-AREA	FAMILIAR			717	1	0	1	0	0	0000000
510	TRIP	PLAN-ROUTE	USEAGE			718	1	0	1	0	0	0000000
514	DRIVER	STRESS	THAT	DAY		731	1	0	1	0	0	0000000
515	MARITAL	STATE				732	1	0	1	0	0	0000000

See Part C

516	OCCUPATION-BROAD CLASS	733	1	0	1	0	0	0000000
517	OCCUPATION-CENSUS CLASS	734	2	0	1	0	0	0000000
518	PERM. PHYSIOLOG. COND.	736	1	0	1	0	0	0000000
519	TEMP. PHYSIOLOG. COND. 1	737	2	0	1	0	0	0000000
520	TEMP. PHYSIOLOG. COND. 2	739	2	0	1	0	0	0000000
521	NON-IMPACT MED. COND.	741	1	0	1	0	0	0000000
522	PHARMACOLOGICAL AGENTS	742	1	0	1	0	0	0000000
525	C-VEH. CRASH FINAL LOC.	748	1	0	1	0	0	0000000
526	C-VEH. FINAL O'CLOCK POS	749	2	0	1	0	0	0000000
527	FIRE CONTROL USED	751	1	0	1	0	0	0000000
528	EXTINGUISHMENT USED	752	1	0	1	0	0	0000000
529	AMBULANCE USED	753	1	0	1	0	0	0000000
530	TOWING SERVICE USED	754	1	0	1	0	0	0000000
531	PRE CRASH GENERAL LOCAL.	755	1	0	1	0	0	0000000
532	PRE CRASH PARTICULAR LOC	756	2	0	1	0	0	0000000
536	COLL. C-VEH. RESPONSIBIL	779	1	0	1	0	0	0000000
538	PRE-CRASH M-VEH. MOVEMEN	784	1	0	1	0	0	0000000
539	M-VEH. MOVE. CHARACTER	785	2	0	1	0	0	0000000
540	M-VEH. ACC. PRIME RESPON	787	1	0	1	0	0	0000000
541	M-VEH. PRIMARY ERROR 1	788	2	0	1	0	0	0000000
542	M-VEH. PRIMARY ERROR 2	790	2	0	1	0	0	0000000
543	M-VEH. DRIVER ATTENT DEG	792	1	0	1	0	0	0000000
544	M-VEH. DRIVING COMPLEX.	793	1	0	1	0	0	0000000
545	M-VEH. AVOID MANEUVERS	794	1	0	1	0	0	0000000
546	2ND-VEH. AVOID MANEUVERS	795	1	0	1	0	0	0000000
547	M-VEH. VEH-VEH COMBINAT.	796	1	0	1	0	0	0000000
548	2ND-VEH. VEH-VEH COMBIN.	797	1	0	1	0	0	0000000
549	2ND RESPON. VEH. MOVEMEN	798	1	0	1	0	0	0000000
550	HAZARDOUS RD. CONDIT. 1	799	1	0	1	0	0	0000000
551	HAZARDOUS RD. CONDIT. 2	800	1	0	1	0	0	0000000
552	CONCLUS. HUMAN:PRE-CRASH	801	1	0	1	0	0	0000000
553	CONCLUS. HUMAN:CRASH	802	1	0	1	0	0	0000000
554	CONCLUS. HUMAN:POS-CRASH	803	1	0	1	0	0	0000000
555	CONCLUS. VEH.:PRE-CRASH	804	1	0	1	0	0	0000000
556	CONCLUS. VEH.:CRASH	805	1	0	1	0	0	0000000
557	CONCLUS. VEH.:POST-CRASH	806	1	0	1	0	0	0000000
558	CONCLUS. ENVIRON:PR-CRAS	807	1	0	1	0	0	0000000
559	CONCLUS. ENVIRON:CRASH	808	1	0	1	0	0	0000000
560	CONCLUS. ENVIRON:POS-CRA	809	1	0	1	0	0	0000000
561	FL OCCUPANCY	810	1	0	1	0	0	0000000
562	FL INJURY SEVERITY	811	2	0	1	0	0	0000000
563	FL RESTRAINT USAGE	813	2	0	1	0	0	0000000
564	FC OCCUPANCY	815	1	0	1	0	0	0000000
565	FC INJURY SEVERITY	816	2	0	1	0	0	0000000
566	FC RESTRAINT USAGE	818	2	0	1	0	0	0000000
567	FR OCCUPANCY	820	1	0	1	0	0	0000000
568	FR INJURY SEVERITY	821	2	0	1	0	0	0000000
569	FR RESTRAINT USAGE	823	2	0	1	0	0	0000000
570	REAR OCCUPANCY	825	1	0	1	0	0	0000000
571	REAR INJURY SEVERITY	826	2	0	1	0	0	0000000
572	REAR RESTRAINT USAGE	828	2	0	1	0	0	0000000
573	OTHER OCCUPANCY	830	1	0	1	0	0	0000000
574	OTHER INJURY SEVERITY	831	2	0	1	0	0	0000000
575	OTHER RESTRAINT USAGE	833	2	0	1	0	0	0000000
576	OVERALL C-VEH. INJ. SEV.	835	2	0	1	0	0	0000000

See Part C

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NUMBER OF VARIABLES= 173
NUMBER OF RESPONSES= 173

74 LISTING OF DICTIONARY IN SAME ORDER AS RECEDED

VAR.#	VARIABLE NAME	LOC.	WID	DEC	BASE	JTYP	PVTP	MDCODE1	MDCODE2
577	OCCUPANT #	837	2	0	1	0	0	0000000	
578	SEAT LOCATION	839	1	0	1	0	0	0000000	
579	POSITION ON SEAT	840	1	0	1	0	0	0000000	
580	SEAT LOCATION/POSITION	841	2	0	1	0	0	0000000	
581	POSTURE	843	1	0	1	0	0	0000000	
582	OCC AGE (POLICE BRACKET)	844	2	0	1	0	0	0000099	
583	OCC AGE (5 YR. BRACKET)	846	2	0	1	0	0	0000099	
584	AGE - YR.	848	2	0	1	0	0	0000000	
585	AGE - MO. (INFANT)	850	2	0	1	0	0	0000000	
586	OCC WEIGHT (25 LBS. BRAC)	852	2	0	1	0	0	0000099	
588	OCC HEIGHT (6 INCH BRAC)	857	1	0	1	0	0	0000000	
589	OCC. HEIGHT (INCHES)	858	2	0	1	0	0	0000000	
590	SEX	860	1	0	1	0	0	0000000	
591	LAP BELT EQUIP.	861	1	0	1	0	0	0000000	
592	LAP BELT WORN	862	1	0	1	0	0	0000000	
593	LAP BELT WORN SNUGGLY	863	1	0	1	0	0	0000000	
594	LAP BELT LOCK RETRACT.	864	1	0	1	0	0	0000000	
595	JP. TORSO RESTRAINT EQP	865	1	0	1	0	0	0000000	
596	UP. TORSO WORN	866	1	0	1	0	0	0000000	
597	UP. TORSO CORRECTLY	867	1	0	1	0	0	0000000	
598	UP. TORSO INERTIA REEL	868	1	0	1	0	0	0000000	
599	RESTRAINT SYSTEM USEAGE	869	2	0	1	0	0	0000099	
600	OVERALL OCC INJ SEVERITY	871	2	0	1	0	0	0000098	
601	TP RESTRAINT SYS. USED	873	1	0	1	0	0	0000000	
602	CHILD RESTRAINT CODE	874	2	0	1	0	0	0000099	
603	10 AREAS CONTACT. BY OCC	876	2	0	1	0	1	0000099	
604	DEGREE OF EJECTION	896	1	0	1	0	0	0000000	
605	AREA OF EJECTION	897	1	0	1	0	0	0000000	
606	TREATMENT	898	1	0	1	0	0	0000009	
607	INT. ORGAN CONTACT AREAS	899	2	0	4	0	1	0000099	
608	INT ORGAN OVERALL INJ.	907	1	0	1	0	0	0000000	
609	BRAIN CONTACT AREAS	908	2	0	4	0	1	0000099	
610	BRAIN OVERALL INJ.	916	1	0	1	0	0	0000000	
611	FACE CONTACT AREAS	917	2	0	4	0	1	0000099	
612	FACE OVERALL INJ.	925	1	0	1	0	0	0000000	
613	HEAD CONTACT AREAS	926	2	0	4	0	1	0000099	
614	HEAD OVERALL INJ.	934	1	0	1	0	0	0000000	
615	NECK CONTACT AREAS	935	2	0	4	0	1	0000099	
616	NECK OVERALL INJ.	943	1	0	1	0	0	0000000	
617	SHOULDER GIRDLE CONTACT	944	2	0	4	0	1	0000099	
618	SHOULD. GL. OVERALL INJ.	952	1	0	1	0	0	0000000	
619	R. ARM CONTACT	953	2	0	4	0	1	0000099	
620	R. ARM OVERALL INJ.	961	1	0	1	0	0	0000000	
621	L. ARM CONTACT	962	2	0	4	0	1	0000099	
622	L. ARM OVERALL INJ.	970	1	0	1	0	0	0000000	
623	THORAX CONTACT	971	2	0	4	0	1	0000099	
624	THORAX OVERALL INJ.	979	1	0	1	0	0	0000000	
625	LUMBAR CONTACT	980	2	0	4	0	1	0000099	
626	LUMBAR OVERALL INJ.	988	1	0	1	0	0	0000000	
627	ABDOMEN CONTACT	989	2	0	4	0	1	0000099	
628	ABDOMEN OVERALL INJ.	997	1	0	1	0	0	0000000	
629	PELVIC GIRDLE CONTACT	998	2	0	4	0	1	0000099	
630	PELVIC GIRDLE INJ.	1006	1	0	1	0	0	0000000	
631	R. LEG CONTACT	1007	2	0	4	0	1	0000099	
632	R. LEG OVERALL INJ.	1015	1	0	1	0	0	0000000	
633	L. LEG CONTACT	1016	2	0	4	0	1	0000099	
634	L. LEG OVERALL INJ.	1024	1	0	1	0	0	0000000	
635	WHOLE BODY CONTACT	1025	2	0	4	0	1	0000099	
636	WHOLE BODY OVERALL INJ.	1033	1	0	1	0	0	0000000	

Occupant V577-V636
See Part DNUMBER OF VARIABLES= 53
NUMBER OF RESPONSES= 113

TOTAL # DATA CASES READ= 4169

LISTING OF DICTIONARY IN SAME ORDER AS RECORDS

VAR.#	VARIABLE NAME	LOC.	WID	DEC	BSSE	CTYP	PVTYP	MDCODE1	MDCODE2
637	BODY REGION	1034	2	0	1	0	0	0000000	
638	BODY REGION - DIGIT 1	1036	1	0	1	0	0	0000000	
639	BODY REGION - DIGIT 2	1037	1	0	1	0	0	0000000	
640	TOTAL INJURIES	1038	2	0	1	0	0	0000000	
641	TOTAL INJURIES/REGION	1040	1	0	1	0	0	0000000	
642	INJURY COUNTER	1041	1	0	1	0	0	0000000	
643	MOST SEVERE INJURY	1042	1	0	1	0	0	0000000	
644	INJURY TYPE	1043	1	0	1	0	0	0000000	
645	INJURY SEVERITY	1044	1	0	1	0	0	0000000	
646	AREAS CONTACTED/R(4)	1045	2	0	4	0	1	0000000	
647	INJURY NUMBER	1053	2	0	1	0	0	0000000	

75
Injury V637-V647
See Part E

NUMBER OF VARIABLES= 11
NUMBER OF RESPONSES= 14

TOTAL # DATA CASES READ= 14485

***VARIABLE 5 TEAM NUMBER

CODE VALUE	1	2	3	N=	UNIVARIATE FREQUENCY	DISTRIBUTION
FREQUENCY	62	67	32	0	108	0
PERCENTAGES	5.7	6.1	2.9	0.0	9.9	0.0
CODE VALUE	10	17	18	19	20	23
FREQUENCY	0	30	75	50	37	30
PERCENTAGES	0.0	2.7	6.9	4.6	3.4	3.5
CODE VALUE	31	32	33			
FREQUENCY	0	0	17			
PERCENTAGES	0.0	0.0	1.6			

***VARIABLE 6 TEAM SPONSOR NUMBER

CODE VALUE	1	2	3	N=	UNIVARIATE FREQUENCY	DISTRIBUTION
FREQUENCY	984	0	108			
PERCENTAGES	90.1	0.0	9.9			

***VARIABLE 7 MONTH OF COLLISION

CODE VALUE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
FREQUENCY	101	95	68	55	70	59	103	92	78	88	101	110	0	0	0
PERCENTAGES	9.2	8.7	6.2	5.0	6.4	5.4	9.4	8.4	7.1	8.1	9.2	10.1	0.0	0.0	0.0

*** NO MARGINAL FREQUENCIES FOR CODE VALUES FROM 16 TO 90 ***

***VARIABLE 8 DAY OF COLLISION

CODE VALUE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
FREQUENCY	29	38	37	27	29	25	24	35	39	24	33	29	42	31	30
PERCENTAGES	2.7	3.5	3.4	2.5	2.7	2.3	2.2	3.2	3.6	2.2	3.0	2.7	3.8	2.8	2.7
CODE VALUE	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
FREQUENCY	31	45	38	34	33	32	27	40	33	23	38	31	28	45	36
PERCENTAGES	2.8	4.1	3.5	3.1	3.0	2.9	2.5	3.7	3.0	2.1	3.5	2.8	2.6	4.1	3.3

THE VEHICLE MARGINALS SECTION A

UNIVARIATE FREQUENCY DISTRIBUTION

CODE VALUE	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
FREQUENCY	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PERCENTAGES	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

*** NO MARGINAL FREQUENCIES FOR CODE VALUES FROM 46 TO 90 ***

CODE VALUE	91	92	93	94	95	96	97	98	99
FREQUENCY	0	0	0	0	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

***VARIABLE 9 YEAR OF COLLISION N= 1092

CODE VALUE	69	70	71	72	73	74	75	76	77
FREQUENCY	145	344	452	82	0	0	0	0	0
PERCENTAGES	13.3	31.5	41.4	7.5	0.0	0.0	0.0	0.0	0.0

*** NO MARGINAL FREQUENCIES FOR CODE VALUES FROM 84 TO 98 ***

CODE VALUE	99
FREQUENCY	69
PERCENTAGES	6.3

***VARIABLE 10 MONTH OF INVESTIGATION N= 1092

CODE VALUE	1	2	3	4	5	6	7	8	9
FREQUENCY	93	75	46	49	65	51	95	78	77
PERCENTAGES	8.5	6.9	4.2	4.5	6.0	4.7	8.7	7.1	7.1

*** NO MARGINAL FREQUENCIES FOR CODE VALUES FROM 16 TO 90 ***

CODE VALUE	91	92	93	94	95	96	97	98	99
FREQUENCY	0	0	0	0	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

***VARIABLE 11 DAY OF INVESTIGATION N= 1092

CODE VALUE	1	2	3	4	5	6	7	8	9
FREQUENCY	33	21	28	24	25	21	30	29	32
PERCENTAGES	3.0	1.9	2.6	2.2	2.3	1.9	2.7	2.7	2.9

UNIVARIATE FREQUENCY DISTRIBUTION

CODE VALUE	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
FREQUENCY	29	36	26	34	34	26	29	40	33	16	22	33	21	22	36
PERCENTAGES	2.7	3.3	2.4	3.1	3.1	2.4	2.7	3.7	3.0	1.5	2.0	3.0	1.9	2.0	3.3
CODE VALUE	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
FREQUENCY	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PERCENTAGES	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

*** NO MARGINAL FREQUENCIES FOR CODE VALUES FROM 46 TU 90 ***

UNIVARIATE FREQUENCY DISTRIBUTION

CODE VALUE	91	92	93	94	95	96	97	98	99
FREQUENCY	0	0	0	0	0	0	0	0	226
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.7
***VARIABLE 12 YEAR OF INVESTIGATION N= 1092									
CODE VALUE	69	70	71	72	73	74	75	76	77
FREQUENCY	115	297	417	84	0	0	0	0	0
PERCENTAGES	10.5	27.2	38.2	7.7	0.0	0.0	0.0	0.0	0.0

*** NO MARGINAL FREQUENCIES FOR CODE VALUES FROM 84 TU 98 ***

UNIVARIATE FREQUENCY DISTRIBUTION

CODE VALUE	99								
FREQUENCY	179								
PERCENTAGES	16.4								
***VARIABLE 13 MONTH SUBMITTED N= 1092									
CODE VALUE	1	2	3	4	5	6	7	8	9
FREQUENCY	122	103	122	73	90	54	54	115	33
PERCENTAGES	11.2	9.4	11.2	6.7	8.2	4.9	4.9	10.5	3.0

*** NO MARGINAL FREQUENCIES FOR CODE VALUES FROM 16 TU 90 ***

UNIVARIATE FREQUENCY DISTRIBUTION

CODE VALUE	91	92	93	94	95	96	97	98	99
FREQUENCY	0	0	0	0	0	0	0	0	25
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3
***VARIABLE 14 DAY SUBMITTED N= 1092									
CODE VALUE	1	2	3	4	5	6	7	8	9
FREQUENCY	10	19	10	5	18	16	9	8	16
PERCENTAGES	0.9	1.7	0.9	0.5	1.6	1.5	0.8	0.7	1.5

*** NO MARGINAL FREQUENCIES FOR CODE VALUES FROM 13 TU 90 ***

THE VEHICLE MARGINALS SECTION A

UNIVARIATE FREQUENCY DISTRIBUTION

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CODE VALUE	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
FREQUENCY	6	18	7	7	8	14	20	19	14	8	7	19	23	9	15
PERCENTAGES	0.5	1.6	0.6	0.6	0.7	1.3	1.8	1.7	1.3	0.7	0.6	1.7	2.1	0.8	1.4

CODE VALUE	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
FREQUENCY	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PERCENTAGES	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

*** NO MARGINAL FREQUENCIES FOR CODE VALUES FROM 46 TO 90 ***

CODE VALUE	91	92	93	94	95	96	97	98	99
FREQUENCY	0	0	0	0	0	0	0	0	669
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	61.3

***VARIABLE 15 YEAR SUBMITTED N= 1092

CODE VALUE	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83
FREQUENCY	3	437	250	380	0	0	0	0	0	0	0	0	0	0	0
PERCENTAGES	0.3	40.0	22.9	34.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

*** NO MARGINAL FREQUENCIES FOR CODE VALUES FROM 84 TO 98 ***

CODE VALUE	99
FREQUENCY	22
PERCENTAGES	2.0

***VARIABLE 19 FIPS STATE CODE N= 1092

CODE VALUE	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
FREQUENCY	150	0	0	0	0	0	99	53	0	0	0	0	22	0	0
PERCENTAGES	13.7	0.0	0.0	0.0	0.0	0.0	9.1	4.9	0.0	0.0	0.0	0.0	2.0	0.0	0.0

CODE VALUE	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
FREQUENCY	0	44	0	49	33	62	0	0	0	0	0	0	0	0	70
PERCENTAGES	0.0	4.0	0.0	4.5	3.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.4

CODE VALUE	36	37	38	39	40	41	42	43	44	45	46	47	48	49
FREQUENCY	158	75	0	30	0	0	0	0	0	0	0	0	230	17
PERCENTAGES	14.5	6.9	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.1	1.6

***VARIABLE 20 AREA N= 1092

CODE VALUE	1	2
FREQUENCY	732	360
PERCENTAGES	67.0	33.0

***VARIABLE 21 LOCALITY UNIVARIATE FREQUENCY DISTRIBUTION

CODE VALUE 0 1 2
 FREQUENCY 9 90 260
 PERCENTAGES 0.8 8.2 23.8
 N= 1092

***VARIABLE 22 LT. ACCESS HIGHWAY
 CODE VALUE 0 1 2
 FREQUENCY 1 212 879
 PERCENTAGES 0.1 19.4 80.5
 N= 1092

***VARIABLE 23 RD. TOTAL LANE WD.
 CODE VALUE 1 2 3
 FREQUENCY 5 478 23
 PERCENTAGES 0.5 43.8 2.1
 N= 1092

***VARIABLE 24 OTHER RD. TOTAL LANES
 CODE VALUE 0 1 2
 FREQUENCY 13 13 297
 PERCENTAGES 1.2 1.2 27.2
 N= 1092

***VARIABLE 25 TP. OF RD. SURFACE
 CODE VALUE 0 1 2
 FREQUENCY 1 864 212
 PERCENTAGES 0.1 79.1 19.4
 N= 1092

***VARIABLE 26 RD. VERT. PLANE
 CODE VALUE 0 1 2
 FREQUENCY 3 702 54
 PERCENTAGES 0.3 64.3 4.9
 N= 1092

***VARIABLE 27 RD. HORIZ. PLANE
 CODE VALUE 0 1 2
 FREQUENCY 3 871 218
 PERCENTAGES 0.3 79.8 20.0
 N= 1092

***VARIABLE 28 RD. TOTAL LANE WD.
 CODE VALUE 3 4 5 6 7
 FREQUENCY 27 369 114 195
 PERCENTAGES 2.5 33.8 10.4 17.9
 N= 1092

***VARIABLE 29 TP. OF RD. SURFACE
 CODE VALUE 3 4 5 6 7 8 9
 FREQUENCY 25 65 41 14 10 0 614
 PERCENTAGES 2.3 6.0 3.8 1.3 0.9 0.0 56.2
 N= 1092

***VARIABLE 30 RD. VERT. PLANE
 CODE VALUE 3 4 5
 FREQUENCY 4 9 2
 PERCENTAGES 0.4 0.8 0.2
 N= 1092

***VARIABLE 31 RD. HORIZ. PLANE
 CODE VALUE 3 4
 FREQUENCY 313 20
 PERCENTAGES 28.7 1.8
 N= 1092

***VARIABLE 32 RD. TOTAL LANE WD.
 CODE VALUE 3 4 5 6 7
 FREQUENCY 269 309 5 3 7
 PERCENTAGES 24.6 28.3 0.5 0.3 0.3
 N= 1092

***VARIABLE	28 SURFACE COVERING	N=	UNIVARIATE FREQUENCY DISTRIBUTION
CODE VALUE	1	2	3 4 5 6 7 8 9 10 11 12
FREQUENCY	0	1	3 4 5 6 7 8 9 10 11 12
PERCENTAGES	0.1	78.4	145 8 0 0.5 0.5 0 20 1.8 0.6 0.5 0.7
***VARIABLE	29 PRECIPITATION	N=	
CODE VALUE	0	1	3 4 5 6 7 8 9 10 11 12
FREQUENCY	1	934	26 0 0 0.6 0.6 0 7
PERCENTAGES	0.1	85.5	2.4 0.0 0.0 0.6 0.6 0 7
***VARIABLE	30 PRECIPITATION RATE	N=	
CODE VALUE	0	1	3 4 5 6 7 8 9 10 11 12
FREQUENCY	10	0	937 105 24 16
PERCENTAGES	0.9	0.0	85.8 9.6 2.2 1.5
***VARIABLE	31 SURFACE SLIPPERY	N=	
CODE VALUE	0	1	3 4 5 6 7 8 9 10 11 12
FREQUENCY	4	190	9 6 2.2 1.5
PERCENTAGES	0.4	17.4	82.2
***VARIABLE	32 SPEED LIMIT	N=	
CODE VALUE	0	1	3 4 5 6 7 8 9 10 11 12
FREQUENCY	17	60	107 184 151 57
PERCENTAGES	1.6	5.5	23.4 9.8 10.9 16.8 13.8 5.2
***VARIABLE	33 RD. DEFECTS	N=	
CODE VALUE	0	1	3 4 5 6 7 8 9 10 11 12
FREQUENCY	2	117	44 4.0 26.6 37.9 16.8
PERCENTAGES	0.2	10.7	89.1
***VARIABLE	34 TEMPERATURE, F	N=	
CODE VALUE	0	1	3 4 5 6 7 8 9 10 11 12
FREQUENCY	30	0	58 4.0 2.6
PERCENTAGES	2.7	0.0	5.3 2.6

***VARIABLE	35 CROSSWIND	N=	UNIVARIATE FREQUENCY DISTRIBUTION
CODE VALUE	0 1 2	3	4
FREQUENCY	147 420 480	29	16
PERCENTAGES	13.5 38.5 44.0	2.7	1.5
***VARIABLE	36 TIME OF DAY	N=	1092
CODE VALUE	0 1 2	3	4
FREQUENCY	2 599 413	58	20
PERCENTAGES	0.2 54.9 37.8	5.3	1.8
***VARIABLE	37 VISIBILITY LIMIT.	N=	1092
CODE VALUE	0 1 2	3	4
FREQUENCY	4 896 114	22	2
PERCENTAGES	0.4 82.1 10.4	2.0	0.2
***VARIABLE	38 VISIBILITY OBSTRUCTION	N=	1092
CODE VALUE	1 2 3	4	5
FREQUENCY	877 21 0	29	16
PERCENTAGES	80.3 1.9 0.0	2.7	1.5
***VARIABLE	39 MECH. MALF. ITEMS CHECK	N=	1092
CODE VALUE	0 1 2	3	4
FREQUENCY	994 67 13	8	4
PERCENTAGES	91.0 6.1 1.2	0.7	0.4
***VARIABLE	40 COMMENT-MECH MALF.	N=	1092
CODE VALUE	1 2	3	4
FREQUENCY	74 1018	8	4
PERCENTAGES	6.8 93.2	0.7	0.4
***VARIABLE	41 BRAKE SYSTEM MALF.	N=	1092
CODE VALUE	0 1 2	3	4
FREQUENCY	6 30 1056	6	30
PERCENTAGES	0.5 2.7 96.7	0.5	2.7

UNIVARIATE FREQUENCY DISTRIBUTION

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***VARIABLE	42 EXHAUST SYSTEM	MALF.	N=	UNIVARIATE FREQUENCY DISTRIBUTION
CODE VALUE	0	1	2	
FREQUENCY	4	4	1084	
PERCENTAGES	0.4	0.4	99.3	
***VARIABLE	43 STEERING SYSTEM	MALF.	N=	1092
CODE VALUE	0	1	2	
FREQUENCY	6	11	1075	
PERCENTAGES	0.5	1.0	98.4	
***VARIABLE	44 SUSPENSION	MALF.	N=	1092
CODE VALUE	0	1	2	
FREQUENCY	4	6	1082	
PERCENTAGES	0.4	0.5	99.1	
***VARIABLE	45 TIRES	MALF.	N=	1092
CODE VALUE	0	1	2	
FREQUENCY	5	28	1059	
PERCENTAGES	0.5	2.6	97.0	
***VARIABLE	46 ELECTRICAL	MALF.	N=	1092
CODE VALUE	0	1	2	
FREQUENCY	4	1	1087	
PERCENTAGES	0.4	0.1	99.5	
***VARIABLE	47 THROTTLE SYSTEM	MALF.	N=	1092
CODE VALUE	0	1	2	
FREQUENCY	4	2	1086	
PERCENTAGES	0.4	0.2	99.5	
***VARIABLE	48 DRIVER CONTROLS	MALF.	N=	1092
CODE VALUE	0	1	2	
FREQUENCY	5	2	1085	
PERCENTAGES	0.5	0.2	99.4	

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***VARIABLE 49 POWER TRAIN MALF. N= 1092 UNIVARIATE FREQUENCY DISTRIBUTION

CODE VALUE 0 1 2
 FREQUENCY 4 1 1087
 PERCENTAGES 0.4 0.1 99.5

***VARIABLE 50 FUEL SYSTEM MALF. N= 1092

CODE VALUE 0 1 2
 FREQUENCY 4 2 1086
 PERCENTAGES 0.4 0.2 99.5

***VARIABLE 51 VISIBILITY ITEMS MALF. N= 1092

CODE VALUE 0 1 2
 FREQUENCY 4 4 1084
 PERCENTAGES 0.4 0.4 99.3

***VARIABLE 52 OTHER MALFUNCTION N= 1092

CODE VALUE 0 1 2
 FREQUENCY 4 2 1086
 PERCENTAGES 0.4 0.2 99.5

***VARIABLE 53 UNKNOWN MALFUNCTION N= 1092

CODE VALUE 0 1 2
 FREQUENCY 4 1 1087
 PERCENTAGES 0.4 0.1 99.5

***VARIABLE 54 PRIMARY MALFUNCTION N= 1092

CODE VALUE 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14
 FREQUENCY 1017 28 2 6 5 22 1 2 2 0 1 1 2 1 0
 PERCENTAGES 93.1 2.6 0.2 0.5 0.5 2.0 0.1 0.2 0.2 0.0 0.1 0.1 0.2 0.1 0.0

*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 15 TU 89 ***

CODE VALUE 90 91 92 93 94 95 96 97 98 99
 FREQUENCY 0 0 0 0 0 0 0 0 0 2
 PERCENTAGES 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2

THE VEHICLE MARGINALS SECTION A

***VARIABLE 55 NO. OF PHOTOS

CODE VALUE 2 3 4
 FREQUENCY 31 7 9
 PERCENTAGES 2.8 0.6 0.8

CODE VALUE 17 18 19
 FREQUENCY 8 7 4
 PERCENTAGES 0.7 0.6 0.4

CODE VALUE 32 33 34
 FREQUENCY 14 17 35
 PERCENTAGES 1.3 1.6 3.2

CODE VALUE 47 48 49
 FREQUENCY 8 29 18
 PERCENTAGES 0.7 2.7 1.6

CODE VALUE 62 63 64
 FREQUENCY 7 6 10
 PERCENTAGES 0.6 0.5 0.9

CODE VALUE 77 78 79
 FREQUENCY 3 2 4
 PERCENTAGES 0.3 0.2 0.4

CODE VALUE 92 93 94
 FREQUENCY 2 0 2
 PERCENTAGES 0.2 0.0 0.2

***VARIABLE 56 COLLISION-VEH. TO UBJ

CODE VALUE 1 2
 FREQUENCY 317 775
 PERCENTAGES 29.0 71.0

***VARIABLE 57 COLLISION-ROLLOVER

CODE VALUE 1 2
 FREQUENCY 129 963
 PERCENTAGES 11.8 88.2

UNIVARIATE FREQUENCY DISTRIBUTION

1092 N=

5 6 7 8 9 10 11 12 13 14 15 16
 0.6 1.0 0.5 0.9 0.1 0.4 0.5 0.7 0.5 0.4 0.1 0.2

20 21 22 23 24 25 26 27 28 29 30 31
 0.7 1.5 1.2 1.2 1.6 1.7 1.6 0.9 1.1 1.6 1.7 1.1

