

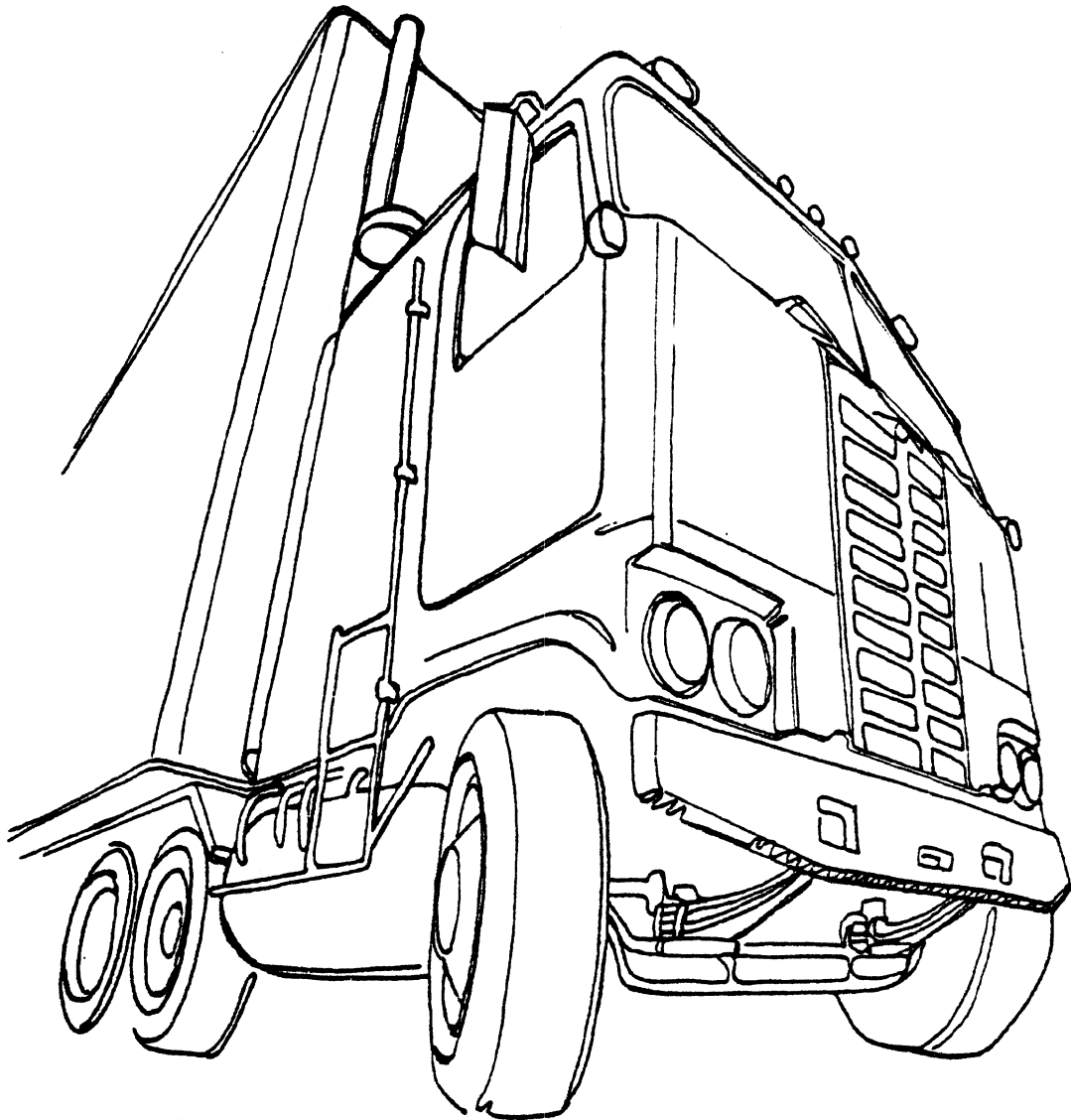
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UMTRI-84-10

48532 A02

Trucks Involved in Fatal Accidents, 1981

UMTRI Truck Study



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TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
(Version March 14, 1984)

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(formerly Highway Safety Research Institute)

March 1984

The research reported herein was conducted under general research funds provided by the Motor Vehicle Manufacturers Association, the Western Highway Institute, and the American Trucking Associations. The opinions, findings, and conclusions expressed in this publication are not necessarily those of the MVMA, WHI, or ATA.

Technical Report Documentation Page

1. Report No.	2. Government Accession No.	3. Recipient's Catalog No.	
4. Title and Subtitle TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981 (Version March 14, 1984)		5. Report Date March 1984	6. Performing Organization Code
		8. Performing Organization Report No. UMTRI-84-10	
7. Author(s) Oliver Carsten and Leslie C. Pettis		10. Work Unit No. (TRAIS)	11. Contract or Grant No. 9164
9. Performing Organization Name and Address University of Michigan Transportation Research Institute Ann Arbor, Michigan 48109-2150		13. Type of Report and Period Covered SPECIAL	
		14. Sponsoring Agency Code	
12. Sponsoring Agency Name and Address Motor Vehicle Manufacturers Association 320 New Center Building Detroit, Michigan 48224		15. Supplementary Notes	
16. Abstract <p>This report provides one-way frequencies for all the variables in UMTRI's file of Trucks Involved in Fatal Accidents, 1981. This file combines the coverage of the FARS data with the detail of the BMCS data. Where no BMCS report could be found for a medium or heavy truck listed by FARS, UMTRI conducted a survey, by telephone interview or by mail, to obtain the desired information on ownership, type of trip, vehicle configuration, cargo, weights, and lengths.</p> <p>Overall, 87.0% of the FARS medium and heavy trucks were found to be correctly classified. The 5,244 vehicles found to be medium and heavy trucks were divided into 1,443 straight trucks and 3,765 tractors. Of the latter, 3,606 were combination vehicles.</p>			
17. Key Words Medium Trucks Heavy Trucks Fatal Accident Data		18. Distribution Statement Unlimited	
19. Security Classif. (of this report) None	20. Security Classif. (of this page)	21. No. of Pages 116	22. Price

EXECUTIVE SUMMARY

The UMTRI dataset of Trucks Involved in Fatal Accidents, 1981, provides detailed descriptions of all medium and heavy trucks involved in a fatal accident in the continental United States, excluding Alaska, during 1981. In particular, it gives information on the vehicle and cargo that is not contained in the computerized data from the Fatal Accident Reporting System (FARS). The UMTRI file is a combination of telephone surveys, mail surveys, Bureau of Motor Carrier Safety (BMCS) accident reports matched with FARS cases, and supplementary data coded from police accident reports.

Special attention was devoted to checking the FARS Body Type. In a large number of cases the FARS category was not confirmed. Thus, of the vehicles identified by FARS as medium or heavy trucks, 14.7 percent were incorrectly identified. Of these, 6.1 percent were determined to be either light trucks or inappropriate vehicles for FARS, and 8.6 percent were misclassified medium or heavy trucks. For example, of the 3687 FARS combination vehicles with a single trailer, 27 were not medium or heavy trucks, while a further 260 were determined to be some other type of medium or heavy truck. Another 165 vehicles, listed by FARS as some other kind of truck, were found to be combination vehicles with a single trailer. Finally, another 153 vehicles, identified by FARS as being light trucks, were found to be medium or heavy trucks.

Overall the UMTRI survey found that the power unit was a straight truck in 1443 cases, or 27.5 percent, of the 5244 medium and heavy trucks involved in fatal accidents in 1981, and that 3765 power units, or 71.8 percent, were tractors. A determination could not be made for 36 trucks or 0.7 percent. The straight trucks were further divided into 1296 trucks with no trailer (24.7 percent of all the medium and heavy trucks), 75 (1.4 percent) with a full trailer, 46 (0.9 percent) with some other kind of trailer, and 26 (0.5 percent) with other or unknown configurations. The tractors were divided into 136 (2.6 percent of the total) bobtails, 3443 (65.7 percent) tractors with a semi-trailer, 152 (2.9 percent) with a semi- and a full trailer, 2 (0.0 percent) with three trailers, 8 (0.2 percent) with a single, non-semi-trailer, and 24 (0.5 percent) other or unknown.

The type of company operating the vehicle was also ascertained: 3499, or 66.7 percent, of the involved medium and heavy trucks were found to be operated by interstate carriers, and 1225 trucks, or 23.4 percent, by intrastate-only carriers. The rest, 9.9 percent, were either owned by some government entity, were used for daily rental, or were of unknown ownership. For-hire carriers accounted for 2524, or 48.1 percent, of the involved vehicles, private carriers for 2334, or 44.5 percent. ICC authorized carriers were operating 1864 or 35.5 percent of the involved vehicles.

INTRODUCTION

Overview

This report documents the March 14, 1984, version of the Trucks Involved in Fatal Accidents, 1981, dataset. The report summarizes all the information in the computerized data file. This file describes all medium and heavy trucks that were involved in a fatal accident in the continental United States, excluding Alaska, during calendar year 1981. All pickups and trucks with a gross vehicle weight rating of ten thousand pounds or less are excluded. All the vehicles described are from the "Jul1282" version of the Fatal Accident Reporting System (FARS) file for 1981 accidents, developed by the National Highway Traffic Safety Administration (NHTSA).

The dataset includes virtually all the variables from the public version of the FARS file--the accident variables, the vehicle variables (for the truck), and the occupant variables (for the driver of the truck). A few cases had no occupant record because the vehicle was not occupied at the time of the accident. These cases have been padded with the appropriate missing data codes. All variables are at the vehicle level; i.e., there is one record for each truck involved.

In addition to the variables from FARS (variables 1 through 221), there is a set of variables (numbers 1001 through 1097) that provide the more detailed description of the vehicle and its cargo that is supplied to the Bureau of Motor Carrier Safety (BMCS) by interstate carriers of goods. Such carriers are required to report to BMCS all accidents resulting in a fatality, in injury that requires treatment away from the scene, or in property damage of \$2000 or more. Form MCS 50-T, the form filled out for cargo-carrying vehicles, requests a comparatively detailed description of the vehicle and its cargo.

This contrasts with the more limited information on trucks that is supplied by FARS: make, model year, and "Body Type." This last divides medium and heavy trucks into straight trucks (with three weight categories and an unknown weight category), bobtail tractors, two-unit vehicles (trucks with a single trailer), multi-unit vehicles (trucks with two or more trailers), and unknown-type trucks. However, not only are these distinctions not always accurate, but it is impossible to separate tractor-trailer combinations from straight truck combinations. It was therefore decided, for the purposes of this study, to obtain the detail of the BMCS information for all medium and heavy trucks involved in fatal accidents, not just those operated by interstate motor carriers and reported to BMCS.

This dataset is substantially similar in detail and coverage to the Trucks Involved in Fatal Accidents, 1980, file. There has, however, been extensive refinement of the variables and code values, and many variable numbers have changed. In particular a number of variables now document the empty weights of the power unit and any trailers. In addition, coverage of the medium and heavy trucks involved in fatal accidents has been increased by including those trucks which FARS designates as light but finds to be medium or heavy when the VIN is decoded.

Sources of Information

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

The preferred source of information to supplement FARS was a BMCS report for the involved vehicle. The 1981 BMCS file was available at UMTRI in computerized form, and use of these reports was clearly less costly than any form of independent data collection. To match the BMCS fatal cases with the corresponding case in FARS, a two-stage procedure was used. First a computerized algorithm was used to match the cases; then an attempt was made to match the remaining cases by hand on a state-by-state basis. The computerized algorithm was itself divided into six steps. Each step used three or four variables to make the match and a further four variables to check the match. If any one of the four check variables failed, then the match was rejected (although the same match might be successful on a subsequent pass). The information on the cases that failed on the check variables was retained and the potential match was later reviewed at the hand-matching stage.

There were 2235 BMCS cases for fatal accidents. Each of these could in theory be matched with one of the 5579 FARS cases in the original subset.¹ The results of the matching procedures are shown in the table below. Overall over 81 percent of the BMCS fatal subset were matched, but this meant completion of only 33 percent of the FARS cases.

A system of data collection was set up to handle the remaining 67 percent of the FARS cases. Information was collected primarily by telephone interview. If a telephone interview proved impossible, then a mail survey was sent. Mail surveys were also sent out when requested by

¹The final dataset has 5244 cases, because 335 were deleted as "non-sample."

COMPUTER AND HAND MATCHES BETWEEN 1981 FARS AND BMCS

Data Source	No. of Cases in Subset	Computer Matched		Hand Matched		Total Matched	
		N	%	N	%	N	%
FARS	5579	1330	23.8	495	8.9	1825	32.7
BMCS	2235	1330	59.5	495	22.1	1825	81.7

the interviewee. The person or company contacted was, where possible, the owner of the vehicle as listed in the police report. If no contact could be made with the owner, then an attempt was made to reach the driver. If neither the owner nor the driver could be reached, as much information as possible was collected from other parties, such as the police officer investigating the accident or the tow truck operator if the vehicle was towed from the scene. Finally, if no knowledgeable respondent could be found, as much information as possible was coded from the police report. A few states blanked out all names and addresses on the police reports. Here, no owner or driver could be identified, and all information is derived from the police reports. Variable 1085 documents the source of the information supplementing FARS, while variable 1084 shows whether an interview was made or not, and, if made, whether it was completed.

Interviews were completed for 2825 of the 3754 FARS cases not matched with BMCS, or 75.3 percent. Another 335 cases or 8.9 percent were determined to be "non-sample." Survey forms were mailed out for 639 or 17.0 percent of the unmatched cases, and completed forms were returned for 306 cases or 8.2 percent, resulting in a 47.9 percent response rate for the mailed forms. The remaining 278 cases or 7.4 percent were coded from the police accident report. There were 10 cases (0.3 percent) for which no report was available.

The combination of telephone interviews, mailings, and coding from police accident reports produced a completion rate of 92.3 percent (3466 cases) for the survey cases. Only 90 cases or 2.4 percent ended in refusal, and the remaining 198 cases or 5.3 percent were cases where we were unable to locate the owner, the driver, or some other informant. Even for these, unless no police report was available, some information was coded. Including the cases matched with BMCS yields an overall completion rate of 94.8 percent.

Number of Cases

The Jul1282 version of the 1981 FARS file has 5422 vehicles involved in fatal accidents in the continental United States, excluding Alaska, with a Body Type code of 53 through 60, i.e. a medium or heavy truck. A new VIN-decoding program, VINA, was used by FARS for the first time on the 1981 data. This program returns a number of codes for trucks, including series and weight class. (These return codes are contained in variables 128 through 131 of this dataset.) The weight class code enabled UMTRI to select all the trucks designated by FARS as light which appeared from their VINs to be medium or heavy. Thus any vehicle with FARS Body Type of 50 through 52 or 99 that was also returned by the VINA program as having a weight class (variable 130) of 3 through 8, i.e. greater than 10,000 pounds, was also included. This resulted in the selection of an additional 157 vehicles. However, some of the selected vehicles were subsequently found to have been light rather than medium or heavy trucks. In particular, a significant number of vehicles coded by FARS as straight trucks with a GVW less than 19,500 pounds (Body Type 53) turned out to be pickups and other light trucks. These were designated "non-sample vehicles." Also designated non-sample were those vehicles that did not conform to the prerequisites for inclusion in FARS. These were vehicles parked off the roadway (e.g., on the shoulder) or properly parked at the side of the road. In total, 335 vehicles, mostly light trucks, were deleted from the file as non-sample vehicles. This left a total of 5244 valid cases. Each distribution in this report sums to these 5244 cases.²

Modifications to the Data

Cases where the data, as received from BMCS, contained "wild" or inconsistent codes have been reviewed and corrected. In addition one variable in the version of the 1981 BMCS file built by UMTRI has been subjected to special review for accuracy and consistency with other data elements. This is the Vehicle Combination Code (variable 1063 here, variable 41 in the stand-alone BMCS file). All cases where the BMCS file reports two or more trailers being pulled were confirmed either by a review of the police report or by telephone contact with the owner. Similarly, all cases where the BMCS file showed fewer trailers than reported by FARS were checked by the same methods. The file documented here contains the corrected combination code. Other variables have been corrected to conform to the new combination code when changes were made.

All other modifications to the responses received are indicated in variables 1088 through 1097. Also indicated there are deductions made by the editors to fill in missing data elements. The numbers coded in these variables are the question numbers on the interview form (see Appendix). Thus a "23" in variable 1090 indicates that the third item corrected or derived for that particular case was the response to

²Variables 39, 122, and 151 are multiple response variables. For these variables, the tabulated frequencies sum to 5244 times the number of responses indicated for the variable.

question 23 on the interview form. There is no particular pattern to the order in which such modifications are indicated. "Derivations" were made when the editor was able to deduce a piece of information to fill in something missing on the interview form. For example, a cargo weight might have been estimated for a tanker trailer known to be carrying 8000 gallons of gasoline.

