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The analysis has been restricted to passenger cars to estimate the number of fatalities, the total number of occupants in all towaway crashes, and the ratio of these two numbers. Data are shown for (1) right and left side impacts, (2) for vehicles impacted by other cars, by trucks, or by fixed objects, and (3) for drivers vs. other seated positions vs. others. About 60% of the side-impact fatalities in passenger cars in the U.S. occur as the result of the car being struck by a truck or striking a fixed object; most of the other 40% result from impact by another passenger car.

A principal purpose of this analysis was to assess the value of the FARS data in providing an understanding of a particular accident type, and the conclusion is drawn that FARS is useful now, and is likely to be more so in the future. Since it contains the census of fatal highway accidents in the U.S., conclusions drawn from this file are limited only by inaccuracies in the data and not by statistical sampling considerations.

Appended to this report is a dictionary-codebook for the 1977 FARS file used for the analysis presented herein. The tabulations presented in the codebook show the one-way distributions for crashes, vehicles, and occupants in fatal accidents in the U.S. during 1977.

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THE FARS DATA AND SIDE IMPACT COLLISIONS

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June, 1979

Abstract

Information on side-impact fatal accident cases has been extracted from the NHTSA's 1977 Fatal Accident Reporting System (FARS) files, combined with parallel information from the National Crash Severity Study (NCSS), and used to estimate the relative frequency of various kinds of side-impact collisions.

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Introduction

The Fatal Accident Reporting System (FARS) was conceived about six years ago by the Center for Statistics and Analysis of the National Highway Traffic Safety Administration. The data are furnished in common form by persons in the various states, and the computer files are subsequently built under NHTSA's direction. The earliest years did not have participation of all of the states, but since 1976 this file has been a relatively complete record of U. S. fatal accidents. Quality of the data has continually improved.

The attractiveness of using the FARS data, from a research point of view, lies in the fact that they represent a census of the nation's fatal accidents. When a question arises about the limited population of fatal traffic accidents, an unequivocal answer is available from this source. The latest year's files have a relatively low missing data rate, and for many variables there is a basis for analysis of significant depth.

The exposition of how FARS data are useful requires a specific context, and the topic of side-impact crashes has been chosen because of a current high level of interest.

Statement of the Problem

Anderson[1] reported in 1974 concerning the danger to occupants of cars incurring side intrusion. He noted that "Research designed to determine the most probable intrusion sources and associated injury has been sparse," but reviewed briefly the work of Friedberg, Garrett and Kihlberg[2] and Huelke, Marsh and Sherman[3]. Friedberg et al. found intrusion present in 92.2 percent of the side-impact cases studied in

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[1]Anderson, Theodore E, Passenger Compartment Intrusion in Automobile Accidents, Calspan Corporation, October 1974.

[2]Friedberg, M., Garrett, J., and Kihlberg, J., Automobile Side Impacts and Related Injuries, Cornell Aeronautical Laboratories, December, 1969.

[3]Huelke, D., Marsh, J., and Sherman, H., Analysis of Rollover Accident Factors and Injury Causation, Proceedings of the 16th Conference of the American Association for Automotive Medicine, October, 1972.

five model years of passenger cars in the ACIR data, with a higher frequency of injury for occupants seated on the impacted side of the car. Huelke et al. did not address side crush, but concluded that, although increased roof crush in rollovers was associated with higher injury levels, there was not much evidence that reducing roof crush would significantly decrease injury hazard associated with rollover crashes.

The initial versions of the side door strength standard (FMVSS #214) did not reference any particular studies, but argued that since side intrusion was highly correlated with injury it was appropriate to strengthen the doors. It is not clear just how the actual crush resistance requirements were derived.

The installation of side door beams to minimize intrusion in side collisions was initiated by General Motors in 1967, and other manufacturers followed until the standard brought all vehicles to the same nominal level of performance in 1973. Since that time there have been several analyses which have attempted to measure the effectiveness of this standard in reducing injury--mostly with negligible results.[4, 5, 6] More recently, the Center for Environment and Man[7] and Stanford Research Institute[8] have provided research plans for further evaluation of the effectiveness of the side door strength

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[4] McLean, A. J., Collection and Analysis of Collision Data for Determining the Effectiveness of Some Vehicle Systems, MVMA, UNC 7301-C19, 1973.

[5] Preston, F., and Shortridge, R., An Evaluation of the Effectiveness of Side Door Beams Based on Accident Exposure, HSRI, University of Michigan, UM-HSRI-SA-73-8, September 1973.

[6] Huelke, D., and O'Day, J., The Federal Motor Vehicle Safety Standards: Recommendations for Increased Occupant Safety, Proceedings: Fourth International Congress on Automotive Safety, July, 1975, 275-292.

[7] Final Design and Implementation Plan for Evaluating the Effectiveness of FMVSS 214: Side Door Strength, Center for the Environment and Man, Inc., January, 1977, DOT HS 802 345.

[8] Braun, R. L. et al., Evaluation Methodologies for Federal Motor Vehicle Safety Standards, Stanford Research Institute, March, 1977, DOT HS 802 341.

standard using existing or future accident data.

The initial door strength standard, then, was evidently based on the observation of intrusion in many accidents, and upon an engineering judgment that stiffening the vehicle side structures would reduce this intrusion. At the present time a new version of the door strength standard is under consideration, and it is appropriate to study the currently available accident data to see whether a more precise definition of the problem is possible. In particular, the FARS data should now be able to provide a true reading as to the numbers of side impacts involving fatalities, as well as certain other details about such crashes. Additionally, the data compiled in the National Crash Severity Study, intended as a representative sample of towaway passenger car crashes in the United States, should provide a baseline for interpreting the FARS data.

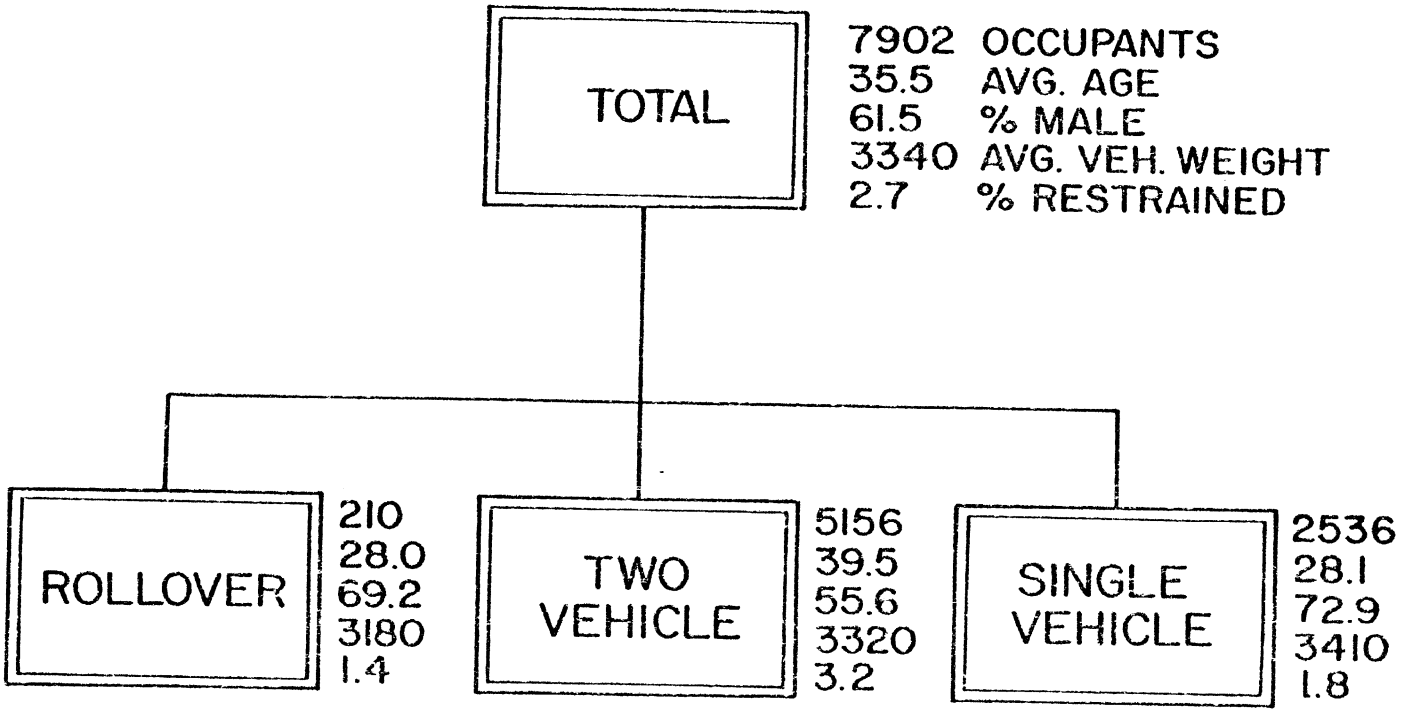
Both of these data sets are explored here in attempting to get a fuller understanding of the number, type, and severity of side-impact crashes in the U. S.

Descriptive Statistics from FARS

7902 fatally injured occupants are listed in the 1977 FARS data as being in a passenger car with principal damage in the side. For analysis these have been sub-divided into three crash configurations: rollovers, two-vehicle collisions, and single-vehicle (struck-fixed-object) collisions. Figure 1a shows these different conditions and presents values for the following statistics: (1) the number of in-vehicle fatalities, (2) the mean age of the fatal occupant, (3) the percent of the fatal occupants who were male, (4) the mean vehicle weight (in thousands of pounds), and (5) the percent of the fatal occupants who were using any kind of restraint system.

Even at this gross level of analysis some interesting phenomena can be observed. The mean age of the fatal occupants in two-vehicle collisions is near 40, while for the other two conditions it is well below 30. The percentage of fatal occupants who are male goes from 56 in the two-vehicle crashes to 73 in fixed-object crashes. The percent of restrained occupants in two-vehicle crashes is almost twice as large

Figure 1a.
Types of Side-Impact Collisions
(FARS 1977)



as it is in the other two groups, although it is painfully small in all three. The mean vehicle weight is somewhat smaller than average in rollover crashes, and larger in single-vehicle crashes. Young males are conspicuous in the single-vehicle side-impact fatal crashes.

