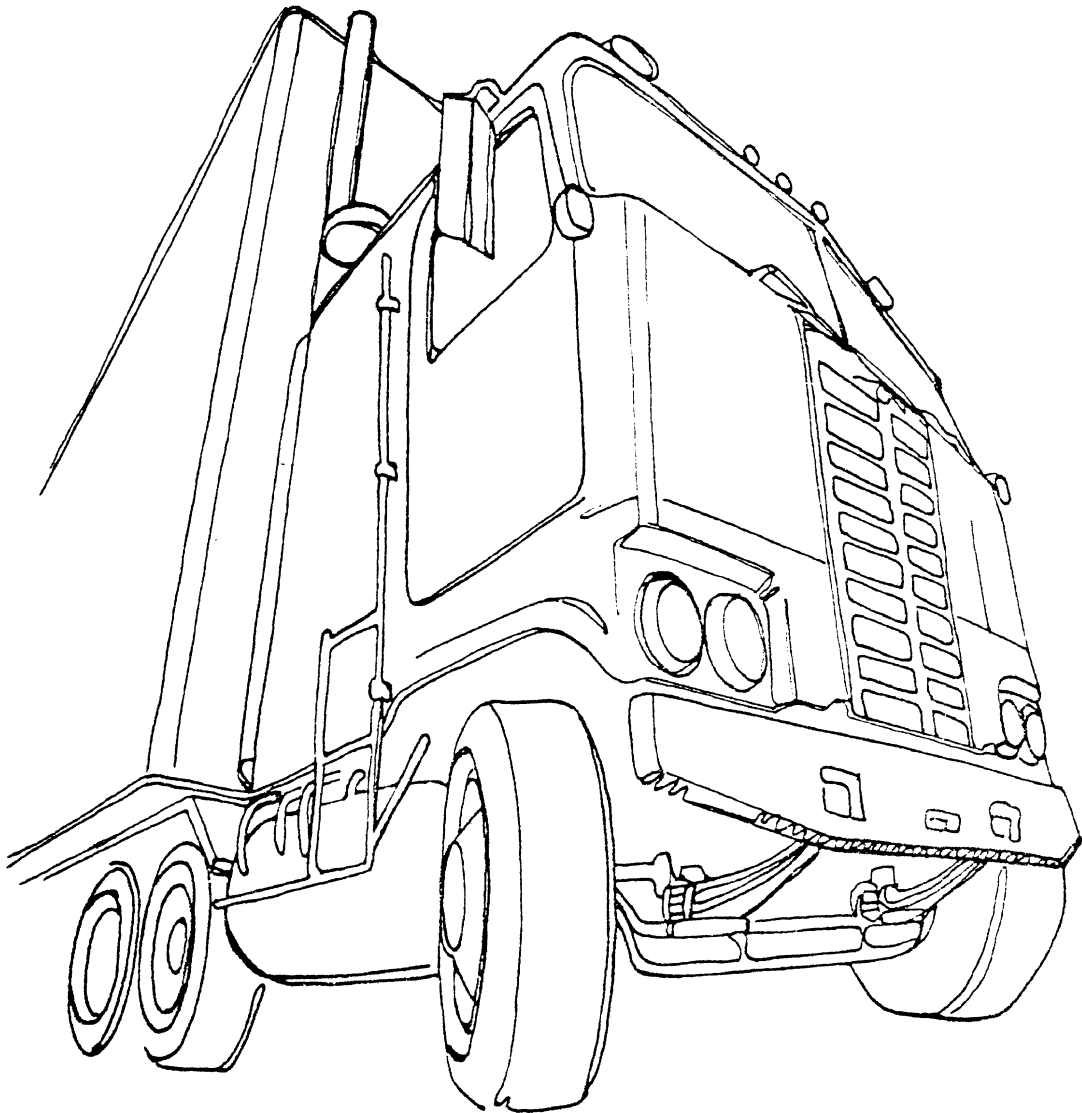


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Trucks Involved in Fatal Accidents, 1980

UMTRI Truck Study



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UMTRI

**The University of Michigan
Transportation Research Institute**

On September 16, 1982, the Regents of The University of Michigan changed the name of the Highway Safety Research Institute to the University of Michigan Transportation Research Institute (UMTRI).

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
(Version June 26, 1983)

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(formerly Highway Safety Research Institute)

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16. Abstract <p>This report provides one-way frequencies for all the variables in UMTRI's file of Trucks Involved in Fatal Accidents, 1980. 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, 81.4% of the FARS medium and heavy trucks were found to be correctly classified. The 5,058 vehicles confirmed as medium and heavy trucks were divided into 1,350 straight trucks and 3,634 tractors. Of the latter, 3,495 were combination vehicles.</p>			
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EXECUTIVE SUMMARY

The UMTRI dataset of Trucks Involved in Fatal Accidents, 1980, provides detailed descriptions of all medium and heavy trucks involved in a fatal accident in the contiguous 48 states during 1980. 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 (18.6%) the FARS category was not confirmed. Almost 7 percent of the vehicles identified in FARS as medium and heavy trucks were found to be light trucks, while a few cases did not meet the FARS requirement of being a "motor vehicle in transport," i.e., on the roadway at the beginning of the accident sequence. In many other cases the FARS category was not confirmed. For example, of the 3586 FARS combination vehicles with a single trailer, 37 were determined to be either light trucks or inappropriate vehicles for FARS, while a further 232 were determined to be some other type of medium or heavy truck. Another 172 vehicles, listed by FARS as some other kind of truck, were found to be combination vehicles with a single trailer.

Overall the UMTRI survey found that 1350, or 26.7 percent, of the medium and heavy involved in fatal accidents in 1980 were straight trucks, and 3634, or 71.8 percent, were tractors. A determination could not be made for 74 cases or 1.5 percent. The straight trucks were further divided into 1218 cases (24.1 percent of all the medium and heavy trucks) with no trailer, 67 (1.3 percent) with a full trailer, 41 (0.8 percent) with some other kind of trailer, and 24 (1.8 percent) with other or unknown configurations. The tractors were divided into 111 (2.2 percent of the total) bobtails, 3323 (65.7 percent) tractors with a semi-trailer, 164 (3.2 percent) with a semi- and a full trailer, 2 (0.0 percent) with three trailers, 6 (0.1 percent) with a single, non-semi-, trailer, and 28 (0.8 percent) other or unknown.

The type of company operating the vehicle was also ascertained. 2977 or 58.9 percent of the involved medium and heavy trucks were found to be operated by interstate carriers, 1379 or 27.3 percent by intrastate-only carriers. The rest were either owned by some government entity or were of unknown ownership. For-hire carriers accounted for 2310 or 45.7 percent of the involved vehicles, private carriers for 2046 or 40.0 percent. ICC authorized carriers were operating 1754 or 34.7 percent of the involved vehicles.

INTRODUCTION

Overview

This report documents the June 26, 1983, version of the Trucks Involved in Fatal Accidents, 1980, 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 1980. All pickups and trucks with a gross vehicle weight rating of less than ten thousand pounds are excluded. All the vehicles described are from the "Jul2981" version of the Fatal Accident Reporting System (FARS) file for 1980 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 217), there is a set of variables (numbers 1001 through 1091) 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 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.

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 1980 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 2154 BMCS cases for fatal accidents. Each of these could in theory be matched with one of the 5431 FARS cases in the original subset (Body Types 53-60). The results of the matching procedures are shown in the table below. Overall almost 80 percent of the BMCS fatal subset were matched, but this meant completion of only 31 percent of the FARS cases. Note that six of the matched cases were subsequently deleted as "non-sample vehicles."

COMPUTER AND HAND MATCHES BETWEEN 1980 FARS AND BMCS

Data Source	No. of Cases in Subset	Computer Matched		Hand Matched		Total Matched	
		N	%	N	%	N	%
FARS	5431	1262	23.2	446	8.2	1708	31.4
BMCS	2128	1262	59.3	446	21.0	1708	80.3

A system of data collection was set up to handle the remaining 69 percent of the FARS cases. Information was collected primarily by telephone interview. If a telephone interview proved impossible, then a mail survey was sent. Mail surveys were also sent out when requested by the interviewee. The person or company contacted was, where possible, the owner of the vehicle as listed in the police report. If no contact could be made with the owner, then an attempt was made to reach the driver. Finally, if neither owner nor driver could be reached, 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 1079 documents the source of the information supplementing FARS, while variable 1078 shows whether an interview was made or not, and, if made, whether it was completed.

Interviews were completed for 2147 of the FARS cases not matched with BMCS, or 58 percent. Another 373 cases or 10 percent were determined to be "non-sample." Survey forms were mailed out for 1199 or 32.2 percent of the unmatched cases, and completed forms were returned for 416 cases or 11.2 percent, resulting in a 35 percent response rate for the mailed forms. The remaining 783 cases or 21.0 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 81.4 percent (3037 cases) for the survey cases. Only 152 cases or 4.1 percent ended in refusal, and the remaining 540 cases or 14.5 percent were cases where we were unable to locate either the owner or the driver. 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 87.3 percent.

Number of Cases

As already noted, the Jul2981 version of the 1980 FARS file has 5431 vehicles involved in fatal accidents in the continental United States with a Body Type code of 53 through 60, i.e. a medium or heavy truck. However, some of these vehicles turned out to have been incorrectly designated as 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, 373 vehicles, mostly light trucks, were deleted from the file as non-sample vehicles. This left a total of 5058 valid cases. Each distribution in this report sums to these 5058 cases.¹

Modifications to the Data

Cases where the data, as received from BMCS, contained "wild" codes have been reviewed and corrected. In addition one variable in the version of the 1980 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 1057 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 1082 through 1091. 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 1084 indicates that the third item corrected for that particular case was the response to question 23 on the interview form. Modifications to original responses are not indicated in any particular sequence. There is a distinction, however, between questions "edited" and questions "imputed." Indications of editing are restricted to minor modifications to the original response, such as corrections to obvious inconsistencies. Indications of imputing mean generally that the editor was able to derive 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

¹Variables 38, 120, and 140 are multiple response variables. For these variables, the tabulated frequencies sum to 5058 times the number of responses indicated for the variable.

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, 1980
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		6
15	TA-1 CLASS	1	Numeric		6
16	SPECIAL JURISDICTION	1	Numeric		6
17	FIRST HARMFUL EVENT	2	Numeric		7
18	MANNER OF COLLISION	1	Numeric		7
19	RELATION TO JUNCTION	1	Numeric		8
20	RELATION TO ROADWAY	1	Numeric		8
21	ROADWAY FLOW	1	Numeric		8
22	NO. OF TRAVEL LANES	1	Numeric		9
23	SPEED LIMIT	2	Numeric		9
24	ROADWAY ALIGNMENT	1	Numeric		10
25	ROADWAY PROFILE	1	Numeric		10

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
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>
26	ROADWAY SURFACE TYPE	1	Numeric		10
27	ROADWAY SURFACE CONDITION	1	Numeric		10
28	TRAFFIC CONTROLS	2	Numeric		11
29	LIGHT CONDITION	1	Numeric		11
30	ATMOSPHERIC CONDITIONS	1	Numeric		11
31	HIT AND RUN	1	Numeric		12
32	CONSTRUCTION/MAINT ZONE	1	Numeric		12
33	EMS NOTIFIED - HOUR	2	Numeric		12
34	EMS NOTIFIED - MINUTE	2	Numeric		12
35	EMS ARRIVAL - HOUR	2	Numeric		13
36	EMS ARRIVAL - MINUTE	2	Numeric		13
37	SCHOOL BUS RELATED	1	Numeric		13
38	ACCIDENT RELATED FACTORS	2	Numeric	3	13
39	RAIL GRADE CROSSING ID	7	Alpha		14
40	NO. OF FATALITIES IN ACC	2	Numeric		15
41	DAY OF WEEK	1	Numeric		15

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
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>
101	VEHICLE NUMBER	2	Numeric		17
102	VEHICLE MAKE	2	Numeric		17
104	BODY TYPE	2	Numeric		18
105	MODEL YEAR	2	Numeric		18
106	VIN	8	Alpha		19
107	REGISTRATION STATE	2	Numeric		19
108	ROLLOVER	1	Numeric		20
109	JACKKNIFE	1	Numeric		20
110	TOWED TRAILING UNIT	1	Numeric		21
111	SPECIAL USE	1	Numeric		21
112	EMERGENCY USE	1	Numeric		21
113	IMPACT POINT - INITIAL	2	Numeric		22
114	IMPACT POINT - PRINCIPAL	2	Numeric		22
115	EXTENT OF DEFORMATION	1	Numeric		23
116	VEHICLE ROLE	1	Numeric		23
117	MANNER OF LEAVING SCENE	1	Numeric		23
118	FIRE OCCURRENCE	1	Numeric		23
119	NO. OF OCCUPANTS IN VEH	2	Numeric		24
120	VEHICLE RELATED FACTORS	2	Numeric	2	24
121	MOST HARMFUL EVENT	2	Numeric		25
122	VIN WEIGHT	4	Numeric		25
123	VIN WHEELBASE	3	Numeric		26
124	VIN BODY TYPE	2	Alpha		26
125	DRIVER PRESENCE	1	Numeric		26
126	LICENSE STATE	2	Numeric		26

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
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>
127	LICENSE STATUS	1	Numeric		28
128	LICENSE RESTRICTIONS MET	1	Numeric		28
129	DRIVER TRAINING	1	Numeric		28
130	VIOLATIONS CHARGED	1	Numeric		29
131	NO. OF PREV ACCIDENTS	2	Numeric		29
132	NO. OF PREV SUSPENSIONS	2	Numeric		29
133	NO OF PREV DWI CONVICTNS	2	Numeric		29
134	NO OF PREV SPEEDING CONV	2	Numeric		30
135	NO OF PREV OTHER MV CONV	2	Numeric		30
136	LAST ACC/SUSPNSN - MONTH	2	Numeric		31
137	LAST ACC/SUSPNSN - YEAR	2	Numeric		31
138	1ST ACC/SUSPNSN - MONTH	2	Numeric		31
139	1ST ACC/SUSPNSN - YEAR	2	Numeric		32
140	DRIVER RELATED FACTORS	2	Numeric	3	32
141	NO. OF UNINJURED IN VEH	2	Numeric		34
142	NO. OF C-INJURED IN VEH	2	Numeric		34
143	NO. OF B-INJURED IN VEH	2	Numeric		34
144	NO. OF A-INJURED IN VEH	2	Numeric		34
145	NO. OF FATALITIES IN VEH	2	Numeric		35
146	NO OF UNK INJURED IN VEH	2	Numeric		35

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
FARS PERSON 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>
201	PERSON NUMBER	2	Numeric		37
202	PERSON AGE	2	Numeric		37
203	PERSON SEX	1	Numeric		38
204	PERSON TYPE	1	Numeric		39
205	SEATING POSITION	2	Numeric		39
206	MANUAL RESTRAINT SYS	1	Numeric		39
207	AUTOMATIC RESTRAINT SYS	1	Numeric		40
209	EJECTION	1	Numeric		40
210	EXTRICATION	1	Numeric		40
211	ALCOHOL INVOLVEMENT	1	Numeric		40
212	ALCOHOL TEST RESULT	2	Numeric		41
213	INJURY SEVERITY	1	Numeric		41
214	TAKEN TO HOSPITAL	1	Numeric		41
215	DEATH DATE - MONTH	2	Numeric		41
216	DEATH DATE - DAY	2	Numeric		42
217	DEATH DATE - YEAR	2	Numeric		42

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
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>
1001	BMCS ID	5	Numeric		43
1002	STATE OF CARRIER	2	Numeric		43
1003	CARRIER TYPE	1	Numeric		44
1004	TRIP TYPE	1	Numeric		45
1006	DISTRICT TYPE	1	Numeric		45
1007	MONTH	2	Numeric		45
1008	DAY	2	Numeric		46
1009	HOUR	2	Numeric		46
1010	MINUTE	2	Numeric		47
1011	ACCIDENT TYPE	1	Numeric		47
1012	OTHER OBJECT INVOLVED	2	Numeric		47
1013	VEHICLE #1 ACTION	2	Numeric		48
1014	VEHICLE #2 ACTION	2	Numeric		48
1015	VEHICLE #3 ACTION	2	Numeric		49
1016	NON-COLLISION TYPE	1	Numeric		50
1017	ASSOC. ACCIDENT EVENT	1	Numeric		50
1018	DRIVER AGE	2	Numeric		50
1019	YEARS DRIVER EMPLOYED	2	Numeric		52
1020	HOURS ON DUTY	2	Numeric		53
1021	SCHEDULED HOURS	2	Numeric		53
1022	DRIVER CONDITION	1	Numeric		54
1023	POWER UNIT TYPE	1	Numeric		54
1024	STRT. TRUCK BODY STYLE	1	Numeric		54
1025	CAB STYLE	1	Numeric		55
1026	POWER UNIT YEAR	2	Numeric		55