Obtaining Information from the Dataset

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

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

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
FARS ACCIDENT VARIABLES

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

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
FARS ACCIDENT VARIABLES

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
26	ROADWAY PROFILE	1	Numeric		10
27	ROADWAY SURFACE TYPE	1	Numeric		10
28	ROADWAY SURFACE CONDITION	1	Numeric		10
29	TRAFFIC CONTROLS	2	Numeric		11
30	LIGHT CONDITION	1	Numeric		11
31	ATMOSPHERIC CONDITIONS	1	Numeric		11
32	HIT AND RUN	1	Numeric		12
33	CONSTRUCTION/MAINT ZONE	1	Numeric		12
34	EMS NOTIFIED - HOUR	2	Numeric		12
35	EMS NOTIFIED - MINUTE	2	Numeric		12
36	EMS ARRIVAL - HOUR	2	Numeric		13
37	EMS ARRIVAL - MINUTE	2	Numeric		13
38	SCHOOL BUS RELATED	1	Numeric		13
39	ACCIDENT RELATED FACTORS	2	Numeric	3	13
40	RAIL GRADE CROSSING ID	7	Alpha		14
41	NO OF FATALITIES IN ACC	2	Numeric		15
42	DAY OF WEEK	1	Numeric		15
43	NO OF DRINKING DRIVERS	1	Numeric		15

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
FARS VEHICLE VARIABLES

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
101	VEHICLE NUMBER	2	Numeric		17
102	VEHICLE MAKE	2	Numeric		17
103	VEHICLE MAKE-MODEL	4	Numeric		18
104	BODY TYPE	2	Numeric		21
105	MODEL YEAR	2	Numeric		21
106	VIN	10	Alpha		22
107	REGISTRATION STATE	2	Numeric		22
108	ROLLOVER	1	Numeric		23
109	JACKKNIFE	1	Numeric		23
110	TRAVEL SPEED	2	Numeric		24
111	TOWED TRAILING UNIT	1	Numeric		24
112	SPECIAL USE	1	Numeric		24
113	EMERGENCY USE	1	Numeric		25
114	IMPACT POINT - INITIAL	2	Numeric		25
115	IMPACT POINT - PRINCIPAL	2	Numeric		25
116	EXTENT OF DEFORMATION	1	Numeric		26
117	VEHICLE ROLE	1	Numeric		26
118	MANNER OF LEAVING SCENE	1	Numeric		26
119	FIRE OCCURRENCE	1	Numeric		27
120	NO OF OCCUPANTS IN VEH	2	Numeric		27
121	NO OF DEATHS IN VEH	2	Numeric		27
122	VEHICLE RELATED FACTORS	2	Numeric	2	27
123	MOST HARMFUL EVENT	2	Numeric		28
128	VIN TRUCK CHASSIS	2	Alpha		29
129	VIN TRUCK FUEL CODE	1	Alpha		30

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
FARS VEHICLE VARIABLES

<u>Variable Number</u>	<u>Variable Name</u>	<u>Field Width</u>	<u>Character Type</u>	<u>Mult Resp</u>	<u>Page Number</u>
130	VIN TRUCK WEIGHT CODE	1	Numeric		30
131	VIN TRUCK SERIES	3	Alpha		30
134	LENGTH OF VIN	2	Numeric		30
135	DRIVER PRESENCE	1	Numeric		31
136	DRIVER DRINKING	1	Numeric		31
137	LICENSE STATE	2	Numeric		31
138	LICENSE STATUS	1	Numeric		32
139	LICENSE RESTRICTIONS MET	1	Numeric		33
140	DRIVER TRAINING	1	Numeric		33
141	VIOLATIONS CHARGED	1	Numeric		33
142	NO OF PREV ACCIDENTS	2	Numeric		33
143	NO OF PREV SUSPENSIONS	2	Numeric		34
144	NO OF PREV DWI CONVICTNS	2	Numeric		34
145	NO OF PREV SPEEDING CONV	2	Numeric		34
146	NO OF PREV OTHER MV CONV	2	Numeric		35
147	LAST ACC/SUSPNSN - MONTH	2	Numeric		35
148	LAST ACC/SUSPNSN - YEAR	2	Numeric		36
149	1ST ACC/SUSPNSN - MONTH	2	Numeric		36
150	1ST ACC/SUSPNSN - YEAR	2	Numeric		36
151	DRIVER RELATED FACTORS	2	Numeric	3	37
152	NO OF UNINJURED IN VEH	2	Numeric		38
153	NO OF C-INJURED IN VEH	2	Numeric		39
154	NO OF B-INJURED IN VEH	2	Numeric		39
155	NO OF A-INJURED IN VEH	2	Numeric		39
156	NO OF K-INJURED IN VEH	2	Numeric		39

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
FARS VEHICLE VARIABLES

<u>Variable Number</u>	<u>Variable Name</u>	<u>Field Width</u>	<u>Character Type</u>	<u>Mult Resp</u>	<u>Page Number</u>
157	NO OF UNK INJURED IN VEH	2	Numeric		40

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
FARS PERSON VARIABLES

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
201	PERSON NUMBER	2	Numeric		41
202	PERSON AGE	2	Numeric		41
203	PERSON SEX	1	Numeric		41
204	PERSON TYPE	1	Numeric		42
205	SEATING POSITION	2	Numeric		42
206	MANUAL RESTRAINT SYS	1	Numeric		42
207	AUTOMATIC RESTRAINT SYS	1	Numeric		42
209	EJECTION	1	Numeric		43
210	EXTRICATION	1	Numeric		43
211	ALCOHOL INVOLVEMENT	1	Numeric		43
212	ALCOHOL TEST RESULT	2	Numeric		43
213	INJURY SEVERITY	1	Numeric		44
214	TAKEN TO HOSPITAL	1	Numeric		44
215	DEATH DATE - MONTH	2	Numeric		44
216	DEATH DATE - DAY	2	Numeric		45
217	DEATH DATE - YEAR	2	Numeric		45
218	DEATH TIME - HOURS	2	Numeric		45
219	DEATH TIME - MINUTES	2	Numeric		45
220	LAG TIME ACC/DEATH - HRS	3	Numeric		46
221	LAG TIME ACC/DEATH - MIN	2	Numeric		46

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
BMCS and SURVEY VARIABLES

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
1001	BMCS ID	5	Numeric		47
1002	STATE OF CARRIER	2	Numeric		47
1003	OPERATING AUTHORITY	1	Numeric		48
1004	CARRIER TYPE	1	Numeric		49
1005	OWNER OPERATOR	1	Numeric		49
1006	TRIP TYPE	1	Numeric		49
1008	DISTRICT TYPE	1	Numeric		50
1009	MONTH	2	Numeric		50
1010	DAY	2	Numeric		50
1011	HOUR	2	Numeric		51
1012	MINUTE	2	Numeric		51
1013	ACCIDENT TYPE	1	Numeric		52
1014	OTHER OBJECT INVOLVED	2	Numeric		52
1015	VEHICLE #1 ACTION	2	Numeric		52
1016	VEHICLE #2 ACTION	2	Numeric		53
1017	VEHICLE #3 ACTION	2	Numeric		54
1018	PRIMARY EVENT	1	Numeric		54
1019	ASSOC. ACCIDENT EVENT	1	Numeric		55
1020	DRIVER AGE	2	Numeric		55
1021	YEARS DRIVER EMPLOYED	2	Numeric		57
1022	HOURS DRIVING	2	Numeric		58
1023	SCHEDULED HOURS	2	Numeric		58
1024	DRIVER CONDITION	1	Numeric		59
1025	POWER UNIT TYPE	1	Numeric		59
1026	STRT. TRUCK BODY STYLE	1	Numeric		59

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
BMCS and SURVEY VARIABLES

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
1027	CAB STYLE	1	Numeric		60
1028	POWER UNIT YEAR	2	Numeric		60
1029	POWER UNIT NO. OF AXLES	1	Numeric		61
1030	POWER UNIT MAKE	2	Numeric		61
1031	POWER UNIT LENGTH	3	Numeric		62
1032	STRAIGHT TRUCK CARGO	2	Numeric		62
1033	STRT. TRUCK HAZ. CARGO	1	Numeric		63
1034	STRT. TRUCK CARGO WEIGHT	6	Numeric		63
1035	POWER UNIT EMPTY WEIGHT	6	Numeric		64
1036	1ST TRAILER TYPE	1	Numeric		64
1037	1ST TRAILER YEAR	2	Numeric		64
1038	1ST TRAILER NO. OF AXLES	2	Numeric		65
1039	1ST TRAILER BODY	1	Numeric		65
1040	1ST TRAILER CARGO	2	Numeric		66
1041	1ST TRAILER HAZ. CARGO	1	Numeric		66
1042	1ST TRAILER CARGO WEIGHT	6	Numeric		67
1043	1ST TRAILER EMPTY WEIGHT	6	Numeric		67
1044	1ST TRAILER LENGTH	3	Numeric		67
1045	2ND TRAILER TYPE	1	Numeric		69
1046	2ND TRAILER YEAR	2	Numeric		69
1047	2ND TRAILER NO. OF AXLES	2	Numeric		70
1048	2ND TRAILER BODY	1	Numeric		70
1049	2ND TRAILER CARGO	2	Numeric		70
1050	2ND TRAILER HAZ. CARGO	1	Numeric		71
1051	2ND TRAILER CARGO WEIGHT	6	Numeric		71

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
BMCS and SURVEY VARIABLES

<u>Variable Number</u>	<u>Variable Name</u>	<u>Field Width</u>	<u>Character Type</u>	<u>Mult Resp</u>	<u>Page Number</u>
1052	2ND TRAILER EMPTY WEIGHT	6	Numeric		72
1053	2ND TRAILER LENGTH	3	Numeric		72
1054	3RD TRAILER TYPE	1	Numeric		73
1056	3RD TRAILER NO. OF AXLES	2	Numeric		73
1057	3RD TRAILER BODY	1	Numeric		73
1058	3RD TRAILER CARGO	2	Numeric		74
1059	3RD TRAILER HAZ. CARGO	1	Numeric		74
1060	3RD TRAILER CARGO WEIGHT	6	Numeric		75
1061	3RD TRAILER EMPTY WEIGHT	6	Numeric		75
1062	3RD TRAILER LENGTH	3	Numeric		75
1063	VEHICLE COMBINATION CODE	2	Numeric		76
1064	NO. OF TRAILERS	1	Numeric		76
1065	TOTAL LENGTH	3	Numeric		76
1066	TOTAL WIDTH	2	Numeric		77
1067	TOTAL CARGO WEIGHT	6	Numeric		77
1068	GROSS WEIGHT	6	Numeric		77
1069	EMPTY COMBINATION WEIGHT	6	Numeric		78
1070	FUEL TYPE	1	Numeric		78
1071	HAZ. MAT. IN CARGO	1	Numeric		78
1072	DRIVER KILLED	1	Numeric		78
1073	DRIVER INJURED	1	Numeric		79
1074	TOTAL KILLED IN VEHICLE	2	Numeric		79
1075	TOTAL INJURED IN VEHICLE	2	Numeric		79
1076	TOTAL KILLED IN ACCIDENT	2	Numeric		80
1077	TOT. INJURED IN ACCIDENT	2	Numeric		80

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
BMCS and SURVEY VARIABLES

<u>Variable Number</u>	<u>Variable Name</u>	<u>Field Width</u>	<u>Character Type</u>	<u>Mult Resp</u>	<u>Page Number</u>
1078	WEATHER	1	Numeric		81
1079	LIGHT CONDITION	1	Numeric		81
1080	ROAD SURFACE CONDITION	1	Numeric		81
1081	NUMBER OF LANES	1	Numeric		82
1082	HIGHWAY TYPE	1	Numeric		82
1083	CARGO (BMCS)	2	Numeric		82
1084	INTERVIEW STATUS	1	Numeric		83
1085	SOURCE OF INFORMATION	1	Numeric		83
1088	1ST QUESTION DERIVED	2	Numeric		84
1089	2ND QUESTION DERIVED	2	Numeric		84
1090	3RD QUESTION DERIVED	2	Numeric		85
1091	4TH QUESTION DERIVED	2	Numeric		85
1092	5TH QUESTION DERIVED	2	Numeric		86
1093	6TH QUESTION DERIVED	2	Numeric		86
1094	7TH QUESTION DERIVED	2	Numeric		87
1095	8TH QUESTION DERIVED	2	Numeric		87
1096	9TH QUESTION DERIVED	2	Numeric		87
1097	10TH QUESTION DERIVED	2	Numeric		88

The ACCIDENT VARIABLES

Variables 1 through 43 are the FARS variables that describe the accident.

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

FREQ	Prct	CASE STATE
116	2.2	01. Alabama
79	1.5	04. Arizona
111	2.1	05. Arkansas
366	7.0	06. California
66	1.3	08. Colorado
50	1.0	09. Connecticut
15	0.3	10. Delaware
1	0.0	11. District of Columbia
266	5.1	12. Florida
165	3.1	13. Georgia
47	0.9	16. Idaho
193	3.7	17. Illinois
150	2.9	18. Indiana
109	2.1	19. Iowa
75	1.4	20. Kansas
117	2.2	21. Kentucky
161	3.1	22. Louisiana
15	0.3	23. Maine
59	1.1	24. Maryland
26	0.5	25. Massachusetts
127	2.4	26. Michigan
64	1.2	27. Minnesota
95	1.8	28. Mississippi
118	2.3	29. Missouri
42	0.8	30. Montana
60	1.1	31. Nebraska
20	0.4	32. Nevada
13	0.2	33. New Hampshire
117	2.2	34. New Jersey
65	1.2	35. New Mexico
209	4.0	36. New York
165	3.1	37. North Carolina
29	0.6	38. North Dakota
208	4.0	39. Ohio
151	2.9	40. Oklahoma
78	1.5	41. Oregon
245	4.7	42. Pennsylvania
6	0.1	44. Rhode Island
88	1.7	45. South Carolina

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
FARS ACCIDENT VARIABLES

FREQ	Prct	Var 1	CASE STATE
22	0.4	46.	South Dakota
116	2.2	47.	Tennessee
629	12.0	48.	Texas
45	0.9	49.	Utah
6	0.1	50.	Vermont
98	1.9	51.	Virginia
63	1.2	53.	Washington
36	0.7	54.	West Virginia
95	1.8	55.	Wisconsin
47	0.9	56.	Wyoming

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

FREQ	Prct	CASE NUMBER ASSIGNED WITHIN STATES
2	0.0	0001.
		- . Case number
0	0.0	9999.

Variable	3	CITY	MD1:	9999	Field Width:	4
			MD2: <td>None <td>Type: <td>Numeric</td> </td></td>	None <td>Type: <td>Numeric</td> </td>	Type: <td>Numeric</td>	Numeric

FREQ	Prct	GENERAL SERVICES ADMINISTRATION (GSA) CODE
3553	67.8	0000. Not applicable
0	0.0	0001.
		- . GSA code
0	0.0	9996.
68	1.3	9997. Other
5	0.1	9999. Unknown

Variable	4	COUNTY	MD1:	999	Field Width:	3
			MD2: <td>None <td>Type: <td>Numeric</td> </td></td>	None <td>Type: <td>Numeric</td> </td>	Type: <td>Numeric</td>	Numeric

FREQ	Prct	GENERAL SERVICES ADMINISTRATION (GSA) CODE
87	1.7	001.
		- . GSA code
0	0.0	996.
0	0.0	997. Other
2	0.0	999. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
FARS ACCIDENT VARIABLES

Variable	5	ACCIDENT DATE - MONTH	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ	Prct	ACCIDENT DATE - MONTH
412	7.9	01. January
398	7.6	02. February
382	7.3	03. March
378	7.2	04. April
421	8.0	05. May
484	9.2	06. June
417	8.0	07. July
502	9.6	08. August
475	9.1	09. September
519	9.9	10. October
423	8.1	11. November
433	8.3	12. December

Variable	6	ACCIDENT DATE - DAY	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ	Prct	ACCIDENT DATE - DAY
168	3.2	01. - . Day of month
96	1.8	31.

Variable	7	ACCIDENT DATE - YEAR	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ	Prct	ACCIDENT DATE - YEAR
5244	100.0	81. 1981

Variable	8	ACCIDENT TIME - HOUR	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ	Prct	ACCIDENT TIME - HOUR
156	3.0	00. 12:01 am - 12:59 am
190	3.6	01. 1:00 am - 1:59 am
191	3.6	02. 2:00 am - 2:59 am
181	3.5	03. 3:00 am - 3:59 am
164	3.1	04. 4:00 am - 4:59 am
159	3.0	05. 5:00 am - 5:59 am
193	3.7	06. 6:00 am - 6:59 am
221	4.2	07. 7:00 am - 7:59 am

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
FARS ACCIDENT VARIABLES

FREQ	Prcent	Var 8	ACCIDENT TIME - HOUR
210	4.0	08.	8:00 am - 8:59 am
236	4.5	09.	9:00 am - 9:59 am
257	4.9	10.	10:00 am - 10:59 am
268	5.1	11.	11:00 am - 11:59 am
258	4.9	12.	12:00 pm - 12:59 pm
274	5.2	13.	1:00 pm - 1:59 pm
332	6.3	14.	2:00 pm - 2:59 pm
302	5.8	15.	3:00 pm - 3:59 pm
285	5.4	16.	4:00 pm - 4:59 pm
241	4.6	17.	5:00 pm - 5:59 pm
195	3.7	18.	6:00 pm - 6:59 pm
182	3.5	19.	7:00 pm - 7:59 pm
166	3.2	20.	8:00 pm - 8:59 pm
181	3.5	21.	9:00 pm - 9:59 pm
199	3.8	22.	10:00 pm - 10:59 pm
185	3.5	23.	11:00 pm - 11:59 pm
14	0.3	24.	12:00 midnight
4	0.1	99.	Unknown

Variable	9	ACCIDENT TIME - MINUTE	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ	Prcent	ACCIDENT TIME - MINUTE
739	14.1	00. - . Minute
12	0.2	59.
4	0.1	99. Unknown

Variable	10	NO OF VEHICLE FORMS	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ	Prcent	NO OF VEHICLE FORMS SUBMITTED
0	0.0	00. Hit and run - information not available
1216	23.2	01. - . Number submitted
0	0.0	99.

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
FARS ACCIDENT VARIABLES

Variable	11	NO OF PERSON FORMS	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ Prcnt NO OF PERSON FORMS SUBMITTED

532	10.1	01.
		- . Number submitted
0	0.0	99.

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

Vehicle must have been in motion or on roadway to be counted.

FREQ Prcnt NO OF VEHICLES INVOLVED IN ACCIDENT

1212	23.1	01.	1 vehicle
3391	64.7	02.	2 vehicles
466	8.9	03.	3 vehicles
90	1.7	04.	4 vehicles
26	0.5	05.	5 vehicles
11	0.2	06.	6 vehicles
9	0.2	07.	7 vehicles
1	0.0	08.	8 vehicles
7	0.1	10.	10 vehicles
4	0.1	99.	Unknown

Variable	13	LAND USE	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ Prcnt LAND USE - FHWA CLASSIFICATION

1618	30.9	1.	Urban area
3545	67.6	2.	Rural area
81	1.5	9.	Unknown

Variable	14	CLASS TRAFFICWAY	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ Prcnt CLASS TRAFFICWAY

5244	100.0	9.	Unknown
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TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
FARS ACCIDENT VARIABLES

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

FREQ		Prct	ROADWAY FUNCTION CLASS
1111	21.2		1. Principal arterial - interstate
137	2.6		2. Principal arterial - other urban freeway or expressway
1837	35.0		3. Principal arterial - other
1015	19.4		4. Minor arterial
75	1.4		5. Urban collector
436	8.3		6. Major rural collector
106	2.0		7. Minor rural collector
308	5.9		8. Local road or street
219	4.2		9. Unknown

Variable	16	TA-1 CLASS	MD1: 9	Field Width: 1
			MD2: None	Type: Numeric

FREQ		Prct	TA-1 CLASS - FHWA CLASSIFICATION
1117	21.3		1. Interstate
2440	46.5		2. Other Federal Aid primary
597	11.4		3. Federal Aid secondary
392	7.5		4. Federal Aid urban arterial
48	0.9		5. Federal Aid urban collector
55	1.0		6. Non-Federal Aid arterial
112	2.1		7. Non-Federal Aid collector
315	6.0		8. Non-Federal Aid local
168	3.2		9. Unknown

Variable	17	SPECIAL JURISDICTION	MD1: 9	Field Width: 1
			MD2: None	Type: Numeric

FREQ		Prct	SPECIAL JURISDICTION
5206	99.3		0. Not applicable
0	0.0		1. National Park Service
0	0.0		2. Military
28	0.5		3. Indian reservation
0	0.0		4. College/university campus
4	0.1		5. Other federal property
4	0.1		8. Other
2	0.0		9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
FARS ACCIDENT VARIABLES

Variable	18	FIRST HARMFUL EVENT	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ Prcnt FIRST EVENT CAUSING INJURY OR PROPERTY DAMAGE

Non-Collision Event

333	6.4	01. Overturn
4	0.1	02. Fire/explosion
2	0.0	03. Immersion
0	0.0	04. Gas inhalation
28	0.5	05. Fell from vehicle
1	0.0	06. Injured in vehicle
20	0.4	07. Other non-collision

Collision With

397	7.6	08. Pedestrian
64	1.2	09. Pedalcycle
31	0.6	10. Railway train
18	0.3	11. Animal
3767	71.8	12. Motor vehicle in transport
73	1.4	13. Motor vehicle in other roadway
63	1.2	14. Parked motor vehicle
3	0.1	15. Other type non-motorist
11	0.2	16. Other object (not fixed)
2	0.0	18. Building
42	0.8	19. Culvert/ditch
27	0.5	20. Curb or wall
22	0.4	21. Divider
59	1.1	22. Embankment
9	0.2	23. Fence
125	2.4	24. Guard rail
3	0.1	25. Light support
5	0.1	26. Sign post
28	0.5	27. Tree/shrubbery
20	0.4	28. Utility pole
10	0.2	29. Other pole or support
3	0.1	30. Impact attenuator
26	0.5	31. Other fixed object
13	0.2	32. Bridge or overpass - passing under
33	0.6	33. Bridge or overpass - passing over
2	0.0	99. Unknown

Variable	19	MANNER OF COLLISION	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ Prcnt MANNER OF COLLISION

1398	26.7	0. Not a collision with a vehicle in transport
898	17.1	1. Rear-end
1101	21.0	2. Head-on

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
FARS ACCIDENT VARIABLES

FREQ Prcnt Var 19 MANNER OF COLLISION

3	0.1	3. Rear-to-rear
1566	29.9	4. Angle
118	2.3	5. Sideswipe - same direction
147	2.8	6. Sideswipe - opposite direction
13	0.2	9. Unknown

Variable	20	RELATION TO JUNCTION	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ Prcnt RELATION TO JUNCTION

3426	65.3	1. Non-junction
1266	24.1	2. Intersection
98	1.9	3. Intersection related
91	1.7	4. Interchange area
260	5.0	5. Driveway, alley, access, etc.
54	1.0	6. Entrance/exit ramp
33	0.6	7. Rail grade crossing
13	0.2	8. In crossover
3	0.1	9. Unknown

Variable	21	RELATION TO ROADWAY	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ Prcnt RELATION TO ROADWAY

4440	84.7	1. On roadway
168	3.2	2. Shoulder
103	2.0	3. Median
407	7.8	4. Roadside
37	0.7	5. Outside right-of-way
76	1.4	6. Off roadway - location unknown
0	0.0	7. In parking lane
13	0.2	9. Unknown

Variable	22	ROADWAY FLOW	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ Prcnt ROADWAY FLOW (TYPE OF TRAFFICWAY)

1391	26.5	1. Divided highway - median strip
142	2.7	2. Divided highway - guardrail
333	6.4	3. Divided highway - other or unknown barrier type
3271	62.4	4. Not physically divided
54	1.0	5. One-way trafficway

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
FARS ACCIDENT VARIABLES

FREQ Prcnt Var 22 ROADWAY FLOW

53 1.0 9. Unknown

Variable 23 NO OF TRAVEL LANES MD1: 9 Field Width: 1
MD2: None Type: Numeric

Coded with the value for the roadway on which the first harmful event occurred. Only lanes open for travel are counted (turn lanes are therefore excluded). A roadway is that part of the trafficway designed, improved, and ordinarily used for motor vehicle travel. Separate roadways may be provided for north-bound and southbound traffic, for trucks and automobiles, or for through and local traffic. Multiple roadways on a trafficway are physically divided by median or constructed devices.