Each of these three crash configurations has been further broken down in figures 1b, 1c, and 1d. The first step in each case divides the vehicles into those struck on the left side and those struck on the right, and it is noted that more persons die in cars struck on the right than on the left (except in rollovers). Intuitively it would seem that there are more left-side occupants, so that this finding is a little surprising.

Each group is further sub-divided into various occupant seated positions. In both single- and two-vehicle crashes a right-front seat occupant is killed considerably more often when the vehicle is struck on the right, and this is certainly no surprise. In rollovers the number of right-front occupants killed is independent of the side on which the vehicle was struck, and none of these occupants was reported to be using a restraint system. Drivers are fatally injured more often when the vehicle is struck on the left in rollover or two-vehicle crashes, but not in fixed-object crashes. Note also that over 80% of the drivers in fixed-object crashes are male.

Only the highlights of the data have been described in this discussion, but examination of Figures 1b through 1d will show some of the wealth of detail available in the FARS files. Presented for each identified group are the number, the average weight of the passenger car, the average age of the deceased, and the percent of occupants in that class who were reportedly wearing restraints. The analysis of FARS data here has used only 6 variables (of several hundred which are available), and only an eighth of the vehicles in the file for 1977.

The full set of FARS data for calendar year 1977 contains more than fifty-six thousand vehicle records. For analytic purposes the file maintained at the University of Michigan is in four forms: (1) A crash file, with one entry for each fatal crash in the nation, and containing only summary vehicle information such as the total number of persons killed or injured, (2) A traffic unit file, with one entry for each

Figure 1b.
Rollover Crashes
(FARS - 1977)

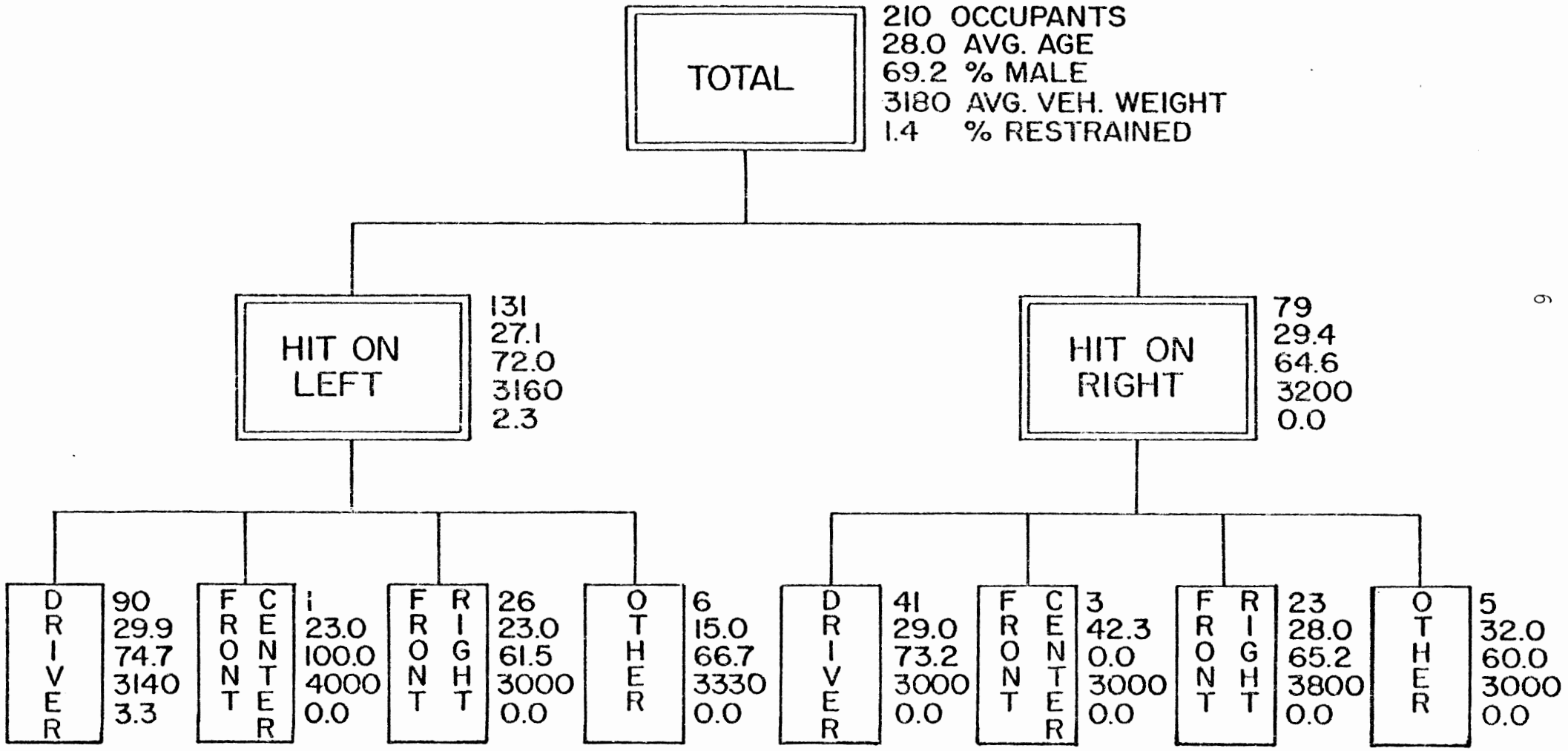


Figure Ic.
Two-Vehicle Crashes
(FARS-1977)

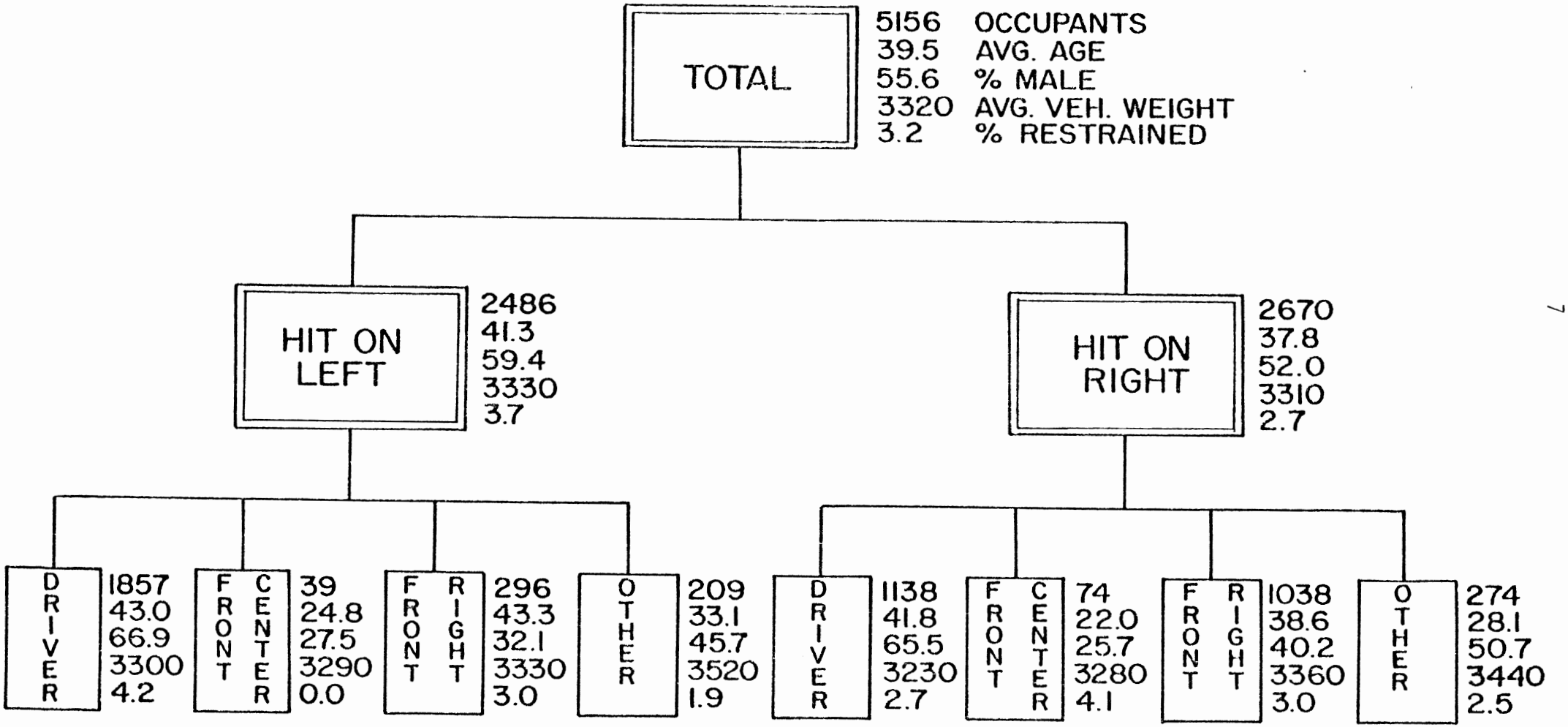
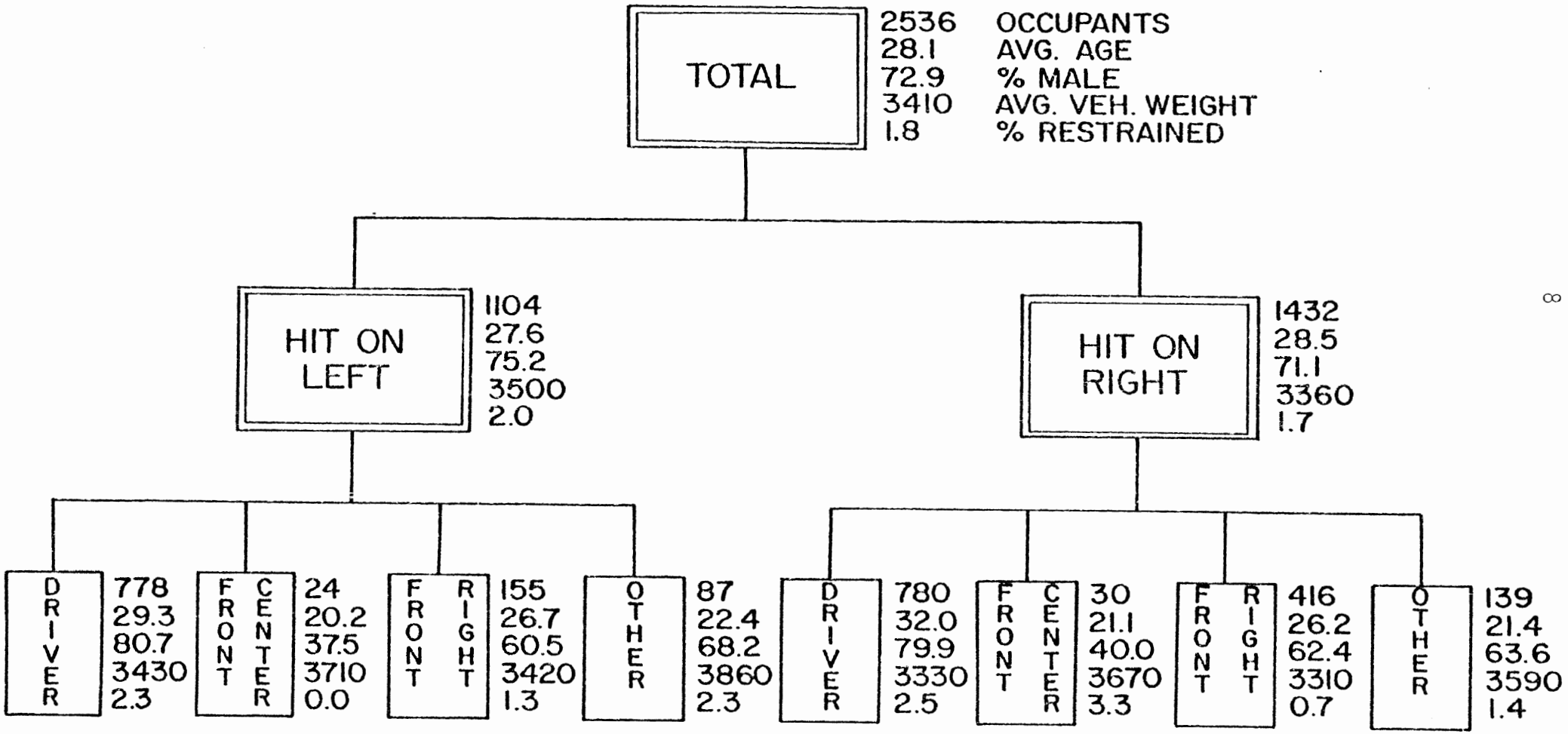


