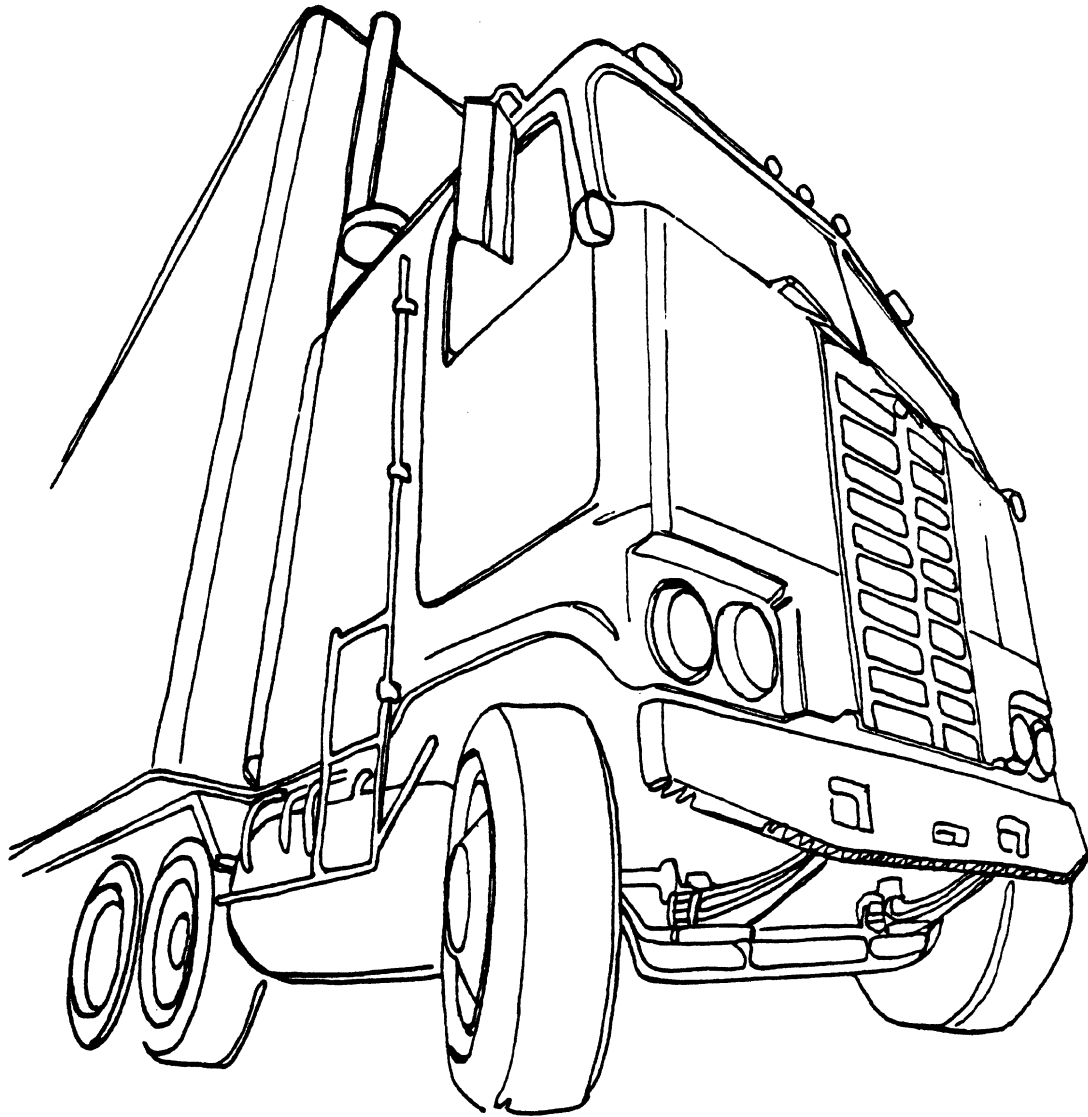


# Trucks Involved in Fatal Accidents, 1984

UMTRI Truck Study



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(Version June 5, 1987)

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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, 1984. 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>Over 25% of the power units were straight trucks. Tractors with twin trailers accounted for 3.4% of involvements. In nearly 81% of the cases the fatality was not in the truck.</p>			
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## EXECUTIVE SUMMARY

The UMTRI dataset of Trucks Involved in Fatal Accidents, 1984, provides detailed descriptions of all medium and heavy (i.e., with a gross vehicle weight rating greater than 10,000 pounds) trucks involved in a fatal accident in the continental United States, excluding Alaska, during 1984. (There were additional problems with Arizona, Massachusetts and Mississippi which will be explained in the Introduction). 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.

Overall the UMTRI survey found that the power unit was a straight truck in 1350 cases, or 25.4 percent, of the 5315 medium and heavy trucks involved in fatal accidents in 1984, and that 3668 power units, or 69.0 percent, were tractors. A determination could not be made for 297 trucks, or 5.6 percent. The straight trucks were further divided into 1206 trucks with no trailer (22.7 percent of all the medium and heavy trucks), 76 (1.4 percent) with a full trailer, 38 (0.7 percent) with some other kind of trailer, and 25 (0.5 percent) with other or unknown configurations. The tractors were divided into 121 (2.3 percent of the total) bobtails, 3294 (62.0 percent) tractors with a semi-trailer, 182 (3.4 percent) with a semi- and a full trailer, 10 (0.2 percent) with a single, non-semi-trailer, and 62 (1.2 percent) other or unknown.

The type of company operating the vehicle was also ascertained: 3587, or 67.5 percent, of the involved medium and heavy trucks were found to be operated by interstate carriers, and 1120 trucks, or 21.1 percent, by intrastate-only carriers. The rest, 608, or 11.4 percent, were either owned by some government entity, were used for daily rental, or were of unknown ownership. For-hire carriers accounted for 2638, or 49.6 percent, of the involved vehicles, private carriers for 2105, or 39.6 percent. ICC authorized carriers were operating 2032 or 38.2 percent of the involved vehicles.





## INTRODUCTION

### Overview

This report documents the June 5, 1987, version of the Trucks Involved in Fatal Accidents, 1984, dataset. The report summarizes all the information in the computerized data file. This file describes all medium and heavy trucks that were involved in fatal accidents in the continental United States, excluding Alaska, during calendar year 1984. All pickups and trucks with a gross vehicle weight rating of ten thousand pounds or less are excluded. All the vehicles described are from the "September 17, 1985" version of the Fatal Accident Reporting System (FARS) file for 1984 accidents, developed by the National Highway Traffic Safety Administration (NHTSA).

Arizona and Mississippi did not send any police reports and Massachusetts sent them too late for inclusion in this report. There were 102 cases for Arizona, 87 for Mississippi and 54 for Massachusetts. After matching with BMCS, 78 cases for Arizona, 66 for Mississippi and 43 for Massachusetts were left for interviewing. It is envisaged that the Massachusetts data will be included in an update. These 187 cases are included in the file but have all the interview fields unknown. For these cases, Interview Status (variable 1084) has been coded "unable to contact" (4), and Source of Information (variable 1085) has been coded "none" (9). The inclusion of these cases is reflected in higher missing data rates for all other interview variables.

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

In addition to the variables from FARS (variables 1 through 326), there is a set of variables (numbers 1001 through 1097) that provide the more detailed description of the vehicle and its cargo that is supplied to the Bureau of Motor Carrier Safety (BMCS) by interstate carriers of goods. Such carriers were required to report to BMCS all accidents resulting in a fatality, in injury that requires treatment away from the scene, or in property damage of \$2000 or more. Form MCS 50-T, the form filled out for cargo-carrying vehicles, requests a comparatively detailed description of the vehicle and its cargo.

This contrasts with the more limited information on trucks that is supplied by FARS: make, model year, and "Body Type." This last divides medium and heavy trucks into straight trucks (with three weight categories and an "unknown" weight category), tractors and various kinds

of unknown-type trucks. Another variable, "Vehicle Trailering," indicates whether the truck was pulling any trailers, and, if so, whether it was pulling a single trailer or two or more trailers. However, these distinctions are not always accurate. It was therefore decided, for the purposes of this study, to obtain the detail of the BMCS information for all medium and heavy trucks involved in fatal accidents, not just those operated by interstate motor carriers and reported to BMCS.

This dataset is substantially similar in detail and coverage to the Trucks Involved in Fatal Accidents, files for 1982 and 1983. For the most part, variable numbers and code values remain the same.

### 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. 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 using a different set of match variables). 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 2222 BMCS cases for fatal accidents. Each of these could in theory be matched with one of the 5551 FARS cases in the original subset.<sup>1</sup> The results of the matching procedures are shown in the table below.<sup>2</sup> Overall over 74 percent of the BMCS fatal subset were matched, but this meant completion of only 30 percent of the FARS cases.

COMPUTER AND HAND MATCHES BETWEEN 1984 FARS AND BMCS

Data Source	No. of Cases in Subset	Computer Matched		Hand Matched		Total Matched	
		N	%	N	%	N	%
FARS	5551	1403	25.3	255	4.6	1658	29.9
BMCS	2222	1403	63.1	255	11.5	1658	74.6

A system of data collection was set up to handle the remaining 70 percent of the FARS cases. Information was collected primarily by telephone interview. If a telephone interview proved impossible, then a mail survey was sent. Mail surveys were also sent out when requested by the interviewee. The person or company contacted was, where possible, the owner of the vehicle as listed in the police report. If no contact could be made with the owner, then an attempt was made to reach the driver. If neither the owner nor the driver could be reached, as much information as possible was collected from other parties, such as the police officer investigating the accident or the tow truck operator if the vehicle was towed from the scene. Finally, if no knowledgeable respondent could be found, as much information as possible was coded from the police report. A few states blanked out all names and addresses on the police reports. Here, no owner or driver could be identified, and all information is derived from the police reports. Variable 1085 documents the source of the information supplementing FARS, while variable 1084 shows whether an interview was made or not, and, if made, whether it was completed.

<sup>1</sup>The final dataset has 5315 cases, because 236 were deleted as "non-sample."

<sup>2</sup>Hand matches are made using the police reports sent by the states. This year's numbers are lower because of the three states (AZ, MA, MS) that did not send any police reports.

Interviews were completed for 3106 of the 3893 FARS cases not matched with BMCS, or 79.8 percent. Another 236 cases or 6.1 percent were determined to be "non-sample." The remaining 170 cases, or 4.4 percent, were coded from the police accident report.

The combination of telephone interviews, mailings, and coding from police accident reports produced a completion rate of 85.8 percent (3342 cases) for the survey cases. No cases ended in refusal, and the remaining 551 cases, or 14.2 percent, were cases where we were unable to locate the owner, the driver, or some other informant. Even for these, unless no police report was available, some information was coded. Including the cases matched with BMCS yields an overall completion rate of 90.1 percent.

### Number of Cases

The September 17, 1985 version of the 1984 FARS file has 5551 vehicles (excluding firetrucks) involved in fatal accidents in the continental United States, excluding Alaska, with a Body Type code of 70 through 78, a medium or heavy truck defined either by Body Type code or by the code returned by decoding the VIN. However, some of the selected vehicles were subsequently found to have been light rather than medium or heavy trucks. In particular, a significant number of vehicles coded by FARS as straight trucks with a GVW greater than 10,001 and less than 19,500 pounds (Body Type 70) turned out to be pickups and other light trucks. These were designated "non-sample vehicles." Also designated non-sample were those vehicles that did not conform to the prerequisites for inclusion in FARS. These were vehicles parked off the roadway (e.g., on the shoulder) or properly parked at the side of the road. In total, 236 vehicles, mostly light trucks, were deleted from the file as non-sample vehicles. This left a total of 5315 valid cases. Each distribution in this report sums to these 5315 cases.<sup>3</sup>

Cases where the data, as received from BMCS, contained "wild" or inconsistent codes have been reviewed and corrected. In addition one variable in the version of the 1984 BMCS file built by UMTRI has been subjected to special review for accuracy and consistency with other data elements. This is the Vehicle Combination Code (variable 1063 here, variable 41 in the stand-alone BMCS file). All cases where the BMCS file reports two or more trailers being pulled were confirmed either by a review of the police report or by telephone contact with the owner. Similarly, all cases where the BMCS file showed fewer trailers than reported by FARS were checked by the same methods. The file documented here contains the corrected combination code. Other variables have been corrected to conform to the new combination code when changes were made.

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<sup>3</sup>Variables 43, 137, and 223 are multiple response variables. For these variables, the tabulated frequencies sum to 5315 times the number of responses indicated for the variable.

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

#### Obtaining Information from the Dataset

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

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



TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
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
5	CITY	4	Numeric		2
6	COUNTY	3	Numeric		2
7	ACCIDENT DATE - MONTH	2	Numeric		3
8	ACCIDENT DATE - DAY	2	Numeric		3
9	ACCIDENT DATE - YEAR	2	Numeric		3
10	ACCIDENT TIME - HOUR	2	Numeric		3
11	ACCIDENT TIME - MINUTE	2	Numeric		4
12	NO OF VEHICLE FORMS	2	Numeric		4
13	NO OF PERSON FORMS	2	Numeric		5
14	LAND USE	1	Numeric		5
15	ROADWAY FUNCTION CLASS	1	Numeric		5
16	FEDERAL AID SYSTEM	1	Numeric		5
17	CLASS TRAFFICWAY	1	Numeric		6
18	TRAFFICWAY IDENTIFIER	10	Alpha		6
19	MILEPOINT	5	Numeric		6
20	SPECIAL JURISDICTION	1	Numeric		6
21	FIRST HARMFUL EVENT	2	Numeric		7
22	MANNER OF COLLISION	1	Numeric		8
23	RELATION TO JUNCTION	1	Numeric		8
24	RELATION TO ROADWAY	1	Numeric		9
25	TRAFFICWAY FLOW	1	Numeric		9
26	NO OF TRAVEL LANES	1	Numeric		9
27	SPEED LIMIT	2	Numeric		10





TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
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>
28	ROADWAY ALIGNMENT	1	Numeric		10
29	ROADWAY PROFILE	1	Numeric		10
30	ROADWAY SURFACE TYPE	1	Numeric		11
31	ROADWY SURFACE CONDITION	1	Numeric		11
32	TRAFFIC CONTROL DEVICE	2	Numeric		11
33	TRAFFIC CONT FUNCTIONING	1	Numeric		13
34	HIT AND RUN	1	Numeric		13
35	LIGHT CONDITION	1	Numeric		13
36	ATMOSPHERIC CONDITIONS	1	Numeric		13
37	CONSTRUCTION/MAINT ZONE	1	Numeric		14
38	EMS NOTIFIED - HOUR	2	Numeric		14
39	EMS NOTIFIED - MINUTE	2	Numeric		14
40	EMS ARRIVAL - HOUR	2	Numeric		14
41	EMS ARRIVAL - MINUTE	2	Numeric		15
42	SCHOOL BUS RELATED	1	Numeric		15
43	ACCIDENT RELATED FACTORS	2	Numeric	3	15
44	RAIL GRADE CROSSING ID	7	Alpha		16
45	NO OF FATALITIES IN ACC	2	Numeric		16
46	DAY OF WEEK	1	Numeric		16
47	NO OF DRINKING DRIVERS	1	Numeric		17



TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
FARS VEHICLE VARIABLES

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
104	VEHICLE NUMBER	2	Numeric		19
106	VEHICLE MAKE	2	Numeric		19
107	VEHICLE MAKE-MODEL	4	Numeric		20
108	BODY TYPE	2	Numeric		22
109	MODEL YEAR	2	Numeric		23
110	VIN	10	Alpha		23
121	REGISTRATION STATE	2	Numeric		23
122	ROLLOVER	1	Numeric		25
123	JACKKNIFE	1	Numeric		25
124	TRAVEL SPEED	2	Numeric		25
125	HAZARDOUS CARGO	1	Numeric		26
126	VEHICLE TRAILERING	1	Numeric		26
127	SPECIAL USE	1	Numeric		26
128	EMERGENCY USE	1	Numeric		27
129	IMPACT POINT - INITIAL	2	Numeric		27
130	IMPACT POINT - PRINCIPAL	2	Numeric		27
131	EXTENT OF DEFORMATION	1	Numeric		28
132	VEHICLE ROLE	1	Numeric		28
133	MANNER OF LEAVING SCENE	1	Numeric		28
134	FIRE OCCURRENCE	1	Numeric		29
135	NO OF OCCUPANTS	2	Numeric		29
136	NO OF DEATHS IN VEH	2	Numeric		29
137	VEHICLE RELATED FACTORS	2	Numeric	2	29
138	VEHICLE MANEUVER	2	Numeric		30
139	MOST HARMFUL EVENT	2	Numeric		31



TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
FARS VEHICLE VARIABLES

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



TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
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>
221	1ST ACC/SUSPENSN - MONTH	2	Numeric		41
222	1ST ACC/SUSPENSN - YEAR	2	Numeric		42
223	DRIVER RELATED FACTORS	2	Numeric	3	42





TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
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>
305	PERSON NUMBER	2	Numeric		45
307	PERSON AGE	2	Numeric		45
308	PERSON SEX	1	Numeric		45
309	PERSON TYPE	1	Numeric		46
310	SEATING POSITION	2	Numeric		46
311	MANUAL RESTRAINT SYS	1	Numeric		46
312	AUTOMATIC RESTRAINT SYS	1	Numeric		46
314	EJECTION	1	Numeric		47
315	EXTRICATION	1	Numeric		47
316	ALCOHOL INVOLVEMENT	1	Numeric		47
317	ALCOHOL TEST RESULT	2	Numeric		47
318	INJURY SEVERITY	1	Numeric		48
319	TAKEN TO HOSPITAL	1	Numeric		48
320	DEATH DATE - MONTH	2	Numeric		48
321	DEATH DATE - DAY	2	Numeric		49
322	DEATH DATE - YEAR	2	Numeric		49
323	DEATH TIME - HOURS	2	Numeric		49
324	DEATH TIME - MINUTES	2	Numeric		50
325	LAG TIME ACC/DEATH - HRS	3	Numeric		50
326	LAG TIME ACC/DEATH - MIN	2	Numeric		50



TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
BMCS and SURVEY VARIABLES

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
1001	BMCS ID	5	Numeric		51
1002	STATE OF CARRIER	2	Numeric		51
1003	AREA OF OPERATION	1	Numeric		52
1004	OPERATING AUTHORITY	1	Numeric		53
1005	CARRIER TYPE	1	Numeric		53
1006	OWNER OPERATOR	1	Numeric		53
1007	TRIP TYPE	1	Numeric		54
1009	DISTRICT TYPE	1	Numeric		54
1010	MONTH	2	Numeric		54
1011	DAY	2	Numeric		55
1012	HOUR	2	Numeric		55
1013	MINUTE	2	Numeric		56
1014	ACCIDENT TYPE	1	Numeric		56
1015	OTHER OBJECT INVOLVED	2	Numeric		56
1016	VEHICLE #1 ACTION	2	Numeric		57
1017	VEHICLE #2 ACTION	2	Numeric		57
1018	VEHICLE #3 ACTION	2	Numeric		58
1019	PRIMARY EVENT	1	Numeric		59
1020	ASSOC. ACCIDENT EVENT	1	Numeric		59
1021	DRIVER AGE	2	Numeric		59
1022	YEARS DRIVER EMPLOYED	2	Numeric		61
1023	HOURS DRIVING	2	Numeric		62
1024	SCHEDULED HOURS	2	Numeric		62
1025	DRIVER CONDITION	1	Numeric		63
1026	POWER UNIT TYPE	1	Numeric		63



TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
BMCS and SURVEY VARIABLES

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
1027	STRT. TRUCK BODY STYLE	1	Numeric		63
1028	CAB STYLE	1	Numeric		64
1029	POWER UNIT YEAR	2	Numeric		64
1030	POWER UNIT NO. OF AXLES	1	Numeric		65
1031	POWER UNIT MAKE	2	Numeric		65
1032	POWER UNIT LENGTH	3	Numeric		66
1033	STRAIGHT TRUCK CARGO	2	Numeric		66
1034	STRT. TRUCK HAZ. CARGO	1	Numeric		67
1035	STRT. TRUCK CARGO WEIGHT	6	Numeric		67
1036	POWER UNIT EMPTY WEIGHT	6	Numeric		68
1037	1ST TRAILER TYPE	1	Numeric		68
1038	1ST TRAILER YEAR	2	Numeric		68
1039	1ST TRAILER NO. OF AXLES	2	Numeric		69
1040	1ST TRAILER BODY	1	Numeric		69
1041	1ST TRAILER CARGO	2	Numeric		70
1042	1ST TRAILER HAZ. CARGO	1	Numeric		70
1043	1ST TRAILER CARGO WEIGHT	6	Numeric		71
1044	1ST TRAILER EMPTY WEIGHT	6	Numeric		71
1045	1ST TRAILER LENGTH	3	Numeric		71
1046	2ND TRAILER TYPE	1	Numeric		73
1047	2ND TRAILER YEAR	2	Numeric		73
1048	2ND TRAILER NO. OF AXLES	2	Numeric		74
1049	2ND TRAILER BODY	1	Numeric		74
1050	2ND TRAILER CARGO	2	Numeric		74
1051	2ND TRAILER HAZ. CARGO	1	Numeric		75



TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
BMCS and SURVEY VARIABLES

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
1052	2ND TRAILER CARGO WEIGHT	6	Numeric		75
1053	2ND TRAILER EMPTY WEIGHT	6	Numeric		76
1054	2ND TRAILER LENGTH	3	Numeric		76
1055	3RD TRAILER TYPE	1	Numeric		77
1056	3RD TRAILER NO. OF AXLES	2	Numeric		77
1057	3RD TRAILER BODY	1	Numeric		77
1058	3RD TRAILER CARGO	2	Numeric		78
1059	3RD TRAILER HAZ. CARGO	1	Numeric		78
1060	3RD TRAILER CARGO WEIGHT	6	Numeric		79
1061	3RD TRAILER EMPTY WEIGHT	6	Numeric		79
1062	3RD TRAILER LENGTH	3	Numeric		79
1063	VEHICLE COMBINATION CODE	2	Numeric		80
1064	NO. OF TRAILERS	1	Numeric		80
1065	TOTAL LENGTH	3	Numeric		80
1066	TOTAL WIDTH	2	Numeric		81
1067	TOTAL CARGO WEIGHT	6	Numeric		81
1068	GROSS WEIGHT	6	Numeric		81
1069	EMPTY COMBINATION WEIGHT	6	Numeric		82
1070	FUEL TYPE	1	Numeric		82
1071	HAZ. MAT. IN CARGO	1	Numeric		82
1072	DRIVER KILLED	1	Numeric		82
1073	DRIVER INJURED	1	Numeric		83
1074	TOTAL KILLED IN VEHICLE	2	Numeric		83
1075	TOTAL INJURED IN VEHICLE	2	Numeric		83
1076	TOTAL KILLED IN ACCIDENT	2	Numeric		84





TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
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	TOT. INJURED IN ACCIDENT	2	Numeric		84
1078	WEATHER	1	Numeric		84
1079	LIGHT CONDITION	1	Numeric		85
1080	ROAD SURFACE CONDITION	1	Numeric		85
1081	NUMBER OF LANES	1	Numeric		86
1082	HIGHWAY TYPE	1	Numeric		86
1083	CARGO (BMCS)	2	Numeric		86
1084	INTERVIEW STATUS	1	Numeric		87
1085	SOURCE OF INFORMATION	1	Numeric		87
1088	1ST QUESTION DERIVED	2	Numeric		88
1089	2ND QUESTION DERIVED	2	Numeric		88
1090	3RD QUESTION DERIVED	2	Numeric		89
1091	4TH QUESTION DERIVED	2	Numeric		89
1092	5TH QUESTION DERIVED	2	Numeric		89
1093	6TH QUESTION DERIVED	2	Numeric		90
1094	7TH QUESTION DERIVED	2	Numeric		90
1095	8TH QUESTION DERIVED	2	Numeric		90
1096	9TH QUESTION DERIVED	2	Numeric		91
1097	10TH QUESTION DERIVED	2	Numeric		91



The ACCIDENT VARIABLES

Variables 1 through 47 are the FARS variables that describe the accident.

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

FREQ	Prct	CASE STATE
152	2.9	01. Alabama
0	0.0	02. Alaska
102	1.9	04. Arizona
83	1.6	05. Arkansas
469	8.8	06. California
63	1.2	08. Colorado
41	0.8	09. Connecticut
19	0.4	10. Delaware
0	0.0	11. District of Columbia
328	6.2	12. Florida
199	3.7	13. Georgia
0	0.0	15. Hawaii
33	0.6	16. Idaho
152	2.9	17. Illinois
156	2.9	18. Indiana
75	1.4	19. Iowa
92	1.7	20. Kansas
113	2.1	21. Kentucky
127	2.4	22. Louisiana
26	0.5	23. Maine
84	1.6	24. Maryland
54	1.0	25. Massachusetts
126	2.4	26. Michigan
80	1.5	27. Minnesota
87	1.6	28. Mississippi
117	2.2	29. Missouri
31	0.6	30. Montana
49	0.9	31. Nebraska
19	0.4	32. Nevada
13	0.2	33. New Hampshire
124	2.3	34. New Jersey
58	1.1	35. New Mexico
205	3.9	36. New York
176	3.3	37. North Carolina
18	0.3	38. North Dakota
204	3.8	39. Ohio
142	2.7	40. Oklahoma
59	1.1	41. Oregon
256	4.8	42. Pennsylvania

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
FARS ACCIDENT VARIABLES

FREQ	Prcnt	Var 1	CASE STATE
0	0.0	43.	Puerto Rico
2	0.0	44.	Rhode Island
96	1.8	45.	South Carolina
21	0.4	46.	South Dakota
124	2.3	47.	Tennessee
484	9.1	48.	Texas
55	1.0	49.	Utah
10	0.2	50.	Vermont
139	2.6	51.	Virginia
69	1.3	53.	Washington
69	1.3	54.	West Virginia
89	1.7	55.	Wisconsin
25	0.5	56.	Wyoming

---

Variable	2	<b>CASE NUMBER</b>	MD1:	None	Field Width:	4
			MD2:	None	Type:	Numeric

---

FREQ	Prcnt	CASE NUMBER ASSIGNED WITHIN STATES
7	0.1	0001.
		- . Case number
0	0.0	9999.

---

Variable	5	<b>CITY</b>	MD1:	9999	Field Width:	4
			MD2:	None	Type:	Numeric

---

FREQ	Prcnt	CITY -GSA GEOGRAPHIC LOCATION CODE
3321	62.5	0000. Not applicable
0	0.0	0001.
		- . GSA code
0	0.0	9996.
69	1.3	9997. Other
1	0.0	9999. Unknown

---

Variable	6	<b>COUNTY</b>	MD1:	999	Field Width:	3
			MD2:	None	Type:	Numeric

---

FREQ	Prcnt	COUNTY -GSA GEOGRAPHIC LOCATION CODE
89	1.7	001.
		- . GSA code
0	0.0	996.
0	0.0	997. Other
0	0.0	999. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
 FARS ACCIDENT VARIABLES

---

Variable	7	<b>ACCIDENT DATE - MONTH</b>	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

---

FREQ Prcnt      ACCIDENT DATE - MONTH

382	7.2	01. January
383	7.2	02. February
401	7.5	03. March
362	6.8	04. April
411	7.7	05. May
494	9.3	06. June
488	9.2	07. July
495	9.3	08. August
460	8.7	09. September
525	9.9	10. October
450	8.5	11. November
464	8.7	12. December

---

Variable	8	<b>ACCIDENT DATE - DAY</b>	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

---

FREQ Prcnt      ACCIDENT DATE - DAY

153	2.9	01.
		- . Day of month
104	2.0	31.

---

Variable	9	<b>ACCIDENT DATE - YEAR</b>	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

---

FREQ Prcnt      ACCIDENT DATE - YEAR

5315	100.0	84. 1984
------	-------	----------

---

Variable	10	<b>ACCIDENT TIME - HOUR</b>	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

---

FREQ Prcnt      ACCIDENT TIME - HOUR

172	3.2	00. 12:01 am - 12:59 am
143	2.7	01. 1:00 am - 1:59 am
173	3.3	02. 2:00 am - 2:59 am
144	2.7	03. 3:00 am - 3:59 am
154	2.9	04. 4:00 am - 4:59 am
205	3.9	05. 5:00 am - 5:59 am
232	4.4	06. 6:00 am - 6:59 am
236	4.4	07. 7:00 am - 7:59 am

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
FARS ACCIDENT VARIABLES

FREQ	Prcnt	Var 10	ACCIDENT TIME - HOUR
230	4.3	08.	8:00 am - 8:59 am
246	4.6	09.	9:00 am - 9:59 am
316	5.9	10.	10:00 am - 10:59 am
284	5.3	11.	11:00 am - 11:59 am
268	5.0	12.	12:00 pm - 12:59 pm
295	5.6	13.	1:00 pm - 1:59 pm
335	6.3	14.	2:00 pm - 2:59 pm
335	6.3	15.	3:00 pm - 3:59 pm
267	5.0	16.	4:00 pm - 4:59 pm
227	4.3	17.	5:00 pm - 5:59 pm
208	3.9	18.	6:00 pm - 6:59 pm
170	3.2	19.	7:00 pm - 7:59 pm
159	3.0	20.	8:00 pm - 8:59 pm
163	3.1	21.	9:00 pm - 9:59 pm
162	3.0	22.	10:00 pm - 10:59 pm
183	3.4	23.	11:00 pm - 11:59 pm
1	0.0	24.	12:00 midnight
7	0.1	99.	Unknown

---

Variable	11	<u>ACCIDENT TIME - MINUTE</u>	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ	Prcnt	ACCIDENT TIME - MINUTE
500	9.4	00. - . Minute
19	0.4	59.
263	4.9	99. Unknown

---

Variable	12	<u>NO OF VEHICLE FORMS</u>	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ	Prcnt	NO OF VEHICLE FORMS SUBMITTED
1209	22.7	01. 1 form
3392	63.8	02. 2 forms
529	10.0	03. 3 forms
102	1.9	04. 4 forms
41	0.8	05. 5 forms
27	0.5	06. 6 forms
7	0.1	07. 7 forms
2	0.0	08. 8 forms
2	0.0	10. 10 forms
2	0.0	11. 11 forms
2	0.0	12. 12 forms

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
FARS ACCIDENT VARIABLES

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Variable	13	<b>NO OF PERSON FORMS</b>	MD1:	None	Field Width:	2
			MD2:	None	Type:	Numeric

---

FREQ Prcnt NO OF PERSON FORMS SUBMITTED

542	10.2	01.
		- . Number submitted
0	0.0	99.

---

Variable	14	<b>LAND USE</b>	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

---

FREQ Prcnt LAND USE - FHWA CLASSIFICATION

1726	32.5	1. Urban area
3587	67.5	2. Rural area
2	0.0	9. Unknown

---

Variable	15	<b>ROADWAY FUNCTION CLASS</b>	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

---

FREQ Prcnt ROADWAY FUNCTION CLASS

1172	22.1	1. Principal arterial - interstate
159	3.0	2. Principal arterial - other urban freeway or expressway
1765	33.2	3. Principal arterial - other
1070	20.1	4. Minor arterial
115	2.2	5. Urban collector
648	12.2	6. Major rural collector
85	1.6	7. Minor rural collector
292	5.5	8. Local road or street
9	0.2	9. Unknown

---

Variable	16	<b>FEDERAL AID SYSTEM</b>	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

---

FREQ Prcnt TA-1 CLASS - FHWA CLASSIFICATION

1172	22.1	1. Interstate
2509	47.2	2. Other Federal Aid primary
594	11.2	3. Federal Aid secondary
441	8.3	4. Federal Aid urban arterial
85	1.6	5. Federal Aid urban collector
43	0.8	6. Non-Federal Aid arterial
170	3.2	7. Non-Federal Aid collector
292	5.5	8. Non-Federal Aid local

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
FARS ACCIDENT VARIABLES

FREQ Prcnt Var 16 FEDERAL AID SYSTEM

9 0.2 9. Unknown

---

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

---

FREQ Prcnt CLASS TRAFFICWAY

1181	22.2	1. Interstate
1388	26.1	2. Other U.S. route
1745	32.8	3. Other state route
424	8.0	4. County road
455	8.6	5. Local street
114	2.1	8. Other
8	0.2	9. Unknown

---

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

---

FREQ Prcnt TRAFFICWAY IDENTIFIER

9999999999. Unknown

---

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

---

FREQ Prcnt MILEPOINT

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

---

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

---

FREQ Prcnt SPECIAL JURISDICTION

5292	99.6	0. No special jurisdiction
8	0.2	1. National Park Service
1	0.0	2. Military
11	0.2	3. Indian reservation
0	0.0	4. College/university campus



TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
 FARS ACCIDENT VARIABLES

FREQ	Prcnt	Var	20	SPECIAL JURISDICTION	MD1:	99	Field Width:	2
2	0.0		5.	Other federal properties	MD2:	None	Type:	Numeric
1	0.0		8.	Other				
0	0.0		9.	Unknown				
<hr/>								
Variable	21	<b>FIRST HARMFUL EVENT</b>			MD1:	99	Field Width:	2
<hr/>					MD2:	None	Type:	Numeric
FREQ	Prcnt	FIRST EVENT CAUSING INJURY OR PROPERTY DAMAGE						
Non-Collision Event								
304	5.7		01.	Overturn				
4	0.1		02.	Fire/explosion				
0	0.0		03.	Immersion				
0	0.0		04.	Gas inhalation				
29	0.5		05.	Fell from vehicle				
2	0.0		06.	Injured in vehicle				
34	0.6		07.	Other non-collision				
Collision With Object Not Fixed								
392	7.4		08.	Pedestrian				
77	1.4		09.	Pedalcycle				
41	0.8		10.	Railway train				
12	0.2		11.	Animal				
3816	71.8		12.	Motor vehicle in transport				
102	1.9		13.	Motor vehicle in transport in other roadway				
63	1.2		14.	Parked motor vehicle				
2	0.0		15.	Other type non-motorist				
1	0.0		16.	Thrown or falling object				
5	0.1		17.	Boulder				
16	0.3		18.	Other object (not fixed)				
Collision With Fixed Object								
2	0.0		19.	Building				
0	0.0		20.	Impact attenuator/crash cushion				
14	0.3		21.	Bridge pier or abutment				
2	0.0		22.	Bridge parapet end				
24	0.5		23.	Bridge rail				
143	2.7		24.	Guardrail				
10	0.2		25.	Concrete traffic barrier				
4	0.1		26.	Other longitudinal barrier type				
15	0.3		27.	Highway/traffic sign post				
1	0.0		28.	Overhead sign support				
3	0.1		29.	Luminaire/light support				
10	0.2		30.	Utility pole				
15	0.3		31.	Other post, pole or supports				
17	0.3		32.	Culvert				

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
FARS ACCIDENT VARIABLES

FREQ	Prcnt	Var 21	FIRST HARMFUL EVENT
18	0.3	33.	Curb
18	0.3	34.	Ditch
13	0.2	35.	Embankment - earth
12	0.2	36.	Embankment - rock, stone or concrete
17	0.3	37.	Embankment - material type unknown
16	0.3	38.	Fence
0	0.0	39.	Wall
0	0.0	40.	Fire hydrant
4	0.1	41.	Shrubbery
41	0.8	42.	Tree
15	0.3	43.	Other fixed object
0	0.0	44.	Pavement surface irregularity (pothole, grooved, grates)
1	0.0	99.	Unknown

---

Variable	22	<b>MANNER OF COLLISION</b>	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

---

FREQ	Prcnt	MANNER OF COLLISION
1393	26.2	0. Not a collision with a vehicle in transport
854	16.1	1. Rear-end
1159	21.8	2. Head-on
2	0.0	3. Rear-to-rear
1648	31.0	4. Angle
116	2.2	5. Sideswipe - same direction
136	2.6	6. Sideswipe - opposite direction
7	0.1	9. Unknown

---

Variable	23	<b>RELATION TO JUNCTION</b>	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

---

FREQ	Prcnt	RELATION TO JUNCTION
3413	64.2	1. Non-junction
1247	23.5	2. Intersection
218	4.1	3. Intersection related
110	2.1	4. Interchange area
246	4.6	5. Driveway, alley, access, etc.
22	0.4	6. Entrance/exit ramp
41	0.8	7. Rail grade crossing
8	0.2	8. In crossover
10	0.2	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
FARS ACCIDENT VARIABLES

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Variable	24	<b>RELATION TO ROADWAY</b>	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

---

FREQ	Prcnt	RELATION TO ROADWAY
4509	84.8	1. On roadway
204	3.8	2. Shoulder
102	1.9	3. Median
281	5.3	4. Roadside
56	1.1	5. Outside right-of-way
153	2.9	6. Off roadway - location unknown
3	0.1	7. In parking lane
6	0.1	8. Gore
1	0.0	9. Unknown

---

Variable	25	<b>TRAFFICWAY FLOW</b>	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

---

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

FREQ	Prcnt	TRAFFICWAY FLOW
3142	59.1	1. Not physically divided (two way trafficway)
1593	30.0	2. Divided highway, median strip (without traffic barrier)
494	9.3	3. Divided highway, median strip (with traffic barrier)
65	1.2	4. One way trafficway
21	0.4	9. Unknown

---

Variable	26	<b>NO OF TRAVEL LANES</b>	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

---

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

FREQ	Prcnt	NO OF TRAVEL LANES
37	0.7	1. 1 lane
4080	76.8	2. 2 lanes
421	7.9	3. 3 lanes
590	11.1	4. 4 lanes
107	2.0	5. 5 lanes
34	0.6	6. 6 lanes

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
FARS ACCIDENT VARIABLES

FREQ Prcnt    Var 26    NO OF TRAVEL LANES

7	0.1	7. 7 or more lanes
39	0.7	9. Unknown

---

Variable	27	<b>SPEED LIMIT</b>	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

---

FREQ Prcnt		SPEED LIMIT
6	0.1	00. No statutory limit
0	0.0	05. 5 mph
0	0.0	10. 10 mph
5	0.1	15. 15 mph
7	0.1	20. 20 mph
120	2.3	25. 25 mph
211	4.0	30. 30 mph
309	5.8	35. 35 mph
240	4.5	40. 40 mph
468	8.8	45. 45 mph
301	5.7	50. 50 mph
3551	66.8	55. 55 mph
0	0.0	65. 65 mph
97	1.8	99. Unknown