FREQ Prcnt NO OF TRAVEL LANES

32 0.6 1. 1 lane
4080 77.8 2. 2 lanes
354 6.8 3. 3 lanes
596 11.4 4. 4 lanes
115 2.2 5. 5 lanes
36 0.7 6. 6 lanes
5 0.1 7. 7 or more lanes
26 0.5 9. Unknown

Variable 24 SPEED LIMIT MD1: 99 Field Width: 2
MD2: None Type: Numeric

FREQ Prcnt SPEED LIMIT

2 0.0 10. 10 mph
6 0.1 15. 15 mph
14 0.3 20. 20 mph
121 2.3 25. 25 mph
171 3.3 30. 30 mph
271 5.2 35. 35 mph
190 3.6 40. 40 mph
339 6.5 45. 45 mph
283 5.4 50. 50 mph
3393 64.7 55. 55 mph
454 8.7 99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
FARS ACCIDENT VARIABLES

Variable	25	ROADWAY ALIGNMENT	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ	Prct	ROADWAY ALIGNMENT
------	------	-------------------

4245	80.9	1. Straight
990	18.9	2. Curve
9	0.2	9. Unknown

Variable	26	ROADWAY PROFILE	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ	Prct	ROADWAY PROFILE
------	------	-----------------

3685	70.3	1. Level
1444	27.5	2. Grade
115	2.2	9. Unknown

Variable	27	ROADWAY SURFACE TYPE	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ	Prct	ROADWAY SURFACE TYPE
------	------	----------------------

1025	19.5	1. Concrete
3702	70.6	2. Blacktop (bituminous)
3	0.1	3. Brick or block
40	0.8	4. Slag, gravel or stone
14	0.3	5. Dirt
2	0.0	8. Other
458	8.7	9. Unknown

Variable	28	ROADWAY SURFACE CONDITION	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ	Prct	ROADWAY SURFACE CONDITION
------	------	---------------------------

4255	81.1	1. Dry
724	13.8	2. Wet
141	2.7	3. Snow or slush
99	1.9	4. Ice
6	0.1	5. Sand, dirt, oil
7	0.1	8. Other
12	0.2	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
FARS ACCIDENT VARIABLES

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Variable	29	TRAFFIC CONTROLS	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ	Prcnt	TRAFFIC CONTROLS
3784	72.2	00. No controls
79	1.5	01. Flashing traffic signal
348	6.6	02. On colors traffic signal
606	11.6	03. Stop sign
39	0.7	04. Yield sign
12	0.2	05. Physically controlled railroad crossing
6	0.1	06. Stop sign for railroad crossing
15	0.3	07. Other railroad crossing
0	0.0	08. School zone sign
6	0.1	09. Traffic controls not functioning
2	0.0	10. Pedestrian signal
338	6.4	98. Other
9	0.2	99. Unknown

Variable	30	LIGHT CONDITION	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ	Prcnt	LIGHT CONDITION
3025	57.7	1. Daylight
1607	30.6	2. Dark
413	7.9	3. Dark but lighted
111	2.1	4. Dawn
82	1.6	5. Dusk
6	0.1	9. Unknown

Variable	31	ATMOSPHERIC CONDITIONS	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ	Prcnt	ATMOSPHERIC CONDITIONS
4402	83.9	1. Normal
473	9.0	2. Rain
16	0.3	3. Sleet
142	2.7	4. Snow
151	2.9	5. Fog
43	0.8	8. Other (smog, smoke, blowing sand, or dust)
17	0.3	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
FARS ACCIDENT VARIABLES

Variable	32	<u>HIT AND RUN</u>	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ Prcnt	HIT AND RUN	
5201	99.2	0. Not applicable
15	0.3	1. Hit motor vehicle
25	0.5	2. Hit non-motorist
3	0.1	3. Left scene

Variable	33	<u>CONSTRUCTION/MAINT ZONE</u>	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

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

FREQ Prcnt	CONSTRUCTION/MAINT ZONE	
5123	97.7	0. None
85	1.6	1. Construction
25	0.5	2. Maintenance
11	0.2	3. Construction or maintenance

Variable	34	<u>EMS NOTIFIED - HOUR</u>	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ Prcnt	TIME EMERGENCY MEDICAL SERVICE (EMS) NOTIFIED	
462	8.8	00. Not notified or 12:01-12:59 am
74	1.4	01.
		- . Hour
0	0.0	24.
3009	57.4	99. Unknown

Variable	35	<u>EMS NOTIFIED - MINUTE</u>	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ Prcnt	TIME EMERGENCY MEDICAL SERVICE (EMS) NOTIFIED	
488	9.3	00. Not notified or on hour
17	0.3	01.
		- . Minute
29	0.6	59.
3009	57.4	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
FARS ACCIDENT VARIABLES

Variable	36	EMS ARRIVAL - HOUR	MD1: 99	Field Width: 2
			MD2: None	Type: Numeric
FREQ	Prct	TIME EMERGENCY MEDICAL SERVICE (EMS) ARRIVED		
454	8.7	00. Not notified or 12:01-12:59 am		
76	1.4	01.		
		- . Hour		
4	0.1	24.		
2840	54.2	99. Unknown		

Variable	37	EMS ARRIVAL - MINUTE	MD1: 99	Field Width: 2
			MD2: None	Type: Numeric
FREQ	Prct	TIME EMERGENCY MEDICAL SERVICE (EMS) ARRIVED		
490	9.3	00. Not notified or on hour		
17	0.3	01.		
		- . Minute		
37	0.7	59.		
2840	54.2	99. Unknown		

Variable	38	SCHOOL BUS RELATED	MD1: 9	Field Width: 1
			MD2: None	Type: Numeric

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

FREQ	Prct	SCHOOL BUS RELATED
5232	99.8	0. No
12	0.2	1. Yes

Variable	39	ACCIDENT RELATED FACTORS	MD1: 99	Field Width: 2
			MD2: None	Type: Numeric
			Multiple Responses: 3	

FREQ	Prct	RELATED FACTORS AT ACCIDENT LEVEL
14890	94.6	00. None
		Vision Obscured By
138	0.9	01. Rain, snow, fog, smoke, sand, dust
34	0.2	02. Reflected glare, bright sunlight, headlights
30	0.2	03. Curve, hill, or other design feature (including traffic sign, embankment)

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
FARS ACCIDENT VARIABLES

FREQ	Prcnt	Var 39	ACCIDENT RELATED FACTORS
6	0.0		04. Building, billboard, etc.
23	0.1		05. Trees, crops, vegetation
24	0.2		06. Moving vehicle (including load)
10	0.1		07. Parked vehicle
18	0.1		08. Other object not classifiable above
Swerving Due To			
8	0.1		20. Severe crosswind
2	0.0		21. Wind from passing truck
193	1.2		22. Slippery surface
7	0.0		23. Avoiding debris or objects in road
6	0.0		24. Ruts, holes, bumps in road
10	0.1		25. Avoiding animals in road
137	0.9		26. Avoiding vehicle in road
7	0.0		27. Avoiding phantom vehicle
23	0.1		28. Avoiding pedestrian, cyclist, other non-motorist
6	0.0		29. Avoiding water, snow, oil slick on road
Roadway Features			
6	0.0		40. Traffic controls not functioning properly
2	0.0		41. Inadequate warning of exit, lanes narrowing, traffic controls, etc.
3	0.0		42. Uncontrolled intersection or railroad crossing
9	0.1		43. Shoulder too low or high
10	0.1		44. Shoulder too narrow or none for emergency use
3	0.0		45. Roadway maintenance created condition
0	0.0		46. Roadway construction created condition
8	0.1		47. Other construction created condition
1	0.0		48. No or obscured pavement markings
4	0.0		49. Surface underwater
6	0.0		50. Inadequate construction or poor design of roadway, bridge, etc.
0	0.0		51. Surface washed out (caved in, road slippage)
108	0.7		99. Unknown

Variable	40	RAIL GRADE CROSSING ID	MD1:	None	Field Width:	7
			MD2:	None	Type:	Alphabetic

FREQ Prcnt RAIL GRADE CROSSING ID - FRA CODE

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

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
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Variable	41	NO OF FATALITIES IN ACC	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ	Prct	NO OF FATALITIES IN ACC
------	------	-------------------------

4529	86.4	01. 1 killed
539	10.3	02. 2 killed
111	2.1	03. 3 killed
44	0.8	04. 4 killed
8	0.2	05. 5 killed
6	0.1	06. 6 killed
2	0.0	07. 7 killed
3	0.1	08. 8 killed
1	0.0	09. 9 killed
1	0.0	10. 10 killed

Variable	42	DAY OF WEEK	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ	Prct	DAY OF WEEK
------	------	-------------

362	6.9	1. Sunday
820	15.6	2. Monday
908	17.3	3. Tuesday
799	15.2	4. Wednesday
890	17.0	5. Thursday
901	17.2	6. Friday
564	10.8	7. Saturday

Variable	43	NO OF DRINKING DRIVERS	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ	Prct	NO OF DRINKING DRIVERS
------	------	------------------------

3940	75.1	0. 0 drivers
1261	24.0	1. 1 driver
41	0.8	2. 2 drivers
2	0.0	3. 3 drivers

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
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The VEHICLE Variables

Variables 101 through 157 are the FARS variables that describe the vehicle (i.e., the truck). FARS includes some variables that are descriptive of the driver among the vehicle variables.

Variable 101	VEHICLE NUMBER	MD1: 0	Field Width: 2
		MD2: None	Type: Numeric

FREQ	Prnt	VEHICLE NUMBER
0	0.0	00. Dummy vehicle record (non-motorist)
2870	54.7	01. Vehicle #1
2161	41.2	02. Vehicle #2
159	3.0	03. Vehicle #3
21	0.4	04. Vehicle #4
7	0.1	05. Vehicle #5
		- .
0	0.0	99. Vehicle #99

Variable 102	VEHICLE MAKE	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

FREQ	Prnt	VEHICLE MAKE
1	0.0	02.
1	0.0	03.
42	0.8	07. Dodge
676	12.9	12. Ford
319	6.1	20. Chevrolet
499	9.5	23. GMC
13	0.2	42. Mercedes Benz
0	0.0	46. Renault
0	0.0	51. Volvo
20	0.4	80. Brockway
33	0.6	81. Diamond Reo
401	7.6	82. Freightliner
0	0.0	83. FWD
1035	19.7	84. International
508	9.7	85. Kenworth
617	11.8	86. Mack
358	6.8	87. Peterbilt
360	6.9	88. White
69	1.3	95. Other truck
13	0.2	98. Other make
279	5.3	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
FARS VEHICLE VARIABLES

Variable	103	VEHICLE MAKE-MODEL	MD1:	9900	Field Width:	4
			MD2:	9900	Type:	Numeric

FREQ	Prcnt	VEHICLE MAKE-MODEL
1	0.0	0289.
1	0.0	0389.
0	0.0	0771. Dodge Ramcharger
0	0.0	0772. Dodge D50/Colt Pickup
0	0.0	0773. Dodge D, W-Series Pickup
0	0.0	0774. Dodge Van
0	0.0	0778. Dodge other (light truck)
0	0.0	0779. Dodge unknown (light truck)
15	0.3	0781. Dodge medium/heavy: CBE
12	0.2	0782. Dodge medium/heavy: COE low entry
3	0.1	0783. Dodge medium/heavy: COE high entry
5	0.1	0784. Dodge medium/heavy: unknown engine location
0	0.0	0785. Dodge medium: bus (not van based)
3	0.1	0788. Dodge other (truck)
4	0.1	0789. Dodge unknown (truck)
8	0.2	1200.
0	0.0	1207. Ford Ranchero
0	0.0	1271. Ford Bronco
0	0.0	1272. Ford Courier Pickup
1	0.0	1273. Ford F-Series Pickup
0	0.0	1274. Ford Van
7	0.1	1275. Ford Van derivative
0	0.0	1278. Ford other (light truck)
1	0.0	1279. Ford unknown (light truck)
445	8.5	1281. Ford medium/heavy: CBE
37	0.7	1282. Ford medium/heavy: COE low entry
94	1.8	1283. Ford medium/heavy: COE high entry
37	0.7	1284. Ford medium/heavy: unknown engine location
0	0.0	1285. Ford medium bus
5	0.1	1288. Ford other (truck)
41	0.8	1289. Ford unknown (truck)
3	0.1	2000.
0	0.0	2007. Chevrolet El Camino
0	0.0	2071. Chevrolet Blazer
0	0.0	2072. Chevrolet LUV pickup
1	0.0	2073. Chevrolet C, K-Series pickup
0	0.0	2074. Chevrolet G-Series Van
3	0.1	2075. Chevrolet Van Derivatives
0	0.0	2076. Chevrolet Suburban
0	0.0	2078. Chevrolet other (light truck)
0	0.0	2079. Chevrolet unknown (light truck)
252	4.8	2081. Chevrolet medium/heavy: CBE
6	0.1	2082. Chevrolet medium/heavy: COE low entry
10	0.2	2083. Chevrolet medium/heavy: COE high entry
17	0.3	2084. Chevrolet medium/heavy: unknown engine location
0	0.0	2085. Chevrolet bus
6	0.1	2088. Chevrolet other (truck)
21	0.4	2089. Chevrolet unknown (truck)

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
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FREQ	Prcnt	Var 103	VEHICLE MAKE-MODEL
7	0.1	2300.	GMC unknown
0	0.0	2307.	GMC Cabellero/Sprint
0	0.0	2371.	GMC Jimmy
0	0.0	2373.	GMC C, K-Series Pickup
0	0.0	2374.	GMC G Van/Vandura, Rally Van
2	0.0	2375.	GMC Van Derivatives
0	0.0	2376.	GMC Suburban
0	0.0	2378.	GMC other (light truck)
1	0.0	2379.	GMC unknown (light truck)
251	4.8	2381.	GMC medium/heavy: CBE
3	0.1	2382.	GMC medium/heavy: COE low entry
154	2.9	2383.	GMC medium/heavy: COE high entry
41	0.8	2384.	GMC medium/heavy: unknown engine location
0	0.0	2385.	GMC bus
1	0.0	2388.	GMC other (truck)
37	0.7	2389.	GMC unknown (truck)
2	0.0	2399.	GMC unknown (automobile)
11	0.2	4281.	Mercedes Benz medium/heavy: CBE
1	0.0	4284.	Mercedes Benz medium/heavy: unknown engine location
0	0.0	4285.	Mercedes Benz medium: bus
1	0.0	4289.	Mercedes Benz unknown (truck)
1	0.0	8081.	Brockway medium/heavy: CBE
12	0.2	8084.	Brockway medium/heavy: unknown engine location
1	0.0	8087.	Brockway bus: flat front, rear engine
6	0.1	8089.	Brockway unknown (truck)
16	0.3	8181.	Diamond Reo medium/heavy: CBE
1	0.0	8182.	Diamond Reo medium/heavy: COE low entry
4	0.1	8183.	Diamond Reo medium/heavy: COE high entry
7	0.1	8184.	Diamond Reo medium/heavy: unknown engine location
5	0.1	8189.	Diamond Reo unknown (truck)
32	0.6	8281.	Freightliner medium/heavy: CBE
25	0.5	8282.	Freightliner medium/heavy: COE low entry
27	0.5	8283.	Freightliner medium/heavy: COE high entry
191	3.6	8284.	Freightliner medium/heavy: unknown engine location
1	0.0	8287.	Freightliner bus: flat front, rear engine
6	0.1	8288.	Freightliner other (truck)
119	2.3	8289.	Freightliner unknown (truck)
18	0.3	8400.	International unknown
0	0.0	8471.	International Scout
2	0.0	8473.	International Pickup/Panel
1	0.0	8475.	International Multistop
1	0.0	8476.	International Travellall
1	0.0	8478.	International other (light truck)
4	0.1	8479.	International unknown (light truck)
284	5.4	8481.	International medium/heavy: CBE
29	0.6	8482.	International medium/heavy: COE low entry
8	0.2	8483.	International medium/heavy: COE high entry
119	2.3	8484.	International medium/heavy: unknown engine location

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
FARS VEHICLE VARIABLES

FREQ	Prcnt	Var 103	VEHICLE MAKE-MODEL
2	0.0	8485.	International bus: conventional
0	0.0	8486.	International bus: flat front, front engine
1	0.0	8487.	International bus: flat front, rear engine
485	9.2	8488.	International other (truck)
76	1.4	8489.	International unknown (truck)
4	0.1	8499.	
56	1.1	8581.	Kenworth medium/heavy: CBE
11	0.2	8582.	Kenworth medium/heavy: COE low entry
18	0.3	8583.	Kenworth medium/heavy: COE high entry
255	4.9	8584.	Kenworth medium/heavy: unknown engine location
3	0.1	8585.	Kenworth bus
1	0.0	8586.	Kenworth bus: flat front, front engine
4	0.1	8587.	Kenworth bus: flat front, rear engine
10	0.2	8588.	Kenworth other (truck)
150	2.9	8589.	Kenworth unknown (truck)
74	1.4	8681.	Mack medium/heavy: CBE
6	0.1	8682.	Mack medium/heavy: COE low entry
7	0.1	8683.	Mack medium/heavy: COE high entry
317	6.0	8684.	Mack medium/heavy: unknown engine location
10	0.2	8686.	Mack bus: flat front, front engine
7	0.1	8687.	Mack bus: flat front, rear engine
21	0.4	8688.	Mack other (truck)
175	3.3	8689.	Mack unknown (truck)
29	0.6	8781.	Peterbilt medium/heavy: CBE
4	0.1	8782.	Peterbilt medium/heavy: COE low entry
12	0.2	8783.	Peterbilt medium/heavy: COE high entry
173	3.3	8784.	Peterbilt medium/heavy: unknown engine location
2	0.0	8786.	Peterbilt bus: flat front, front engine
1	0.0	8787.	Peterbilt bus: flat front, rear engine
3	0.1	8788.	Peterbilt other (truck)
134	2.6	8789.	Peterbilt unknown (truck)
21	0.4	8881.	White medium/heavy: CBE
9	0.2	8882.	White medium/heavy: COE low entry
8	0.2	8883.	White medium/heavy: COE high entry
196	3.7	8884.	White medium/heavy: unknown engine location
1	0.0	8885.	White bus
1	0.0	8887.	White bus: flat front, rear engine
5	0.1	8888.	White other (truck)
119	2.3	8889.	White unknown (truck)
23	0.4	9501.	Other (truck or bus) Autocar
1	0.0	9503.	Other (truck or bus) Divco
10	0.2	9504.	Other (truck or bus) Western Star
1	0.0	9578.	Other (truck or bus) other (light truck)
34	0.6	9588.	Other (truck or bus) other (truck)
13	0.2	9800.	Other make, unknown model
20	0.4	9900.	Unknown make, unknown model
0	0.0	9979.	Unknown make, unknown (light truck)
259	4.9	9989.	Unknown make, unknown (truck)