Figure Id.
Fixed-Object Crashes
(FARS-1977)



vehicle or other traffic unit (such a pedestrian or bicyclist), (3) an occupant file, with one entry for each person involved in these accidents, and (4) a two-vehicle file, containing one entry for each crash, followed by information on vehicle and driver #1 and the same for vehicle #2. The last three files were used for the present analysis.

A dictionary/codebook with frequencies for 1977 fatal accidents is appended to this report, and may serve as a quick reference for one-way tabulations of accident, vehicle, and person-centered questions about the population of U. S. fatal accidents.

The FARS data compared to a measure of exposure

While the FARS data themselves form a useful basis for understanding the distribution of fatal accident characteristics, their combination with some exposure information would permit greater insight into the same subject. Exposure may be thought of in several ways--how many vehicle or passenger miles were travelled, or how many accidents of all kinds occurred. Eventually estimates of total accidents will result from the National Accident Sampling System (NASS) which is being implemented as a statistically representative sample of accidents in the U. S. In the meantime, however, the data from the National Crash Severity Study (NCSS), although less rigorous from a sampling point of view, are available as a surrogate for estimates which will be available in a more precise form from NASS.

The NCSS data are collected in a purposive sample of towaway passenger car accidents intended to represent crashes in the forty-eight contiguous states. The aggregate of the eight sites (including most of 43 counties) represents approximately the same rural/urban balance as the entire nation, and within each site the selection of accidents is accomplished according to a rigidly applied random sampling scheme. HSRI is currently under contract to NHTSA to study the techniques that might be used in extrapolating the NCSS data into national projections, and it is not clear at this writing that there are not factors other than the rural/urban split which may affect such a projection. For the purposes of the present report, however, population alone is used as the means of extrapolating from NCSS accident records to estimates of the

national experience. An estimated fatality rate--fatalities (from FARS) divided by total estimated crash occupants (from NCSS)--is computed for each of the crash configurations of interest.

Figures 2(a through e) are comparable in arrangement to the first set, except that the initial breakdown shows four groups by separating the two-vehicle crashes in to "cars-struck-by-cars" and "cars-struck-by-trucks." The most detailed breakdown in these figures has been condensed so that it distinguishes only between drivers and all other occupants.

The first box indicates again that in 1977 there were 7902 fatalities in passenger cars with principal damage in the side as determined from the FARS file. The NCSS data indicate that, for comparable vehicles (i.e., passenger cars struck in the side) in towaway collisions the total number of occupants (in the NCSS regions) was 13,302. A national projection for the total number of persons involved in side collisions is calculated by multiplying the NCSS estimates by the population of the U. S. (203,112,877 in the 1970 census) and dividing by the population in the aggregate of the NCSS sites (3,975,506). The overall fatality rate for side-impact passenger car crashes is then calculated as 1.45 fatalities per 100 crash occupants.

Progressing down the tree through the different crash configurations, there are substantial variations in the fatality rates. The smallest is 0.46 fatalities per hundred exposed occupants for "other" (mostly right front) occupants in cars struck in the left side by other cars; the largest is 4.54 for "other" occupants in cars struck in the right side by trucks. Occupants of cars struck in the right side have a higher fatality rate than their counterparts in cars struck in the left in all cases except rollovers. The fatality rate to drivers is consistently larger in left-side impacts, and to "others" in right side impacts without exception across the four crash configurations.

A graphic representation of these fatality rate estimates is shown in Figure 3. The highest rates clearly associate with cars struck by trucks or fixed objects, and the lowest rates associate with cars struck by other cars. This pattern is consistent over all four combinations of seated position and side of impact.

Figure 2a.
Characteristics of Side-Impact Crashes
(FARS and NCSS-1977)

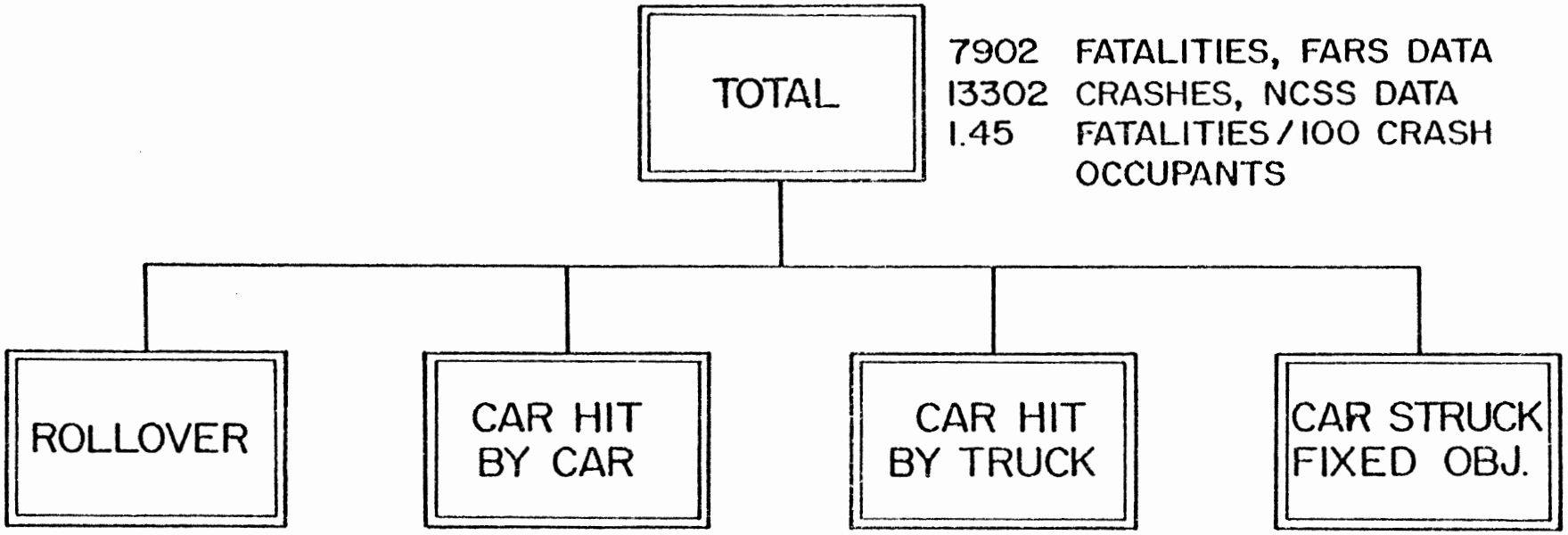


Figure 2b.
Rollover Crashes
(FARS and NCSS-1977)