---

Variable	28	<b>ROADWAY ALIGNMENT</b>	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

---

FREQ Prcnt		ROADWAY ALIGNMENT
4294	80.8	1. Straight
1016	19.1	2. Curve
5	0.1	9. Unknown

---

Variable	29	<b>ROADWAY PROFILE</b>	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

---

FREQ Prcnt		ROADWAY PROFILE
3614	68.0	1. Level
1535	28.9	2. Grade
104	2.0	3. Hillcrest
8	0.2	4. Sag
54	1.0	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
FARS ACCIDENT VARIABLES

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Variable	30	<b>ROADWAY SURFACE TYPE</b>	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ	Prcnt	ROADWAY SURFACE TYPE
922	17.3	1. Concrete
4223	79.5	2. Blacktop or bituminous
1	0.0	3. Brick or block
39	0.7	4. Slag, gravel or stone
13	0.2	5. Dirt
7	0.1	8. Other
110	2.1	9. Unknown

Variable	31	<b>ROADWAY SURFACE CONDITION</b>	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ	Prcnt	ROADWAY SURFACE CONDITION
4228	79.5	1. Dry
797	15.0	2. Wet
135	2.5	3. Snow or slush
136	2.6	4. Ice
4	0.1	5. Sand, dirt, oil
7	0.1	8. Other
8	0.2	9. Unknown

Variable	32	<b>TRAFFIC CONTROL DEVICE</b>	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ	Prcnt	TRAFFIC CONTROL DEVICE
3915	73.7	00. No controls
		***Not At Railroad Grade Crossing***
		Highway traffic signals
23	0.4	01. Traffic control signal (on colors) without pedestrian signal
30	0.6	02. Traffic control (on colors) with pedestrian signal
361	6.8	03. Traffic control signal (on colors) not known whether or not pedestrian signal
45	0.8	04. Flashing traffic control signal
11	0.2	05. Flashing beacon
12	0.2	06. Flashing highway traffic signal, type unknown or other than traffic control or beacon
7	0.1	07. Lane use control signal
2	0.0	08. Other highway traffic signal
3	0.1	09. Unknown highway traffic signal

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
FARS ACCIDENT VARIABLES

FREQ	Prcent	Var 32	TRAFFIC CONTROL DEVICE
			Regulatory signs
601	11.3	20.	Stop sign
33	0.6	21.	Yield sign
40	0.8	28.	Other regulatory sign
1	0.0	29.	Unknown type regulatory sign
			School zone signs
2	0.0	30.	School speed limit sign
0	0.0	31.	School advance or crossing sign
2	0.0	38.	Other school related sign
0	0.0	39.	Unknown type school zone sign
			Warning signs
142	2.7	40.	Warning sign
			Miscellaneous
27	0.5	50.	Officer, crossing guard, flagman, etc.
			***At Railroad Grade Crossing***
			Active devices
6	0.1	60.	Gates
11	0.2	61.	Flashing lights
3	0.1	62.	Traffic control signal
0	0.0	63.	Wigwags
0	0.0	64.	Bells
1	0.0	68.	Other train activated device
0	0.0	69.	Active device, type unknown
			Passive devices
17	0.3	70.	Cross bucks
7	0.1	71.	Stop sign
2	0.0	72.	Other railroad crossing sign
1	0.0	73.	Special warning device - watchman, flagged by crew
1	0.0	78.	Other passive device
0	0.0	79.	Passive device, type unknown
			Miscellaneous devices
0	0.0	80.	Grade crossing controlled, type unknown
			***Whether Or Not At Railroad Grade Crossing***
8	0.2	98.	Other
1	0.0	99.	Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
 FARS ACCIDENT VARIABLES

---

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

FREQ Prcnt TRAFFIC CONTROL FUNCTIONING

3915	73.7	0. No controls
9	0.2	1. Device not functioning
7	0.1	2. Device functioning - functioning improperly
1351	25.4	3. Device functioning properly
33	0.6	9. Unknown

---

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

FREQ Prcnt HIT AND RUN

5253	98.8	0. No hit and run
34	0.6	1. Hit motor vehicle in transport
27	0.5	2. Hit pedestrian or non-motorist
1	0.0	3. Hit parked vehicle or object

---

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

FREQ Prcnt LIGHT CONDITION

3191	60.0	1. Daylight
1508	28.4	2. Dark
424	8.0	3. Dark but lighted
119	2.2	4. Dawn
73	1.4	5. Dusk
0	0.0	9. Unknown

---

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

FREQ Prcnt ATMOSPHERIC CONDITIONS

4434	83.4	1. No adverse atmospheric conditions
537	10.1	2. Rain
19	0.4	3. Sleet
146	2.7	4. Snow
119	2.2	5. Fog
22	0.4	6. Rain and fog
1	0.0	7. Sleet and fog
33	0.6	8. Other (smog, smoke, blowing sand, or dust)
4	0.1	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
FARS ACCIDENT VARIABLES

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

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

FREQ Prcnt CONSTRUCTION OR MAINTENANCE ZONE

5159	97.1	0. None
117	2.2	1. Construction
20	0.4	2. Maintenance
3	0.1	3. Utility
16	0.3	4. Work zone, type unknown

Variable	38	<b>EMS NOTIFIED - HOUR</b>	MD1: 99	Field Width: 2
			MD2: None	Type: Numeric

FREQ Prcnt EMS NOTIFIED - HOUR

403	7.6	00. Not notified or 12:01-12:59 am
69	1.3	01.
		- . Hour
1	0.0	24.
2109	39.7	99. Unknown

Variable	39	<b>EMS NOTIFIED - MINUTE</b>	MD1: 99	Field Width: 2
			MD2: None	Type: Numeric

FREQ Prcnt EMS NOTIFIED - MINUTE

394	7.4	00. Not notified or on hour
41	0.8	01.
		- . Minute
44	0.8	59.
2113	39.8	99. Unknown

Variable	40	<b>EMS ARRIVAL - HOUR</b>	MD1: 99	Field Width: 2
			MD2: None	Type: Numeric

FREQ Prcnt EMS ARRIVAL - HOUR

395	7.4	00. Not notified or 12:01-12:59 am
89	1.7	01.
		- . Hour
2	0.0	24.



FREQ Prcnt Var 40 EMS ARRIVAL - HOUR  
 1906 35.9 99. Unknown

---

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

FREQ Prcnt EMS ARRIVAL - MINUTE  
 405 7.6 00. Not notified or on hour  
 39 0.7 01.  
 - . Minute  
 45 0.8 59.  
 1924 36.2 99. Unknown

---

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

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

FREQ Prcnt SCHOOL BUS RELATED  
 5305 99.8 0. No  
 10 0.2 1. Yes

---

Variable 43 ACCIDENT RELATED FACTORS MD1: 99 Field Width: 2  
 MD2: None Type: Numeric  
 Multiple Responses: 3

FREQ Prcnt RELATED FACTORS AT ACCIDENT LEVEL  
 15830 99.3 00. None  
 3 0.0 01. Inadequate warning of exits, lanes narrowing,  
 traffic controls, etc.  
 12 0.1 02. Shoulder related  
 13 0.1 03. Other construction created condition  
 6 0.0 04. No (or obscured) pavement marking  
 8 0.1 05. Surface underwater  
 7 0.0 06. Inadequate construction or poor design of roadway,  
 bridge, etc.  
 3 0.0 07. Surface washed out (caved in, road slippage)

Special circumstances

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
FARS ACCIDENT VARIABLES

FREQ Prcnt    Var 43    ACCIDENT RELATED FACTORS

5	0.0	15. Nonoccupant struck by falling cargo or something that came loose from or was set in motion by a vehicle
12	0.1	16. Nonoccupant struck vehicle
1	0.0	17. Vehicle set in motion by nondriver
45	0.3	99. Unknown

---

Variable	44	<b>RAIL GRADE CROSSING ID</b>	MD1:	None	Field Width:	7
			MD2:	None	Type:	Alphabetic

---

FREQ Prcnt    RAIL GRADE CROSSING ID - FRA CODE

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

---

Variable	45	<b>NO OF FATALITIES IN ACC</b>	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

---

FREQ Prcnt    NO OF FATALITIES IN ACC

0	0.0	00. 0 killed
4625	87.0	01. 1 killed
538	10.1	02. 2 killed
104	2.0	03. 3 killed
35	0.7	04. 4 killed
8	0.2	05. 5 killed
1	0.0	06. 6 killed
3	0.1	07. 7 killed
0	0.0	08. 8 killed
1	0.0	09. 9 killed

---

Variable	46	<b>DAY OF WEEK</b>	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

---

FREQ Prcnt    DAY OF WEEK

307	5.8	1. Sunday
836	15.7	2. Monday
896	16.9	3. Tuesday
847	15.9	4. Wednesday
888	16.7	5. Thursday
1005	18.9	6. Friday

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
 FARS ACCIDENT VARIABLES

FREQ Prcnt Var 46 DAY OF WEEK

536 10.1 7. Saturday

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

FREQ Prcnt NO OF DRINKING DRIVERS

4123	77.6	0.	0 drivers
1139	21.4	1.	1 driver
48	0.9	2.	2 drivers
3	0.1	3.	3 drivers
2	0.0	4.	4 drivers

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
FARS ACCIDENT VARIABLES

The VEHICLE Variables

Variables 104 through 223 are the FARS variables that describe the vehicle (i.e., the truck). FARS includes some variables that are descriptive of the driver among the vehicle variables. These are variables 206 through 223.

---

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

---

FREQ	Prcnt	VEHICLE NUMBER
0	0.0	00. Dummy vehicle record (non-motorist)
2895	54.5	01. Vehicle #1
2171	40.8	02. Vehicle #2
194	3.7	03. Vehicle #3
30	0.6	04. Vehicle #4
14	0.3	05. Vehicle #5
		- .
0	0.0	99. Vehicle #99

---

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

---

FREQ	Prcnt	VEHICLE MAKE
1	0.0	03. AM General
13	0.2	07. Dodge
641	12.1	12. Ford
227	4.3	20. Chevrolet
479	9.0	23. GMC
14	0.3	42. Mercedes Benz
10	0.2	51. Volvo
11	0.2	80. Brockway
21	0.4	81. Diamond Reo
512	9.6	82. Freightliner
2	0.0	83. FWD
1076	20.2	84. International
550	10.3	85. Kenworth
712	13.4	86. Mack
427	8.0	87. Peterbilt
328	6.2	88. White
94	1.8	95. Other truck or bus
1	0.0	98. Other make
196	3.7	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
FARS VEHICLE VARIABLES

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

FREQ	Prct	VEHICLE MAKE-MODEL
1	0.0	0389. AM General unknown (truck)
5	0.1	0781. Dodge medium/heavy: CBE
6	0.1	0782. Dodge medium/heavy: COE low entry
1	0.0	0783. Dodge medium/heavy: COE high entry
1	0.0	0784. Dodge medium/heavy: unknown engine location
3	0.1	1273. Ford F-Series Pickup
5	0.1	1275. Ford Van derivative
479	9.0	1281. Ford medium/heavy: CBE
40	0.8	1282. Ford medium/heavy: COE low entry
77	1.4	1283. Ford medium/heavy: COE high entry
27	0.5	1284. Ford medium/heavy: unknown engine location
2	0.0	1288. Ford other (truck)
8	0.2	1289. Ford unknown (truck)
6	0.1	2073. Chevrolet C, K-Series pickup
2	0.0	2075. Chevrolet Van derivative
187	3.5	2081. Chevrolet medium/heavy: CBE
6	0.1	2082. Chevrolet medium/heavy: COE low entry
11	0.2	2083. Chevrolet medium/heavy: COE high entry
11	0.2	2084. Chevrolet medium/heavy: unknown engine location
3	0.1	2089. Chevrolet unknown (truck)
1	0.0	2099. Chevrolet unknown (automobile)
1	0.0	2373. GMC C, K-Series Pickup
259	4.9	2381. GMC medium/heavy: CBE
6	0.1	2382. GMC medium/heavy: COE low entry
152	2.9	2383. GMC medium/heavy: COE high entry
47	0.9	2384. GMC medium/heavy: unknown engine location
13	0.2	2389. GMC unknown (truck)
1	0.0	2390. GMC medium/heavy: COE, entry position unknown
10	0.2	4281. Mercedes Benz medium/heavy: CBE
3	0.1	4284. Mercedes Benz medium/heavy: unknown engine location
1	0.0	4289. Mercedes Benz unknown (truck)
5	0.1	5182. Volvo medium/heavy: COE low entry
3	0.1	5184. Volvo medium/heavy: unknown engine location
2	0.0	5189. Volvo unknown (truck)
1	0.0	8081. Brockway medium/heavy: CBE
8	0.2	8084. Brockway medium/heavy: unknown engine location
1	0.0	8088. Brockway other (truck)
1	0.0	8089. Brockway unknown (truck)
9	0.2	8181. Diamond Reo medium/heavy: CBE
3	0.1	8183. Diamond Reo medium/heavy: COE high entry
6	0.1	8184. Diamond Reo medium/heavy: unknown engine location
3	0.1	8189. Diamond Reo unknown (truck)
55	1.0	8281. Freightliner medium/heavy: CBE
2	0.0	8282. Freightliner medium/heavy: COE low entry
149	2.8	8283. Freightliner medium/heavy: COE high entry
267	5.0	8284. Freightliner medium/heavy: unknown engine location

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
 FARS VEHICLE VARIABLES

FREQ	Prcnt	Var 107	VEHICLE MAKE-MODEL
16	0.3	8289.	Freightliner unknown (truck)
23	0.4	8290.	Freightliner medium/heavy: COE, entry position unknown
2	0.0	8384.	FWD medium heavy: unknown engine location
1	0.0	8473.	International Pickup/Panel
1	0.0	8476.	International Travellall
1	0.0	8478.	International other (light truck)
2	0.0	8479.	International unknown (light truck)
370	7.0	8481.	International medium/heavy: CBE
24	0.5	8482.	International medium/heavy: COE low entry
440	8.3	8483.	International medium/heavy: COE high entry
151	2.8	8484.	International medium/heavy: unknown engine location
55	1.0	8485.	International bus: conventional
1	0.0	8488.	International other (truck)
27	0.5	8489.	International unknown (truck)
3	0.1	8490.	International medium/heavy: COE, entry position unknown
80	1.5	8581.	Kenworth medium/heavy: CBE
1	0.0	8582.	Kenworth medium/heavy: COE low entry
90	1.7	8583.	Kenworth medium/heavy: COE high entry
315	5.9	8584.	Kenworth medium/heavy: unknown engine location
1	0.0	8585.	Kenworth bus
1	0.0	8587.	Kenworth bus: flat front, rear engine
47	0.9	8589.	Kenworth unknown (truck)
15	0.3	8590.	Kenworth medium/heavy: COE, entry position unknown
37	0.7	8681.	Mack medium/heavy: CBE
1	0.0	8682.	Mack medium/heavy: COE low entry
6	0.1	8683.	Mack medium/heavy: COE high entry
583	11.0	8684.	Mack medium/heavy: unknown engine location
2	0.0	8686.	Mack bus: flat front, front engine
1	0.0	8687.	Mack bus: flat front, rear engine
5	0.1	8688.	Mack other (truck)
71	1.3	8689.	Mack unknown (truck)
6	0.1	8690.	Mack medium/heavy: COE, entry position unknown
89	1.7	8781.	Peterbilt medium/heavy: CBE
1	0.0	8782.	Peterbilt medium/heavy: COE low entry
54	1.0	8783.	Peterbilt medium/heavy: COE high entry
244	4.6	8784.	Peterbilt medium/heavy: unknown engine location
1	0.0	8787.	Peterbilt bus: flat front, rear engine
24	0.5	8789.	Peterbilt unknown (truck)
14	0.3	8790.	Peterbilt medium/heavy: COE, entry position unknown
21	0.4	8881.	White medium/heavy: CBE
13	0.2	8882.	White medium/heavy: COE low entry
16	0.3	8883.	White medium/heavy: COE high entry
233	4.4	8884.	White medium/heavy: unknown engine location
1	0.0	8887.	White bus: flat front, rear engine
40	0.8	8889.	White unknown (truck)
3	0.1	8890.	White medium/heavy: COE, entry position unknown
1	0.0	8899.	