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
FARS VEHICLE VARIABLES

Variable 104		BODY TYPE	MD1: 99	Field Width: 2
			MD2: None	Type: Numeric
FREQ	Prct	BODY TYPE		
Trucks				
121	2.3	50. Pickup (including those with stake and small dump bodies and campers)		
29	0.6	51. Van (VW Bus, small Dodge van, van-based station wagon, etc.)		
3	0.1	52. Truck-based station wagon (Chevy Suburban, IH Travelall)		
298	5.7	53. Single unit truck (10,000 < GVW < 19,501)		
142	2.7	54. Single unit truck (19,500 < GVW < 26,001)		
335	6.4	55. Single unit truck (GVW > 26,000)		
271	5.2	56. Single unit truck (GVW unknown)		
3686	70.3	57. Two unit truck-tractor with semi-trailer or truck with cargo trailer		
154	2.9	58. Multi-unit: truck or truck-tractor with two or more trailers		
94	1.8	59. Truck-tractor pulling no trailers		
110	2.1	60. Unknown type truck		
1	0.0	99. Unknown body type		

Variable 105		MODEL YEAR	MD1: 99	Field Width: 2
			MD2: None	Type: Numeric
FREQ	Prct	MODEL YEAR		
0	0.0	00.		
		- .		
25	0.5	65. 1965		
48	0.9	66. 1966		
50	1.0	67. 1967		
85	1.6	68. 1968		
118	2.3	69. 1969		
127	2.4	70. 1970		
149	2.8	71. 1971		
279	5.3	72. 1972		
406	7.7	73. 1973		
424	8.1	74. 1974		
282	5.4	75. 1975		
289	5.5	76. 1976		
550	10.5	77. 1977		
626	11.9	78. 1978		
796	15.2	79. 1979		
563	10.7	80. 1980		
271	5.2	81. 1981		
5	0.1	82. 1982		
28	0.5	99. Unknown		

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
FARS VEHICLE VARIABLES

Variable	106	VIN	MD1: None	Field Width: 10
			MD2: None	Type: Alphabetic

VEHICLE ID NUMBER - 1ST 8 POSITIONS

Variable	107	REGISTRATION STATE	MD1: 99	Field Width: 2
			MD2: None	Type: Numeric

FREQ	Prcnt	REGISTRATION STATE
43	0.8	00. No registration/not applicable
135	2.6	01. Alabama
1	0.0	02. Alaska
47	0.9	04. Arizona
81	1.5	05. Arkansas
367	7.0	06. California
57	1.1	08. Colorado
32	0.6	09. Connecticut
26	0.5	10. Delaware
1	0.0	11. District of Columbia
289	5.5	12. Florida
139	2.7	13. Georgia
0	0.0	15. Hawaii
39	0.7	16. Idaho
149	2.8	17. Illinois
158	3.0	18. Indiana
93	1.8	19. Iowa
88	1.7	20. Kansas
64	1.2	21. Kentucky
141	2.7	22. Louisiana
16	0.3	23. Maine
37	0.7	24. Maryland
30	0.6	25. Massachusetts
125	2.4	26. Michigan
95	1.8	27. Minnesota
85	1.6	28. Mississippi
101	1.9	29. Missouri
34	0.6	30. Montana
75	1.4	31. Nebraska
34	0.6	32. Nevada
19	0.4	33. New Hampshire
134	2.6	34. New Jersey
32	0.6	35. New Mexico
169	3.2	36. New York
211	4.0	37. North Carolina
32	0.6	38. North Dakota
221	4.2	39. Ohio
154	2.9	40. Oklahoma
99	1.9	41. Oregon
202	3.9	42. Pennsylvania
0	0.0	43. Puerto Rico

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
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FREQ	Prcnt	Var 107	REGISTRATION STATE
6	0.1	44.	Rhode Island
85	1.6	45.	South Carolina
34	0.6	46.	South Dakota
105	2.0	47.	Tennessee
591	11.3	48.	Texas
50	1.0	49.	Utah
9	0.2	50.	Vermont
84	1.6	51.	Virginia
54	1.0	53.	Washington
24	0.5	54.	West Virginia
83	1.6	55.	Wisconsin
36	0.7	56.	Wyoming
103	2.0	93.	Multiple state registration - in state
52	1.0	94.	Multiple state registration - out-of-state
8	0.2	95.	U.S. government tag
3	0.1	96.	Military vehicle
28	0.5	97.	Foreign country
34	0.6	99.	Unknown

Variable 108	ROLLOVER	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

FREQ	Prcnt	ROLLOVER
4352	83.0	0. No rollover
334	6.4	1. First event
558	10.6	2. Subsequent event

Variable 109	JACKKNIFE	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

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

FREQ	Prcnt	JACKKNIFE
1407	26.8	0. Not an articulated vehicle
3489	66.5	1. No
348	6.6	2. Yes

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Variable	110	TRAVEL SPEED	MD1: 99	Field Width: 2
			MD2: None	Type: Numeric

FREQ	Prct	TRAVEL SPEED
0	0.0	00. Stopped vehicle
0	0.0	01.
		- . Actual miles per hour
0	0.0	94.
0	0.0	95. 95 mph or greater
5244	100.0	99. Unknown

Variable	111	TOWED TRAILING UNIT	MD1: 9	Field Width: 1
			MD2: None	Type: Numeric

Refers to a vehicle towing another unit (e.g., camper, boat, etc.). Not applicable to truck combinations.

FREQ	Prct	TOWED TRAILING UNIT
4879	93.0	0. No
365	7.0	1. Yes
0	0.0	9. Missing Data

Variable	112	SPECIAL USE	MD1: 9	Field Width: 1
			MD2: None	Type: Numeric

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

FREQ	Prct	SPECIAL USE
5220	99.5	0. No special use
0	0.0	1. Taxi
0	0.0	2. Vehicle used as school bus
0	0.0	3. Vehicle used as other bus
3	0.1	4. Military
0	0.0	5. Police
0	0.0	6. Ambulance
21	0.4	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
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Variable 113	EMERGENCY USE	MD1:	9	Field Width:	1
		MD2:	None	Type:	Numeric

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

FREQ	Prcnt	EMERGENCY USE
5242	100.0	0. No
2	0.0	1. Yes

Variable 114	IMPACT POINT - INITIAL	MD1:	99	Field Width:	2
		MD2:	None	Type:	Numeric

FREQ	Prcnt	IMPACT POINT - INITIAL
299	5.7	00. Non-collision
442	8.4	01. 1 o'clock
96	1.8	02. 2 o'clock
167	3.2	03. 3 o'clock
59	1.1	04. 4 o'clock
95	1.8	05. 5 o'clock
471	9.0	06. 6 o'clock
145	2.8	07. 7 o'clock
153	2.9	08. 8 o'clock
178	3.4	09. 9 o'clock
121	2.3	10. 10 o'clock
539	10.3	11. 11 o'clock
2297	43.8	12. 12 o'clock
17	0.3	13. Top
113	2.2	14. Undercarriage (bottom)
0	0.0	15. Underrode other vehicle
52	1.0	99. Unknown

Variable 115	IMPACT POINT - PRINCIPAL	MD1:	99	Field Width:	2
		MD2:	None	Type:	Numeric

FREQ	Prcnt	IMPACT POINT - PRINCIPAL
299	5.7	00. Non-collision
374	7.1	01. 1 o'clock
84	1.6	02. 2 o'clock
188	3.6	03. 3 o'clock
49	0.9	04. 4 o'clock
89	1.7	05. 5 o'clock
430	8.2	06. 6 o'clock
148	2.8	07. 7 o'clock
140	2.7	08. 8 o'clock
203	3.9	09. 9 o'clock

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
FARS VEHICLE VARIABLES

FREQ Prcnt Var 115 IMPACT POINT - PRINCIPAL

103	2.0	10. 10 o'clock
463	8.8	11. 11 o'clock
2088	39.8	12. 12 o'clock
115	2.2	13. Top
189	3.6	14. Undercarriage (bottom)
0	0.0	15. Underrode other vehicle
282	5.4	99. Unknown

Variable 116 EXTENT OF DEFORMATION MD1: 9 Field Width: 1
MD2: None Type: Numeric

FREQ Prcnt EXTENT OF DEFORMATION

396	7.6	0. None
940	17.9	2. Other (minor)
1148	21.9	4. Functional (moderate)
2711	51.7	6. Disabling (severe)
49	0.9	9. Unknown

Variable 117 VEHICLE ROLE MD1: 9 Field Width: 1
MD2: None Type: Numeric

FREQ Prcnt VEHICLE ROLE

327	6.2	0. Non-collision
3499	66.7	1. Striking
1339	25.5	2. Struck
77	1.5	3. Both
2	0.0	9. Unknown

Variable 118 MANNER OF LEAVING SCENE MD1: 9 Field Width: 1
MD2: None Type: Numeric

FREQ Prcnt MANNER OF LEAVING SCENE

1565	29.8	1. Driven
3534	67.4	2. Towed away
20	0.4	3. Abandoned
125	2.4	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
FARS VEHICLE VARIABLES

Variable	119	FIRE OCCURRENCE	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric
FREQ	Prct	FIRE OCCURRENCE				
4953	94.5	0.	No fire			
291	5.5	1.	Fire occurred in vehicle during accident			

Variable	120	NO OF OCCUPANTS IN VEH	MD1:	99	Field Width:	2
			MD2: <td>97</td> <td>Type:</td> <td>Numeric</td>	97	Type:	Numeric
FREQ	Prct	NO OF OCCUPANTS IN VEH				
54	1.0	00.	0 occupants			
4233	80.7	01.	1 occupant			
		-	.			
0	0.0	96.	96 occupants			
18	0.3	97.	Unknown - only injured reported			
50	1.0	99.	Unknown			

Variable	121	NO OF DEATHS IN VEH	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric
FREQ	Prct	NO OF DEATHS IN VEH				
4211	80.3	00.	0 deaths			
964	18.4	01.	1 death			
62	1.2	02.	2 deaths			
7	0.1	03.	3 deaths			

Variable	122	VEHICLE RELATED FACTORS	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric
			Multiple Responses: 2			
FREQ	Prct	RELATED FACTORS AT VEHICLE LEVEL				
9862	94.0	00.	None			
		Defective				
97	0.9	01.	Tires and wheels			
117	1.1	02.	Brake system			
8	0.1	03.	Steering system			
2	0.0	04.	Suspension			
18	0.2	05.	Power train			
0	0.0	06.	Exhaust system			
6	0.1	07.	Headlights			
12	0.1	08.	Signal lights			

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
FARS VEHICLE VARIABLES

FREQ	Prcnt	Var 122 VEHICLE RELATED FACTORS
24	0.2	09. Other lights
0	0.0	10. Horn
1	0.0	11. Mirrors
0	0.0	12. Wipers
0	0.0	13. Driver seating and control
17	0.2	14. Body, doors, other
8	0.1	15. Trailer hitch
316	3.0	99. Unknown

Variable 123	MOST HARMFUL EVENT	MD1:	99	Field Width:	2
		MD2:	None	Type:	Numeric

FREQ	Prcnt	MOST HARMFUL EVENT
Non-Collision Event		
483	9.2	01. Overturn
112	2.1	02. Fire/explosion
11	0.2	03. Immersion
0	0.0	04. Gas inhalation
26	0.5	05. Fell from vehicle
1	0.0	06. Injured in vehicle
12	0.2	07. Other non-collision
Collision With		
414	7.9	08. Pedestrian
66	1.3	09. Pedalcycle
27	0.5	10. Railway train
2	0.0	11. Animal
3529	67.3	12. Motor vehicle in transport
64	1.2	13. Motor vehicle in other roadway
32	0.6	14. Parked motor vehicle
4	0.1	15. Other type non-motorist
3	0.1	16. Other object (not fixed)
5	0.1	18. Building
22	0.4	19. Culvert/ditch
12	0.2	20. Curb or wall
8	0.2	21. Divider
42	0.8	22. Embankment
3	0.1	23. Fence
28	0.5	24. Guard rail
1	0.0	25. Light support
0	0.0	26. Sign post
37	0.7	27. Tree/shrubbery
16	0.3	28. Utility pole
4	0.1	29. Other pole or support
0	0.0	30. Impact attenuator
7	0.1	31. Other fixed object
12	0.2	32. Bridge or overpass - passing under

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
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FREQ	Prcnt	Var 123	MOST HARMFUL EVENT
17	0.3	33.	Bridge or overpass - passing over
244	4.7	99.	Unknown

<u>Variable</u>	<u>128</u>	<u>VIN TRUCK CHASSIS</u>	MD1: None	Field Width: 2
			MD2: None	Type: Alphabetic

FREQ	Prcnt	VIN TRUCK CHASSIS
		AR. Armored truck
		AC. Auto carrier
		BU. Bus
		CV. Convertible (Jeep)
		CY. Cargo cutaway
		CB. Chassis and cab
		CM. Concrete or transit mixer
		CC. Conventional cab
		CR. Crane
		CP. Dump
		FB. Flat-bed or platform
		FT. Fire truck
		FC. Forward control
		GG. Garbage or refuse
		GL. Gliders
		GN. Grain
		HO. Hopper
		IC. Incomplete chassis
		LG. Logger
		MH. Motorized home
		MY. Motorized home cutaway
		PN. Panel
		PD. Parcel delivery
		PK. Pickup
		PM. Pickup with camper mounted on the bed
		RD. Roadster (Jeep)
		SN. Step van
		SV. Sports van
		ST. Stake or rack
		SW. Station wagon
		TM. Tandem
		TN. Tank
		TB. Tilt cab
		TL. Tilt tandem
		WK. Tow truck wrecker
		DS. Tractor truck (diesel)
		TR. Tractor truck (gasoline)
		LL. Suburban and Carry All
		UT. Utility (Blazer, Jimmy, Scout, etc.)
		VN. Van

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FREQ Prcnt Var 128 VIN TRUCK CHASSIS

VT. Van camper, vanette (including Metro and Handy Van)
XT. Travelall
XY. Cutaway

Variable	129	VIN TRUCK FUEL CODE	MD1:	None	Field Width:	1
			MD2:	None	Type:	Alphabetic

FREQ Prcnt VIN TRUCK FUEL CODE

E. Electric operated
G. Gas
D. Diesel
P. Propane

Variable	130	VIN TRUCK WEIGHT CODE	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ Prcnt VIN TRUCK WEIGHT CODE

1946	37.1	0.
0	0.0	1. 6,000 or less
6	0.1	2. 6,001 - 10,000
0	0.0	3. 10,001 - 14,000
11	0.2	4. 14,001 - 16,000
66	1.3	5. 16,001 - 19,500
517	9.9	6. 19,501 - 26,000
232	4.4	7. 26,001 - 33,000
1302	24.8	8. 33,001 or more
1164	22.2	9. Unknown

Variable	131	VIN TRUCK SERIES	MD1:	None	Field Width:	3
			MD2:	None	Type:	Alphabetic

Variable	134	LENGTH OF VIN	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ Prcnt LENGTH OF VIN

0	0.0	01.
		- . Actual value
181	3.5	17.
770	14.7	99. Unknown VIN length

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
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Variable 135	DRIVER PRESENCE	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

FREQ	Prct	DRIVER PRESENCE
5179	98.8	1. Driver operated vehicle
61	1.2	2. Driverless
1	0.0	3. Driver left scene
3	0.1	9. Unknown

Variable 136	DRIVER DRINKING	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

FREQ	Prct	DRIVER DRINKING
4967	94.7	0. No drinking reported
217	4.1	1. Drinking reported
60	1.1	9. Unknown

Variable 137	LICENSE STATE	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

FREQ	Prct	LICENSE STATE
151	2.9	01. Alabama
2	0.0	02. Alaska
64	1.2	04. Arizona
97	1.8	05. Arkansas
341	6.5	06. California
62	1.2	08. Colorado
39	0.7	09. Connecticut
19	0.4	10. Delaware
1	0.0	11. District of Columbia
271	5.2	12. Florida
158	3.0	13. Georgia
0	0.0	15. Hawaii
41	0.8	16. Idaho
180	3.4	17. Illinois
142	2.7	18. Indiana
93	1.8	19. Iowa
70	1.3	20. Kansas
100	1.9	21. Kentucky
154	2.9	22. Louisiana
16	0.3	23. Maine
49	0.9	24. Maryland
41	0.8	25. Massachusetts
127	2.4	26. Michigan
93	1.8	27. Minnesota
92	1.8	28. Mississippi

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FREQ	Prcnt	Var 137 LICENSE STATE
142	2.7	29. Missouri
34	0.6	30. Montana
62	1.2	31. Nebraska
15	0.3	32. Nevada
13	0.2	33. New Hampshire
111	2.1	34. New Jersey
40	0.8	35. New Mexico
175	3.3	36. New York
205	3.9	37. North Carolina
30	0.6	38. North Dakota
221	4.2	39. Ohio
155	3.0	40. Oklahoma
81	1.5	41. Oregon
239	4.6	42. Pennsylvania
1	0.0	43. Puerto Rico
10	0.2	44. Rhode Island
82	1.6	45. South Carolina
34	0.6	46. South Dakota
129	2.5	47. Tennessee
587	11.2	48. Texas
49	0.9	49. Utah
7	0.1	50. Vermont
91	1.7	51. Virginia
62	1.2	53. Washington
32	0.6	54. West Virginia
103	2.0	55. Wisconsin
25	0.5	56. Wyoming
2	0.0	94. Military
20	0.4	95. Canada
8	0.2	96. Mexico
5	0.1	97. Other foreign country
71	1.4	99. Unknown

Variable 138	LICENSE STATUS	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

FREQ	Prcnt	LICENSE STATUS
1	0.0	0. No license required
33	0.6	1. No license, license required
76	1.4	2. Licensed, but not for this type of vehicle
4723	90.1	3. Valid license for this type of vehicle
82	1.6	4. Suspended license
22	0.4	5. Revoked license
31	0.6	6. Expired license
3	0.1	7. Learner's permit
273	5.2	9. Unknown

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Variable	139	LICENSE RESTRICTIONS MET	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric
FREQ	Prcnt	COMPLIANCE WITH LICENSE RESTRICTIONS				
4091	78.0	0.	No restrictions or not applicable			
336	6.4	1.	Restrictions complied with			
7	0.1	2.	Restrictions not complied with			
500	9.5	3.	Restrictions, compliance unknown			
310	5.9	9.	Unknown			