35 36 37 38 39 40 41 42 43 44 45 46
 1.9 1.7 1.7 1.6 2.4 2.8 2.2 2.7 3.1 2.4 2.1 2.9

50 51 52 53 54 55 56 57 58 59 60 61
 1.9 1.3 1.2 0.9 1.6 1.6 0.9 2.2 0.9 0.9 1.4 1.3

65 66 67 68 69 70 71 72 73 74 75 76
 0.3 0.9 0.2 0.3 0.4 0.5 0.2 0.4 0.3 0.3 0.0 0.6

80 81 82 83 84 85 86 87 88 89 90 91
 0.5 0.3 0.4 0.0 0.3 0.2 0.2 0.2 0.4 0.1 0.0 0.4

95 96 97 98 99
 0.4 0.1 0.5 3.7 3.0

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***VARIABLE	58 RAN OFF THE ROADWAY	N=	UNIVARIATE FREQUENCY DISTRIBUTION
CODE VALUE	1 2		
FREQUENCY	277 815		
PERCENTAGES	25.4 74.6		
***VARIABLE	59 COLL.--VEH. TO VEH.	N= 1092	
CODE VALUE	2 3 4	5	6 7 8
FREQUENCY	277 133 310	61	180 5 126
PERCENTAGES	25.4 12.2 28.4	5.6	16.5 0.5 11.5
***VARIABLE	60 VEH. TO STOPPED VEH.	N= 1092	
CODE VALUE	0 1 2		
FREQUENCY	1 149 942		
PERCENTAGES	0.1 13.6 86.3		
***VARIABLE	61 VEH. TO MOVING VEH.	N= 1092	
CODE VALUE	1 2		
FREQUENCY	685 407		
PERCENTAGES	62.7 37.3		
***VARIABLE	62 OTHER COLLISION	N= 1092	
CODE VALUE	0 1 2		
FREQUENCY	5 10 1077		
PERCENTAGES	0.5 0.9 98.6		
***VARIABLE	63 TOTAL VEH. INVOLVED	N= 1092	
CODE VALUE	1 2 3	4	5 6 7
FREQUENCY	274 661 121	21	7 1
PERCENTAGES	25.1 60.5 11.1	1.9	0.6 0.1
***VARIABLE	64 OBJECT 1 CONTACTED	N= 1092	
CODE VALUE	2 3 4	5	6 7 8
FREQUENCY	4 707 26	37	19 20 17
PERCENTAGES	0.4 64.4 2.4	3.4	1.7 1.8 1.6
			9 10 11 12 13 14 15 16
			16 83 7.6 0.7 0.1 1.5 1.6 0.1
			1.5 7.6 0.7 0.1 1.5 1.6 0.1

THE VEHICLE MARGINALS SECTION 4
1

UNIVARIATE FREQUENCY DISTRIBUTION

CODE VALUE	17	17	19	20	21	22	23	24	25	26	27	28	29	30	31
FREQUENCY	19	14	3	0	0	0	10	16	22	1	0	0	0	0	0
PERCENTAGES	1.7	0.3	0.3	1.3	0.0	0.0	0.9	1.5	2.0	0.1	0.0	0.0	0.0	0.0	0.0
*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 32 TU															
CODE VALUE	47	47	49	50	51	52	53	54	55	56	57	58	59	60	61
FREQUENCY	0	0	0	0	3	7	2	1	0	0	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.3	0.6	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 62 TU															

CODE VALUE	92	97	94	95	96	97	98	99
FREQUENCY	0	0	0	0	0	0	0	27
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5
***VARIABLE 65 OBJECT 2 CONTACTED N= 1092								

CODE VALUE	2	4	5	6	7	8	9	10	11	12	13	14	15	16	
FREQUENCY	12	21	12	12	21	17	19	2	15	68	7	0	0	0	
PERCENTAGES	61.1	11.6	1.9	1.1	1.9	1.6	1.7	0.2	1.4	6.2	0.6	0.0	0.0	0.0	
CODE VALUE <th>17</th> <th>19</th> <th>20</th> <th>21</th> <th>22</th> <th>23</th> <th>24</th> <th>25</th> <th>26</th> <th>27</th> <th>28</th> <th>29</th> <th>30</th> <th>31</th>	17	19	20	21	22	23	24	25	26	27	28	29	30	31	
FREQUENCY	3	6	2	0	0	0	2	2	0	0	0	0	0	0	
PERCENTAGES	0.3	0.9	0.2	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	
*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 32 TU															

CODE VALUE	47	49	50	51	52	53	54	55	56	57	58	59	60	61	
FREQUENCY	0	0	0	10	3	4	0	0	0	0	0	0	0	0	
PERCENTAGES	0.0	0.0	0.0	0.9	0.3	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 62 TU															

CODE VALUE	92	94	95	96	97	98	99							
FREQUENCY	0	0	0	0	0	0	26							
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	2.4							
***VARIABLE 66 OBJECT 3 CONTACTED N= 1092														
CODE VALUE <th>2</th> <th>4</th> <th>5</th> <th>6</th> <th>7</th> <th>8</th> <th>9</th> <th>10</th> <th>11</th> <th>12</th> <th>13</th> <th>14</th> <th>15</th> <th>16</th>	2	4	5	6	7	8	9	10	11	12	13	14	15	16
FREQUENCY	947	28	8	6	7	7	9	4	8	25	1	0	0	0
PERCENTAGES	86.7	2.6	0.7	0.5	0.6	0.6	0.8	0.4	0.7	2.3	0.1	0.0	0.0	0.0

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CODE VALUE	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
FREQUENCY	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0

*** NO MARGINAL FREQUENCIES FOR CODE VALUES FROM 32 TO 46 ***

CODE VALUE	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61
FREQUENCY	0	1	0	0	3	0	2	0	0	0	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.3	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

*** NO MARGINAL FREQUENCIES FOR CODE VALUES FROM 62 TO 91 ***

CODE VALUE	92	93	94	95	96	97	98	99
FREQUENCY	0	0	0	0	0	0	0	10
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9

***VARIABLE 67 OBJECT 4 CONTACTED N= 1092

CODE VALUE	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
FREQUENCY	1055	4	10	3	0	4	3	1	0	0	6	1	0	0	0
PERCENTAGES	96.6	0.4	0.9	0.3	0.0	0.4	0.3	0.1	0.0	0.0	0.5	0.1	0.0	0.0	0.0

*** NO MARGINAL FREQUENCIES FOR CODE VALUES FROM 17 TO 46 ***

CODE VALUE	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61
FREQUENCY	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

*** NO MARGINAL FREQUENCIES FOR CODE VALUES FROM 62 TO 91 ***

CODE VALUE	92	93	94	95	96	97	98	99
FREQUENCY	0	0	0	0	0	0	0	2
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2

***VARIABLE 68 OBJECTS CONTACTED N= 1092 # RESP.= 4368

CODE VALUE	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
FREQUENCY	2673	85M	121	69	27	51	47	46	11	39	182	17	1	15	16
PERCENTAGES	61.2	19.7	2.8	1.6	0.6	1.2	1.1	1.1	0.3	0.9	4.2	0.4	0.0	0.4	0.2

CODE VALUE	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
FREQUENCY	22	1	12	16	0	0	7	18	21	1	0	0	0	0	0
PERCENTAGES	0.5	0.0	0.3	0.4	0.0	0.0	0.2	0.4	0.5	0.0	0.0	0.0	0.0	0.0	0.0

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UNIVARIATE FREQUENCY DISTRIBUTION

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*** NO MARGINAL FREQUENCIES FOR CODE VALUES FROM 32 TO 46 ***

CODE VALUE	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61
FREQUENCY	0	0	0	0	19	10	8	1	0	0	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.4	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

*** NO MARGINAL FREQUENCIES FOR CODE VALUES FROM 62 TO 91 ***

CODE VALUE	92	93	94	95	96	97	98	99
FREQUENCY	0	0	0	0	0	0	0	65
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5

***VARIABLE 69 DRIVER IMPAIRMENT N= 1092 # RESP.= 2184

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	116	0	1311	181	89	17	52	72	191	27	58	9	5	19	15
PERCENTAGES	5.3	0.0	60.0	8.3	4.1	0.8	2.4	3.3	8.7	1.2	2.7	0.4	0.2	0.9	0.7

CODE VALUE	15	16
FREQUENCY	6	16
PERCENTAGES	0.3	0.7

***VARIABLE 70 TRAFFIC VIOLATION N= 1092

CODE VALUE	0	1	2
FREQUENCY	15	840	237
PERCENTAGES	1.4	76.9	21.7

***VARIABLE 71 LEGAL ACTION N= 1092

CODE VALUE	0	1	2
FREQUENCY	16	565	511
PERCENTAGES	1.5	51.7	46.8

***VARIABLE 72 PERSONAL INJURY N= 1092

CODE VALUE	0	1	2
FREQUENCY	1	998	93
PERCENTAGES	0.1	91.4	8.5

***VARIABLE	73 PROPERTY DAMAGE	N=	UNIVARIATE FREQUENCY DISTRIBUTION												
CODE VALUE			1092	1	2	3	4	5	6	7	8	9	10	11	12
***VARIABLE 78 C-SPEED BRACKED PRIOR TO N= 1092															
CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	84	69	70	157	177	184	125	84	30	20	4	2	86	8	7
PERCENTAGES	7.7	6.3	6.4	14.4	16.2	16.8	11.4	7.7	2.7	1.8	0.4	0.2	7.9		
***VARIABLE 79 C-SPEED BRACKED AT IMPAC N= 1092															
CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	66	140	200	205	177	119	66	32	15	4	1	0	67	8	7
PERCENTAGES	6.0	12.8	18.3	18.8	16.2	10.9	6.0	2.9	1.4	0.4	0.1	0.0	6.1		
***VARIABLE 80 0-SPEED BRACKED PRIOR TO N= 1092															
CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	103	59	66	115	134	114	83	41	12	4	0	0	361	8	7
PERCENTAGES	9.4	5.4	6.0	10.5	12.3	10.4	7.6	3.8	1.1	0.4	0.0	0.0	33.1		
***VARIABLE 81 0-SPEED BRACKED AT IMPAC N= 1092															
CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	78	126	143	153	112	78	39	20	6	1	0	0	335	8	7
PERCENTAGES	7.1	11.5	13.1	14.0	10.3	7.1	3.6	1.8	0.5	0.1	0.1	0.0	30.7		
***VARIABLE 83 0-COUNTRY															
CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	288	717	0	0	11	1	46	0	28	1	0	0	335	8	7
PERCENTAGES	26.4	65.7	0.0	0.0	1.0	0.1	4.2	0.0	2.6	0.1	0.0	0.0	30.7		
***VARIABLE 84 0-CORPORATION															
CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	294	387	188	98	12	28	62	11	12	1	0	0	335	8	7
PERCENTAGES	26.9	35.4	17.2	9.0	1.1	2.6	5.7	1.0	1.1	0.1	0.0	0.0	30.7		

THE VEHICLE MARGINALS SECTION A

***VARIABLE	UNIVARIATE FREQUENCY DISTRIBUTION														
85 0-CORPORATION-DIVISION	N= 1092														
CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	294	0	0	0	0	0	0	0	0	0	1	37	15	208	49
PERCENTAGES	26.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	3.4	1.4	19.0	4.5
CODE VALUE	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
FREQUENCY	56	12	4	5	0	0	157	31	0	0	0	0	0	0	0
PERCENTAGES	5.1	1.1	0.4	0.5	0.0	0.0	14.4	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CODE VALUE	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
FREQUENCY	0	13	46	0	39	0	0	0	0	0	0	12	0	0	0
PERCENTAGES	0.0	1.2	4.2	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.0
CODE VALUE	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59
FREQUENCY	0	0	0	0	0	0	5	4	16	0	1	2	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.4	1.5	0.0	0.1	0.2	0.0	0.0	0.0
CODE VALUE	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74
FREQUENCY	0	44	3	0	1	6	3	5	0	0	1	10	0	0	0
PERCENTAGES	0.0	4.0	0.3	0.0	0.1	0.5	0.3	0.5	0.0	0.0	0.1	0.9	0.0	0.0	0.0
CODE VALUE	75	76	77	78	79	80	81	82	83	84	85				
FREQUENCY	0	0	0	0	0	1	7	0	2	1	1				
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.1	0.6	0.0	0.2	0.1	0.1				
***VARIABLE	86 0-CTRY, CORP, DIVISION N= 1092														
CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	288	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PERCENTAGES	26.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
*** NO MARGINAL FREQUENCIES FOR CODE VALUES FROM										15 TO 89 ***					
CODE VALUE	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104
FREQUENCY	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0
CODE VALUE	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119
FREQUENCY	0	0	0	0	0	1	36	15	208	49	56	12	4	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.1	3.3	1.4	19.0	4.5	5.1	1.1	0.4	0.0	0.0

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	310	136	229	35	2	13	59	2	80	49	7	15	34	3	1
PERCENTAGES	28.4	12.5	21.0	3.2	0.2	1.2	5.4	0.2	7.3	4.5	0.6	1.4	3.1	0.3	0.1
CODE VALUE	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
FREQUENCY	4	0	5	8	7	0	0	0	0	0	0	0	0	0	0
PERCENTAGES	0.4	0.0	0.5	0.7	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CODE VALUE	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
FREQUENCY	3	0	0	4	19	5	1	0	19	0	0	6	3	2	0
PERCENTAGES	0.3	0.0	0.0	0.4	1.7	0.5	0.1	0.0	1.7	0.0	0.0	0.5	0.3	0.2	0.0
CODE VALUE	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59
FREQUENCY	0	0	0	0	0	0	0	2	2	6	5	1	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.5	0.5	0.1	0.0	0.0	0.0
CODE VALUE	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74
FREQUENCY	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.1	0.0	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0

*** NO MARGINAL FREQUENCIES FOR CODE VALUES FROM 75 TO 89 ***

CODE VALUE	90	91
FREQUENCY	10	1
PERCENTAGES	0.9	0.1

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	286	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PERCENTAGES	26.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CODE VALUE	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59
FREQUENCY	0	1	0	1	0	0	2	3	2	3	1	6	6	2	5
PERCENTAGES	0.0	0.1	0.0	0.1	0.0	0.0	0.2	0.3	0.2	0.3	0.1	0.5	0.5	0.2	0.5
CODE VALUE	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74
FREQUENCY	11	16	30	41	35	54	68	55	107	127	131	80	14	0	0
PERCENTAGES	1.0	1.5	2.7	3.8	3.2	4.9	6.2	5.0	9.8	11.6	12.0	7.3	1.3	0.0	0.0

*** NO MARGINAL FREQUENCIES FOR CODE VALUES FROM 15 TO 44 ***

THE VEHICLE MARGINALS SECTION A

UNIVARIATE FREQUENCY DISTRIBUTION

89 ***

75 TO

FROM

CODE VALUE	90	91	92	93	94	95	96	97	98	99
FREQUENCY	0	0	0	0	0	0	0	0	0	5
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
***VARIABLE 90 U-VEH. WT., BRACKET	N= 1092									
CODE VALUE	0	1	2	3	4	5	6	7	8	9
FREQUENCY	121	27	109	351	333	43	4	5	2	97
PERCENTAGES	11.1	2.5	10.0	32.1	30.5	3.9	0.4	0.5	0.2	8.9
***VARIABLE 92 U-ODOMETER BRACKET	N= 1092									
CODE VALUE	0	1	2	3	4	5	6	7	8	9
FREQUENCY	199	31	22	11	8	15	22	13	15	10
PERCENTAGES	18.2	2.8	2.0	1.0	0.7	1.4	2.0	1.2	1.4	0.9
CODE VALUE	15	16	17	18	19	20	21	22	23	24
FREQUENCY	13	12	9	5	19	11	16	10	8	12
PERCENTAGES	1.2	1.1	0.8	0.5	1.7	1.0	1.5	0.9	0.7	1.1
CODE VALUE	30	31	32	33	34	35	36	37	38	39
FREQUENCY	11	11	7	12	12	10	13	9	8	5
PERCENTAGES	1.0	1.0	0.6	1.1	1.1	0.9	1.2	0.8	0.7	0.5
CODE VALUE	45	46	47	48	49	50	51	52	53	54
FREQUENCY	10	3	7	5	6	9	8	4	11	7
PERCENTAGES	0.9	0.3	0.6	0.5	0.5	0.8	0.7	0.4	1.0	0.6
CODE VALUE	60	61	62	63	64	65	66	67	68	69
FREQUENCY	3	7	12	2	10	6	7	12	4	11
PERCENTAGES	0.3	0.6	1.1	0.2	0.9	0.5	0.6	1.1	0.4	1.0
CODE VALUE	75	76	77	78	79	80	81	82	83	84
FREQUENCY	5	3	6	3	8	3	4	4	0	1
PERCENTAGES	0.5	0.3	0.5	0.3	0.7	0.3	0.4	0.4	0.0	0.1
CODE VALUE	90	91	92	93	94	95	96	97	98	99
FREQUENCY	4	1	0	3	0	2	1	2	120	4
PERCENTAGES	0.4	0.1	0.0	0.3	0.0	0.2	0.1	0.2	11.0	0.4

12 13 14
17 14 8
1.6 1.3 0.7

26 27 28 29
12 9 5 16
1.1 0.8 0.5 1.5

41 42 43 44
10 8 5 5
0.7 0.4 0.5 0.5

56 57 58 59
9 6 5 11
0.8 0.5 0.5 1.0

71 72 73 74
6 2 5 2
0.5 0.2 0.5 0.2

86 87 88 89
4 5 1 1
0.4 0.5 0.1 0.1

THE VEHICLE MARGINALS SECTION A

***VARIABLE	98 OTHER VEH.	LOADING	N=	UNIVARIATE FREQUENCY DISTRIBUTION														
CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14			
FREQUENCY	298	0	0	0	720	63	11											
PERCENTAGES	27.3	0.0	0.0	0.0	65.9	5.8	1.0											
***VARIABLE	99	0-IMPACT	CLOCK	N=	1092													
CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14			
FREQUENCY	14	101	67	29	12	20	56	16	12	22	67	146	163	0	0			
PERCENTAGES	1.3	9.2	6.1	2.7	1.1	1.8	5.1	1.5	1.1	2.0	6.1	13.4	14.9	0.0	0.0			

*** NO MARGINAL FREQUENCIES FOR CODE VALUES FROM 15 TO 89 ***

***VARIABLE	104	0-DAMAGE	EXTENT	N= <th colspan="15">UNIVARIATE FREQUENCY DISTRIBUTION</th>	UNIVARIATE FREQUENCY DISTRIBUTION														
CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14				
FREQUENCY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
***VARIABLE	106	0-PRIN	DAMAGEN #	N=	1092														
CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14				
FREQUENCY	370	142	222	215	70	35	19	13	3	3	9	9	9	9	9				
PERCENTAGES	33.9	13.0	20.3	19.7	6.4	3.2	1.7	1.2	0.3	0.3	0.3	0.3	0.3	0.3	0.3				

***VARIABLE	107	0-HORIZ	LOCATION #	N= <th colspan="15">UNIVARIATE FREQUENCY DISTRIBUTION</th>	UNIVARIATE FREQUENCY DISTRIBUTION														
CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14				
FREQUENCY	367	394	117	79	122	9	2	2	2	2	9	11	12	13	14				
PERCENTAGES	33.6	36.1	10.7	7.2	11.2	0.8	0.2	0.2	0.2	0.2	0.8	1.0	1.1	1.3	1.4				
***VARIABLE	107 <td>0-HORIZ <td>LOCATION # <td>N=</td> <td>1092</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </td></td>	0-HORIZ <td>LOCATION # <td>N=</td> <td>1092</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </td>	LOCATION # <td>N=</td> <td>1092</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	N=	1092														
CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14				
FREQUENCY	367	0	0	0	0	0	0	0	0	0	1	0	34	0	77				
PERCENTAGES	33.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	3.1	0.0	7.1				

***VARIABLE	107	0-HORIZ	LOCATION #	N= <th colspan="15">UNIVARIATE FREQUENCY DISTRIBUTION</th>	UNIVARIATE FREQUENCY DISTRIBUTION														
CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14				
FREQUENCY	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29				
PERCENTAGES	1.4	1.5	1.6	1.7	1.8	1.9	2.0	2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8				
***VARIABLE	107 <td>0-HORIZ <td>LOCATION # <td>N=</td> <td>1092</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </td></td>	0-HORIZ <td>LOCATION # <td>N=</td> <td>1092</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </td>	LOCATION # <td>N=</td> <td>1092</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	N=	1092														
CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14				
FREQUENCY	159	8	0	54	61	0	38	0	9	0	8	0	19	25	17				
PERCENTAGES	14.6	0.7	0.0	4.9	5.6	0.0	3.5	0.0	0.8	0.0	0.7	0.0	1.7	2.3	1.6				

UNIVARIATE FREQUENCY DISTRIBUTION

CODE VALUE	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
FREQUENCY	0	0	11	0	9	33	3	0	11	13	0	31	0	15	0
PERCENTAGES	0.0	0.0	1.0	0.0	0.8	3.0	0.3	0.0	1.0	1.2	0.0	2.8	0.0	1.4	0.0
CODE VALUE	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59
FREQUENCY	16	0	14	35	11	0	0	0	0	0	5	0	3	1	0
PERCENTAGES	1.5	0.0	1.3	3.2	1.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.3	0.1	0.0
CODE VALUE	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74
FREQUENCY	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0

CODE VALUE 75 76 77 78
 FREQUENCY 1 0 0 1
 PERCENTAGES 0.1 0.0 0.0 0.1
 ***VARIABLE 108 U-VERT LUCATIUM # N= 1092

CODE VALUE 0 1 2 3
 FREQUENCY 368 69 14 495
 PERCENTAGES 33.7 6.3 1.3 45.3
 ***VARIABLE 109 U-COLL TYPE # N= 1092

CODE VALUE 0 1 2 3
 FREQUENCY 369 609 8 34
 PERCENTAGES 33.8 55.8 0.7 3.1
 ***VARIABLE 113 CASE-COUNTRY N= 1092

CODE VALUE 1 2 3 4
 FREQUENCY 948 0 0 13
 PERCENTAGES 86.8 0.0 0.0 1.2
 ***VARIABLE 114 CASE-CORPORATION N= 1092

CODE VALUE 1 2 3 4
 FREQUENCY 496 283 159 25
 PERCENTAGES 45.4 25.9 14.6 2.3

THE VEHICLE MARGINALS SECTION A

UNIVARIATE FREQUENCY DISTRIBUTION

1092

***VARIABLE 115 CASE-CORP, DIVISION

N=

CODE VALUE	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
FREQUENCY	44	18	263	68	83	2	0	18	0	0	236	47	0	0	0
PERCENTAGES	4.0	1.6	24.1	6.2	7.6	0.2	0.0	1.6	0.0	0.0	21.6	4.3	0.0	0.0	0.0
CODE VALUE	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
FREQUENCY	0	0	0	0	0	18	66	0	74	1	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	1.6	6.0	0.0	6.8	0.1	0.0	0.0	0.0	0.0	0.0
CODE VALUE	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55
FREQUENCY	25	0	0	0	0	0	0	0	0	0	7	3	6	2	1
PERCENTAGES	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.5	0.2	0.1
CODE VALUE	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70
FREQUENCY	5	0	0	0	0	74	9	0	0	0	0	0	0	0	0
PERCENTAGES	0.5	0.0	0.0	0.0	0.0	6.8	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CODE VALUE	71	72	73	74	75	76	77	78	79	80	81	82			
FREQUENCY	21	0	0	0	0	0	0	0	0	0	0	1			
PERCENTAGES	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1			

***VARIABLE 116 CASE-CTRY, CORP, DIV

N=

1092

CODE VALUE	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125
FREQUENCY	44	18	263	68	83	2	0	0	0	0	236	44	0	0	0
PERCENTAGES	4.0	1.6	24.1	6.2	7.6	0.2	0.0	0.0	0.0	0.0	21.6	4.0	0.0	0.0	0.0
CODE VALUE	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140
FREQUENCY	0	0	0	0	0	17	65	0	74	1	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	1.6	6.0	0.0	6.8	0.1	0.0	0.0	0.0	0.0	0.0
CODE VALUE	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155
FREQUENCY	25	0	0	0	0	0	0	0	0	0	1	2	3	2	0
PERCENTAGES	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.3	0.2	0.0

*** NO MARGINAL FREQUENCIES FOR CODE VALUES FROM

156 TO

410 ***

CODE VALUE	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425
FREQUENCY	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0

***VARIABLE 119 CASE-MODEL YEAR

CODE VALUE	46	47	48	N=	UNIVARIATE FREQUENCY DISTRIBUTION	MARGIN	4/68	360/MTS	VERSION	PAGE#					
FREQUENCY	1	0	0	49	50	51	52	53	54	55	56	57	58	59	60
PERCENTAGES	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	3	0.0	0.5	0.5

CODE VALUE	61	62	63	N=
FREQUENCY	10	23	30	64
PERCENTAGES	0.9	2.1	2.7	2.6

***VARIABLE 120 CASE-VEH. WT., BRACKET

CODE VALUE	0	1	2	3	4	5	6	7	8	9
FREQUENCY	25	4	175	440	396	48	0	2	0	2
PERCENTAGES	2.3	0.4	16.0	40.3	36.3	4.4	0.0	0.2	0.0	0.2

***VARIABLE 122 CASE-ODJUMETER BRACKET

CODE VALUE	0	1	2	3	4	5	6	7	8	9
FREQUENCY	42	65	44	41	29	33	20	17	22	15
PERCENTAGES	3.8	6.0	4.0	3.8	2.7	3.0	1.8	1.6	2.0	1.4

CODE VALUE	15	16	17	18	19	20	21	22	23	24
FREQUENCY	22	16	14	19	23	17	18	21	10	19
PERCENTAGES	2.0	1.5	1.3	1.7	2.1	1.6	1.6	1.9	0.9	1.7

CODE VALUE	30	31	32	33	34	35	36	37	38	39
FREQUENCY	16	12	12	13	12	11	12	10	10	4
PERCENTAGES	1.5	1.1	1.1	1.2	1.1	1.0	1.1	0.9	0.9	0.4

CODE VALUE	45	46	47	48	49	50	51	52	53	54
FREQUENCY	13	5	3	3	6	9	8	7	9	6
PERCENTAGES	1.2	0.5	0.3	0.3	0.5	0.8	0.7	0.6	0.8	0.5

CODE VALUE	60	61	62	63	64	65	66	67	68	69
FREQUENCY	5	4	9	1	7	5	5	5	2	3
PERCENTAGES	0.5	0.4	0.8	0.1	0.6	0.5	0.5	0.5	0.2	0.3

CODE VALUE	75	76	77	78	79	80	81	82	83	84
FREQUENCY	5	1	4	3	3	4	3	7	2	3
PERCENTAGES	0.5	0.1	0.4	0.3	0.3	0.4	0.3	0.6	0.2	0.3

CODE VALUE	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
FREQUENCY	72	72	27	28	29	41	42	43	44	45	56	57	58	59	60	61	62	63	64	65
PERCENTAGES	2.3	2.3	2.5	2.1	1.7	1.7	1.0	0.6	1.0	1.0	0.5	0.5	0.0	0.5	0.5	0.5	0.4	0.4	0.4	0.4

THE VEHICLE MARGINALS SECTION A

UNIVARIATE FREQUENCY DISTRIBUTION

CODE VALUE 90 91 92
 FREQUENCY 4 1 0
 PERCENTAGES 0.4 0.1 0.0
 ***VARIABLE 124 CASE VEH-BODY STYLE
 N= 1092

CODE VALUE 1 2 3
 FREQUENCY 403 237 69
 PERCENTAGES 36.9 21.7 6.3
 ***VARIABLE 125 CASE-BODY STRUCTURE
 N= 1092

CODE VALUE 0 1 2
 FREQUENCY 5 639 325
 PERCENTAGES 0.5 58.5 29.8
 ***VARIABLE 126 CASE-# OF CYLINDERS
 N= 1092

CODE VALUE 0 1 2
 FREQUENCY 3 0 1
 PERCENTAGES 0.3 0.0 0.1
 ***VARIABLE 127 CASE-HI PERFUM.
 N= 1092

CODE VALUE 0 1 2
 FREQUENCY 17 169 906
 PERCENTAGES 1.6 15.5 83.0
 ***VARIABLE 128 CASE-# OF OCCUPANTS
 N= 1092

CODE VALUE 0 1 2
 FREQUENCY 8 648 269
 PERCENTAGES 0.7 59.3 24.6

*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 15 TO 89 ***

CODE VALUE	90	91	92	93	94	95	96	97	98	99
FREQUENCY	0	0	0	0	0	0	0	0	0	2
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2