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
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>
1027	POWER UNIT NO. OF AXLES	1	Numeric		56
1028	POWER UNIT MAKE	2	Numeric		56
1029	POWER UNIT LENGTH	3	Numeric		57
1030	STRAIGHT TRUCK CARGO	2	Numeric		58
1031	STRT. TRUCK HAZ. CARGO	1	Numeric		58
1032	STRT. TRUCK CARGO WEIGHT	6	Numeric		59
1033	1ST TRAILER TYPE	1	Numeric		59
1034	1ST TRAILER YEAR	2	Numeric		59
1035	1ST TRAILER NO. OF AXLES	2	Numeric		60
1036	1ST TRAILER BODY	1	Numeric		61
1037	1ST TRAILER CARGO	2	Numeric		61
1038	1ST TRAILER HAZ. CARGO	1	Numeric		62
1039	1ST TRAILER CARGO WEIGHT	6	Numeric		62
1040	1ST TRAILER LENGTH	3	Numeric		62
1041	2ND TRAILER TYPE	1	Numeric		64
1042	2ND TRAILER YEAR	2	Numeric		64
1043	2ND TRAILER NO. OF AXLES	2	Numeric		65
1044	2ND TRAILER BODY	1	Numeric		65
1045	2ND TRAILER CARGO	2	Numeric		65
1046	2ND TRAILER HAZ. CARGO	1	Numeric		66
1047	2ND TRAILER CARGO WEIGHT	6	Numeric		66
1048	2ND TRAILER LENGTH	3	Numeric		67
1049	3RD TRAILER TYPE	1	Numeric		67
1050	3RD TRAILER YEAR	2	Numeric		68
1051	3RD TRAILER NO. OF AXLES	2	Numeric		68

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
BMCS and SURVEY VARIABLES

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
1052	3RD TRAILER BODY	1	Numeric		68
1053	3RD TRAILER CARGO	2	Numeric		69
1054	3RD TRAILER HAZ. CARGO	1	Numeric		69
1055	3RD TRAILER CARGO WEIGHT	6	Numeric		69
1056	3RD TRAILER LENGTH	3	Numeric		70
1057	VEHICLE COMBINATION CODE	2	Numeric		70
1058	NO. OF TRAILERS	1	Numeric		71
1059	TOTAL LENGTH	3	Numeric		71
1060	TOTAL WIDTH	2	Numeric		71
1061	TOTAL CARGO WEIGHT	6	Numeric		72
1062	GROSS WEIGHT	6	Numeric		72
1063	FUEL TYPE	1	Numeric		72
1064	HAZ. MAT. IN CARGO	1	Numeric		72
1065	DRIVER KILLED	1	Numeric		73
1066	DRIVER INJURED	1	Numeric		73
1067	TOTAL KILLED IN VEHICLE	2	Numeric		73
1068	TOTAL INJURED IN VEHICLE	2	Numeric		74
1069	TOTAL KILLED IN ACCIDENT	2	Numeric		74
1070	TOT. INJURED IN ACCIDENT	2	Numeric		74
1071	WEATHER	1	Numeric		75
1072	LIGHT CONDITION	1	Numeric		75
1073	ROAD SURFACE CONDITION	1	Numeric		76
1074	NUMBER OF LANES	1	Numeric		76
1075	HIGHWAY TYPE	1	Numeric		76
1076	EMPTY WEIGHT	6	Numeric		77

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
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>
1077	CARGO	2	Numeric		77
1078	INTERVIEW STATUS	1	Numeric		77
1079	SOURCE OF INFORMATION	1	Numeric		78
1082	1ST QUESTION EDITED	2	Numeric		78
1083	2ND QUESTION EDITED	2	Numeric		79
1084	3RD QUESTION EDITED	2	Numeric		80
1085	4TH QUESTION EDITED	2	Numeric		80
1086	5TH QUESTION EDITED	2	Numeric		81
1087	6TH QUESTION EDITED	2	Numeric		81
1088	1ST QUESTION IMPUTED	2	Numeric		81
1089	2ND QUESTION IMPUTED	2	Numeric		82
1090	3RD QUESTION IMPUTED	2	Numeric		83
1091	4TH QUESTION IMPUTED	2	Numeric		83

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
FARS ACCIDENT VARIABLES

The ACCIDENT Variables

Variables 1 through 41 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
118	2.3	01. Alabama
76	1.5	04. Arizona
77	1.5	05. Arkansas
384	7.6	06. California
71	1.4	08. Colorado
29	0.6	09. Connecticut
25	0.5	10. Delaware
3	0.1	11. District of Columbia
260	5.1	12. Florida
187	3.7	13. Georgia
37	0.7	16. Idaho
189	3.7	17. Illinois
135	2.7	18. Indiana
92	1.8	19. Iowa
96	1.9	20. Kansas
87	1.7	21. Kentucky
150	3.0	22. Louisiana
19	0.4	23. Maine
69	1.4	24. Maryland
34	0.7	25. Massachusetts
125	2.5	26. Michigan
89	1.8	27. Minnesota
98	1.9	28. Mississippi
148	2.9	29. Missouri
40	0.8	30. Montana
68	1.3	31. Nebraska
34	0.7	32. Nevada
13	0.3	33. New Hampshire
100	2.0	34. New Jersey
65	1.3	35. New Mexico
185	3.7	36. New York
142	2.8	37. North Carolina
20	0.4	38. North Dakota
196	3.9	39. Ohio
109	2.2	40. Oklahoma
69	1.4	41. Oregon
242	4.8	42. Pennsylvania
4	0.1	44. Rhode Island
89	1.8	45. South Carolina

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
FARS ACCIDENT VARIABLES

FREQ	Prcnt	Var 1	CASE STATE
39	0.8		46. South Dakota
118	2.3		47. Tennessee
535	10.6		48. Texas
41	0.8		49. Utah
6	0.1		50. Vermont
94	1.9		51. Virginia
58	1.1		53. Washington
57	1.1		54. West Virginia
98	1.9		55. Wisconsin
38	0.8		56. Wyoming

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

FREQ	Prcnt	CASE NUMBER ASSIGNED WITHIN STATES
3	0.1	0001.
		- . Case number
0	0.0	9999.

Variable	3	CITY	MD1: 9999	Field Width: 4
			MD2: None	Type: Numeric

FREQ	Prcnt	GENERAL SERVICES ADMINISTRATION (GSA) CODE
3451	68.2	0000. Not applicable
0	0.0	0001.
		- . GSA code
0	0.0	9996.
64	1.3	9997. Other
5	0.1	9999. Unknown

Variable	4	COUNTY	MD1: 999	Field Width: 3
			MD2: None	Type: Numeric

FREQ	Prcnt	GENERAL SERVICES ADMINISTRATION (GSA) CODE
97	1.9	001.
		- . GSA code
0	0.0	996.
0	0.0	997. Other
0	0.0	999. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
FARS ACCIDENT VARIABLES

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

FREQ	Prct	ACCIDENT DATE - MONTH
------	------	-----------------------

407	8.0	01. January
384	7.6	02. February
373	7.4	03. March
379	7.5	04. April
394	7.8	05. May
400	7.9	06. June
407	8.0	07. July
478	9.5	08. August
457	9.0	09. September
503	9.9	10. October
448	8.9	11. November
428	8.5	12. December

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

FREQ	Prct	ACCIDENT DATE - DAY
------	------	---------------------

150	3.0	01.
		- . Day of month
93	1.8	31.

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

FREQ	Prct	ACCIDENT DATE - YEAR
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5058	100.0	80. 1980
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Variable	8	ACCIDENT TIME - HOUR	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ	Prct	ACCIDENT TIME - HOUR
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167	3.3	00. 12:01 am - 12:59 am
186	3.7	01. 1:00 am - 1:59 am
195	3.9	02. 2:00 am - 2:59 am
163	3.2	03. 3:00 am - 3:59 am
150	3.0	04. 4:00 am - 4:59 am
165	3.3	05. 5:00 am - 5:59 am
191	3.8	06. 6:00 am - 6:59 am
196	3.9	07. 7:00 am - 7:59 am

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
FARS ACCIDENT VARIABLES

FREQ	Prcnt	Var 8	ACCIDENT TIME - HOUR
227	4.5	08.	8:00 am - 8:59 am
235	4.6	09.	9:00 am - 9:59 am
235	4.6	10.	10:00 am - 10:59 am
242	4.8	11.	11:00 am - 11:59 am
251	5.0	12.	12:00 pm - 12:59 pm
263	5.2	13.	1:00 pm - 1:59 pm
339	6.7	14.	2:00 pm - 2:59 pm
332	6.6	15.	3:00 pm - 3:59 pm
270	5.3	16.	4:00 pm - 4:59 pm
222	4.4	17.	5:00 pm - 5:59 pm
170	3.4	18.	6:00 pm - 6:59 pm
164	3.2	19.	7:00 pm - 7:59 pm
161	3.2	20.	8:00 pm - 8:59 pm
149	2.9	21.	9:00 pm - 9:59 pm
175	3.5	22.	10:00 pm - 10:59 pm
201	4.0	23.	11:00 pm - 11:59 pm
6	0.1	24.	12:00 midnight
3	0.1	99.	Unknown

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

FREQ	Prcnt	ACCIDENT TIME - MINUTE
755	14.9	00. - . Minute
16	0.3	59.
3	0.1	99. Unknown

Variable	10	NO. OF VEHICLE FORMS	MD1:	None	Field Width:	2
			MD2: <td>None <td>Type: <td>Numeric</td> </td></td>	None <td>Type: <td>Numeric</td> </td>	Type: <td>Numeric</td>	Numeric

FREQ	Prcnt	NO. OF VEHICLE FORMS SUBMITTED
0	0.0	00. Hit and run - information not available
1242	24.6	01. - . Number submitted
0	0.0	99.

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
FARS ACCIDENT VARIABLES

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

FREQ Prcnt NO. OF PERSON FORMS SUBMITTED

551	10.9	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

1241	24.5	01. 1 vehicle
3272	64.7	02. 2 vehicles
403	8.0	03. 3 vehicles
77	1.5	04. 4 vehicles
29	0.6	05. 5 vehicles
3	0.1	06. 6 vehicles
8	0.2	07. 7 vehicles
6	0.1	09. 9 vehicles
3	0.1	10. 10 vehicles
5	0.1	11. 11 vehicles
1	0.0	12. 12 vehicles
1	0.0	16. 16 vehicles
9	0.2	24. 24 vehicles
0	0.0	99. Missing data

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

FREQ Prcnt LAND USE - FHWA CLASSIFICATION

1555	30.7	1. Urban area
3462	68.4	2. Rural area
41	0.8	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
FARS ACCIDENT VARIABLES

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

FREQ Prcnt		CLASS TRAFFICWAY
1044	20.6	1. Interstate
53	1.0	2. Other limited access
1417	28.0	3. Other U.S. route
1630	32.2	4. Other state route
102	2.0	5. Other major artery
425	8.4	6. County road
351	6.9	7. Local street
23	0.5	8. Other road
13	0.3	9. Unknown

Variable	15	TA-1 CLASS	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ Prcnt		TA-1 CLASS - FHWA CLASSIFICATION
1037	20.5	1. Interstate
2367	46.8	2. Other Federal Aid primary
616	12.2	3. Federal Aid secondary
349	6.9	4. Federal Aid urban arterial
50	1.0	5. Federal Aid urban collector
97	1.9	6. Non-Federal Aid arterial
122	2.4	7. Non-Federal Aid collector
309	6.1	8. Non-Federal Aid local
111	2.2	9. Unknown

Variable	16	SPECIAL JURISDICTION	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ Prcnt		SPECIAL JURISDICTION
5026	99.4	0. Not applicable
7	0.1	1. National Park Service
3	0.1	2. Military
18	0.4	3. Indian reservation
1	0.0	4. College/university campus
2	0.0	5. Other federal property
1	0.0	8. Other
0	0.0	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
FARS ACCIDENT VARIABLES

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Variable	17	FIRST HARMFUL EVENT	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ Prcnt FIRST EVENT CAUSING INJURY OR PROPERTY DAMAGE

		Non-Collision Event	
309	6.1	01.	Overturn
1	0.0	02.	Fire/explosion
1	0.0	03.	Immersion
1	0.0	04.	Gas inhalation
31	0.6	05.	Fell from vehicle
1	0.0	06.	Injured in vehicle
17	0.3	07.	Other non-collision
		Collision With	
411	8.1	08.	Pedestrian
71	1.4	09.	Pedalcycle
57	1.1	10.	Railway train
21	0.4	11.	Animal
3578	70.7	12.	Motor vehicle in transport
70	1.4	13.	Motor vehicle in other roadway
70	1.4	14.	Parked motor vehicle
1	0.0	15.	Other type non-motorist
11	0.2	16.	Other object (not fixed)
3	0.1	18.	Building
34	0.7	19.	Culvert/ditch
20	0.4	20.	Curb or wall
23	0.5	21.	Divider
56	1.1	22.	Embankment
12	0.2	23.	Fence
129	2.6	24.	Guard rail
2	0.0	25.	Light support
11	0.2	26.	Sign post
28	0.6	27.	Tree/shrubbery
11	0.2	28.	Utility pole
4	0.1	29.	Other pole or support
2	0.0	30.	Impact attenuator
22	0.4	31.	Other fixed object
14	0.3	32.	Bridge or overpass - passing under
35	0.7	33.	Bridge or overpass - passing over
1	0.0	99.	Unknown

Variable	18	MANNER OF COLLISION	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

		MANNER OF COLLISION	
1408	27.8	0.	Not a collision with a vehicle in transport
832	16.4	1.	Rear-end
1056	20.9	2.	Head-on

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
FARS ACCIDENT VARIABLES

FREQ Prcnt Var 18 MANNER OF COLLISION

7	0.1	3. Rear-to-rear
1507	29.8	4. Angle
100	2.0	5. Sideswipe - same direction
132	2.6	6. Sideswipe - opposite direction
16	0.3	9. Unknown

Variable	19	RELATION TO JUNCTION	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ Prcnt RELATION TO JUNCTION

3266	64.6	1. Non-junction
1209	23.9	2. Intersection
94	1.9	3. Intersection related
59	1.2	4. Interchange area
273	5.4	5. Driveway, alley, access, etc.
67	1.3	6. Entrance/exit ramp
65	1.3	7. Rail grade crossing
22	0.4	8. In crossover
3	0.1	9. Unknown

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

FREQ Prcnt RELATION TO ROADWAY

4294	84.9	1. On roadway
179	3.5	2. Shoulder
90	1.8	3. Median
380	7.5	4. Roadside
31	0.6	5. Outside right-of-way
67	1.3	6. Off roadway - location unknown
2	0.0	7. In parking lane
15	0.3	9. Unknown

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

FREQ Prcnt ROADWAY FLOW (TYPE OF TRAFFICWAY)

1328	26.3	1. Divided highway - median strip
95	1.9	2. Divided highway - guardrail
309	6.1	3. Divided highway - other or unknown barrier type
3210	63.5	4. Not physically divided
62	1.2	5. One-way trafficway

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
FARS ACCIDENT VARIABLES

FREQ Prcnt Var 21 ROADWAY FLOW

54 1.1 9. Unknown

Variable 22 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

34	0.7	1. 1 lane
3969	78.5	2. 2 lanes
292	5.8	3. 3 lanes
638	12.6	4. 4 lanes
43	0.9	5. 5 lanes
39	0.8	6. 6 lanes
3	0.1	7. 7 or more lanes
40	0.8	9. Unknown

Variable 23 SPEED LIMIT MD1: 99 Field Width: 2
MD2: None Type: Numeric

FREQ Prcnt SPEED LIMIT

1	0.0	10. 10 mph
3	0.1	15. 15 mph
17	0.3	20. 20 mph
91	1.8	25. 25 mph
205	4.1	30. 30 mph
288	5.7	35. 35 mph
216	4.3	40. 40 mph
356	7.0	45. 45 mph
270	5.3	50. 50 mph
3269	64.6	55. 55 mph
342	6.8	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
FARS ACCIDENT VARIABLES

Variable	24	<u>ROADWAY ALIGNMENT</u>	MD1:	9	Field Width: 1
			MD2:	None	Type: Numeric

FREQ Prcnt ROADWAY ALIGNMENT

4049	80.1	1. Straight
999	19.8	2. Curve
10	0.2	9. Unknown

Variable	25	<u>ROADWAY PROFILE</u>	MD1:	9	Field Width: 1
			MD2:	None	Type: Numeric

FREQ Prcnt ROADWAY PROFILE

3419	67.6	1. Level
1522	30.1	2. Grade
117	2.3	9. Unknown

Variable	26	<u>ROADWAY SURFACE TYPE</u>	MD1:	9	Field Width: 1
			MD2:	None	Type: Numeric