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
FARS VEHICLE VARIABLES

FREQ	Prcnt	Var 107	VEHICLE MAKE-MODEL
31	0.6		9501. Other (truck or bus) Autocar
3	0.1		9502. Other (truck or bus) Auto-Union-DKW
1	0.0		9503. Other (truck or bus) Divco
9	0.2		9504. Other (truck or bus) Western Star
47	0.9		9588. Other (truck or bus) other (truck)
3	0.1		9597. Other (truck or bus) other vehicle
1	0.0		9899. Other make, unknown (automobile)
196	3.7		9989. Unknown make, unknown truck

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

FREQ	Prcnt	BODY TYPE
Van Based Light Trucks (GVWR<10,001 lbs)		
20	0.4	40. Van (includes VW bus, Vanagon, Kombi, Beauville, Chateau, Club Wagon, Sportsman; excludes moving van)
11	0.2	41. Van-commercial cutaway (includes box van, multi-stop, parcel, van pickups, GVWR < 10,001 step-van)
4	0.1	49. Unknown van type
Light Conventional Truck (GVWR <10,001 lbs)		
69	1.3	50. Pickup (includes open box and caps)
28	0.5	53. Cab chassis based (includes light stake, light dump, light tow, rescue vehicles)
1	0.0	55. Truck based station wagon (4-door; includes Suburban, Travelall, Wagoneer)
1	0.0	56. Truck based utility (2-door; inc. Blazer, Bronco-78 on, Jimmy, Ramcharger, Cherokee, Trailduster, Scout)
8	0.2	59. Unknown light conventional truck
1	0.0	68. Utility, base body unknown
6	0.1	69. Unknown light truck (van based or conventional)
Medium/Heavy Truck (GVWR >10,000lbs)		
191	3.6	70. Single unit straight truck (10,000<GVWR<19,500) (includes step vans)
107	2.0	71. Single unit straight truck (19,500<GVWR<26,001)
289	5.4	72. Single unit straight truck (GVWR>26,000)
3975	74.8	74. Truck-tractor
73	1.4	75. Unknown medium truck (10,000<GVWR<26,001)
114	2.1	76. Unknown heavy truck (GVWR>26,000)
191	3.6	78. Single unit straight truck (GVWR unknown)
223	4.2	79. Unknown truck type (light, medium, or heavy)
3	0.1	99. Unknown body type



TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
 FARS VEHICLE VARIABLES

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

FREQ	Prcnt	MODEL YEAR
0	0.0	00.
		- .
40	0.8	66. 1966
44	0.8	67. 1967
42	0.8	68. 1968
83	1.6	69. 1969
87	1.6	70. 1970
136	2.6	71. 1971
180	3.4	72. 1972
291	5.5	73. 1973
319	6.0	74. 1974
207	3.9	75. 1975
232	4.4	76. 1976
449	8.4	77. 1977
525	9.9	78. 1978
683	12.9	79. 1979
444	8.4	80. 1980
381	7.2	81. 1981
326	6.1	82. 1982
311	5.9	83. 1983
360	6.8	84. 1984
21	0.4	85. 1985
61	1.1	99. Unknown

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

VEHICLE ID NUMBER - 1ST 10 POSITIONS

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

FREQ	Prcnt	REGISTRATION STATE
1	0.0	00. Not applicable
152	2.9	01. Alabama
0	0.0	02. Alaska
59	1.1	04. Arizona
58	1.1	05. Arkansas
352	6.6	06. California
52	1.0	08. Colorado
21	0.4	09. Connecticut
25	0.5	10. Delaware
3	0.1	11. District of Columbia

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
FARS VEHICLE VARIABLES

FREQ	Prct	Var 121	REGISTRATION STATE
317	6.0	12.	Florida
189	3.6	13.	Georgia
1	0.0	15.	Hawaii
29	0.5	16.	Idaho
124	2.3	17.	Illinois
174	3.3	18.	Indiana
45	0.8	19.	Iowa
87	1.6	20.	Kansas
62	1.2	21.	Kentucky
94	1.8	22.	Louisiana
20	0.4	23.	Maine
69	1.3	24.	Maryland
41	0.8	25.	Massachusetts
122	2.3	26.	Michigan
97	1.8	27.	Minnesota
76	1.4	28.	Mississippi
60	1.1	29.	Missouri
35	0.7	30.	Montana
77	1.4	31.	Nebraska
27	0.5	32.	Nevada
15	0.3	33.	New Hampshire
144	2.7	34.	New Jersey
28	0.5	35.	New Mexico
138	2.6	36.	New York
247	4.6	37.	North Carolina
20	0.4	38.	North Dakota
208	3.9	39.	Ohio
132	2.5	40.	Oklahoma
76	1.4	41.	Oregon
187	3.5	42.	Pennsylvania
0	0.0	43.	Puerto Rico
5	0.1	44.	Rhode Island
86	1.6	45.	South Carolina
27	0.5	46.	South Dakota
94	1.8	47.	Tennessee
462	8.7	48.	Texas
51	1.0	49.	Utah
10	0.2	50.	Vermont
113	2.1	51.	Virginia
73	1.4	53.	Washington
39	0.7	54.	West Virginia
91	1.7	55.	Wisconsin
19	0.4	56.	Wyoming
107	2.0	92.	No registration
176	3.3	93.	Multiple state registration - in state
133	2.5	94.	Multiple state registration - out-of-state
9	0.2	95.	U.S. government tag
5	0.1	96.	Military vehicle
50	0.9	97.	Foreign country
0	0.0	98.	Other registration

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
FARS VEHICLE VARIABLES

FREQ Prcnt Var 121 REGISTRATION STATE

101 1.9 99. Unknown

---

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

FREQ Prcnt ROLLOVER

4390 82.6 0. No rollover  
307 5.8 1. First event  
618 11.6 2. Subsequent event

---

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

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

FREQ Prcnt JACKKNIFE

1632 30.7 0. Not an articulated vehicle  
3317 62.4 1. No  
133 2.5 2. First event  
233 4.4 3. Subsequent event

---

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

FREQ Prcnt TRAVEL SPEED

246 4.6 00. Stopped vehicle  
6 0.1 01.  
- . Actual miles per hour  
0 0.0 96.  
2 0.0 97. 97 mph or greater  
2606 49.0 99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
FARS VEHICLE VARIABLES

---

Variable	125	<b>HAZARDOUS CARGO</b>	MD1: 9	Field Width: 1
			MD2: None	Type: Numeric

---

FREQ Prcnt      HAZARDOUS CARGO

4872	91.7	0. No
141	2.7	1. Yes
302	5.7	9. Unknown

---

Variable	126	<b>VEHICLE TRAILERING</b>	MD1: 9	Field Width: 1
			MD2: None	Type: Numeric

---

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

FREQ Prcnt      VEHICLE TRAILERING

1425	26.8	0. No
3608	67.9	1. Yes, one trailing unit
182	3.4	2. Yes, two trailing units
5	0.1	3. Yes, three or more trailing units
9	0.2	4. Yes, number of trailing units unknown
86	1.6	9. Unknown

---

Variable	127	<b>SPECIAL USE</b>	MD1: 9	Field Width: 1
			MD2: None	Type: Numeric

---

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

FREQ Prcnt      SPECIAL USE

5048	95.0	0. No special use
0	0.0	1. Taxi
0	0.0	2. Vehicle used as school bus
1	0.0	3. Vehicle used as other bus
7	0.1	4. Military
0	0.0	5. Police
0	0.0	6. Ambulance
0	0.0	7. Firetruck
259	4.9	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
FARS VEHICLE VARIABLES

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

---

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

FREQ Prcnt EMERGENCY USE

5314 100.0 0. No  
1 0.0 1. Yes

---

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

---

FREQ Prcnt IMPACT POINT - INITIAL

285 5.4 00. Non-collision  
465 8.7 01. 1 o'clock  
122 2.3 02. 2 o'clock  
164 3.1 03. 3 o'clock  
88 1.7 04. 4 o'clock  
98 1.8 05. 5 o'clock  
454 8.5 06. 6 o'clock  
157 3.0 07. 7 o'clock  
143 2.7 08. 8 o'clock  
211 4.0 09. 9 o'clock  
139 2.6 10. 10 o'clock  
522 9.8 11. 11 o'clock  
2222 41.8 12. 12 o'clock  
19 0.4 13. Top  
156 2.9 14. Undercarriage  
0 0.0 15. Underride  
17 0.3 16. Override  
53 1.0 99. Unknown

---

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

---

FREQ Prcnt IMPACT POINT - PRINCIPAL

285 5.4 00. Non-collision  
409 7.7 01. 1 o'clock  
107 2.0 02. 2 o'clock  
178 3.3 03. 3 o'clock  
83 1.6 04. 4 o'clock  
94 1.8 05. 5 o'clock  
415 7.8 06. 6 o'clock  
168 3.2 07. 7 o'clock  
110 2.1 08. 8 o'clock

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
FARS VEHICLE VARIABLES

FREQ Prcnt    Var 130    IMPACT POINT - PRINCIPAL

213	4.0	09. 9 o'clock
104	2.0	10. 10 o'clock
485	9.1	11. 11 o'clock
2018	38.0	12. 12 o'clock
68	1.3	13. Top
219	4.1	14. Undercarriage
0	0.0	15. Underride
64	1.2	16. Override
295	5.6	99. Unknown

---

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

FREQ Prcnt    EXTENT OF DEFORMATION

386	7.3	0. None
915	17.2	2. Other (minor)
1193	22.4	4. Functional (moderate)
2753	51.8	6. Disabling (severe)
68	1.3	9. Unknown

---

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

FREQ Prcnt    VEHICLE ROLE

369	6.9	0. Non-collision
3612	68.0	1. Striking
1258	23.7	2. Struck
75	1.4	3. Both
1	0.0	9. Unknown

---

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

FREQ Prcnt    MANNER OF LEAVING SCENE

1499	28.2	1. Driven
3661	68.9	2. Towed away
28	0.5	3. Abandoned
127	2.4	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
FARS VEHICLE VARIABLES

---

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

---

FREQ Prcnt FIRE OCCURRENCE

5022	94.5	0. No fire
293	5.5	1. Fire occurred in vehicle during accident

---

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

---

FREQ Prcnt NO OF OCCUPANTS

61	1.1	00. 0 occupants
4207	79.2	01. 1 occupant
		- .
0	0.0	95. 95 occupants
0	0.0	96. 96 or more occupants
180	3.4	97. Unknown - only injured reported
28	0.5	99. Unknown

---

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

---

FREQ Prcnt NO OF DEATHS IN VEH

4291	80.7	00. 0 deaths
966	18.2	01. 1 death
55	1.0	02. 2 deaths
3	0.1	03. 3 deaths

---

Variable 137 **VEHICLE RELATED FACTORS** MD1: 99 Field Width: 2  
MD2: None Type: Numeric  
Multiple Responses: 2

---

FREQ Prcnt RELATED FACTORS AT VEHICLE LEVEL

9810	92.3	00. None
		Defective
85	0.8	01. Tires
159	1.5	02. Brake system
13	0.1	03. Steering system -tie rod, kingpin, ball joint, etc.
6	0.1	04. Suspension - springs, shock absorbers, MacPherson struts, control arms, etc.
14	0.1	05. Power train - universal joint, drive shaft, transmission, etc.

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
FARS VEHICLE VARIABLES

FREQ	Prcnt	Var 137	VEHICLE RELATED FACTORS
0	0.0	06.	Exhaust system
6	0.1	07.	Headlights
11	0.1	08.	Signal lights
29	0.3	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
2	0.0	14.	Body, doors, other
18	0.2	15.	Trailer hitch
6	0.1	16.	Wheels
35	0.3	18.	Other vehicle defects
48	0.5	31.	Hit-and-run vehicle
0	0.0	32.	Vehicle registration for handicapped
386	3.6	99.	Unknown

---

Variable	138	<b>VEHICLE MANEUVER</b>	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

---

FREQ	Prcnt	VEHICLE MANEUVER
3655	68.8	01. Going straight
100	1.9	02. Slowing or stopping in traffic lane
53	1.0	03. Starting in traffic lane
199	3.7	04. Stopped in traffic lane
130	2.4	05. Passing or overtaking another vehicle
10	0.2	06. Leaving a parked position
28	0.5	07. Parked
2	0.0	08. Entering a parked position
102	1.9	09. Maneuvering to avoid an animal, pedestrian, object, another vehicle, etc.
7	0.1	10. Turning right: right turn on red (RTOR) permitted
1	0.0	11. Turning right: RTOR not permitted
72	1.4	12. Turning right: RTOR not known if permitted or n/a
213	4.0	13. Turning left
17	0.3	14. Making a U-turn
78	1.5	15. Backing up (other than for parking purposes)
68	1.3	16. Changing lanes or merging
520	9.8	17. Negotiating a curve
46	0.9	98. Other
14	0.3	99. Unknown



TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
 FARS VEHICLE VARIABLES

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

FREQ Prcnt MOST HARMFUL EVENT

Non-Collision Event

473	8.9	01. Overturn
94	1.8	02. Fire/explosion
15	0.3	03. Immersion
0	0.0	04. Gas inhalation
23	0.4	05. Fell from vehicle
2	0.0	06. Injured in vehicle
24	0.5	07. Other non-collision

Collision with object not fixed

402	7.6	08. Pedestrian
73	1.4	09. Pedalcycle
39	0.7	10. Railway train
2	0.0	11. Animal
3586	67.5	12. Motor vehicle in transport
46	0.9	13. Motor vehicle in transport in other roadway
40	0.8	14. Parked motor vehicle
2	0.0	15. Other type non-motorist
2	0.0	16. Thrown or falling object
2	0.0	17. Boulder
5	0.1	18. Other object (not fixed)

Collision with fixed object

6	0.1	19. Building
0	0.0	20. Impact attenuator/crash cushion
20	0.4	21. Bridge pier or abutment
1	0.0	22. Bridge parapet end
5	0.1	23. Bridge rail
38	0.7	24. Guardrail
7	0.1	25. Concrete traffic barrier
0	0.0	26. Other longitudinal barrier type
2	0.0	27. Highway/traffic sign post
1	0.0	28. Overhead sign support
2	0.0	29. Luminaire/light support
16	0.3	30. Utility pole
6	0.1	31. Other post, pole or supports
5	0.1	32. Culvert
2	0.0	33. Curb
12	0.2	34. Ditch
17	0.3	35. Embankment - earth
13	0.2	36. Embankment - rock, stone, or concrete
16	0.3	37. Embankment - material type unknown
8	0.2	38. Fence
1	0.0	39. Wall
0	0.0	40. Fire hydrant

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
FARS VEHICLE VARIABLES

FREQ	Prcnt	Var 139 MOST HARMFUL EVENT
0	0.0	41. Shrubbery
47	0.9	42. Tree
4	0.1	43. Other fixed object
0	0.0	44. Pavement surface irregularity (potholes, grooved, grates)
256	4.8	99. Unknown

---

Variable 145	<b>VIN TRUCK FUEL CODE</b>	MD1: None	Field Width: 1
		MD2: None	Type: Numeric

---

FREQ	Prcnt	VIN TRUCK FUEL CODE
0	0.0	1. (E) Electric operated
580	10.9	2. (G) Gas
2167	40.8	3. (D) Diesel
0	0.0	4. (P) Propane
0	0.0	7. (*) Not available from VIN
29	0.5	8. (b)
2539	47.8	9. (9) No VIN information

---

Variable 146	<b>VIN TRUCK WEIGHT CODE</b>	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

---

FREQ	Prcnt	VIN TRUCK WEIGHT CODE
20	0.4	0.
2	0.0	1. 6,000 or less
5	0.1	2. 6,001 - 10,000
5	0.1	3. 10,001 - 14,000
5	0.1	4. 14,001 - 16,000
56	1.1	5. 16,001 - 19,500
453	8.5	6. 19,501 - 26,000
286	5.4	7. 26,001 - 33,000
1944	36.6	8. 33,001 or more
2539	47.8	9. Unknown

---

Variable 147	<b>VIN TRUCK SERIES</b>	MD1: None	Field Width: 3
		MD2: None	Type: Alphabetic

---

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
 FARS VEHICLE VARIABLES

Variable 149	<b>LENGTH OF VIN</b>	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

FREQ	Prcnt	LENGTH OF VIN
0	0.0	01.
		- . Actual value
1168	22.0	17.
507	9.5	99. Unknown VIN length

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
FARS VEHICLE VARIABLES

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

Variable 150	<b>NO OF UNINJURED IN VEH</b>	MD1: None	Field Width: 2
		MD2: None	Type: Numeric

FREQ	Prcnt	NO OF UNINJURED IN VEH
2369	44.6	00. 0 uninjured
2618	49.3	01. 1 uninjured
292	5.5	02. 2 uninjured
30	0.6	03. 3 uninjured
4	0.1	04. 4 uninjured
1	0.0	05. 5 uninjured
1	0.0	06. 6 uninjured

Variable 151	<b>NO OF C-INJURED IN VEH</b>	MD1: None	Field Width: 2
		MD2: None	Type: Numeric

FREQ	Prcnt	NO OF C-INJURED IN VEH
4771	89.8	00. 0 C-injured
508	9.6	01. 1 C-injured
32	0.6	02. 2 C-injured
2	0.0	03. 3 C-injured
1	0.0	04. 4 C-injured
1	0.0	08. 8 C-injured

Variable 152	<b>NO OF B-INJURED IN VEH</b>	MD1: None	Field Width: 2
		MD2: None	Type: Numeric

FREQ	Prcnt	NO OF B-INJURED IN VEH
4630	87.1	00. 0 B-injured
630	11.9	01. 1 B-injured
44	0.8	02. 2 B-injured
8	0.2	03. 3 B-injured
1	0.0	04. 4 B-injured

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
FARS VEHICLE VARIABLES

FREQ	Prcnt	Var 152	NO OF B-INJURED IN VEH
1	0.0	05.	5 B-injured
1	0.0	07.	7 B-injured

---

Variable 153	<b>NO OF A-INJURED IN VEH</b>	MD1: None	Field Width: 2
		MD2: None	Type: Numeric

FREQ	Prcnt	NO OF A-INJURED IN VEH
4897	92.1	00. 0 A-injured
390	7.3	01. 1 A-injured
21	0.4	02. 2 A-injured
4	0.1	03. 3 A-injured
1	0.0	04. 4 A-injured
1	0.0	05. 5 A-injured
1	0.0	16. 16 A-injured

---

Variable 154	<b>NO OF K-INJURED IN VEH</b>	MD1: None	Field Width: 2
		MD2: None	Type: Numeric

FREQ	Prcnt	NO OF K-INJURED IN VEH
4291	80.7	00. 0 killed
966	18.2	01. 1 killed
55	1.0	02. 2 killed
3	0.1	03. 3 killed

---

Variable 155	<b>NO OF UNK INJURED IN VEH</b>	MD1: None	Field Width: 2
		MD2: None	Type: Numeric

FREQ	Prcnt	NO OF UNK INJURED IN VEH
5299	99.7	00. 0 unknown injured
14	0.3	01. 1 unknown injured
1	0.0	02. 2 unknown injured
1	0.0	03. 3 unknown injured

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
FARS VEHICLE VARIABLES

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Variable	206	<b>DRIVER PRESENCE</b>	MD1: 9	Field Width: 1
<hr/>			MD2: None	Type: Numeric

FREQ	Prct	DRIVER PRESENCE
5241	98.6	1. Driver operated vehicle
71	1.3	2. Driverless
2	0.0	3. Driver left scene
1	0.0	9. Unknown

---

Variable	207	<b>DRIVER DRINKING</b>	MD1: 9	Field Width: 1
<hr/>			MD2: None	Type: Numeric

FREQ	Prct	DRIVER DRINKING
5052	95.1	0. No drinking reported
263	4.9	1. Drinking reported
0	0.0	9. Unknown

---

Variable	208	<b>LICENSE STATE</b>	MD1: 99	Field Width: 2
<hr/>			MD2: None	Type: Numeric

FREQ	Prct	LICENSE STATE
134	2.5	01. Alabama
1	0.0	02. Alaska
67	1.3	04. Arizona
100	1.9	05. Arkansas
401	7.5	06. California
61	1.1	08. Colorado
28	0.5	09. Connecticut
18	0.3	10. Delaware
5	0.1	11. District of Columbia
324	6.1	12. Florida
198	3.7	13. Georgia
0	0.0	15. Hawaii
32	0.6	16. Idaho
158	3.0	17. Illinois
164	3.1	18. Indiana
96	1.8	19. Iowa
75	1.4	20. Kansas
101	1.9	21. Kentucky
105	2.0	22. Louisiana
24	0.5	23. Maine
70	1.3	24. Maryland
46	0.9	25. Massachusetts
129	2.4	26. Michigan
91	1.7	27. Minnesota
92	1.7	28. Mississippi

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
 FARS VEHICLE VARIABLES

FREQ	Prcnt	Var 208	LICENSE STATE
120	2.3	29.	Missouri
27	0.5	30.	Montana
61	1.1	31.	Nebraska
17	0.3	32.	Nevada
13	0.2	33.	New Hampshire
107	2.0	34.	New Jersey
44	0.8	35.	New Mexico
159	3.0	36.	New York
217	4.1	37.	North Carolina
22	0.4	38.	North Dakota
228	4.3	39.	Ohio
122	2.3	40.	Oklahoma
65	1.2	41.	Oregon
228	4.3	42.	Pennsylvania
0	0.0	43.	Puerto Rico
8	0.2	44.	Rhode Island
93	1.7	45.	South Carolina
33	0.6	46.	South Dakota
168	3.2	47.	Tennessee
466	8.8	48.	Texas
41	0.8	49.	Utah
8	0.2	50.	Vermont
130	2.4	51.	Virginia
78	1.5	53.	Washington
52	1.0	54.	West Virginia
104	2.0	55.	Wisconsin
22	0.4	56.	Wyoming
4	0.1	94.	Military
41	0.8	95.	Canada
4	0.1	96.	Mexico
4	0.1	97.	Other foreign country
109	2.1	99.	Unknown