CODE VALUE	10	11	12	13	14
FREQUENCY	2	0	0	0	0
PERCENTAGES	0.2	0.0	0.0	0.0	0.0

CODE VALUE	15	16	17	18	19
FREQUENCY	15	16	5	0	0
PERCENTAGES	1.4	1.5	0.5	0.0	0.0

CODE VALUE	20	21	22	23	24
FREQUENCY	4	45	15	6	7
PERCENTAGES	0.4	4.1	1.4	0.5	0.6

CODE VALUE	25	26	27	28	29
FREQUENCY	5	194	0	8	8
PERCENTAGES	0.5	17.8	0.0	0.7	0.7

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***VARIABLE	129 CASE	VEH•	LOADING	N=	UNIVARIATE FREQUENCY	DISTRIBUTION
CODE VALUE	0	1	2	3	4	5
FREQUENCY	2	0	0	0	999	81
PERCENTAGES	0.2	0.0	0.0	0.0	91.5	7.4
***VARIABLE	130 CASE	VEH•	TRANSMISSION	N=	1092	
CODE VALUE	0	1	2	3	4	5
FREQUENCY	3	0	0	0	754	335
PERCENTAGES	0.3	0.0	0.0	0.0	69.0	30.7
***VARIABLE	131 CASE	VEH•	STEERING	N=	1092	
CODE VALUE	0	1	2	3	4	5
FREQUENCY	7	0	0	0	626	459
PERCENTAGES	0.6	0.0	0.0	0.0	57.3	42.0
***VARIABLE	132 CASE	VEH•	BRAKES	N=	1092	
CODE VALUE	0	1	2	3	4	5
FREQUENCY	8	0	0	0	478	606
PERCENTAGES	0.7	0.0	0.0	0.0	43.8	55.5
***VARIABLE	133 CASE	VEH•	BRAKES-TYPE	N=	1092	
CODE VALUE	0	1	2	3	4	5
FREQUENCY	5	0	0	0	795	263
PERCENTAGES	0.5	0.0	0.0	0.0	72.8	24.1
***VARIABLE	134 C-BRAKE	ANTI-LOCK	DEVICE	N=	1092	
CODE VALUE	0	1	2	3	4	5
FREQUENCY	58	0	1027	0	5	2
PERCENTAGES	5.3	0.0	94.0	0.0	0.5	0.2
***VARIABLE	135 C-CONVEKT.	TUP	POSITION	N=	1092	
CODE VALUE	3	4	5	6	7	8
FREQUENCY	1025	45	7	9	5	1
PERCENTAGES	93.9	4.1	0.6	0.8	0.5	0.1

UNIVARIATE FREQUENCY DISTRIBUTION

***VARIABLE 137 C-VDI(PRIME) CLOCK N= 1092

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	88	150	105	35	20	19	50	23	19	38	91	195	257	0	0
PERCENTAGES	8.1	13.7	9.6	3.2	1.8	1.7	4.6	2.1	1.7	3.5	8.3	17.9	23.5	0.0	0.0

*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 15 TU 89 ***

***VARIABLE 142 C-VDI(P)UAM. EXTENT N= 1092

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	90	91	92	93	94	95	96	97	98	99	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0

***VARIABLE 144 C-(P)PRIN DAMAGE # N= 1092

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	4	143	322	335	121	70	50	22	9	16	0	0	0	0	0
PERCENTAGES	0.4	13.1	29.5	30.7	11.1	6.4	4.6	2.0	0.8	1.5	0.0	0.0	0.0	0.0	0.0

***VARIABLE 145 C-(P)HORIZ LOCAT # N= 1092

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	2	572	162	79	180	61	8	28	0	0	0	0	86	0	97
PERCENTAGES	0.2	52.4	14.8	7.2	16.5	5.6	0.7	2.6	0.0	0.0	0.0	0.0	7.9	0.0	8.9

***VARIABLE 146 C-(P)PRIN DAMAGE # N= 1092

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
PERCENTAGES	1.4	1.5	1.6	1.7	1.8	1.9	2.0	2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8

***VARIABLE 147 C-(P)HORIZ LOCAT # N= 1092

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

***VARIABLE 148 C-(P)PRIN DAMAGE # N= 1092

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
PERCENTAGES	2.7	2.8	2.9	3.0	3.1	3.2	3.3	3.4	3.5	3.6	3.7	3.8	3.9	4.0	4.1

***VARIABLE 149 C-(P)HORIZ LOCAT # N= 1092

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59
PERCENTAGES	4.1	4.2	4.3	4.4	4.5	4.6	4.7	4.8	4.9	5.0	5.1	5.2	5.3	5.4	5.5

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UNIVARIATE FREQUENCY DISTRIBUTION

CODE VALUE 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74
 FREQUENCY 0 1 1 0 1 1 1 0 3 0 0 2 0 0 0
 PERCENTAGES 0.0 0.1 0.1 0.0 0.1 0.1 0.1 0.0 0.3 0.0 0.0 0.2 0.0 0.0 0.0

CODE VALUE 75
 FREQUENCY 26
 PERCENTAGES 2.4

***VARIABLE 146 C-(P) VEKT LOCAT # N= 1092

CODE VALUE 0 1 2 3 4 5 6 7
 FREQUENCY 2 173 36 666 10 166 35 4
 PERCENTAGES 0.2 15.8 3.3 61.0 0.9 15.2 3.2 0.4

***VARIABLE 147 C-(P) CULL TYPE # N= 1092

CODE VALUE 0 1 2 3 4 5 6 7 8
 FREQUENCY 2 759 118 44 92 0 0 0 8
 PERCENTAGES 0.2 69.5 10.8 4.0 8.4 0.0 0.0 0.0 0.7

***VARIABLE 149 C-VDI(SECOND)CLUCK N= 1092

CODE VALUE 0 1 2 3 4 5 6 7 8 9
 FREQUENCY 46 40 30 43 18 14 12 13 19 49
 PERCENTAGES 4.2 3.7 2.7 3.9 1.6 1.3 1.1 1.2 1.7 4.5

*** NO MARGINAL FREQUENCIES FOR CODE VALUES FROM 15 TO 89 ***

CODE VALUE 90 91 92 93 94 95 96 97 98
 FREQUENCY 0 0 0 0 0 0 0 0 0
 PERCENTAGES 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

***VARIABLE 154 C-VDI(S)DAM. EXTENT N= 1092

CODE VALUE 0 1 2 3 4 5 6 7 8
 FREQUENCY 729 208 110 34 7 2 1 0 0
 PERCENTAGES 66.8 19.0 10.1 3.1 0.6 0.2 0.1 0.0 0.0

***VARIABLE 156 C-(S)PRIN DAMAGE # N= 1092

CODE VALUE 0 1 2 3 4 5 6 7
 FREQUENCY 729 72 117 27 4 5 6 7
 PERCENTAGES 66.8 6.6 10.7 2.5 0.4 1.4 1.0 1.0

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***VARIABLE 157 C-(S)HORIZ LOCAT #				UNIVARIATE FREQUENCY DISTRIBUTION											
				1092											
CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	729	0	0	0	0	0	0	0	0	0	0	0	18	0	14
PERCENTAGES	66.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	1.3
CODE VALUE	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
FREQUENCY	17	11	0	7	5	0	18	1	43	0	18	0	20	4	14
PERCENTAGES	1.6	1.0	0.0	0.6	0.5	0.0	1.6	0.1	3.9	0.0	1.6	0.0	1.8	0.4	1.3
CODE VALUE	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
FREQUENCY	0	0	10	0	7	8	2	0	0	0	0	18	0	48	0
PERCENTAGES	0.0	0.0	0.9	0.0	0.6	0.7	0.2	0.0	0.0	0.0	0.0	1.6	0.0	4.4	0.0
CODE VALUE	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59
FREQUENCY	8	0	17	11	7	0	1	0	0	0	7	0	5	2	0
PERCENTAGES	0.7	0.0	1.6	1.0	0.6	0.0	0.1	0.0	0.0	0.0	0.6	0.0	0.5	0.2	0.0
CODE VALUE	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74
FREQUENCY	0	2	1	2	1	2	1	1	1	0	0	0	0	0	1
PERCENTAGES	0.0	0.2	0.1	0.2	0.1	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1
CODE VALUE	75														
FREQUENCY	10														
PERCENTAGES	0.9														
***VARIABLE 158 C-(S)VERT LOCAT #				UNIVARIATE FREQUENCY DISTRIBUTION											
				1092											
CODE VALUE	0	1	2	3	4	5	6	7							
FREQUENCY	730	30	11	120	14	169	12	6							
PERCENTAGES	66.8	2.7	1.0	11.0	1.3	15.5	1.1	0.5							
***VARIABLE 159 C-(S)COLL TYPE #				UNIVARIATE FREQUENCY DISTRIBUTION											
				1092											
CODE VALUE	0	1	2	3	4	5	6	7	8	9					
FREQUENCY	729	187	61	44	50	0	0	0	2	19					
PERCENTAGES	66.8	17.1	5.6	4.0	4.6	0.0	0.0	0.0	0.2	1.7					
***VARIABLE 161 HSRI ANALYSIS				UNIVARIATE FREQUENCY DISTRIBUTION											
				1092											
CODE VALUE	1	2													
FREQUENCY	1087	5													
PERCENTAGES	99.5	0.5													

UNIVARIATE FREQUENCY DISTRIBUTION

***VARIABLE 162 FRONT SHEET METAL DAMAGE N= 1092

CODE VALUE 0 1 2
 FREQUENCY 3 655 434
 PERCENTAGES 0.3 60.0 39.7

***VARIABLE 163 REAR SHEET METAL DAMAGE N= 1092

CODE VALUE 0 1 2
 FREQUENCY 5 137 950
 PERCENTAGES 0.5 12.5 87.0

***VARIABLE 164 LEFT SHEET METAL DAMAGE N= 1092

CODE VALUE 0 1 2
 FREQUENCY 5 345 742
 PERCENTAGES 0.5 31.6 67.9

***VARIABLE 165 RIGHT SHEET METAL DAMAGE N= 1092

CODE VALUE 0 1 2
 FREQUENCY 3 337 752
 PERCENTAGES 0.3 30.9 68.9

***VARIABLE 166 ROOF SHEET METAL DAMAGE N= 1092

CODE VALUE 0 1 2
 FREQUENCY 3 139 950
 PERCENTAGES 0.3 12.7 87.0

***VARIABLE 167 OTHER SHEET METAL DAMAGE N= 1092

CODE VALUE 0 1 2
 FREQUENCY 30 28 1034
 PERCENTAGES 2.7 2.6 94.7

***VARIABLE 168 FRONT INCHES CRUSH N= 1092

CODE VALUE 0 1 2
 FREQUENCY 424 16 24
 PERCENTAGES 38.8 1.5 2.2

UNIVARIATE FREQUENCY DISTRIBUTION	MAKGIN	4/68	360/MTS	VERSION	PAGE#
6	9	10	11	12	13
7	15	30	21	42	9
8	1.4	2.7	1.9	3.8	0.8
9	1.4	2.7	1.9	3.8	0.8
10	9	10	11	12	14
11	15	30	21	42	9
12	1.4	2.7	1.9	3.8	0.8
13	1.4	2.7	1.9	3.8	0.8
14	9	10	11	12	14

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CODE VALUE	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
FREQUENCY	19	25	10	21	15	26	10	16	20	27	8	16	21	5	5
PERCENTAGES	1.7	2.3	0.9	1.9	1.4	2.4	0.9	1.5	1.8	2.5	0.7	1.5	1.9	0.5	0.5
CODE VALUE	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
FREQUENCY	16	5	6	6	6	2	13	2	2	4	10	1	4	2	1
PERCENTAGES	1.5	0.5	0.5	0.5	0.5	0.2	1.2	0.2	0.2	0.4	0.9	0.1	0.4	0.2	0.1
CODE VALUE	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59
FREQUENCY	5	2	2	2	0	4	1	3	2	3	3	0	1	0	1
PERCENTAGES	0.5	0.2	0.2	0.2	0.0	0.4	0.1	0.3	0.2	0.3	0.3	0.0	0.1	0.0	0.1
CODE VALUE	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74
FREQUENCY	5	1	0	2	1	0	3	0	2	0	0	1	0	0	1
PERCENTAGES	0.5	0.1	0.0	0.2	0.1	0.0	0.3	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.1
CODE VALUE	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89
FREQUENCY	0	0	0	2	0	1	0	2	0	0	0	0	0	0	1
PERCENTAGES	0.0	0.0	0.0	0.2	0.0	0.1	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.1
CODE VALUE	90	91	92	93	94	95	96	97	98	99					
FREQUENCY	0	1	0	0	0	0	0	1	0	8					
PERCENTAGES	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.7					
***VARIABLE 169 REAR INCHES CRUSH				N=	1092										
CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	960	16	8	7	7	5	7	6	5	2	2	1	8	1	0
PERCENTAGES	87.9	1.5	0.7	0.6	0.6	0.5	0.6	0.5	0.5	0.2	0.2	0.1	0.7	0.1	0.0
CODE VALUE	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
FREQUENCY	4	3	2	1	3	8	1	1	0	1	4	0	2	2	0
PERCENTAGES	0.4	0.3	0.2	0.1	0.3	0.7	0.1	0.1	0.0	0.1	0.4	0.0	0.2	0.2	0.0
CODE VALUE	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
FREQUENCY	2	1	0	0	1	0	1	2	0	1	1	0	0	0	0
PERCENTAGES	0.2	0.1	0.0	0.0	0.1	0.0	0.1	0.2	0.0	0.1	0.1	0.0	0.0	0.0	0.0
CODE VALUE	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59
FREQUENCY	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0

UNIVARIATE FREQUENCY DISTRIBUTION

CODE VALUE	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74
FREQUENCY	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

*** NO MARGINAL FREQUENCIES FOR CODE VALUES FROM 75 TO 89 ***

CODE VALUE	90	91	92	93	94	95	96	97	98	99
FREQUENCY	0	0	0	0	0	0	0	0	1	10
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.9

***VARIABLE 170 LEFT INCHES CRUSH N= 1092

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	783	11	23	23	26	16	17	9	24	9	18	13	12	7	9
PERCENTAGES	71.7	1.0	2.1	2.1	2.4	1.5	1.6	0.8	2.2	0.8	1.6	1.2	1.1	0.6	0.8

CODE VALUE	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
FREQUENCY	9	10	3	7	3	9	4	3	3	5	3	1	4	2	0
PERCENTAGES	0.8	0.9	0.3	0.6	0.3	0.8	0.4	0.3	0.3	0.5	0.3	0.1	0.4	0.2	0.0

CODE VALUE	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
FREQUENCY	2	1	0	0	2	1	0	0	1	0	0	0	0	0	2
PERCENTAGES	0.2	0.1	0.0	0.0	0.2	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.2

CODE VALUE	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59
FREQUENCY	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

CODE VALUE	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74
FREQUENCY	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.1	0.0	0.0

CODE VALUE	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89
FREQUENCY	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

***VARIABLE 171 RIGHT INCHES CRUSH N= 1092

CODE VALUE	90	91	92	93	94	95	96	97	98	99
FREQUENCY	0	0	0	0	0	0	0	0	0	9
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	785	15	22	22	25	17	22	8	15	5	19	7	15	8	9
PERCENTAGES	71.9	1.4	2.0	2.0	2.3	1.6	2.0	0.7	1.4	0.5	1.7	0.6	1.4	0.7	0.8

***VARIABLE 173 OTHER INCHES CRUSH N= UNIVARIATE FREQUENCY DISTRIBUTION

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	1058	5	4	4	1	1	2	0	1	0	0	0	0	0	0
PERCENTAGES	96.9	0.5	0.4	0.4	0.1	0.1	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0

*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 15 TO 89 ***

CODE VALUE	90	91	92	93	94	95	96	97	98	99
FREQUENCY	0	0	0	0	0	0	0	0	0	16
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5

***VARIABLE 174 ORIGINAL FRONT WHEELS N= 1092

CODE VALUE	0	1	2
FREQUENCY	7	1040	45
PERCENTAGES	0.6	95.2	4.1

***VARIABLE 175 ORIGINAL REAR WHEELS N= 1092

CODE VALUE	0	1	2
FREQUENCY	9	1028	55
PERCENTAGES	0.8	94.1	5.0

***VARIABLE 176 ORIG. WHEEL EQUIP. DAM. N= 1092

CODE VALUE	0	1	2
FREQUENCY	21	442	629
PERCENTAGES	1.9	40.5	57.6

***VARIABLE 177 TIRES-TREAD TYPE N= 1092

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	10	0	0	0	2	0	0	0	0	0	0	0	0	0	0
PERCENTAGES	0.9	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 15 TO 29 ***

CODE VALUE	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
FREQUENCY	0	0	0	0	0	0	0	0	0	0	4	0	0	0	945
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	86.5

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CODE VALUE	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59
FREQUENCY	70	26	5	5	2	0	0	0	0	0	5	0	0	0	0
PERCENTAGES	6.4	2.4	0.5	0.5	0.2	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0
CODE VALUE	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74
FREQUENCY	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
CODE VALUE	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89
FREQUENCY	0	0	0	2	0	0	0	0	0	2	0	0	0	0	1
PERCENTAGES	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.1
CODE VALUE	90	91	92	93	94	95	96	97	98	99					
FREQUENCY	0	0	0	0	0	0	0	0	0	11					
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0					

***VARIABLE 178 TIRES-TREAD WEAR

N= 1092

*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM

15 TU

29 ***

CODE VALUE	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
FREQUENCY	0	0	0	0	0	0	0	0	0	0	1	0	0	0	528
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	48.4
CODE VALUE	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59
FREQUENCY	36	12	4	8	2	1	0	0	0	54	196	29	4	9	1
PERCENTAGES	3.3	1.1	0.4	0.7	0.2	0.1	0.0	0.0	0.0	4.9	17.9	2.7	0.4	0.8	0.1
CODE VALUE	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74
FREQUENCY	1	0	0	0	25	33	49	6	12	0	0	0	0	0	3
PERCENTAGES	0.1	0.0	0.0	0.0	2.3	3.0	4.5	0.5	1.1	0.0	0.0	0.0	0.0	0.0	0.3
CODE VALUE	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89
FREQUENCY	3	6	6	2	0	1	0	0	0	12	6	9	6	16	0
PERCENTAGES	0.3	0.5	0.5	0.2	0.0	0.1	0.0	0.0	0.0	1.1	0.5	0.8	0.5	1.5	0.0
CODE VALUE	90	91	92	93	94	95	96	97	98	99					
FREQUENCY	0	0	0	0	0	0	0	0	0	1					
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1					

***VARIABLE 179 TIRES-PROFILE N= 1092

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	11	0	0	0	1	0	0	0	0	0	0	0	0	0	0
PERCENTAGES	1.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

*** NO MARGINAL FREQUENCIES FOR CODE VALUES FROM 15 TO 29 ***

CODE VALUE	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
FREQUENCY	0	0	0	0	0	0	0	0	0	0	3	0	0	0	830
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	76.0

CODE VALUE 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59

FREQUENCY 30 3 1 0 0 1 0 0 0 12 182 2 2 0 0

PERCENTAGES 2.7 0.3 0.1 0.0 0.0 0.1 0.0 0.0 0.0 1.1 16.7 0.2 0.2 0.0 0.0

CODE VALUE 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74

FREQUENCY 0 0 0 0 5 1 3 0 0 0 0 0 0 0 0

PERCENTAGES 0.0 0.0 0.0 0.0 0.5 0.1 0.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

CODE VALUE 75 76 77

FREQUENCY 0 0 5

PERCENTAGES 0.0 0.0 0.5

***VARIABLE 180 TIRES-CARCASS TYPE N= 1092

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	41	0	0	0	2	1	1	0	0	0	0	0	0	0	0
PERCENTAGES	3.8	0.0	0.0	0.0	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

*** NO MARGINAL FREQUENCIES FOR CODE VALUES FROM 15 TO 29 ***

CODE VALUE	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
FREQUENCY	0	0	0	0	0	0	0	0	0	0	7	0	0	0	569
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	52.1

CODE VALUE 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59

FREQUENCY 22 3 4 0 0 1 0 0 0 32 339 0 5 1 0

PERCENTAGES 2.0 0.3 0.4 0.0 0.0 0.1 0.0 0.0 0.0 2.9 31.0 0.0 0.5 0.1 0.0

CODE VALUE 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74

FREQUENCY 0 0 0 0 3 0 49 0 0 0 1 0 0 0 1

PERCENTAGES 0.0 0.0 0.0 0.0 0.3 0.0 4.5 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.1

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CODE VALUE 75 76 77 78 79 80 81 82 83 84 85 86 87 88
 FREQUENCY 2 1 4 0 0 0 0 0 0 0 0 0 0 3
 PERCENTAGES 0.2 0.1 0.4 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.3
 ***VARIABLE 181 F-RELEASED HOOD LATCH N= 1092

CODE VALUE 0 1 2 3
 FREQUENCY 21 395 668 8
 PERCENTAGES 1.9 36.2 61.2 0.7
 ***VARIABLE 182 F-HOOD LATCH DAMAGED N= 1092

CODE VALUE 0 1 2 3
 FREQUENCY 11 692 581 8
 PERCENTAGES 1.0 63.4 54.9 0.7
 ***VARIABLE 183 F-HOOD LATCH JAMMED N= 1092

CODE VALUE 0 1 2 3
 FREQUENCY 18 314 752 8
 PERCENTAGES 1.6 28.8 68.9 0.7
 ***VARIABLE 184 F-LEFT HOOD HING DAM. N= 1092

CODE VALUE 0 1 2 3
 FREQUENCY 8 543 533 8
 PERCENTAGES 0.7 49.7 48.8 0.7
 ***VARIABLE 185 F-LEFT HOOD HING SEPART. N= 1092

CODE VALUE 0 1 2 3
 FREQUENCY 9 160 915 8
 PERCENTAGES 0.8 14.7 83.8 0.7
 ***VARIABLE 186 F-RIGHT HOOD HING DAM. N= 1092

CODE VALUE 0 1 2 3
 FREQUENCY 9 528 546 9
 PERCENTAGES 0.8 48.4 50.0 0.8

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***VARIABLE 187 F-RIGHT HOOD HING SEPART N=

CODE VALUE	0	1	2	3
FREQUENCY	8	142	933	9
PERCENTAGES	0.7	13.0	85.4	0.8

***VARIABLE 188 F-HOOD REMAINED UN VEH. N=

CODE VALUE	0	1	2	3
FREQUENCY	8	1012	64	8
PERCENTAGES	0.7	92.7	5.9	0.7

***VARIABLE 189 F-ELV. RIGHT EDGE HOOD N=

CODE VALUE	0	1	2	3
FREQUENCY	23	582	479	8
PERCENTAGES	2.1	53.3	43.9	0.7

***VARIABLE 190 F-CNT. WOSLD. R. HOOD N=

CODE VALUE	0	1	2	3
FREQUENCY	46	152	885	9
PERCENTAGES	4.2	13.9	81.0	0.8

***VARIABLE 191 F-PNTR. WOSLD. R. HOOD N=

CODE VALUE	0	1	2	3
FREQUENCY	34	57	977	24
PERCENTAGES	3.1	5.2	89.5	2.2

***VARIABLE 192 F-OPTIONAL HOOD INSTALL. N=

CODE VALUE	0	1	2	3
FREQUENCY	9	24	1051	8
PERCENTAGES	0.8	2.2	90.2	0.7

***VARIABLE 193 F-ENG/TRANS MUUNT SEPAR N=

CODE VALUE	0	1	2
FREQUENCY	53	307	732
PERCENTAGES	4.9	28.1	67.0

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***VARIABLE 194 F-EQUIP. FLEX. STEER CUUP N=

CODE VALUE	0	1	2
FREQUENCY	58	714	320
PERCENTAGES	5.3	65.4	29.3

***VARIABLE 195 F-SEPAK FLEX. STEER CUUP N= 1092

CODE VALUE	0	1	2	3
FREQUENCY	72	101	618	301
PERCENTAGES	6.6	9.2	56.6	27.6

***VARIABLE 196 F-OTHER DAM. FLEX CUUP. N= 1092

CODE VALUE	0	1	2	3
FREQUENCY	79	85	618	310
PERCENTAGES	7.2	7.8	56.6	28.4

***VARIABLE 197 F-TP. ENG. TEL. UNIT N= 1092

CODE VALUE	0	1	2	3	4	5	6
FREQUENCY	19	17	136	8	10	884	18
PERCENTAGES	1.7	1.6	12.5	0.7	0.9	81.0	1.6

NORMAL TERMINATION OF MARGINAL CALCULATIONS
NORMAL TERMINATION OF JOB

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***VARIABLE 199 FIRE

CODE VALUE	1	2	3	4	5	6
FREQUENCY	15	1059	0	0	11	7
PERCENTAGES	1.4	97.0	0.0	0.0	1.0	0.6

***VARIABLE 200 EXTENT OF FIRE

CODE VALUE	0	1	2	3	4	5
FREQUENCY	0	1	0	0	9	20
PERCENTAGES	0.1	0.0	0.0	0.0	0.8	1.8

***VARIABLE 201 UKIGIM UP FIRE

CODE VALUE	0	1	2	3	4	5	6	7	8
FREQUENCY	0	1	0	0	1061	8	1	0	14
PERCENTAGES	0.1	0.0	0.0	0.0	97.2	0.7	0.1	0.0	1.3

***VARIABLE 202 LEFT PILLAKS

CODE VALUE	1	2
FREQUENCY	588	504
PERCENTAGES	53.8	46.2

***VARIABLE 203 A-LEFT UP PILLAK DAM.

CODE VALUE	1	2
FREQUENCY	327	765
PERCENTAGES	29.9	70.1

***VARIABLE 204 A-LEFT UP PILLAK SEPAR.

CODE VALUE	0	1	2
FREQUENCY	0	75	1015
PERCENTAGES	0.2	6.9	92.9

***VARIABLE 205 A-LEFT LW PILLAK DAM.

CODE VALUE	0	1	2
FREQUENCY	0	304	785
PERCENTAGES	0.3	27.8	71.9

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1092	5	6	7	8
1092	1.0	0.6	0.0	0.6
1092	0.8	1.8	0.0	1.3
1092	0.7	0.1	0.0	0.6

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***VARIABLE 206 A-LEFT LW. PILLAR SEPAR. N=
CODE VALUE 0 1 2
FREQUENCY 7 41 1044
PERCENTAGES 0.6 3.8 95.6
***VARIABLE 207 B-LEFT UP. PILLAR DAM. N= 1092
CODE VALUE 0 1 2 3
FREQUENCY 42 148 399 503
PERCENTAGES 3.8 13.6 36.5 46.1
***VARIABLE 208 B-LEFT UP. PILLAR SEPAR. N= 1092
CODE VALUE 0 1 2 3
FREQUENCY 42 47 500 503
PERCENTAGES 3.8 4.3 45.8 46.1
***VARIABLE 209 B-LEFT LW. PILLAR DAM. N= 1092
CODE VALUE 0 1 2 3
FREQUENCY 3 234 854 1
PERCENTAGES 0.3 21.4 78.2 0.1
***VARIABLE 210 B-LEFT LW. PILLAR SEPAR. N= 1092
CODE VALUE 0 1 2 3
FREQUENCY 7 51 1033 1
PERCENTAGES 0.6 4.7 94.6 0.1
***VARIABLE 211 C-LEFT UP. PILLAR DAM. N= 1092
CODE VALUE 0 1 2 3
FREQUENCY 43 195 733 121
PERCENTAGES 3.9 17.9 67.1 11.1
***VARIABLE 212 C-LEFT UP. PILLAR SEPAR. N= 1092
CODE VALUE 0 1 2 3
FREQUENCY 44 20 907 121
PERCENTAGES 4.0 1.8 83.1 11.1

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***VARIABLE	213 C-LEFT LW. PILLAR DAM.	N=
CODE VALUE	0 1 2 3	
FREQUENCY	44 189 781	78
PERCENTAGES	4.0 17.3 71.5	7.1
***VARIABLE	214 C-LEFT LW. PILLAR SEPAR.	N=
CODE VALUE	0 1 2 3	
FREQUENCY	44 19 951	78
PERCENTAGES	4.0 1.7 87.1	7.1
***VARIABLE	215 D-LEFT UP. PILLAR DAM.	N=
CODE VALUE	0 1 2 3	
FREQUENCY	42 14 84	952
PERCENTAGES	3.8 1.3 7.7	87.2
***VARIABLE	216 D-LEFT UP. PILLAR SEPAR.	N=
CODE VALUE	0 1 2 3	
FREQUENCY	42 1 97	952
PERCENTAGES	3.8 0.1 8.9	87.2
***VARIABLE	217 D-LEFT LW. PILLAR DAM.	N=
CODE VALUE	0 1 2 3	
FREQUENCY	49 15 109	919
PERCENTAGES	4.5 1.4 10.0	84.2
***VARIABLE	218 D-LEFT LW. PILLAR SEPAR.	N=
CODE VALUE	0 1 2 3	
FREQUENCY	49 1 124	918
PERCENTAGES	4.5 0.1 11.4	84.1
***VARIABLE	219 LEFT ROOF RAIL DAM.	N=
CODE VALUE	0 1 2 3	
FREQUENCY	5 276 799	12
PERCENTAGES	0.5 25.3 73.2	1.1

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***VARIABLE	220 LEFT RAIL DOCKLEU	N=	1092
CODE VALUE	0 1 2		3
FREQUENCY	6 239 835		12
PERCENTAGES	0.5 21.9 78.5		1.1
***VARIABLE	221 LEFT BODY MOUNT SEPAK.	N=	1092
CODE VALUE	0 1 2		3
FREQUENCY	43 140 837		272
PERCENTAGES	3.9 12.8 58.3		24.9
***VARIABLE	222 LEFT STRUCTURE INU DAM.	N=	1092
CODE VALUE	1 2		
FREQUENCY	548 544		
PERCENTAGES	50.2 49.8		
***VARIABLE	223 LEFT FT. DOOR LATCH DAM.	N=	1092
CODE VALUE	0 1 2		
FREQUENCY	8 304 780		
PERCENTAGES	0.7 27.8 71.4		
***VARIABLE	224 LEFT FT. DOOR LATCH REL.	N=	1092
CODE VALUE	0 1 2		
FREQUENCY	16 139 937		
PERCENTAGES	1.5 12.7 85.8		
***VARIABLE	225 LEFT RR. DOOR LATCH DAM.	N=	1092
CODE VALUE	0 1 2		3
FREQUENCY	34 71 234		753
PERCENTAGES	3.1 6.5 21.4		69.0
***VARIABLE	226 LEFT RR. DOOR LATCH REL.	N=	1092
CODE VALUE	0 1 2		3
FREQUENCY	31 12 247		752
PERCENTAGES	2.8 1.1 27.2		68.9