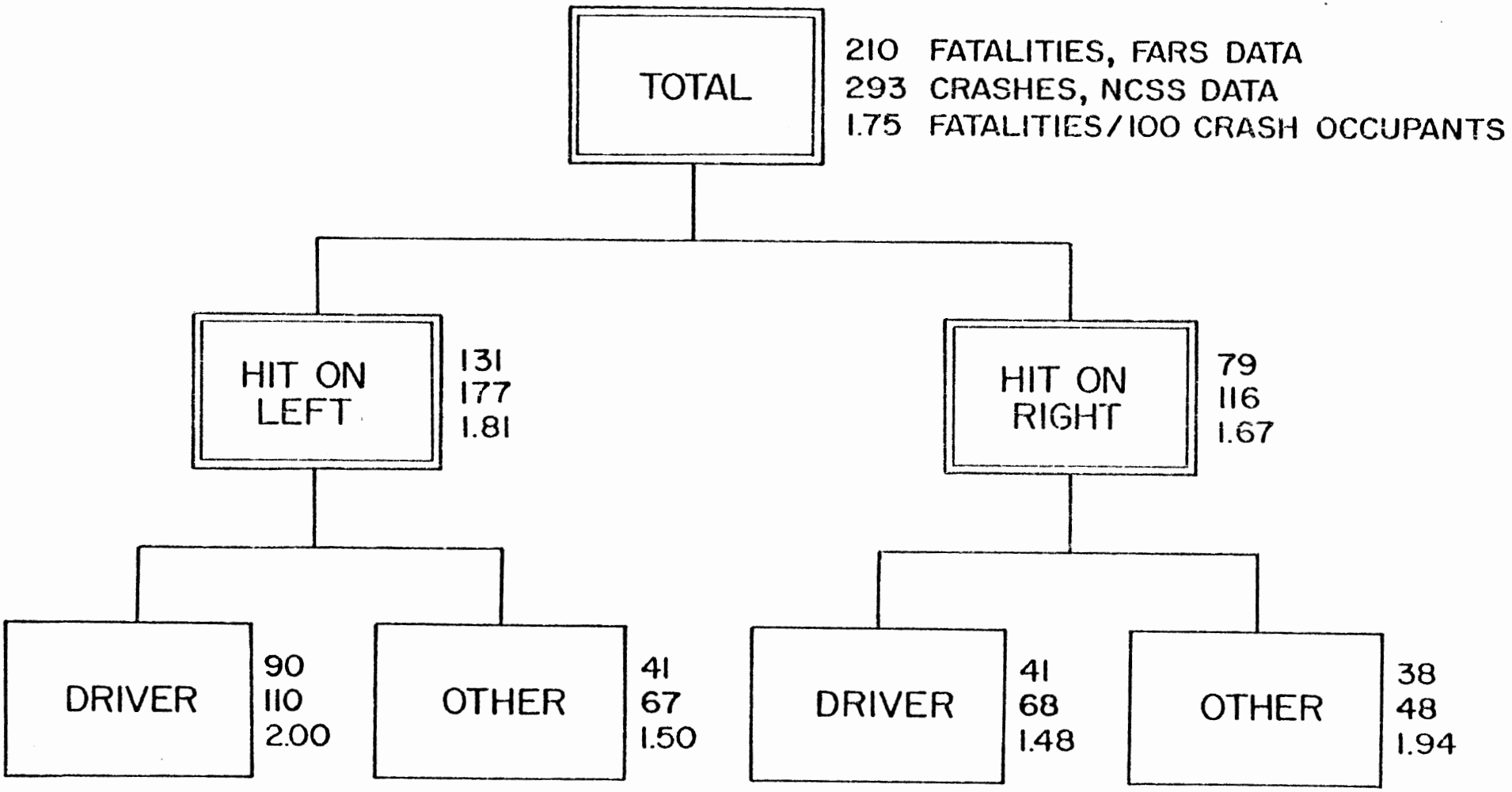


Figure 2c.
Cars Struck by Other Cars
(FARS and NCSS-1977)

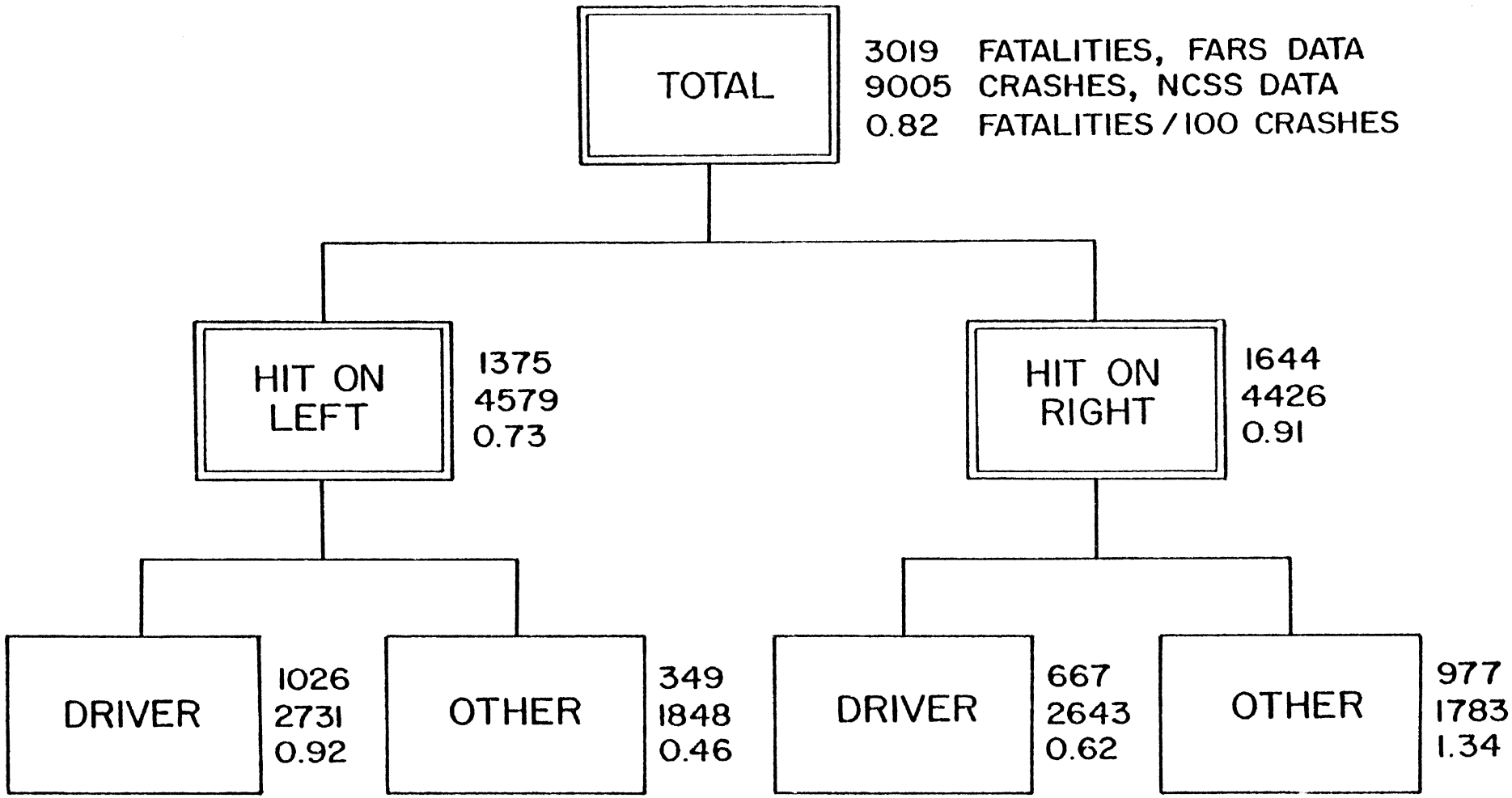


Figure 2d.
Cars Struck by Trucks
(FARS and NCSS-1977)

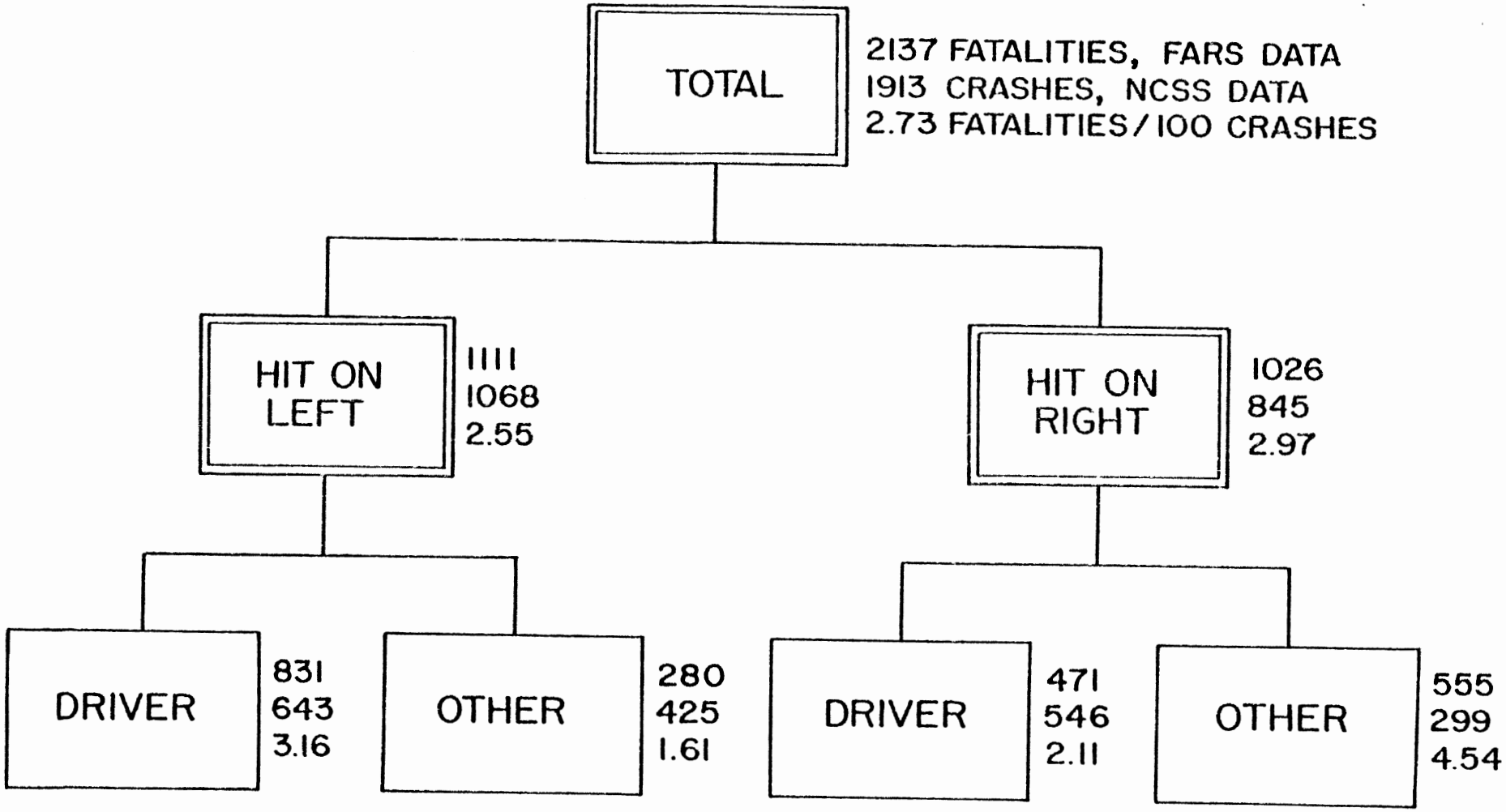


Figure 2e.
Fixed-Object Crashes
(FARS and NCSS-1977)