---

Variable	209	<b>LICENSE CLASS COMPLIANCE</b>	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

---

FREQ	Prcnt	LICENSE CLASS COMPLIANCE
0	0.0	0. No license required
202	3.8	1. No license, license required
615	11.6	2. Valid license for this class only
89	1.7	3. One valid class license, but not for this class vehicle
4167	78.4	4. Multiple class licenses, valid for this class vehicle
29	0.5	5. Multiple class licenses, no valid license for this class vehicle
213	4.0	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
 FARS VEHICLE VARIABLES

---

Variable	210	<b>LICENSE STATUS</b>	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

---

FREQ	Prct	LICENSE STATUS
0	0.0	0. None required
156	2.9	1. None
4817	90.6	2. Valid
105	2.0	3. Suspended
19	0.4	4. Revoked
35	0.7	5. Expired
4	0.1	6. Cancelled or denied
2	0.0	7. Learner's permit
1	0.0	8. Temporary
176	3.3	9. Unknown

---

Variable	211	<b>LICENSE RESTRICTIONS MET</b>	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

---

FREQ	Prct	COMPLIANCE WITH LICENSE RESTRICTIONS
4123	77.6	0. No restrictions or not applicable
234	4.4	1. Restrictions complied with
6	0.1	2. Restrictions not complied with
684	12.9	3. Restrictions, compliance unknown
268	5.0	9. Unknown

---

Variable	212	<b>DRIVER TRAINING</b>	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

---

FREQ	Prct	DRIVER TRAINING
1428	26.9	0. None
365	6.9	1. High school
45	0.8	2. Commercial
4	0.1	3. School bus
135	2.5	4. Traffic school
26	0.5	5. Two or more types
90	1.7	6. Training, type unknown
3222	60.6	9. Unknown



TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
FARS VEHICLE VARIABLES

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

FREQ Prcnt VIOLATIONS CHARGED

4172	78.5	0. None
32	0.6	1. Alcohol or drugs
61	1.1	2. Speeding
4	0.1	3. Alcohol or drugs and speeding
99	1.9	4. Reckless driving
10	0.2	5. Driving with a suspended or revoked license
333	6.3	6. Other moving violation
88	1.7	7. Non-moving violation
103	1.9	8. Violation, type unknown or other violation
413	7.8	9. Unknown

---

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

FREQ Prcnt NO OF PREVIOUS RECORDED ACCIDENTS

3912	73.6	00. 0 accidents
872	16.4	01. 1 accident
245	4.6	02. 2 accidents
61	1.1	03. 3 accidents
17	0.3	04. 4 accidents
3	0.1	05. 5 accidents
205	3.9	99. Unknown

---

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

FREQ Prcnt NO OF PREVIOUS SUSPENSIONS AND REVOCATIONS

4584	86.2	00. 0 suspensions
354	6.7	01. 1 suspension
115	2.2	02. 2 suspensions
35	0.7	03. 3 suspensions
14	0.3	04. 4 suspensions
3	0.1	05. 5 suspensions
1	0.0	06. 6 suspensions
1	0.0	07. 7 suspensions
2	0.0	10. 10 suspensions
1	0.0	14. 14 suspensions
205	3.9	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
FARS VEHICLE VARIABLES

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Variable	216	<u>NO OF PREV DWI CONVICTNS</u>	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

---

FREQ Prcnt      NO OF PREVIOUS DWI CONVICTIONS

4971	93.5	00.	0	0 DWI convictions
123	2.3	01.	1	1 DWI conviction
10	0.2	02.	2	2 DWI convictions
5	0.1	03.	3	3 DWI convictions
1	0.0	05.	5	5 DWI convictions
205	3.9	99.		Unknown

---

Variable	217	<u>NO OF PREV SPEEDING CONV</u>	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

---

FREQ Prcnt      NO OF PREVIOUS SPEEDING CONVICTIONS

3077	57.9	00.	0	0 speed convictions
1099	20.7	01.	1	1 speed conviction
476	9.0	02.	2	2 speed convictions
245	4.6	03.	3	3 speed convictions
125	2.4	04.	4	4 speed convictions
54	1.0	05.	5	5 speed convictions
17	0.3	06.	6	6 speed convictions
9	0.2	07.	7	7 speed convictions
2	0.0	08.	8	8 speed convictions
4	0.1	09.	9	9 speed convictions
1	0.0	10.	10	10 speed convictions
1	0.0	13.	13	13 speed convictions
205	3.9	99.		Unknown

---

Variable	218	<u>NO OF PREV OTHER MV CONV</u>	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

---

FREQ Prcnt      NO OF PREVIOUS OTHER HARMFUL MV CONVICTIONS

3748	70.5	00.	0	0 other convictions
903	17.0	01.	1	1 other conviction
267	5.0	02.	2	2 other convictions
97	1.8	03.	3	3 other convictions
39	0.7	04.	4	4 other convictions
22	0.4	05.	5	5 other convictions
12	0.2	06.	6	6 other convictions
5	0.1	07.	7	7 other convictions
3	0.1	08.	8	8 other convictions
6	0.1	09.	9	9 other convictions
2	0.0	10.	10	10 other convictions
6	0.1	11.	11	11 other convictions
205	3.9	99.		Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
 FARS VEHICLE VARIABLES

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

FREQ Prcnt LAST ACCIDENT/SUSPENSION/CONVICTION - MONTH

1968	37.0	00. No record
264	5.0	01. January
242	4.6	02. February
281	5.3	03. March
268	5.0	04. April
276	5.2	05. May
291	5.5	06. June
265	5.0	07. July
262	4.9	08. August
263	4.9	09. September
270	5.1	10. October
230	4.3	11. November
230	4.3	12. December
205	3.9	99. Unknown

---

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

FREQ Prcnt LAST ACCIDENT/SUSPENSION/CONVICTION - YEAR

1968	37.0	00. No record
0	0.0	78. 1978
0	0.0	79. 1979
0	0.0	80. 1980
252	4.7	81. 1981
622	11.7	82. 1982
1289	24.3	83. 1983
979	18.4	84. 1984
205	3.9	99. Unknown

---

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

FREQ Prcnt 1ST ACCIDENT/SUSPENSION/CONVICTION - MONTH

1968	37.0	00. No record
267	5.0	01. January
217	4.1	02. February
282	5.3	03. March
272	5.1	04. April
255	4.8	05. May
267	5.0	06. June
266	5.0	07. July
260	4.9	08. August

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
FARS VEHICLE VARIABLES

FREQ Prcnt    Var 221    1ST ACC/SUSPENSN - MONTH

277	5.2	09. September
294	5.5	10. October
251	4.7	11. November
234	4.4	12. December
205	3.9	99. Unknown

---

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

FREQ Prcnt    1ST ACCIDENT/SUSPENSION/CONVICTION - YEAR

1968	37.0	00. No record
0	0.0	78. 1978
0	0.0	79. 1979
0	0.0	80. 1980
980	18.4	81. 1981
1116	21.0	82. 1982
728	13.7	83. 1983
318	6.0	84. 1984
205	3.9	99. Unknown

---

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

FREQ Prcnt    RELATED FACTORS AT DRIVER LEVEL

12158    76.2    00. None

Physical/Mental Condition

143	0.9	01. Drowsy, sleepy, asleep, fatigued
8	0.1	02. Ill, blackout
0	0.0	03. Emotional (e.g., depression, angry, disturbed)
1	0.0	04. Drugs - medication
9	0.1	05. Other drugs
227	1.4	06. Inattentive (talking, eating, etc.)
0	0.0	07. Restricted to wheelchair
0	0.0	08. Paraplegic
0	0.0	09. Impaired due to previous injury
1	0.0	10. Deaf
3	0.0	11. Other physical impairment
0	0.0	12. Mother of dead fetus

Miscellaneous Causes

2    0.0    19. Legally driving on suspended or revoked license

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
 FARS VEHICLE VARIABLES

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FREQ	Prcent	Var 223 DRIVER RELATED FACTORS
36	0.2	20. Leaving vehicle unattended with engine running, leaving vehicle unattended in roadway
47	0.3	21. Overloading or improper loading of vehicle with passengers or cargo
11	0.1	22. Towing or pushing vehicle improperly
12	0.1	23. Failing to dim or to have lights on when required
76	0.5	24. Operating without required equipment
1	0.0	25. Creating unlawful noise or using equipment prohibited by law
90	0.6	26. Following improperly
30	0.2	27. Improper or erratic lane changing
683	4.3	28. Failure to keep in proper lane or running off road
3	0.0	29. Illegal driving on road shoulder, in ditch, on sidewalk or on median
12	0.1	30. Making improper entry to or exit from trafficway
41	0.3	31. Starting or backing improperly
0	0.0	32. Opening vehicle closure into moving traffic or while vehicle is in motion
20	0.1	33. Passing where prohibited by signs, markings, hill or curve, or school bus displaying warning not to pass
3	0.0	34. Passing on wrong side
37	0.2	35. Passing with insufficient distance or inadequate visibility, or failing to yield to overtaking vehicle
244	1.5	36. Operating the vehicle in an erratic, reckless, careless or negligent manner
0	0.0	37. High speed chase - police in pursuit
309	1.9	38. Failure to yield right-of-way
182	1.1	39. Failure to obey traffic signs, control devices or traffic officers, or failure to observe safety zone
0	0.0	40. Passing through or around barrier
10	0.1	41. Failure to observe warnings or instructions on vehicles displaying them
9	0.1	42. Failure to signal intentions
1	0.0	43. Giving wrong signal
602	3.8	44. Driving too fast for conditions or in excess of posted maximum
11	0.1	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
51	0.3	48. Making other improper turn
0	0.0	49. Failure to comply with physical restrictions of license
3	0.0	50. Driving wrong way on one-way trafficway
69	0.4	51. Driving on wrong side of road
12	0.1	52. Operator inexperience
10	0.1	53. Unfamiliar with roadway
54	0.3	54. Stopping in roadway (vehicle not abandoned)
0	0.0	55. Underriding a parked truck

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
FARS VEHICLE VARIABLES

FREQ	Prct	Var 223 DRIVER RELATED FACTORS
1	0.0	56. Low tire pressure
3	0.0	57. Locked wheel
28	0.2	58. Over correcting
1	0.0	59. Getting off/out of or on/in to moving vehicle
0	0.0	60. Getting off/out of or on/in to non-moving vehicle
Vision obscured by		
64	0.4	61. Rain, snow, fog, smoke, sand, dust
10	0.1	62. Reflected glare, bright sunlight, headlights
21	0.1	63. Curve, hill, or other design features (including traffic signs, embankment)
3	0.0	64. Building, billboard, etc.
14	0.1	65. Trees, crops, vegetation
14	0.1	66. Moving vehicle (including load)
6	0.0	67. Parked vehicle
0	0.0	68. Splash or spray of passing vehicle
0	0.0	69. Inadequate defrost or defog system
1	0.0	70. Inadequate lighting system
9	0.1	71. Obstructing angles on vehicle
0	0.0	72. Mirrors - rear view
0	0.0	73. Mirrors - other
0	0.0	74. Head restraints
0	0.0	75. Broken or improperly cleaned windshield
3	0.0	76. Other obstruction
Avoiding of swerving due to		
1	0.0	77. Severe crosswind
0	0.0	78. Wind from passing truck
47	0.3	79. Slippery or loose surface
18	0.1	80. Tire blow-out or flat
2	0.0	81. Debris or objects in road
2	0.0	82. Ruts, holes, bumps in road
5	0.0	83. Animals in road
53	0.3	84. Vehicle in road
14	0.1	85. Phantom vehicle
2	0.0	86. Pedestrian, pedalcyclist, or other non-motorist in road
35	0.2	87. Water, snow, oilslick on road
47	0.3	90. Hit-and-run vehicle driver
180	1.1	91. Non-traffic violation charged - manslaughter or other homicide (offense committed without malice)
132	0.8	99. Unknown

The PERSON Variables

Variables 305 through 326 describe the occupant of the truck (i.e. the driver) and are obtained from the FARS person file.

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

FREQ	Prcnt	PERSON NUMBER
74	1.4	00. None
5239	98.6	01. Person #1
2	0.0	02. Person #2
0	0.0	03. Person #3
0	0.0	04. Person #4
0	0.0	05. Person #5
		- .
0	0.0	99. Person #99

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

FREQ	Prcnt	PERSON AGE
0	0.0	00. Up to one year
0	0.0	01.
		- . Age in years
0	0.0	96.
0	0.0	97. 97 years or older
111	2.1	99. Unknown

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

FREQ	Prcnt	PERSON SEX
5141	96.7	1. Male
68	1.3	2. Female
106	2.0	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
FARS PERSON VARIABLES

---

Variable	309	<b>PERSON TYPE</b>	MD1: 9	Field Width: 1
<hr/>			MD2: None	Type: Numeric

FREQ Prcnt      PERSON TYPE

5241	98.6	1. Driver of a motor vehicle in transport
74	1.4	9. Unknown occupant type in a motor vehicle in transport

---

Variable	310	<b>SEATING POSITION</b>	MD1: 99	Field Width: 2
<hr/>			MD2: None	Type: Numeric

FREQ Prcnt      SEATING POSITION

5240	98.6	11. Front seat - left side (driver's side)
75	1.4	99. Unknown

---

Variable	311	<b>MANUAL RESTRAINT SYS</b>	MD1: 9	Field Width: 1
<hr/>			MD2: None	Type: Numeric

FREQ Prcnt      MANUAL (ACTIVE) RESTRAINT SYSTEM

3680	69.2	0. None used (vehicle occupant) or not applicable (non-motorist or passive system)
7	0.1	1. Shoulder belt
272	5.1	2. Lap belt
95	1.8	3. Lap and shoulder belt
0	0.0	4. Child safety seat
0	0.0	5. Motorcycle helmet
44	0.8	8. Restraint used - type unknown or other (including other helmet)
1217	22.9	9. Unknown

---

Variable	312	<b>AUTOMATIC RESTRAINT SYS</b>	MD1: 9	Field Width: 1
<hr/>			MD2: None	Type: Numeric

FREQ Prcnt      AUTOMATIC (PASSIVE) RESTRAINT SYSTEM

5153	97.0	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
162	3.0	9. Unknown



TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
FARS PERSON VARIABLES

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

---

FREQ Prcnt EJECTION

4813	90.6	0. Not ejected; not applicable
320	6.0	1. Totally ejected
82	1.5	2. Partially ejected
100	1.9	9. Unknown

---

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

---

FREQ Prcnt EXTRICATION

5012	94.3	0. Not extricated; not applicable
204	3.8	1. Extricated
99	1.9	9. Unknown

---

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

---

FREQ Prcnt ALCOHOL INVOLVEMENT

3670	69.0	0. No (alcohol not involved)
190	3.6	1. Yes (alcohol involved)
1027	19.3	8. Not reported
428	8.1	9. Unknown (Police Reported)

---

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

---

FREQ Prcnt ALCOHOL TEST RESULT

793	14.9	00.
		- . Result value (grams/100 ml%)
0	0.0	94.
4	0.1	95. Test refused
3996	75.2	96. None given
193	3.6	97. AC test performed, results unknown
164	3.1	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
FARS PERSON VARIABLES

Variable	318	<b>INJURY SEVERITY</b>	MD1: 9	Field Width: 1
			MD2: None	Type: Numeric

FREQ	Prcnt	INJURY SEVERITY
2885	54.3	0. 0 - no injury
488	9.2	1. C - possible injury
610	11.5	2. B - nonincapacitating evident injury
331	6.2	3. A - incapacitating injury
892	16.8	4. K - fatal injury
16	0.3	5. Injured, severity unknown
1	0.0	6. Died prior to accident
92	1.7	9. Unknown

Variable	319	<b>TAKEN TO HOSPITAL</b>	MD1: 9	Field Width: 1
			MD2: None	Type: Numeric

FREQ	Prcnt	TAKEN TO HOSPITAL OR TREATMENT FACILITY
3707	69.7	0. No
1457	27.4	1. Yes
151	2.8	9. Unknown

Variable	320	<b>DEATH DATE - MONTH</b>	MD1: 99	Field Width: 2
			MD2: None	Type: Numeric

FREQ	Prcnt	DEATH DATE - MONTH
4348	81.8	00. Not applicable
63	1.2	01. January
71	1.3	02. February
59	1.1	03. March
70	1.3	04. April
60	1.1	05. May
89	1.7	06. June
86	1.6	07. July
99	1.9	08. August
83	1.6	09. September
81	1.5	10. October
65	1.2	11. November
65	1.2	12. December
76	1.4	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
FARS PERSON VARIABLES

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Variable	321	<b>DEATH DATE - DAY</b>	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

---

FREQ	Prcnt	DEATH DATE - DAY
4348	81.8	00. Not applicable
20	0.4	01.
		- . Day of month
21	0.4	31.
80	1.5	99. Unknown

---

Variable	322	<b>DEATH DATE - YEAR</b>	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

---

FREQ	Prcnt	DEATH DATE - YEAR
4348	81.8	00. Not applicable
891	16.8	84. 1984
1	0.0	85. 1985
75	1.4	99. Unknown

---

Variable	323	<b>DEATH TIME - HOURS</b>	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

---

FREQ	Prcnt	DEATH TIME - HOURS
4377	82.4	00. 12:01 am - 12:59 am
33	0.6	01. 1:00 am - 1:59 am
40	0.8	02. 2:00 am - 2:59 am
37	0.7	03. 3:00 am - 3:59 am
38	0.7	04. 4:00 am - 4:59 am
41	0.8	05. 5:00 am - 5:59 am
33	0.6	06. 6:00 am - 6:59 am
49	0.9	07. 7:00 am - 7:59 am
36	0.7	08. 8:00 am - 8:59 am
32	0.6	09. 9:00 am - 9:59 am
35	0.7	10. 10:00 am - 10:59 am
42	0.8	11. 11:00 am - 11:59 am
34	0.6	12. 12:00 pm - 12:59 pm
32	0.6	13. 1:00 pm - 1:59 pm
45	0.8	14. 2:00 pm - 2:59 pm
35	0.7	15. 3:00 pm - 3:59 pm
36	0.7	16. 4:00 pm - 4:59 pm
29	0.5	17. 5:00 pm - 5:59 pm
33	0.6	18. 6:00 pm - 6:59 pm
31	0.6	19. 7:00 pm - 7:59 pm
18	0.3	20. 8:00 pm - 8:59 pm
21	0.4	21. 9:00 pm - 9:59 pm
26	0.5	22. 10:00 pm - 10:59 pm

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
FARS PERSON VARIABLES

FREQ Prcnt    Var 323    DEATH TIME - HOURS

31	0.6	23. 11:00 pm - 11:59 pm
1	0.0	24. 12:00 midnight
150	2.8	99. Unknown

---

Variable	324	<u>DEATH TIME - MINUTES</u>	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ Prcnt    DEATH TIME - MINUTES

4469	84.1	00.
		- . Minute
2	0.0	59.
156	2.9	99. Unknown

---

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

FREQ Prcnt    LAG TIME ACC/DEATH - HRS

600	11.3	000.
		- . Actual time in hours
0	0.0	998.
4501	84.7	999. Unknown

---

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

FREQ Prcnt    LAG TIME ACC/DEATH - MIN

429	8.1	00.
		- . Minute
3	0.1	59.
4545	85.5	99. Unknown

The BMCS and SURVEY Variables

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

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

FREQ	Prcnt	BMCS ID
3657	68.8	00000. Unknown
1	0.0	00109.
		- . BMCS case ID
1	0.0	37365.