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***VARIABLE		
CODE VALUE	0 1 2 3	
FREQUENCY	13 246 831 2	
PERCENTAGES	1.2 22.5 76.1 0.2	
***VARIABLE	228 LEFT FT. DOOR HING SEPAK	N=
CODE VALUE	0 1 2 3	
FREQUENCY	11 37 1042 2	
PERCENTAGES	1.0 3.4 95.4 0.2	
***VARIABLE	229 LEFT RK. DOOR HING DAM.	N=
CODE VALUE	0 1 2 3	
FREQUENCY	34 44 262 752	
PERCENTAGES	3.1 4.0 24.0 68.9	
***VARIABLE	230 LEFT FT. DOOR HING SEPAK	N=
CODE VALUE	0 1 2 3	
FREQUENCY	32 5 303 752	
PERCENTAGES	2.9 0.5 27.7 68.9	
***VARIABLE	231 LEFT STRUCT. CUNT. MAIN.	N=
CODE VALUE	0 1 2	
FREQUENCY	13 892 187	
PERCENTAGES	1.2 81.7 17.1	
***VARIABLE	232 LEFT FT. DOOR OPEN-COLL.	N=
CODE VALUE	0 1 2	
FREQUENCY	31 108 953	
PERCENTAGES	2.8 9.9 87.3	
***VARIABLE	233 LEFT RK. DOOR OPEN-COLL.	N=
CODE VALUE	0 1 2 3	
FREQUENCY	40 10 297 745	
PERCENTAGES	3.7 0.9 27.2 68.2	

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***VARIABLE 234 LEFT FT. DOOR JAM. CLUSE N= 1092

CODE VALUE 0 1 2
 FREQUENCY 9 274 809
 PERCENTAGES 0.8 25.1 74.1

***VARIABLE 235 LEFT RR. DOOR JAM. CLUSE N= 1092

CODE VALUE 0 1 2 3
 FREQUENCY 32 81 231 748
 PERCENTAGES 2.9 7.4 21.2 68.5

***VARIABLE 236 FUEL LEV. AT IMPACT-RR. N= 1092

CODE VALUE 0 1 2 3 4 5
 FREQUENCY 468 0 0 0 342 282
 PERCENTAGES 42.9 0.0 0.0 0.0 31.3 25.8

***VARIABLE 237 FUEL TANK RETENTION N= 1092

CODE VALUE 0 1 2 3 4 5 6
 FREQUENCY 7 0 0 0 1020 53 12
 PERCENTAGES 0.6 0.0 0.0 0.0 93.4 4.9 1.1

***VARIABLE 238 FUEL TANK DEFURMED N= 1092

CODE VALUE 0 1 2
 FREQUENCY 8 161 923
 PERCENTAGES 0.7 14.7 84.5

***VARIABLE 239 FUEL LEAKAGE PRESENT N= 1092

CODE VALUE 0 1 2
 FREQUENCY 14 132 946
 PERCENTAGES 1.3 12.1 86.6

***VARIABLE 240 FUEL LEAK FROM TANK N= 1092

CODE VALUE 0 1 2
 FREQUENCY 12 65 939
 PERCENTAGES 1.1 6.0 7.0 86.0

UNIVARIATE FREQUENCY DISTRIBUTION

***VARIABLE	241 FUEL LEAK FROM NECK	N=
CODE VALUE	0 1 2	3
FREQUENCY	15 40 98	939
PERCENTAGES	1.4 3.7 9.0	86.0
***VARIABLE	242 FUEL LEAK FROM LINE	N=
CODE VALUE	0 1 2	3
FREQUENCY	18 62 73	939
PERCENTAGES	1.6 5.7 6.7	86.0
***VARIABLE	243 TRAILER HITCH INSTALL	N=
CODE VALUE	0 1 2	3
FREQUENCY	38 15 901	2
PERCENTAGES	3.5 1.4 89.8	0.2
***VARIABLE	244 TRAILER BEING TUNED	N=
CODE VALUE	0 1 2	3
FREQUENCY	1 1 127	958
PERCENTAGES	0.1 0.1 11.6	87.7
***VARIABLE	245 TAILGATE LATCH REL.	N=
CODE VALUE	0 1 2	3
FREQUENCY	1 18 133	940
PERCENTAGES	0.1 1.6 12.2	86.1
***VARIABLE	246 TAILGATE LATCH DAM.	N=
CODE VALUE	0 1 2	3
FREQUENCY	1 19 131	941
PERCENTAGES	0.1 1.7 12.0	86.2
***VARIABLE	247 TAILGATE LATCH JAMMED	N=
CODE VALUE	0 1 2	3
FREQUENCY	1 15 136	940
PERCENTAGES	0.1 1.4 12.5	86.1

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***VARIABLE 248 RR-BOTTOM L. HING DAM. N= UNIVARIATE FREQUENCY DISTRIBUTION 1092

CODE VALUE	0	1	2	3
FREQUENCY	2	14	120	956
PERCENTAGES	0.2	1.3	11.0	87.5

***VARIABLE 249 RR-BOTTOM L. HING SEPAR N= 1092

CODE VALUE	0	1	2	3
FREQUENCY	2	4	128	958
PERCENTAGES	0.2	0.4	11.7	87.7

***VARIABLE 250 RR-BOTTOM R. HING DAM. N= 1092

CODE VALUE	0	1	2	3
FREQUENCY	1	12	124	955
PERCENTAGES	0.1	1.1	11.4	87.5

***VARIABLE 251 RR-BOTTOM R. HING SEPAR. N= 1092

CODE VALUE	0	1	2	3
FREQUENCY	1	4	130	957
PERCENTAGES	0.1	0.4	11.9	87.6

***VARIABLE 252 RR-TOP L. HING DAM. N= 1092

CODE VALUE	0	1	2	3
FREQUENCY	1	4	80	1007
PERCENTAGES	0.1	0.4	7.3	92.2

***VARIABLE 253 RR-TOP L. HING SEPAR. N= 1092

CODE VALUE	1	2	3
FREQUENCY	1	81	1010
PERCENTAGES	0.1	7.4	92.5

***VARIABLE 254 RR-TOP R. HING DAM. N= 1092

CODE VALUE	1	2	3
FREQUENCY	6	61	1025
PERCENTAGES	0.5	5.6	93.9

UNIVARIATE FREQUENCY DISTRIBUTION

THE VEHICLE MARGINALS SECTION B

***VARIABLE	255 RR-TUP K. HING SEPAR.	N=
CODE VALUE	1 2 3	
FREQUENCY	2 65 1025	
PERCENTAGES	0.2 6.0 93.9	
***VARIABLE	256 RR-EQUIP. 2 WAY TAILGATE	N=
CODE VALUE	0 1 2 3	
FREQUENCY	2 33 124 933	
PERCENTAGES	0.2 3.0 11.4 85.4	
***VARIABLE	257 RR-TLGT. ELE. WIND. UPER	N=
CODE VALUE	0 1 2 3	
FREQUENCY	8 26 26 1032	
PERCENTAGES	0.7 2.4 2.4 94.5	
***VARIABLE	258 TRUNK LID LATCH-REL	N=
CODE VALUE	0 1 2 3	
FREQUENCY	3 142 788 159	
PERCENTAGES	0.3 13.0 72.2 14.6	
***VARIABLE	259 TRUNK LID LATCH-DAM	N=
CODE VALUE	0 1 2 3	
FREQUENCY	12 182 737 161	
PERCENTAGES	1.1 16.7 67.5 14.7	
***VARIABLE	260 TRUNK LID LATCH-JAM	N=
CODE VALUE	0 1 2 3	
FREQUENCY	17 71 840 164	
PERCENTAGES	1.6 6.5 76.9 15.0	
***VARIABLE	261 TRUNK LID HNGE L-DAM	N=
CODE VALUE	0 1 2 3	
FREQUENCY	19 128 786 159	
PERCENTAGES	1.7 11.7 72.0 14.6	

THE VEHICLE MARGINALS SECTION D UNIVARIATE FREQUENCY DISTRIBUTION

***VARIABLE	262 TRUNK LID HINGE	L-SEP	N=	
CODE VALUE	0	1	2	3
FREQUENCY	11	20	885	176
PERCENTAGES	1.0	1.8	81.0	16.1
***VARIABLE	263 TRUNK LID HINGE	K-DAM	N=	1092
CODE VALUE	0	1	2	3
FREQUENCY	20	132	781	159
PERCENTAGES	1.8	12.1	71.5	14.6
***VARIABLE	264 TRUNK LID HINGE	K-SEP	N=	1092
CODE VALUE	0	1	2	3
FREQUENCY	11	20	886	175
PERCENTAGES	1.0	1.8	81.1	16.0
***VARIABLE	265 TRUNK LUGGAGE AREA	DAM	N=	1092
CODE VALUE	0	1	2	3
FREQUENCY	25	259	791	17
PERCENTAGES	2.3	23.7	72.4	1.6
***VARIABLE	266 SPARE TIRE	SEP	N=	1092
CODE VALUE	0	1	2	3
FREQUENCY	128	75	864	25
PERCENTAGES	11.7	6.9	79.1	2.3
***VARIABLE	267 TRUNK-PASS	PAKTTIUM-DAM	N=	1092
CODE VALUE	0	1	2	3
FREQUENCY	29	135	832	96
PERCENTAGES	2.7	12.4	76.2	8.8
***VARIABLE	268 BACKLIGHT	HEADER-DAM	N=	1092
CODE VALUE	0	1	2	3
FREQUENCY	4	145	893	50
PERCENTAGES	0.4	13.3	81.8	4.6

UNIVARIATE FREQUENCY DISTRIBUTION

THE VEHICLE MARGINALS SECTION B

***VARIABLE 269 RIGHT PILLAR INU DAM	N=	1092		
CODE VALUE	1	2		
FREQUENCY	588	504		
PERCENTAGES	53.8	46.2		
***VARIABLE 270 A-RIGHT UP. PILLAR DAM.	N=	1092		
CODE VALUE	1	2		
FREQUENCY	336	756		
PERCENTAGES	30.8	69.2		
***VARIABLE 271 A-RIGHT UP. PILLAR SEP.	N=	1092		
CODE VALUE	0	1	2	
FREQUENCY	5	69	1018	
PERCENTAGES	0.5	6.3	93.2	
***VARIABLE 272 A-RIGHT LW. PILLAR UAM.	N=	1092		
CODE VALUE	0	1	2	
FREQUENCY	4	296	792	
PERCENTAGES	0.4	27.1	72.5	
***VARIABLE 273 A-RIGHT LW. PILLAR SEP.	N=	1092		
CODE VALUE	0	1	2	
FREQUENCY	9	40	1043	
PERCENTAGES	0.8	3.7	95.5	
***VARIABLE 274 B-RIGHT UP. PILLAR DAM.	N=	1092		
CODE VALUE	0	1	2	3
FREQUENCY	40	134	420	498
PERCENTAGES	3.7	12.3	38.5	45.6
***VARIABLE 275 B-RIGHT UP. PILLAR SEP.	N=	1092		
CODE VALUE	0	1	2	3
FREQUENCY	42	32	519	499
PERCENTAGES	3.8	2.9	47.5	45.7

UNIVARIATE FREQUENCY DISTRIBUTION

THE VEHICLE MARGINALS SECTION B

***VARIABLE	276 B-RIGHT LW. PILLAK DAM.	N=	
CODE VALUE	0 1 2	3	
FREQUENCY	1 232 854	5	
PERCENTAGES	0.1 21.2 78.2	0.5	
***VARIABLE	277 B-RIGHT LW. PILLAK SEP.	N=	1092
CODE VALUE	0 1 2	3	
FREQUENCY	4 48 1033	7	
PERCENTAGES	0.4 4.4 94.6	0.6	
***VARIABLE	278 C-RIGHT UP. PILLAK DAM.	N=	1092
CODE VALUE	0 1 2	3	
FREQUENCY	42 188 743	119	
PERCENTAGES	3.8 17.2 68.0	10.9	
***VARIABLE	279 C-RIGHT UP. PILLAK SEP.	N=	1092
CODE VALUE	0 1 2	3	
FREQUENCY	45 14 912	121	
PERCENTAGES	4.1 1.3 83.5	11.1	
***VARIABLE	280 C-RIGHT LW. PILLAK DAM.	N=	1092
CODE VALUE	0 1 2	3	
FREQUENCY	43 187 779	83	
PERCENTAGES	3.9 17.1 71.3	7.6	
***VARIABLE	281 C-RIGHT LW. PILLAK SEP.	N=	1092
CODE VALUE	0 1 2	3	
FREQUENCY	47 16 944	85	
PERCENTAGES	4.3 1.5 86.4	7.8	
***VARIABLE	282 D-RIGHT UP. PILLAK DAM.	N=	1092
CODE VALUE	0 1 2	3	
FREQUENCY	41 7 106	938	
PERCENTAGES	3.8 0.6 9.7	85.9	

THE VEHICLE MARGINALS SECTION B

UNIVARIATE FREQUENCY DISTRIBUTION

***VARIABLE 283 U-RIGHT UP. PILLAK SEP.	N=	
CODE VALUE	0	1 2 3
FREQUENCY	41	0 113 938
PERCENTAGES	3.8	0.0 10.3 85.9
***VARIABLE 284 U-RIGHT LW. PILLAK DAM.	N=	1092
CODE VALUE	0	1 2 3
FREQUENCY	48	13 126 905
PERCENTAGES	4.4	1.2 11.5 82.9
***VARIABLE 285 U-RIGHT LW. PILLAK SEP.	N=	1092
CODE VALUE	0	1 2 3
FREQUENCY	50	1 136 905
PERCENTAGES	4.6	0.1 12.5 82.9
***VARIABLE 286 RIGHT ROOF KAIL DAM.	N=	1092
CODE VALUE	0	1 2 3
FREQUENCY	4	287 787 14
PERCENTAGES	0.4	26.3 72.1 1.3
***VARIABLE 287 RIGHT ROOF RAIL BUCKLED	N=	1092
CODE VALUE	0	1 2 3
FREQUENCY	7	238 831 16
PERCENTAGES	0.6	21.8 76.1 1.5
***VARIABLE 288 RIGHT WINDSHIELD HDR.	N=	1092
CODE VALUE	0	1 2
FREQUENCY	10	308 774
PERCENTAGES	0.9	28.2 70.9
***VARIABLE 289 RIGHT BUDY MOUNT SEPAR.	N=	1092
CODE VALUE	0	1 2 3
FREQUENCY	54	132 633 273
PERCENTAGES	4.9	12.1 58.0 25.0

UNIVARIATE FREQUENCY DISTRIBUTION

THE VEHICLE MARGINALS SECTION B
 ***VARIABLE 290 RIGHT STRUCTURE NU DAM N=

CODE VALUE 1 2
 FREQUENCY 555 537
 PERCENTAGES 50.8 49.2

***VARIABLE 291 RIGHT FT. DOOR LATCH DAM N= 1092

CODE VALUE 0 1 2
 FREQUENCY 11 312 769
 PERCENTAGES 1.0 28.6 70.4

***VARIABLE 292 RIGHT FT. DOOR LATCH REL N= 1092

CODE VALUE 0 1 2
 FREQUENCY 14 133 945
 PERCENTAGES 1.3 12.2 86.5

***VARIABLE 293 RIGHT RR. DOOR LATCH DAM N= 1092

CODE VALUE 0 1 2 3
 FREQUENCY 38 67 252 735
 PERCENTAGES 3.5 6.1 23.1 67.3

***VARIABLE 294 RIGHT RR. DOOR LATCH REL N= 1092

CODE VALUE 0 1 2 3
 FREQUENCY 33 17 308 734
 PERCENTAGES 3.0 1.6 28.2 67.2

***VARIABLE 295 RIGHT FT. DOOR HING DAM N= 1092

CODE VALUE 0 1 2 3
 FREQUENCY 18 230 842 2
 PERCENTAGES 1.6 21.1 77.1 0.2

***VARIABLE 296 RIGHT FT. DOOR HING SEP N= 1092

CODE VALUE 0 1 2 3
 FREQUENCY 7 41 1042 2
 PERCENTAGES 0.6 3.8 95.4 0.2

THE VEHICLE MARGINALS SECTION B

UNIVARIATE FREQUENCY DISTRIBUTION

***VARIABLE 297 RIGHT RR. DOOR HING DAM	N=	
CODE VALUE	0	1 2 3
FREQUENCY	37	49 274 732
PERCENTAGES	3.4	4.5 25.1 67.0
***VARIABLE 298 RIGHT RR. DOOR HING SEP	N=	
CODE VALUE	0	1 2 3
FREQUENCY	33	10 315 734
PERCENTAGES	3.0	0.9 28.8 67.2
***VARIABLE 299 R. STRUCT. CONT. MAIN	N=	
CODE VALUE	0	1 2
FREQUENCY	14	898 180
PERCENTAGES	1.3	82.2 16.5
***VARIABLE 300 R. FT. DOOR OPEN-CULL.	N=	
CODE VALUE	0	1 2
FREQUENCY	26	120 946
PERCENTAGES	2.4	11.0 86.6
***VARIABLE 301 R. RR. DOOR OPEN-CUL.	N=	
CODE VALUE	0	1 2 3
FREQUENCY	35	12 310 735
PERCENTAGES	3.2	1.1 28.4 67.3
***VARIABLE 302 R. FT. DOOR JAM. CLUSE	N=	
CODE VALUE	0	1 2
FREQUENCY	6	284 802
PERCENTAGES	0.5	26.0 73.4
***VARIABLE 303 R. RR. DOOR JAM. CLUSE	N=	
CODE VALUE	0	1 2 3
FREQUENCY	32	68 262 730
PERCENTAGES	2.9	6.2 24.0 66.8

UNIVARIATE FREQUENCY DISTRIBUTION

CODE VALUE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
FREQUENCY	27	77	17	7	7	17	3	5	13	0	4	3	6	6	1
PERCENTAGES	2.5	7.1	1.6	0.6	0.6	1.6	0.3	0.5	1.2	0.0	0.4	0.3	0.5	0.5	0.1
CODE VALUE	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
FREQUENCY	5	5	5	3	0	0	0	0	0	0	0	0	0	0	0
PERCENTAGES	0.5	0.5	0.5	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 31 TO 90 ***

CODE VALUE	91	92	93	94	95	96	97	98	99
FREQUENCY	0	0	0	0	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

***VARIABLE 305 STEERING WHEEL RIM DAM N= 1092

CODE VALUE	0	1	2	3	4	5	6
FREQUENCY	6	0	642	0	254	154	36
PERCENTAGES	0.5	0.0	58.8	0.0	23.3	14.1	3.3

***VARIABLE 306 OCCUP. CNT. WHEEL RIM N= 1092

CODE VALUE	0	1	2	3
FREQUENCY	142	663	281	6
PERCENTAGES	13.0	60.7	25.7	0.5

***VARIABLE 307 # STEER WHEEL SPOKES N= 1092

CODE VALUE	0	1	2	3	4
FREQUENCY	14	0	662	406	10
PERCENTAGES	1.3	0.0	60.6	37.2	0.9

***VARIABLE 308 STEER WHEEL SPOKES DAM N= 1092

CODE VALUE	0	1	2	3	4	5	6
FREQUENCY	7	0	805	0	148	89	43
PERCENTAGES	0.6	0.0	73.7	0.0	13.6	8.2	3.9

UNIVARIATE FREQUENCY DISTRIBUTION

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***VARIABLE 309 OCCUP. CNT. WHEEL SPARES N=

CODE VALUE	0	1	2	3
FREQUENCY	196	373	517	6
PERCENTAGES	17.9	34.2	47.3	0.5

***VARIABLE 310 HORN RING. BUTTON DAMP. N= 1092

CODE VALUE	0	1	2	3
FREQUENCY	18	226	647	1
PERCENTAGES	1.6	20.7	77.6	0.1

***VARIABLE 311 OCCUP. CNT. HORN KING N= 1092

CODE VALUE	0	1	2	3
FREQUENCY	215	315	553	9
PERCENTAGES	19.7	28.8	50.6	0.8

***VARIABLE 312 WHEEL ENERGY ABS. DEV. N= 1092

CODE VALUE	0	1	2
FREQUENCY	12	12	1068
PERCENTAGES	1.1	1.1	97.8

***VARIABLE 313 ERG. ABS. DEV. FINAL POS N= 1092

CODE VALUE	0	1	2	3
FREQUENCY	439	0	0	0
PERCENTAGES	40.2	0.0	0.0	0.0

*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 15 TO 74 ***

CODE VALUE	75	76	77	78	79	80	81	82	83	84	85	86	87	88
FREQUENCY	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

*VARIABLE 310 ERG. ABS. DEV. EXTEND N= 1092

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	429	0	0	0	3	0	11	0	0	0	0	0	0	0	0
PERCENTAGES	39.3	0.0	0.0	0.0	0.3	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0

UNIVARIATE	FREQUENCY	DISTRIBUTION	
***VARIABLE 317 STEER WHEEL PUS.-CLUCK	N=		
CODE VALUE	1	2	
FREQUENCY	438	70	
PERCENTAGES	40.1	6.4	
***VARIABLE 318 WHEEL PAD EQUIP.	N=		
CODE VALUE	0	1	2
FREQUENCY	19	271	802
PERCENTAGES	1.7	24.8	73.4
***VARIABLE 319 WHEEL PAD DEFUHM.	N=		
CODE VALUE	0	1	2
FREQUENCY	20	43	258
PERCENTAGES	1.8	3.9	23.6
***VARIABLE 320 TILT FEATURE EQUIP.	N=		
CODE VALUE	0	1	2
FREQUENCY	6	51	1035
PERCENTAGES	0.5	4.7	94.8
***VARIABLE 321 TILT FEATURE FINAL PUS.	N=		
CODE VALUE	0	1	2
FREQUENCY	10	0	0
PERCENTAGES	0.9	0.0	0.0
***VARIABLE 322 TELESCOPING FEAT. EQUIP	N=		
CODE VALUE	0	1	2
FREQUENCY	10	26	1056
PERCENTAGES	0.9	2.4	96.7
***VARIABLE 323 TEL. FEAT. FINAL PUS.	N=		
CODE VALUE	0	1	2
FREQUENCY	16	0	0
PERCENTAGES	1.5	0.0	0.0

UNIVARIATE FREQUENCY DISTRIBUTION

UNIVARIATE	FREQUENCY	DISTRIBUTION
1092		
4	5	6
6	13	14
0.5	1.2	1.3
1092		
7	8	8
13	0.7	0.7
1.2		
9	4	4
23	48	48
2.1	4.4	4.4
11	10	10
71	71	71
6.5	6.5	6.5
12		
314		
28.8		
5	5	5
20	20	20
2.0	1.8	1.8
1092		
6	6	6
5	5	5
0.5	0.5	0.5
4	4	4
5	5	5
2	2	2
0.2	0.2	0.2
6	6	6
8	8	8
0.7	0.7	0.7

***VARIABLE 324 SWING-AWAY EQUIP. N= 1092

CODE VALUE	0	1	2
FREQUENCY	5	2	1085
PERCENTAGES	0.5	0.2	99.4

***VARIABLE 325 SWING-AWAY FINAL PUS. N= 1092

CODE VALUE	0	1	2
FREQUENCY	4	0	0
PERCENTAGES	0.4	0.0	0.0

***VARIABLE 327 DIR. OF COLUMN MUTIION N= 1092

CODE VALUE	0	1	2
FREQUENCY	572	0	0
PERCENTAGES	52.4	0.0	0.0

***VARIABLE 328 ST. COL. EA DEVICE N= 1092

CODE VALUE	0	1	2
FREQUENCY	17	248	269
PERCENTAGES	1.6	22.7	24.6

***VARIABLE 331 COLUMN VERT. MUTATION N= 1092

CODE VALUE	0	1	2
FREQUENCY	178	59	34
PERCENTAGES	16.3	5.4	3.1

CODE VALUE 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29

FREQUENCY 2 2 2 0 0 2 0 0 0 0 1 0 0 1 0

PERCENTAGES 0.2 0.2 0.1 0.0 0.0 0.2 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.1 0.0

UNIVARIATE FREQUENCY DISTRIBUTIION

3	4	5	6	7	8	9	10	11	12	13	14
1086	1	1	161	24	314	1	195	10	2	1	1
99.5	0.1	0.1	14.7	2.2	28.8	0.6	17.9	0.9	0.2	0.1	0.1

N= 1092

0.0	11.1	14.7	21.8	28.8	0.6	0.1	0.1	0.1	0.2	0.1	0.1
N=	1092	1092	1092	1092	1092	1092	1092	1092	1092	1092	1092

33	34	35	36	37	38	39	40	41	42	43	44
0	0	1	0	0	0	1	0	0	0	0	0
0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0

N= 1092

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UNIVARIATE FREQUENCY DISTRIBUTION

CODE VALUE	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59
FREQUENCY	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 60 TU 89 ***

CODE VALUE	90	91	92	93	94	95	96	97	98	99
FREQUENCY	0	0	0	0	0	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

***VARIABLE 332 PASS. COMPARTMENT REDUCE N= 1092

CODE VALUE	1	2
FREQUENCY	465	627
PERCENTAGES	42.6	57.4

***VARIABLE 333 EXTERNAL OBJ. INTRUSION N= 1092

CODE VALUE	0	1	2
FREQUENCY	2	229	861
PERCENTAGES	0.2	21.0	78.8

***VARIABLE 334 INT LOOSE OBJECT N= 1092

CODE VALUE	0	1	2
FREQUENCY	35	251	806
PERCENTAGES	3.2	23.0	73.8

***VARIABLE 335 VERT. RUT. INSTR. PANEL N= 1092

CODE VALUE	0	1	2
FREQUENCY	2	256	834
PERCENTAGES	0.2	23.4	76.4

***VARIABLE 336 FIREWALL DEFORMATION N= 1092

CODE VALUE	0	1	2
FREQUENCY	8	404	680
PERCENTAGES	0.7	37.0	62.3

***VARIABLE 337 FLUORPAN DEFUKRIATION N=

CODE VALUE	0	1	2
FREQUENCY	6	436	650
PERCENTAGES	0.5	39.9	59.5

***VARIABLE 338 WINDSHIELD CRACKED N= 1092

CODE VALUE	0	1	2
FREQUENCY	7	681	404
PERCENTAGES	0.6	62.4	37.0

***VARIABLE 339 WINDSHIELD BRUKEN N= 1092

CODE VALUE	0	1	2	3
FREQUENCY	11	307	768	6
PERCENTAGES	1.0	28.1	70.3	0.5

***VARIABLE 340 WINDSHIELD OCCUP. CNT. N= 1092

CODE VALUE	0	1	2	3
FREQUENCY	159	325	600	8
PERCENTAGES	14.6	29.8	54.9	0.7

***VARIABLE 341 WIND. CRACK/BRUKEN-U.C. N= 1092

CODE VALUE	0	1	2	3
FREQUENCY	134	248	201	509
PERCENTAGES	12.3	22.7	18.4	46.6

***VARIABLE 342 WINDSHIELD BUND SEPAR. N= 1092

CODE VALUE	0	1	2
FREQUENCY	33	315	744
PERCENTAGES	3.0	28.8	68.1

***VARIABLE 344 UP. PANEL DAM. N= 1092

CODE VALUE	0	1	2
FREQUENCY	2	426	664
PERCENTAGES	0.2	39.0	60.8

THE VEHICLE MARGINALS SECTION B UNIVARIATE FREQUENCY DISTRIBUTION

***VARIABLE	345 UP.	PANEL	UCCUP.	CNT.	N=	1092	
CODE VALUE	0	1	2		3		
FREQUENCY	117	318	648		9		
PERCENTAGES	10.7	29.1	59.3		0.8		
***VARIABLE	346 MIDPANEL	DAM.			N=	1092	
CODE VALUE	0	1	2				
FREQUENCY	2	481	609				
PERCENTAGES	0.2	44.0	55.8				
***VARIABLE	347 MIDPANEL	UCCUP.	CNT.		N=	1092	
CODE VALUE	0	1	2		3		
FREQUENCY	109	397	577		9		
PERCENTAGES	10.0	36.4	52.8		0.8		
***VARIABLE	348 LW.	PANEL	DAM.		N=	1092	
CODE VALUE	0	1	2				
FREQUENCY	3	545	544				
PERCENTAGES	0.3	49.9	49.8				
***VARIABLE	349 LW.	PANEL	UCCUP.	CNT.		N=	1092
CODE VALUE	0	1	2		3		
FREQUENCY	107	514	462		9		
PERCENTAGES	9.8	47.1	42.3		0.8		
***VARIABLE	350 ASHTRAY	DAM.			N=	1092	
CODE VALUE	0	1	2				
FREQUENCY	10	247	828		7		
PERCENTAGES	0.9	22.6	75.8		0.6		
***VARIABLE	351 ASHTRAY	UCCUP.	CNT.		N=	1092	
CODE VALUE	0	1	2		3		
FREQUENCY	124	125	825		18		
PERCENTAGES	11.4	11.4	75.5		1.6		