FREQ Prcnt ROADWAY SURFACE TYPE

1009	19.9	1. Concrete
3641	72.0	2. Blacktop (bituminous)
7	0.1	3. Brick or block
54	1.1	4. Slag, gravel or stone
20	0.4	5. Dirt
0	0.0	8. Other
327	6.5	9. Unknown

Variable	27	<u>ROADWAY SURFACE CONDITION</u>	MD1:	9	Field Width: 1
			MD2:	None	Type: Numeric

FREQ Prcnt ROADWAY SURFACE CONDITION

4109	81.2	1. Dry
666	13.2	2. Wet
132	2.6	3. Snow or slush
130	2.6	4. Ice
5	0.1	5. Sand, dirt, oil
6	0.1	8. Other
10	0.2	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
FARS ACCIDENT VARIABLES

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Variable	28	TRAFFIC CONTROLS	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ	Prcnt	TRAFFIC CONTROLS
3631	71.8	00. No controls
57	1.1	01. Flashing traffic signal
295	5.8	02. On colors traffic signal
567	11.2	03. Stop sign
31	0.6	04. Yield sign
21	0.4	05. Physically controlled railroad crossing
10	0.2	06. Stop sign for railroad crossing
30	0.6	07. Other railroad crossing
0	0.0	08. School zone sign
12	0.2	09. Traffic controls not functioning
2	0.0	10. Pedestrian signal
389	7.7	98. Other
13	0.3	99. Unknown

Variable	29	LIGHT CONDITION	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ	Prcnt	LIGHT CONDITION
2936	58.0	1. Daylight
1579	31.2	2. Dark
360	7.1	3. Dark but lighted
113	2.2	4. Dawn
69	1.4	5. Dusk
1	0.0	9. Unknown

Variable	30	ATMOSPHERIC CONDITIONS	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ	Prcnt	ATMOSPHERIC CONDITIONS
4237	83.8	1. Normal
475	9.4	2. Rain
13	0.3	3. Sleet
164	3.2	4. Snow
124	2.5	5. Fog
39	0.8	8. Other (smog, smoke, blowing sand, or dust)
6	0.1	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
FARS ACCIDENT VARIABLES

Variable	31	HIT AND RUN	MD1: None	Field Width: 1
			MD2: None	Type: Numeric

FREQ	Prct	HIT AND RUN
5022	99.3	0. Not applicable
21	0.4	1. Hit motor vehicle
11	0.2	2. Hit non-motorist
4	0.1	3. Left scene

Variable	32	CONSTRUCTION/MAINT ZONE	MD1: None	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	Prct	CONSTRUCTION/MAINT ZONE
4899	96.9	0. None
108	2.1	1. Construction
39	0.8	2. Maintenance
12	0.2	3. Construction or maintenance

Variable	33	EMS NOTIFIED - HOUR	MD1: 99	Field Width: 2
			MD2: None	Type: Numeric

FREQ	Prct	TIME EMERGENCY MEDICAL SERVICE (EMS) NOTIFIED
343	6.8	00. Not notified or 12:01-12:59 am
51	1.0	01.
		- . Hour
0	0.0	24.
3192	63.1	99. Unknown

Variable	34	EMS NOTIFIED - MINUTE	MD1: 99	Field Width: 2
			MD2: None	Type: Numeric

FREQ	Prct	TIME EMERGENCY MEDICAL SERVICE (EMS) NOTIFIED
352	7.0	00. Not notified or on hour
19	0.4	01.
		- . Minute
16	0.3	59.
3192	63.1	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
FARS ACCIDENT VARIABLES

Variable	35	EMS ARRIVAL - HOUR	MD1: 99	Field Width: 2
			MD2: None	Type: Numeric

FREQ Prcnt TIME EMERGENCY MEDICAL SERVICE (EMS) ARRIVED

350	6.9	00. Not notified or 12:01-12:59 am
62	1.2	01.
		- . Hour
2	0.0	24.
2990	59.1	99. Unknown

Variable	36	EMS ARRIVAL - MINUTE	MD1: 99	Field Width: 2
			MD2: None	Type: Numeric

FREQ Prcnt TIME EMERGENCY MEDICAL SERVICE (EMS) ARRIVED

372	7.4	00. Not notified or on hour
23	0.5	01.
		- . Minute
30	0.6	59.
2990	59.1	99. Unknown

Variable	37	SCHOOL BUS RELATED	MD1: None	Field Width: 1
			MD2: None	Type: Numeric

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

FREQ Prcnt SCHOOL BUS RELATED

5048	99.8	0. No
10	0.2	1. Yes

Variable	38	ACCIDENT RELATED FACTORS	MD1: 0	Field Width: 2
			MD2: 99	Type: Numeric
			Multiple Responses: 3	

FREQ Prcnt RELATED FACTORS AT ACCIDENT LEVEL

14374	94.7	00. None
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Vision Obscured By

149	1.0	01. Rain, snow, fog, smoke, sand, dust
26	0.2	02. Reflected glare, bright sunlight, headlights
42	0.3	03. Curve, hill, or other design feature (including traffic sign, embankment)

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
FARS ACCIDENT VARIABLES

FREQ Prcnt Var 38 ACCIDENT RELATED FACTORS

7	0.0	04. Building, billboard, etc.
21	0.1	05. Trees, crops, vegetation
29	0.2	06. Moving vehicle (including load)
9	0.1	07. Parked vehicle
22	0.1	08. Other object not classifiable above

Swerving Due To

7	0.0	20. Severe crosswind
1	0.0	21. Wind from passing truck
182	1.2	22. Slippery surface
5	0.0	23. Avoiding debris or objects in road
12	0.1	24. Ruts, holes, bumps in road
14	0.1	25. Avoiding animals in road
95	0.6	26. Avoiding vehicle in road
12	0.1	27. Avoiding phantom vehicle
24	0.2	28. Avoiding pedestrian, cyclist, other non-motorist
3	0.0	29. Avoiding water, snow, oil slick on road

Roadway Features

8	0.1	40. Traffic controls not functioning properly
5	0.0	41. Inadequate warning of exit, lanes narrowing, traffic controls, etc.
7	0.0	42. Uncontrolled intersection or railroad crossing
6	0.0	43. Shoulder too low or high
5	0.0	44. Shoulder too narrow or none for emergency use
4	0.0	45. Roadway maintenance created condition
0	0.0	46. Roadway construction created condition
7	0.0	47. Other construction created condition
0	0.0	48. No or obscured pavement markings
0	0.0	49. Surface underwater
4	0.0	50. Inadequate construction or poor design of roadway, bridge, etc.
1	0.0	51. Surface washed out (caved in, road slippage)
93	0.6	99. Unknown

Variable	39	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, 1980
 FARS ACCIDENT VARIABLES

Variable	40	NO. OF FATALITIES IN ACC	MD1:	None	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ	Prct	NO. OF FATALITIES IN ACC
4309	85.2	01. 1 killed
582	11.5	02. 2 killed
95	1.9	03. 3 killed
51	1.0	04. 4 killed
10	0.2	05. 5 killed
1	0.0	06. 6 killed
10	0.2	07. 7 killed

Variable	41	DAY OF WEEK	MD1:	None	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ	Prct	DAY OF WEEK
292	5.8	1. Sunday
749	14.8	2. Monday
812	16.1	3. Tuesday
882	17.4	4. Wednesday
908	18.0	5. Thursday
861	17.0	6. Friday
554	11.0	7. Saturday

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
FARS ACCIDENT VARIABLES

The VEHICLE Variables

Variables 101 through 146 are the FARS variables that describe the vehicle. FARS includes some variables that are descriptive of the (truck) driver among the vehicle variables.

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

FREQ	Prct	VEHICLE NUMBER
0	0.0	00. Dummy vehicle record (non-motorist)
2857	56.5	01. Vehicle #1
2000	39.5	02. Vehicle #2
150	3.0	03. Vehicle #3
28	0.6	04. Vehicle #4
11	0.2	05. Vehicle #5
3	0.1	06. Vehicle #6
2	0.0	07. Vehicle #7
1	0.0	08. Vehicle #8
1	0.0	09. Vehicle #9
2	0.0	10. Vehicle #10
1	0.0	13. Vehicle #13
1	0.0	14. Vehicle #14
1	0.0	24. Vehcile #24

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

FREQ	Prct	VEHICLE MAKE
303	6.0	01. Chevrolet
609	12.0	02. Ford
34	0.7	07. Dodge
0	0.0	19. Volvo
3	0.1	26. Mercedes Benz
0	0.0	34. Renault
18	0.4	80. Brockway
38	0.8	81. Diamond Reo
266	5.3	82. Freightliner
2	0.0	83. FWD
473	9.4	84. GMC
1002	19.8	85. International Harvester
494	9.8	86. Kenworth
589	11.6	87. Mack
364	7.2	88. Peterbilt
505	10.0	89. White

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FREQ Prnt Var 102 VEHICLE MAKE

340	6.7	97. Other
18	0.4	99. Unknown

Variable 104	BODY TYPE	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

FREQ Prnt BODY TYPE

368	7.3	53. Single unit truck (10,000 < GVW < 19,501)
142	2.8	54. Single unit truck (19,500 < GVW < 26,001)
378	7.5	55. Single unit truck (GVW > 26,000)
281	5.6	56. Single unit truck (GVW unknown)
3549	70.2	57. Two unit truck-tractor with semi-trailer or truck with cargo trailer
154	3.0	58. Multi-unit: truck or truck-tractor with two or more trailers
134	2.6	59. Truck-tractor pulling no trailers
52	1.0	60. Unknown type truck

Variable 105	MODEL YEAR	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

FREQ Prnt MODEL YEAR

2	0.0	00.
		- .
36	0.7	65. 1965
38	0.8	66. 1966
73	1.4	67. 1967
113	2.2	68. 1968
130	2.6	69. 1969
148	2.9	70. 1970
191	3.8	71. 1971
289	5.7	72. 1972
420	8.3	73. 1973
437	8.6	74. 1974
345	6.8	75. 1975
300	5.9	76. 1976
556	11.0	77. 1977
659	13.0	78. 1978
857	16.9	79. 1979
293	5.8	80. 1980
9	0.2	81. 1981
28	0.6	99. Unknown

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Variable	106	VIN	MD1:	None	Field Width:	8
			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
33	0.7	00. No registration/not applicable
141	2.8	01. Alabama
0	0.0	02. Alaska
45	0.9	04. Arizona
95	1.9	05. Arkansas
410	8.1	06. California
62	1.2	08. Colorado
20	0.4	09. Connecticut
28	0.6	10. Delaware
4	0.1	11. District of Columbia
294	5.8	12. Florida
159	3.1	13. Georgia
0	0.0	15. Hawaii
31	0.6	16. Idaho
172	3.4	17. Illinois
124	2.5	18. Indiana
84	1.7	19. Iowa
103	2.0	20. Kansas
63	1.2	21. Kentucky
135	2.7	22. Louisiana
24	0.5	23. Maine
52	1.0	24. Maryland
31	0.6	25. Massachusetts
127	2.5	26. Michigan
96	1.9	27. Minnesota
85	1.7	28. Mississippi
122	2.4	29. Missouri
31	0.6	30. Montana
87	1.7	31. Nebraska
46	0.9	32. Nevada
15	0.3	33. New Hampshire
117	2.3	34. New Jersey
25	0.5	35. New Mexico
136	2.7	36. New York
190	3.8	37. North Carolina
22	0.4	38. North Dakota
204	4.0	39. Ohio
131	2.6	40. Oklahoma
79	1.6	41. Oregon
191	3.8	42. Pennsylvania
0	0.0	43. Puerto Rico

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FREQ	Prct	Var 107 REGISTRATION STATE
2	0.0	44. Rhode Island
78	1.5	45. South Carolina
36	0.7	46. South Dakota
79	1.6	47. Tennessee
483	9.5	48. Texas
44	0.9	49. Utah
8	0.2	50. Vermont
82	1.6	51. Virginia
57	1.1	53. Washington
34	0.7	54. West Virginia
50	1.0	55. Wisconsin
21	0.4	56. Wyoming
106	2.1	93. Multiple state registration - in state
77	1.5	94. Multiple state registration - out-of-state
12	0.2	95. U.S. government tag
6	0.1	96. Military vehicle
32	0.6	97. Foreign country
37	0.7	99. Unknown

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

FREQ	Prct	ROLLOVER
4163	82.3	0. No rollover
319	6.3	1. First event
576	11.4	2. Subsequent event
0	0.0	9. Missing data

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	Prct	JACKKNIFE
1355	26.8	0. Not an articulated vehicle
3344	66.1	1. No
359	7.1	2. Yes
0	0.0	9. Missing data

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Variable	110	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
4829	95.5	0. No
229	4.5	1. Yes
0	0.0	9. Missing data

Variable	111	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
5054	99.9	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
4	0.1	4. Military
0	0.0	5. Police
0	0.0	6. Ambulance
0	0.0	9. Unknown

Variable	112	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	Prct	EMERGENCY USE
5057	100.0	0. No
1	0.0	1. Yes
0	0.0	9. Missing data

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Variable 113	IMPACT POINT - INITIAL	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

FREQ	Prcnt	IMPACT POINT - INITIAL
268	5.3	00. Non-collision
359	7.1	01. 1 o'clock
99	2.0	02. 2 o'clock
165	3.3	03. 3 o'clock
69	1.4	04. 4 o'clock
84	1.7	05. 5 o'clock
438	8.7	06. 6 o'clock
119	2.4	07. 7 o'clock
149	2.9	08. 8 o'clock
187	3.7	09. 9 o'clock
128	2.5	10. 10 o'clock
445	8.8	11. 11 o'clock
2325	46.0	12. 12 o'clock
23	0.5	13. Top
120	2.4	14. Undercarriage (bottom)
0	0.0	15. Underrode other vehicle
80	1.6	99. Unknown

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

FREQ	Prcnt	IMPACT POINT - PRINCIPAL
268	5.3	00. Non-collision
294	5.8	01. 1 o'clock
100	2.0	02. 2 o'clock
193	3.8	03. 3 o'clock
73	1.4	04. 4 o'clock
92	1.8	05. 5 o'clock
410	8.1	06. 6 o'clock
126	2.5	07. 7 o'clock
155	3.1	08. 8 o'clock
220	4.3	09. 9 o'clock
123	2.4	10. 10 o'clock
372	7.4	11. 11 o'clock
2201	43.5	12. 12 o'clock
168	3.3	13. Top
174	3.4	14. Undercarriage (bottom)
0	0.0	15. Underrode other vehicle
89	1.8	99. Unknown

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Variable 115 EXTENT OF DEFORMATION MD1: 9 Field Width: 1
MD2: None Type: Numeric

FREQ	Prct	EXTENT OF DEFORMATION
409	8.1	0. None
848	16.8	2. Other (minor)
1063	21.0	4. Functional (moderate)
2692	53.2	6. Disabling (severe)
46	0.9	9. Unknown

Variable 116 VEHICLE ROLE MD1: 9 Field Width: 1
MD2: None Type: Numeric

FREQ	Prct	VEHICLE ROLE
286	5.7	0. Non-collision
3451	68.2	1. Striking
1239	24.5	2. Struck
78	1.5	3. Both
4	0.1	9. Unknown

Variable 117 MANNER OF LEAVING SCENE MD1: 9 Field Width: 1
MD2: None Type: Numeric

FREQ	Prct	MANNER OF LEAVING SCENE
1443	28.5	1. Driven
3471	68.6	2. Towed away
22	0.4	3. Abandoned
122	2.4	9. Unknown

Variable 118 FIRE OCCURRENCE MD1: 9 Field Width: 1
MD2: None Type: Numeric

FREQ	Prct	FIRE OCCURRENCE
4785	94.6	0. No fire
273	5.4	1. Fire occurred in vehicle during accident
0	0.0	9. Missing data

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Variable	119	NO. OF OCCUPANTS IN VEH	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ	Prct	NO. OF OCCUPANTS IN VEH
54	1.1	00. 0 occupants
4078	80.6	01. 1 occupant
759	15.0	02. 2 occupants
99	2.0	03. 3 occupants
15	0.3	04. 4 occupants
2	0.0	05. 5 occupants
1	0.0	07. 7 occupants
1	0.0	09. 9 occupants
1	0.0	14. 14 occupants
26	0.5	97. Unknown - only injured reported
22	0.4	99. Unknown

Variable	120	VEHICLE RELATED FACTORS	MD1:	0	Field Width:	2
			MD2:	99	Type:	Numeric
			Multiple Responses: 2			

FREQ	Prct	RELATED FACTORS AT VEHICLE LEVEL
9499	93.9	00. None
		Defective
110	1.1	01. Tires and wheels
136	1.3	02. Brake system
11	0.1	03. Steering system
6	0.1	04. Suspension
16	0.2	05. Power train
0	0.0	06. Exhaust system
4	0.0	07. Headlights
10	0.1	08. Signal lights
19	0.2	09. Other lights
1	0.0	10. Horn
0	0.0	11. Mirrors
1	0.0	12. Wipers
0	0.0	13. Driver seating and control
5	0.0	14. Body, doors, other
8	0.1	15. Trailer hitch
290	2.9	99. Unknown

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<u>Variable</u> 121	<u>MOST HARMFUL EVENT</u>	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

FREQ	Prct	MOST HARMFUL EVENT
		Non-Collision Event
509	10.1	01. Overturn
123	2.4	02. Fire/explosion
12	0.2	03. Immersion
0	0.0	04. Gas inhalation
31	0.6	05. Fell from vehicle
4	0.1	06. Injured in vehicle
14	0.3	07. Other non-collision
		Collision With
440	8.7	08. Pedestrian
70	1.4	09. Pedalcycle
57	1.1	10. Railway train
2	0.0	11. Animal
3375	66.7	12. Motor vehicle in transport
54	1.1	13. Motor vehicle in other roadway
46	0.9	14. Parked motor vehicle
1	0.0	15. Other type non-motorist
5	0.1	16. Other object (not fixed)
5	0.1	18. Building
11	0.2	19. Culvert/ditch
9	0.2	20. Curb or wall
1	0.0	21. Divider
43	0.9	22. Embankment
5	0.1	23. Fence
49	1.0	24. Guard rail
0	0.0	25. Light support
4	0.1	26. Sign post
33	0.7	27. Tree/shrubbery
18	0.4	28. Utility pole
5	0.1	29. Other pole or support
1	0.0	30. Impact attenuator
16	0.3	31. Other fixed object
14	0.3	32. Bridge or overpass - passing under
20	0.4	33. Bridge or overpass - passing over
81	1.6	99. Unknown

<u>Variable</u> 122	<u>VIN WEIGHT</u>	MD1: 0	Field Width: 4
		MD2: 9999	Type: Numeric

FREQ	Prct	WEIGHT - OBTAINED FROM VINDICATOR PROGRAM
0	0.0	0000. Value not returned
0	0.0	0001.
		- . Weight in pounds
0	0.0	9998.