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

BMCS cases only

FREQ	Prcnt	STATE OF CARRIER
51	1.0	01. Alabama
0	0.0	02. Alaska
12	0.2	04. Arizona
37	0.7	05. Arkansas
78	1.5	06. California
19	0.4	08. Colorado
12	0.2	09. Connecticut
6	0.1	10. Delaware
1	0.0	11. District of Columbia
75	1.4	12. Florida
58	1.1	13. Georgia
11	0.2	16. Idaho
80	1.5	17. Illinois
74	1.4	18. Indiana
41	0.8	19. Iowa
59	1.1	20. Kansas
22	0.4	21. Kentucky
18	0.3	22. Louisiana
3	0.1	23. Maine
27	0.5	24. Maryland
15	0.3	25. Massachusetts
44	0.8	26. Michigan
59	1.1	27. Minnesota

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
BMCS and SURVEY VARIABLES

FREQ	Prcnt	Var 1002	STATE OF CARRIER
17	0.3	28.	Mississippi
50	0.9	29.	Missouri
16	0.3	30.	Montana
34	0.6	31.	Nebraska
4	0.1	32.	Nevada
1	0.0	33.	New Hampshire
38	0.7	34.	New Jersey
2	0.0	35.	New Mexico
27	0.5	36.	New York
84	1.6	37.	North Carolina
2	0.0	38.	North Dakota
85	1.6	39.	Ohio
58	1.1	40.	Oklahoma
17	0.3	41.	Oregon
80	1.5	42.	Pennsylvania
2	0.0	44.	Rhode Island
27	0.5	45.	South Carolina
8	0.2	46.	South Dakota
46	0.9	47.	Tennessee
103	1.9	48.	Texas
20	0.4	49.	Utah
3	0.1	50.	Vermont
36	0.7	51.	Virginia
23	0.4	53.	Washington
6	0.1	54.	West Virginia
44	0.8	55.	Wisconsin
9	0.2	56.	Wyoming
3657	68.8	98.	Not applicable (Survey case)
14	0.3	99.	Unknown

---

Variable 1003	<b>AREA OF OPERATION</b>	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

---

Both SURVEY and BMCS cases

FREQ	Prcnt	AREA OF OPERATION
3587	67.5	1. Interstate
1120	21.1	2. Intrastate
104	2.0	6. Government owned
62	1.2	7. Daily rental
442	8.3	9. Unknown

---

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

---

Both SURVEY and BMCS cases

FREQ	Prct	OPERATING AUTHORITY
2105	39.6	1. Private
2638	49.6	2. For hire
104	2.0	6. Government owned
62	1.2	7. Daily rental
406	7.6	9. Unknown

---

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

---

Both SURVEY and BMCS cases

FREQ	Prct	CARRIER TYPE
1255	23.6	1. Interstate private
2032	38.2	2. Interstate authorized
215	4.0	3. Interstate exempt
789	14.8	4. Intrastate private
329	6.2	5. Intrastate for hire
104	2.0	6. Government owned
62	1.2	7. Daily rental
529	10.0	9. Unknown

---

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

---

SURVEY cases only

FREQ	Prct	OWNER OPERATOR
264	5.0	1. Yes
1084	20.4	2. No
1658	31.2	7. Not applicable (BMCS)
2308	43.4	8. Not applicable (Not for hire)
1	0.0	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
BMCS and SURVEY VARIABLES

---

Variable 1007	<b>TRIP TYPE</b>	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

---

Both SURVEY and BMCS cases

FREQ	Prcnt	TRIP TYPE
1428	26.9	1. OTR, (over-the-road) (BMCS)
1792	33.7	2. Local delivery
724	13.6	3. OTR, under 200 miles (Survey)
810	15.2	4. OTR, 200 miles and over (Survey)
64	1.2	5. OTR, unknown distance (Survey)
497	9.4	9. Unknown

---

Variable 1009	<b>DISTRICT TYPE</b>	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

---

BMCS cases only

FREQ	Prcnt	DISTRICT TYPE
96	1.8	1. Residential
1168	22.0	2. Rural
394	7.4	3. Business
3657	68.8	8. Not applicable (Survey case)
0	0.0	9. Unknown

---

Variable 1010	<b>MONTH</b>	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

---

BMCS cases only

FREQ	Prcnt	MONTH
134	2.5	01. January
129	2.4	02. February
139	2.6	03. March
114	2.1	04. April
123	2.3	05. May
152	2.9	06. June
127	2.4	07. July
166	3.1	08. August
144	2.7	09. September
155	2.9	10. October
126	2.4	11. November
149	2.8	12. December
3657	68.8	98. Not applicable (Survey case)
0	0.0	99. Unknown



TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
 BMCS and SURVEY VARIABLES

---

Variable 1011	<b>DAY</b>	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

---

BMCS cases only

FREQ	Prcnt	DAY
54	1.0	01.
		- . Day of month
35	0.7	31.
3657	68.8	98. Not applicable (Survey case)
0	0.0	99. Unknown

---

Variable 1012	<b>HOUR</b>	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

---

BMCS cases only

FREQ	Prcnt	HOUR
57	1.1	00. Midnight
65	1.2	01. 1 am
77	1.4	02. 2 am
80	1.5	03. 3 am
53	1.0	04. 4 am
79	1.5	05. 5 am
79	1.5	06. 6 am
67	1.3	07. 7 am
60	1.1	08. 8 am
64	1.2	09. 9 am
73	1.4	10. 10 am
61	1.1	11. 11 am
69	1.3	12. Noon
69	1.3	13. 1 pm
70	1.3	14. 2 pm
97	1.8	15. 3 pm
76	1.4	16. 4 pm
71	1.3	17. 5 pm
79	1.5	18. 6 pm
59	1.1	19. 7 pm
45	0.8	20. 8 pm
63	1.2	21. 9 pm
59	1.1	22. 10 pm
86	1.6	23. 11 pm
3657	68.8	98. Not applicable (Survey case)
0	0.0	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
BMCS and SURVEY VARIABLES

---

<u>Variable 1013</u>	<u>MINUTE</u>	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

---

BMCS cases only

FREQ	Prcnt	MINUTE
965	18.2	00. - . Minute
4	0.1	59.
3657	68.8	98. Not applicable (Survey case)
0	0.0	99. Unknown

---

<u>Variable 1014</u>	<u>ACCIDENT TYPE</u>	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

---

BMCS cases only

FREQ	Prcnt	ACCIDENT TYPE
177	3.3	1. Non-collision
1349	25.4	2. Collision with moving object
132	2.5	3. Collision with fixed or parked object
3657	68.8	8. Not applicable (Survey case)
0	0.0	9. Unknown

---

<u>Variable 1015</u>	<u>OTHER OBJECT INVOLVED</u>	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

---

BMCS cases only

FREQ	Prcnt	OTHER OBJECT INVOLVED
177	3.3	01. Not applicable (non-collision)
134	2.5	02. Commercial truck
53	1.0	03. Fixed object
977	18.4	04. Automobile
103	1.9	05. Pedestrian
5	0.1	06. Bus
8	0.2	07. Train
19	0.4	08. Bicycle
5	0.1	09. Animal
59	1.1	10. Motorcycle
118	2.2	11. Other
3657	68.8	98. Not applicable (Survey case)
0	0.0	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
 BMCS and SURVEY VARIABLES

---

Variable 1016 **VEHICLE #1 ACTION** MD1: 99 Field Width: 2  
 MD2: None Type: Numeric

---

BMCS cases only

FREQ	Prcnt	VEHICLE #1 ACTION
87	1.6	01. Slowing/stopping
54	1.0	02. Stopped
14	0.3	03. Parked
35	0.7	04. Rear-end
14	0.3	05. Backing
15	0.3	06. Making right turn
55	1.0	07. Making left turn
7	0.1	08. Making U-turn
918	17.3	09. Proceeding straight
3	0.1	10. Merging
16	0.3	11. Entering traffic
30	0.6	12. Intersection
18	0.3	13. Passing
9	0.2	14. Changing lanes
10	0.2	15. Sideswipe--opposite direction
30	0.6	16. Head-on--crossed into opposing lane
17	0.3	17. Skidding
32	0.6	18. Vehicle out of control
2	0.0	19. Roll-away
0	0.0	20. Controlled railroad crossing
2	0.0	21. Uncontrolled railroad crossing
9	0.2	22. Other
3657	68.8	97. Not applicable (Survey case)
281	5.3	98. Not applicable (non-collision)
0	0.0	99. Unknown

---

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

---

BMCS cases only

FREQ	Prcnt	VEHICLE #2 ACTION
32	0.6	01. Slowing/stopping
47	0.9	02. Stopped
23	0.4	03. Parked
70	1.3	04. Rear-end
3	0.1	05. Backing
9	0.2	06. Making right turn
64	1.2	07. Making left turn
15	0.3	08. Making U-turn
374	7.0	09. Proceeding straight
11	0.2	10. Merging
53	1.0	11. Entering traffic

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
BMCS and SURVEY VARIABLES

FREQ	Prcnt	Var 1017	VEHICLE #2 ACTION
88	1.7		12. Intersection
26	0.5		13. Passing
28	0.5		14. Changing lanes
42	0.8		15. Sideswipe--opposite direction
256	4.8		16. Head-on--crossed into opposing lane
24	0.5		17. Skidding
75	1.4		18. Vehicle out of control
1	0.0		19. Roll-away
3	0.1		20. Controlled railroad crossing
1	0.0		21. Uncontrolled railroad crossing
27	0.5		22. Other
3657	68.8		97. Not applicable (Survey case)
381	7.2		98. Not applicable (non-collision)
5	0.1		99. Unknown

---

Variable 1018	<b>VEHICLE #3 ACTION</b>	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

---

BMCS cases only

FREQ	Prcnt	VEHICLE #3 ACTION
16	0.3	01. Slowing/stopping
21	0.4	02. Stopped
9	0.2	03. Parked
18	0.3	04. Rear-end
0	0.0	05. Backing
1	0.0	06. Making right turn
2	0.0	07. Making left turn
0	0.0	08. Making U-turn
86	1.6	09. Proceeding straight
0	0.0	10. Merging
5	0.1	11. Entering traffic
5	0.1	12. Intersection
3	0.1	13. Passing
6	0.1	14. Changing lanes
5	0.1	15. Sideswipe--opposite direction
6	0.1	16. Head-on--crossed into opposing lane
3	0.1	17. Skidding
13	0.2	18. Vehicle out of control
0	0.0	19. Roll-away
0	0.0	20. Controlled railroad crossing
0	0.0	21. Uncontrolled railroad crossing
7	0.1	22. Other
3657	68.8	97. Not applicable (Survey case)
1396	26.3	98. Not applicable (non-collision)
56	1.1	99. Unknown

---

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

---

Both SURVEY and BMCS cases

FREQ	Prcnt	PRIMARY EVENT OTHER THAN COLLISION
100	1.9	0. Ran off road
12	0.2	1. Jackknife
242	4.6	2. Overturn
17	0.3	3. Separation of units
4	0.1	4. Fire
6	0.1	5. Loss or spillage of cargo
3	0.1	6. Cargo shift
1	0.0	7. Other
4692	88.3	8. Not applicable (collision)
238	4.5	9. Unknown

---

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

---

Both SURVEY and BMCS cases

FREQ	Prcnt	ASSOCIATED ACCIDENT EVENT
3765	70.8	1. None
38	0.7	2. Spillage of hazardous cargo
347	6.5	3. Fire
615	11.6	4. Spillage of non-hazardous cargo
89	1.7	5. Explosion
461	8.7	9. Unknown

---

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

---

Both SURVEY and BMCS cases

FREQ	Prcnt	DRIVER AGE
1	0.0	15. 15 years
6	0.1	17. 17 years
21	0.4	18. 18 years
46	0.9	19. 19 years
58	1.1	20. 20 years
78	1.5	21. 21 years
123	2.3	22. 22 years
133	2.5	23. 23 years
143	2.7	24. 24 years
153	2.9	25. 25 years

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
BMCS and SURVEY VARIABLES

FREQ	Prct	Var 1021	DRIVER AGE
182	3.4	26.	26 years
210	4.0	27.	27 years
184	3.5	28.	28 years
173	3.3	29.	29 years
153	2.9	30.	30 years
161	3.0	31.	31 years
149	2.8	32.	32 years
162	3.0	33.	33 years
155	2.9	34.	34 years
150	2.8	35.	35 years
145	2.7	36.	36 years
145	2.7	37.	37 years
141	2.7	38.	38 years
129	2.4	39.	39 years
136	2.6	40.	40 years
148	2.8	41.	41 years
123	2.3	42.	42 years
114	2.1	43.	43 years
92	1.7	44.	44 years
101	1.9	45.	45 years
121	2.3	46.	46 years
105	2.0	47.	47 years
75	1.4	48.	48 years
81	1.5	49.	49 years
77	1.4	50.	50 years
82	1.5	51.	51 years
77	1.4	52.	52 years
85	1.6	53.	53 years
69	1.3	54.	54 years
70	1.3	55.	55 years
72	1.4	56.	56 years
51	1.0	57.	57 years
62	1.2	58.	58 years
54	1.0	59.	59 years
37	0.7	60.	60 years
40	0.8	61.	61 years
23	0.4	62.	62 years
21	0.4	63.	63 years
14	0.3	64.	64 years
7	0.1	65.	65 years
7	0.1	66.	66 years
11	0.2	67.	67 years
8	0.2	68.	68 years
3	0.1	69.	69 years
3	0.1	70.	70 years
2	0.0	72.	72 years
2	0.0	73.	73 years
1	0.0	74.	74 years
3	0.1	75.	75 years
1	0.0	78.	78 years
336	6.3	99.	Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
 BMCS and SURVEY VARIABLES

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

BMCS cases only

FREQ	Prcnt	YEARS DRIVER EMPLOYED
243	4.6	00. 0 years
608	11.4	01. 1 year
161	3.0	02. 2 years
103	1.9	03. 3 years
69	1.3	04. 4 years
69	1.3	05. 5 years
63	1.2	06. 6 years
40	0.8	07. 7 years
36	0.7	08. 8 years
24	0.5	09. 9 years
29	0.5	10. 10 years
28	0.5	11. 11 years
20	0.4	12. 12 years
16	0.3	13. 13 years
18	0.3	14. 14 years
21	0.4	15. 15 years
18	0.3	16. 16 years
7	0.1	17. 17 years
5	0.1	18. 18 years
13	0.2	19. 19 years
10	0.2	20. 20 years
5	0.1	21. 21 years
8	0.2	22. 22 years
5	0.1	23. 23 years
4	0.1	24. 24 years
4	0.1	25. 25 years
6	0.1	26. 26 years
5	0.1	27. 27 years
3	0.1	28. 28 years
1	0.0	29. 29 years
3	0.1	30. 30 years
1	0.0	32. 32 years
2	0.0	33. 33 years
2	0.0	34. 34 years
3	0.1	35. 35 years
1	0.0	36. 36 years
1	0.0	40. 40 years
3657	68.8	98. Not applicable (Survey case)
3	0.1	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
BMCS and SURVEY VARIABLES

---

Variable 1023	<b>HOURS DRIVING</b>	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

---

Both SURVEY and BMCS cases

FREQ	Prcnt	HOURS DRIVING
1017	19.1	01. 1 hour
565	10.6	02. 2 hours
513	9.7	03. 3 hours
520	9.8	04. 4 hours
426	8.0	05. 5 hours
406	7.6	06. 6 hours
228	4.3	07. 7 hours
191	3.6	08. 8 hours
87	1.6	09. 9 hours
37	0.7	10. 10 hours
21	0.4	11. 11 hours
2	0.0	12. 12 hours
1	0.0	13. 13 hours
1	0.0	14. 14 hours
1	0.0	16. 16 hours
1	0.0	19. 19 hours
170	3.2	98. Not applicable
1128	21.2	99. Unknown

---

Variable 1024	<b>SCHEDULED HOURS</b>	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

---

BMCS cases only

FREQ	Prcnt	SCHEDULED HOURS
154	2.9	01. 1 hour
112	2.1	02. 2 hours
111	2.1	03. 3 hours
149	2.8	04. 4 hours
134	2.5	05. 5 hours
155	2.9	06. 6 hours
100	1.9	07. 7 hours
178	3.3	08. 8 hours
99	1.9	09. 9 hours
205	3.9	10. 10 hours
34	0.6	11. 11 hours
195	3.7	12. Not applicable (BMCS code)
3657	68.8	98. Not applicable (Survey case)
32	0.6	99. Unknown



TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
 BMCS and SURVEY VARIABLES

---

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

---

BMCS cases only

FREQ	Prcnt	DRIVER CONDITION
1608	30.3	1. Apparently normal
4	0.1	2. Sick
10	0.2	3. Had been drinking
29	0.5	4. Dozed at wheel
0	0.0	5. Medical waiver
7	0.1	6. Other
3657	68.8	8. Not applicable (Survey case)
0	0.0	9. Unknown

---

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

---

Both SURVEY and BMCS cases

FREQ	Prcnt	POWER UNIT TYPE
297	5.6	0. Unknown
1350	25.4	1. Straight truck
3668	69.0	8. Tractor

---

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

---

Both SURVEY and BMCS cases

FREQ	Prcnt	STRAIGHT TRUCK BODY STYLE
3672	69.1	0. Not applicable (tractor)
309	5.8	1. Van
99	1.9	2. Flat
127	2.4	3. Tank
397	7.5	6. Dump
123	2.3	7. Refuse
283	5.3	8. Other
305	5.7	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
BMCS and SURVEY VARIABLES

---

Variable 1028	<b>CAB STYLE</b>	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

---

Both SURVEY and BMCS cases

FREQ	Prct	CAB STYLE
2718	51.1	1. Conventional
2168	40.8	2. Cabover or cab-forward
429	8.1	9. Unknown

---

Variable 1029	<b>POWER UNIT YEAR</b>	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

---

Both SURVEY and BMCS cases

FREQ	Prct	POWER UNIT YEAR
1	0.0	48. 1948
2	0.0	53. 1953
1	0.0	54. 1954
1	0.0	55. 1955
1	0.0	56. 1956
4	0.1	57. 1957
4	0.1	58. 1958
1	0.0	59. 1959
6	0.1	60. 1960
3	0.1	61. 1961
8	0.2	62. 1962
12	0.2	63. 1963
17	0.3	64. 1964
25	0.5	65. 1965
37	0.7	66. 1966
44	0.8	67. 1967
49	0.9	68. 1968
69	1.3	69. 1969
76	1.4	70. 1970
121	2.3	71. 1971
173	3.3	72. 1972
274	5.2	73. 1973
300	5.6	74. 1974
216	4.1	75. 1975
235	4.4	76. 1976
418	7.9	77. 1977
507	9.5	78. 1978
656	12.3	79. 1979
420	7.9	80. 1980
366	6.9	81. 1981
320	6.0	82. 1982
286	5.4	83. 1983
374	7.0	84. 1984