THE VEHICLE MARGINALS SECTION B UNIVARIATE FREQUENCY DISTRIBUTION

***VARIABLE 352 CNL. KNUB & LEVER DAM.	N=	1092
CODE VALUE	0	1 2
FREQUENCY	5	312 775
PERCENTAGES	0.5	28.6 71.0
***VARIABLE 353 CNL. KNUB & LEVER U.C.	N=	1092
CODE VALUE	0	1 2 3
FREQUENCY	136	202 743
PERCENTAGES	12.5	18.5 68.0
***VARIABLE 354 GLOVE COMPAR. DAM.	N=	1092
CODE VALUE	0	1 2 3
FREQUENCY	3	380 700
PERCENTAGES	0.3	34.8 64.1
***VARIABLE 355 GLOVE COMPAR. OCCUP. CNT	N=	1092
CODE VALUE	0	1 2 3
FREQUENCY	96	253 724
PERCENTAGES	8.8	23.2 66.3
***VARIABLE 356 INSTRUMENTS DAM.	N=	1092
CODE VALUE	0	1 2
FREQUENCY	5	220 867
PERCENTAGES	0.5	20.1 79.4
***VARIABLE 357 INSTRUMENTS OCCUP. CNT	N=	1092
CODE VALUE	0	1 2 3
FREQUENCY	112	76 895
PERCENTAGES	10.3	7.0 82.0
***VARIABLE 358 PARKING BRAKE EQUIP.	N=	1092
CODE VALUE	0	1 2
FREQUENCY	6	1047 39
PERCENTAGES	0.5	95.9 3.6

THE VEHICLE MARGINALS SECTION B UNIVARIATE FREQUENCY DISTRIBUTION

***VARIABLE	359 PARKING BRAKE DAM.	N=	1092
CODE VALUE	0 1 2	3	
FREQUENCY	5 187 866	34	
PERCENTAGES	0.5 17.1 79.3	3.1	
***VARIABLE	360 PARKING BRAKE OCCUP.	CNT N=	1092
CODE VALUE	0 1 2	3	
FREQUENCY	127 99 821	45	
PERCENTAGES	11.6 9.1 75.2	4.1	
***VARIABLE	361 A/C EQUIP.	N=	1092
CODE VALUE	0 1 2	3	
FREQUENCY	13 622 457		
PERCENTAGES	1.2 57.0 41.8		
***VARIABLE	362 A/C OUTLET DAM.	N=	1092
CODE VALUE	0 1 2	3	
FREQUENCY	11 155 475	451	
PERCENTAGES	1.0 14.2 43.5	41.3	
***VARIABLE	363 A/C OUTLET OCCUP.	CNT N=	1092
CODE VALUE	0 1 2	3	
FREQUENCY	75 81 481	455	
PERCENTAGES	6.9 7.4 44.0	41.7	
***VARIABLE	364 HEAT/AIR COND. DUCT EQUIP	N=	1092
CODE VALUE	0 1 2	3	
FREQUENCY	6 1040 40		
PERCENTAGES	0.5 95.2 4.2		
***VARIABLE	365 HEAT/AC DUCTS DAM.	N=	1092
CODE VALUE	0 1 2	3	
FREQUENCY	14 260 780	38	
PERCENTAGES	1.3 23.8 71.4	3.5	

UNIVARIATE FREQUENCY DISTRIBUTION

THE VEHICLE MARGINALS SECTION B

***VARIABLE 366 HEAT/AC DUCTS OCCUP. CNT N=

CODE VALUE	0	1	2	3
FREQUENCY	126	117	802	47
PERCENTAGES	11.5	10.7	73.4	4.3

***VARIABLE 367 RADIO EQUIP. N=

CODE VALUE	0	1	2
FREQUENCY	0	998	86
PERCENTAGES	0.7	91.4	7.9

***VARIABLE 368 RADIO DAM. N=

CODE VALUE	0	1	2	3
FREQUENCY	13	183	816	80
PERCENTAGES	1.2	16.8	74.7	7.3

***VARIABLE 369 RADIO OCCUP. CNT. N=

CODE VALUE	0	1	2	3
FREQUENCY	110	75	818	89
PERCENTAGES	10.1	6.9	74.9	8.2

***VARIABLE 370 INSTR. PANEL-UTHER DAM N=

CODE VALUE	0	1	2	3
FREQUENCY	2	41	35	1014
PERCENTAGES	0.2	3.8	3.2	92.9

***VARIABLE 371 INSTR. PANEL-UTHER U.C.C. N=

CODE VALUE	0	1	2	3
FREQUENCY	5	40	33	1014
PERCENTAGES	0.5	3.7	3.0	92.9

***VARIABLE 372 FOOT CONTRKUL DAM. N=

CODE VALUE	0	1	2
FREQUENCY	2	294	796
PERCENTAGES	0.2	26.9	72.9

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UNIVARIATE FREQUENCY DISTRIBUTION
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THE VEHICLE MARGINALS SECTION B

***VARIABLE	373 FOOT CONTROL OCCUP.	CNT	N=
CODE VALUE	0	1	2
FREQUENCY	134	197	751
PERCENTAGES	12.3	18.0	68.8
***VARIABLE	374 IGNITION KEY DAM.		N=
CODE VALUE	0	1	2
FREQUENCY	57	83	950
PERCENTAGES	5.2	7.6	87.0
***VARIABLE	375 IGNITION KEY OCCUP.	CNT	N=
CODE VALUE	0	1	2
FREQUENCY	147	37	896
PERCENTAGES	13.5	3.4	82.1
***VARIABLE	376 RR. MIRROR DAM.		N=
CODE VALUE	0	1	2
FREQUENCY	14	267	806
PERCENTAGES	1.3	24.5	73.8
***VARIABLE	377 RR. MIRROR OCCUP.	CNT.	N=
CODE VALUE	0	1	2
FREQUENCY	157	217	702
PERCENTAGES	14.4	19.9	64.3
***VARIABLE	378 SUNVISOR & FIT DAM.		N=
CODE VALUE	0	1	2
FREQUENCY	6	284	797
PERCENTAGES	0.5	26.0	73.0
***VARIABLE	379 SUNVISOR & FIT OCCUP	CNT	N=
CODE VALUE	0	1	2
FREQUENCY	141	212	724
PERCENTAGES	12.9	19.4	66.3

UNIVARIATE FREQUENCY DISTRIBUTION

THE VEHICLE MARGINALS SECTION B

***VARIABLE 380 WIND. TOP MOLD. DAM.	N=	
CODE VALUE	0 1 2	
FREQUENCY	2 284 806	
PERCENTAGES	0.2 26.0 73.8	
***VARIABLE 381 WIND TOP MOLD. OCCUP CNT	N=	1092
CODE VALUE	0 1 2 3	
FREQUENCY	141 122 820 9	
PERCENTAGES	12.9 11.2 75.1 0.8	
***VARIABLE 382 LEFT INT. A-PILLAR DAM.	N=	1092
CODE VALUE	0 1 2	
FREQUENCY	2 305 785	
PERCENTAGES	0.2 27.9 71.9	
***VARIABLE 383 L. INT. A-PILLAR UCC CNT	N=	1092
CODE VALUE	0 1 2 3	
FREQUENCY	140 138 805 9	
PERCENTAGES	12.8 12.6 73.7 0.8	
***VARIABLE 384 RIGHT INT. A-PILLAR DAM.	N=	1092
CODE VALUE	0 1 2	
FREQUENCY	2 279 811	
PERCENTAGES	0.2 25.5 74.3	
***VARIABLE 385 K. INT. A-PILLAR UCC CNT	N=	1092
CODE VALUE	0 1 2 3	
FREQUENCY	113 92 878 9	
PERCENTAGES	10.3 8.4 80.4 0.8	
***VARIABLE 386 CONSOLE EQUIP.	N=	1092
CODE VALUE	0 1 2 3	
FREQUENCY	6 217 867 2	
PERCENTAGES	0.5 19.9 79.4 0.2	

THE VEHICLE MARGINALS SECTION B UNIVARIATE FREQUENCY DISTRIBUTION

***VARIABLE	387	CONSOLE	DAM.	N=	
CODE VALUE	0	1	2	3	
FREQUENCY	3	65	166	858	
PERCENTAGES	0.3	6.0	15.2	78.6	
***VARIABLE	388	CONSOLE	UCCUP.	CNT.	N=
CODE VALUE	0	1	2	3	
FREQUENCY	37	49	148	858	
PERCENTAGES	3.4	4.5	13.6	78.6	
***VARIABLE	389	TRANS.	LEVER-COLUMN	EQPT	N=
CODE VALUE	0	1	2	3	
FREQUENCY	3	687	402	395	
PERCENTAGES	0.3	62.9	36.8	36.2	
***VARIABLE	390	TRANS.	LEVER-COLUMN	DAM.	N=
CODE VALUE	0	1	2	3	
FREQUENCY	6	71	620	395	
PERCENTAGES	0.5	6.5	56.8	36.2	
***VARIABLE	391	TRANS.	LEVER-COLUMN	CNT.	N=
CODE VALUE	0	1	2	3	
FREQUENCY	106	36	549	401	
PERCENTAGES	9.7	3.3	50.3	36.7	
***VARIABLE	392	TRANS.	LEVER-CUNSOLE	EQP	N=
CODE VALUE	0	1	2	3	
FREQUENCY	3	389	690	10	
PERCENTAGES	0.3	35.6	63.2	0.9	
***VARIABLE	393	TRANS.	LEVER-CUNSOLE	DAM	N=
CODE VALUE	0	1	2	3	
FREQUENCY	6	99	289	698	
PERCENTAGES	0.5	9.1	26.5	63.9	

THE VEHICLE MARGINALS SECTION B

***VARIABLE	394 TRANS.	LEVER-CUNSOLE	CNT	N=
CODE VALUE	0	1	2	3
FREQUENCY	68	84	239	701
PERCENTAGES	6.2	7.7	21.9	64.2

UNIVARIATE FREQUENCY DISTRIBUTION
1092

NORMAL TERMINATION OF MARGINAL CALCULATIONS
NORMAL TERMINATION OF JOB

THE VEHICLE MARGINALS SECTION C

UNIVARIATE FREQUENCY DISTRIBUTION

***VARIABLE 395 TYPE OF FRUNT SEAT N=

CODE VALUE	0	1	2	3
FREQUENCY	1	0	0	0
PERCENTAGES	0.1	0.0	0.0	0.0

***VARIABLE 396 FULDING FRUNT SEAT BACKS N=

CODE VALUE	0	1	2
FREQUENCY	2	737	353
PERCENTAGES	0.2	67.5	32.3

***VARIABLE 397 DELUXE ACCESSUR SEAT N=

CODE VALUE	0	1	2
FREQUENCY	31	159	902
PERCENTAGES	2.8	14.6	82.6

***VARIABLE 398 TYPE OF SEAT ADJUSTERS N=

CODE VALUE	0	1	2	3
FREQUENCY	11	0	0	0
PERCENTAGES	1.0	0.0	0.0	0.0

***VARIABLE 399 TYPE OF SEAT ADJUSTMENT N=

CODE VALUE	0	1	2	3
FREQUENCY	23	0	0	7
PERCENTAGES	2.1	0.0	0.0	0.6

***VARIABLE 400 DAM. TO SEAT ADJUSTERS N=

CODE VALUE	0	1	2
FREQUENCY	42	279	771
PERCENTAGES	3.8	25.5	70.6

***VARIABLE 401 SEAT ADJ. DAMAGE #1 N=

CODE VALUE	0	1	2	3
FREQUENCY	48	0	772	0
PERCENTAGES	4.4	0.0	70.7	0.0

1092	4	5	6	7	8	9
310	36	63	276	2	404	
28.4	3.3	5.8	25.3	0.2	37.0	

1092	4	5	6	7
1013	61	6	1	
92.8	5.6	0.5	0.1	

1092	4	5	6	7
980	39	42	1	
89.7	3.6	3.8	0.1	

1092	4	5	6
47	175	50	
4.3	16.0	4.6	

***VARIABLE 402 SEAT ADJ. DAMAGE #2 N=

CODE VALUE	0	1	2	N=	UNIVARIATE FREQUENCY DISTRIBUTION
FREQUENCY	68	0	914	3	4
PERCENTAGES	6.2	0.0	85.7	0.0	13
***VARIABLE 403 SEAT SEPARATION LUC.				N=	1.2
					3.8
					5
					42
					55
					5.0

***VARIABLE 404 DRIVERS SEAT POSITION N=

CODE VALUE	0	1	2	N=	UNIVARIATE FREQUENCY DISTRIBUTION
FREQUENCY	31	0	0	3	4
PERCENTAGES	2.8	0.0	0.0	0.0	43
***VARIABLE 405 K. FT. SEAT POSITION				N=	3.9
					4.9
					5
					53
					10
					0.9

***VARIABLE 406 FT. SEAT BACKREST DAM N=

CODE VALUE	0	1	2	N=	UNIVARIATE FREQUENCY DISTRIBUTION
FREQUENCY	163	0	0	3	4
PERCENTAGES	14.7	0.0	0.0	0.0	252
***VARIABLE 407 FT. SEAT CUSHION DAM				N=	23.1
					41.0
					5
					448
					231
					21.2

***VARIABLE 408 FT. SEAT DAM BY KR. UCC. N=

CODE VALUE	0	1	2	N=	UNIVARIATE FREQUENCY DISTRIBUTION
FREQUENCY	3	208	881	3	4
PERCENTAGES	0.3	19.0	80.7	0.0	227
***VARIABLE 409 FT. SEAT DAM BY KR. UCC. N=				N=	20.8
					40.2
					5
					439
					231
					21.2

***VARIABLE 410 SEAT DAM BY KR. UCC. N=

CODE VALUE	0	1	2	N=	UNIVARIATE FREQUENCY DISTRIBUTION
FREQUENCY	17	105	116	3	4
PERCENTAGES	1.6	9.6	10.6	0.0	252
***VARIABLE 411 SEAT DAM BY KR. UCC. N=				N=	23.1
					41.0
					5
					448
					231
					21.2

UNIVARIATE FREQUENCY DISTRIBUTION

THE VEHICLE MARGINALS SECTION C

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***VARIABLE 409 FT. CENTER ARMREST EQUIP N=
CODE VALUE 0 1 2
FREQUENCY 4 143 945
PERCENTAGES 0.4 13.1 86.5
***VARIABLE 410 FT. CENTER ARMREST DAM N= 1092
CODE VALUE 0 1 2 3
FREQUENCY 4 22 139 927
PERCENTAGES 0.4 2.0 12.7 84.9
***VARIABLE 411 FT. HD. RESTRAINT EQUIP N= 1092
CODE VALUE 1 2
FREQUENCY 624 468
PERCENTAGES 57.1 42.9
***VARIABLE 412 HD. REST-REMOVED PRIOR N= 1092
CODE VALUE 0 1 2 3
FREQUENCY 1 9 539 543
PERCENTAGES 0.1 0.8 49.4 49.7
***VARIABLE 413 HD. REST RETAINED DURING N= 1092
CODE VALUE 0 1 2 3
FREQUENCY 3 516 21 552
PERCENTAGES 0.3 47.3 1.9 50.5
***VARIABLE 414 HD. RESTRAINT DAM. N= 1092
CODE VALUE 0 1 2 3
FREQUENCY 1 47 570 474
PERCENTAGES 0.1 4.3 52.2 43.4
***VARIABLE 415 HD. RESTRAINT CNT. N= 1092
CODE VALUE 0 1 2 3
FREQUENCY 148 112 353 479
PERCENTAGES 13.6 10.3 32.3 43.9
    
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THE VEHICLE MARGINALS SECTION C

UNIVARIATE FREQUENCY DISTRIBUTION

***VARIABLE 416 HD. REST ADJ AT CULL. N=

CODE VALUE	0	1	2	3
FREQUENCY	60	0	0	574
PERCENTAGES	5.5	0.0	0.0	52.6

***VARIABLE 417 L-FT. SEAT BK. LUCK EQP N=

CODE VALUE	0	1	2	3
FREQUENCY	7	589	143	353
PERCENTAGES	0.6	53.9	13.1	32.3

***VARIABLE 418 L-FT. SEAT BK. LUCK HELD N=

CODE VALUE	0	1	2	3
FREQUENCY	19	527	50	496
PERCENTAGES	1.7	48.3	4.6	45.4

***VARIABLE 419 K-FT. SEAT BK. LUCK EQP N=

CODE VALUE	0	1	2	3
FREQUENCY	7	590	140	355
PERCENTAGES	0.6	54.0	12.8	32.5

***VARIABLE 420 K-FT. SEAT BK. LUCK HELD N=

CODE VALUE	0	1	2	3
FREQUENCY	21	524	51	496
PERCENTAGES	1.9	48.0	4.7	45.4

***VARIABLE 421 L. SEAT ANGLE DIFF. N=

CODE VALUE	0	1	2	3
FREQUENCY	20	3	2	4
PERCENTAGES	1.8	0.3	0.2	0.4

CODE VALUE	15	16	17	18
FREQUENCY	1	0	1	0
PERCENTAGES	0.1	0.0	0.1	0.0

UNIVARIATE FREQUENCY DISTRIBUTION

CODE VALUE 30 31 32 33 34 35 36 37 38
 FREQUENCY 0 0 0 0 0 0 0 0 0
 PERCENTAGES 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 45 TO 99 ***

CODE VALUE 60 61 62 63 64 65 66 67 68
 FREQUENCY 1 0 0 0 0 1 0 0 0
 PERCENTAGES 0.1 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0

*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 75 TO 99 ***

CODE VALUE 90 91 92 93 94 95 96 97 98
 FREQUENCY 0 0 0 0 0 0 0 0 0
 PERCENTAGES 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

***VARIABLE 422 K. SEAT ANGLE DIFF. N= 1092

CODE VALUE 0 1 2 3 4 5 6 7 8
 FREQUENCY 28 6 2 2 4 2 5 0 0
 PERCENTAGES 2.6 0.5 0.2 0.2 0.4 0.2 0.5 0.0 0.0

CODE VALUE 15 16 17 18 19 20 21 22 23
 FREQUENCY 0 0 1 1 0 0 0 0 0
 PERCENTAGES 0.0 0.0 0.1 0.1 0.0 0.0 0.0 0.0 0.0

CODE VALUE 30 31 32 33 34 35 36 37 38
 FREQUENCY 0 0 1 0 0 1 0 0 0
 PERCENTAGES 0.0 0.0 0.1 0.0 0.0 0.1 0.0 0.0 0.0

*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 45 TO 99 ***

CODE VALUE 60 61 62 63 64 65 66 67 68
 FREQUENCY 1 0 0 0 0 0 0 0 0
 PERCENTAGES 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 75 TO 99 ***

CODE VALUE 90 91 92 93 94 95 96 97 98
 FREQUENCY 0 0 0 0 0 0 0 0 0
 PERCENTAGES 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

39 40 41 42 43 44
 1 0 2 0 0 0
 0.1 0.0 0.2 0.0 0.0 0.0

59 ***

69 70 71 72 73 74
 0 0 0 0 0 0
 0.0 0.0 0.0 0.0 0.0 0.0

89 ***

99
 1030
 94.3

9 10 11 12 13 14
 3 0 0 2 0 0
 0.3 0.0 0.0 0.2 0.0 0.0

24 25 26 27 28 29
 0 0 1 0 0 1
 0.0 0.0 0.1 0.0 0.0 0.1

39 40 41 42 43 44
 0 0 0 0 0 0
 0.0 0.0 0.0 0.0 0.0 0.0

59 ***

69 70 71 72 73 74
 0 0 0 0 0 0
 0.0 0.0 0.0 0.0 0.0 0.0

89 ***

99
 1031
 94.4

THE VEHICLE MARGINALS SECTION C

UNIVARIATE FREQUENCY DISTRIBUTION

***VARIABLE	423 TYPE OF KEAK SEAT	N=	UNIVARIATE FREQUENCY DISTRIBUTION
CODE VALUE	0 1 2	3	4 5
FREQUENCY	5 0 95	0	868 124
PERCENTAGES	0.5 0.0 8.7	0.0	79.5 11.4
***VARIABLE	424 RK. SEAT BACKREST DAM.	N=	1092
CODE VALUE	0 1 2	3	
FREQUENCY	8 235 757	92	
PERCENTAGES	0.7 21.5 69.3	8.4	
***VARIABLE	425 RK. SEAT CUSHION DAM	N=	1092
CODE VALUE	0 1 2	3	
FREQUENCY	6 276 714	96	
PERCENTAGES	0.5 25.3 65.4	8.8	
***VARIABLE	426 KR. SEAT ARMREST EQUIP	N=	1092
CODE VALUE	0 1 2	3	
FREQUENCY	11 160 832	89	
PERCENTAGES	1.0 14.7 76.2	8.2	
***VARIABLE	427 KR. SEAT ARMREST DAM	N=	1092
CODE VALUE	0 1 2	3	
FREQUENCY	10 22 184	876	
PERCENTAGES	0.9 2.0 16.8	80.2	
***VARIABLE	428 L-RK. SEAT BK LOCK EQP	N=	1092
CODE VALUE	0 1 2	3	
FREQUENCY	4 84 70	934	
PERCENTAGES	0.4 7.7 6.4	85.5	
***VARIABLE	429 L-RR. SEAT BK LOCK HELD	N=	1092
CODE VALUE	0 1 2	3	
FREQUENCY	10 56 17	1009	
PERCENTAGES	0.9 5.1 1.6	92.4	

THE VEHICLE MARGINALS SECTION C UNIVARIATE FREQUENCY DISTRIBUTION

***VARIABLE	430 K-RR	SEAT BK	LUCK	EQP	N=
CODE VALUE	0	1	2	3	
FREQUENCY	3	92	62	535	
PERCENTAGES	0.3	8.4	5.7	85.6	
***VARIABLE	431 K-RR	SEAT BK	LUCK	HELD	N=
CODE VALUE	0	1	2	3	
FREQUENCY	9	63	18	1002	
PERCENTAGES	0.8	5.8	1.6	91.8	
***VARIABLE	432 3KD SEAT EQUIP.				N=
CODE VALUE	0	1	2	3	
FREQUENCY	1	36	1054	1	
PERCENTAGES	0.1	3.3	96.5	0.1	
***VARIABLE	433 3KD SEAT BACKREST DAM				N=
CODE VALUE	0	1	2	3	
FREQUENCY	2	2	33	1055	
PERCENTAGES	0.2	0.2	3.0	96.6	
***VARIABLE	434 3KD SEAT CUSHION DAM				N=
CODE VALUE	0	1	2	3	
FREQUENCY	2	2	33	1055	
PERCENTAGES	0.2	0.2	3.0	96.6	
***VARIABLE	435 RK	BACKLIGHT DAM.			N=
CODE VALUE	0	1	2	3	
FREQUENCY	3	171	902	16	
PERCENTAGES	0.3	15.7	82.6	1.5	
***VARIABLE	436 KK	BACKLIGHT UCCUP CNT			N=
CODE VALUE	0	1	2	3	
FREQUENCY	39	7	942	104	
PERCENTAGES	3.6	0.6	88.3	9.5	

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***VARIABLE 437 BACKLIGHT HDR. DAM. N=

CODE VALUE	0	1	2		N=
FREQUENCY	1	149	903		39
PERCENTAGES	0.1	13.0	82.7		3.6

***VARIABLE 438 BACKLIGHT HDR. OCCUP CNT N= 1092

CODE VALUE	0	1	2		N=
FREQUENCY	35	10	917		130
PERCENTAGES	3.2	0.9	84.0		11.9

***VARIABLE 439 L. FT. WIND. CLOSED N= 1092

CODE VALUE	0	1	2		N=
FREQUENCY	152	635	304		1
PERCENTAGES	13.9	58.2	27.8		0.1

***VARIABLE 440 L. RR. WIND. CLOSED N= 1092

CODE VALUE	0	1	2		N=
FREQUENCY	114	803	71		104
PERCENTAGES	10.4	73.5	6.5		9.5

***VARIABLE 441 R. FT. WIND. CLOSED N= 1092

CODE VALUE	0	1	2		N=
FREQUENCY	126	795	170		3
PERCENTAGES	11.5	72.8	15.6		0.1

***VARIABLE 442 R. RR. WIND. CLOSED N= 1092

CODE VALUE	0	1	2		N=
FREQUENCY	106	818	60		108
PERCENTAGES	9.7	74.9	5.5		9.9

***VARIABLE 443 BACKLIGHT WIND CLOSED N= 1092

CODE VALUE	0	1	2		N=
FREQUENCY	5	1081	6		6
PERCENTAGES	0.5	99.0	0.5		

UNIVARIATE FREQUENCY DISTRIBUTION

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***VARIABLE	444 WIND. UPEK. AFTEK CULL.	N=
CODE VALUE	0 1 2	3
FREQUENCY	104 500 482	6
PERCENTAGES	9.5 45.8 44.1	0.5
***VARIABLE	445 POWER SIDE WIND. EQUIP.	N=
CODE VALUE	0 1 2	
FREQUENCY	33 72 987	
PERCENTAGES	3.0 6.6 90.4	
***VARIABLE	446 L. INT. FT. DUUK DAM.	N=
CODE VALUE	0 1 2	
FREQUENCY	4 368 720	
PERCENTAGES	0.4 33.7 65.9	
***VARIABLE	447 L. INT. FT. DUUK CNT.	N=
CODE VALUE	0 1 2	3
FREQUENCY	110 340 634	8
PERCENTAGES	10.1 31.1 58.1	0.7
***VARIABLE	448 L. INT. FT. HWAKE. DAM.	N=
CODE VALUE	0 1 2	
FREQUENCY	4 223 865	
PERCENTAGES	0.4 20.4 79.2	
***VARIABLE	449 L. INT. FT. HWAKE. CNT.	N=
CODE VALUE	0 1 2	3
FREQUENCY	139 202 743	8
PERCENTAGES	12.7 18.5 68.0	0.7
***VARIABLE	450 L. INT. FT. ARMREST DAM	N=
CODE VALUE	0 1 2	3
FREQUENCY	6 184 870	32
PERCENTAGES	0.5 16.8 79.7	2.9

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***VARIABLE 451 L. INT. FT. ARMREST CNT N=

CODE VALUE	0	1	2	3
FREQUENCY	127	210	712	43
PERCENTAGES	11.6	19.2	65.2	3.9

***VARIABLE 452 L. INT. FT. GLASS DAM. N= 1092

CODE VALUE	0	1	2
FREQUENCY	7	275	810
PERCENTAGES	0.6	25.2	74.2

***VARIABLE 453 L. INT. FT. GLASS CNT. N= 1092

CODE VALUE	0	1	2	3
FREQUENCY	165	123	796	8
PERCENTAGES	15.1	11.3	72.9	0.7

***VARIABLE 454 L. INT. KK. DUUR DAM. N= 1092

CODE VALUE	0	1	2	3
FREQUENCY	12	142	830	102
PERCENTAGES	1.1	13.0	76.6	9.3

***VARIABLE 455 L. INT. KK. DUUR CNT. N= 1092

CODE VALUE	0	1	2	3
FREQUENCY	51	27	895	119
PERCENTAGES	4.7	2.5	82.0	10.9

***VARIABLE 456 L. INT. KK. HWARE. DAM. N= 1092

CODE VALUE	0	1	2	3
FREQUENCY	8	100	852	132
PERCENTAGES	0.7	9.2	78.0	12.1

***VARIABLE 457 L. INT. KK. HWARE. CNT. N= 1092

CODE VALUE	0	1	2	3
FREQUENCY	50	20	873	149
PERCENTAGES	4.6	1.8	79.9	13.6

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***VARIABLE 458 L. INT. KK. ARMKREST DAM N=

CODE VALUE	0	1	2	3
FREQUENCY	9	84	789	210
PERCENTAGES	0.8	7.7	72.3	19.2

***VARIABLE 459 L. INT. KK. ARMKREST CNT N=

CODE VALUE	0	1	2	3
FREQUENCY	47	20	798	227
PERCENTAGES	4.3	1.8	73.1	20.8

***VARIABLE 460 L. INT. KK. GLASS DAM. N=

CODE VALUE	0	1	2	3
FREQUENCY	4	157	831	100
PERCENTAGES	0.4	14.4	76.1	9.2

***VARIABLE 461 L. INT. KK. GLASS CNT N=

CODE VALUE	0	1	2	3
FREQUENCY	58	12	905	117
PERCENTAGES	5.3	1.1	82.9	10.7

***VARIABLE 462 L. ROOF KAIL DAM. N=

CODE VALUE	0	1	2	3
FREQUENCY	5	251	819	17
PERCENTAGES	0.5	23.0	75.0	1.6

***VARIABLE 463 L. ROOF RAIL CNT. N=

CODE VALUE	0	1	2	3
FREQUENCY	126	100	840	26
PERCENTAGES	11.5	9.2	76.9	2.4

***VARIABLE 464 L. INT. B-PILLAK DAM. N=

CODE VALUE	0	1	2	3
FREQUENCY	1	193	844	54
PERCENTAGES	0.1	17.7	77.3	4.9

UNIVARIATE FREQUENCY DISTRIBUTION
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***VARIABLE 465 L. INT. B-PILLAR CNT. N=

CODE VALUE	0	1	2	
FREQUENCY	83	34	917	3
PERCENTAGES	7.6	3.1	84.0	58
***VARIABLE 466 L. INT. C-PILLAR DAM. N=				5.3

***VARIABLE 467 L. INT. C-PILLAR CNT. N=

CODE VALUE	1	2	3	
FREQUENCY	156	822	84	
PERCENTAGES	14.3	78.0	7.7	
***VARIABLE 468 L. INT. D-PILLAR DAM. N=				1092

***VARIABLE 469 L. INT. D-PILLAR CNT. N=

CODE VALUE	0	1	2	3
FREQUENCY	48	7	941	96
PERCENTAGES	4.4	0.6	86.2	8.8
***VARIABLE 470 L. INT. OTHER DAM. N=				1092

***VARIABLE 471 L. INT. OTHER UCC. CNT. N=

CODE VALUE	0	1	2	3
FREQUENCY	9	0	115	968
PERCENTAGES	0.8	0.0	10.5	88.6
***VARIABLE 472 L. INT. OTHER UCC. CNT. N=				1092