Variable	140	DRIVER TRAINING	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric
FREQ	Prcnt	DRIVER TRAINING				
1212	23.1	0.	None			
304	5.8	1.	High school			
16	0.3	2.	Commercial			
3	0.1	3.	School bus			
41	0.8	4.	Traffic school			
10	0.2	5.	Two or more types			
73	1.4	6.	Training, type unknown			
3585	68.4	9.	Unknown			

Variable	141	VIOLATIONS CHARGED	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric
FREQ	Prcnt	VIOLATIONS CHARGED				
4278	81.6	0.	No			
747	14.2	1.	Yes			
93	1.8	2.	Pending			
126	2.4	9.	Unknown			

Variable	142	NO OF PREV ACCIDENTS	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric
FREQ	Prcnt	NO OF PREVIOUS RECORDED ACCIDENTS				
3683	70.2	00.	0 accidents			
895	17.1	01.	1 accident			
267	5.1	02.	2 accidents			
82	1.6	03.	3 accidents			
19	0.4	04.	4 accidents			
8	0.2	05.	5 accidents			
3	0.1	06.	6 accidents			

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FREQ Prcnt Var 142 NO OF PREV ACCIDENTS

1	0.0	07.	7 accidents
286	5.5	99.	Unknown

Variable 143 NO OF PREV SUSPENSIONS MD1: 99 Field Width: 2
MD2: None Type: Numeric

FREQ Prcnt NO OF PREVIOUS SUSPENSIONS AND REVOCATIONS

4533	86.4	00.	0 suspensions
314	6.0	01.	1 suspension
69	1.3	02.	2 suspensions
28	0.5	03.	3 suspensions
9	0.2	04.	4 suspensions
3	0.1	05.	5 suspensions
2	0.0	06.	6 suspensions
286	5.5	99.	Unknown

Variable 144 NO OF PREV DWI CONVICTNS MD1: 99 Field Width: 2
MD2: None Type: Numeric

FREQ Prcnt NO OF PREVIOUS DWI CONVICTIONS

4845	92.4	00.	0 DWI convictions
100	1.9	01.	1 DWI conviction
9	0.2	02.	2 DWI convictions
3	0.1	03.	3 DWI convictions
1	0.0	07.	7 DWI convictions
286	5.5	99.	Unknown

Variable 145 NO OF PREV SPEEDING CONV MD1: 99 Field Width: 2
MD2: None Type: Numeric

FREQ Prcnt NO OF PREVIOUS SPEEDING CONVICTIONS

2576	49.1	00.	0 speed convictions
1093	20.8	01.	1 speed conviction
603	11.5	02.	2 speed convictions
301	5.7	03.	3 speed convictions
172	3.3	04.	4 speed convictions
96	1.8	05.	5 speed convictions
60	1.1	06.	6 speed convictions
24	0.5	07.	7 speed convictions
16	0.3	08.	8 speed convictions
5	0.1	09.	9 speed convictions
6	0.1	10.	10 speed convictions

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
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FREQ	Prct	Var 145	NO OF PREV SPEEDING CONV
1	0.0		11. 11 speed convictions
3	0.1		12. 12 speed convictions
1	0.0		16. 16 speed convictions
0	0.0		19. 19 speed convictions
287	5.5		99. Unknown

Variable 146	NO OF PREV OTHER MV CONV	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

FREQ	Prct	NO OF PREVIOUS OTHER HARMFUL MV CONVICTIONS
3642	69.5	00. 0 other convictions
857	16.3	01. 1 other conviction
264	5.0	02. 2 other convictions
92	1.8	03. 3 other convictions
40	0.8	04. 4 other convictions
33	0.6	05. 5 other convictions
10	0.2	06. 6 other convictions
5	0.1	07. 7 other convictions
6	0.1	08. 8 other convictions
5	0.1	09. 9 other convictions
1	0.0	10. 10 other convictions
2	0.0	11. 11 other convictions
1	0.0	16. 16 other convictions
286	5.5	99. Unknown

Variable 147	LAST ACC/SUSPNSN - MONTH	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

FREQ	Prct	LAST ACCIDENT/SUSPENSION/CONVICTION - MONTH
1705	32.5	00. No record
249	4.7	01. January
268	5.1	02. February
291	5.5	03. March
277	5.3	04. April
271	5.2	05. May
269	5.1	06. June
270	5.1	07. July
230	4.4	08. August
300	5.7	09. September
296	5.6	10. October
291	5.5	11. November
241	4.6	12. December
286	5.5	99. Unknown

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Variable 148	LAST ACC/SUSPNSN - YEAR	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

FREQ Prcnt	LAST ACCIDENT/SUSPENSION/CONVICTION - YEAR
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1705	32.5	00. No record
1	0.0	77. 1977
213	4.1	78. 1978
661	12.6	79. 1979
1343	25.6	80. 1980
1035	19.7	81. 1981
286	5.5	99. Unknown

Variable 149	1ST ACC/SUSPNSN - MONTH	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

FREQ Prcnt	1ST ACCIDENT/SUSPENSION/CONVICTION - MONTH
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1705	32.5	00. No record
275	5.2	01. January
261	5.0	02. February
294	5.6	03. March
282	5.4	04. April
270	5.1	05. May
262	5.0	06. June
271	5.2	07. July
287	5.5	08. August
266	5.1	09. September
294	5.6	10. October
270	5.1	11. November
221	4.2	12. December
286	5.5	99. Unknown

Variable 150	1ST ACC/SUSPNSN - YEAR	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

FREQ Prcnt	1ST ACCIDENT/SUSPENSION/CONVICTION - YEAR
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1705	32.5	00. No record
5	0.1	77. 1977
1012	19.3	78. 1978
1239	23.6	79. 1979
738	14.1	80. 1980
259	4.9	81. 1981
286	5.5	99. Unknown

Variable	151	DRIVER RELATED FACTORS	MD1: 99	Field Width: 2
		MD2: None Type: Numeric		
		Multiple Responses: 3		
FREQ	Prct	RELATED FACTORS AT DRIVER LEVEL		
12526	79.6	00. None		
Physical/Mental Condition				
147	0.9	01. Drowsy, sleepy, asleep, fatigued		
7	0.0	02. Ill, blackout		
0	0.0	03. Depression		
3	0.0	04. Drugs - medication		
9	0.1	05. Other drugs		
231	1.5	06. Inattentive (talking, eating, etc.)		
2	0.0	07. Physical impairment		
1	0.0	08. Died prior to accident		
Miscellaneous Causes				
2	0.0	19. Legally driving on suspended or revoked license		
43	0.3	20. Leaving vehicle unattended with engine running		
49	0.3	21. Overloading or improper loading of vehicle		
2	0.0	22. Towing or pushing vehicle improperly		
10	0.1	23. Failing to dim or to have lights on when required		
53	0.3	24. Operating without required equipment		
1	0.0	25. Creating unlawful noise or using equipment prohibited by law		
84	0.5	26. Following improperly		
34	0.2	27. Improper or erratic lane changing		
476	3.0	28. Failure to keep in proper lane or running off road		
8	0.1	29. Illegal driving on road shoulder, in ditch, or on sidewalk		
15	0.1	30. Making improper entry to or exit from trafficway		
39	0.2	31. Starting or backing improperly		
0	0.0	32. Opening vehicle closure into moving traffic or while vehicle is in motion		
23	0.1	33. Passing where prohibited by signs, markings, hill or curve, or school bus displaying warning not to pass		
3	0.0	34. Passing on wrong side		
43	0.3	35. Passing with insufficient distance or inadequate visibility, or failing to yield to overtaking vehicle		
340	2.2	36. Operating the vehicle in an erratic, reckless, careless or negligent manner		
0	0.0	37. High speed chase - police in pursuit		
250	1.6	38. Failure to yield right-of-way		
156	1.0	39. Failure to obey signs, traffic control devices or traffic officers, or failure to observe safety zone		
1	0.0	40. Passing through or around barrier positioned to prohibit or channel traffic		
11	0.1	41. Failure to observe warnings or instructions on vehicles displaying them		

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FREQ	Prct	Var 151	DRIVER RELATED FACTORS
9	0.1	42.	Failure to signal intentions
0	0.0	43.	Giving wrong signal
700	4.4	44.	Driving too fast for conditions or in excess of posted maximum
11	0.1	45.	Driving less than posted minimum
0	0.0	46.	Operating at erratic or suddenly changing speeds
3	0.0	47.	Making right turn from left turn lane, making left turn from right turn lane
59	0.4	48.	Making other improper turn
0	0.0	49.	Failure to comply with physical license restriction
2	0.0	50.	Driving wrong way on one-way trafficway
157	1.0	51.	Driving on wrong side of road
6	0.0	52.	Operator inexperience
10	0.1	53.	Unfamiliar with roadway
59	0.4	54.	Stopping in roadway (vehicle not abandoned)
0	0.0	55.	Underriding a parked truck
147	0.9	99.	Unknown

Variables 152 through 157 are counter variables added by HSRI to indicate the number of persons in the vehicle with injury severities of level zero through five, respectively, for person variable V213 (INJURY SEVERITY). These counter variables have the value zero for the vehicle segment of non-occupant records. Note that the number of K-injured (V156) does not always equal the number of deaths in the vehicle (V121).

Variable	152	NO OF UNINJURED IN VEH	MD1:	None	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ	Prct	NO OF UNINJURED IN VEH
2337	44.6	00. 0 uninjured
2649	50.5	01. 1 uninjured
235	4.5	02. 2 uninjured
17	0.3	03. 3 uninjured
4	0.1	04. 4 uninjured
1	0.0	05. 5 uninjured
1	0.0	07. 7 uninjured

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

FREQ Prcnt POSSIBLE INJURY

4667	89.0	00.	0 C-injured
534	10.2	01.	1 C-injured
40	0.8	02.	2 C-injured
2	0.0	03.	3 C-injured
1	0.0	04.	4 C-injured

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

FREQ Prcnt NONINCAPACITATING EVIDENT INJURY

4618	88.1	00.	0 B-injured
575	11.0	01.	1 B-injured
45	0.9	02.	2 B-injured
2	0.0	03.	3 B-injured
2	0.0	04.	4 B-injured
1	0.0	05.	5 B-injured
1	0.0	06.	6 B-injured

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

FREQ Prcnt INCAPACITATING INJURY

4831	92.1	00.	0 A-injured
382	7.3	01.	1 A-injured
29	0.6	02.	2 A-injured
1	0.0	03.	3 A-injured
1	0.0	04.	4 A-injured

Variable 156 NO OF K-INJURED IN VEH MD1: None Field Width: 2
MD2: None Type: Numeric

FREQ Prcnt NO OF K-INJURED IN VEH

4214	80.4	00.	0 killed
966	18.4	01.	1 killed
59	1.1	02.	2 killed
5	0.1	03.	3 killed

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<u>Variable</u>	<u>157</u>	<u>NO OF UNK INJURED IN VEH</u>	MD1:	None	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ	Prct	NO OF UNK INJURED IN VEH
5234	99.8	00. 0 unknown injured
8	0.2	01. 1 unknown injured
2	0.0	02. 2 unknown injured

The PERSON Variables

Variables 201 through 221 describe the occupant of the truck (i.e. the driver) and are obtained from the FARS person file.

Variable 201	PERSON NUMBER	MD1: None	Field Width: 2
		MD2: None	Type: Numeric

FREQ	Prct	PERSON NUMBER
65	1.2	00.
5174	98.7	01. Person #1
4	0.1	02. Person #2
1	0.0	03. Person #3
		- .
0	0.0	99. Person #99

Variable 202	PERSON AGE	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

FREQ	Prct	PERSON AGE
0	0.0	01.
		- . Age in years
0	0.0	96.
75	1.4	99. Unknown

Variable 203	PERSON SEX	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

FREQ	Prct	PERSON SEX
5125	97.7	1. Male
54	1.0	2. Female
65	1.2	9. Unknown

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Variable	204	PERSON TYPE	MD1: 9	Field Width: 1
			MD2: None	Type: Numeric

FREQ	Prct	PERSON TYPE
5179	98.8	1. Driver
0	0.0	2. Passenger
0	0.0	3. Non-motorist - pedestrian
0	0.0	4. Non-motorist - pedalcyclist
0	0.0	5. Non-motorist - occupant of non-traffic unit vehicle
0	0.0	8. Non-motorist - other or unknown type
65	1.2	9. No driver record

Variable	205	SEATING POSITION	MD1: 99	Field Width: 2
			MD2: None	Type: Numeric

FREQ	Prct	SEATING POSITION
5178	98.7	01. Front seat - left side (driver's side)
66	1.3	99. No driver record

Variable	206	MANUAL RESTRAINT SYS	MD1: 9	Field Width: 1
			MD2: None	Type: Numeric

FREQ	Prct	MANUAL (ACTIVE) RESTRAINT SYSTEM
3892	74.2	0. None used (vehicle occupant) or not applicable (non-motorist)
4	0.1	1. Shoulder belt
191	3.6	2. Lap belt
36	0.7	3. Lap and shoulder belt
0	0.0	4. Child safety seat
0	0.0	5. Motorcycle helmet
39	0.7	8. Restraint used - type unknown or other (including other helmet)
1082	20.6	9. Unknown

Variable	207	AUTOMATIC RESTRAINT SYS	MD1: 9	Field Width: 1
			MD2: None	Type: Numeric

FREQ	Prct	AUTOMATIC (PASSIVE) RESTRAINT SYSTEM
5165	98.5	0. Not equipped or non-motorist
0	0.0	1. Automatic belt in use
0	0.0	2. Automatic belt not in use
0	0.0	3. Deployed air bag
0	0.0	4. Non-deployed air bag

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
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FREQ Prcnt		Var 207	AUTOMATIC RESTRAINT SYS	
79	1.5	9.	Unknown	
<hr/>				
Variable	209	EJECTION		MD1: 9 Field Width: 1
				MD2: None Type: Numeric
FREQ Prcnt		EJECTION		
4791	91.4	0.	Not ejected	
306	5.8	1.	Totally ejected	
75	1.4	2.	Partially ejected	
72	1.4	9.	Unknown	
<hr/>				
Variable	210	EXTRICATION		MD1: 9 Field Width: 1
				MD2: None Type: Numeric
FREQ Prcnt		EXTRICATION		
4932	94.1	0.	Not extricated	
218	4.2	1.	Extricated	
94	1.8	9.	Unknown	
<hr/>				
Variable	211	ALCOHOL INVOLVEMENT		MD1: 9 Field Width: 1
				MD2: None Type: Numeric
FREQ Prcnt		ALCOHOL INVOLVEMENT		
4887	93.2	0.	No	
292	5.6	1.	Yes	
65	1.2	9.	Unknown	
<hr/>				
Variable	212	ALCOHOL TEST RESULT		MD1: 99 Field Width: 2
				MD2: None Type: Numeric
				Implied Dec Places: 2
FREQ Prcnt		ALCOHOL TEST RESULT		
501	9.6	00.	- . Result value (grams/100 ml%)	
0	0.0	94.		
3	0.1	95.	Test refused	
4111	78.4	96.	None given	
153	2.9	97.	AC test performed, results unknown	
305	5.8	99.	Unknown	

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Variable	213	INJURY SEVERITY	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ	Prcnt	INJURY SEVERITY
2855	54.4	0. 0 - no injury
528	10.1	1. C - possible injury
545	10.4	2. B - nonincapacitating evident injury
329	6.3	3. A - incapacitating injury
902	17.2	4. K - fatal injury
10	0.2	5. Injured, severity unknown
1	0.0	6. Died prior to accident
74	1.4	9. Unknown

Variable	214	TAKEN TO HOSPITAL	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ	Prcnt	TAKEN TO HOSPITAL OR TREATMENT FACILITY
3593	68.5	0. No
1519	29.0	1. Yes
132	2.5	9. Unknown

Variable	215	DEATH DATE - MONTH	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ	Prcnt	DEATH DATE - MONTH
4277	81.6	00. Not applicable
78	1.5	01. January
72	1.4	02. February
71	1.4	03. March
63	1.2	04. April
66	1.3	05. May
100	1.9	06. June
88	1.7	07. July
82	1.6	08. August
89	1.7	09. September
76	1.4	10. October
67	1.3	11. November
49	0.9	12. December
66	1.3	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
FARS PERSON VARIABLES

Variable 216	DEATH DATE - DAY	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

FREQ	Prct	DEATH DATE - DAY
4277	81.6	00. Not applicable
26	0.5	01.
		- . Day of month
17	0.3	31.
66	1.3	99. Unknown

Variable 217	DEATH DATE - YEAR	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

FREQ	Prct	DEATH DATE - YEAR
4277	81.6	00. Not applicable
902	17.2	81. 1981
0	0.0	82. 1982
65	1.2	99. Unknown

Variable 218	DEATH TIME - HOURS	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

FREQ	Prct	DEATH TIME - HOURS
5244	100.0	99. Unknown

Variable 219	DEATH TIME - MINUTES	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

FREQ	Prct	DEATH TIME - MINUTES
0	0.0	00.
		- . Minute
0	0.0	59.
5244	100.0	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
FARS PERSON VARIABLES

Variable	220	LAG TIME ACC/DEATH - HRS	MD1:	999	Field Width:	3
			MD2:	None	Type:	Numeric

FREQ	Prct	LAG TIME ACC/DEATH - HRS
0	0.0	000.
		- . Actual time in hours
0	0.0	998.
5244	100.0	999. Unknown

Variable	221	LAG TIME ACC/DEATH - MIN	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ	Prct	LAG TIME ACC/DEATH - MIN
0	0.0	00.
		- . Minute
0	0.0	59.
5244	100.0	99. Unknown

The BMCS and SURVEY Variables

Variables 1001 through 1097 are derived by two methods: first a match was made with BMCS fatal cases and subsequently a survey was conducted for those cases not matched.

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

FREQ	Prct	BMCS ID
3419	65.2	00000. Unknown
1	0.0	00016.
		- . BMCS case ID
1	0.0	33339.