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
 BMCS and SURVEY VARIABLES

FREQ Prcnt Var 1029 POWER UNIT YEAR

17	0.3	85.	1985
271	5.1	99.	Unknown

---

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

Both SURVEY and BMCS cases

FREQ Prcnt POWER UNIT NO. OF AXLES

1261	23.7	2.	2 axles
3686	69.4	3.	3 axles
63	1.2	4.	4 or more axles
305	5.7	9.	Unknown

---

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

Both SURVEY and BMCS cases

FREQ Prcnt POWER UNIT MAKE

40	0.8	01.	Autocar
13	0.2	02.	Brockway
219	4.1	03.	Chevrolet
26	0.5	04.	Diamond Reo
15	0.3	05.	Dodge
634	11.9	06.	Ford
566	10.6	07.	Freightliner
477	9.0	08.	GMC
2	0.0	09.	Hendrickson
1068	20.1	10.	International Harvester
539	10.1	11.	Kenworth
706	13.3	12.	Mack
14	0.3	13.	Marmon
415	7.8	14.	Peterbilt
243	4.6	15.	White
16	0.3	16.	Mercedes Benz
11	0.2	17.	Volvo
19	0.4	18.	Western Star
20	0.4	97.	Other (Survey)
7	0.1	98.	Other (BMCS)
265	5.0	99.	Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
BMCS and SURVEY VARIABLES

---

Variable 1032	<b>POWER UNIT LENGTH</b>	MD1: 999	Field Width: 3
		MD2: None	Type: Numeric

---

SURVEY cases only

FREQ	Prct	POWER UNIT LENGTH
5	0.1	014. 14 feet
42	0.8	015. 15 feet
38	0.7	016. 16 feet
80	1.5	017. 17 feet
129	2.4	018. 18 feet
348	6.5	019. 19 feet
343	6.5	020. 20 feet
285	5.4	021. 21 feet
415	7.8	022. 22 feet
364	6.8	023. 23 feet
239	4.5	024. 24 feet
259	4.9	025. 25 feet
152	2.9	026. 26 feet
137	2.6	027. 27 feet
131	2.5	028. 28 feet
83	1.6	029. 29 feet
118	2.2	030. 30 feet
40	0.8	031. 31 feet
43	0.8	032. 32 feet
26	0.5	033. 33 feet
15	0.3	034. 34 feet
24	0.5	035. 35 feet
11	0.2	036. 36 feet
5	0.1	037. 37 feet
3	0.1	038. 38 feet
2	0.0	039. 39 feet
3	0.1	040. 40 feet
1	0.0	042. 42 feet
1	0.0	048. 48 feet
1	0.0	050. 50 feet
1658	31.2	998. Not applicable (BMCS case)
314	5.9	999. Unknown

---

Variable 1033	<b>STRAIGHT TRUCK CARGO</b>	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

---

SURVEY cases only

FREQ	Prct	STRAIGHT TRUCK CARGO
126	2.4	01. General freight
16	0.3	02. Household goods
11	0.2	03. Metal: coils, sheets, etc
25	0.5	04. Heavy machinery

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
 BMCS and SURVEY VARIABLES

FREQ	Prcnt	Var 1033	STRAIGHT TRUCK CARGO
1	0.0	05.	Motor vehicles
25	0.5	06.	Driveaway/towaway
13	0.2	07.	Gases in bulk
319	6.0	08.	Solids in bulk
70	1.3	09.	Liquids in bulk
0	0.0	10.	Explosives
41	0.8	11.	Logs/poles/lumber
442	8.3	12.	None (empty)
51	1.0	13.	Refrigerated food
0	0.0	14.	Mobile home
64	1.2	15.	Farm products
32	0.6	16.	Other
1658	31.2	97.	Not Applicable (BMCS case)
2083	39.2	98.	Not applicable (not a straight truck)
338	6.4	99.	Unknown

---

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

SURVEY cases only

FREQ	Prcnt	STRAIGHT TRUCK HAZARDOUS CARGO
54	1.0	1. Hazardous cargo
1182	22.2	2. Non-hazardous cargo
1658	31.2	7. Not applicable (BMCS case)
2083	39.2	8. Not applicable (not a straight truck)
338	6.4	9. Unknown

---

Variable 1035 STRT. TRUCK CARGO WEIGHT MD1: 999999 Field Width: 6  
 MD2: None Type: Numeric

SURVEY cases only

FREQ	Prcnt	STRAIGHT TRUCK CARGO WEIGHT
442	8.3	000000. - . Weight in pounds
0	0.0	999994.
1658	31.2	999995. Not applicable (BMCS case)
2103	39.6	999996. Not applicable (not a straight truck)
48	0.9	999997. Some Cargo (weight unknown)
9	0.2	999998. Full (weight unknown)
337	6.3	999999. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
BMCS and SURVEY VARIABLES

---

<u>Variable 1036</u>	<u>POWER UNIT EMPTY WEIGHT</u>	MD1: 999999	Field Width: 6
		MD2: None	Type: Numeric

---

SURVEY cases only

FREQ	Prcnt	POWER UNIT EMPTY WEIGHT
0	0.0	000000.
		- . Weight in pounds
0	0.0	999997.
1658	31.2	999998. Not applicable (BMCS case)
355	6.7	999999. Unknown

---

<u>Variable 1037</u>	<u>1ST TRAILER TYPE</u>	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

---

Both SURVEY and BMCS cases

FREQ	Prcnt	1ST TRAILER TYPE
3516	66.2	1. Semi-trailer
77	1.4	2. Full trailer
51	1.0	3. Other
1356	25.5	4. None
315	5.9	9. Unknown

---

<u>Variable 1038</u>	<u>1ST TRAILER YEAR</u>	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

---

BMCS cases only

FREQ	Prcnt	1ST TRAILER YEAR
1	0.0	51. 1951
1	0.0	54. 1954
2	0.0	57. 1957
2	0.0	58. 1958
3	0.1	61. 1961
6	0.1	62. 1962
6	0.1	63. 1963
3	0.1	64. 1964
4	0.1	65. 1965
9	0.2	66. 1966
10	0.2	67. 1967
19	0.4	68. 1968
32	0.6	69. 1969
20	0.4	70. 1970
32	0.6	71. 1971
48	0.9	72. 1972

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
 BMCS and SURVEY VARIABLES

FREQ	Prcnt	Var 1038	1ST TRAILER YEAR
80	1.5	73.	1973
83	1.6	74.	1974
29	0.5	75.	1975
62	1.2	76.	1976
112	2.1	77.	1977
138	2.6	78.	1978
158	3.0	79.	1979
116	2.2	80.	1980
114	2.1	81.	1981
85	1.6	82.	1982
112	2.1	83.	1983
131	2.5	84.	1984
8	0.2	85.	1985
1	0.0	96.	Unknown if had 1st trailer
3657	68.8	97.	Not applicable (Survey case)
124	2.3	98.	Not applicable (no 1st trailer)
107	2.0	99.	Unknown

---

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

Both SURVEY and BMCS cases

FREQ	Prcnt	1ST TRAILER NO. OF AXLES
224	4.2	01. 1 axle
3223	60.6	02. 2 axles
108	2.0	03. 3 axles
10	0.2	04. 4 or more axles
315	5.9	97. Unknown if had 1st trailer
1356	25.5	98. Not applicable (no 1st trailer)
79	1.5	99. Unknown

---

Variable 1040    1ST TRAILER BODY    MD1:    9    Field Width:    1  
 MD2:    None    Type:    Numeric

Both SURVEY and BMCS cases

FREQ	Prcnt	1ST TRAILER BODY
1672	31.5	0. None or unknown if had 1st trailer
1559	29.3	1. Van
809	15.2	2. Flat
358	6.7	3. Tank
36	0.7	4. Auto carrier
264	5.0	6. Dump
0	0.0	7. Dolly

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
BMCS and SURVEY VARIABLES

FREQ Prcnt    Var 1040    1ST TRAILER BODY

483	9.1	8. Other
134	2.5	9. Unknown

---

Variable 1041	<u>1ST TRAILER CARGO</u>	MD1:    99	Field Width: 2
		MD2:    None	Type:    Numeric

---

SURVEY cases only

FREQ Prcnt    1ST TRAILER CARGO

328	6.2	01. General freight
14	0.3	02. Household goods
89	1.7	03. Metal: coils, sheets, etc
122	2.3	04. Heavy machinery
13	0.2	05. Motor vehicles
0	0.0	06. Driveaway/towaway
10	0.2	07. Gases in bulk
242	4.6	08. Solids in bulk
117	2.2	09. Liquids in bulk
1	0.0	10. Explosives
148	2.8	11. Logs/poles/lumber
627	11.8	12. None (empty)
121	2.3	13. Refrigerated food
6	0.1	14. Mobile home
154	2.9	15. Farm products
3	0.1	16. Other
314	5.9	96. Unknown if had 1st trailer
1658	31.2	97. Not applicable (BMCS case)
1232	23.2	98. Not applicable (no 1st trailer)
116	2.2	99. Unknown

---

Variable 1042	<u>1ST TRAILER HAZ. CARGO</u>	MD1:    9	Field Width: 1
		MD2:    None	Type:    Numeric

---

SURVEY cases only

FREQ Prcnt    1ST TRAILER HAZ. CARGO

82	1.5	1. Hazardous cargo
1923	36.2	2. Non-hazardous cargo
314	5.9	6. Unknown if had 1st trailer
1658	31.2	7. Not applicable (BMCS case)
1232	23.2	8. Not applicable (no 1st trailer)
106	2.0	9. Unknown



---

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

SURVEY cases only

FREQ	Prcnt	1ST TRAILER CARGO WEIGHT
627	11.8	000000.
		- . Weight in pounds
0	0.0	999993.
314	5.9	999994. Unknown if had 1st trailer
1658	31.2	999995. Not applicable (BMCS case)
1232	23.2	999996. Not applicable (no 1st trailer)
76	1.4	999997. Some Cargo (weight unknown)
26	0.5	999998. Full (weight unknown)
99	1.9	999999. Unknown

---

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

SURVEY cases only

FREQ	Prcnt	1ST TRAILER EMPTY WEIGHT
0	0.0	000000.
		- . Weight in pounds
0	0.0	999995.
315	5.9	999996. Unknown if had 1st trailer
0	0.0	999997. Not applicable (BMCS case)
1356	25.5	999998. Not applicable (no 1st trailer)
1674	31.5	999999. Unknown

---

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

SURVEY cases only

FREQ	Prcnt	1ST TRAILER LENGTH
1	0.0	004. 4 feet
1	0.0	006. 6 feet
3	0.1	007. 7 feet
1	0.0	008. 8 feet
5	0.1	010. 10 feet
2	0.0	011. 11 feet
8	0.2	012. 12 feet
6	0.1	013. 13 feet
6	0.1	014. 14 feet
7	0.1	015. 15 feet

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
BMCS and SURVEY VARIABLES

FREQ	Prcnt	Var 1045	1ST TRAILER LENGTH
4	0.1	016.	16 feet
2	0.0	017.	17 feet
4	0.1	018.	18 feet
37	0.7	020.	20 feet
8	0.2	021.	21 feet
15	0.3	022.	22 feet
7	0.1	023.	23 feet
57	1.1	024.	24 feet
21	0.4	025.	25 feet
36	0.7	026.	26 feet
34	0.6	027.	27 feet
59	1.1	028.	28 feet
18	0.3	029.	29 feet
76	1.4	030.	30 feet
8	0.2	031.	31 feet
32	0.6	032.	32 feet
13	0.2	033.	33 feet
14	0.3	034.	34 feet
42	0.8	035.	35 feet
29	0.5	036.	36 feet
14	0.3	037.	37 feet
61	1.1	038.	38 feet
17	0.3	039.	39 feet
541	10.2	040.	40 feet
23	0.4	041.	41 feet
197	3.7	042.	42 feet
66	1.2	043.	43 feet
40	0.8	044.	44 feet
349	6.6	045.	45 feet
17	0.3	046.	46 feet
5	0.1	047.	47 feet
62	1.2	048.	48 feet
8	0.2	050.	50 feet
2	0.0	052.	52 feet
1	0.0	053.	53 feet
1	0.0	058.	58 feet
4	0.1	060.	60 feet
1	0.0	062.	62 feet
1	0.0	065.	65 feet
1	0.0	066.	66 feet
1	0.0	080.	80 feet
1	0.0	095.	95 feet
1	0.0	103.	103 feet
1	0.0	111.	111 feet
1	0.0	146.	146 feet
314	5.9	994.	Unknown if had 1st trailer
1658	31.2	995.	Not applicable (BMCS case)
1232	23.2	996.	Not applicable (no 1st trailer)
16	0.3	997.	Short (estimated under 35 feet)
11	0.2	998.	Long (estimated 35 feet and over)
112	2.1	999.	Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
 BMCS and SURVEY VARIABLES

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Variable 1046	<b>2ND TRAILER TYPE</b>	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

---

Both SURVEY and BMCS cases

FREQ	Prcnt	2ND TRAILER TYPE
0	0.0	1. Semi-trailer
185	3.5	2. Full trailer
5	0.1	3. Other
4774	89.8	4. None
351	6.6	9. Unknown

---

Variable 1047	<b>2ND TRAILER YEAR</b>	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

---

BMCS cases only

FREQ	Prcnt	2ND TRAILER YEAR
1	0.0	55. 1955
2	0.0	60. 1960
1	0.0	64. 1964
1	0.0	66. 1966
2	0.0	67. 1967
2	0.0	69. 1969
2	0.0	70. 1970
2	0.0	71. 1971
1	0.0	72. 1972
3	0.1	73. 1973
4	0.1	74. 1974
2	0.0	75. 1975
2	0.0	76. 1976
6	0.1	77. 1977
3	0.1	78. 1978
5	0.1	79. 1979
4	0.1	80. 1980
5	0.1	81. 1981
4	0.1	82. 1982
1	0.0	83. 1983
6	0.1	84. 1984
3	0.1	85. 1985
1	0.0	96. Unknown if had 2nd trailer
3657	68.8	97. Not applicable (Survey case)
1587	29.9	98. Not applicable (no 2nd trailer)
8	0.2	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
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---

Variable 1048	<b>2ND TRAILER NO. OF AXLES</b>	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

---

Both SURVEY and BMCS cases

FREQ	Prct	2ND TRAILER NO. OF AXLES
6	0.1	01. 1 axle
154	2.9	02. 2 axles
7	0.1	03. 3 axles
12	0.2	04. 4 or more axles
351	6.6	97. Unknown if had 2nd trailer
4774	89.8	98. Not applicable (no 2nd trailer)
11	0.2	99. Unknown

---

Variable 1049	<b>2ND TRAILER BODY</b>	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

---

Both SURVEY and BMCS cases

FREQ	Prct	2ND TRAILER BODY
5126	96.4	0. None or unknown if had 2nd trailer
65	1.2	1. Van
49	0.9	2. Flat
15	0.3	3. Tank
0	0.0	4. Auto carrier
11	0.2	6. Dump
0	0.0	7. Dolly
43	0.8	8. Other
6	0.1	9. Unknown

---

Variable 1050	<b>2ND TRAILER CARGO</b>	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

---

SURVEY cases only

FREQ	Prct	2ND TRAILER CARGO
13	0.2	01. General freight
0	0.0	02. Household goods
3	0.1	03. Metal: coils, sheets, etc
9	0.2	04. Heavy machinery
0	0.0	05. Motor vehicles
0	0.0	06. Driveaway/towaway
0	0.0	07. Gases in bulk
22	0.4	08. Solids in bulk
3	0.1	09. Liquids in bulk
0	0.0	10. Explosives

FREQ	Prcnt	Var 1050 2ND TRAILER CARGO
3	0.1	11. Logs/poles/lumber
43	0.8	12. None (empty)
0	0.0	13. Refrigerated food
0	0.0	14. Mobile home
14	0.3	15. Farm products
0	0.0	16. Other
350	6.6	96. Unknown if had 2nd trailer
1658	31.2	97. Not applicable (BMCS case)
3187	60.0	98. Not applicable (no 2nd trailer)
10	0.2	99. Unknown

---

Variable 1051	<u>2ND TRAILER HAZ. CARGO</u>	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

---

SURVEY cases only

FREQ	Prcnt	2ND TRAILER HAZ. CARGO
1	0.0	1. Hazardous cargo
111	2.1	2. Non-hazardous cargo
350	6.6	6. Unknown if had 2nd trailer
1658	31.2	7. Not applicable (BMCS case)
3187	60.0	8. Not applicable (no 2nd trailer)
8	0.2	9. Unknown

---

Variable 1052	<u>2ND TRAILER CARGO WEIGHT</u>	MD1: 999999	Field Width: 6
		MD2: None	Type: Numeric

---

SURVEY cases only

FREQ	Prcnt	2ND TRAILER CARGO WEIGHT
43	0.8	000000. - . Weight in pounds
0	0.0	999993.
350	6.6	999994. Unknown if had 2nd trailer
1658	31.2	999995. Not applicable (BMCS case)
3187	60.0	999996. Not applicable (no 2nd trailer)
4	0.1	999997. Some Cargo (weight unknown)
1	0.0	999998. Full (weight unknown)
8	0.2	999999. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
 BMCS and SURVEY VARIABLES

---

Variable 1053	<u>2ND TRAILER EMPTY WEIGHT</u>	MD1: 999999	Field Width: 6
		MD2: None	Type: Numeric

---

SURVEY cases only

FREQ	Prct	2ND TRAILER EMPTY WEIGHT
0	0.0	000000.
		- . Weight in pounds
0	0.0	999995.
351	6.6	999996. Unknown if had 2nd trailer
0	0.0	999997. Not applicable (BMCS case)
4774	89.8	999998. Not applicable (no 2nd trailer)
80	1.5	999999. Unknown

---

Variable 1054	<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	006. 6 feet
1	0.0	008. 8 feet
1	0.0	010. 10 feet
1	0.0	011. 11 feet
1	0.0	014. 14 feet
2	0.0	016. 16 feet
2	0.0	017. 17 feet
2	0.0	018. 18 feet
2	0.0	019. 19 feet
17	0.3	020. 20 feet
4	0.1	021. 21 feet
4	0.1	022. 22 feet
1	0.0	023. 23 feet
24	0.5	024. 24 feet
5	0.1	025. 25 feet
10	0.2	026. 26 feet
14	0.3	027. 27 feet
11	0.2	028. 28 feet
2	0.0	029. 29 feet
6	0.1	030. 30 feet
350	6.6	994. Unknown if had 2nd trailer
1658	31.2	995. Not applicable (BMCS case)
3187	60.0	996. Not applicable (no 2nd trailer)
8	0.2	997. Short (estimated under 35 feet)
1	0.0	998. Long (estimated 35 feet and over)
0	0.0	999. Unknown

---

Variable 1055	<b>3RD TRAILER TYPE</b>	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

---

Both SURVEY and BMCS cases

FREQ	Prcnt	3RD TRAILER TYPE
0	0.0	1. Semi-trailer
0	0.0	2. Full trailer
0	0.0	3. Other
5065	95.3	4. None
250	4.7	9. Unknown

---

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

---

SURVEY cases only

FREQ	Prcnt	3RD TRAILER NO. OF AXLES
249	4.7	96. Unknown if had 3rd trailer
1658	31.2	97. Not applicable (BMCS case)
3408	64.1	98. Not applicable (no 3rd trailer)
0	0.0	99. Unknown