***VARIABLE 473 L. INT. OTHER UCC. CNT. N=

CODE VALUE	0	1	2	3
FREQUENCY	3	4	9	1076
PERCENTAGES	0.3	0.4	0.8	98.5
***VARIABLE 474 L. INT. OTHER UCC. CNT. N=				1092

***VARIABLE 475 L. INT. OTHER UCC. CNT. N=

CODE VALUE	0	1	2	3
FREQUENCY	4	1	10	1077
PERCENTAGES	0.4	0.1	0.9	98.6

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***VARIABLE 472 R. INT. FT. DUUR DAM.	N=	1092
CODE VALUE	0	1
FREQUENCY	4	322
PERCENTAGES	0.4	29.5
***VARIABLE 473 R. INT. FT. DUUR CNT.	N=	1092
CODE VALUE	0	1
FREQUENCY	88	224
PERCENTAGES	8.1	20.5
***VARIABLE 474 R. INT. FT. HWARE. DAM.	N=	1092
CODE VALUE	0	1
FREQUENCY	3	192
PERCENTAGES	0.3	17.6
***VARIABLE 475 R. INT. FT. HWARE. CNT.	N=	1092
CODE VALUE	0	1
FREQUENCY	109	134
PERCENTAGES	10.0	12.3
***VARIABLE 476 R. INT. FT. ARREST DAM	N=	1092
CODE VALUE	0	1
FREQUENCY	6	164
PERCENTAGES	0.5	15.0
***VARIABLE 477 R. INT. FT. ARREST CNT	N=	1092
CODE VALUE	0	1
FREQUENCY	109	140
PERCENTAGES	10.0	12.8
***VARIABLE 478 R. INT. FT. GLASS DAM.	N=	1092
CODE VALUE	0	1
FREQUENCY	1	260
PERCENTAGES	0.1	23.8

THE VEHICLE MARGINALS SECTION C UNIVARIATE FREQUENCY DISTRIBUTION

***VARIABLE 479 R. INT. FT. GLASS CNT. N=

CODE VALUE	0	1	2	3
FREQUENCY	117	88	879	8
PERCENTAGES	10.7	8.1	80.5	0.7

***VARIABLE 480 R. INT. KK. DUURK DAM. N= 1092

CODE VALUE	0	1	2	3
FREQUENCY	9	122	857	104
PERCENTAGES	0.8	11.2	78.5	9.5

***VARIABLE 481 R. INT. KK. DUURK CNT. N= 1092

CODE VALUE	0	1	2	3
FREQUENCY	47	29	899	117
PERCENTAGES	4.3	2.7	82.3	10.7

***VARIABLE 482 R. INT. KK. HWARE. DAM. N= 1092

CODE VALUE	0	1	2	3
FREQUENCY	8	101	856	127
PERCENTAGES	0.7	9.2	78.4	11.6

***VARIABLE 483 R. INT. KK. HWARE CNT. N= 1092

CODE VALUE	0	1	2	3
FREQUENCY	39	28	881	144
PERCENTAGES	3.6	2.6	80.7	13.2

***VARIABLE 484 R. INT. RR. ARMREST DAM N= 1092

CODE VALUE	0	1	2	3
FREQUENCY	10	90	783	209
PERCENTAGES	0.9	8.2	71.7	19.1

***VARIABLE 485 R. INT. KK. ARMREST CNT N= 1092

CODE VALUE	0	1	2	3
FREQUENCY	38	29	799	226
PERCENTAGES	3.5	2.7	73.2	20.7

UNIVARIATE FREQUENCY DISTRIBUTION

THE VEHICLE MARGINALS SECTION C

***VARIABLE	486 R. INT.	KK. GLASS DAM.	N=	
CODE VALUE	0	1	2	3
FREQUENCY	4	146	840	102
PERCENTAGES	0.4	13.4	76.9	9.3
***VARIABLE	487 R. INT.	KK. GLASS CNT.	N=	1092
CODE VALUE	0	1	2	3
FREQUENCY	47	20	907	118
PERCENTAGES	4.3	1.8	83.1	10.8
***VARIABLE	488 K. RUUF KAIL DAM.		N=	1092
CODE VALUE	0	1	2	3
FREQUENCY	3	226	846	17
PERCENTAGES	0.3	20.7	77.5	1.6
***VARIABLE	489 K. RUUF KAIL CNT.		N=	1092
CODE VALUE	0	1	2	3
FREQUENCY	91	55	919	27
PERCENTAGES	8.3	5.0	84.2	2.5
***VARIABLE	490 R. INT. B-PILLAR DAM.		N=	1092
CODE VALUE	0	1	2	3
FREQUENCY	3	182	859	48
PERCENTAGES	0.3	16.7	78.7	4.4
***VARIABLE	491 R. INT. B-PILLAR CNT.		N=	1092
CODE VALUE	0	1	2	3
FREQUENCY	70	40	929	53
PERCENTAGES	6.4	3.7	85.1	4.9
***VARIABLE	492 R. INT. C-PILLAR DAM.		N=	1092
CODE VALUE	0	1	2	3
FREQUENCY	1	145	861	87
PERCENTAGES	0.1	13.1	78.8	8.0

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***VARIABLE	493 R. INT. C-PILLAK	CNT.	N=
CODE VALUE	0	1	2
FREQUENCY	41	11	941
PERCENTAGES	3.8	1.0	80.2
***VARIABLE	494 R. INT. U-PILLAK	DAM.	N=
CODE VALUE	1	2	3
FREQUENCY	7	115	970
PERCENTAGES	0.6	10.5	88.8
***VARIABLE	495 K. INT. U-PILLAK	CNT.	N=
CODE VALUE	0	1	2
FREQUENCY	7	0	120
PERCENTAGES	0.6	0.0	11.0
***VARIABLE	496 K. INT. U-OTHER	DAM.	N=
CODE VALUE	0	1	2
FREQUENCY	3	9	17
PERCENTAGES	0.3	0.8	1.6
***VARIABLE	497 K. INT. U-OTHER	CNT.	N=
CODE VALUE	0	1	2
FREQUENCY	6	2	20
PERCENTAGES	0.5	0.2	1.8
***VARIABLE	498 ROOF INT. HDLINE	DAM	N=
CODE VALUE	0	1	2
FREQUENCY	34	283	768
PERCENTAGES	3.1	25.9	70.3
***VARIABLE	499 ROOF INT. HDLINE	CNT	N=
CODE VALUE	0	1	2
FREQUENCY	148	143	785
PERCENTAGES	13.6	13.1	71.9

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UNIVARIATE FREQUENCY DISTRIBUTION	UNIVARIATE FREQUENCY DISTRIBUTION	UNIVARIATE FREQUENCY DISTRIBUTION
1092	1092	1092
***VARIABLE 500 ROOF INT. STRUCT. DAM N=	***VARIABLE 501 ROOF INT. STRUCT. CNT N=	***VARIABLE 502 DRIVER EDUCATION N=
CODE VALUE 0 1 2 3	CODE VALUE 0 1 2 3	CODE VALUE 0 1 2 3
FREQUENCY 32 283 773 4	FREQUENCY 0 1 2 3	FREQUENCY 149 104 825 14
PERCENTAGES 2.9 25.9 70.8 0.4	PERCENTAGES 0 1 2 3	PERCENTAGES 13.6 9.5 75.5 1.3
***VARIABLE 503 # OF PREVIOUS VIOLATIONS N=	***VARIABLE 504 # OF PREVIOUS COLLISIONS N=	***VARIABLE 505 # OF PREV. LICENSE SUSP. N=
CODE VALUE 0 1 2 3 4	CODE VALUE 0 1 2 3 4	CODE VALUE 0 1 2 3 4
FREQUENCY 370 344 220 39 61	FREQUENCY 0 1 2 3 4	FREQUENCY 528 200 82 34 14
PERCENTAGES 33.9 31.5 20.1 3.6 5.6	PERCENTAGES 0 1 2 3 4	PERCENTAGES 48.4 18.3 7.5 3.1 1.3
***VARIABLE 506 TRIP PLAN-MARGIN N=	***VARIABLE 507 TRIP PLAN-ORIGIN N=	***VARIABLE 508 TRIP PLAN-DESTINATION N=
CODE VALUE 0 1 2 3 4	CODE VALUE 0 1 2 3 4	CODE VALUE 0 1 2 3 4
FREQUENCY 213 250 204 72 59	FREQUENCY 0 1 2 3 4	FREQUENCY 0 1 2 3 4
PERCENTAGES 19.5 22.9 18.7 6.6 5.4	PERCENTAGES 0 1 2 3 4	FREQUENCY 0 1 2 3 4
		FREQUENCY 0 1 2 3 4
		PERCENTAGES 0 1 2 3 4
		PERCENTAGES 0 1 2 3 4

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N=

***VARIABLE 507 TRIP PLAN-DESTINATION
 CODE VALUE 0 1 2 3
 FREQUENCY 208 399 161 77
 PERCENTAGES 19.0 36.5 14.7 7.1
 ***VARIABLE 508 TRIP PLAN-ROUTE FAMILIAR
 N= 1092

CODE VALUE 0 1 2
 FREQUENCY 301 678 113
 PERCENTAGES 27.6 62.1 10.3
 ***VARIABLE 509 TRIP PLAN-AREA FAMILIAR
 N= 1092

CODE VALUE 0 1 2
 FREQUENCY 288 713 91
 PERCENTAGES 26.4 65.3 8.3
 ***VARIABLE 510 TRIP PLAN-ROUTE USAGE
 N= 1092

CODE VALUE 0 1 2 3
 FREQUENCY 564 203 193 56
 PERCENTAGES 51.6 18.6 17.7 5.1
 ***VARIABLE 514 DRIVER STRESS THAT DAY
 N= 1092

CODE VALUE 0 1 2 3 4
 FREQUENCY 374 26 5 1 6
 PERCENTAGES 34.2 2.4 0.5 0.1 0.5
 ***VARIABLE 515 MARITAL STATE
 N= 1092

CODE VALUE 0 1 2 3 4
 FREQUENCY 183 316 491 3 28
 PERCENTAGES 16.8 28.9 45.0 0.3 2.6
 ***VARIABLE 516 OCCUPATION-BROAD CLASS
 N= 1092

CODE VALUE 0 1 2 3 4
 FREQUENCY 513 215 117 3 55
 PERCENTAGES 47.0 19.7 10.7 0.3 5.0

UNIVARIATE	FREQUENCY	DISTRIBUTION
507 TRIP PLAN-DESTINATION	208 399 161 77	19.0 36.5 14.7 7.1
508 TRIP PLAN-ROUTE FAMILIAR	301 678 113	27.6 62.1 10.3
509 TRIP PLAN-AREA FAMILIAR	288 713 91	26.4 65.3 8.3
510 TRIP PLAN-ROUTE USAGE	564 203 193 56	51.6 18.6 17.7 5.1
514 DRIVER STRESS THAT DAY	374 26 5 1 6	34.2 2.4 0.5 0.1 0.5
515 MARITAL STATE	183 316 491 3 28	16.8 28.9 45.0 0.3 2.6
516 OCCUPATION-BROAD CLASS	513 215 117 3 55	47.0 19.7 10.7 0.3 5.0

UNIVARIATE	FREQUENCY	DISTRIBUTION
507 TRIP PLAN-DESTINATION	208 399 161 77	19.0 36.5 14.7 7.1
508 TRIP PLAN-ROUTE FAMILIAR	301 678 113	27.6 62.1 10.3
509 TRIP PLAN-AREA FAMILIAR	288 713 91	26.4 65.3 8.3
510 TRIP PLAN-ROUTE USAGE	564 203 193 56	51.6 18.6 17.7 5.1
514 DRIVER STRESS THAT DAY	374 26 5 1 6	34.2 2.4 0.5 0.1 0.5
515 MARITAL STATE	183 316 491 3 28	16.8 28.9 45.0 0.3 2.6
516 OCCUPATION-BROAD CLASS	513 215 117 3 55	47.0 19.7 10.7 0.3 5.0

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***VARIABLE 517 OCCUPATION-CENSUS CLASS N= UNIVARIATE FREQUENCY DISTRIBUTION 1092

CODE VALUE	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	513	0	0	0	0	0	0	0	0	10	82	47	37	39
PERCENTAGES	47.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	7.5	4.3	3.4	3.6
CODE VALUE	15	17	18	19	20	21	22	23	24	25	26	27	28	29
FREQUENCY	0	0	0	0	29	23	10	20	35	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	2.7	2.1	0.9	1.8	3.2	0.0	0.0	0.0	0.0	0.0
CODE VALUE	30	31	33	34	35	36	37	38	39	40	41	42	43	44
FREQUENCY	0	3	0	0	0	0	0	0	0	22	31	2	0	0
PERCENTAGES	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.8	0.2	0.0	0.0
CODE VALUE	45	46	47	48	49	50	51	53	54	55	56	57	58	59
FREQUENCY	0	0	0	0	0	42	0	0	0	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CODE VALUE	60	61	62	63	64	65	66	67	68	69	70	71	72	73
FREQUENCY	84	0	0	0	0	0	0	0	0	0	18	0	0	0
PERCENTAGES	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0
CODE VALUE	75	76	77	78	79	80	81	82	83	84	85	86	87	88
FREQUENCY	0	0	0	0	0	26	0	0	0	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

***VARIABLE 518 PERM. PHYSILOG. COND. N= 1092

CODE VALUE	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	291	12	9	15	48	1	0	26	601	0	0	4	1	1
PERCENTAGES	26.6	1.1	0.8	1.4	4.4	0.1	0.0	2.4	55.1	0.0	0.0	0.4	0.1	0.1

***VARIABLE 519 TEMP. PHYSILOG. COND. 1 N= 1092

CODE VALUE	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	161	0	11	8	34	90	145	11	11	0	0	4	1	1
PERCENTAGES	14.7	0.0	1.0	0.7	3.1	8.2	13.3	1.0	1.0	0.0	0.0	0.4	0.1	0.1

*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 15 TU 89 ***

CODE VALUE	90	91	92	93	94	95	96	97	98	99	10	11	12	13	14
FREQUENCY	0	0	0	0	0	0	0	0	0	4	1	0	0	0	3
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.1	0.0	0.0	0.0	0.3
***VARIABLE 520 TEMP. PHYSIOLUG. CUND. 2 N=	1092														
CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	229	0	793	4	8	31	2	9	8	1	1	0	0	0	3
PERCENTAGES	21.0	0.0	72.6	0.4	0.7	2.8	0.2	0.8	0.7	0.1	0.1	0.0	0.0	0.0	0.3
CODE VALUE	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
FREQUENCY	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 30 TU 89 ***

CODE VALUE	90	91	92	93	94	95	96	97	98	99	10	11	12	13	14
FREQUENCY	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
***VARIABLE 521 NON-IMPACT MED. CUND. N=	1092														
CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12 <td>13</td> <td>14</td>	13	14
FREQUENCY	1053	1	1	18	0	5	4	0	0	10	0	0	0	0	0
PERCENTAGES	96.4	0.1	0.1	1.6	0.0	0.5	0.4	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0
***VARIABLE 522 PHARMACOLOGICAL AGENTS N=	1092														
CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12 <td>13</td> <td>14</td>	13	14
FREQUENCY	446	23	465	0	0	7	145	2	0	4	0	0	0	0	0
PERCENTAGES	40.8	2.1	42.6	0.0	0.0	0.6	13.3	0.2	0.0	0.4	0.0	0.0	0.0	0.0	0.0
***VARIABLE 525 C-VEH. CRASH FINAL LUC. N=	1092														
CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12 <td>13</td> <td>14</td>	13	14
FREQUENCY	8	665	69	39	299	5	0	0	0	7	0	0	0	0	0
PERCENTAGES	0.7	60.9	6.3	3.6	27.4	0.5	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0

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***VARIABLE 526 C-VEH. FINAL O'CLOCK PUS N=

CODE VALUE	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FREQUENCY	19	0	0	47	0	0	7	2	7	980	0	0	0	0	0
PERCENTAGES	1.7	0.0	0.0	4.3	0.0	0.0	0.6	0.2	0.6	89.7	0.0	0.0	0.0	0.0	0.0

*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 18 TO 92 ***

***VARIABLE 527 FIRE CONTROL USED N=

CODE VALUE	93	94	95	96	97	98	99
FREQUENCY	0	0	0	0	0	0	30
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	2.7

***VARIABLE 528 EXTINCATION USED N=

CODE VALUE	0	1	2
FREQUENCY	15	22	1055
PERCENTAGES	1.4	2.0	96.6

***VARIABLE 529 AMBULANCE USED N=

CODE VALUE	0	1	2
FREQUENCY	40 <td>150 <td>902</td> </td>	150 <td>902</td>	902
PERCENTAGES	3.7	13.7	82.6

***VARIABLE 530 TOWING SERVICE USED N=

CODE VALUE	0	1	2
FREQUENCY	85	749	258
PERCENTAGES	7.8	68.6	23.6

***VARIABLE 531 PRE CRASH GENERAL LUCAL. N=

CODE VALUE	1	2	3	4	5	6	7	8	9
FREQUENCY	61	997	54	5.1	5	0	0	0	51
PERCENTAGES	5.6	91.3	0.5	0.1	0.0	0.0	0.0	0.0	4.7

CODE VALUE 2 3 4 5
 FREQUENCY 262 9 179 4
 PERCENTAGES 24.0 0.8 16.4 0.4

CODE VALUE 6 7 8 9 10
 FREQUENCY 395 148 11 13 16
 PERCENTAGES 36.2 13.6 1.0 1.2 1.5

CODE VALUE 11 12 13 14 15 16
 FREQUENCY 2 2 0 0 0 0
 PERCENTAGES 0.2 0.2 0.0 0.0 0.0 0.0

CODE VALUE 17 TU
 FREQUENCY 91 ***
 PERCENTAGES 91 ***

*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM
 CODE VALUE 92 93 94 95
 FREQUENCY 0 0 0 0
 PERCENTAGES 0.0 0.0 0.0 0.0

*** VARIABLE 536 COLL. C-VEH. RESPONSIBIL N= 1092
 CODE VALUE 1 2 3 4 5
 FREQUENCY 663 351 25 2
 PERCENTAGES 60.7 32.1 2.3 0.2

*** VARIABLE 538 PRE-CRASH M-VEH. MOVEMENT N= 1092
 CODE VALUE 1 2 3 4 5
 FREQUENCY 667 221 2 1
 PERCENTAGES 61.1 20.2 0.2 0.1

*** VARIABLE 539 M-VEH. MOVE. CHARACTER N= 1092
 CODE VALUE 1 2 3 4
 FREQUENCY 475 38 21 91
 PERCENTAGES 43.5 3.5 1.9 8.3

CODE VALUE 5 6 7 8 9
 FREQUENCY 26 26 26 26 26
 PERCENTAGES 2.4 2.4 2.4 2.4 2.4

CODE VALUE 10 11 12 13 14 15
 FREQUENCY 26 26 26 26 26 26
 PERCENTAGES 2.4 2.4 2.4 2.4 2.4 2.4

CODE VALUE 16 17 18 19 20
 FREQUENCY 26 26 26 26 26
 PERCENTAGES 2.4 2.4 2.4 2.4 2.4

CODE VALUE 21 22 23 24 25
 FREQUENCY 26 26 26 26 26
 PERCENTAGES 2.4 2.4 2.4 2.4 2.4

CODE VALUE 26 27 28 29 30
 FREQUENCY 26 26 26 26 26
 PERCENTAGES 2.4 2.4 2.4 2.4 2.4

CODE VALUE 31 32 33 34 35
 FREQUENCY 26 26 26 26 26
 PERCENTAGES 2.4 2.4 2.4 2.4 2.4

CODE VALUE 36 37 38 39 40
 FREQUENCY 26 26 26 26 26
 PERCENTAGES 2.4 2.4 2.4 2.4 2.4

CODE VALUE 41 42 43 44 45
 FREQUENCY 26 26 26 26 26
 PERCENTAGES 2.4 2.4 2.4 2.4 2.4

CODE VALUE 46 47 48 49 50
 FREQUENCY 26 26 26 26 26
 PERCENTAGES 2.4 2.4 2.4 2.4 2.4

CODE VALUE 51 52 53 54 55
 FREQUENCY 26 26 26 26 26
 PERCENTAGES 2.4 2.4 2.4 2.4 2.4

CODE VALUE 56 57 58 59 60
 FREQUENCY 26 26 26 26 26
 PERCENTAGES 2.4 2.4 2.4 2.4 2.4

CODE VALUE 61 62 63 64 65
 FREQUENCY 26 26 26 26 26
 PERCENTAGES 2.4 2.4 2.4 2.4 2.4

CODE VALUE 66 67 68 69 70
 FREQUENCY 26 26 26 26 26
 PERCENTAGES 2.4 2.4 2.4 2.4 2.4

CODE VALUE 71 72 73 74 75
 FREQUENCY 26 26 26 26 26
 PERCENTAGES 2.4 2.4 2.4 2.4 2.4

CODE VALUE 76 77 78 79 80
 FREQUENCY 26 26 26 26 26
 PERCENTAGES 2.4 2.4 2.4 2.4 2.4

CODE VALUE 81 82 83 84 85
 FREQUENCY 26 26 26 26 26
 PERCENTAGES 2.4 2.4 2.4 2.4 2.4

CODE VALUE 86 87 88 89 90
 FREQUENCY 26 26 26 26 26
 PERCENTAGES 2.4 2.4 2.4 2.4 2.4

CODE VALUE 91 92 93 94 95
 FREQUENCY 26 26 26 26 26
 PERCENTAGES 2.4 2.4 2.4 2.4 2.4

CODE VALUE 96 97 98 99 100
 FREQUENCY 26 26 26 26 26
 PERCENTAGES 2.4 2.4 2.4 2.4 2.4

CODE VALUE 101 102 103 104 105
 FREQUENCY 26 26 26 26 26
 PERCENTAGES 2.4 2.4 2.4 2.4 2.4

CODE VALUE 106 107 108 109 110
 FREQUENCY 26 26 26 26 26
 PERCENTAGES 2.4 2.4 2.4 2.4 2.4

CODE VALUE 111 112 113 114 115
 FREQUENCY 26 26 26 26 26
 PERCENTAGES 2.4 2.4 2.4 2.4 2.4

CODE VALUE 116 117 118 119 120
 FREQUENCY 26 26 26 26 26
 PERCENTAGES 2.4 2.4 2.4 2.4 2.4

CODE VALUE 121 122 123 124 125
 FREQUENCY 26 26 26 26 26
 PERCENTAGES 2.4 2.4 2.4 2.4 2.4

CODE VALUE 126 127 128 129 130
 FREQUENCY 26 26 26 26 26
 PERCENTAGES 2.4 2.4 2.4 2.4 2.4

CODE VALUE 131 132 133 134 135
 FREQUENCY 26 26 26 26 26
 PERCENTAGES 2.4 2.4 2.4 2.4 2.4

CODE VALUE 136 137 138 139 140
 FREQUENCY 26 26 26 26 26
 PERCENTAGES 2.4 2.4 2.4 2.4 2.4

CODE VALUE 141 142 143 144 145
 FREQUENCY 26 26 26 26 26
 PERCENTAGES 2.4 2.4 2.4 2.4 2.4

CODE VALUE 146 147 148 149 150
 FREQUENCY 26 26 26 26 26
 PERCENTAGES 2.4 2.4 2.4 2.4 2.4

CODE VALUE 151 152 153 154 155
 FREQUENCY 26 26 26 26 26
 PERCENTAGES 2.4 2.4 2.4 2.4 2.4

CODE VALUE 156 157 158 159 160
 FREQUENCY 26 26 26 26 26
 PERCENTAGES 2.4 2.4 2.4 2.4 2.4

CODE VALUE 161 162 163 164 165
 FREQUENCY 26 26 26 26 26
 PERCENTAGES 2.4 2.4 2.4 2.4 2.4

CODE VALUE 166 167 168 169 170
 FREQUENCY 26 26 26 26 26
 PERCENTAGES 2.4 2.4 2.4 2.4 2.4

CODE VALUE 171 172 173 174 175
 FREQUENCY 26 26 26 26 26
 PERCENTAGES 2.4 2.4 2.4 2.4 2.4

CODE VALUE 176 177 178 179 180
 FREQUENCY 26 26 26 26 26
 PERCENTAGES 2.4 2.4 2.4 2.4 2.4

CODE VALUE 181 182 183 184 185
 FREQUENCY 26 26 26 26 26
 PERCENTAGES 2.4 2.4 2.4 2.4 2.4

THE VEHICLE MARGINALS SECTION C

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***VARIABLE 545 M-VEH. AVOID MANEUVERS	N=									
CODE VALUE	0	1	2	3	4	5	6	7	8	9
FREQUENCY	635	196	98	73	7	1	0	0	0	82
PERCENTAGES	58.2	17.9	9.0	6.7	0.6	0.1	0.0	0.0	0.0	7.5
***VARIABLE 546 2ND-VEH. AVOID MANEUVERS	N=									
CODE VALUE	0	1	2	3	4	5	6	7	8	9
FREQUENCY	687	211	35	72	0	1	2	0	0	84
PERCENTAGES	62.9	19.3	3.2	6.6	0.0	0.1	0.2	0.0	0.0	7.7
***VARIABLE 547 M-VEH. VEH-VEH CUMBINAT.	N=									
CODE VALUE	0	1	2	3	4	5	6	7	8	9
FREQUENCY	7	253	485	198	75	2	4	2	2	64
PERCENTAGES	0.6	23.2	44.4	18.1	6.9	0.2	0.4	0.2	0.2	5.9
***VARIABLE 548 2ND-VEH. VEH-VEH CUMBIN.	N=									
CODE VALUE	0	1	2	3	4	5	6	7	8	9
FREQUENCY	272	220	304	136	60	7	9	3	12	69
PERCENTAGES	24.9	20.1	27.8	12.5	5.5	0.6	0.8	0.3	1.1	6.3
***VARIABLE 549 2ND RESPUIN. VEH. MOVEMEN	N=									
CODE VALUE	0	1	2	3	4	5	6	7	8	9
FREQUENCY	278	619	27	5	112	1	0	0	0	50
PERCENTAGES	25.5	56.7	2.5	0.5	10.3	0.1	0.0	0.0	0.0	4.6
***VARIABLE 550 HAZARDOUS RD. CUMDIT.	N=									
CODE VALUE	0	1	2	3	4	5	6	7	8	9
FREQUENCY	760	2	126	2	22	15	48	54	10	53
PERCENTAGES	69.6	0.2	11.5	0.2	2.0	1.4	4.4	4.9	0.9	4.9
***VARIABLE 551 HAZARDOUS RD. CUMDIT.	N=									
CODE VALUE	0	1	2	3	4	5	6	7	8	9
FREQUENCY	983	1	20	3	4	5	6	7	8	9
PERCENTAGES	90.0	0.1	1.8	0.3	2.0	2.2	0.0	0.4	0.0	5.2

THE VEHICLE MARGINALS SECTION C

UNIVARIATE FREQUENCY DISTRIBUTION
1092

***VARIABLE 552 CONCLUS. HUMAN PRE-CRASH N= 1092
 CODE VALUE 0 1 2 3
 FREQUENCY 42 232 282 247
 PERCENTAGES 3.8 21.2 25.8 22.6
 ***VARIABLE 553 CONCLUS. HUMAN CRASH N= 1092

CODE VALUE 0 1 2 3
 FREQUENCY 382 421 222 44
 PERCENTAGES 35.0 38.6 20.3 4.0
 ***VARIABLE 554 CONCLUS. HUMAN PUS-CRASH N= 1092

CODE VALUE 0 1 2 3
 FREQUENCY 775 207 68 25
 PERCENTAGES 71.0 19.0 6.2 2.3
 ***VARIABLE 555 CONCLUS. VEH. PRE-CRASH N= 1092

CODE VALUE 0 1 2 3
 FREQUENCY 707 250 81 36
 PERCENTAGES 64.7 22.9 7.4 3.3
 ***VARIABLE 556 CONCLUS. VEH. CRASH N= 1092

CODE VALUE 0 1 2 3
 FREQUENCY 358 271 173 116
 PERCENTAGES 32.8 24.8 15.8 10.6
 ***VARIABLE 557 CONCLUS. VEH. POST-CRASH N= 1092

CODE VALUE 0 1 2 3
 FREQUENCY 911 149 22 6
 PERCENTAGES 83.4 13.6 2.0 0.5
 ***VARIABLE 558 CONCLUS. ENVIRON PK-CRASH N= 1092

CODE VALUE 0 1 2 3
 FREQUENCY 419 413 164 66
 PERCENTAGES 38.4 37.8 15.0 6.0

UNIVARIATE FREQUENCY DISTRIBUTION	1092	4	5	6	7	8	9
552 CONCLUS. HUMAN PRE-CRASH	139	84	43	6	7	8	9
553 CONCLUS. HUMAN CRASH	12.7	7.7	3.9	0.8	0.8	0.7	0.5
554 CONCLUS. HUMAN PUS-CRASH	19	1	3	6	5	6	6
555 CONCLUS. VEH. PRE-CRASH	1.7	0.1	0.3	0.2	0.8	0.7	0.5
556 CONCLUS. VEH. CRASH	1092	4	5	6	7	8	9
557 CONCLUS. VEH. POST-CRASH	12	3	2	6	5	6	6
558 CONCLUS. ENVIRON PK-CRASH	1.1	0.3	0.2	0.1	0.3	0.1	0.1
ENVIRONMENTAL	1092	4	5	6	7	8	9
VEHICLE	11	4	1	1	0	1	1
DRIVER	1.0	0.4	0.1	0.0	0.0	0.1	0.1
WITNESS	1092	4	5	6	7	8	9
OTHER	63	46	26	6	7	8	9
TOTAL	5.8	4.2	2.4	1.2	1.3	1.1	1.5
PERCENTAGES	1092	4	5	6	7	8	9
ENVIRONMENTAL	4	5	6	6	7	8	9
VEHICLE	3	0	1	1	0	1	1
DRIVER	0.3	0.0	0.1	0.1	0.0	0.1	0.1
WITNESS	1092	4	5	6	7	8	9
OTHER	18	4	6	6	7	8	8
TOTAL	1.6	0.4	0.5	0.5	0.1	0.1	0.1
PERCENTAGES	1092	4	5	6	7	8	9