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

BMCS cases only

FREQ	Prct	STATE OF CARRIER
46	0.9	01. Alabama
0	0.0	02. Alaska
18	0.3	04. Arizona
27	0.5	05. Arkansas
93	1.8	06. California
43	0.8	08. Colorado
16	0.3	09. Connecticut
5	0.1	10. Delaware
0	0.0	11. District of Columbia
62	1.2	12. Florida
60	1.1	13. Georgia
19	0.4	16. Idaho
85	1.6	17. Illinois
68	1.3	18. Indiana
41	0.8	19. Iowa
53	1.0	20. Kansas
19	0.4	21. Kentucky
25	0.5	22. Louisiana
3	0.1	23. Maine
20	0.4	24. Maryland
11	0.2	25. Massachusetts
60	1.1	26. Michigan
54	1.0	27. Minnesota
16	0.3	28. Mississippi

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
BMCS and SURVEY VARIABLES

FREQ	Prcnt	Var 1002	STATE OF CARRIER
69	1.3	29.	Missouri
9	0.2	30.	Montana
35	0.7	31.	Nebraska
4	0.1	32.	Nevada
4	0.1	33.	New Hampshire
41	0.8	34.	New Jersey
8	0.2	35.	New Mexico
50	1.0	36.	New York
77	1.5	37.	North Carolina
2	0.0	38.	North Dakota
106	2.0	39.	Ohio
53	1.0	40.	Oklahoma
30	0.6	41.	Oregon
86	1.6	42.	Pennsylvania
3	0.1	44.	Rhode Island
20	0.4	45.	South Carolina
11	0.2	46.	South Dakota
42	0.8	47.	Tennessee
177	3.4	48.	Texas
34	0.6	49.	Utah
1	0.0	50.	Vermont
38	0.7	51.	Virginia
21	0.4	53.	Washington
6	0.1	54.	West Virginia
38	0.7	55.	Wisconsin
10	0.2	56.	Wyoming
3419	65.2	98.	Not applicable (Survey case)
6	0.1	99.	Unknown

Variable	1003	OPERATING AUTHORITY	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

Both SURVEY and BMCS cases

FREQ	Prcnt	OPERATING AUTHORITY
2334	44.5	1. Private
2524	48.1	2. For hire
124	2.4	6. Government owned
19	0.4	7. Daily rental
243	4.6	9. Unknown

Variable 1004	CARRIER TYPE	MD1:	9	Field Width:	1
		MD2:	None	Type:	Numeric

Both SURVEY and BMCS cases

FREQ	Prct	CARRIER TYPE
1394	26.6	1. Interstate private
1864	35.5	2. Interstate authorized
241	4.6	3. Interstate exempt
892	17.0	4. Intrastate private
333	6.4	5. Intrastate for hire
124	2.4	6. Government owned
19	0.4	7. Daily rental
377	7.2	9. Unknown

Variable 1005	OWNER OPERATOR	MD1:	9	Field Width:	1
		MD2:	None	Type:	Numeric

SURVEY cases only

FREQ	Prct	OWNER OPERATOR
250	4.8	1. Yes
902	17.2	2. No
1825	34.8	7. Not applicable (BMCS)
2253	43.0	8. Not applicable (Not for hire)
14	0.3	9. Unknown

Variable 1006	TRIP TYPE	MD1:	9	Field Width:	1
		MD2:	None	Type:	Numeric

Both SURVEY and BMCS cases

FREQ	Prct	TRIP TYPE
1566	29.9	1. OTR, (over-the-road) (BMCS)
1852	35.3	2. Local delivery
578	11.0	3. OTR, under 200 miles (Survey)
847	16.2	4. OTR, 200 miles and over (Survey)
130	2.5	5. OTR, unknown distance (Survey)
271	5.2	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
BMCS and SURVEY VARIABLES

Variable 1008	DISTRICT TYPE	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

BMCS cases only

FREQ	Prct	DISTRICT TYPE
94	1.8	1. Residential
1319	25.2	2. Rural
382	7.3	3. Business
3419	65.2	8. Not applicable (Survey case)
30	0.6	9. Unknown

Variable 1009	MONTH	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

BMCS cases only

FREQ	Prct	MONTH
151	2.9	01. January
143	2.7	02. February
138	2.6	03. March
135	2.6	04. April
163	3.1	05. May
170	3.2	06. June
112	2.1	07. July
193	3.7	08. August
161	3.1	09. September
168	3.2	10. October
145	2.8	11. November
146	2.8	12. December
3419	65.2	98. Not applicable (Survey case)
0	0.0	99. Unknown

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

BMCS cases only

FREQ	Prct	DAY
55	1.0	01. - . Day of month
27	0.5	31.
3419	65.2	98. Not applicable (Survey case)
0	0.0	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
 BMCS and SURVEY VARIABLES

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

BMCS cases only

FREQ	Prcnt	HOUR
63	1.2	00. Midnight
93	1.8	01. 1 am
92	1.8	02. 2 am
106	2.0	03. 3 am
82	1.6	04. 4 am
76	1.4	05. 5 am
64	1.2	06. 6 am
79	1.5	07. 7 am
65	1.2	08. 8 am
59	1.1	09. 9 am
63	1.2	10. 10 am
67	1.3	11. 11 am
74	1.4	12. Noon
70	1.3	13. 1 pm
79	1.5	14. 2 pm
86	1.6	15. 3 pm
85	1.6	16. 4 pm
83	1.6	17. 5 pm
63	1.2	18. 6 pm
70	1.3	19. 7 pm
65	1.2	20. 8 pm
66	1.3	21. 9 pm
87	1.7	22. 10 pm
88	1.7	23. 11 pm
3419	65.2	98. Not applicable (Survey case)
0	0.0	99. Unknown

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

BMCS cases only

FREQ	Prcnt	MINUTE
1734	33.1	00.
		- . Minute
2	0.0	59.
3419	65.2	98. Not applicable (Survey case)
0	0.0	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
BMCS and SURVEY VARIABLES

Variable 1013	ACCIDENT TYPE	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

BMCS cases only

FREQ	Prct	ACCIDENT TYPE
214	4.1	1. Non-collision
1439	27.4	2. Collision with moving object
172	3.3	3. Collision with fixed or parked object
3419	65.2	8. Not applicable (Survey case)
0	0.0	9. Unknown

Variable 1014	OTHER OBJECT INVOLVED	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

BMCS cases only

FREQ	Prct	OTHER OBJECT INVOLVED
214	4.1	01. Not applicable (non-collision)
187	3.6	02. Commercial truck
61	1.2	03. Fixed object
998	19.0	04. Automobile
133	2.5	05. Pedestrian
4	0.1	06. Bus
7	0.1	07. Train
15	0.3	08. Bicycle
13	0.2	09. Animal
67	1.3	10. Motorcycle
126	2.4	11. Other
3419	65.2	98. Not applicable (Survey case)
0	0.0	99. Unknown

Variable 1015	VEHICLE #1 ACTION	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

BMCS cases only

FREQ	Prct	VEHICLE #1 ACTION
85	1.6	01. Slowing/stopping
39	0.7	02. Stopped
14	0.3	03. Parked
42	0.8	04. Rear-end
14	0.3	05. Backing
12	0.2	06. Making right turn
52	1.0	07. Making left turn
8	0.2	08. Making U-turn

FREQ	Prcnt	Var 1015	VEHICLE #1 ACTION
937	17.9	09.	Proceeding straight
4	0.1	10.	Merging
12	0.2	11.	Entering traffic
31	0.6	12.	Intersection
26	0.5	13.	Passing
14	0.3	14.	Changing lanes
8	0.2	15.	Sideswipe--opposite direction
36	0.7	16.	Head-on--crossed into opposing lane
14	0.3	17.	Skidding
47	0.9	18.	Vehicle out of control
1	0.0	19.	Roll-away
2	0.0	20.	Controlled railroad crossing
3	0.1	21.	Uncontrolled railroad crossing
13	0.2	22.	Other
3419	65.2	97.	Not applicable (Survey case)
401	7.6	98.	Not applicable (non-collision)
10	0.2	99.	Unknown

Variable 1016	VEHICLE #2 ACTION	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

BMCS cases only

FREQ	Prcnt	VEHICLE #2 ACTION
30	0.6	01. Slowing/stopping
46	0.9	02. Stopped
28	0.5	03. Parked
83	1.6	04. Rear-end
3	0.1	05. Backing
5	0.1	06. Making right turn
58	1.1	07. Making left turn
13	0.2	08. Making U-turn
342	6.5	09. Proceeding straight
6	0.1	10. Merging
46	0.9	11. Entering traffic
81	1.5	12. Intersection
23	0.4	13. Passing
18	0.3	14. Changing lanes
30	0.6	15. Sideswipe--opposite direction
296	5.6	16. Head-on--crossed into opposing lane
14	0.3	17. Skidding
78	1.5	18. Vehicle out of control
0	0.0	19. Roll-away
1	0.0	20. Controlled railroad crossing
2	0.0	21. Uncontrolled railroad crossing
32	0.6	22. Other
3419	65.2	97. Not applicable (Survey case)
486	9.3	98. Not applicable (non-collision)

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
BMCS and SURVEY VARIABLES

FREQ Prcnt Var 1016 VEHICLE #2 ACTION
104 2.0 99. Unknown

<u>Variable 1017</u>	<u>VEHICLE #3 ACTION</u>	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

BMCS cases only

FREQ Prcnt	VEHICLE #3 ACTION
5 0.1	01. Slowing/stopping
26 0.5	02. Stopped
13 0.2	03. Parked
17 0.3	04. Rear-end
0 0.0	05. Backing
2 0.0	06. Making right turn
1 0.0	07. Making left turn
1 0.0	08. Making U-turn
76 1.4	09. Proceeding straight
2 0.0	10. Merging
1 0.0	11. Entering traffic
10 0.2	12. Intersection
5 0.1	13. Passing
2 0.0	14. Changing lanes
6 0.1	15. Sideswipe--opposite direction
9 0.2	16. Head-on--crossed into opposing lane
2 0.0	17. Skidding
9 0.2	18. Vehicle out of control
0 0.0	19. Roll-away
0 0.0	20. Controlled railroad crossing
0 0.0	21. Uncontrolled railroad crossing
5 0.1	22. Other
3419 65.2	97. Not applicable (Survey case)
923 17.6	98. Not applicable (non-collision)
710 13.5	99. Unknown

<u>Variable 1018</u>	<u>PRIMARY EVENT</u>	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ Prcnt	PRIMARY EVENT OTHER THAN COLLISION
176 3.4	0. Ran off road
8 0.2	1. Jackknife
252 4.8	2. Overturn
8 0.2	3. Separation of units
1 0.0	4. Fire

FREQ	Prct	Var 1018 PRIMARY EVENT
18	0.3	5. Loss or spillage of cargo
10	0.2	6. Cargo shift
4	0.1	7. Other
4753	90.6	8. Not applicable (collision)
14	0.3	9. Unknown

Variable 1019	ASSOC. ACCIDENT EVENT	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prct	ASSOCIATED ACCIDENT EVENT
3540	67.5	1. None
49	0.9	2. Spillage of hazardous cargo
362	6.9	3. Fire
580	11.1	4. Spillage of non-hazardous cargo
78	1.5	5. Explosion
635	12.1	9. Unknown

Variable 1020	DRIVER AGE	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prct	DRIVER AGE
2	0.0	15. 15 years
5	0.1	16. 16 years
11	0.2	17. 17 years
29	0.6	18. 18 years
72	1.4	19. 19 years
73	1.4	20. 20 years
90	1.7	21. 21 years
165	3.1	22. 22 years
154	2.9	23. 23 years
167	3.2	24. 24 years
177	3.4	25. 25 years
188	3.6	26. 26 years
173	3.3	27. 27 years
140	2.7	28. 28 years
171	3.3	29. 29 years
185	3.5	30. 30 years
154	2.9	31. 31 years
172	3.3	32. 32 years
161	3.1	33. 33 years
169	3.2	34. 34 years

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
BMCS and SURVEY VARIABLES

FREQ	Prct	Var	1020	DRIVER AGE
132	2.5	35.	35	years
142	2.7	36.	36	years
122	2.3	37.	37	years
153	2.9	38.	38	years
132	2.5	39.	39	years
142	2.7	40.	40	years
120	2.3	41.	41	years
116	2.2	42.	42	years
108	2.1	43.	43	years
114	2.2	44.	44	years
100	1.9	45.	45	years
103	2.0	46.	46	years
90	1.7	47.	47	years
98	1.9	48.	48	years
83	1.6	49.	49	years
97	1.8	50.	50	years
99	1.9	51.	51	years
73	1.4	52.	52	years
95	1.8	53.	53	years
83	1.6	54.	54	years
64	1.2	55.	55	years
57	1.1	56.	56	years
59	1.1	57.	57	years
54	1.0	58.	58	years
47	0.9	59.	59	years
48	0.9	60.	60	years
38	0.7	61.	61	years
25	0.5	62.	62	years
22	0.4	63.	63	years
19	0.4	64.	64	years
16	0.3	65.	65	years
11	0.2	66.	66	years
11	0.2	67.	67	years
5	0.1	68.	68	years
6	0.1	69.	69	years
3	0.1	70.	70	years
4	0.1	71.	71	years
4	0.1	72.	72	years
1	0.0	74.	74	years
1	0.0	75.	75	years
2	0.0	76.	76	years
87	1.7	99.	Unknown	

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
 BMCS and SURVEY VARIABLES

Variable 1021	YEARS DRIVER EMPLOYED	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

BMCS cases only

FREQ	Prct	YEARS DRIVER EMPLOYED
173	3.3	00. 0 years
588	11.2	01. 1 year
215	4.1	02. 2 years
167	3.2	03. 3 years
102	1.9	04. 4 years
66	1.3	05. 5 years
48	0.9	06. 6 years
49	0.9	07. 7 years
35	0.7	08. 8 years
34	0.6	09. 9 years
40	0.8	10. 10 years
31	0.6	11. 11 years
26	0.5	12. 12 years
24	0.5	13. 13 years
17	0.3	14. 14 years
20	0.4	15. 15 years
16	0.3	16. 16 years
11	0.2	17. 17 years
10	0.2	18. 18 years
8	0.2	19. 19 years
5	0.1	20. 20 years
7	0.1	21. 21 years
12	0.2	22. 22 years
1	0.0	23. 23 years
6	0.1	24. 24 years
5	0.1	25. 25 years
7	0.1	26. 26 years
2	0.0	27. 27 years
6	0.1	28. 28 years
3	0.1	29. 29 years
5	0.1	30. 30 years
5	0.1	31. 31 years
1	0.0	32. 32 years
3	0.1	33. 33 years
2	0.0	34. 34 years
1	0.0	36. 36 years
2	0.0	39. 39 years
3419	65.2	98. Not applicable (Survey case)
72	1.4	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
BMCS and SURVEY VARIABLES

Variable 1022	HOURS DRIVING	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prct	HOURS DRIVING
970	18.5	01. 1 hour
577	11.0	02. 2 hours
533	10.2	03. 3 hours
507	9.7	04. 4 hours
414	7.9	05. 5 hours
422	8.0	06. 6 hours
257	4.9	07. 7 hours
232	4.4	08. 8 hours
116	2.2	09. 9 hours
55	1.0	10. 10 hours
17	0.3	11. 11 hours
13	0.2	12. 12 hours
2	0.0	13. 13 hours
3	0.1	14. 14 hours
1	0.0	17. 17 hours
1	0.0	18. 18 hours
1	0.0	19. 19 hours
1	0.0	20. 20 hours
1	0.0	27. 27 hours
1	0.0	30. 30 hours
1	0.0	96. 96 hours
169	3.2	98. Not applicable
950	18.1	99. Unknown

Variable 1023	SCHEDULED HOURS	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

BMCS cases only

FREQ	Prct	SCHEDULED HOURS
153	2.9	01. 1 hour
120	2.3	02. 2 hours
131	2.5	03. 3 hours
158	3.0	04. 4 hours
143	2.7	05. 5 hours
153	2.9	06. 6 hours
132	2.5	07. 7 hours
205	3.9	08. 8 hours
138	2.6	09. 9 hours
239	4.6	10. 10 hours
34	0.6	11. 11 hours
138	2.6	12. Not applicable (BMCS code)
3419	65.2	98. Not applicable (Survey case)

FREQ Prcnt Var 1023 SCHEDULED HOURS

81 1.5 99. Unknown

Variable 1024 DRIVER CONDITION MD1: 9 Field Width: 1
 MD2: None Type: Numeric

BMCS cases only

FREQ Prcnt DRIVER CONDITION

1745	33.3	1. Apparently normal
2	0.0	2. Sick
21	0.4	3. Had been drinking
40	0.8	4. Dozed at wheel
0	0.0	5. Medical waiver
15	0.3	6. Other
3419	65.2	8. Not applicable (Survey case)
2	0.0	9. Unknown

Variable 1025 POWER UNIT TYPE MD1: 0 Field Width: 1
 MD2: None Type: Numeric

Both SURVEY and BMCS cases

FREQ Prcnt POWER UNIT TYPE

36	0.7	0. Unknown
1443	27.5	1. Straight truck
3765	71.8	8. Tractor

Variable 1026 STRT. TRUCK BODY STYLE MD1: 9 Field Width: 1
 MD2: None Type: Numeric

Both SURVEY and BMCS cases

FREQ Prcnt STRAIGHT TRUCK BODY STYLE

3765	71.8	0. Not applicable (tractor)
241	4.6	1. Van
190	3.6	2. Flat
149	2.8	3. Tank
67	1.3	5. Refrigerated
341	6.5	6. Dump
117	2.2	7. Refuse
309	5.9	8. Other
65	1.2	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
BMCS and SURVEY VARIABLES

Variable 1027	CAB STYLE	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prct	CAB STYLE
2779	53.0	1. Conventional
2001	38.2	2. Cabover or cab-forward
464	8.8	9. Unknown

Variable 1028	POWER UNIT YEAR	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prct	POWER UNIT YEAR
1	0.0	47. 1947
1	0.0	48. 1948
1	0.0	49. 1949
3	0.1	50. 1950
2	0.0	51. 1951
1	0.0	52. 1952
3	0.1	53. 1953
3	0.1	54. 1954
3	0.1	55. 1955
2	0.0	56. 1956
7	0.1	57. 1957
5	0.1	58. 1958
9	0.2	59. 1959
8	0.2	60. 1960
7	0.1	61. 1961
10	0.2	62. 1962
25	0.5	63. 1963
23	0.4	64. 1964
25	0.5	65. 1965
44	0.8	66. 1966
52	1.0	67. 1967
80	1.5	68. 1968
122	2.3	69. 1969
125	2.4	70. 1970
154	2.9	71. 1971
276	5.3	72. 1972
408	7.8	73. 1973
427	8.1	74. 1974
296	5.6	75. 1975
292	5.6	76. 1976
534	10.2	77. 1977
635	12.1	78. 1978
799	15.2	79. 1979

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FREQ	Prcnt	Var 1028	POWER UNIT YEAR
562	10.7	80.	1980
267	5.1	81.	1981
4	0.1	82.	1982
28	0.5	99.	Unknown

Variable 1029	POWER UNIT NO. OF AXLES	MD1:	9	Field Width:	1
		MD2:	None	Type:	Numeric

Both SURVEY and BMCS cases

FREQ	Prcnt	POWER UNIT NO. OF AXLES
1453	27.7	2. 2 axles
3582	68.3	3. 3 axles
62	1.2	4. 4 or more axles
147	2.8	9. Unknown

Variable 1030	POWER UNIT MAKE	MD1:	99	Field Width:	2
		MD2:	None	Type:	Numeric

Both SURVEY and BMCS cases

FREQ	Prcnt	POWER UNIT MAKE
32	0.6	01. Autocar
22	0.4	02. Brockway
326	6.2	03. Chevrolet
37	0.7	04. Diamond Reo
41	0.8	05. Dodge
700	13.3	06. Ford
508	9.7	07. Freightliner
541	10.3	08. GMC
3	0.1	09. Hendrickson
1098	20.9	10. International Harvester
531	10.1	11. Kenworth
661	12.6	12. Mack
14	0.3	13. Marmon
365	7.0	14. Peterbilt
271	5.2	15. White
14	0.3	16. Mercedes Benz
4	0.1	17. Volvo
26	0.5	18. Western Star
33	0.6	97. Other (Survey)
2	0.0	98. Other (BMCS)
15	0.3	99. Unknown

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Variable 1031	POWER UNIT LENGTH	MD1: 999	Field Width: 3
		MD2: None	Type: Numeric