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FREQ Prcnt Var 122 VIN WEIGHT
5058 100.0 9999. Value not coded

Variable 123 VIN WHEELBASE MD1: 0 Field Width: 3
MD2: 999 Type: Numeric

FREQ Prcnt WHEELBASE - OBTAINED FROM VINDICATOR PROGRAM
0 0.0 000. Value not returned
0 0.0 001.
- . Wheelbase in inches
0 0.0 998.
5058 100.0 999. Value not coded

Variable 124 VIN BODY TYPE MD1: None Field Width: 2
MD2: None Type: Alphabetic

BODY TYPE - OBTAINED FROM VINDICATOR PROGRAM

Variable 125 DRIVER PRESENCE MD1: 9 Field Width: 1
MD2: None Type: Numeric

FREQ Prcnt DRIVER PRESENCE
4996 98.8 1. Driver operated vehicle
59 1.2 2. Driverless
1 0.0 3. Driver left scene
2 0.0 9. Unknown

Variable 126 LICENSE STATE MD1: 99 Field Width: 2
MD2: None Type: Numeric

FREQ Prcnt LICENSE STATE
134 2.6 01. Alabama
0 0.0 02. Alaska
59 1.2 04. Arizona
103 2.0 05. Arkansas
371 7.3 06. California
70 1.4 08. Colorado
25 0.5 09. Connecticut
10 0.2 10. Delaware
4 0.1 11. District of Columbia
278 5.5 12. Florida

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FREQ	Prct	Var 126	LICENSE STATE
159	3.1	13.	Georgia
0	0.0	15.	Hawaii
33	0.7	16.	Idaho
184	3.6	17.	Illinois
130	2.6	18.	Indiana
89	1.8	19.	Iowa
80	1.6	20.	Kansas
87	1.7	21.	Kentucky
145	2.9	22.	Louisiana
25	0.5	23.	Maine
67	1.3	24.	Maryland
40	0.8	25.	Massachusetts
125	2.5	26.	Michigan
102	2.0	27.	Minnesota
85	1.7	28.	Mississippi
160	3.2	29.	Missouri
30	0.6	30.	Montana
75	1.5	31.	Nebraska
23	0.5	32.	Nevada
8	0.2	33.	New Hampshire
97	1.9	34.	New Jersey
37	0.7	35.	New Mexico
164	3.2	36.	New York
183	3.6	37.	North Carolina
24	0.5	38.	North Dakota
220	4.3	39.	Ohio
124	2.5	40.	Oklahoma
66	1.3	41.	Oregon
211	4.2	42.	Pennsylvania
1	0.0	43.	Puerto Rico
6	0.1	44.	Rhode Island
81	1.6	45.	South Carolina
32	0.6	46.	South Dakota
125	2.5	47.	Tennessee
486	9.6	48.	Texas
45	0.9	49.	Utah
6	0.1	50.	Vermont
101	2.0	51.	Virginia
59	1.2	53.	Washington
55	1.1	54.	West Virginia
105	2.1	55.	Wisconsin
25	0.5	56.	Wyoming
5	0.1	94.	Military
27	0.5	95.	Canada
4	0.1	96.	Mexico
2	0.0	97.	Other foreign country
66	1.3	99.	Unknown

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Variable	127	LICENSE STATUS	MD1: 9	Field Width: 1
			MD2: None	Type: Numeric

FREQ	Prct	LICENSE STATUS
6	0.1	0. No license required
36	0.7	1. No license, license required
76	1.5	2. Licensed, but not for this type of vehicle
4662	92.2	3. Valid license for this type of vehicle
92	1.8	4. Suspended license
18	0.4	5. Revoked license
25	0.5	6. Expired license
5	0.1	7. Learner's permit
138	2.7	9. Unknown

Variable	128	LICENSE RESTRICTIONS MET	MD1: 9	Field Width: 1
			MD2: None	Type: Numeric

FREQ	Prct	COMPLIANCE WITH LICENSE RESTRICTIONS
4076	80.6	0. No restrictions or not applicable
295	5.8	1. Restrictions complied with
4	0.1	2. Restrictions not complied with
474	9.4	3. Restrictions, compliance unknown
209	4.1	9. Unknown

Variable	129	DRIVER TRAINING	MD1: 9	Field Width: 1
			MD2: None	Type: Numeric

FREQ	Prct	DRIVER TRAINING
1083	21.4	0. None
246	4.9	1. High school
16	0.3	2. Commercial
3	0.1	3. School bus
31	0.6	4. Traffic school
6	0.1	5. Two or more types
139	2.7	6. Training, type unknown
3534	69.9	9. Unknown

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Variable	130	VIOLATIONS CHARGED	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ Prcnt VIOLATIONS CHARGED

4094	80.9	0. No
703	13.9	1. Yes
130	2.6	2. Pending
131	2.6	9. Unknown

Variable	131	NO. OF PREV ACCIDENTS	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ Prcnt NO. OF PREVIOUS RECORDED ACCIDENTS

3561	70.4	00. 0 accidents
956	18.9	01. 1 accident
274	5.4	02. 2 accidents
79	1.6	03. 3 accidents
21	0.4	04. 4 accidents
6	0.1	05. 5 accidents
2	0.0	06. 6 accidents
159	3.1	99. Unknown

Variable	132	NO. OF PREV SUSPENSIONS	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ Prcnt NO. OF PREVIOUS SUSPENSIONS AND REVOCATIONS

4505	89.1	00. 0 suspensions
280	5.5	01. 1 suspension
74	1.5	02. 2 suspensions
24	0.5	03. 3 suspensions
7	0.1	04. 4 suspensions
5	0.1	05. 5 suspensions
3	0.1	06. 6 suspensions
1	0.0	09. 9 suspensions
159	3.1	99. Unknown

Variable	133	NO OF PREV DWI CONVICTNS	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ Prcnt NO. OF PREVIOUS DWI CONVICTIONS

4792	94.7	00. 0 DWI convictions
96	1.9	01. 1 DWI conviction
11	0.2	02. 2 DWI convictions

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FREQ Prcnt Var 133 NO OF PREV DWI CONVICTNS

159 3.1 99. Unknown

Variable 134 NO OF PREV SPEEDING CONV MD1: 99 Field Width: 2
MD2: None Type: Numeric

FREQ Prcnt NO. OF PREVIOUS SPEEDING CONVICTIONS

2645	52.3	00.	0 speed convictions
1102	21.8	01.	1 speed conviction
542	10.7	02.	2 speed convictions
284	5.6	03.	3 speed convictions
145	2.9	04.	4 speed convictions
86	1.7	05.	5 speed convictions
48	0.9	06.	6 speed convictions
19	0.4	07.	7 speed convictions
13	0.3	08.	8 speed convictions
6	0.1	09.	9 speed convictions
4	0.1	10.	10 speed convictions
3	0.1	11.	11 speed convictions
2	0.0	12.	12 speed convictions
159	3.1	99.	Unknown

Variable 135 NO OF PREV OTHER MV CONV MD1: 99 Field Width: 2
MD2: None Type: Numeric

FREQ Prcnt NO. OF PREVIOUS OTHER HARMFUL MV CONVICTIONS

3560	70.4	00.	0 other convictions
871	17.2	01.	1 other conviction
270	5.3	02.	2 other convictions
92	1.8	03.	3 other convictions
46	0.9	04.	4 other convictions
31	0.6	05.	5 other convictions
13	0.3	06.	6 other convictions
5	0.1	07.	7 other convictions
5	0.1	08.	8 other convictions
2	0.0	09.	9 other convictions
2	0.0	11.	11 other convictions
2	0.0	12.	12 other convictions
159	3.1	99.	Unknown

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Variable 136 LAST ACC/SUSPNSN - MONTH MD1: 99 Field Width: 2
MD2: None Type: Numeric

FREQ Prcnt LAST ACCIDENT/SUSPENSION/CONVICTION - MONTH

1709	33.8	00. No record
241	4.8	01. January
266	5.3	02. February
290	5.7	03. March
272	5.4	04. April
269	5.3	05. May
256	5.1	06. June
275	5.4	07. July
268	5.3	08. August
258	5.1	09. September
277	5.5	10. October
263	5.2	11. November
255	5.0	12. December
159	3.1	99. Unknown

Variable 137 LAST ACC/SUSPNSN - YEAR MD1: 99 Field Width: 2
MD2: None Type: Numeric

FREQ Prcnt LAST ACCIDENT/SUSPENSION/CONVICTION - YEAR

1709	33.8	00. No record
0	0.0	75. 1975
0	0.0	76. 1976
235	4.6	77. 1977
572	11.3	78. 1978
1335	26.4	79. 1979
1048	20.7	80. 1980
159	3.1	99. Unknown

Variable 138 1ST ACC/SUSPNSN - MONTH MD1: 99 Field Width: 2
MD2: None Type: Numeric

FREQ Prcnt 1ST ACCIDENT/SUSPENSION/CONVICTION - MONTH

1709	33.8	00. No record
246	4.9	01. January
261	5.2	02. February
294	5.8	03. March
280	5.5	04. April
284	5.6	05. May
271	5.4	06. June
267	5.3	07. July
294	5.8	08. August
283	5.6	09. September

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FREQ Prcnt Var 138 1ST ACC/SUSPENS - MONTH

250	4.9	10. October
235	4.6	11. November
225	4.4	12. December
159	3.1	99. Unknown

Variable 139 1ST ACC/SUSPENS - YEAR MD1: 99 Field Width: 2
MD2: None Type: Numeric

FREQ Prcnt 1ST ACCIDENT/SUSPENSION/CONVICTION - YEAR

1709	33.8	00. No record
1	0.0	75. 1975
3	0.1	76. 1976
966	19.1	77. 1977
1188	23.5	78. 1978
762	15.1	79. 1979
270	5.3	80. 1980
159	3.1	99. Unknown

Variable 140 DRIVER RELATED FACTORS MD1: 0 Field Width: 2
MD2: 99 Type: Numeric
Multiple Responses: 3

FREQ Prcnt RELATED FACTORS AT DRIVER LEVEL

12104 79.8 00. None

Physical/Mental Condition

142	0.9	01. Drowsy, sleepy, asleep, fatigued
5	0.0	02. Ill, blackout
0	0.0	03. Depression
1	0.0	04. Drugs - medication
3	0.0	05. Other drugs
241	1.6	06. Inattentive (talking, eating, etc.)
3	0.0	07. Physical impairment
0	0.0	08. Died prior to accident

Miscellaneous Causes

51	0.3	20. Leaving vehicle unattended with engine running
42	0.3	21. Overloading or improper loading of vehicle
7	0.0	22. Towing or pushing vehicle improperly
10	0.1	23. Failing to dim or to have lights on when required
44	0.3	24. Operating without required equipment
0	0.0	25. Creating unlawful noise or using equipment prohibited by law
93	0.6	26. Following improperly
26	0.2	27. Improper or erratic lane changing

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
FARS VEHICLE VARIABLES

FREQ	Prct	Var	140 DRIVER RELATED FACTORS
466	3.1	28.	Failure to keep in proper lane or running off road
1	0.0	29.	Illegal driving on road shoulder, in ditch, or on sidewalk
14	0.1	30.	Making improper entry to or exit from trafficway
31	0.2	31.	Starting or backing improperly
1	0.0	32.	Opening vehicle closure into moving traffic or while vehicle is in motion
12	0.1	33.	Passing where prohibited by posted signs, pavement markings, hill/curve, or school bus with warning lights
1	0.0	34.	Passing on wrong side
54	0.4	35.	Passing with insufficient distance or inadequate visibility, or failing to yield to overtaking vehicle
296	2.0	36.	Operating the vehicle in an erratic, reckless, careless or negligent manner
3	0.0	37.	High speed chase - police in pursuit
253	1.7	38.	Failure to yield right-of-way
168	1.1	39.	Failure to obey traffic signs, traffic control devices or traffic officers, or to observe safety zone
4	0.0	40.	Passing through or around barrier positioned to prohibit or channel traffic
10	0.1	41.	Failure to observe warnings or instructions on vehicles displaying them
3	0.0	42.	Failure to signal intentions
0	0.0	43.	Giving wrong signal
676	4.5	44.	Driving too fast for conditions or in excess of posted maximum
6	0.0	45.	Driving less than posted minimum
1	0.0	46.	Operating at erratic or suddenly changing speeds
7	0.0	47.	Making right turn from left turn lane, making left turn from right turn lane
58	0.4	48.	Making other improper turn
0	0.0	49.	Failure to comply with physical license restriction
3	0.0	50.	Driving wrong way on one-way roadway
136	0.9	51.	Driving on wrong side of road
8	0.1	52.	Operator inexperience
12	0.1	53.	Unfamiliar with roadway
46	0.3	54.	Stopping in roadway (vehicle not abandoned)
132	0.9	99.	Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
FARS VEHICLE VARIABLES

Variable	141	NO. OF UNINJURED IN VEH	MD1:	None	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ	Prct	NO. OF UNINJURED IN VEH
------	------	-------------------------

2312	45.7	00. 0 uninjured
2562	50.7	01. 1 uninjured
167	3.3	02. 2 uninjured
14	0.3	03. 3 uninjured
2	0.0	04. 4 uninjured
1	0.0	05. 5 uninjured

Variable	142	NO. OF C-INJURED IN VEH	MD1:	None	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ	Prct	POSSIBLE INJURY
------	------	-----------------

4490	88.8	00. 0 C-injured
527	10.4	01. 1 C-injured
38	0.8	02. 2 C-injured
3	0.1	03. 3 C-injured

Variable	143	NO. OF B-INJURED IN VEH	MD1:	None	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ	Prct	NONINCAPACITATING EVIDENT INJURY
------	------	----------------------------------

4452	88.0	00. 0 B-injured
558	11.0	01. 1 B-injured
44	0.9	02. 2 B-injured
4	0.1	03. 3 B-injured

Variable	144	NO. OF A-INJURED IN VEH	MD1:	None	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ	Prct	INCAPACITATING INJURY
------	------	-----------------------

4661	92.2	00. 0 A-injured
367	7.3	01. 1 A-injured
28	0.6	02. 2 A-injured
1	0.0	03. 3 A-injured
1	0.0	11. 11 A-injured

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
 FARS VEHICLE VARIABLES

<u>Variable</u>	<u>145</u>	<u>NO. OF FATALITIES IN VEH</u>	MD1:	None	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ	Prct	NO. OF FATALITIES IN VEH
------	------	--------------------------

3989	78.9	00. 0 killed
997	19.7	01. 1 killed
66	1.3	02. 2 killed
6	0.1	03. 3 killed

<u>Variable</u>	<u>146</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
------	------	---------------------------

5051	99.9	00. 0 unknown injured
5	0.1	01. 1 unknown injured
2	0.0	02. 2 unknown injured

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
FARS VEHICLE VARIABLES

The PERSON Variables

Variables 201 through 217 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
61	1.2	00. No Driver
4991	98.7	01. Person #1
6	0.1	02. Person #2
		- .
0	0.0	99.