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***VARIABLE 559 CONCLUS. ENVIKUN CKASH N= 1092 UNIVARIATE FREQUENCY DISTRIBUTION

CODE VALUE	1	2	3	4	5	6	7	8
FREQUENCY	874	36	6	2	2	0	0	4
PERCENTAGES	80.0	3.3	0.5	0.2	0.2	0.0	0.0	0.4

***VARIABLE 560 CONCLUS. ENVIKUN PUS-CRA N= 1092

CODE VALUE	1	2	3	4	5	6	7	8	9
FREQUENCY	798	73	26	0	2	0	0	0	3
PERCENTAGES	73.1	6.7	2.4	0.0	0.2	0.0	0.0	0.0	0.3

***VARIABLE 561 FL OCCUPANCY N= 1092

CODE VALUE	1	2	3	4	5	6	7	8	9
FREQUENCY	1081	11	0	0	0	0	0	0	0
PERCENTAGES	99.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

***VARIABLE 562 FL INJURY SEVERITY N= 1092

CODE VALUE	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	202	480	128	30	24	58	36	39	21	0	0	0	0	0
PERCENTAGES	18.5	44.0	11.7	2.7	2.2	5.3	3.3	3.6	1.9	0.0	0.0	0.0	0.0	0.0

*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 15 TO 89 ***

CODE VALUE	90	91	92	93	94	95	96	97	98	99
FREQUENCY	0	0	0	0	0	0	0	0	0	3
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3

***VARIABLE 563 FL RESTRAINT USAGE N= 1092

CODE VALUE	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	855	0	1	0	1	0	0	0	0	102	4	0	0	0
PERCENTAGES	78.3	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	9.3	0.4	0.0	0.0	0.0

CODE VALUE 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29

FREQUENCY 15 5 0 1 0 9 0 0 0 0 1 0 0 0 0

PERCENTAGES 0.5 0.0 0.0 0.1 0.0 0.8 0.0 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.1

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CODE VALUE	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
FREQUENCY	41	0	0	1	1	1	0	0	1	0	0	0	0	0	0
PERCENTAGES	3.8	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
CODE VALUE	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59
FREQUENCY	0	0	0	0	0	14	0	1	0	0	3	0	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.1	0.0	0.0	0.3	0.0	0.0	0.0	0.0

*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 60 TO 74 ***

CODE VALUE	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89
FREQUENCY	0	0	0	0	0	26	1	0	0	0	1	0	0	2	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	2.4	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.0
CODE VALUE	90	91	92	93	94	95	96	97	98	99					
FREQUENCY	7	0	0	0	0	0	0	0	0	12					
PERCENTAGES	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1					

***VARIABLE 564 FC OCCUPANCY N= 1092

CODE VALUE	1	2
FREQUENCY	73	1019
PERCENTAGES	6.7	93.3

***VARIABLE 565 FC INJURY SEVERITY N= 1092

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	1029	33	10	4	2	4	5	1	2	1	0	0	0	0	0
PERCENTAGES	94.2	3.0	0.9	0.4	0.2	0.4	0.5	0.1	0.2	0.1	0.0	0.0	0.0	0.0	0.0

*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 15 TO 89 ***

CODE VALUE	90	91	92	93	94	95	96	97	98						
FREQUENCY	0	0	0	0	0	0	0	0	1						
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1						
CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	1084	0	0	1	0	0	0	0	0	0	5	0	0	0	0
PERCENTAGES	99.3	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0

***VARIABLE 566 FC RESTRAINT USAGE N= 1092

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CODE VALUE	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
FREQUENCY	9	0	0	0	0	1	0	0	0	0	0	0	0	0	0
PERCENTAGES	0.8	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CODE VALUE	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59
FREQUENCY	0	0	0	0	0	4	0	0	0	0	1	0	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0

*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 60 TO 74 ***

CODE VALUE	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89
FREQUENCY	0	0	0	0	0	7	0	0	0	0	0	0	0	1	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
CODE VALUE	90	91	92	93	94	95	96	97	98	99					
FREQUENCY	2	0	0	0	0	0	0	0	0	5					
PERCENTAGES	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5					

*** VARIABLE 570 REAR OCCUPANCY N= 1092

CODE VALUE	1	2
FREQUENCY	144	948
PERCENTAGES	13.2	86.8

*** VARIABLE 571 REAR INJURY SEVERITY N= 1092

CODE VALUE	0	1	2	3	4	5	6	7	8
FREQUENCY	973	56	20	4	4	5	5	3	5
PERCENTAGES	89.1	5.1	1.8	0.4	0.4	0.5	0.5	0.3	0.5

*** VARIABLE 572 REAR RESTRAINT USAGE N= 1092

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	1085	0	0	0	0	0	0	0	0	0	4	0	0	0	0
PERCENTAGES	99.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0

*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 15 TO 74 ***

CODE VALUE	75	76	77	78	79	80
FREQUENCY	0	0	0	0	0	3
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.3

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***VARIABLE 573 OTHER OCCUPANCY N= 1092

CODE VALUE	1	2
FREQUENCY	5	1087
PERCENTAGES	0.5	99.5

***VARIABLE 574 OTHER INJURY SEVERITY N= 1092

CODE VALUE	0	1	2	3
FREQUENCY	1086	3	2	1
PERCENTAGES	99.5	0.3	0.2	0.1

***VARIABLE 575 OTHER RESTRAINT USAGE N= 1092

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	1091	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PERCENTAGES	99.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

*** NO MARGINAL FREQUENCIES FOR CODE VALUES FROM 15 TO 74 ***

CODE VALUE	75	76	77	78	79	80
FREQUENCY	0	0	0	0	0	1
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.1

***VARIABLE 576 OVERALL C-VEH. INJ. SEV. N= 1092

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	162	431	158	74	34	24	79	43	50	29	0	0	0	0	0
PERCENTAGES	14.8	39.5	14.5	6.8	3.1	2.2	7.2	3.9	4.6	2.7	0.0	0.0	0.0	0.0	0.0

*** NO MARGINAL FREQUENCIES FOR CODE VALUES FROM 15 TO 89 ***

CODE VALUE	90	91	92	93	94	95	96	97	98	99
FREQUENCY	0	0	0	0	0	0	0	0	5	3
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.3

NORMAL TERMINATION OF MARGINAL CALCULATIONS
 NORMAL TERMINATION OF JOB

***VARIABLE 577 OCCUPANT # N=

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10
FREQUENCY	10	1082	433	167	84	39	24	8	3	3	1
PERCENTAGES	0.5	58.4	23.4	9.0	4.5	2.1	1.3	0.4	0.2	0.2	0.1

***VARIABLE 578 SEAT LOCATION N= 1854

CODE VALUE	0	1	2	3	4	5	6	7
FREQUENCY	16	0	0	0	1557	271	9	1
PERCENTAGES	0.9	0.0	0.0	0.0	84.0	14.6	0.5	0.1

***VARIABLE 579 POSITION UN SEAT N= 1854

CODE VALUE	0	1	2	3	4	5	6	7	8
FREQUENCY	55	0	0	0	1163	9	103	17	507
PERCENTAGES	3.0	0.0	0.0	0.0	62.7	0.5	5.6	0.9	27.3

***VARIABLE 580 SEAT LOCATION/POSITION N= 1854

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	16	0	0	0	4	0	0	0	0	0	0	0	0	0	0
PERCENTAGES	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 15 TO 29 ***

CODE VALUE	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
FREQUENCY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

CODE VALUE	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59
FREQUENCY	3	64	7	399	0	37	0	0	0	77	5	39	9	104	0
PERCENTAGES	0.2	3.5	0.4	21.5	0.0	2.0	0.0	0.0	0.0	4.2	0.3	2.1	0.5	5.6	0.0

CODE VALUE	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74
FREQUENCY	2	0	0	0	2	1	0	1	3	0	0	0	0	0	0
PERCENTAGES	0.1	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0

CODE VALUE	75	76	77	78
FREQUENCY	0	0	0	1
PERCENTAGES	0.0	0.0	0.0	0.1

UNIVARIATE FREQUENCY DISTRIBUTION

CODE VALUE	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
FREQUENCY	26	36	24	24	22	22	28	26	23	17	20	31	23	10	18
PERCENTAGES	1.4	1.9	1.3	1.3	1.2	1.2	1.5	1.4	1.2	0.9	1.1	1.7	1.2	0.5	1.0

CODE VALUE	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59
FREQUENCY	13	18	20	20	13	22	25	16	12	10	12	12	11	12	9
PERCENTAGES	0.7	1.0	1.1	1.1	0.7	1.2	1.3	0.9	0.6	0.5	0.6	0.6	0.6	0.6	0.5

CODE VALUE	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74
FREQUENCY	10	12	15	13	12	5	7	9	12	3	5	8	1	4	3
PERCENTAGES	0.5	0.6	0.8	0.7	0.6	0.3	0.4	0.5	0.6	0.2	0.3	0.4	0.1	0.2	0.2

***VARIABLE 585 AGE - MU. (INFANT) N= 1854

CODE VALUE	75	76	77	78	79	80	81	82	83	84	85	86
FREQUENCY	3	5	1	4	3	0	3	1	3	1	0	2
PERCENTAGES	0.2	0.3	0.1	0.2	0.2	0.0	0.2	0.1	0.2	0.1	0.0	0.1

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	1839	1	1	0	0	0	0	1	0	0	0	3	2	1	1
PERCENTAGES	99.2	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.2	0.1	0.1	0.1

***VARIABLE 586 OCC WEIGHT (25 LBS. BRAC) N= 1854

CODE VALUE	15	16	17	18	19	20	21	22	23	24
FREQUENCY	0	0	1	2	0	0	1	0	0	1
PERCENTAGES	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.1

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	7	29	20	34	193	348	406	265	107	32	12	8	0	0	0
PERCENTAGES	0.4	1.6	1.1	1.8	10.4	18.8	21.9	14.3	5.8	1.7	0.6	0.4	0.0	0.0	0.0

*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 15 TU 89 ***

CODE VALUE	90	91	92	93	94	95	96	97	98	99
FREQUENCY	0	0	0	0	0	0	0	0	0	393
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.2

***VARIABLE 588 OCC HEIGHT (6 INCH BRAC) N= 1854

CODE VALUE	0	1	2	3	4	5	6	7	8	9
FREQUENCY	17	12	9	17	28	357	744	255	8	407
PERCENTAGES	0.9	0.6	0.5	0.9	1.5	19.3	40.1	13.8	0.4	22.0

THE OCCUPANT MARGINALS SECTION D

UNIVARIATE FREQUENCY DISTRIBUTION

CODE VALUE	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
FREQUENCY	0	0	0	1	0	9	0	0	0	0	1	0	0	0	1
PERCENTAGES	0.0	0.0	0.0	0.1	0.0	0.5	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
CODE VALUE	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
FREQUENCY	49	0	0	1	1	2	0	0	1	0	0	0	0	0	0
PERCENTAGES	2.6	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
CODE VALUE	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59
FREQUENCY	0	0	0	0	0	20	0	1	0	0	4	0	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0

*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 60 TU ***

CODE VALUE	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89
FREQUENCY	0	0	0	0	0	44	1	0	0	0	1	0	0	3	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	2.4	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.0
CODE VALUE	90	91	92	93	94	95	96	97	98	99	100	110	120	130	140
FREQUENCY	9	0	0	0	0	0	0	0	0	10	0	0	0	0	0
PERCENTAGES	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0

***VARIABLE 600 OVERALL OCC INJ SEVERITY N= 1854

CODE VALUE	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	353	779	239	53	41	98	50	65	36	0	0	0	0	0
PERCENTAGES	19.0	42.0	12.9	2.9	2.2	5.3	2.7	3.5	1.9	0.0	0.0	0.0	0.0	0.0

*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 15 TU ***

CODE VALUE	90	91	92	93	94	95	96	97	98	99
FREQUENCY	0	0	0	0	0	0	0	0	0	7
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4

***VARIABLE 601 TP RESTRAINT SYS. USED N= 1854

CODE VALUE	0	1	2	3	4	5	6	7	8	9
FREQUENCY	27	0	1	1709	28	29	0	0	0	0
PERCENTAGES	1.5	0.0	0.1	92.4	1.5	1.6	0.0	0.0	0.0	0.0

***VARIABLE 602 CHILD RESTRAINT CODE N= 1854

CODE VALUE	0	1	2	3	4	5	6	7	8	9
FREQUENCY	0	0	0	0	0	0	1	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0

UNIVARIATE FREQUENCY DISTRIBUTION

*** NO MARGINAL FREQUENCIES FOR CODE VALUES FROM 15 TO 89 ***

CODE VALUE	90	91	92	93	94	95	96	97	98	99
FREQUENCY	0	0	0	0	0	0	0	0	0	1848
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.7

***VARIABLE 603 10 AREAS CONTACT. BY OCC N= 1854 # RESP.= 18540

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	192	25	86	74	25	573	95	31	16	486	112	28	379	65	129
PERCENTAGES	1.0	0.1	0.5	0.4	0.1	3.1	0.5	0.2	0.1	2.6	0.6	0.2	2.0	0.4	0.7

CODE VALUE	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
FREQUENCY	18	4	0	2	44	351	76	127	9	2	63	45	19	56	172
PERCENTAGES	0.1	0.0	0.0	0.0	0.2	1.9	0.4	0.7	0.0	0.0	0.3	0.2	0.1	0.3	0.9

CODE VALUE	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
FREQUENCY	24	13	68	17	51	13	110	19	74	0	53	0	0	0	0
PERCENTAGES	0.1	0.1	0.4	0.1	0.3	0.1	0.6	0.1	0.4	0.0	0.3	0.0	0.0	0.0	0.0

CODE VALUE	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59
FREQUENCY	0	0	0	0	0	1	0	20	1	0	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0

*** NO MARGINAL FREQUENCIES FOR CODE VALUES FROM 60 TO 89 ***

CODE VALUE	90	91	92	93	94	95	96	97	98	99
FREQUENCY	0	0	0	0	0	0	0	0	96	14676
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	79.2

***VARIABLE 604 DEGREE OF EJECTION N= 1854

CODE VALUE	0	1	2	3	4	5
FREQUENCY	11	0	1682	0	44	117
PERCENTAGES	0.6	0.0	90.7	0.0	2.4	6.3

***VARIABLE 605 AREA OF EJECTION N= 1854

CODE VALUE	0	1	2	3	4	5	6	7	8	9
FREQUENCY	26	14	19	1682	5	42	42	2	14	8
PERCENTAGES	1.4	0.8	1.0	90.7	0.3	2.3	2.3	0.1	0.8	0.4

***VARIABLE 606 TREATMENT N= UNIVARIATE FREQUENCY DISTRIBUTION

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	538	656	45	357	163	64	19	14	3	15	2	1	7	3	
PERCENTAGES	29.0	35.4	2.4	18.2	8.8	3.5	1.0	0.8	0.2	0.8	0.0	0.0	0.0	0.1	0.0
***VARIABLE 607 INT. ORGAN CONTACT AREAS N=	1854 # RESP.= 7416														
CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	16	3	4	0	1	33	2	0	0	65	2	0	1	7	3
PERCENTAGES	0.2	0.0	0.1	0.0	0.0	0.4	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.1	0.0
CODE VALUE	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
FREQUENCY	2	1	0	0	0	41	2	1	0	0	2	1	0	0	13
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
CODE VALUE	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
FREQUENCY	0	0	7	0	5	0	25	5	9	0	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.1	0.0	0.0	0.0	0.3	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0

*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 45 TO 89 ***

CODE VALUE	90	91	92	93	94	95	96	97	98	99
FREQUENCY	0	0	0	0	0	0	0	0	0	7165
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.6
***VARIABLE 608 INT ORGAN OVERALL INJ. N=	1854									
CODE VALUE	0	1	2	3	4	5	6	7	8	9
FREQUENCY	1656	5	13	8	28	21	107	0	3	13
PERCENTAGES	89.3	0.3	0.7	0.4	1.5	1.1	5.8	0.0	0.2	0.7
***VARIABLE 609 BRAIN CONTACT AREAS N=	1854 # RESP.= 7416									
CODE VALUE	0	1	2	3	4	5	6	7	8	9
FREQUENCY	14	2	5	2	1	19	13	0	0	13
PERCENTAGES	0.2	0.0	0.1	0.0	0.0	0.3	0.2	0.0	0.0	0.2
CODE VALUE	15	16	17	18	19	20	21	22	23	24
FREQUENCY	6	1	0	0	0	25	17	14	2	0
PERCENTAGES	0.1	0.0	0.0	0.0	0.0	0.3	0.2	0.2	0.0	0.0
CODE VALUE	25	26	27	28	29	30	31	32	33	34
FREQUENCY	21	26	27	28	29	25	21	20	23	24
PERCENTAGES	0.3	0.3	0.4	0.4	0.4	0.3	0.3	0.3	0.3	0.3

UNIVARIATE FREQUENCY DISTRIBUTION

1854

N=

VARIABLE 612 FACE OVERALL INJ.

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	1105	498	177	49	13	5	6	0	0	1	45	0	188	0	69
PERCENTAGES	59.6	26.9	9.5	2.6	0.7	0.3	0.3	0.0	0.0	0.1	0.6	0.0	2.5	0.0	0.5
VARIABLE 613 HEAD CONTACT AREAS															
CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	27	4	5	1	1	37	38	0	0	30	45	0	188	0	69
PERCENTAGES	0.4	0.1	0.1	0.0	0.0	0.5	0.5	0.0	0.0	0.4	0.6	0.0	2.5	0.0	0.5
VARIABLE 614 HEAD OVERALL INJ.															
CODE VALUE	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
FREQUENCY	7	4	0	2	3	50	29	45	5	0	34	29	0	0	25
PERCENTAGES	0.1	0.1	0.0	0.0	0.0	0.7	0.4	0.6	0.1	0.0	0.5	0.4	0.0	0.0	0.3
VARIABLE 615 NECK CONTACT AREAS															
CODE VALUE	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
FREQUENCY	5	5	8	3	0	6	54	12	16	0	0	0	0	0	0
PERCENTAGES	0.1	0.0	0.1	0.0	0.0	0.1	0.7	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
VARIABLE 616 NECK OVERALL INJ.															
CODE VALUE	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59
FREQUENCY	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

*** NO MARGINAL FREQUENCIES FOR CODE VALUES FROM 60 TO 89 ***

CODE VALUE	90	91	92	93	94	95	96	97	98	99
FREQUENCY	0	0	0	0	0	0	0	0	2	6625
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	89.3
VARIABLE 614 HEAD OVERALL INJ.										
CODE VALUE	0	1	2	3	4	5	6	7	8	9
FREQUENCY	1306	326	81	27	20	22	63	0	2	5
PERCENTAGES	70.4	17.7	4.4	1.5	1.1	1.2	3.4	0.0	0.1	0.3
VARIABLE 615 NECK CONTACT AREAS										
CODE VALUE	0	1	2	3	4	5	6	7	8	9
FREQUENCY	27	0	1	0	0	11	3	0	0	28
PERCENTAGES	0.4	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.4

UNIVARIATE FREQUENCY DISTRIBUTION		45 TU													
CODE VALUE	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
FREQUENCY	1	0	0	0	2	18	5	13	2	0	8	3	1	0	22
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.3
CODE VALUE	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
FREQUENCY	9	3	4	1	2	0	15	3	6	0	0	0	0	0	0
PERCENTAGES	0.1	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0

*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 45 TU 89 ***

CODE VALUE	90	91	92	93	94	95	96	97	98	99
FREQUENCY	0	0	0	0	0	0	0	0	89	7097
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	95.7

***VARIABLE 616 NECK OVERKAL INJ. N= 1854

CODE VALUE	0	1	2	3	4	5	6	7	8	9
FREQUENCY	1589	184	21	14	5	7	33	0	0	1
PERCENTAGES	85.7	9.9	1.1	0.8	0.3	0.4	1.8	0.0	0.0	0.1

***VARIABLE 617 SHOULDER GIRDLER CONTACT N= 1854 # RESP.= 7416

CODE VALUE	0	1	2	3	4	5	6	7	8	9
FREQUENCY	22	1	2	3	0	29	0	0	0	20
PERCENTAGES	0.3	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.3
CODE VALUE <th>15</th> <th>16</th> <th>17</th> <th>18</th> <th>19</th> <th>20</th> <th>21</th> <th>22</th> <th>23</th> <th>24</th>	15	16	17	18	19	20	21	22	23	24
FREQUENCY	1	0	0	0	1	70	9	11	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.9	0.1	0.1	0.0	0.0

CODE VALUE	30	31	32	33	34	35	36	37	38	39
FREQUENCY	1	3	5	0	2	0	24	1	5	0
PERCENTAGES	0.0	0.0	0.1	0.0	0.0	0.0	0.3	0.0	0.1	0.0
CODE VALUE <th>40</th> <th>41</th> <th>42</th> <th>43</th> <th>44</th> <th>45</th> <th>46</th> <th>47</th> <th>48</th> <th>49</th>	40	41	42	43	44	45	46	47	48	49
FREQUENCY	0	0	0	0	0	0	51	52	53	54
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 00 TU 89 ***

CODE VALUE	90	91	92	93	94	95	96	97	98	99
FREQUENCY	0	0	0	0	0	0	0	0	0	7150
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	96.5

UNIVARIATE FREQUENCY DISTRIBUTION

THE OCCUPANT MARGINALS SECTION U

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	1644	135	60	10	2	2	1	0	2	51	2	3	21	4	11
PERCENTAGES	88.7	7.3	3.2	0.5	0.1	0.1	0.1	0.0	0.0	0.7	0.0	0.0	0.3	0.1	0.1
***VARIABLE 618 SHOULD. GL. OVERALL INJ. N=	1854														
***VARIABLE 619 R. ARM CUNTACT	1854 # RESP.= 7416														
CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	32	9	0	7	1	96	7	0	2	51	2	3	21	4	11
PERCENTAGES	0.4	0.0	0.0	0.1	0.0	1.3	0.1	0.0	0.0	0.7	0.0	0.0	0.3	0.1	0.1
CODE VALUE	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
FREQUENCY	2	0	0	0	7	68	4	13	2	0	8	0	3	0	19
PERCENTAGES	0.0	0.0	0.0	0.0	0.1	0.9	0.1	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.3
CODE VALUE	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
FREQUENCY	1	3	8	0	0	0	35	3	12	0	2	0	0	0	0
PERCENTAGES	0.0	0.0	0.1	0.0	0.0	0.0	0.5	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
CODE VALUE	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59
FREQUENCY	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM	60 TU 89 ***														
CODE VALUE	90	91	92	93	94	95	96	97	98	99					
FREQUENCY	0	0	0	0	0	0	0	0	3	6970					
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.0					
***VARIABLE 620 R. ARM OVERALL INJ. N=	1854														
CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	1491	262	60	27	8	4	1	0	0	1	1	11	12	13	14
PERCENTAGES	80.4	14.1	3.2	1.5	0.4	0.2	0.1	0.0	0.0	0.1	0.0	0.0	0.2	0.1	0.1
***VARIABLE 621 L. ARM CUNTACT	1854 # RESP.= 7416														
CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	40	0	5	7	0	65	4	0	1	57	1	1	17	10	11
PERCENTAGES	0.5	0.0	0.1	0.1	0.0	0.9	0.1	0.0	0.0	0.8	0.0	0.0	0.2	0.1	0.1

*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 60 TU 89 ***

UNIVARIATE FREQUENCY DISTRIBUTION

CODE VALUE	90	91	92	93	94	95	96	97	98	99
FREQUENCY	0	0	0	0	0	0	0	0	3	6721
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	90.6

***VARIABLE 624 THORAX OVERALL INJ. N= 1854

CODE VALUE	0	1	2	3	4	5	6	7	8	9
FREQUENCY	1332	248	93	70	25	20	59	0	1	6
PERCENTAGES	71.8	13.4	5.0	3.8	1.3	1.1	3.2	0.0	0.1	0.3

***VARIABLE 625 LUMBAR CONTACT N= 1854 # RESP.= 7416

CODE VALUE	0	1	2	3	4	5	6	7	8	9
FREQUENCY	20	0	0	0	0	1	0	0	0	1
PERCENTAGES	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

CODE VALUE	15	16	17	18	19	20	21	22	23	24
FREQUENCY	0	0	0	0	1	13	3	1	2	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0

CODE VALUE	30	31	32	33	34	35	36	37	38	39
FREQUENCY	0	0	2	2	4	0	12	0	8	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.1	0.0	0.2	0.0	0.1	0.0

*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 45 TU 89 ***

CODE VALUE	90	91	92	93	94	95	96	97	98	99
FREQUENCY	0	0	0	0	0	0	0	0	29	7291
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	98.3

***VARIABLE 626 LUMBAR OVERALL INJ. N= 1854

CODE VALUE	0	1	2	3	4	5	6	7	8	9
FREQUENCY	1742	93	8	7	2	1	1	0	0	6
PERCENTAGES	94.0	5.0	0.4	0.4	0.1	0.1	0.1	0.0	0.0	0.1

***VARIABLE 627 ABDOMEN CONTACT N= 1854 # RESP.= 7416

CODE VALUE	0	1	2	3	4	5	6	7	8	9
FREQUENCY	14	0	5	1	1	27	1	0	0	68
PERCENTAGES	0.2	0.0	0.1	0.0	0.0	0.4	0.0	0.0	0.0	0.9

UNIVARIATE FREQUENCY DISTRIBUTION		MARGINAL															
CODE VALUE	FREQUENCY	PERCENTAGES	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
0	0	0.0	0.0	0.0	0.0	0.0	1	26	2	1	0	1	0	0	0	0	7
30	31	0.0	31	32	33	34	35	36	37	38	39	40	41	42	43	44	44
0	1	0.0	7	7	7	29	0	11	1	4	0	1	0	0	0	0	0
0	0	0.0	0.1	0.1	0.1	0.4	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
45	46	0.0	47	48	49	50	51	52	53	54	55	56	57	58	59	59	59
0	0	0.0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 60 TO 89 ***

UNIVARIATE FREQUENCY DISTRIBUTION		MARGINAL										
CODE VALUE	FREQUENCY	PERCENTAGES	90	91	92	93	94	95	96	97	98	99
0	0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0
0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

***VARIABLE 628 ABDOMEN OVERALL INJ. N= 1854

UNIVARIATE FREQUENCY DISTRIBUTION		MARGINAL										
CODE VALUE	FREQUENCY	PERCENTAGES	0	1	2	3	4	5	6	7	8	9
0	1	0.0	2	3	4	4	5	6	6	7	8	9
1678	96	5.2	29	7	12	13	19	19	19	21	23	24
90.5	5.2	1.6	1.6	0.4	0.6	0.7	1.0	0.6	0.7	1.0	1.0	1.0
0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

***VARIABLE 629 PELVIC GIRDLE CONTACT N= 1854 # RESP.= 7416

UNIVARIATE FREQUENCY DISTRIBUTION		MARGINAL										
CODE VALUE	FREQUENCY	PERCENTAGES	0	1	2	3	4	5	6	7	8	9
0	1	0.0	2	3	4	4	5	6	6	7	8	9
8	1	0.0	4	1	0	0	28	0	0	0	0	23
0	0	0.0	0.1	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.3
15	16	0.0	17	18	19	20	21	22	23	24	25	26
2	0	0.0	0	0	3	62	4	0	1	0	1	0
0	0	0.0	0.0	0.0	0.0	0.8	0.1	0.0	0.0	0.0	0.0	0.0
30	31	0.0	32	33	34	35	36	37	38	39	40	41
1	0	0.0	7	4	19	0	19	2	5	0	1	0
0	0	0.0	0.1	0.1	0.3	0.0	0.3	0.0	0.1	0.0	0.0	0.0

*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 45 TO 89 ***

UNIVARIATE FREQUENCY DISTRIBUTION		MARGINAL										
CODE VALUE	FREQUENCY	PERCENTAGES	90	91	92	93	94	95	96	97	98	99
0	0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0
0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

***VARIABLE 628 ABDOMEN OVERALL INJ. N= 1854 # RESP.= 7416

UNIVARIATE FREQUENCY DISTRIBUTION

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	1676	90	29	42	11	3	2	0	0	1	2	8	1	2	2
PERCENTAGES	90.4	4.9	1.6	2.3	0.6	0.2	0.1	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0
***VARIABLE 630 PELVIC GIRDLE INJ.	N= 1854														
***VARIABLE 631 R. LEG CUNTACT	N= 1854 # RESP.= 7416														
CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	34	12	26	34	15	271	4	5	7	33	2	8	1	2	2
PERCENTAGES	0.5	0.2	0.5	0.5	0.2	3.7	0.1	0.1	0.1	0.4	0.0	0.1	0.0	0.0	0.0
CODE VALUE	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
FREQUENCY	1	0	0	0	4	48	5	3	1	1	5	1	5	40	54
PERCENTAGES	0.0	0.0	0.0	0.0	0.1	0.6	0.1	0.0	0.0	0.0	0.1	0.0	0.1	0.5	0.7
CODE VALUE	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
FREQUENCY	0	2	10	1	4	0	38	2	21	0	30	0	0	0	0
PERCENTAGES	0.0	0.0	0.1	0.0	0.1	0.0	0.5	0.0	0.3	0.0	0.4	0.0	0.0	0.0	0.0
CODE VALUE	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59
FREQUENCY	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
***VARIABLE 632 R. LEG OVERALL INJ.	N= 1854														
***VARIABLE 633 L. LEG CUNTACT	N= 1854 # RESP.= 7416														
CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	1253	438	70	59	23	8	2	0	0	1	0	7	2	8	3
PERCENTAGES	67.6	23.6	3.8	3.2	1.2	0.4	0.1	0.0	0.0	0.1	0.0	0.1	0.0	0.1	0.0
***VARIABLE 633 L. LEG CUNTACT	N= 1854 # RESP.= 7416														
CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	35	12	26	33	12	276	3	30	6	35	0	7	2	8	3
PERCENTAGES	0.5	0.2	0.4	0.4	0.2	3.7	0.0	0.4	0.1	0.5	0.0	0.1	0.0	0.1	0.0
*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 60 TO 89 ***	89 ***														

UNIVARIATE FREQUENCY DISTRIBUTION

*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 60 TU 89 ***

CODE VALUE 90 91 92 93 94 95 96 97 98 99
 FREQUENCY 0 0 0 0 0 0 0 0 1 7364
 PERCENTAGES 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 99.3
 ***VARIABLE 636 WHOLE BODY OVERALL INJ. N= 1854

CODE VALUE 1 2 3 4 5 6 7 8 9
 FREQUENCY 1809 24 7 1 1 11 0 0 1
 PERCENTAGES 97.6 1.3 0.4 0.4 0.1 0.6 0.0 0.0 0.1

NORMAL TERMINATION OF MARGINAL CALCULATIONS
 NORMAL TERMINATION OF JOB

UNIVARIATE FREQUENCY DISTRIBUTION

CODE VALUE	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59
FREQUENCY	0	0	0	0	0	3	0	48	1	0	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0

*** NU MARGINAL FREQUENCIES FOR CODE VALUES FROM 60 TO 89 ***

CODE VALUE	90	91	92	93	94	95	96	97	98	99
FREQUENCY	0	0	0	0	0	0	0	0	158	19434
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	63.0

*** VARIABLE 6+7 INJURY NUMBER

N= 7710

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	390	1465	1246	962	752	563	457	361	276	226	176	138	120	106	89
PERCENTAGES	5.1	19.0	16.2	12.5	9.8	7.3	5.9	4.7	3.6	2.9	2.3	1.8	1.6	1.4	1.2
CODE VALUE	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
FREQUENCY	70	52	45	35	30	25	21	19	15	14	11	7	7	5	5
PERCENTAGES	0.9	0.7	0.6	0.5	0.4	0.3	0.3	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1
CODE VALUE	30	31	32	33	34	35	36								
FREQUENCY	5	5	3	3	2	1	1								
PERCENTAGES	0.1	0.1	0.0	0.0	0.0	0.0	0.0								

NORMAL TERMINATION OF MARGINAL CALCULATIONS
NORMAL TERMINATION OF JOB

Section 3 Administrative Variables

All the one and two digit numeric administrative variables recorded on the master file but not included in the working vehicle-occupant-injury analysis files are documented with a code book and univariate frequency distributions.