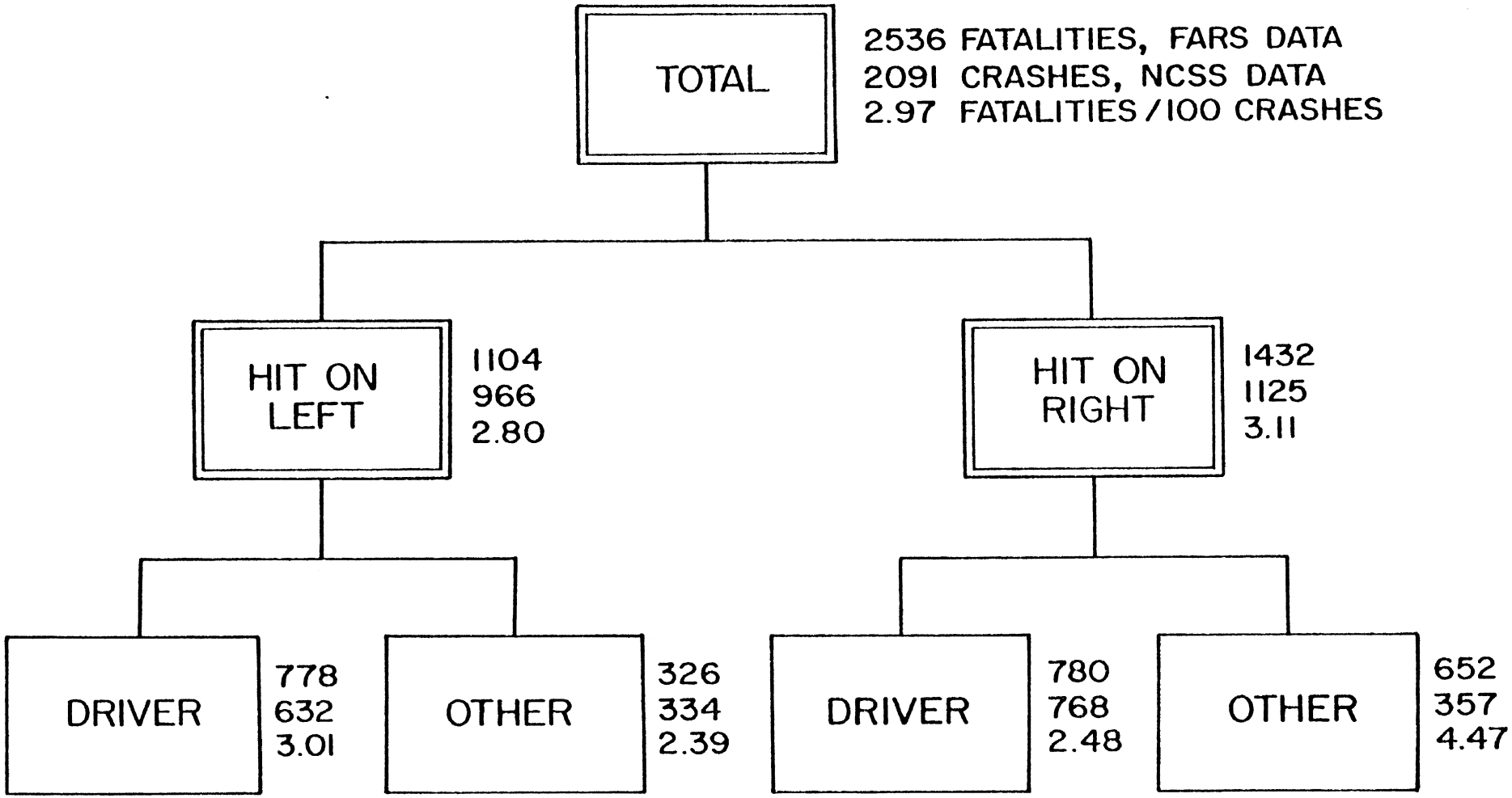
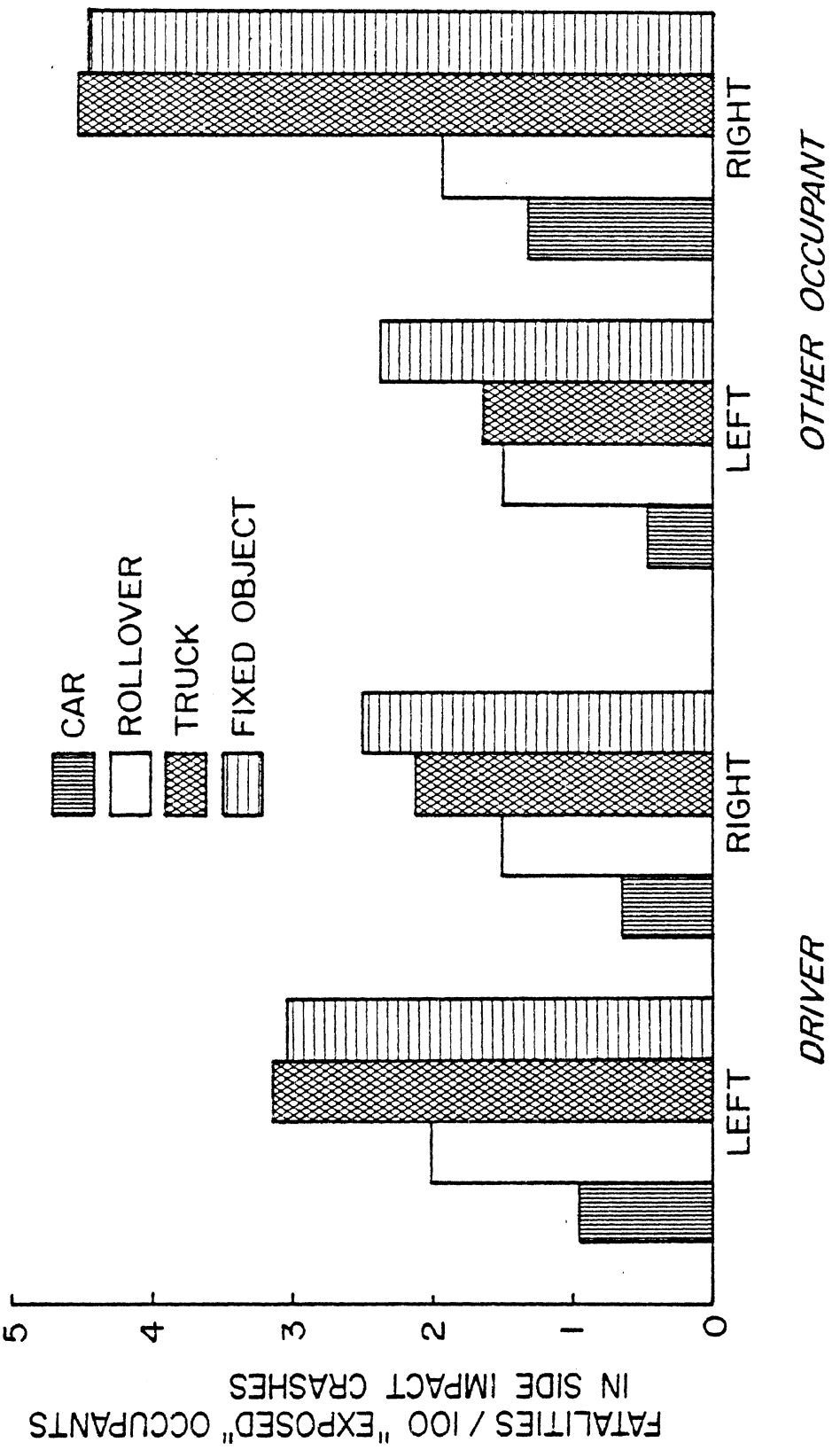


FIGURE 3.
FATALITIES /100 "EXPOSED" OCCUPANTS
BY CRASH CONFIGURATION AND OCCUPANT POSITION



In figure 4 the data are collapsed over all seated positions in order to compare the fatalities with the exposure information across crash configuration. The circle on the right shows the distribution of occupants in towaway side-damaged cars when the car rolled over, was struck by a car, a truck, or struck a fixed object. The left circle shows the same distribution for fatal occupants. The rollover segment is small in both of these (note that these are only rollovers in which the principal damage to the car has been to the right or left side). The other groups, however, exhibit dramatic shifts in proportion. For all side-impacted cars, 68% of all occupants have been in cars struck by other cars; but this group accounts for only 38% of the fatalities. Occupants of cars struck in the side by trucks or fixed objects constitute 30% of all occupants in side impacts, but 59% of the fatalities.