SURVEY cases only

FREQ	Prct	POWER UNIT LENGTH
10	0.2	012. 12 feet
3	0.1	013. 13 feet
32	0.6	014. 14 feet
40	0.8	015. 15 feet
71	1.4	016. 16 feet
59	1.1	017. 17 feet
222	4.2	018. 18 feet
191	3.6	019. 19 feet
570	10.9	020. 20 feet
326	6.2	021. 21 feet
302	5.8	022. 22 feet
418	8.0	023. 23 feet
234	4.5	024. 24 feet
206	3.9	025. 25 feet
147	2.8	026. 26 feet
89	1.7	027. 27 feet
143	2.7	028. 28 feet
37	0.7	029. 29 feet
137	2.6	030. 30 feet
15	0.3	031. 31 feet
31	0.6	032. 32 feet
14	0.3	033. 33 feet
6	0.1	034. 34 feet
23	0.4	035. 35 feet
2	0.0	036. 36 feet
1	0.0	037. 37 feet
2	0.0	038. 38 feet
3	0.1	040. 40 feet
1	0.0	041. 41 feet
1	0.0	042. 42 feet
1	0.0	048. 48 feet
1	0.0	057. 57 feet
1825	34.8	998. Not applicable (BMCS case)
81	1.5	999. Unknown

Variable 1032	STRAIGHT TRUCK CARGO	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

SURVEY cases only

FREQ	Prct	STRAIGHT TRUCK CARGO
131	2.5	01. General freight
11	0.2	02. Household goods

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FREQ	Prcnt	Var 1032	STRAIGHT TRUCK CARGO
9	0.2	03.	Metal: coils, sheets, etc
32	0.6	04.	Heavy machinery
2	0.0	05.	Motor vehicles
31	0.6	06.	Driveaway/towaway
13	0.2	07.	Gases in bulk
282	5.4	08.	Solids in bulk
86	1.6	09.	Liquids in bulk
0	0.0	10.	Explosives
44	0.8	11.	Logs/poles/lumber
433	8.3	12.	None (empty)
53	1.0	13.	Refrigerated food
0	0.0	14.	Mobile home
79	1.5	15.	Farm products
22	0.4	16.	Other
1825	34.8	97.	Not Applicable (BMCS case)
2042	38.9	98.	Not applicable (not a straight truck)
149	2.8	99.	Unknown

Variable 1033	STRT. TRUCK HAZ. CARGO	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

SURVEY cases only

FREQ	Prcnt	STRAIGHT TRUCK HAZARDOUS CARGO
66	1.3	1. Hazardous cargo
1165	22.2	2. Non-hazardous cargo
1825	34.8	7. Not applicable (BMCS case)
2042	38.9	8. Not applicable (not a straight truck)
146	2.8	9. Unknown

Variable 1034	STRT. TRUCK CARGO WEIGHT	MD1: 999999	Field Width: 6
		MD2: None	Type: Numeric

SURVEY cases only

FREQ	Prcnt	STRAIGHT TRUCK CARGO WEIGHT
432	8.2	000000. - . Weight in pounds
0	0.0	999994.
1825	34.8	999995. Not applicable (BMCS case)
2051	39.1	999996. Not applicable (not a straight truck)
50	1.0	999997. Some Cargo (weight unknown)
12	0.2	999998. Full (weight unknown)
155	3.0	999999. Unknown

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Variable 1035	POWER UNIT EMPTY WEIGHT	MD1: 999999	Field Width: 6
		MD2: None	Type: Numeric

SURVEY cases only

FREQ	Prct	POWER UNIT EMPTY WEIGHT
0	0.0	000000.
		- . Weight in pounds
0	0.0	999997.
1825	34.8	999998. Not applicable (BMCS case)
104	2.0	999999. Unknown

Variable 1036	1ST TRAILER TYPE	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prct	1ST TRAILER TYPE
3602	68.7	1. Semi-trailer
78	1.5	2. Full trailer
53	1.0	3. Other
1469	28.0	4. None
42	0.8	9. Unknown

Variable 1037	1ST TRAILER YEAR	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

BMCS cases only

FREQ	Prct	1ST TRAILER YEAR
1	0.0	46. 1946
1	0.0	48. 1948
1	0.0	49. 1949
2	0.0	50. 1950
2	0.0	53. 1953
1	0.0	54. 1954
1	0.0	55. 1955
2	0.0	56. 1956
3	0.1	58. 1958
1	0.0	59. 1959
3	0.1	60. 1960
3	0.1	61. 1961
1	0.0	62. 1962
7	0.1	63. 1963
16	0.3	64. 1964
20	0.4	65. 1965

FREQ	Prct	Var 1037	1ST TRAILER YEAR
24	0.5	66.	1966
24	0.5	67.	1967
35	0.7	68.	1968
29	0.6	69.	1969
49	0.9	70.	1970
53	1.0	71.	1971
90	1.7	72.	1972
113	2.2	73.	1973
126	2.4	74.	1974
54	1.0	75.	1975
83	1.6	76.	1976
154	2.9	77.	1977
223	4.3	78.	1978
234	4.5	79.	1979
156	3.0	80.	1980
93	1.8	81.	1981
6	0.1	82.	1982
0	0.0	96.	Unknown if had 1st trailer
3419	65.2	97.	Not applicable (Survey case)
124	2.4	98.	Not applicable (no 1st trailer)
90	1.7	99.	Unknown

Variable 1038	1ST TRAILER NO. OF AXLES	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prct	1ST TRAILER NO. OF AXLES
226	4.3	01. 1 axle
3165	60.4	02. 2 axles
106	2.0	03. 3 axles
19	0.4	04. 4 or more axles
42	0.8	97. Unknown if had 1st trailer
1469	28.0	98. Not applicable (no 1st trailer)
217	4.1	99. Unknown

Variable 1039	1ST TRAILER BODY	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prct	1ST TRAILER BODY
1511	28.8	0. None or unknown if had 1st trailer
1572	30.0	1. Van
834	15.9	2. Flat

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FREQ Prcnt Var 1039 1ST TRAILER BODY

436	8.3	3. Tank
26	0.5	4. Auto carrier
8	0.2	5. Refrigerated
20	0.4	6. Dump
0	0.0	7. Dolly
601	11.5	8. Other
236	4.5	9. Unknown

Variable 1040	1ST TRAILER CARGO	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

SURVEY cases only

FREQ Prcnt 1ST TRAILER CARGO

291	5.5	01. General freight
5	0.1	02. Household goods
78	1.5	03. Metal: coils, sheets, etc
114	2.2	04. Heavy machinery
7	0.1	05. Motor vehicles
1	0.0	06. Driveaway/towaway
7	0.1	07. Gases in bulk
209	4.0	08. Solids in bulk
128	2.4	09. Liquids in bulk
1	0.0	10. Explosives
116	2.2	11. Logs/poles/lumber
540	10.3	12. None (empty)
132	2.5	13. Refrigerated food
7	0.1	14. Mobile home
196	3.7	15. Farm products
3	0.1	16. Other
42	0.8	96. Unknown if had 1st trailer
1825	34.8	97. Not applicable (BMCS case)
1345	25.6	98. Not applicable (no 1st trailer)
197	3.8	99. Unknown

Variable 1041	1ST TRAILER HAZ. CARGO	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

SURVEY cases only

FREQ Prcnt 1ST TRAILER HAZ. CARGO

82	1.6	1. Hazardous cargo
1759	33.5	2. Non-hazardous cargo
42	0.8	6. Unknown if had 1st trailer
1825	34.8	7. Not applicable (BMCS case)

FREQ Prcnt Var 1041 1ST TRAILER HAZ. CARGO

1345 25.6 8. Not applicable (no 1st trailer)
191 3.6 9. Unknown

Variable 1042 1ST TRAILER CARGO WEIGHT MD1: 999999 Field Width: 6
MD2: None Type: Numeric

SURVEY cases only

FREQ Prcnt 1ST TRAILER CARGO WEIGHT

539 10.3 000000.
- . Weight in pounds
0 0.0 999993.
42 0.8 999994. Unknown if had 1st trailer
1825 34.8 999995. Not applicable (BMCS case)
1345 25.6 999996. Not applicable (no 1st trailer)
57 1.1 999997. Some Cargo (weight unknown)
25 0.5 999998. Full (weight unknown)
175 3.3 999999. Unknown

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

SURVEY cases only

FREQ Prcnt 1ST TRAILER EMPTY WEIGHT

0 0.0 000000.
- . Weight in pounds
0 0.0 999995.
42 0.8 999996. Unknown if had 1st trailer
0 0.0 999997. Not applicable (BMCS case)
1469 28.0 999998. Not applicable (no 1st trailer)
1850 35.3 999999. Unknown

Variable 1044 1ST TRAILER LENGTH MD1: 999 Field Width: 3
MD2: None Type: Numeric

SURVEY cases only

FREQ Prcnt 1ST TRAILER LENGTH

2 0.0 005. 5 feet
2 0.0 006. 6 feet
2 0.0 008. 8 feet

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FREQ	Prcnt	Var 1044	1ST TRAILER LENGTH
3	0.1	010.	10 feet
2	0.0	012.	12 feet
1	0.0	013.	13 feet
2	0.0	014.	14 feet
3	0.1	015.	15 feet
4	0.1	016.	16 feet
1	0.0	017.	17 feet
11	0.2	018.	18 feet
1	0.0	019.	19 feet
25	0.5	020.	20 feet
7	0.1	021.	21 feet
32	0.6	022.	22 feet
4	0.1	023.	23 feet
46	0.9	024.	24 feet
31	0.6	025.	25 feet
30	0.6	026.	26 feet
32	0.6	027.	27 feet
44	0.8	028.	28 feet
4	0.1	029.	29 feet
60	1.1	030.	30 feet
4	0.1	031.	31 feet
33	0.6	032.	32 feet
10	0.2	033.	33 feet
10	0.2	034.	34 feet
48	0.9	035.	35 feet
37	0.7	036.	36 feet
11	0.2	037.	37 feet
73	1.4	038.	38 feet
12	0.2	039.	39 feet
643	12.3	040.	40 feet
12	0.2	041.	41 feet
188	3.6	042.	42 feet
58	1.1	043.	43 feet
36	0.7	044.	44 feet
257	4.9	045.	45 feet
6	0.1	046.	46 feet
2	0.0	047.	47 feet
4	0.1	048.	48 feet
2	0.0	049.	49 feet
4	0.1	050.	50 feet
1	0.0	052.	52 feet
1	0.0	053.	53 feet
1	0.0	054.	54 feet
2	0.0	055.	55 feet
1	0.0	056.	56 feet
2	0.0	065.	65 feet
3	0.1	070.	70 feet
1	0.0	075.	75 feet
1	0.0	090.	90 feet
42	0.8	994.	Unknown if had 1st trailer
1825	34.8	995.	Not applicable (BMCS case)

FREQ	Prct	Var 1044 1ST TRAILER LENGTH
1345	25.6	996. Not applicable (no 1st trailer)
32	0.6	997. Short (estimated under 35 feet)
38	0.7	998. Long (estimated 35 feet and over)
150	2.9	999. Unknown

Variable 1045	2ND TRAILER TYPE	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prct	2ND TRAILER TYPE
0	0.0	1. Semi-trailer
158	3.0	2. Full trailer
1	0.0	3. Other
5064	96.6	4. None
21	0.4	9. Unknown

Variable 1046	2ND TRAILER YEAR	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

BMCS cases only

FREQ	Prct	2ND TRAILER YEAR
1	0.0	41. 1941
1	0.0	50. 1950
2	0.0	56. 1956
1	0.0	64. 1964
1	0.0	65. 1965
1	0.0	67. 1967
3	0.1	68. 1968
1	0.0	70. 1970
5	0.1	71. 1971
4	0.1	72. 1972
3	0.1	73. 1973
7	0.1	74. 1974
5	0.1	75. 1975
10	0.2	77. 1977
15	0.3	78. 1978
5	0.1	79. 1979
3	0.1	80. 1980
5	0.1	81. 1981
0	0.0	96. Unknown if had 2nd trailer
3419	65.2	97. Not applicable (Survey case)
1749	33.4	98. Not applicable (no 2nd trailer)
3	0.1	99. Unknown

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Variable 1047	2ND TRAILER NO. OF AXLES	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prct	2ND TRAILER NO. OF AXLES
1	0.0	01. 1 axle
145	2.8	02. 2 axles
7	0.1	03. 3 axles
5	0.1	04. 4 or more axles
21	0.4	97. Unknown if had 2nd trailer
5064	96.6	98. Not applicable (no 2nd trailer)
1	0.0	99. Unknown

Variable 1048	2ND TRAILER BODY	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prct	2ND TRAILER BODY
5085	97.0	0. None or unknown if had 2nd trailer
65	1.2	1. Van
42	0.8	2. Flat
12	0.2	3. Tank
0	0.0	4. Auto carrier
0	0.0	5. Refrigerated
1	0.0	6. Dump
0	0.0	7. Dolly
39	0.7	8. Other
0	0.0	9. Unknown

Variable 1049	2ND TRAILER CARGO	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

SURVEY cases only

FREQ	Prct	2ND TRAILER CARGO
10	0.2	01. General freight
0	0.0	02. Household goods
0	0.0	03. Metal: coils, sheets, etc
0	0.0	04. Heavy machinery
0	0.0	05. Motor vehicles
0	0.0	06. Driveaway/towaway
0	0.0	07. Gases in bulk
13	0.2	08. Solids in bulk
2	0.0	09. Liquids in bulk

FREQ	Prcnt	Var 1049	2ND TRAILER CARGO
0	0.0	10.	Explosives
3	0.1	11.	Logs/poles/lumber
32	0.6	12.	None (empty)
0	0.0	13.	Refrigerated food
0	0.0	14.	Mobile home
18	0.3	15.	Farm products
0	0.0	16.	Other
21	0.4	96.	Unknown if had 2nd trailer
1825	34.8	97.	Not applicable (BMCS case)
3315	63.2	98.	Not applicable (no 2nd trailer)
5	0.1	99.	Unknown

Variable 1050	2ND TRAILER HAZ. CARGO	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

SURVEY cases only

FREQ	Prcnt	2ND TRAILER HAZ. CARGO
2	0.0	1. Hazardous cargo
76	1.4	2. Non-hazardous cargo
21	0.4	6. Unknown if had 2nd trailer
1825	34.8	7. Not applicable (BMCS case)
3315	63.2	8. Not applicable (no 2nd trailer)
5	0.1	9. Unknown

Variable 1051	2ND TRAILER CARGO WEIGHT	MD1: 999999	Field Width: 6
		MD2: None	Type: Numeric

SURVEY cases only

FREQ	Prcnt	2ND TRAILER CARGO WEIGHT
32	0.6	000000. - . Weight in pounds
0	0.0	999993.
21	0.4	999994. Unknown if had 2nd trailer
1825	34.8	999995. Not applicable (BMCS case)
3315	63.2	999996. Not applicable (no 2nd trailer)
4	0.1	999997. Some Cargo (weight unknown)
1	0.0	999998. Full (weight unknown)
4	0.1	999999. Unknown

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

SURVEY cases only

FREQ	Prct	2ND TRAILER EMPTY WEIGHT
0	0.0	000000.
		- . Weight in pounds
0	0.0	999995.
21	0.4	999996. Unknown if had 2nd trailer
0	0.0	999997. Not applicable (BMCS case)
5064	96.6	999998. Not applicable (no 2nd trailer)
75	1.4	999999. Unknown

Variable 1053	2ND TRAILER LENGTH	MD1: 999	Field Width: 3
		MD2: None	Type: Numeric

SURVEY cases only

FREQ	Prct	2ND TRAILER LENGTH
1	0.0	012. 12 feet
1	0.0	016. 16 feet
6	0.1	018. 18 feet
5	0.1	020. 20 feet
4	0.1	021. 21 feet
6	0.1	022. 22 feet
22	0.4	024. 24 feet
7	0.1	025. 25 feet
10	0.2	026. 26 feet
14	0.3	027. 27 feet
3	0.1	028. 28 feet
2	0.0	030. 30 feet
1	0.0	035. 35 feet
1	0.0	040. 40 feet
21	0.4	994. Unknown if had 2nd trailer
1825	34.8	995. Not applicable (BMCS case)
3315	63.2	996. Not applicable (no 2nd trailer)
0	0.0	997. Short (estimated under 35 feet)
0	0.0	998. Long (estimated 35 feet and over)
0	0.0	999. Unknown

Variable 1054 3RD TRAILER TYPE MD1: 9 Field Width: 1
 MD2: None Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prct	3RD TRAILER TYPE
0	0.0	1. Semi-trailer
2	0.0	2. Full trailer
0	0.0	3. Other
5231	99.8	4. None
11	0.2	9. Unknown

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

SURVEY cases only

FREQ	Prct	3RD TRAILER NO. OF AXLES
11	0.2	96. Unknown if had 3rd trailer
1825	34.8	97. Not applicable (BMCS case)
3408	65.0	98. Not applicable (no 3rd trailer)
0	0.0	99. Unknown

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

Both SURVEY and BMCS cases

FREQ	Prct	3RD TRAILER BODY
5242	100.0	0. None or unknown if had 3rd trailer
2	0.0	1. Van
0	0.0	2. Flat
0	0.0	3. Tank
0	0.0	4. Auto carrier
0	0.0	5. Refrigerated
0	0.0	6. Dump
0	0.0	7. Dolly
0	0.0	8. Other
0	0.0	9. Unknown

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

SURVEY cases only

FREQ	Prct	3RD TRAILER CARGO
0	0.0	01. General freight
0	0.0	02. Household goods
0	0.0	03. Metal: coils, sheets, etc
0	0.0	04. Heavy machinery
0	0.0	05. Motor vehicles
0	0.0	06. Driveaway/towaway
0	0.0	07. Gases in bulk
0	0.0	08. Solids in bulk
0	0.0	09. Liquids in bulk
0	0.0	10. Explosives
0	0.0	11. Logs/poles/lumber
0	0.0	12. None (empty)
0	0.0	13. Refrigerated food
0	0.0	14. Mobile home
0	0.0	15. Farm products
0	0.0	16. Other
11	0.2	96. Unknown if had 3rd trailer
1825	34.8	97. Not applicable (BMCS case)
3408	65.0	98. Not applicable (no 3rd trailer)
0	0.0	99. Unknown

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

SURVEY cases only

FREQ	Prct	3RD TRAILER HAZ. CARGO
0	0.0	1. Hazardous cargo
0	0.0	2. Non-hazardous cargo
11	0.2	6. Unknown if had 3rd trailer
1825	34.8	7. Not applicable (BMCS case)
3408	65.0	8. Not applicable (no 3rd trailer)
0	0.0	9. Unknown

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Variable 1060	3RD TRAILER CARGO WEIGHT	MD1: 999999	Field Width: 6
		MD2: None	Type: Numeric

SURVEY cases only

FREQ	Prcnt	3RD TRAILER CARGO WEIGHT
0	0.0	000000.
		- . Weight in pounds
0	0.0	999993.
11	0.2	999994. Unknown if had 3rd trailer
1825	34.8	999995. Not applicable (BMCS case)
3408	65.0	999996. Not applicable (no 3rd trailer)
0	0.0	999997. Some Cargo (weight unknown)
0	0.0	999998. Full (weight unknown)
0	0.0	999999. Unknown

Variable 1061	3RD TRAILER EMPTY WEIGHT	MD1: 999999	Field Width: 6
		MD2: None	Type: Numeric

SURVEY cases only

FREQ	Prcnt	3RD TRAILER EMPTY WEIGHT
0	0.0	000000.
		- . Weight in pounds
0	0.0	999995.
11	0.2	999996. Unknown if had 3rd trailer
1825	34.8	999997. Not applicable (BMCS case)
3408	65.0	999998. Not applicable (no 3rd trailer)
0	0.0	999999. Unknown

Variable 1062	3RD TRAILER LENGTH	MD1: 999	Field Width: 3
		MD2: None	Type: Numeric

SURVEY cases only

FREQ	Prcnt	3RD TRAILER LENGTH
11	0.2	994. Unknown if had 3rd trailer
1825	34.8	995. Not applicable (BMCS case)
3408	65.0	996. Not applicable (no 3rd trailer)
0	0.0	997. Short (estimated under 35 feet)
0	0.0	998. Long (estimated 35 feet and over)
0	0.0	999. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
BMCS and SURVEY VARIABLES