Codebook of One and Two Digit
Numeric Administrative Variables

203

Number of CASE VEHICLES reported
in accident (Completed CPIRs) V754

Original Vehicle Report Form

- (0) No Form (MDC)
- (1) CPIR - R1
- (2) CPIR - R2
- (3) CPIR - R3
- (4) NHTSA
- (7) CPIR - Baylor V755
- (8) UCLA - TRG

- Who Estimated Speeds
for Case Vehicle
- (0) No One
 - (1) Investigator
 - (2) Police
 - (3) Driver
 - (4) Witness/Passenger
 - (8) Other _____
 - (9) Unknown V773

Prior to Impact V773
At Impact V774

SUPPORTING DATA

- (1) Yes
- (2) No
- (3) Not applicable
- (0) Unknown

Psychological Factors

- Psychological Review V756
- Any Personal Interviews V757
- Katz Adjustment Scales
(KAS) V758
- Michigan Alcoholism
Screening Test (UM) V759
- Driver's License Record
(Previous Accidents) V760

Medical Factors (included)

- Medical Examiners/Autopsy V761
- AFIP Medicolegal Autopsy V762
- Toxicological/Alcohol Test V763
Includes Case Driver Only
Breathalyzer
- Medical Report V764
- Medical Summary/Diagram V765
- X-Rays (taken or included) V766
- Medical History V767

Accident Factors (included)

- Map Location V768
- Collision Diagram/Sketch V769
- Site Accident History V770
- Narrative Description V771
- Police Report V772

Vehicle Factors

- NHTSA Vehicle Condition
And Maintenance Report V775
↓
If (1) then 1
- Mechanical Malfunction
Inspection V776
- Inspection Records V777
- Registration Records V778
- Sheet Metal Crush
Diagram/Sketch V779
Inches, Coded V780
- Measurements Taken
- Telescoping Unit V781
- EA Steering Wheel V782
- A (Column to Rear) V783
- EA Steering Column V784
- VIN Included V785
- VDI Included V786
- VM/M Code Included V787

Photographs (number)

- TOTAL= Black and white V788
+
Color Slides V789
and Site/Location Photos V790
+
Vehicle Exterior Photos V791
+
Vehicle Interior Photos V792
+
Autopsy/Medical Photos V793

(99 Unknown)
(98) over 97

Team analysis of VDI clock, VDI extent and inches of sheet metal crush.

Other Vehicle

VDI Clock	<u>V810</u>
VDI Extent	<u>V806</u>

Case Vehicle

Prime VDI Clock	<u>V808</u>
Prime VDI Extent	<u>V813</u>
Second VDI Clock	<u>V815</u>
Second VDI Extent	<u>V820</u>

Case Vehicle, Inches Crush

Front	<u>V822</u>
Rear	<u>V823</u>
Left Side	<u>V824</u>
Right Side	<u>V825</u>
Roof	<u>V826</u>
Other	<u>V827</u>

LISTING OF DICTIONARY IN SAME ORDER AS RECORDS

205

VAR.#	VARIABLE NAME	LOC.	WID	DEC	RESP	CTYP	PVTYP	MDCODE1	MDCODE2
754	# CASE VEHICLES REPORTED	1151	1	0	1	0	0	000000	
755	ORIGINAL REPORT FORM	1152	1	0	1	0	0	000000	9
756	PSYCHOLOGICAL AUTOPSY	1153	1	0	1	0	0	000000	
757	PERSONAL INTERVIEWS	1154	1	0	1	0	0	000000	
758	KATZ ADJUSTMENT SCALES	1155	1	0	1	0	0	000000	
759	MICH. ALCOH. SCREEN TEST	1156	1	0	1	0	0	000000	
760	DRIVER LIC. RECORD INC.	1157	1	0	1	0	0	000000	
761	MED. AUTOPSY INC.	1158	1	0	1	0	0	000000	
762	AFIP MEDIEOLEGAL AUTOPSY	1159	1	0	1	0	0	000000	
763	TOXICOLOG./ALCOH. TEST	1160	1	0	1	0	0	000000	
764	MED. REPORT INC.	1161	1	0	1	0	0	000000	
765	MEDICAL SUMMARY/DIAGRAM	1162	1	0	1	0	0	000000	
766	X-RAYS TAKEN	1163	1	0	1	0	0	000000	
767	MED. HISTORY INC.	1164	1	0	1	0	0	000000	
768	MAP LOCATION	1165	1	0	1	0	0	000000	
769	COLLISION DIAGRAM	1166	1	0	1	0	0	000000	
770	SITE ACCIDENT HISTORY	1167	1	0	1	0	0	000000	
771	NARRATIVE DESCRIPTION	1168	1	0	1	0	0	000000	
772	POLICE REPORT	1169	1	0	1	0	0	000000	
773	WHO ESTIMAT SPEED-PRIOR	1170	1	0	1	0	0	000000	9
774	WHO ESTIMAT SPEED-AT IMP	1171	1	0	1	0	0	000000	9
775	VEH. COND. & MAINT REP.	1172	1	0	1	0	0	000000	
776	MALFUNCTION INSPECTION	1173	1	0	1	0	0	000000	
777	INSPECTION RECORDS	1174	1	0	1	0	0	000000	
778	REGISTRATION RECORDS	1175	1	0	1	0	0	000000	
779	SHEET METAL CRUSH DIAGRA	1176	1	0	1	0	0	000000	
780	SHEET METAL CRUSH INCH.	1177	1	0	1	0	0	000000	
781	MEASURE-TELESCOPING UNIT	1178	1	0	1	0	0	000000	
782	MEASURE-EA STEER WHEEL	1179	1	0	1	0	0	000000	
783	MEASURE-A-B(COL TO REAR)	1180	1	0	1	0	0	000000	
784	MEASURE-EA STEERING COL.	1181	1	0	1	0	0	000000	
785	VIN INCLUDED	1182	1	0	1	0	0	000000	
786	VDI INCLUDED	1183	1	0	1	0	0	000000	
787	VM/M INCLUDED	1184	1	0	1	0	0	000000	
788	BLACK & WHITE PHOTOS	1185	2	0	1	0	0	000000	99
789	COLOR SLIDES	1187	2	0	1	0	0	000000	99
790	SITE/LOCATION PHOTOS	1189	2	0	1	0	0	000000	99
791	VEH. EXTERIOR PHOTOS	1191	2	0	1	0	0	000000	99
792	VEH. INTERIOR PHOTOS	1193	2	0	1	0	0	000000	99
793	AUTOPSY/MEDICAL PHOTOS	1195	2	0	1	0	0	000000	99
801	O-IMPACT CLOCK-ORIG	1219	2	0	1	0	0	000000	99
806	O-DAMAGE EXTENT-ORIG	1226	1	0	1	0	0	000000	
808	C-VDI(PRIME)CLOCK-ORIG	1234	2	0	1	0	0	000000	99
813	C-VDI(P) DAM. EXTENT-UR	1241	1	0	1	0	0	000000	
815	C-VDI(SECOND.)CLOCK-OR	1249	2	0	1	0	0	000000	99
820	C-VDI(S) DAM. EXTENT-UR	1256	1	0	1	0	0	000000	
822	FT. SHEET METAL CRUSH-OR	1264	2	0	1	0	0	000000	99
823	RR. SHEET METAL CRUSH-OR	1266	2	0	1	0	0	000000	99
824	L. SHEET METAL CRUSH-ORI	1268	2	0	1	0	0	000000	99
825	R. SHEET METAL CRUSH-ORI	1270	2	0	1	0	0	000000	99
826	ROOF SHEET METAL CRUS-OR	1272	2	0	1	0	0	000000	99
827	OTHER SHEET MET. CRUS-OR	1274	2	0	1	0	0	000000	99

NUMBER OF VARIABLES= 53
NUMBER OF RESPONSES= 53

UNIVARIATE FREQUENCY DISTRIBUTION

***VARIABLE 754 # CASE VEHICLES REPORTED N= 1092

CODE VALUE	0	1	2	3	4
FREQUENCY	11	523	508	46	4
PERCENTAGES	1.0	47.9	46.5	4.2	0.4

***VARIABLE 755 ORIGINAL REPORT FORM N= 1092

CODE VALUE	0	1	2	3	4	5	6	7	8	9
FREQUENCY	2	1	106	935	0	0	1	35	0	12
PERCENTAGES	0.2	0.1	9.7	85.6	0.0	0.0	0.1	3.2	0.0	1.1

***VARIABLE 756 PSYCHOLOGICAL AUTOPSY N= 1092

CODE VALUE	0	1	2	3
FREQUENCY	4	391	663	34
PERCENTAGES	0.4	35.8	60.7	3.1

***VARIABLE 757 PERSONAL INTERVIEWS N= 1092

CODE VALUE	0	1	2	3
FREQUENCY	7	975	103	7
PERCENTAGES	0.6	89.3	9.4	0.6

***VARIABLE 758 KATZ ADJUSTMENT SCALES N= 1092

CODE VALUE	0	1	2	3
FREQUENCY	5	26	1055	6
PERCENTAGES	0.5	2.4	96.6	0.5

***VARIABLE 759 MICH. ALCOH. SCREEN TEST N= 1092

CODE VALUE	0	1	2	3
FREQUENCY	6	3	1075	8
PERCENTAGES	0.5	0.3	98.4	0.7

***VARIABLE 760 DRIVER LIC. RECORD INC. N= 1092

CODE VALUE	0	1	2	3
FREQUENCY	3	759	327	3
PERCENTAGES	0.3	69.5	29.9	0.3

UNIVARIATE FREQUENCY DISTRIBUTION

***VARIABLE	761 MED. AUTOPSY INC.	N=	1092
CODE VALUE	0 1 2		3
FREQUENCY	2 133 423		534
PERCENTAGES	0.2 12.2 38.7		48.9
***VARIABLE	762 AFIP MEDIEOLEGAL AUTOPSY	N=	1092
CODE VALUE	0 1 2		3
FREQUENCY	2 166 390		534
PERCENTAGES	0.2 15.2 35.7		48.9
***VARIABLE	763 TOXICOLOG./ALCOH. TEST	N=	1092
CODE VALUE	0 1 2		3
FREQUENCY	5 148 935		4
PERCENTAGES	0.5 13.6 85.6		0.4
***VARIABLE	764 MED. REPORT INC.	N=	1092
CODE VALUE	0 1 2		3
FREQUENCY	6 387 645		54
PERCENTAGES	0.5 35.4 59.1		4.9
***VARIABLE	765 MEDICAL SUMMARY/DIAGRAM	N=	1092
CODE VALUE	0 1 2		3
FREQUENCY	2 928 156		6
PERCENTAGES	0.2 85.0 14.3		0.5
***VARIABLE	766 X-RAYS TAKEN	N=	1092
CODE VALUE	0 1 2		3
FREQUENCY	137 326 624		5
PERCENTAGES	12.5 29.9 57.1		0.5
***VARIABLE	767 MED. HISTORY INC.	N=	1092
CODE VALUE	0 1 2		3
FREQUENCY	6 600 482		4
PERCENTAGES	0.5 54.9 44.1		0.4

UNIVARIATE FREQUENCY DISTRIBUTION

***VARIABLE 768 MAP LOCATION N= 1092

CODE VALUE	0	1	2
FREQUENCY	5	172	915
PERCENTAGES	0.5	15.8	83.8

***VARIABLE 769 COLLISION DIAGRAM N= 1092

CODE VALUE	0	1	2
FREQUENCY	2	1068	22
PERCENTAGES	0.2	97.8	2.0

***VARIABLE 770 SITE ACCIDENT HISTORY N= 1092

CODE VALUE	0	1	2
FREQUENCY	3	443	646
PERCENTAGES	0.3	40.6	59.2

***VARIABLE 771 NARRATIVE DESCRIPTION N= 1092

CODE VALUE	0	1	2
FREQUENCY	2	1080	10
PERCENTAGES	0.2	98.9	0.9

***VARIABLE 772 POLICE REPORT N= 1092

CODE VALUE	0	1	2
FREQUENCY	2	927	163
PERCENTAGES	0.2	84.9	14.9

***VARIABLE 773 WHO ESTIMAT SPEED-PRIOR N= 1092

CODE VALUE	0	1	2	3	4	5	6	7	8	9
FREQUENCY	80	474	47	272	72	0	0	0	4	143
PERCENTAGES	7.3	43.4	4.3	24.9	6.6	0.0	0.0	0.0	0.4	13.1

***VARIABLE 774 WHO ESTIMAT SPEED-AT IMP N= 1092

CODE VALUE	0	1	2	3	4	5	6	7	8	9
FREQUENCY	82	652	27	136	36	0	0	0	11	148
PERCENTAGES	7.5	59.7	2.5	12.5	3.3	0.0	0.0	0.0	1.0	13.6

UNIVARIATE FREQUENCY DISTRIBUTION

***VARIABLE 775 VEH. COND. & MAINT REP. N= 1092
 CODE VALUE 0 1 2 3
 FREQUENCY 4 534 553 1
 PERCENTAGES 0.4 48.9 50.6 0.1

***VARIABLE 776 MALFUNCTION INSPECTION N= 1092
 CODE VALUE 0 1 2 3
 FREQUENCY 6 657 428 1
 PERCENTAGES 0.5 60.2 39.2 0.1

***VARIABLE 777 INSPECTION RECORDS N= 1092
 CODE VALUE 0 1 2 3
 FREQUENCY 4 223 863 2
 PERCENTAGES 0.4 20.4 79.0 0.2

***VARIABLE 778 REGISTRATION RECORDS N= 1092
 CODE VALUE 0 1 2 3
 FREQUENCY 4 16 1071 1
 PERCENTAGES 0.4 1.5 98.1 0.1

***VARIABLE 779 SHEET METAL CRUSH DIAGRA N= 1092
 CODE VALUE 0 1 2 3
 FREQUENCY 4 1027 60 1
 PERCENTAGES 0.4 94.0 5.5 0.1

***VARIABLE 780 SHEET METAL CRUSH INCH. N= 1092
 CODE VALUE 0 1 2 3
 FREQUENCY 4 905 180 3
 PERCENTAGES 0.4 82.9 16.5 0.3

***VARIABLE 781 MEASURE-TELESCOPING UNIT N= 1092
 CODE VALUE 0 1 2 3
 FREQUENCY 7 142 74 869
 PERCENTAGES 0.6 13.0 6.8 79.6

UNIVARIATE FREQUENCY DISTRIBUTION

***VARIABLE 782 MEASURE-EA STEER WHEEL N= 1092
 CODE VALUE 0 1 2 3
 FREQUENCY 9 21 25 1037
 PERCENTAGES 0.8 1.9 2.3 95.0

***VARIABLE 783 MEASURE-A-B(COL TO REAR) N= 1092
 CODE VALUE 0 1 2 3
 FREQUENCY 8 831 233 20
 PERCENTAGES 0.7 76.1 21.3 1.8

***VARIABLE 784 MEASURE-EA STEERING COL. N= 1092
 CODE VALUE 0 1 2 3
 FREQUENCY 6 645 132 309
 PERCENTAGES 0.5 59.1 12.1 28.3

***VARIABLE 785 VIN INCLUDED N= 1092
 CODE VALUE 0 1 2
 FREQUENCY 4 788 300
 PERCENTAGES 0.4 72.2 27.5

***VARIABLE 786 VDI INCLUDED N= 1092
 CODE VALUE 0 1 2
 FREQUENCY 4 963 125
 PERCENTAGES 0.4 88.2 11.4

***VARIABLE 787 VM/M INCLUDED N= 1092
 CODE VALUE 0 1 2 3
 FREQUENCY 5 220 866 1
 PERCENTAGES 0.5 20.1 79.3 0.1

***VARIABLE 788 BLACK & WHITE PHOTUS N= 1092
 CODE VALUE 0 1 2 3 4
 FREQUENCY 34 4 103 65 91
 PERCENTAGES 3.1 0.4 9.4 6.0 8.3
 5 6 7 8 9 10 11 12 13 14
 84 148 66 102 38 75 40 39 31 17
 7.7 13.6 6.0 9.3 3.5 6.9 3.7 3.6 2.8 1.6

UNIVARIATE FREQUENCY DISTRIBUTION

CODE VALUE	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
FREQUENCY	21	7	7	13	11	9	4	3	6	2	5	4	0	1	4
PERCENTAGES	1.9	0.6	0.6	1.2	1.0	0.8	0.4	0.3	0.5	0.2	0.5	0.4	0.0	0.1	0.4
CODE VALUE	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
FREQUENCY	3	1	2	0	2	0	2	4	2	1	3	1	2	0	4
PERCENTAGES	0.3	0.1	0.2	0.0	0.2	0.0	0.2	0.4	0.2	0.1	0.3	0.1	0.2	0.0	0.4
CODE VALUE	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59
FREQUENCY	1	3	3	2	0	0	1	5	0	2	0	0	1	0	0
PERCENTAGES	0.1	0.3	0.3	0.2	0.0	0.0	0.1	0.5	0.0	0.2	0.0	0.0	0.1	0.0	0.0
CODE VALUE	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74
FREQUENCY	0	0	0	0	0	0	0	2	1	0	0	1	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.1	0.0	0.0	0.0
CODE VALUE	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89
FREQUENCY	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
CODE VALUE	90	91	92	93	94	95	96	97	98	99					
FREQUENCY	1	0	0	0	0	0	0	0	3	3					
PERCENTAGES	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3					

***VARIABLE 789 COLOR SLIDES

N= 1092

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	31	0	1	0	3	3	5	3	4	3	2	7	8	7	9
PERCENTAGES	2.8	0.0	0.1	0.0	0.3	0.3	0.5	0.3	0.4	0.3	0.2	0.6	0.7	0.6	0.8
CODE VALUE	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
FREQUENCY	16	12	11	14	23	36	11	15	16	28	16	20	26	19	30
PERCENTAGES	1.5	1.1	1.0	1.3	2.1	3.3	1.0	1.4	1.5	2.6	1.5	1.8	2.4	1.7	2.7
CODE VALUE	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
FREQUENCY	18	33	20	24	13	30	16	23	18	26	81	7	16	23	11
PERCENTAGES	1.6	3.0	1.8	2.2	1.2	2.7	1.5	2.1	1.6	2.4	7.4	0.6	1.5	2.1	1.0
CODE VALUE	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59
FREQUENCY	18	18	10	15	7	16	12	11	16	8	8	10	7	3	8
PERCENTAGES	1.6	1.6	0.9	1.4	0.6	1.5	1.1	1.0	1.5	0.7	0.7	0.9	0.6	0.3	0.7

UNIVARIATE FREQUENCY DISTRIBUTION

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CODE VALUE	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74
FREQUENCY	7	4	0	4	2	2	6	1	5	10	2	3	2	5	2
PERCENTAGES	0.6	0.4	0.0	0.4	0.2	0.2	0.5	0.1	0.5	0.9	0.2	0.3	0.2	0.5	0.2
CODE VALUE	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89
FREQUENCY	2	3	3	0	0	5	3	0	5	0	0	2	0	4	2
PERCENTAGES	0.2	0.3	0.3	0.0	0.0	0.5	0.3	0.0	0.5	0.0	0.0	0.2	0.0	0.4	0.2
CODE VALUE	90	91	92	93	94	95	96	97	98	99					
FREQUENCY	2	2	4	0	0	0	0	0	5	90					
PERCENTAGES	0.2	0.2	0.4	0.0	0.0	0.0	0.0	0.0	0.5	8.2					

***VARIABLE 790 SITE/LOCATION PHOTOS N= 1092

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	42	39	53	58	66	54	58	66	52	58	60	48	56	41	35
PERCENTAGES	3.8	3.6	4.9	5.3	6.0	4.9	5.3	6.0	4.8	5.3	5.5	4.4	5.1	3.8	3.2
CODE VALUE	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
FREQUENCY	37	24	30	24	30	16	11	10	8	10	11	8	3	5	3
PERCENTAGES	3.4	2.2	2.7	2.2	2.7	1.5	1.0	0.9	0.7	0.9	1.0	0.7	0.3	0.5	0.3
CODE VALUE	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
FREQUENCY	5	6	2	4	2	3	3	3	0	2	1	4	3	1	1
PERCENTAGES	0.5	0.5	0.2	0.4	0.2	0.3	0.3	0.3	0.0	0.2	0.1	0.4	0.3	0.1	0.1
CODE VALUE	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59
FREQUENCY	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
CODE VALUE	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74
FREQUENCY	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
PERCENTAGES	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

*** NO MARGINAL FREQUENCIES FOR CODE VALUES FROM 75 TO 89 ***

CODE VALUE	90	91	92	93	94	95	96	97	98	99
FREQUENCY	0	0	0	0	0	0	0	0	0	33
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0

***VARIABLE 791 VEH. EXTERIOR PHOTOS N= 1092

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	8	36	44	18	15	8	23	14	17	30	27	40	40	35	42
PERCENTAGES	0.7	3.3	4.0	1.6	1.4	0.7	2.1	1.3	1.6	2.7	2.5	3.7	3.7	3.2	3.8

UNIVARIATE FREQUENCY DISTRIBUTION

***VARIABLE 801 O-IMPACT CLOCK-ORIG N= 1092															
CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	6	67	60	55	3	16	63	11	11	42	45	107	214	0	0
PERCENTAGES	0.5	6.1	5.5	5.0	0.3	1.5	5.8	1.0	1.0	3.8	4.1	9.8	19.6	0.0	0.0
*** NO MARGINAL FREQUENCIES FOR CODE VALUES FROM										15	TO	89	***		
CODE VALUE	90	91	92	93	94	95	96	97	98	99					
FREQUENCY	0	0	0	0	0	0	0	0	0	392					
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.9					
***VARIABLE 806 O-DAMAGE EXTENT-ORIG N= 1092															
CODE VALUE	0	1	2	3	4	5	6	7	8	9					
FREQUENCY	402	127	182	176	92	46	34	21	4	8					
PERCENTAGES	36.8	11.6	16.7	16.1	8.4	4.2	3.1	1.9	0.4	0.7					
***VARIABLE 808 C-VDI (PRIME)CLOCK-ORIG N= 1092															
CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	31	116	87	74	11	20	64	13	18	69	67	146	336	0	0
PERCENTAGES	2.8	10.6	8.0	6.8	1.0	1.8	5.9	1.2	1.6	6.3	6.1	13.4	30.8	0.0	0.0
*** NO MARGINAL FREQUENCIES FOR CODE VALUES FROM										15	TO	89	***		
CODE VALUE	90	91	92	93	94	95	96	97	98	99					
FREQUENCY	0	0	0	0	0	0	0	0	0	40					
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.7					
***VARIABLE 813 C-VDI (P) DAM. EXTENT-OR N= 1092															
CODE VALUE	0	1	2	3	4	5	6	7	8	9					
FREQUENCY	45	139	238	259	158	102	69	38	20	24					
PERCENTAGES	4.1	12.7	21.8	23.7	14.5	9.3	6.3	3.5	1.8	2.2					
***VARIABLE 815 C-VDI (SECOND.)CLUCK-OR N= 1092															
CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	28	15	20	52	16	12	8	9	10	50	14	19	47	0	0
PERCENTAGES	2.6	1.4	1.8	4.8	1.5	1.1	0.7	0.8	0.9	4.6	1.3	1.7	4.3	0.0	0.0

UNIVARIATE FREQUENCY DISTRIBUTION

***VARIABLE 823 RR. SHEET METAL CRUSH-OR N= 1092

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	930	18	12	7	5	5	7	3	5	2	5	2	4	2	1
PERCENTAGES	85.2	1.6	1.1	0.6	0.5	0.5	0.6	0.3	0.5	0.2	0.5	0.2	0.4	0.2	0.1
CODE VALUE	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
FREQUENCY	4	5	3	2	4	3	1	1	1	1	3	1	2	2	0
PERCENTAGES	0.4	0.5	0.3	0.2	0.4	0.3	0.1	0.1	0.1	0.1	0.3	0.1	0.2	0.2	0.0
CODE VALUE	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
FREQUENCY	1	1	0	0	1	0	1	2	0	2	1	0	0	0	0
PERCENTAGES	0.1	0.1	0.0	0.0	0.1	0.0	0.1	0.2	0.0	0.2	0.1	0.0	0.0	0.0	0.0
CODE VALUE	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59
FREQUENCY	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CODE VALUE	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74
FREQUENCY	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
PERCENTAGES	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

*** NO MARGINAL FREQUENCIES FOR CODE VALUES FROM 75 TO 89 ***

CODE VALUE	90	91	92	93	94	95	96	97	98	99
FREQUENCY	0	0	0	0	0	0	0	0	1	37
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	3.4

***VARIABLE 824 L. SHEET METAL CRUSH-ORI N= 1092

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	716	15	32	19	22	18	18	10	29	9	23	13	19	6	11
PERCENTAGES	65.6	1.4	2.9	1.7	2.0	1.6	1.6	0.9	2.7	0.8	2.1	1.2	1.7	0.5	1.0
CODE VALUE	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
FREQUENCY	8	11	3	9	4	10	4	2	2	6	2	2	5	2	0
PERCENTAGES	0.7	1.0	0.3	0.8	0.4	0.9	0.4	0.2	0.2	0.5	0.2	0.2	0.5	0.2	0.0
CODE VALUE	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
FREQUENCY	2	1	0	0	3	1	0	0	0	1	0	0	0	0	1
PERCENTAGES	0.2	0.1	0.0	0.0	0.3	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1

UNIVARIATE FREQUENCY DISTRIBUTION

***VARIABLE 826 ROOF SHEET METAL CRUS-OR N= 1092

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	919	8	20	12	11	8	9	6	5	4	12	2	6	3	0
PERCENTAGES	84.2	0.7	1.8	1.1	1.0	0.7	0.8	0.5	0.5	0.4	1.1	0.2	0.5	0.3	0.0
CODE VALUE	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
FREQUENCY	3	4	0	2	0	1	0	3	0	2	0	0	1	0	1
PERCENTAGES	0.3	0.4	0.0	0.2	0.0	0.1	0.0	0.3	0.0	0.2	0.0	0.0	0.1	0.0	0.1
CODE VALUE	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
FREQUENCY	1	0	0	1	0	0	0	0	2	0	0	0	0	1	1
PERCENTAGES	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.1

*** NO MARGINAL FREQUENCIES FOR CODE VALUES FROM 45 TO 89 ***

CODE VALUE	90	91	92	93	94	95	96	97	98	99
FREQUENCY	0	0	0	0	0	0	0	0	0	44
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0

***VARIABLE 827 OTHER SHEET MET. CRUS-OR N= 1092

CODE VALUE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREQUENCY	1029	5	5	2	1	2	0	0	2	0	3	0	0	0	0
PERCENTAGES	94.2	0.5	0.5	0.2	0.1	0.2	0.0	0.0	0.2	0.0	0.3	0.0	0.0	0.0	0.0
CODE VALUE	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
FREQUENCY	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
PERCENTAGES	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

*** NO MARGINAL FREQUENCIES FOR CODE VALUES FROM 30 TO 89 ***

CODE VALUE	90	91	92	93	94	95	96	97	98	99
FREQUENCY	0	0	0	0	0	0	0	0	0	41
PERCENTAGES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8

NORMAL TERMINATION OF MARGINAL CALCULATIONS

NORMAL TERMINATION OF JOB

EXECUTION TERMINATED