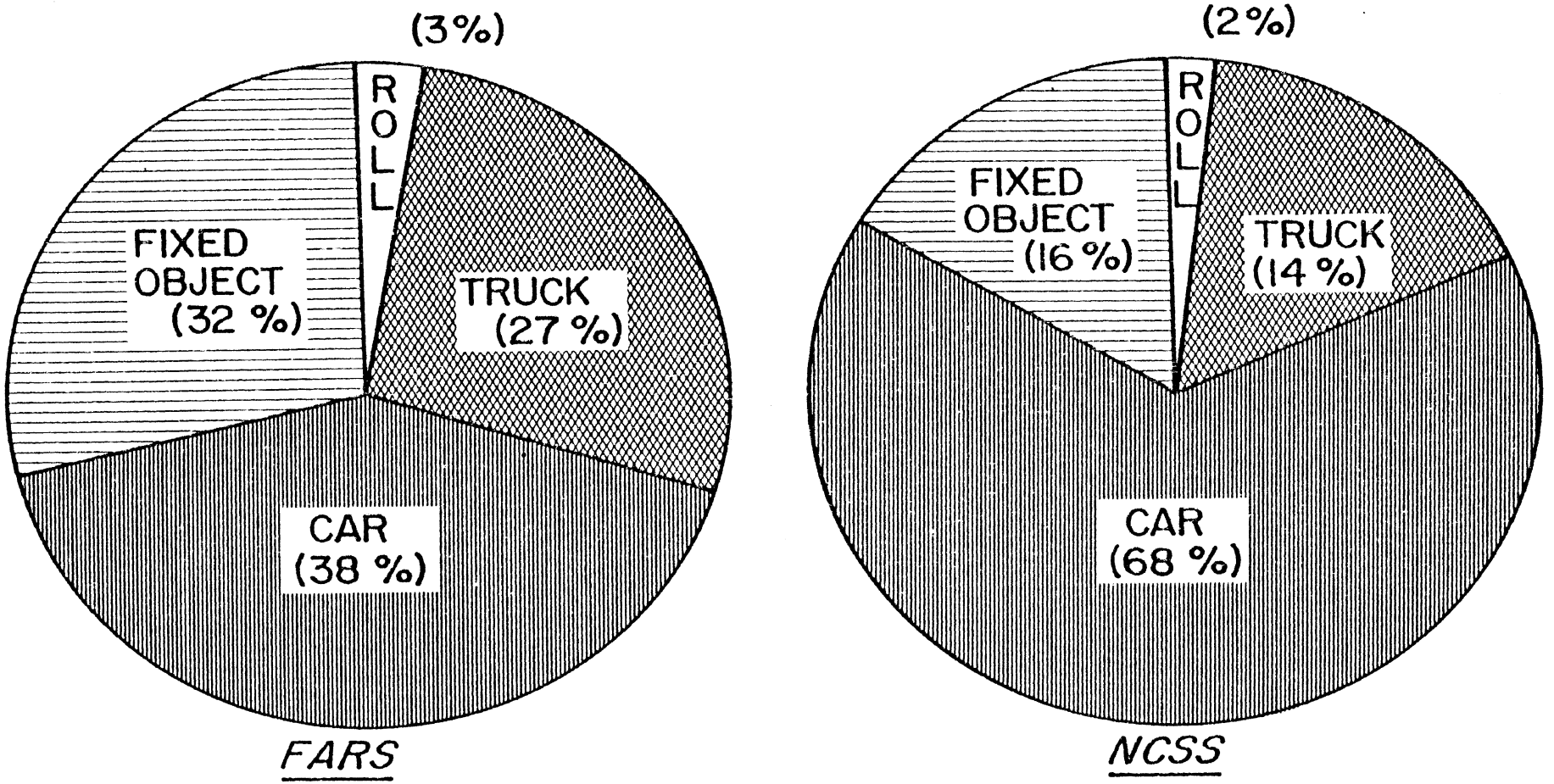
Discussion

Among all passenger cars with side damage (as observed in the NCSS data) the majority have been damaged by impact from another passenger car. However, among fatal accidents, more than half of the side-struck passenger cars in which persons died were struck by trucks or fixed objects. Five particular cases from more detailed accident investigation records are used to illustrate the differences among the various kinds of impact.

The accident shown in figure 5 occurred at a complex urban intersection. A small foreign sports cars was struck by a full-size American station wagon. Although the collision occurred at relatively low speed, the size disparity led to extensive left-side damage, and moderate injuries to the unbelted driver of the smaller car. Note the minimal damage to the striking vehicle. The struck car was not required to meet the provisions of FMVSS 214.

Figure 6 shows a mid-engine Porsche 914 which was struck in the right side A-pillar area by a full-size American four-door sedan. Impact was at an intersection and essentially at 90 degrees. The unbelted driver was fatally injured. Damage to the other vehicle was moderate, and that driver suffered only minor injury.

FIGURE 4.
FATALITIES AND CRASHES
BY CRASH CONFIGURATION



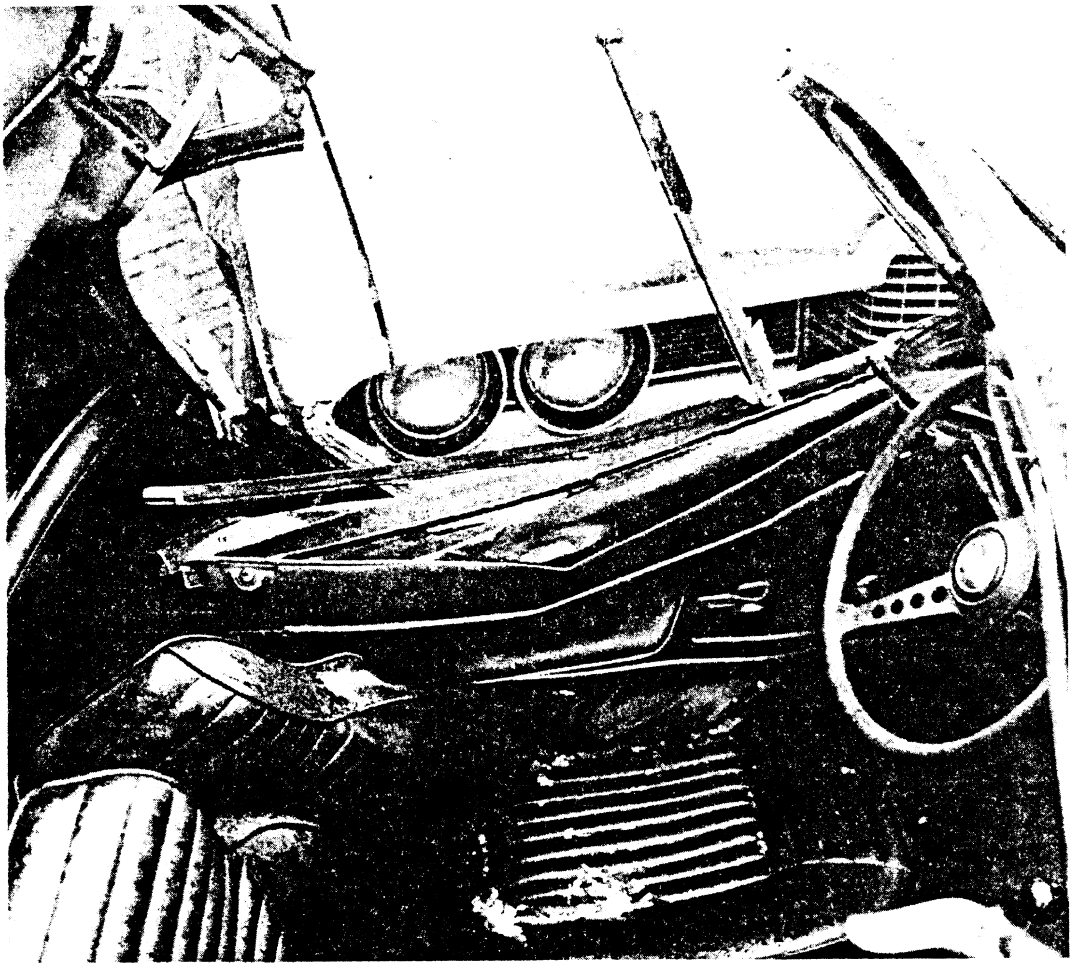


Figure 5. Car-to-Car Left Side Collision

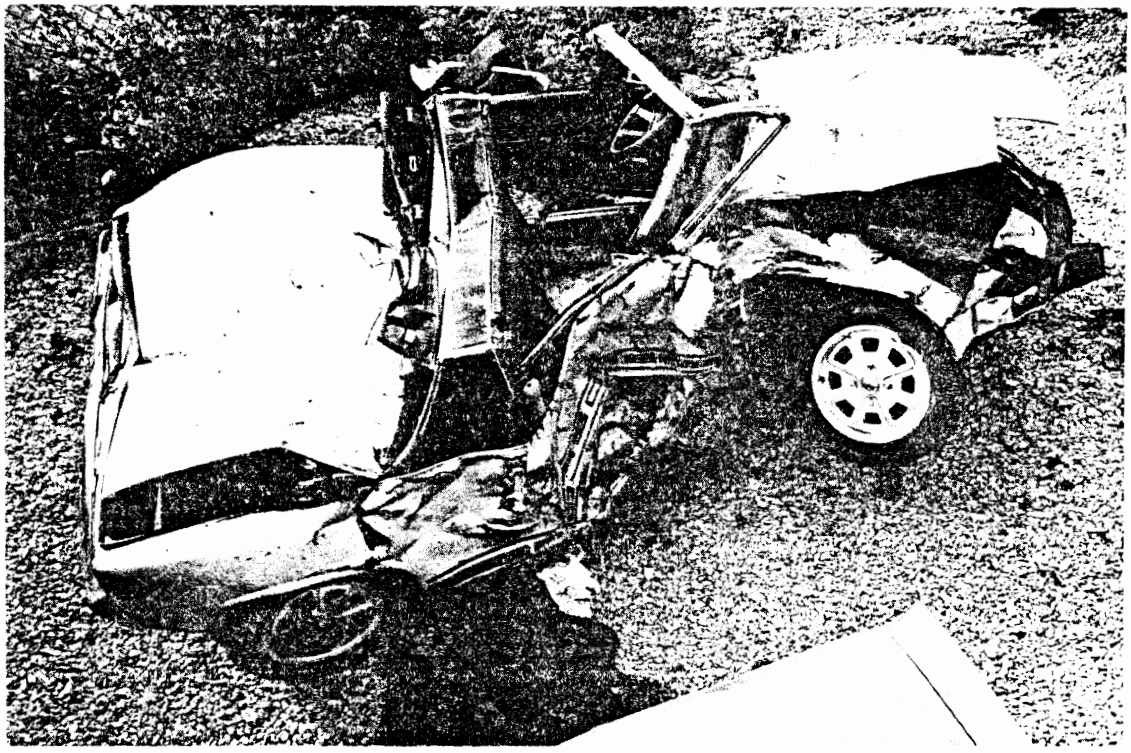


Figure 6 Porsche 914 Accident

The accident in figure 7 involved a loss of control on the roadway placing the small station wagon crossways in front of an oncoming full size American sedan. The two front-seat occupants of the station wagon were fatally injured. The striking vehicle penetrated into the smaller car more than 50% of its width. A fire ensued, although the cause of death was listed by the pathologist as blunt trauma. The driver of the striking vehicle was uninjured.

The accident shown in figure 8 involves an American intermediate-sized car struck in the right side by a truck-trailer combination which was not loaded. The two occupants in the passenger car were fatally injured. Damage to the truck-trailer combination was superficial. The passenger car and truck at impact continued for a distance of about 300 feet. Damage to the passenger car was severe--involving both override of the frame and penetration through more than 50% of the body.

The accident shown in figure 9 involved loss of control on an interstate highway, with the full-size American passenger car contacting the buried end of the guard rail at an overpass structure. The impact was at moderate highway speed (45-50 mph), but the guard rail guided the vehicle into the support pier, contacting at the mid-door area on the left side. The front end of the vehicle separated from the rear in the region of the dash panel, and the two unbelted front-seat occupants were fatally injured. The passenger compartment was compromised to the extent that there was penetration of more than 50% of the vehicle width.