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

FREQ	Prct	PERSON AGE
1	0.0	15. 15 years
4	0.1	16. 16 years
11	0.2	17. 17 years
42	0.8	18. 18 years
66	1.3	19. 19 years
84	1.7	20. 20 years
107	2.1	21. 21 years
120	2.4	22. 22 years
160	3.2	23. 23 years
171	3.4	24. 24 years
175	3.5	25. 25 years
148	2.9	26. 26 years
157	3.1	27. 27 years
197	3.9	28. 28 years
180	3.6	29. 29 years
157	3.1	30. 30 years
156	3.1	31. 31 years
145	2.9	32. 32 years
145	2.9	33. 33 years
132	2.6	34. 34 years
157	3.1	35. 35 years
141	2.8	36. 36 years
113	2.2	37. 37 years
143	2.8	38. 38 years
127	2.5	39. 39 years
121	2.4	40. 40 years

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
FARS PERSON VARIABLES

FREQ	Prct	Var 202	PERSON AGE
124	2.5	41.	41 years
106	2.1	42.	42 years
93	1.8	43.	43 years
116	2.3	44.	44 years
103	2.0	45.	45 years
86	1.7	46.	46 years
92	1.8	47.	47 years
82	1.6	48.	48 years
96	1.9	49.	49 years
97	1.9	50.	50 years
89	1.8	51.	51 years
95	1.9	52.	52 years
93	1.8	53.	53 years
78	1.5	54.	54 years
66	1.3	55.	55 years
70	1.4	56.	56 years
57	1.1	57.	57 years
62	1.2	58.	58 years
51	1.0	59.	59 years
35	0.7	60.	60 years
28	0.6	61.	61 years
24	0.5	62.	62 years
22	0.4	63.	63 years
14	0.3	64.	64 years
12	0.2	65.	65 years
4	0.1	66.	66 years
7	0.1	67.	67 years
8	0.2	68.	68 years
7	0.1	69.	69 years
7	0.1	70.	70 years
1	0.0	71.	71 years
1	0.0	72.	72 years
2	0.0	73.	73 years
1	0.0	74.	74 years
1	0.0	77.	77 years
1	0.0	84.	84 years
67	1.3	99.	Unknown

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

FREQ	Prct	PERSON SEX
4948	97.8	1. Male
48	0.9	2. Female
62	1.2	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
FARS PERSON VARIABLES

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

FREQ	Prct	PERSON TYPE
4997	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
61	1.2	9. No driver record

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

FREQ	Prct	SEATING POSITION
0	0.0	00. Non-motorist
4997	98.8	01. Front seat - left side (driver's side)
0	0.0	02. Front seat - middle
0	0.0	03. Front seat - right side
0	0.0	04. Second seat - left side
0	0.0	05. Second seat - middle
0	0.0	06. Second seat - right side
0	0.0	07. Third seat - left side
0	0.0	08. Third seat - middle
0	0.0	09. Third seat - right side
0	0.0	10. Front seat - other
0	0.0	11. Second seat - other
0	0.0	12. Third seat - other
0	0.0	13. Other passenger
0	0.0	14. Sleeper section of cab (truck)
0	0.0	15. Riding on vehicle exterior
61	1.2	99. No driver record

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

FREQ	Prct	MANUAL (ACTIVE) RESTRAINT SYSTEM
3644	72.0	0. None used (vehicle occupant) or not applicable (non-motorist)
3	0.1	1. Shoulder belt
182	3.6	2. Lap belt
29	0.6	3. Lap and shoulder belt
0	0.0	4. Child safety seat
0	0.0	5. Motorcycle helmet
47	0.9	8. Restraint used - type unknown or other

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
FARS PERSON VARIABLES

FREQ Prnt Var 206 MANUAL RESTRAINT SYS

1153 22.8 9. Unknown

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

FREQ Prnt AUTOMATIC (PASSIVE) RESTRAINT SYSTEM

4930 97.5 0. Not equipped or non-motorist
0 0.0 1. Automatic belt in use
0 0.0 2. Automatic belt not in use
0 0.0 3. Deployed air bag
0 0.0 4. Non-deployed air bag
128 2.5 9. Unknown

Variable 209 EJECTION MD1: 9 Field Width: 1
MD2: None Type: Numeric

FREQ Prnt EJECTION

4612 91.2 0. Not ejected
320 6.3 1. Totally ejected
53 1.0 2. Partially ejected
73 1.4 9. Unknown

Variable 210 EXTRICATION MD1: 9 Field Width: 1
MD2: None Type: Numeric

FREQ Prnt EXTRICATION

4756 94.0 0. Not extricated
222 4.4 1. Extricated
80 1.6 9. Unknown

Variable 211 ALCOHOL INVOLVEMENT MD1: None Field Width: 1
MD2: None Type: Numeric

FREQ Prnt ALCOHOL INVOLVEMENT

4744 93.8 0. No
253 5.0 1. Yes
61 1.2 9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
FARS PERSON VARIABLES

Variable	212	ALCOHOL TEST RESULT	MD1: 99	Field Width: 2
			MD2: None	Type: Numeric
			Implied Dec Places: 2	

FREQ	Prcnt	ALCOHOL TEST RESULT
484	9.6	00.
		- . Result value (grams/100 ml%)
0	0.0	94.
1	0.0	95. Test refused
3842	76.0	96. None given
158	3.1	97. AC test performed, results unknown
427	8.4	99. Unknown

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

FREQ	Prcnt	INJURY SEVERITY
2712	53.6	0. 0 - no injury
506	10.0	1. C - possible injury
520	10.3	2. B - non-incapacitating evident injury
317	6.3	3. A - incapacitating injury
931	18.4	4. K - fatal injury
7	0.1	5. Injured, severity unknown
0	0.0	6. Died prior to accident
65	1.3	9. Unknown

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

FREQ	Prcnt	TAKEN TO HOSPITAL OR TREATMENT FACILITY
3279	64.8	0. No
1388	27.4	1. Yes
391	7.7	9. Unknown

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

FREQ	Prcnt	DEATH DATE - MONTH
4066	80.4	00. Not applicable
73	1.4	01. January
64	1.3	02. February
75	1.5	03. March
65	1.3	04. April

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
FARS PERSON VARIABLES

FREQ Prcnt Var 215 DEATH DATE - MONTH

68	1.3	05. May
81	1.6	06. June
76	1.5	07. July
99	2.0	08. August
94	1.9	09. September
98	1.9	10. October
68	1.3	11. November
67	1.3	12. December
64	1.3	99. Unknown

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

FREQ Prcnt DEATH DATE - DAY

4066	80.4	00. Not applicable
31	0.6	01.
		- . Day of month
19	0.4	31.
64	1.3	99. Unknown

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

FREQ Prcnt DEATH DATE - YEAR

4066	80.4	00. Not applicable
931	18.4	80. 1980
61	1.2	99. Unknown

The BMCS and SURVEY Variables

Variables 1001 through 1091 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.

<u>Variable 1001</u>	<u>BMCS ID</u>	MD1: 0	Field Width: 5
		MD2: None	Type: Numeric

FREQ	Prct	BMCS ID
3356	66.4	00000. Unknown
1	0.0	00001.
		- . BMCS case ID
1	0.0	34037.

<u>Variable 1002</u>	<u>STATE OF CARRIER</u>	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

BMCS cases only

FREQ	Prct	STATE OF CARRIER
43	0.9	01. Alabama
1	0.0	02. Alaska
19	0.4	04. Arizona
33	0.7	05. Arkansas
109	2.2	06. California
35	0.7	08. Colorado
8	0.2	09. Connecticut
4	0.1	10. Delaware
1	0.0	11. District of Columbia
64	1.3	12. Florida
59	1.2	13. Georgia
14	0.3	16. Idaho
90	1.8	17. Illinois
58	1.1	18. Indiana
42	0.8	19. Iowa
61	1.2	20. Kansas
15	0.3	21. Kentucky
9	0.2	22. Louisiana
4	0.1	23. Maine
19	0.4	24. Maryland
18	0.4	25. Massachusetts
61	1.2	26. Michigan
44	0.9	27. Minnesota
17	0.3	28. Mississippi

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
BMCS and SURVEY VARIABLES

FREQ	Prct	Var 1002	STATE OF CARRIER
57	1.1	29.	Missouri
10	0.2	30.	Montana
36	0.7	31.	Nebraska
3	0.1	32.	Nevada
5	0.1	33.	New Hampshire
40	0.8	34.	New Jersey
4	0.1	35.	New Mexico
35	0.7	36.	New York
72	1.4	37.	North Carolina
3	0.1	38.	North Dakota
76	1.5	39.	Ohio
55	1.1	40.	Oklahoma
23	0.5	41.	Oregon
93	1.8	42.	Pennsylvania
0	0.0	44.	Rhode Island
22	0.4	45.	South Carolina
11	0.2	46.	South Dakota
33	0.7	47.	Tennessee
141	2.8	48.	Texas
24	0.5	49.	Utah
1	0.0	50.	Vermont
36	0.7	51.	Virginia
30	0.6	53.	Washington
9	0.2	54.	West Virginia
42	0.8	55.	Wisconsin
6	0.1	56.	Wyoming
3356	66.4	98.	Not applicable (Survey case)
7	0.1	99.	Unknown

Variable 1003	CARRIER TYPE	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prct	CARRIER TYPE
1011	20.0	1. Interstate private
1754	34.7	2. Interstate authorized
212	4.2	3. Interstate exempt
1035	20.5	4. Intrastate private
344	6.8	5. Intrastate for hire
111	2.2	6. Government owned
591	11.7	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
 BMCS and SURVEY VARIABLES

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

Both SURVEY and BMCS cases

FREQ	Prct	TRIP TYPE
1464	28.9	1. OTR, (over-the-road) (BMCS)
1709	33.8	2. Local delivery
429	8.5	3. OTR, under 200 miles (Survey)
830	16.4	4. OTR, 200 miles and over (Survey)
213	4.2	5. OTR, unknown distance (Survey)
413	8.2	9. Unknown

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

Both SURVEY and BMCS cases

FREQ	Prct	DISTRICT TYPE
280	5.5	1. Residential
3131	61.9	2. Rural
842	16.6	3. Business
805	15.9	9. Unknown

Variable 1007 MONTH MD1: 99 Field Width: 2
 MD2: None Type: Numeric

BMCS cases only

FREQ	Prct	MONTH
148	2.9	01. January
136	2.7	02. February
134	2.6	03. March
136	2.7	04. April
157	3.1	05. May
118	2.3	06. June
124	2.5	07. July
153	3.0	08. August
144	2.8	09. September
157	3.1	10. October
149	2.9	11. November
146	2.9	12. December
3356	66.4	98. Not applicable (Survey case)
0	0.0	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
BMCS and SURVEY VARIABLES

Variable 1008	DAY	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

BMCS cases only

FREQ	Prct	DAY
47	0.9	01.
		- . Day of month
30	0.6	31.
3356	66.4	98. Not applicable (Survey case)
0	0.0	99. Unknown

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

BMCS cases only

FREQ	Prct	HOUR
62	1.2	00. Midnight
101	2.0	01. 1 am
90	1.8	02. 2 am
75	1.5	03. 3 am
89	1.8	04. 4 am
60	1.2	05. 5 am
68	1.3	06. 6 am
71	1.4	07. 7 am
64	1.3	08. 8 am
63	1.2	09. 9 am
58	1.1	10. 10 am
68	1.3	11. 11 am
75	1.5	12. Noon
72	1.4	13. 1 pm
90	1.8	14. 2 pm
75	1.5	15. 3 pm
68	1.3	16. 4 pm
66	1.3	17. 5 pm
54	1.1	18. 6 pm
49	1.0	19. 7 pm
58	1.1	20. 8 pm
67	1.3	21. 9 pm
70	1.4	22. 10 pm
83	1.6	23. 11 pm
3356	66.4	98. Not applicable (Survey case)
6	0.1	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
 BMCS and SURVEY VARIABLES

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

BMCS cases only

FREQ	Prct	MINUTE
1088	21.5	00. - . Minute
0	0.0	59.
3356	66.4	98. Not applicable (Survey case)
6	0.1	99. Unknown

Variable 1011	ACCIDENT TYPE	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

BMCS cases only

FREQ	Prct	ACCIDENT TYPE
201	4.0	1. Non-collision
1343	26.6	2. Collision with moving object
154	3.0	3. Collision with fixed or parked object
3356	66.4	8. Not applicable (Survey case)
4	0.1	9. Unknown

Variable 1012	OTHER OBJECT INVOLVED	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

BMCS cases only

FREQ	Prct	OTHER OBJECT INVOLVED
202	4.0	01. Not applicable (non-collision)
216	4.3	02. Commercial truck
49	1.0	03. Fixed object
899	17.8	04. Automobile
125	2.5	05. Pedestrian
3	0.1	06. Bus
12	0.2	07. Train
19	0.4	08. Bicycle
8	0.2	09. Animal
63	1.2	10. Motorcycle
106	2.1	11. Other
3356	66.4	98. Not applicable (Survey case)
0	0.0	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
BMCS and SURVEY VARIABLES

Variable 1013	VEHICLE #1 ACTION	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

BMCS cases only

FREQ	Prct	VEHICLE #1 ACTION
86	1.7	01. Slowing/stopping
61	1.2	02. Stopped
29	0.6	03. Parked
58	1.1	04. Rear-end
9	0.2	05. Backing
12	0.2	06. Making right turn
53	1.0	07. Making left turn
13	0.3	08. Making U-turn
888	17.6	09. Proceeding straight
5	0.1	10. Merging
17	0.3	11. Entering traffic
29	0.6	12. Intersection
20	0.4	13. Passing
12	0.2	14. Changing lanes
11	0.2	15. Sideswipe--opposite direction
39	0.8	16. Head-on--crossed into opposing lane
14	0.3	17. Skidding
33	0.7	18. Vehicle out of control
0	0.0	19. Roll-away
1	0.0	20. Controlled railroad crossing
3	0.1	21. Uncontrolled railroad crossing
4	0.1	22. Other
3356	66.4	97. Not applicable (Survey case)
283	5.6	98. Not applicable (non-collision)
22	0.4	99. Unknown

Variable 1014	VEHICLE #2 ACTION	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

BMCS cases only

FREQ	Prct	VEHICLE #2 ACTION
33	0.7	01. Slowing/stopping
41	0.8	02. Stopped
29	0.6	03. Parked
83	1.6	04. Rear-end
3	0.1	05. Backing
6	0.1	06. Making right turn
65	1.3	07. Making left turn
11	0.2	08. Making U-turn
409	8.1	09. Proceeding straight
5	0.1	10. Merging
42	0.8	11. Entering traffic

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
BMCS and SURVEY VARIABLES

FREQ	Prct	Var 1014	VEHICLE #2 ACTION
92	1.8		12. Intersection
33	0.7		13. Passing
15	0.3		14. Changing lanes
35	0.7		15. Sideswipe--opposite direction
257	5.1		16. Head-on--crossed into opposing lane
16	0.3		17. Skidding
68	1.3		18. Vehicle out of control
2	0.0		19. Roll-away
3	0.1		20. Controlled railroad crossing
3	0.1		21. Uncontrolled railroad crossing
22	0.4		22. Other
3356	66.4		97. Not applicable (Survey case)
290	5.7		98. Not applicable (non-collision)
139	2.7		99. Unknown

<u>Variable 1015</u>	<u>VEHICLE #3 ACTION</u>	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

BMCS cases only

FREQ	Prct	VEHICLE #3 ACTION
11	0.2	01. Slowing/stopping
18	0.4	02. Stopped
8	0.2	03. Parked
12	0.2	04. Rear-end
0	0.0	05. Backing
0	0.0	06. Making right turn
4	0.1	07. Making left turn
1	0.0	08. Making U-turn
77	1.5	09. Proceeding straight
3	0.1	10. Merging
7	0.1	11. Entering traffic
22	0.4	12. Intersection
5	0.1	13. Passing
11	0.2	14. Changing lanes
9	0.2	15. Sideswipe--opposite direction
36	0.7	16. Head-on--crossed into opposing lane
10	0.2	17. Skidding
17	0.3	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
10	0.2	22. Other
3356	66.4	97. Not applicable (Survey case)
298	5.9	98. Not applicable (non-collision)
1143	22.6	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
BMCS and SURVEY VARIABLES

Variable 1016	NON-COLLISION TYPE	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prct	NON-COLLISION TYPE
135	2.7	0. Ran off road
6	0.1	1. Jackknife
243	4.8	2. Overturn
1	0.0	3. Separation of units
0	0.0	4. Fire
13	0.3	5. Loss or spillage of cargo
4	0.1	6. Cargo shift
8	0.2	7. Other
4635	91.6	8. Not applicable (collision)
13	0.3	9. Unknown