Variable 1063	VEHICLE COMBINATION CODE	MD1: 0	Field Width: 2
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prct	VEHICLE COMBINATION CODE
53	1.0	00. Unknown
1296	24.7	01. Straight truck only
136	2.6	02. Bobtail tractor
75	1.4	03. Straight truck & full trailer
46	0.9	04. Straight truck & other (non-full trailer)
3443	65.7	05. Tractor & semi-trailer
8	0.2	06. Tractor & other (non-semi trailer)
152	2.9	07. Tractor & semi & full
1	0.0	08. Tractor & semi & other
2	0.0	09. Tractor & 3 trailers
31	0.6	11. Other (i.e., piggybacks, towing vehicles)
1	0.0	13. Straight & full & full

Variable 1064	NO. OF TRAILERS	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prct	NO. OF TRAILERS
1469	28.0	0. No trailer
3571	68.1	1. 1 trailer
157	3.0	2. 2 trailers
2	0.0	3. 3 trailers
45	0.9	9. Unknown

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

Both SURVEY and BMCS cases

FREQ	Prct	TOTAL LENGTH
0	0.0	000.
		- . Length in feet
0	0.0	998.
325	6.2	999. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
 BMCS and SURVEY VARIABLES

<u>Variable 1066</u>	<u>TOTAL WIDTH</u>	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prct	TOTAL WIDTH
2	0.0	06. 6 feet
99	1.9	07. 7 feet
4086	77.9	08. 8 feet
15	0.3	09. 9 feet
9	0.2	10. 10 feet
1	0.0	11. 11 feet
12	0.2	12. 12 feet
2	0.0	13. 13 feet
5	0.1	14. 14 feet
1	0.0	15. 15 feet
1	0.0	16. 16 feet
1	0.0	25. 25 feet
1010	19.3	99. Unknown

<u>Variable 1067</u>	<u>TOTAL CARGO WEIGHT</u>	MD1: 999999	Field Width: 6
		MD2: None	Type: Numeric

BMCS cases only

FREQ	Prct	TOTAL CARGO WEIGHT
407	7.8	000000. - . Weight in pounds
0	0.0	999997.
3419	65.2	999998. Not applicable (Survey case)
38	0.7	999999. Unknown

<u>Variable 1068</u>	<u>GROSS WEIGHT</u>	MD1: 999999	Field Width: 6
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prct	GROSS WEIGHT
0	0.0	000000. - . Weight in pounds
0	0.0	999998.
539	10.3	999999. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
BMCS and SURVEY VARIABLES

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

BMCS cases only

FREQ	Prct	EMPTY COMBINATION WEIGHT
3	0.1	000000.
		- . Weight in pounds
0	0.0	999997.
0	0.0	999998. Not applicable (Survey case)
1554	29.6	999999. Unknown

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

Both SURVEY and BMCS cases

FREQ	Prct	FUEL TYPE
811	15.5	1. Gasoline
4145	79.0	2. Diesel
2	0.0	3. L.P.G.
19	0.4	4. Other
267	5.1	9. Unknown

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

BMCS cases only

FREQ	Prct	HAZ. MAT. IN CARGO
150	2.9	1. Hazardous cargo
1675	31.9	2. Non-hazardous cargo
3419	65.2	8. Not applicable (Survey case)
0	0.0	9. Unknown

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

BMCS cases only

FREQ	Prct	DRIVER KILLED
370	7.1	1. Yes
1455	27.7	2. No

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
 BMCS and SURVEY VARIABLES

FREQ Prcnt Var 1072 DRIVER KILLED
 3419 65.2 8. Not applicable (Survey case)
 0 0.0 9. Unknown

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

BMCS cases only

FREQ Prcnt DRIVER INJURED
 467 8.9 1. Yes
 1358 25.9 2. No
 3419 65.2 8. Not applicable (Survey case)
 0 0.0 9. Unknown

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

BMCS cases only

FREQ Prcnt TOTAL KILLED IN VEHICLE
 1410 26.9 00. 0 killed
 382 7.3 01. 1 killed
 31 0.6 02. 2 killed
 1 0.0 03. 3 killed
 1 0.0 04. 4 killed
 3419 65.2 98. Not applicable (Survey case)
 0 0.0 99. Unknown

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

BMCS cases only

FREQ Prcnt TOTAL INJURED IN VEHICLE
 1316 25.1 00. 0 injured
 439 8.4 01. 1 injured
 65 1.2 02. 2 injured
 4 0.1 03. 3 injured
 1 0.0 04. 4 injured
 3419 65.2 98. Not applicable (Survey case)
 0 0.0 99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
BMCS and SURVEY VARIABLES

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

BMCS cases only

FREQ	Prct	TOTAL KILLED IN ACCIDENT
1532	29.2	01. 1 killed
215	4.1	02. 2 killed
47	0.9	03. 3 killed
13	0.2	04. 4 killed
7	0.1	05. 5 killed
5	0.1	06. 6 killed
1	0.0	07. 7 killed
2	0.0	08. 8 killed
1	0.0	09. 9 killed
2	0.0	11. 11 killed
3419	65.2	98. Not applicable (Survey case)
0	0.0	99. Unknown

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

BMCS cases only

FREQ	Prct	TOT. INJURED IN ACCIDENT
1010	19.3	00. 0 injured
423	8.1	01. 1 injured
207	3.9	02. 2 injured
102	1.9	03. 3 injured
41	0.8	04. 4 injured
17	0.3	05. 5 injured
10	0.2	06. 6 injured
3	0.1	07. 7 injured
2	0.0	08. 8 injured
1	0.0	09. 9 injured
2	0.0	10. 10 injured
3	0.1	11. 11 injured
1	0.0	16. 16 injured
1	0.0	20. 20 injured
1	0.0	31. 31 injured
1	0.0	36. 36 injured
3419	65.2	98. Not applicable (Survey case)
0	0.0	99. Unknown

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

BMCS cases only

FREQ	Prct	WEATHER
175	3.3	1. Rain
1321	25.2	2. Clear
47	0.9	3. Snow
67	1.3	4. Fog/smog
161	3.1	5. Cloudy/overcast
6	0.1	6. Sleet
14	0.3	7. Other
3419	65.2	8. Not applicable (Survey case)
34	0.6	9. Unknown

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

BMCS cases only

FREQ	Prct	LIGHT CONDITION
805	15.4	1. Daylight
60	1.1	2. Artificial lights
76	1.4	3. Dawn
4	0.1	4. Other
63	1.2	5. Dusk
782	14.9	6. Dark
3419	65.2	8. Not applicable (Survey case)
35	0.7	9. Unknown

Variable 1080 ROAD SURFACE CONDITION MD1: 9 Field Width: 1
 MD2: None Type: Numeric

BMCS cases only

FREQ	Prct	ROAD SURFACE CONDITION
1452	27.7	1. Dry
260	5.0	2. Wet
18	0.3	3. Snowy
46	0.9	4. Icy
7	0.1	5. Other
3419	65.2	8. Not applicable (Survey case)
42	0.8	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
BMCS and SURVEY VARIABLES

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

BMCS cases only

FREQ	Prct	NUMBER OF LANES
18	0.3	1. 1 lane
908	17.3	2. 2 lanes
85	1.6	3. 3 lanes
790	15.1	4. 4 or more lanes
3419	65.2	8. Not applicable (Survey case)
24	0.5	9. Unknown

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

BMCS cases only

FREQ	Prct	HIGHWAY TYPE
811	15.5	1. Divided
978	18.6	2. Undivded
3419	65.2	8. Not applicable (Survey case)
36	0.7	9. Unknown

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

BMCS cases only

FREQ	Prct	CARGO (BMCS)
397	7.6	01. General freight
47	0.9	02. Household goods
116	2.2	03. Metal: coils, sheets, etc
46	0.9	04. Heavy machinery
13	0.2	05. Motor vehicles
0	0.0	06. Driveaway/towaway
13	0.2	07. Gases in bulk
39	0.7	08. Solids in bulk
127	2.4	09. Liquids in bulk
4	0.1	10. Explosives
45	0.9	11. Logs/poles/lumber
417	8.0	12. None (empty)
143	2.7	13. Refrigerated food
4	0.1	14. Mobile home
49	0.9	15. Farm products
358	6.8	16. Other

FREQ Prcnt Var 1083 CARGO (BMCS)

3419	65.2	98. Not applicable (Survey case)
7	0.1	99. Unknown

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

Both SURVEY and BMCS cases

FREQ Prcnt	INTERVIEW STATUS
2989	57.0 1. Completed
90	1.7 2. Refusal
142	2.7 3. Partial
197	3.8 4. Unable to contact
1826	34.8 9. No interview

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

Both SURVEY and BMCS cases

FREQ Prcnt	SOURCE OF INFORMATION
278	5.3 1. Police report
2825	53.9 2. Interview
1825	34.8 4. Match with BMCS
306	5.8 5. Mail Survey
10	0.2 9. None

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

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
BMCS and SURVEY VARIABLES

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

SURVEY cases only

FREQ	Prct	1ST QUESTION DERIVED
636	12.1	00. None
83	1.6	07. Question 7
148	2.8	08. Question 8
1	0.0	11. Question 11
8	0.2	12. Question 12
375	7.2	13. Question 13
6	0.1	14. Question 14
18	0.3	15. Question 15
16	0.3	16. Question 16
761	14.5	17. Question 17
120	2.3	18. Question 18
997	19.0	19. Question 19
191	3.6	20. Question 20
39	0.7	21. Question 21
10	0.2	22. Question 22
1	0.0	26. Question 26
9	0.2	27. Question 27
1825	34.8	99. Not applicable (BMCS case)

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

SURVEY cases only

FREQ	Prct	2ND QUESTION DERIVED
1467	28.0	00. None
43	0.8	07. Question 7
32	0.6	08. Question 8
4	0.1	12. Question 12
72	1.4	13. Question 13
6	0.1	14. Question 14
18	0.3	15. Question 15
14	0.3	16. Question 16
161	3.1	17. Question 17
270	5.1	18. Question 18
866	16.5	19. Question 19
255	4.9	20. Question 20
187	3.6	21. Question 21
8	0.2	22. Question 22
2	0.0	23. Question 23
13	0.2	27. Question 27
1	0.0	29. Question 29
1825	34.8	99. Not applicable (BMCS case)

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

SURVEY cases only

FREQ	Prct	3RD QUESTION DERIVED
2353	44.9	00. None
50	1.0	07. Question 7
30	0.6	08. Question 8
1	0.0	10. Question 10
4	0.1	12. Question 12
15	0.3	13. Question 13
5	0.1	14. Question 14
13	0.2	15. Question 15
14	0.3	16. Question 16
47	0.9	17. Question 17
64	1.2	18. Question 18
361	6.9	19. Question 19
313	6.0	20. Question 20
137	2.6	21. Question 21
4	0.1	22. Question 22
1	0.0	23. Question 23
7	0.1	27. Question 27
1825	34.8	99. Not applicable (BMCS case)

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

SURVEY cases only

FREQ	Prct	4TH QUESTION DERIVED
2795	53.3	00. None
39	0.7	07. Question 7
16	0.3	08. Question 8
1	0.0	12. Question 12
12	0.2	13. Question 13
5	0.1	14. Question 14
7	0.1	15. Question 15
16	0.3	16. Question 16
23	0.4	17. Question 17
26	0.5	18. Question 18
89	1.7	19. Question 19
164	3.1	20. Question 20
220	4.2	21. Question 21
2	0.0	22. Question 22
4	0.1	27. Question 27
1825	34.8	99. Not applicable (BMCS case)

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
BMCS and SURVEY VARIABLES

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

SURVEY cases only

FREQ	Prct	5TH QUESTION DERIVED
3125	59.6	00. None
41	0.8	07. Question 7
22	0.4	08. Question 8
2	0.0	12. Question 12
7	0.1	13. Question 13
3	0.1	14. Question 14
7	0.1	15. Question 15
12	0.2	16. Question 16
17	0.3	17. Question 17
8	0.2	18. Question 18
22	0.4	19. Question 19
46	0.9	20. Question 20
94	1.8	21. Question 21
4	0.1	22. Question 22
2	0.0	23. Question 23
7	0.1	27. Question 27
1825	34.8	99. Not applicable (BMCS case)

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

SURVEY cases only

FREQ	Prct	6TH QUESTION DERIVED
3283	62.6	00. None
18	0.3	07. Question 7
17	0.3	08. Question 8
5	0.1	13. Question 13
2	0.0	14. Question 14
7	0.1	15. Question 15
7	0.1	16. Question 16
5	0.1	17. Question 17
5	0.1	18. Question 18
10	0.2	19. Question 19
13	0.2	20. Question 20
35	0.7	21. Question 21
4	0.1	22. Question 22
4	0.1	23. Question 23
4	0.1	27. Question 27
1825	34.8	99. Not applicable (BMCS case)

Variable 1094	<u>7TH QUESTION DERIVED</u>	MD1: 0	Field Width: 2
		MD2: None	Type: Numeric

SURVEY cases only

FREQ	Prct	7TH QUESTION DERIVED
3365	64.2	00. None
11	0.2	07. Question 7
5	0.1	08. Question 8
1	0.0	12. Question 12
1	0.0	13. Question 13
3	0.1	15. Question 15
2	0.0	16. Question 16
4	0.1	17. Question 17
4	0.1	18. Question 18
2	0.0	19. Question 19
7	0.1	20. Question 20
8	0.2	21. Question 21
2	0.0	22. Question 22
1	0.0	23. Question 23
3	0.1	27. Question 27
1825	34.8	99. Not applicable (BMCS case)

Variable 1095	<u>8TH QUESTION DERIVED</u>	MD1: 0	Field Width: 2
		MD2: None	Type: Numeric

SURVEY cases only

FREQ	Prct	8TH QUESTION DERIVED
3405	64.9	00. None
3	0.1	08. Question 8
1	0.0	14. Question 14
4	0.1	18. Question 18
3	0.1	21. Question 21
1	0.0	22. Question 22
2	0.0	23. Question 23
1825	34.8	99. Not applicable (BMCS case)

Variable 1096	<u>9TH QUESTION DERIVED</u>	MD1: 0	Field Width: 2
		MD2: None	Type: Numeric

SURVEY cases only

FREQ	Prct	9TH QUESTION DERIVED
3416	65.1	00. None
1	0.0	14. Question 14

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1981
BMCS and SURVEY VARIABLES

FREQ	Prct	Var 1096	9TH QUESTION DERIVED
1	0.0		15. Question 15
1	0.0		27. Question 27
1825	34.8		99. Not applicable (BMCS case)

<u>Variable 1097</u>	<u>10TH QUESTION DERIVED</u>	MD1:	0	Field Width:	2
		MD2:	None	Type:	Numeric

SURVEY cases only

FREQ	Prct	10TH QUESTION DERIVED
3419	65.2	00. None
1825	34.8	99. Not applicable (BMCS case)

APPENDIX

POWER UNIT

9. Power Unit Make

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

(Specify) 13-14

10. Power Unit Model _____

(Name or No.)

11. Power Unit Model Year: 19 _____

(from registration)

15 16

12. Power Unit Cab Style

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

17

13. Fuel

Gas	[]	1
Diesel	[]	2
Other	[]	4

(Specify) 18

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

VEHICLE CONFIGURATION

	POWER UNIT	FIRST TRAILER	SECOND TRAILER	THIRD TRAILER
14. TYPE:	Tractor [] 8	Semi [] 1		
	St. Trk. [] 1	Full [] 2	Full [] 2	Full [] 2
	19	Other [] 3	Other [] 3	Other [] 3
		None [] 4	None [] 4	None [] 4
		22	25	28
15. BODY STYLE:	Tractor [] 0			
	Van [] 1	Van [] 1	Van [] 1	Van [] 1
	Flatbed [] 2	Flatbed [] 2	Flatbed [] 2	Flatbed [] 2
	Tanker [] 3	Tank [] 3	Tank [] 3	Tank [] 3
	Refrig. [] 5	Auto C. [] 4	Auto C. [] 4	Auto C. [] 4
	Dump [] 6	Other [] 9	Other [] 9	Other [] 9
	Refuse [] 7	23	26	29
	Other [] 8	(Specify)	(Specify)	(Specify)
	20			
	(Specify)			
16. NO. OF AXLES:		One [] 1	One []	One [] 1
	Two [] 2	Two [] 2	Two [] 2	Two [] 2
	Three [] 3	Three [] 3	Three [] 3	Three [] 3
	Four + [] 4	Four + [] 4	Four + [] 4	Four + [] 4
	21	24	27	30

LENGTH AND WEIGHT

17. What was the TOTAL WEIGHT of the truck and any cargo at the time of the accident? _____ Lbs.
31 32 33 34 35 36

18. What was the CARGO WEIGHT?
 ST. TRK. _____ Lbs.
 (% Full: 37 38 39 40 41 42)

1ST TRLR. _____ Lbs.
 (% Full: 43 44 45 46 47 48)

2ND TRLR. _____ Lbs.
 (% Full: 49 50 51 52 53 54)

3RD TRLR. _____ Lbs.
 (% Full: 55 56 57 58 59 60)

19. What are the EMPTY WEIGHTS of the units?
 TRAC/ST TRK. _____ Lbs.
61 62 63 64 65 66

1ST TRLR. _____ Lbs.
67 68 69 70 71 72

2ND TRLR. _____ Lbs. [1]
73 74 75 76 77 78 80

3RD TRLR. _____ Lbs.
9 10 11 12 13 14
 (OR Empty Combination Weight: _____ Lbs.)
15 16 17 18 19 20

Dup Col 1-8

20. What was the TOTAL LENGTH of the truck and any trailers at the time of the accident? _____ Ft.
21 22 23

21. What were the LENGTHS of each unit?

TRAC/ST TRK. _____ Ft.
24 25 26
 1ST TRLR. _____ Ft.
27 28 29
 2ND TRLR. _____ Ft.
30 31 32
 3RD TRLR. _____ Ft.
33 34 35

22. What was the WIDTH of the truck or cargo at the time of the accident?
 _____ Ft.
36 37

23. Cargo _____
 (Specify and code below)

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

24. Hazardous Cargo

Yes [] 1 [] 1 [] 1 [] 1
 No [] 2 [] 2 [] 2 [] 2
40 43 46 49

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

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

50

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

Spillage of hazardous cargo	[]	2
Fire	[]	3
Spillage of non-hazardous cargo	[]	4
Explosion	[]	5
None	[]	1

51

27. At the time of the accident how many hours had the driver been driving? $\frac{\quad}{52} \frac{\quad}{53}$ Hrs.

*** END OF INTERVIEW ***

Thank you for your cooperation.

28. Driver Age (*from FARS*) $\frac{\quad}{54} \frac{\quad}{55}$ Years

REMAINDER TO BE COMPLETED BY EDITOR.

29. Interview Status

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

56

30. Source

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

57

DERIVED INFORMATION (*Insert question numbers.*)

$\frac{\quad}{58} \frac{\quad}{59}$

$\frac{\quad}{68} \frac{\quad}{69}$

$\frac{\quad}{60} \frac{\quad}{61}$

$\frac{\quad}{70} \frac{\quad}{71}$

$\frac{\quad}{62} \frac{\quad}{63}$

$\frac{\quad}{72} \frac{\quad}{73}$

$\frac{\quad}{64} \frac{\quad}{65}$

$\frac{\quad}{74} \frac{\quad}{75}$

$\frac{\quad}{66} \frac{\quad}{67}$

$\frac{\quad}{76} \frac{\quad}{77}$

[2]
80