Conclusions

The availability of a detailed fatal accident file containing a census of this class of accident for the nation, supplemented by a statistical sample of towaway accidents allowing an estimation of exposure at a national level, provides a quantum jump in the ability to draw inferences from accident data. The FARS data have matured over a period of six years until most of the factual data are nearly complete and relatively error free[9]. Information which comes more from opinion

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[9] Data completeness has not been tested in the present study, but both completeness and accuracy are discussed in Data Sources to Support the NHTSA Defects Investigation System, published in March 1978, DOT HS 803

Figure 7 Pinto Station Wagon Accident

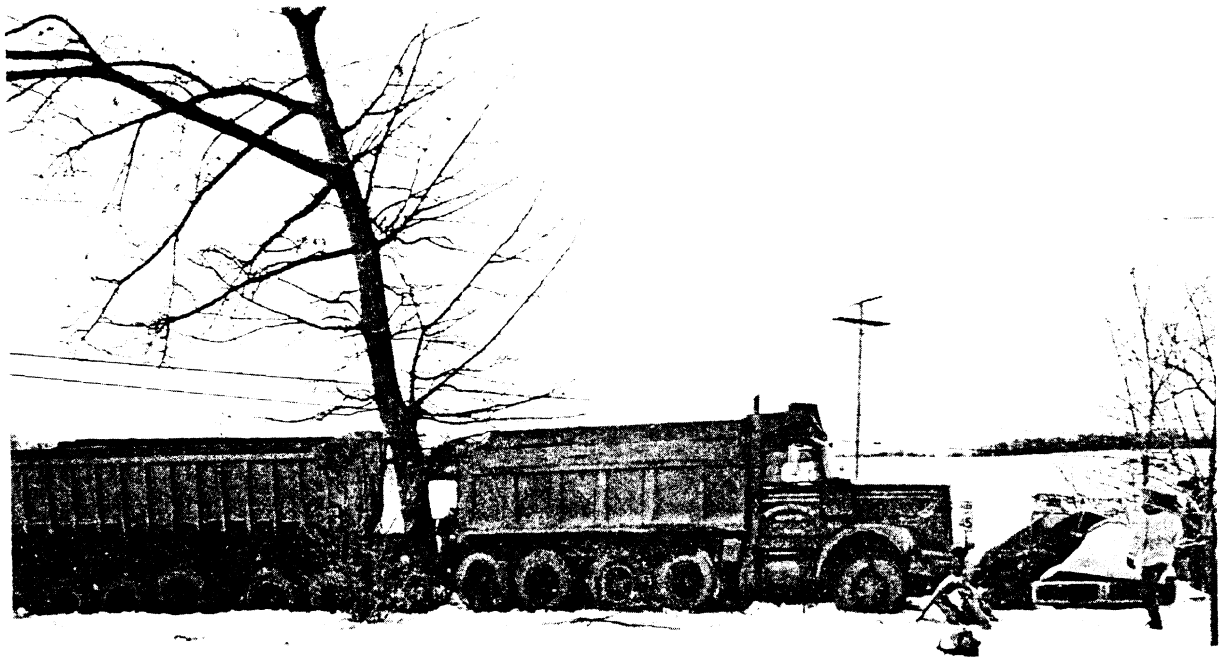

Figure 8 Car Truck Accident

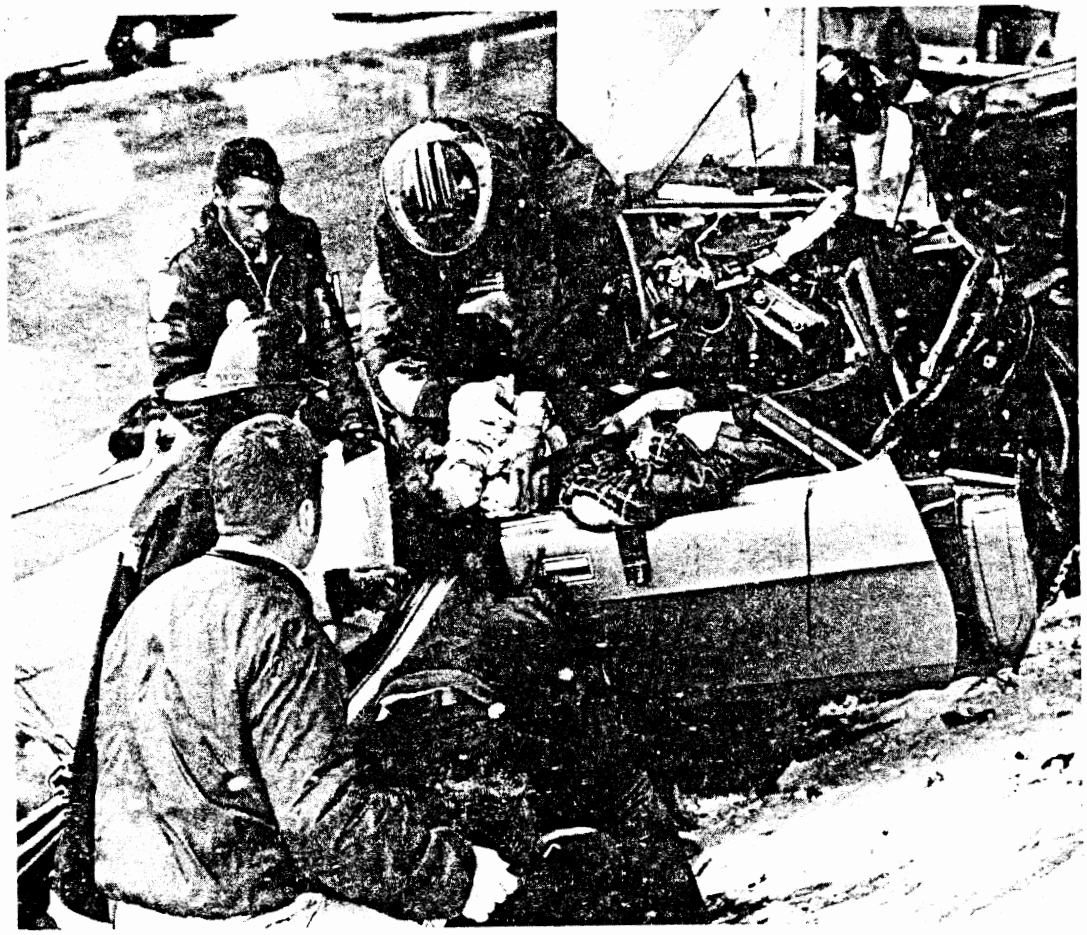

Figure 9 Bridge Support Accident

(e.g., accident causes or belt usage) is less complete and less believable. But this too will likely improve with time. The NCSS data, used in the present report as an exposure data set, is an early attempt at a national sample of all accidents, and is not as well tried as FARS. But the potential for making useful inferences from the combination of these two data sets has hopefully been demonstrated here.

The specific context of this study, that of fatal side-impact passenger car collisions, has yielded what may be some important information. While intuition leads to the conclusion that side-door strength of passenger cars is important in preventing fatal injuries by minimizing intrusion into the passenger compartment, it is likely that this anti-intrusion measure will be most effective when the car is struck by another passenger car. Nearly 60% of the fatalities in cars struck in the side occur, however, in vehicles hit by large trucks or fixed objects. These data suggest, therefore, that the best side-door strength improvement can only effect a reduction in a small proportion of the fatal crashes. Even in those cases in which cars are the striking vehicles, when the weight disparity is like those of the cases shown in figures 5, 6, and 7, there will be little crush in the striking car and little effect of the increased side stiffness in the struck vehicle. The important implication of this conclusion is that one may expect great difficulty in measuring the effectiveness of implementation of the present standard by counting injuries or fatalities in the total accident population.

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APPENDIX A

The 1977 FARS Codebook

HSRI ACCIDENT DATA SYSTEM CODEBOOK

NUMBER 79-2 JUNE 1979

FARS 1977

Highway Safety Research Institute
The University of Michigan

FATAL ACCIDENT REPORTING SYSTEM
1977

This codebook documents data sets describing fatal motor vehicle accidents that occurred in the U.S. during calendar year 1977. The data sets were developed by the Highway Safety Research Institute from data supplied by the National Highway Traffic Safety Administration (NHTSA) and collected through NHTSA's Fatal Accident Reporting System (FARS). The cooperation of NHTSA is gratefully acknowledged.

FARS is a computerized data base maintained by NHTSA that contains information on fatal motor vehicle traffic accidents occurring in the 50 states, the District of Columbia, and Puerto Rico. Each accident in FARS includes at least one fatality that happened on a trafficway. The data for FARS are provided by the states and reported in a standard format.

The data made available to HSRI have been reformatted into three distinct data sets for use with the HSRI Accident Data System. The characteristics of these data sets are as follows:

NAME	KEYWORD	VARIABLES	RECORDS
ACCIDENT	FARS77AC	1-52	42,675
VEHICLE	FARS77VH	1-52,101-161	69,937
PERSON	FARS77PR	1-52,101-161,201-222	112,588