Variable 1017	ASSOC. ACCIDENT EVENT	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prct	ASSOC. ACCIDENT EVENT
3039	60.1	1. None
46	0.9	2. Spillage of hazardous cargo
349	6.9	3. Fire
558	11.0	4. Spillage of non-hazardous cargo
52	1.0	5. Explosion
1014	20.0	9. Unknown

Variable 1018	DRIVER AGE	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prct	DRIVER AGE
4	0.1	16. 16 years
11	0.2	17. 17 years
41	0.8	18. 18 years
67	1.3	19. 19 years
80	1.6	20. 20 years
109	2.2	21. 21 years
114	2.3	22. 22 years
159	3.1	23. 23 years
172	3.4	24. 24 years
172	3.4	25. 25 years

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
 BMCS and SURVEY VARIABLES

FREQ	Prcnt	Var 1018	DRIVER AGE
150	3.0	26.	26 years
163	3.2	27.	27 years
200	4.0	28.	28 years
182	3.6	29.	29 years
161	3.2	30.	30 years
152	3.0	31.	31 years
157	3.1	32.	32 years
137	2.7	33.	33 years
128	2.5	34.	34 years
166	3.3	35.	35 years
138	2.7	36.	36 years
117	2.3	37.	37 years
142	2.8	38.	38 years
124	2.5	39.	39 years
125	2.5	40.	40 years
126	2.5	41.	41 years
105	2.1	42.	42 years
92	1.8	43.	43 years
116	2.3	44.	44 years
107	2.1	45.	45 years
80	1.6	46.	46 years
89	1.8	47.	47 years
83	1.6	48.	48 years
98	1.9	49.	49 years
104	2.1	50.	50 years
92	1.8	51.	51 years
97	1.9	52.	52 years
92	1.8	53.	53 years
74	1.5	54.	54 years
69	1.4	55.	55 years
75	1.5	56.	56 years
52	1.0	57.	57 years
54	1.1	58.	58 years
57	1.1	59.	59 years
36	0.7	60.	60 years
25	0.5	61.	61 years
23	0.5	62.	62 years
22	0.4	63.	63 years
16	0.3	64.	64 years
13	0.3	65.	65 years
4	0.1	66.	66 years
8	0.2	67.	67 years
8	0.2	68.	68 years
9	0.2	69.	69 years
5	0.1	70.	70 years
1	0.0	71.	71 years
1	0.0	72.	72 years
2	0.0	73.	73 years
1	0.0	74.	74 years
1	0.0	76.	76 years
2	0.0	77.	77 years

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
BMCS and SURVEY VARIABLES

FREQ Prnt Var 1018 DRIVER AGE
48 0.9 99. Unknown

Variable 1019 YEARS DRIVER EMPLOYED MD1: 99 Field Width: 2
MD2: None Type: Numeric

BMCS cases only

FREQ	Prnt	YEARS	DRIVER EMPLOYED
109	2.2	00.	0 years
784	15.5	01.	1 year
192	3.8	02.	2 years
114	2.3	03.	3 years
66	1.3	04.	4 years
39	0.8	05.	5 years
35	0.7	06.	6 years
53	1.0	07.	7 years
41	0.8	08.	8 years
27	0.5	09.	9 years
35	0.7	10.	10 years
25	0.5	11.	11 years
20	0.4	12.	12 years
7	0.1	13.	13 years
10	0.2	14.	14 years
21	0.4	15.	15 years
10	0.2	16.	16 years
11	0.2	17.	17 years
9	0.2	18.	18 years
7	0.1	19.	19 years
10	0.2	20.	20 years
11	0.2	21.	21 years
7	0.1	22.	22 years
5	0.1	23.	23 years
4	0.1	24.	24 years
6	0.1	25.	25 years
2	0.0	26.	26 years
7	0.1	27.	27 years
3	0.1	28.	28 years
5	0.1	29.	29 years
7	0.1	30.	30 years
2	0.0	31.	31 years
4	0.1	32.	32 years
2	0.0	33.	33 years
3	0.1	35.	35 years
1	0.0	37.	37 years
1	0.0	38.	38 years
1	0.0	41.	41 years
3356	66.4	98.	Not applicable (Survey case)
6	0.1	99.	Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
 BMCS and SURVEY VARIABLES

<u>Variable 1020</u>	<u>HOURS ON DUTY</u>	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prct	HOURS ON DUTY
716	14.2	01. 1 hour
521	10.3	02. 2 hours
454	9.0	03. 3 hours
488	9.6	04. 4 hours
400	7.9	05. 5 hours
419	8.3	06. 6 hours
270	5.3	07. 7 hours
246	4.9	08. 8 hours
96	1.9	09. 9 hours
54	1.1	10. 10 hours
20	0.4	11. 11 hours
15	0.3	12. 12 hours
3	0.1	13. 13 hours
3	0.1	14. 14 hours
2	0.0	15. 15 hours
3	0.1	16. 16 hours
1	0.0	17. 17 hours
2	0.0	18. 18 hours
1	0.0	19. 19 hours
2	0.0	20. 20 hours
3	0.1	21. 21 hours
1	0.0	22. 22 hours
2	0.0	24. 24 hours
1	0.0	25. 25 hours
1	0.0	46. 46 hours
1	0.0	49. 49 hours
1	0.0	72. 72 hours
179	3.5	98. Not applicable
1153	22.8	99. Unknown

<u>Variable 1021</u>	<u>SCHEDULED HOURS</u>	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

BMCS cases only

FREQ	Prct	SCHEDULED HOURS
150	3.0	01. 1 hour
103	2.0	02. 2 hours
120	2.4	03. 3 hours
148	2.9	04. 4 hours
148	2.9	05. 5 hours
118	2.3	06. 6 hours
118	2.3	07. 7 hours

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
BMCS and SURVEY VARIABLES

FREQ	Prct	Var 1021	SCHEDULED HOURS
181	3.6	08.	8 hours
138	2.7	09.	9 hours
229	4.5	10.	10 hours
37	0.7	11.	11 hours
152	3.0	12.	Not applicable (BMCS code)
1	0.0	22.	22 hours
3356	66.4	98.	Not applicable (Survey case)
59	1.2	99.	Unknown

Variable 1022	<u>DRIVER CONDITION</u>	MD1:	9	Field Width:	1
		MD2:	None	Type:	Numeric

BMCS cases only

FREQ	Prct	DRIVER CONDITION
1619	32.0	1. Apparently normal
1	0.0	2. Sick
17	0.3	3. Had been drinking
37	0.7	4. Dozed at wheel
0	0.0	5. Medical waiver
20	0.4	6. Other
3356	66.4	8. Not applicable (Survey case)
8	0.2	9. Unknown

Variable 1023	<u>POWER UNIT TYPE</u>	MD1:	0	Field Width:	1
		MD2:	None	Type:	Numeric

Both SURVEY and BMCS cases

FREQ	Prct	POWER UNIT TYPE
74	1.5	0. Unknown
1350	26.7	1. Straight truck
3634	71.8	8. Tractor

Variable 1024	<u>STRT. TRUCK BODY STYLE</u>	MD1:	9	Field Width:	1
		MD2:	None	Type:	Numeric

Both SURVEY and BMCS cases

FREQ	Prct	STRAIGHT TRUCK BODY STYLE
3634	71.8	0. Not applicable (tractor)
219	4.3	1. Van

FREQ Prcnt Var 1024 STRT. TRUCK BODY STYLE

196	3.9	2. Flat
132	2.6	3. Tank
30	0.6	5. Refrigerated
321	6.3	6. Dump
93	1.8	7. Refuse
260	5.1	8. Other
173	3.4	9. Unknown

Variable 1025 CAB STYLE MD1: 9 Field Width: 1
 MD2: None Type: Numeric

Both SURVEY and BMCS cases

FREQ Prcnt CAB STYLE

2448	48.4	1. Conventional
1988	39.3	2. Cabover or cab-forward
622	12.3	9. Unknown

Variable 1026 POWER UNIT YEAR MD1: 99 Field Width: 2
 MD2: None Type: Numeric

Both SURVEY and BMCS cases

FREQ Prcnt POWER UNIT YEAR

1	0.0	48. 1948
2	0.0	49. 1949
3	0.1	50. 1950
4	0.1	51. 1951
1	0.0	52. 1952
1	0.0	53. 1953
1	0.0	54. 1954
7	0.1	55. 1955
2	0.0	56. 1956
7	0.1	57. 1957
9	0.2	58. 1958
6	0.1	59. 1959
8	0.2	60. 1960
10	0.2	61. 1961
19	0.4	62. 1962
15	0.3	63. 1963
30	0.6	64. 1964
37	0.7	65. 1965
35	0.7	66. 1966
71	1.4	67. 1967
111	2.2	68. 1968

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
BMCS and SURVEY VARIABLES

FREQ	Prcnt	Var 1026	POWER UNIT YEAR
135	2.7	69.	1969
146	2.9	70.	1970
190	3.8	71.	1971
286	5.7	72.	1972
439	8.7	73.	1973
429	8.5	74.	1974
348	6.9	75.	1975
304	6.0	76.	1976
558	11.0	77.	1977
664	13.1	78.	1978
848	16.8	79.	1979
297	5.9	80.	1980
3	0.1	81.	1981
31	0.6	99.	Unknown

Variable 1027	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
1339	26.5	2. 2 axles
3360	66.4	3. 3 axles
67	1.3	4. 4 or more axles
292	5.8	9. Unknown

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

Both SURVEY and BMCS cases

FREQ	Prcnt	POWER UNIT MAKE
37	0.7	01. Autocar
21	0.4	02. Brockway
304	6.0	03. Chevrolet
42	0.8	04. Diamond Reo
34	0.7	05. Dodge
644	12.7	06. Ford
524	10.4	07. Freightliner
495	9.8	08. GMC
3	0.1	09. Hendrickson
1062	21.0	10. International Harvester
522	10.3	11. Kenworth
631	12.5	12. Mack
13	0.3	13. Marmon

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
 BMCS and SURVEY VARIABLES

FREQ	Prct	Var 1028	POWER UNIT MAKE
375	7.4	14.	Peterbilt
270	5.3	15.	White
4	0.1	16.	Mercedes Benz
1	0.0	17.	Volvo
20	0.4	18.	Western Star
36	0.7	97.	Other (Survey)
4	0.1	98.	Other (BMCS)
16	0.3	99.	Unknown

Variable 1029	POWER UNIT LENGTH	MD1: 999	Field Width: 3
		MD2: None	Type: Numeric

SURVEY cases only

FREQ	Prct	POWER UNIT LENGTH
3	0.1	012. 12 feet
2	0.0	013. 13 feet
26	0.5	014. 14 feet
62	1.2	015. 15 feet
77	1.5	016. 16 feet
67	1.3	017. 17 feet
215	4.3	018. 18 feet
177	3.5	019. 19 feet
654	12.9	020. 20 feet
280	5.5	021. 21 feet
240	4.7	022. 22 feet
333	6.6	023. 23 feet
277	5.5	024. 24 feet
146	2.9	025. 25 feet
93	1.8	026. 26 feet
64	1.3	027. 27 feet
119	2.4	028. 28 feet
23	0.5	029. 29 feet
95	1.9	030. 30 feet
9	0.2	031. 31 feet
38	0.8	032. 32 feet
12	0.2	033. 33 feet
5	0.1	034. 34 feet
26	0.5	035. 35 feet
1	0.0	036. 36 feet
2	0.0	037. 37 feet
1	0.0	038. 38 feet
1	0.0	039. 39 feet
2	0.0	040. 40 feet
1	0.0	042. 42 feet
2	0.0	045. 45 feet
2	0.0	050. 50 feet
1	0.0	057. 57 feet

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
BMCS and SURVEY VARIABLES

FREQ Prcnt Var 1029 POWER UNIT LENGTH

1702	33.6	998. Not applicable (BMCS case)
300	5.9	999. Unknown

Variable 1030	<u>STRAIGHT TRUCK CARGO</u>	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

SURVEY cases only

FREQ Prcnt STRAIGHT TRUCK CARGO

80	1.6	01. General freight
14	0.3	02. Household goods
6	0.1	03. Metal: coils, sheets, etc
32	0.6	04. Heavy machinery
3	0.1	05. Motor vehicles
31	0.6	06. Driveaway/towaway
11	0.2	07. Gases in bulk
287	5.7	08. Solids in bulk
82	1.6	09. Liquids in bulk
1	0.0	10. Explosives
39	0.8	11. Logs/poles/lumber
314	6.2	12. None (empty)
22	0.4	13. Refrigerated food
0	0.0	14. Mobile home
89	1.8	15. Farm products
15	0.3	16. Other
1702	33.6	97. Not Applicable (BMCS case)
2036	40.3	98. Not applicable (not a straight truck)
294	5.8	99. Unknown

Variable 1031	<u>STRT. TRUCK HAZ. CARGO</u>	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

SURVEY cases only

FREQ Prcnt STRAIGHT TRUCK HAZARDOUS CARGO

60	1.2	1. Hazardous cargo
974	19.3	2. Non-hazardous cargo
1702	33.6	7. Not applicable (BMCS case)
2036	40.3	8. Not applicable (not a straight truck)
286	5.7	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
BMCS and SURVEY VARIABLES

Variable 1032	STRT. TRUCK CARGO WEIGHT	MD1: 999999	Field Width: 6
		MD2: None	Type: Numeric

SURVEY cases only

FREQ	Prcnt	STRAIGHT TRUCK CARGO WEIGHT
314	6.2	000000.
		- . Weight in pounds
0	0.0	999994.
1702	33.6	999995. Not applicable (BMCS case)
2047	40.5	999996. Not applicable (not a straight truck)
81	1.6	999997. Some Cargo (weight unknown)
14	0.3	999998. Full (weight unknown)
309	6.0	999999. Unknown

Variable 1033	1ST TRAILER TYPE	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prcnt	1ST TRAILER TYPE
3491	69.0	1. Semi-trailer
67	1.3	2. Full trailer
49	1.0	3. Other
1375	27.2	4. None
76	1.5	9. Unknown

Variable 1034	1ST TRAILER YEAR	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prcnt	1ST TRAILER YEAR
1	0.0	35. 1935
1	0.0	36. 1936
1	0.0	41. 1941
1	0.0	44. 1944
1	0.0	45. 1945
1	0.0	46. 1946
1	0.0	47. 1947
1	0.0	48. 1948
1	0.0	49. 1949
3	0.1	51. 1951
1	0.0	53. 1953
2	0.0	54. 1954

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
BMCS and SURVEY VARIABLES

FREQ	Prct	Var 1034	1ST TRAILER YEAR
5	0.1	55.	1955
7	0.1	56.	1956
5	0.1	57.	1957
7	0.1	58.	1958
4	0.1	59.	1959
18	0.4	60.	1960
9	0.2	61.	1961
18	0.4	62.	1962
15	0.3	63.	1963
32	0.6	64.	1964
39	0.8	65.	1965
45	0.9	66.	1966
48	0.9	67.	1967
65	1.3	68.	1968
86	1.7	69.	1969
80	1.6	70.	1970
84	1.7	71.	1971
168	3.3	72.	1972
202	4.0	73.	1973
253	5.0	74.	1974
120	2.4	75.	1975
180	3.6	76.	1976
235	4.6	77.	1977
372	7.4	78.	1978
360	7.1	79.	1979
160	3.2	80.	1980
6	0.1	81.	1981
1375	27.2	98.	Not applicable (no 1st trailer)
1045	20.7	99.	Unknown

Variable 1035	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
213	4.2	01. 1 axle
2826	55.9	02. 2 axles
115	2.3	03. 3 axles
8	0.2	04. 4 or more axles
1375	27.2	98. Not applicable (no 1st trailer)
521	10.3	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
 BMCS and SURVEY VARIABLES

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

Both SURVEY and BMCS cases

FREQ	Prct	1ST TRAILER BODY
1375	27.2	0. None
1486	29.4	1. Van
750	14.8	2. Flat
366	7.2	3. Tank
31	0.6	4. Auto carrier
2	0.0	5. Refrigerated
10	0.2	6. Dump
0	0.0	7. Dolly
556	11.0	8. Other
482	9.5	9. Unknown

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

SURVEY cases only

FREQ	Prct	1ST TRAILER CARGO
270	5.3	01. General freight
18	0.4	02. Household goods
69	1.4	03. Metal: coils, sheets, etc
124	2.5	04. Heavy machinery
4	0.1	05. Motor vehicles
0	0.0	06. Driveaway/towaway
9	0.2	07. Gases in bulk
230	4.5	08. Solids in bulk
94	1.9	09. Liquids in bulk
0	0.0	10. Explosives
106	2.1	11. Logs/poles/lumber
421	8.3	12. None (empty)
96	1.9	13. Refrigerated food
2	0.0	14. Mobile home
211	4.2	15. Farm products
7	0.1	16. Other
1702	33.6	97. Not applicable (BMCS case)
1253	24.8	98. Not applicable (no 1st trailer)
442	8.7	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
BMCS and SURVEY VARIABLES