---

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

---

Both SURVEY and BMCS cases

FREQ	Prcnt	3RD TRAILER BODY
5315	100.0	0. None or unknown if had 3rd trailer
0	0.0	1. Van
0	0.0	2. Flat
0	0.0	3. Tank
0	0.0	4. Auto carrier
0	0.0	6. Dump
0	0.0	7. Dolly
0	0.0	8. Other
0	0.0	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
BMCS and SURVEY VARIABLES

---

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

---

SURVEY cases only

FREQ	Prcnt	3RD TRAILER CARGO
0	0.0	01. General freight
0	0.0	02. Household goods
0	0.0	03. Metal: coils, sheets, etc
0	0.0	04. Heavy machinery
0	0.0	05. Motor vehicles
0	0.0	06. Driveaway/towaway
0	0.0	07. Gases in bulk
0	0.0	08. Solids in bulk
0	0.0	09. Liquids in bulk
0	0.0	10. Explosives
0	0.0	11. Logs/poles/lumber
0	0.0	12. None (empty)
0	0.0	13. Refrigerated food
0	0.0	14. Mobile home
0	0.0	15. Farm products
0	0.0	16. Other
249	4.7	96. Unknown if had 3rd trailer
1658	31.2	97. Not applicable (BMCS case)
3408	64.1	98. Not applicable (no 3rd trailer)
0	0.0	99. Unknown

---

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

---

SURVEY cases only

FREQ	Prcnt	3RD TRAILER HAZ. CARGO
0	0.0	1. Hazardous cargo
0	0.0	2. Non-hazardous cargo
249	4.7	6. Unknown if had 3rd trailer
1658	31.2	7. Not applicable (BMCS case)
3408	64.1	8. Not applicable (no 3rd trailer)
0	0.0	9. Unknown



---

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

SURVEY cases only

FREQ	Prcnt	3RD TRAILER CARGO WEIGHT
0	0.0	000000.
		- . Weight in pounds
0	0.0	999993.
249	4.7	999994. Unknown if had 3rd trailer
1658	31.2	999995. Not applicable (BMCS case)
3408	64.1	999996. Not applicable (no 3rd trailer)
0	0.0	999997. Some Cargo (weight unknown)
0	0.0	999998. Full (weight unknown)
0	0.0	999999. Unknown

---

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

SURVEY cases only

FREQ	Prcnt	3RD TRAILER EMPTY WEIGHT
0	0.0	000000.
		- . Weight in pounds
0	0.0	999995.
249	4.7	999996. Unknown if had 3rd trailer
1658	31.2	999997. Not applicable (BMCS case)
3408	64.1	999998. Not applicable (no 3rd trailer)
0	0.0	999999. Unknown

---

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

SURVEY cases only

FREQ	Prcnt	3RD TRAILER LENGTH
249	4.7	994. Unknown if had 3rd trailer
1658	31.2	995. Not applicable (BMCS case)
3408	64.1	996. Not applicable (no 3rd trailer)
0	0.0	997. Short (estimated under 35 feet)
0	0.0	998. Long (estimated 35 feet and over)
0	0.0	999. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
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Variable 1063	<b>VEHICLE COMBINATION CODE</b>	MD1: 0	Field Width: 2
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prcnt	VEHICLE COMBINATION CODE
358	6.7	00. Unknown
1206	22.7	01. Straight truck only
121	2.3	02. Bobtail tractor
76	1.4	03. Straight truck & full trailer
38	0.7	04. Straight truck & other (non-full trailer)
3294	62.0	05. Tractor & semi-trailer
10	0.2	06. Tractor & other (non-semi trailer)
182	3.4	07. Tractor & semi & full
5	0.1	08. Tractor & semi & other
25	0.5	11. Other (i.e., piggybacks, towing vehicles)

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

Both SURVEY and BMCS cases

FREQ	Prcnt	NO. OF TRAILERS
1356	25.5	0. No trailer
3413	64.2	1. 1 trailer
190	3.6	2. 2 trailers
0	0.0	3. 3 trailers
356	6.7	9. Unknown

Variable 1065	<b>TOTAL LENGTH</b>	MD1: 999	Field Width: 3
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prcnt	TOTAL LENGTH
0	0.0	000.
		- . Length in feet
0	0.0	998.
492	9.3	999. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
 BMCS and SURVEY VARIABLES

---

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

---

Both SURVEY and BMCS cases

FREQ	Prcnt	TOTAL WIDTH
2	0.0	06. 6 feet
34	0.6	07. 7 feet
4246	79.9	08. 8 feet
111	2.1	09. 9 feet
21	0.4	10. 10 feet
3	0.1	11. 11 feet
9	0.2	12. 12 feet
1	0.0	13. 13 feet
5	0.1	14. 14 feet
1	0.0	15. 15 feet
1	0.0	17. 17 feet
1	0.0	18. 18 feet
1	0.0	30. 30 feet
2	0.0	98. > 8 feet but not specified
877	16.5	99. Unknown

---

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

---

BMCS cases only

FREQ	Prcnt	TOTAL CARGO WEIGHT
293	5.5	000000.
		- . Weight in pounds
0	0.0	999997.
3657	68.8	999998. Not applicable (Survey case)
148	2.8	999999. Unknown

---

Variable 1068 **GROSS WEIGHT** MD1: 999999 Field Width: 6  
 MD2: None Type: Numeric

---

Both SURVEY and BMCS cases

FREQ	Prcnt	GROSS WEIGHT
1	0.0	000000.
		- . Weight in pounds
0	0.0	999998.
676	12.7	999999. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
BMCS and SURVEY VARIABLES

---

Variable 1069	<b>EMPTY COMBINATION WEIGHT</b>	MD1: 999999	Field Width: 6
		MD2: None	Type: Numeric

---

FREQ	Prct	EMPTY COMBINATION WEIGHT
3	0.1	000000.
		- . Weight in pounds
0	0.0	999998.
1871	35.2	999999. Unknown

---

Variable 1070	<b>FUEL TYPE</b>	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

---

Both SURVEY and BMCS cases

FREQ	Prct	FUEL TYPE
581	10.9	1. Gasoline
4325	81.4	2. Diesel
4	0.1	3. L.P.G.
24	0.5	4. Other
381	7.2	9. Unknown

---

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

---

BMCS cases only

FREQ	Prct	HAZ. MAT. IN CARGO
85	1.6	1. Hazardous cargo
1573	29.6	2. Non-hazardous cargo
3657	68.8	8. Not applicable (Survey case)
0	0.0	9. Unknown

---

Variable 1072	<b>DRIVER KILLED</b>	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

---

BMCS cases only

FREQ	Prct	DRIVER KILLED
294	5.5	1. Yes
1364	25.7	2. No
3657	68.8	8. Not applicable (Survey case)
0	0.0	9. Unknown

---

Variable 1073	<b>DRIVER INJURED</b>	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

---

BMCS cases only

FREQ	Prcnt	DRIVER INJURED
377	7.1	1. Yes
1281	24.1	2. No
3657	68.8	8. Not applicable (Survey case)
0	0.0	9. Unknown

---

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

---

BMCS cases only

FREQ	Prcnt	TOTAL KILLED IN VEHICLE
1332	25.1	00. 0 killed
296	5.6	01. 1 killed
24	0.5	02. 2 killed
4	0.1	03. 3 killed
2	0.0	04. 4 killed
3657	68.8	98. Not applicable (Survey case)
0	0.0	99. Unknown

---

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

---

BMCS cases only

FREQ	Prcnt	TOTAL INJURED IN VEHICLE
1235	23.2	00. 0 injured
369	6.9	01. 1 injured
49	0.9	02. 2 injured
4	0.1	03. 3 injured
1	0.0	04. 4 injured
3657	68.8	98. Not applicable (Survey case)
0	0.0	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
BMCS and SURVEY VARIABLES

---

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

---

BMCS cases only

FREQ	Prcnt	TOTAL KILLED IN ACCIDENT
1381	26.0	01. 1 killed
202	3.8	02. 2 killed
49	0.9	03. 3 killed
19	0.4	04. 4 killed
3	0.1	05. 5 killed
2	0.0	06. 6 killed
1	0.0	07. 7 killed
1	0.0	09. 9 killed
3657	68.8	98. Not applicable (Survey case)
0	0.0	99. Unknown

---

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

---

BMCS cases only

FREQ	Prcnt	TOT. INJURED IN ACCIDENT
928	17.5	00. 0 injured
419	7.9	01. 1 injured
157	3.0	02. 2 injured
77	1.4	03. 3 injured
28	0.5	04. 4 injured
23	0.4	05. 5 injured
9	0.2	06. 6 injured
8	0.2	07. 7 injured
2	0.0	08. 8 injured
1	0.0	09. 9 injured
3	0.1	12. 12 injured
1	0.0	13. 13 injured
2	0.0	18. 18 injured
3657	68.8	98. Not applicable (Survey case)
0	0.0	99. Unknown

---

<u>Variable 1078</u>	<u>WEATHER</u>	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

---

BMCS cases only

FREQ	Prcnt	WEATHER
206	3.9	1. Rain

FREQ	Prcnt	Var 1078 WEATHER
1133	21.3	2. Clear
65	1.2	3. Snow
46	0.9	4. Fog/smog
174	3.3	5. Cloudy/overcast
6	0.1	6. Sleet
13	0.2	7. Other
3657	68.8	8. Not applicable (Survey case)
15	0.3	9. Unknown

---

Variable 1079	<b>LIGHT CONDITION</b>	MD1:	9	Field Width:	1
		MD2:	None	Type:	Numeric

---

BMCS cases only

FREQ	Prcnt	LIGHT CONDITION
767	14.4	1. Daylight
79	1.5	2. Artificial lights
91	1.7	3. Dawn
3	0.1	4. Other
49	0.9	5. Dusk
657	12.4	6. Dark
3657	68.8	8. Not applicable (Survey case)
12	0.2	9. Unknown

---

Variable 1080	<b>ROAD SURFACE CONDITION</b>	MD1:	9	Field Width:	1
		MD2:	None	Type:	Numeric

---

BMCS cases only

FREQ	Prcnt	ROAD SURFACE CONDITION
1242	23.4	1. Dry
267	5.0	2. Wet
38	0.7	3. Snowy
68	1.3	4. Icy
14	0.3	5. Other
11	0.2	6.
3657	68.8	8. Not applicable (Survey case)
18	0.3	9. Unknown

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Variable 1081	<b>NUMBER OF LANES</b>	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

BMCS cases only

FREQ	Prct	NUMBER OF LANES
40	0.8	1. 1 lane
816	15.4	2. 2 lanes
100	1.9	3. 3 lanes
673	12.7	4. 4 or more lanes
3657	68.8	8. Not applicable (Survey case)
29	0.5	9. Unknown

Variable 1082	<b>HIGHWAY TYPE</b>	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

BMCS cases only

FREQ	Prct	HIGHWAY TYPE
776	14.6	1. Divided
848	16.0	2. Undivded
3657	68.8	8. Not applicable (Survey case)
34	0.6	9. Unknown

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

BMCS cases only

FREQ	Prct	CARGO (BMCS)
514	9.7	01. General freight
42	0.8	02. Household goods
92	1.7	03. Metal: coils, sheets, etc
39	0.7	04. Heavy machinery
18	0.3	05. Motor vehicles
1	0.0	06. Driveaway/towaway
4	0.1	07. Gases in bulk
70	1.3	08. Solids in bulk
98	1.8	09. Liquids in bulk
1	0.0	10. Explosives
61	1.1	11. Logs/poles/lumber
398	7.5	12. None (empty)
160	3.0	13. Refrigerated food
3	0.1	14. Mobile home
50	0.9	15. Farm products
67	1.3	16. Other



TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
 BMCS and SURVEY VARIABLES

FREQ	Prct	Var 1083	CARGO (BMCS)
3657	68.8	98.	Not applicable (Survey case)
40	0.8	99.	Unknown

---

Variable 1084	<b>INTERVIEW STATUS</b>	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

---

Both SURVEY and BMCS cases

FREQ	Prct	INTERVIEW STATUS
3106	58.4	1. Completed
0	0.0	2. Refusal
145	2.7	3. Partial
406	7.6	4. Unable to contact
1658	31.2	9. No interview

---

Variable 1085	<b>SOURCE OF INFORMATION</b>	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

---

Both SURVEY and BMCS cases

FREQ	Prct	SOURCE OF INFORMATION
170	3.2	1. Police report
3250	61.1	2. Interview
1658	31.2	4. Match with BMCS
1	0.0	5. Mail Survey
236	4.4	9. None

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
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The remaining variables indicate modifications to responses received from the interview. Also indicated here are deductions made by the editors to fill in missing data elements. The numbers coded in these variables are the question numbers on the interview form (see Appendix).

---

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

---

SURVEY cases only

FREQ	Prct	1ST QUESTION DERIVED
1661	31.3	00. None
244	4.6	07. Question 7
83	1.6	08. Question 8
45	0.8	13. Question 13
703	13.2	17. Question 17
43	0.8	18. Question 18
368	6.9	19. Question 19
460	8.7	20. Question 20
32	0.6	21. Question 21
1	0.0	22. Question 22
6	0.1	23. Question 23
11	0.2	27. Question 27
1658	31.2	99. Not applicable (BMCS case)

---

<u>Variable 1089</u>	<u>2ND QUESTION DERIVED</u>	MD1: 0	Field Width: 2
		MD2: None	Type: Numeric

---

SURVEY cases only

FREQ	Prct	2ND QUESTION DERIVED
2313	43.5	00. None
9	0.2	07. Question 7
52	1.0	08. Question 8
33	0.6	13. Question 13
82	1.5	17. Question 17
113	2.1	18. Question 18
747	14.1	19. Question 19
168	3.2	20. Question 20
131	2.5	21. Question 21
2	0.0	23. Question 23
7	0.1	27. Question 27
1658	31.2	99. Not applicable (BMCS case)

---

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

SURVEY cases only

FREQ	Prcnt	3RD QUESTION DERIVED
3058	57.5	00. None
20	0.4	07. Question 7
5	0.1	08. Question 8
21	0.4	13. Question 13
15	0.3	17. Question 17
17	0.3	18. Question 18
156	2.9	19. Question 19
261	4.9	20. Question 20
83	1.6	21. Question 21
8	0.2	22. Question 22
4	0.1	23. Question 23
9	0.2	27. Question 27
1658	31.2	99. Not applicable (BMCS case)

---

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

SURVEY cases only

FREQ	Prcnt	4TH QUESTION DERIVED
3440	64.7	00. None
10	0.2	07. Question 7
6	0.1	08. Question 8
7	0.1	13. Question 13
5	0.1	17. Question 17
3	0.1	18. Question 18
25	0.5	19. Question 19
62	1.2	20. Question 20
97	1.8	21. Question 21
1	0.0	23. Question 23
1	0.0	27. Question 27
1658	31.2	99. Not applicable (BMCS case)

---

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

SURVEY cases only

FREQ	Prcnt	5TH QUESTION DERIVED
3598	67.7	00. None

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
BMCS and SURVEY VARIABLES

FREQ	Prcnt	Var 1092 5TH QUESTION DERIVED
6	0.1	07. Question 7
1	0.0	08. Question 8
2	0.0	18. Question 18
2	0.0	19. Question 19
12	0.2	20. Question 20
32	0.6	21. Question 21
3	0.1	22. Question 22
1	0.0	23. Question 23
1658	31.2	99. Not applicable (BMCS case)

---

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

---

SURVEY cases only

FREQ	Prcnt	6TH QUESTION DERIVED
3646	68.6	00. None
3	0.1	07. Question 7
4	0.1	21. Question 21
2	0.0	22. Question 22
1	0.0	23. Question 23
1	0.0	27. Question 27
1658	31.2	99. Not applicable (BMCS case)

---

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

---

SURVEY cases only

FREQ	Prcnt	7TH QUESTION DERIVED
3655	68.8	00. None
1	0.0	07. Question 7
1	0.0	22. Question 22
1658	31.2	99. Not applicable (BMCS case)

---

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

---

SURVEY cases only

FREQ	Prcnt	8TH QUESTION DERIVED
3657	68.8	00. None

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
BMCS and SURVEY VARIABLES

Page 91

FREQ Prcnt Var 1095 8TH QUESTION DERIVED  
1658 31.2 99. Not applicable (BMCS case)

---

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

SURVEY cases only

FREQ Prcnt 9TH QUESTION DERIVED  
3657 68.8 00. None  
1658 31.2 99. Not applicable (BMCS case)

---

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

SURVEY cases only

FREQ Prcnt 10TH QUESTION DERIVED  
3657 68.8 00. None  
1658 31.2 99. Not applicable (BMCS case)

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1984  
BMCS and SURVEY VARIABLES

APPENDIX







POWER UNIT

9. Power Unit Make

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

(Specify) 14-15

10. Power Unit Model \_\_\_\_\_

(Name or No.)

11. Power Unit Model Year: 19 \_\_\_\_\_

(from registration)

16 17

12. Power Unit Cab Style

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

18

13. Fuel

- Gas [ ] 1
- Diesel [ ] 2
- Other \_\_\_\_\_ [ ] 4

(Specify)

19

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

VEHICLE CONFIGURATION

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

LENGTH AND WEIGHT

17. What was the TOTAL WEIGHT of the truck and any cargo at the time of the accident? \_\_\_\_\_ Lbs.  
32 33 34 35 36 37

18. What was the CARGO WEIGHT?  
 ST. TRK. \_\_\_\_\_ Lbs.  
 (% Full: 38 39 40 41 42 43)

1ST TRLR. \_\_\_\_\_ Lbs.  
 (% Full: 44 45 46 47 48 49)

2ND TRLR. \_\_\_\_\_ Lbs.  
 (% Full: 50 51 52 53 54 55)

3RD TRLR. \_\_\_\_\_ Lbs.  
 (% Full: 56 57 58 59 60 61)

19. What are the EMPTY WEIGHTS of the units?  
 TRAC/ST TRK. \_\_\_\_\_ Lbs.  
62 63 64 65 66 67

1ST TRLR. \_\_\_\_\_ Lbs.  
68 69 70 71 72 73

2ND TRLR. \_\_\_\_\_ Lbs. [1]  
74 75 76 77 78 79 80

3RD TRLR. \_\_\_\_\_ Lbs.  
9 10 11 12 13 14

Empty Combination Weight: \_\_\_\_\_ Lbs.)  
15 16 17 18 19 20

Dup Col 1-8

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

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

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

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

23. Cargo \_\_\_\_\_  
 (Specify and code below)

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

24. Hazardous Cargo

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

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

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

50

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

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

51

27. At the time of the accident how many hours had the driver been driving?           Hrs.  
52 53

\*\*\* END OF INTERVIEW \*\*\*

Thank you for your cooperation.

28. Driver Age (*from FARS*)           Years  
54 55

-----  
 REMAINDER TO BE COMPLETED BY EDITOR.

29. Interview Status

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

56

30. Source

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

57

DERIVED INFORMATION (*Insert question numbers.*)

58 59

68 69

60 61

70 71

62 63

72 73

64 65

74 75

66 67

76 77

[2]  
80