Variable 1038	1ST TRAILER HAZ. CARGO	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

SURVEY cases only

FREQ	Prct	1ST TRAILER HAZ. CARGO
87	1.7	1. Hazardous cargo
1585	31.3	2. Non-hazardous cargo
1702	33.6	7. Not applicable (BMCS case)
1253	24.8	8. Not applicable (no 1st trailer)
431	8.5	9. Unknown

Variable 1039	1ST TRAILER CARGO WEIGHT	MD1: 999999	Field Width: 6
		MD2: None	Type: Numeric

SURVEY cases only

FREQ	Prct	1ST TRAILER CARGO WEIGHT
424	8.4	000000.
		- . Weight in pounds
0	0.0	999994.
1702	33.6	999995. Not applicable (BMCS case)
1253	24.8	999996. Not applicable (no 1st trailer)
108	2.1	999997. Some Cargo (weight unknown)
42	0.8	999998. Full (weight unknown)
416	8.2	999999. Unknown

Variable 1040	1ST TRAILER LENGTH	MD1: 999	Field Width: 3
		MD2: None	Type: Numeric

SURVEY cases only

FREQ	Prct	1ST TRAILER LENGTH
3	0.1	005. 5 feet
1	0.0	008. 8 feet
2	0.0	010. 10 feet
1	0.0	011. 11 feet
4	0.1	012. 12 feet
3	0.1	013. 13 feet
2	0.0	014. 14 feet
3	0.1	015. 15 feet
3	0.1	016. 16 feet
2	0.0	017. 17 feet
3	0.1	018. 18 feet
3	0.1	019. 19 feet
23	0.5	020. 20 feet

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
 BMCS and SURVEY VARIABLES

FREQ	Prcnt	Var 1040	1ST TRAILER LENGTH
3	0.1	021.	21 feet
27	0.5	022.	22 feet
12	0.2	023.	23 feet
32	0.6	024.	24 feet
26	0.5	025.	25 feet
30	0.6	026.	26 feet
28	0.6	027.	27 feet
50	1.0	028.	28 feet
3	0.1	029.	29 feet
62	1.2	030.	30 feet
6	0.1	031.	31 feet
36	0.7	032.	32 feet
11	0.2	033.	33 feet
17	0.3	034.	34 feet
52	1.0	035.	35 feet
24	0.5	036.	36 feet
18	0.4	037.	37 feet
53	1.0	038.	38 feet
24	0.5	039.	39 feet
460	9.1	040.	40 feet
18	0.4	041.	41 feet
164	3.2	042.	42 feet
86	1.7	043.	43 feet
38	0.8	044.	44 feet
192	3.8	045.	45 feet
12	0.2	046.	46 feet
13	0.3	047.	47 feet
16	0.3	048.	48 feet
5	0.1	049.	49 feet
9	0.2	050.	50 feet
3	0.1	052.	52 feet
1	0.0	053.	53 feet
1	0.0	054.	54 feet
4	0.1	055.	55 feet
1	0.0	060.	60 feet
1	0.0	075.	75 feet
1702	33.6	995.	Not applicable (BMCS case)
1253	24.8	996.	Not applicable (no 1st trailer)
24	0.5	997.	Short (estimated under 35 feet)
79	1.6	998.	Long (estimated 35 feet and over)
409	8.1	999.	Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
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Variable 1041	2ND TRAILER TYPE	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prct	2ND TRAILER TYPE
4890	96.7	0. None
0	0.0	1. Semi-trailer
167	3.3	2. Full trailer
1	0.0	3. Other
0	0.0	9. Unknown

Variable 1042	2ND TRAILER YEAR	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prct	2ND TRAILER YEAR
1	0.0	35.
1	0.0	57. 1957
3	0.1	59. 1959
1	0.0	62. 1962
1	0.0	63. 1963
3	0.1	64. 1964
6	0.1	65. 1965
4	0.1	66. 1966
5	0.1	67. 1967
3	0.1	68. 1968
5	0.1	69. 1969
8	0.2	70. 1970
3	0.1	71. 1971
8	0.2	72. 1972
8	0.2	73. 1973
13	0.3	74. 1974
9	0.2	75. 1975
9	0.2	76. 1976
8	0.2	77. 1977
10	0.2	78. 1978
8	0.2	79. 1979
5	0.1	80. 1980
1	0.0	81. 1981
4890	96.7	98. Not applicable (no 2nd trailer)
45	0.9	99. Unknown

<u>Variable 1043</u>	<u>2ND TRAILER NO. OF AXLES</u>	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prct	2ND TRAILER NO. OF AXLES
37	0.7	01. 1 axle
99	2.0	02. 2 axles
7	0.1	03. 3 axles
4	0.1	04. 4 or more axles
4890	96.7	98. Not applicable (no 2nd trailer)
21	0.4	99. Unknown

<u>Variable 1044</u>	<u>2ND TRAILER BODY</u>	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prct	2ND TRAILER BODY
4890	96.7	0. None
62	1.2	1. Van
30	0.6	2. Flat
13	0.3	3. Tank
0	0.0	4. Auto carrier
0	0.0	5. Refrigerated
0	0.0	6. Dump
0	0.0	7. Dolly
29	0.6	8. Other
34	0.7	9. Unknown

<u>Variable 1045</u>	<u>2ND TRAILER CARGO</u>	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

SURVEY cases only

FREQ	Prct	2ND TRAILER CARGO
12	0.2	01. General freight
0	0.0	02. Household goods
2	0.0	03. Metal: coils, sheets, etc
2	0.0	04. Heavy machinery
0	0.0	05. Motor vehicles
1	0.0	06. Driveaway/towaway
0	0.0	07. Gases in bulk
23	0.5	08. Solids in bulk
1	0.0	09. Liquids in bulk
0	0.0	10. Explosives

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
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FREQ	Prct	Var 1045	2ND TRAILER CARGO
2	0.0	11.	Logs/poles/lumber
24	0.5	12.	None (empty)
0	0.0	13.	Refrigerated food
0	0.0	14.	Mobile home
19	0.4	15.	Farm products
0	0.0	16.	Other
1702	33.6	97.	Not applicable (BMCS case)
3262	64.5	98.	Not applicable (no 2nd trailer)
8	0.2	99.	Unknown

Variable 1046	<u>2ND TRAILER HAZ. CARGO</u>	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

SURVEY cases only

FREQ	Prct	2ND TRAILER HAZ. CARGO
0	0.0	1. Hazardous cargo
84	1.7	2. Non-hazardous cargo
1702	33.6	7. Not applicable (BMCS case)
3263	64.5	8. Not applicable (no 2nd trailer)
9	0.2	9. Unknown

Variable 1047	<u>2ND TRAILER CARGO WEIGHT</u>	MD1: 999999	Field Width: 6
		MD2: None	Type: Numeric

SURVEY cases only

FREQ	Prct	2ND TRAILER CARGO WEIGHT
24	0.5	000000.
		- . Weight in pounds
0	0.0	999994.
1702	33.6	999995. Not applicable (BMCS case)
3263	64.5	999996. Not applicable (no 2nd trailer)
5	0.1	999997. Some Cargo (weight unknown)
0	0.0	999998. Full (weight unknown)
9	0.2	999999. Unknown

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<u>Variable 1048</u>	<u>2ND TRAILER LENGTH</u>	MD1: 999	Field Width: 3
		MD2: None	Type: Numeric

SURVEY cases only

FREQ	Prct	2ND TRAILER LENGTH
1	0.0	008. 8 feet
1	0.0	010. 10 feet
2	0.0	016. 16 feet
1	0.0	019. 19 feet
4	0.1	020. 20 feet
1	0.0	021. 21 feet
9	0.2	022. 22 feet
6	0.1	023. 23 feet
19	0.4	024. 24 feet
10	0.2	025. 25 feet
7	0.1	026. 26 feet
8	0.2	027. 27 feet
9	0.2	028. 28 feet
1	0.0	030. 30 feet
1	0.0	035. 35 feet
1	0.0	042. 42 feet
1	0.0	048. 48 feet
1702	33.6	995. Not applicable (BMCS case)
3263	64.5	996. Not applicable (no 2nd trailer)
10	0.2	997. Short (estimated under 35 feet)
0	0.0	998. Long (estimated 35 feet and over)
1	0.0	999. Unknown

<u>Variable 1049</u>	<u>3RD TRAILER TYPE</u>	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prct	3RD TRAILER TYPE
5055	99.9	0. None
0	0.0	1. Semi-trailer
2	0.0	2. Full trailer
1	0.0	3. Other
0	0.0	9. Unknown

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Variable 1050	3RD TRAILER YEAR	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

SURVEY cases only

FREQ	Prct	3RD TRAILER YEAR
1702	33.6	97. Not applicable (BMCS case)
3355	66.3	98. Not applicable (no 3rd trailer)
1	0.0	99. Unknown

Variable 1051	3RD TRAILER NO. OF AXLES	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

SURVEY cases only

FREQ	Prct	3RD TRAILER NO. OF AXLES
1	0.0	01. 1 Axle
1702	33.6	97. Not applicable (BMCS case)
3355	66.3	98. Not applicable (no 3rd trailer)
0	0.0	99. Unknown

Variable 1052	3RD TRAILER BODY	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prct	3RD TRAILER BODY
5055	99.9	0. None
0	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
1	0.0	8. Other
2	0.0	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
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Variable 1053 3RD TRAILER CARGO MD1: 99 Field Width: 2
MD2: None Type: Numeric

SURVEY cases only

FREQ	Prcnt	3RD TRAILER CARGO
0	0.0	01. General freight
0	0.0	02. Household goods
0	0.0	03. Metal: coils, sheets, etc
0	0.0	04. Heavy machinery
0	0.0	05. Motor vehicles
0	0.0	06. Driveaway/towaway
0	0.0	07. Gases in bulk
0	0.0	08. Solids in bulk
0	0.0	09. Liquids in bulk
0	0.0	10. Explosives
0	0.0	11. Logs/poles/lumber
1	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
1702	33.6	97. Not applicable (BMCS case)
3355	66.3	98. Not applicable (no 3rd trailer)
0	0.0	99. Unknown

Variable 1054 3RD TRAILER HAZ. CARGO MD1: 9 Field Width: 1
MD2: None Type: Numeric

SURVEY cases only

FREQ	Prcnt	3RD TRAILER HAZ. CARGO
0	0.0	1. Hazardous cargo
1	0.0	2. Non-hazardous cargo
1702	33.6	7. Not applicable (BMCS case)
3355	66.3	8. Not applicable (no 3rd trailer)
0	0.0	9. Unknown

Variable 1055 3RD TRAILER CARGO WEIGHT MD1: 999999 Field Width: 6
MD2: None Type: Numeric

SURVEY cases only

FREQ	Prcnt	3RD TRAILER CARGO WEIGHT
1	0.0	000000. - . Weight in pounds
0	0.0	999994.

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BMCS and SURVEY VARIABLES

FREQ	Prcnt	Var 1055	3RD TRAILER CARGO WEIGHT
1702	33.6	999995.	Not applicable (BMCS case)
3355	66.3	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 1056	3RD TRAILER LENGTH	MD1: 999	Field Width: 3
		MD2: None	Type: Numeric

SURVEY cases only

FREQ	Prcnt	3RD TRAILER LENGTH
1	0.0	005. 5 Feet
1702	33.6	995. Not applicable (BMCS case)
3355	66.3	996. Not applicable (no 3rd trailer)
0	0.0	997. Short (estimated under 35 feet)
0	0.0	998. Long (estimated 35 feet and over)
0	0.0	999. Unknown

Variable 1057	VEHICLE COMBINATION CODE	MD1: 0	Field Width: 2
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prcnt	VEHICLE COMBINATION CODE
95	1.9	00. Unknown
1218	24.1	01. Straight truck only
111	2.2	02. Bobtail tractor
67	1.3	03. Straight truck & full trailer
41	0.8	04. Straight truck & other (non-full trailer)
3323	65.7	05. Tractor & semi-trailer
6	0.1	06. Tractor & other (non-semi trailer)
164	3.2	07. Tractor & semi & full
2	0.0	09. Tractor & 3 trailers
31	0.6	11. Other (i.e., piggybacks, towing vehicles)

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<u>Variable 1058</u>	<u>NO. OF TRAILERS</u>	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prct	NO. OF TRAILERS
1375	27.2	0. No trailer
3438	68.0	1. 1 trailer
165	3.3	2. 2 trailers
3	0.1	3. 3 trailers
77	1.5	9. Unknown

<u>Variable 1059</u>	<u>TOTAL LENGTH</u>	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.
614	12.1	999. Unknown

<u>Variable 1060</u>	<u>TOTAL WIDTH</u>	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prct	TOTAL WIDTH
1	0.0	05. 5 feet
25	0.5	06. 6 feet
118	2.3	07. 7 feet
3417	67.6	08. 8 feet
16	0.3	09. 9 feet
15	0.3	10. 10 feet
4	0.1	11. 11 feet
10	0.2	12. 12 feet
2	0.0	13. 13 feet
5	0.1	14. 14 feet
1	0.0	21. 21 feet
1	0.0	24. 24 feet
2	0.0	25. 25 feet
1441	28.5	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
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Variable 1061	TOTAL CARGO WEIGHT	MD1: 999999	Field Width: 6
		MD2: None	Type: Numeric

BMCS cases only

FREQ	Prct	TOTAL CARGO WEIGHT
321	6.3	000000.
		- . Weight in pounds
0	0.0	999997.
3356	66.4	999998. Not applicable (Survey case)
96	1.9	999999. Unknown

Variable 1062	GROSS WEIGHT	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.
964	19.1	999999. Unknown

Variable 1063	FUEL TYPE	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prct	FUEL TYPE
707	14.0	1. Gasoline
3788	74.9	2. Diesel
5	0.1	3. L.P.G.
16	0.3	4. Other
542	10.7	9. Unknown

Variable 1064	HAZ. MAT. IN CARGO	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

BMCS cases only

FREQ	Prct	HAZ. MAT. IN CARGO
129	2.6	1. Hazardous cargo
1567	31.0	2. Non-hazardous cargo

FREQ Prcnt Var 1064 HAZ. MAT. IN CARGO
 3356 66.4 8. Not applicable (Survey case)
 6 0.1 9. Unknown

Variable 1065 DRIVER KILLED MD1: 9 Field Width: 1
 MD2: None Type: Numeric

BMCS cases only

FREQ Prcnt DRIVER KILLED
 358 7.1 1. Yes
 1343 26.6 2. No
 3356 66.4 8. Not applicable (Survey case)
 1 0.0 9. Unknown

Variable 1066 DRIVER INJURED MD1: 9 Field Width: 1
 MD2: None Type: Numeric

BMCS cases only

FREQ Prcnt DRIVER INJURED
 442 8.7 1. Yes
 1257 24.9 2. No
 3356 66.4 8. Not applicable (Survey case)
 3 0.1 9. Unknown

Variable 1067 TOTAL KILLED IN VEHICLE MD1: 99 Field Width: 2
 MD2: None Type: Numeric

BMCS cases only

FREQ Prcnt TOTAL KILLED IN VEHICLE
 1293 25.6 00. 0 killed
 367 7.3 01. 1 killed
 38 0.8 02. 2 killed
 3 0.1 03. 3 killed
 1 0.0 04. 4 killed
 3356 66.4 98. Not applicable (Survey case)
 0 0.0 99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
BMCS and SURVEY VARIABLES

Variable 1068	TOTAL INJURED IN VEHICLE	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

BMCS cases only

FREQ	Prct	TOTAL INJURED IN VEHICLE
1204	23.8	00. 0 injured
431	8.5	01. 1 injured
62	1.2	02. 2 injured
2	0.0	03. 3 injured
2	0.0	04. 4 injured
1	0.0	05. 5 injured
3356	66.4	98. Not applicable (Survey case)
0	0.0	99. Unknown

Variable 1069	TOTAL KILLED IN ACCIDENT	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

BMCS cases only

FREQ	Prct	TOTAL KILLED IN ACCIDENT
1382	27.3	01. 1 killed
249	4.9	02. 2 killed
43	0.9	03. 3 killed
24	0.5	04. 4 killed
3	0.1	05. 5 killed
1	0.0	07. 7 killed
3356	66.4	98. Not applicable (Survey case)
0	0.0	99. Unknown

Variable 1070	TOT. INJURED IN ACCIDENT	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

BMCS cases only

FREQ	Prct	TOT. INJURED IN ACCIDENT
902	17.8	00. 0 injured
445	8.8	01. 1 injured
199	3.9	02. 2 injured
72	1.4	03. 3 injured
41	0.8	04. 4 injured
19	0.4	05. 5 injured
10	0.2	06. 6 injured
2	0.0	07. 7 injured
2	0.0	08. 8 injured
2	0.0	09. 9 injured

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
 BMCS and SURVEY VARIABLES

FREQ	Prnt	Var 1070	TOT. INJURED IN ACCIDENT
1	0.0	10.	10 injured
1	0.0	11.	11 injured
3	0.1	13.	13 injured
1	0.0	17.	17 injured
2	0.0	19.	19 injured
3356	66.4	98.	Not applicable (Survey case)
0	0.0	99.	Unknown

Variable 1071	WEATHER	MD1:	9	Field Width:	1
		MD2:	None	Type:	Numeric

BMCS cases only

FREQ	Prnt	WEATHER
160	3.2	1. Rain
1223	24.2	2. Clear
60	1.2	3. Snow
48	0.9	4. Fog/smog
141	2.8	5. Cloudy/overcast
7	0.1	6. Sleet
18	0.4	7. Other
3356	66.4	8. Not applicable (Survey case)
45	0.9	9. Unknown

Variable 1072	LIGHT CONDITION	MD1:	0	Field Width:	1
		MD2:	None	Type:	Numeric

BMCS cases only

FREQ	Prnt	LIGHT CONDITION
769	15.2	1. Daylight
57	1.1	2. Artificial lights
73	1.4	3. Dawn
2	0.0	4. Other
56	1.1	5. Dusk
722	14.3	6. Dark
3356	66.4	8. Not applicable (Survey case)
23	0.5	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
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Variable 1073	ROAD SURFACE CONDITION	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

BMCS cases only

FREQ	Prct	ROAD SURFACE CONDITION
1325	26.2	1. Dry
248	4.9	2. Wet
37	0.7	3. Snowy
53	1.0	4. Icy
4	0.1	5. Other
3356	66.4	8. Not applicable (Survey case)
35	0.7	9. Unknown

Variable 1074	NUMBER OF LANES	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

BMCS cases only

FREQ	Prct	NUMBER OF LANES
26	0.5	1. One lane
823	16.3	2. 2 lanes
56	1.1	3. 3 lanes
780	15.4	4. 4 or more lanes
3356	66.4	8. Not applicable (Survey case)
17	0.3	9. Unknown

Variable 1075	HIGHWAY TYPE	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

BMCS cases only

FREQ	Prct	HIGHWAY TYPE
791	15.6	1. Divided
892	17.6	2. Undivded
3356	66.4	8. Not applicable (Survey case)
19	0.4	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
 BMCS and SURVEY VARIABLES

Variable 1076 EMPTY WEIGHT MD1: 999999 Field Width: 6
 MD2: None Type: Numeric

BMCS cases only

FREQ	Prct	EMPTY WEIGHT
0	0.0	000000.
		- . Weight in pounds
0	0.0	999997.
3356	66.4	999998. Not applicable (Survey case)
137	2.7	999999. Unknown

Variable 1077 CARGO MD1: 99 Field Width: 2
 MD2: None Type: Numeric

BMCS cases only

FREQ	Prct	CARGO
382	7.6	01. General freight
35	0.7	02. Household goods
92	1.8	03. Metal: coils, sheets, etc
31	0.6	04. Heavy machinery
21	0.4	05. Motor vehicles
2	0.0	06. Driveaway/towaway
11	0.2	07. Gases in bulk
43	0.9	08. Solids in bulk
115	2.3	09. Liquids in bulk
2	0.0	10. Explosives
44	0.9	11. Logs/poles/lumber
375	7.4	12. None (empty)
136	2.7	13. Refrigerated food
4	0.1	14. Mobile home
59	1.2	15. Farm products
337	6.7	16. Other
3356	66.4	98. Not applicable (Survey case)
13	0.3	99. Unknown

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

Both SURVEY and BMCS cases

FREQ	Prct	INTERVIEW STATUS
2515	49.7	1. Completed
152	3.0	2. Refusal
149	2.9	3. Partial

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
BMCS and SURVEY VARIABLES

FREQ Prcnt Var 1078 INTERVIEW STATUS

536	10.6	4. Unable to contact
1706	33.7	9. No interview

Variable 1079	SOURCE OF INFORMATION	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ Prcnt SOURCE OF INFORMATION

783	15.5	1. Police report
1745	34.5	2. Interview
402	7.9	3. Both police and interview
1702	33.6	4. Match with BMCS
416	8.2	5. Mail Survey
10	0.2	9. Not done

The remaining variables indicate modifications to responses recieved 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). Minor changes are indicated as an "edit," more major changes and derivations to fill in missing data as an "impute."

Variable 1082	1ST QUESTION EDITED	MD1: 0	Field Width: 2
		MD2: None	Type: Numeric

SURVEY cases only

FREQ Prcnt 1ST QUESTION EDITED

2375	47.0	00. None
81	1.6	07. Question 7
42	0.8	08. Question 8
12	0.2	09. Question 9
71	1.4	10. Question 10
75	1.5	11. Question 11
22	0.4	12. Question 12
45	0.9	13. Question 13
52	1.0	14. Question 14
3	0.1	15. Question 15
129	2.6	16. Question 16
26	0.5	17. Question 17

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1980
BMCS and SURVEY VARIABLES

FREQ	Prct	Var 1082	1ST QUESTION EDITED
30	0.6		18. Question 18
7	0.1		19. Question 19
21	0.4		20. Question 20
13	0.3		21. Question 21
32	0.6		22. Question 22
73	1.4		23. Question 23
40	0.8		24. Question 24
51	1.0		25. Question 25
7	0.1		26. Question 26
109	2.2		27. Question 27
2	0.0		28. Question 28
17	0.3		29. Question 29
13	0.3		30. Question 30
8	0.2		31. Question 31
1702	33.6		99. Not applicable (BMCS case)

Variable 1083	2ND QUESTION EDITED	MD1: 0	Field Width: 2
		MD2: None	Type: Numeric

SURVEY cases only

FREQ	Prct	2ND QUESTION EDITED
2968	58.7	00. None
6	0.1	07. Question 7
10	0.2	08. Question 8
1	0.0	09. Question 9
7	0.1	10. Question 10
8	0.2	11. Question 11
5	0.1	12. Question 12
11	0.2	13. Question 13
9	0.2	14. Question 14
2	0.0	15. Question 15
28	0.6	16. Question 16
3	0.1	17. Question 17
9	0.2	18. Question 18
2	0.0	19. Question 19
10	0.2	20. Question 20
5	0.1	21. Question 21
33	0.7	22. Question 22
65	1.3	23. Question 23
22	0.4	24. Question 24
25	0.5	25. Question 25
8	0.2	26. Question 26
71	1.4	27. Question 27
7	0.1	28. Question 28
27	0.5	29. Question 29
8	0.2	30. Question 30
3	0.1	31. Question 31

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FREQ Prcnt Var 1083 2ND QUESTION EDITED

3	0.1	32. Question 32
1702	33.6	99. Not applicable (BMCS case)

Variable 1084	3RD QUESTION EDITED	MD1: 0	Field Width: 2
		MD2: None	Type: Numeric

SURVEY cases only

FREQ Prcnt 3RD QUESTION EDITED

3226	63.8	00. None
2	0.0	07. Question 7
1	0.0	08. Question 8
3	0.1	11. Question 11
2	0.0	12. Question 12
4	0.1	13. Question 13
4	0.1	16. Question 16
1	0.0	19. Question 19
1	0.0	20. Question 20
15	0.3	22. Question 22
18	0.4	23. Question 23
7	0.1	24. Question 24
20	0.4	25. Question 25
4	0.1	26. Question 26
24	0.5	27. Question 27
1	0.0	28. Question 28
14	0.3	29. Question 29
4	0.1	30. Question 30
4	0.1	31. Question 31
1	0.0	32. Question 32
1702	33.6	99. Not applicable (BMCS case)

Variable 1085	4TH QUESTION EDITED	MD1: 0	Field Width: 2
		MD2: None	Type: Numeric

SURVEY cases only

FREQ Prcnt 4TH QUESTION EDITED

3317	65.6	00. None
1	0.0	10. Question 10
1	0.0	16. Question 16
1	0.0	22. Question 22
4	0.1	23. Question 23
1	0.0	24. Question 24
3	0.1	25. Question 25
4	0.1	26. Question 26

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FREQ Prcnt Var 1085 4TH QUESTION EDITED

11	0.2	27. Question 27
10	0.2	29. Question 29
3	0.1	30. Question 30
1702	33.6	99. Not applicable (BMCS case)

Variable 1086 5TH QUESTION EDITED MD1: 0 Field Width: 2
 MD2: None Type: Numeric

SURVEY cases only

FREQ Prcnt 5TH QUESTION EDITED

3349	66.2	00. None
1	0.0	23. Question 23
1	0.0	25. Question 25
2	0.0	27. Question 27
1	0.0	29. Question 29
1	0.0	30. Question 30
1	0.0	31. Question 31
1702	33.6	99. Not applicable (BMCS case)

Variable 1087 6TH QUESTION EDITED MD1: 0 Field Width: 2
 MD2: None Type: Numeric

SURVEY cases only

FREQ Prcnt 6TH QUESTION EDITED

3353	66.3	00. None
1	0.0	26. Question 26
1	0.0	29. Question 29
1	0.0	30. Question 30
1702	33.6	99. Not applicable (BMCS case)

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

SURVEY cases only

FREQ Prcnt 1ST QUESTION IMPUTED

671	13.3	00. None
25	0.5	07. Question 7
16	0.3	08. Question 8
87	1.7	09. Question 9

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FREQ	Prct	Var 1088	1ST QUESTION IMPUTED
1	0.0	10.	Question 10
62	1.2	11.	Question 11
8	0.2	12.	Question 12
18	0.4	13.	Question 13
747	14.8	14.	Question 14
9	0.2	15.	Question 15
330	6.5	16.	Question 16
317	6.3	17.	Question 17
46	0.9	20.	Question 20
125	2.5	21.	Question 21
770	15.2	22.	Question 22
3	0.1	23.	Question 23
2	0.0	24.	Question 24
8	0.2	25.	Question 25
2	0.0	26.	Question 26
88	1.7	29.	Question 29
18	0.4	30.	Question 30
3	0.1	31.	Question 31
1702	33.6	99.	Not applicable (BMCS case)

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

SURVEY cases only

FREQ	Prct	2ND QUESTION IMPUTED
1495	29.6	00. None
1	0.0	07. Question 7
4	0.1	08. Question 8
3	0.1	09. Question 9
31	0.6	11. Question 11
1	0.0	12. Question 12
2	0.0	13. Question 13
57	1.1	14. Question 14
17	0.3	15. Question 15
238	4.7	16. Question 16
205	4.1	17. Question 17
3	0.1	18. Question 18
246	4.9	20. Question 20
72	1.4	21. Question 21
639	12.6	22. Question 22
3	0.1	23. Question 23
9	0.2	24. Question 24
6	0.1	25. Question 25
5	0.1	26. Question 26
3	0.1	27. Question 27
238	4.7	29. Question 29
75	1.5	30. Question 30

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FREQ	Prct	Var 1089 2ND QUESTION IMPUTED
2	0.0	31. Question 31
1	0.0	32. Question 32
1702	33.6	99. Not applicable (BMCS case)

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

SURVEY cases only

FREQ	Prct	3RD QUESTION IMPUTED
2177	43.0	00. None
6	0.1	07. Question 7
4	0.1	08. Question 8
1	0.0	09. Question 9
1	0.0	12. Question 12
4	0.1	13. Question 13
22	0.4	14. Question 14
1	0.0	15. Question 15
44	0.9	16. Question 16
54	1.1	17. Question 17
174	3.4	20. Question 20
118	2.3	21. Question 21
352	7.0	22. Question 22
2	0.0	23. Question 23
5	0.1	24. Question 24
15	0.3	25. Question 25
11	0.2	26. Question 26
2	0.0	27. Question 27
229	4.5	29. Question 29
132	2.6	30. Question 30
2	0.0	31. Question 31
1702	33.6	99. Not applicable (BMCS case)

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

SURVEY cases only

FREQ	Prct	4TH QUESTION IMPUTED
2668	52.7	00. None
5	0.1	07. Question 7
4	0.1	08. Question 8
2	0.0	12. Question 12
6	0.1	13. Question 13
6	0.1	14. Question 14

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FREQ	Prcnt	Var 1091	4TH QUESTION IMPUTED
15	0.3	16.	Question 16
5	0.1	17.	Question 17
32	0.6	20.	Question 20
38	0.8	21.	Question 21
244	4.8	22.	Question 22
8	0.2	23.	Question 23
15	0.3	25.	Question 25
8	0.2	26.	Question 26
2	0.0	27.	Question 27
114	2.3	29.	Question 29
183	3.6	30.	Question 30
1	0.0	31.	Question 31
1702	33.6	99.	Not applicable (BMCS case)

APPENDIX

III. VEHICLE CONFIGURATION

12. Power Unit

- Tractor [] 8
- Straight Truck [] 1

13. FOR STRAIGHT TRUCK ONLY:

What was the cargo body style?

- Van [] 1
 - Flatbed [] 2
 - Tanker [] 3
 - Refrigerated [] 5
 - Dump [] 6
 - Refuse [] 7
 - Other [] 8
- _____ 15
(Specify)

14. Total length of vehicle or combination: _____ Feet
16 17 18

15. Total width of vehicle or cargo: _____ Feet
19 20

16. Actual vehicle or combination weight: _____ Pounds
21 22 23 24 25 26

IV. POWER UNIT DESCRIPTION

17. Power Unit Cab Style

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

18. Power Unit Make

- | | |
|----------------------|--------------------------------|
| Autocar [] 01 | international Harvester [] 10 |
| Brockway [] 02 | Kenworth [] 11 |
| Chevrolet [] 03 | Mack [] 12 |
| Diamond Reo [] 04 | Marmon [] 13 |
| Dodge [] 05 | Mercedes [] 16 |
| Ford [] 06 | Peterbilt [] 14 |
| Freightliner [] 07 | Volvo [] 17 |
| GMC [] 08 | Western Star [] 18 |
| Hendrick [] 09 | White* [] 15 |
| <small>28-29</small> | Other _____ [] 97 |
| | (Specify) <small>28-29</small> |

*If response is WHITE, ask whether it is Autocar, Freightliner, Western Star.

19. Power Unit Model Year (from registration): 19 _____
30 31

20. Power Unit Number of Axles

- Two [] 2
 - Three [] 3
 - Four or More [] 4
- 32

21. Fuel

- Gas [] 1
 - Diesel [] 2
 - Other _____ [] 4
- (Specify) 33

22. Power Unit Length: _____ Feet
34 35 36

V. STRAIGHT TRUCK AND TRAILER
DESCRIPTION (FOR EACH TRAILER)

	<u>Straight Truck</u>	<u>First Trailer</u>	<u>Second Trailer</u>	<u>Third Trailer</u>
23. Trailer Type				
Semi		[] 1	[] 1	[] 1
Full		[] 2	[] 2	[] 2
Other _____ <i>(Specify)</i>		[] 3 46	[] 3 1	[] 3 18
24. Trailer Model Year <i>(From Registration)</i>		19 47 48	19 2 3	19 19 20
25. Trailer Body Style				
Van		[] 1	[] 1	[] 1
Flatbed		[] 2	[] 2	[] 2
Tank		[] 3	[] 3	[] 3
Auto Carrier		[] 4	[] 4	[] 4
Other _____ <i>(Specify)</i>		[] 9 49	[] 9 4	[] 9 21
26. Trailer Number of Axles				
One		[] 1	[] 1	[] 1
Two		[] 2	[] 2	[] 2
Three		[] 3	[] 3	[] 3
Four or More		[] 4 50	[] 4 5	[] 4 22
27. Cargo _____ <i>(Specify and code below)</i>				
Empty	[] 12	[] 12	[] 12	[] 12
General freight	[] 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	[] 06	[] 06	[] 06	[] 06
Gases in bulk	[] 07	[] 07	[] 07	[] 07
Solids in bulk	[] 08	[] 08	[] 08	[] 08
Liquids in bulk	[] 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	[] 15	[] 15	[] 15	[] 15
Other	[] 16 37-38	[] 16 51-52	[] 16 6-7	[] 16 23-24
28. Hazardous Cargo				
Yes	[] 1	[] 1	[] 1	[] 1
No	[] 2 39	[] 2 53	[] 2 8	[] 2 25
29. Cargo Weight <i>(In POUNDS or % FULL)</i>	40-45	54-59	9-14	26-31
30. Trailer Length <i>(In FEET)</i>		60 61 62	15 16 17	32 33 34

VI. DRIVER

31. Hours on Duty: Hours
 35 3632. Age: Years
 37 38-----
VII. INTERVIEW STATUS33. Complete [] 1
 Refusal [] 2
 Partial [] 3
 Unable to contact [] 4
 39

VIII. SOURCE

34. Police Report [] 1
 Interview [] 2
 Both [] 3
 BMCS [] 4
 40-----
 [2]
 Col. 80