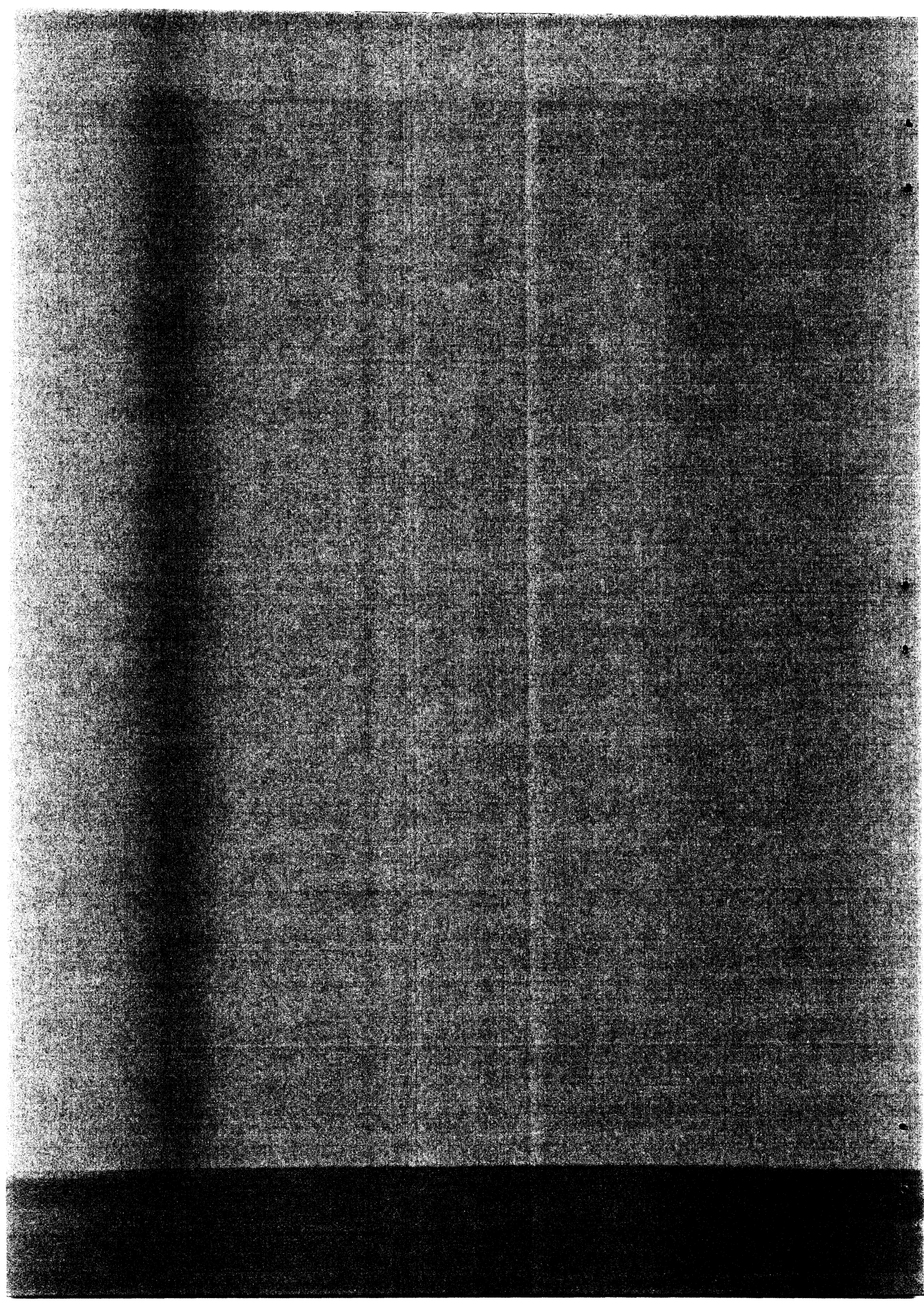
The codebook is divided into three sections that document the accident, vehicle and person records respectively. Univariate frequencies displayed in each section are taken from the corresponding data set (i.e., accident frequencies from FARS77AC, vehicle frequencies from FARS77VH, and person frequencies from FARS77PR).

Attached to the end of the codebook is an appendix that documents the person data set frequencies filtered on fatalities. Excluded from this section are those persons involved in fatal accidents who were not themselves fatally injured. Only the persons who were killed in the accidents are described.

Pedestrians were represented in the original FARS data set by injury records only. In order to represent pedestrians as traffic units in the HSRI data files, "dummy" vehicle and driver records were provided for each pedestrian. Vehicle number 00 was used to differentiate pedestrians (and pedalcyclists) from motor vehicles (vehicle numbers 1-97). Data values for these dummy vehicles are either the "not applicable" code for a given variable or a unique code (usually 0, 8 or 98) which had not been used as

a valid FARS code value. Additionally, an accident summary variable, "Number of Pedestrians", counts the total number of occupants of vehicle 00 in a given accident. Vehicle and driver frequencies in this codebook include these dummy vehicle and driver records for pedestrians.

While every effort has been made to provide accurate, reliable data, inconsistencies may arise from the source data or from the reformatting procedures used. Consequently, HSRI cannot guarantee the accuracy of the data but will try to correct any discrepancies that are found. Please notify the Institute of any errors or data inconsistencies that are uncovered. Any suggestions or comments that you may have concerning the data may be made by calling John A. Green at (313)-764-0248.



FATAL ACCIDENT REPORTING SYSTEM
1977

Variable Number	Variable Name	Field Width	Char Type	Number Of Responses	Page Number
1	REGION	2	Num.	1	1
2	PROCESSING INFORMATION	8	Alpha	1	1
3	STATE	2	Num.	1	1
4	SEQUENCE ID	4	Num.	1	2
5	CITY	4	Num.	1	2
6	COUNTY	3	Num.	1	3
7	MONTH	2	Num.	1	3
8	DAY	2	Num.	1	3
9	YEAR	2	Num.	1	3
10	HOUR	2	Num.	1	3
11	MINUTE	2	Num.	1	4
12	NO. VEHICLE FORMS	2	Num.	1	4
13	NO. PERSON FORMS	2	Num.	1	4
14	VEHICLES INVOLVED	2	Num.	1	4
15	LAND USE	1	Num.	1	5
16	CLASS OF TRAFFICWAY	1	Num.	1	5
17	TA 1 CLASS (77)	1	Num.	1	5
18	SPECIAL JURISDICTION	1	Num.	1	6
19	FIRST HARMFUL EVENT	2	Num.	1	6
20	MANNER OF COLLISION	1	Num.	1	6
21	RELATION TO JUNCTION	1	Num.	1	7
22	RELATION TO ROADWAY	1	Num.	1	7
23	TYPE OF TRAFFICWAY	1	Num.	1	7
24	NUMBER OF LANES	1	Num.	1	7
25	SPEED LIMIT	2	Num.	1	8

Variable Number	Variable Name	Field Width	Char Type	Number Of Responses	Page Number
26	ALIGNMENT & GRADE (76)	1	Num.	1	8
27	ALIGNMENT (77)	1	Num.	1	8
28	GRADE (77)	1	Num.	1	9
29	PAVEMENT TYPE	1	Num.	1	9
30	SURFACE CONDITION	1	Num.	1	9
31	TRAFFIC CONTROLS	2	Num.	1	9
32	LIGHT CONDITION	1	Num.	1	10
33	WEATHER/ATMOSPHERE	1	Num.	1	10
34	HIT & RUN	1	Num.	1	10
35	TYPE E.M.S.(77)	1	Num.	1	10
36	EMS NOTIFIED-HOUR	2	Num.	1	11
37	EMS NOTIFIED-MINUTE	2	Num.	1	11
38	EMS ARRIVAL-HOUR	2	Num.	1	11
39	EMS ARRIVAL-MINUTE	2	Num.	1	11
40	SCHOOL BUS	1	Num.	1	12
41	CONTRIBUTING FACTOR	2	Num.	3	12
42	TOTAL NOT INJURED	2	Num.	1	13
43	TOTAL C INJURIES IN ACC	2	Num.	1	13
44	TOTAL B INJURIES IN ACC	2	Num.	1	13
45	TOTAL A INJURIES IN ACC	2	Num.	1	13
46	TOTAL KILLED IN ACC	2	Num.	1	14
47	TOTAL DIED PRIOR TO ACC	2	Num.	1	14
48	TOTAL UNKNOWN INJURIES	2	Num.	1	14
49	TOTAL # OF PERSONS	2	Num.	1	14
50	TOTAL INJURED IN ACC	2	Num.	1	14

FATAL ACCIDENT REPORTING SYSTEM
1977

Variable Number	Variable Name	Field Width	Char Type	Number Of Responses	Page Number
51	TOTAL # OF CASUALTIES	2	Num.	1	14
52	TOTAL # OF PEDESTRIANS	2	Num.	1	15
101	VEHICLE NUMBER	2	Num.	1	16
102	MAKE-MODEL	4	Num.	1	16
103	MAKE	2	Num.	1	21
104	MODEL	2	Num.	1	22
105	BODY TYPE (77 VALUES)	2	Num.	1	22
106	MODEL YEAR	2	Num.	1	23
107	V.I.N.	15	Alpha	1	23
108	VEHICLE WEIGHT	2	Num.	1	23
109	REGISTRATION-STATE	2	Num.	1	24
110	ODOMETER READING	3	Num.	1	25
111	INSPECTION CERTIFICATE	1	Num.	1	25
112	TRAVEL SPEED	2	Num.	1	25
113	TOWED VEHICLE	1	Num.	1	25
114	SPECIAL USE	1	Num.	1	26
115	EMERGENCY USE	1	Num.	1	26
116	IMPACT POINT INITIAL	2	Num.	1	26
117	IMPACT POINT PRINCIPAL	2	Num.	1	26
118	EXTENT OF DEFORMATION	1	Num.	1	27
119	IMPACTS	1	Num.	1	27
120	TOWAWAY	1	Num.	1	27
121	DOLLAR DAMAGE	2	Num.	1	27
122	FIRE OR EXPLOSION	1	Num.	1	28
123	NUMBER OF OCCUPANTS	2	Num.	1	28

Variable Number	Variable Name	Field Width	Char Type	Number Of Responses	Page Number
124	CONTRIBUTING FACTOR	2	Num.	2	29
125	VIN MAKE	2	Num.	1	29
126	VIN MODEL	2	Num.	1	29
127	VIN BODY TYPE (76)	2	Num.	1	29
128	VIN-YEAR-1 (76)	2	Num.	1	29
129	VIN-YEAR-2 (76)	2	Num.	1	29
130	VIN WEIGHT	4	Num.	1	30
131	VIN WHEELBASE	3	Num.	1	30
132	VIN BODY-2 (76)	2	Num.	1	30
133	VIN-BODY-TYPE (77)	2	Num.	1	30
134	VIN DECODE ERROR (76)	2	Num.	1	30
135	DRIVER PRESENCE	1	Num.	1	30
136	LICENSE - STATE	2	Num.	1	30
137	LICENSE - STATUS 77	1	Num.	1	31
138	LICENSE RESTRICTIONS 77	1	Num.	1	32
139	DRIVER TRAINING	1	Num.	1	32
140	VIOLATIONS CHARGED	1	Num.	1	32
141	PREVIOUS CRASHES	2	Num.	1	33
142	PREVIOUS SUSPENSIONS	2	Num.	1	33
143	PREVIOUS DWI CONVICTIONS	2	Num.	1	33
144	PREVIOUS SPEED CONV	2	Num.	1	33
145	PREVIOUS OTHER MV CONV	2	Num.	1	33
146	MONTH OF LAST CRASH	2	Num.	1	34
147	YEAR OF LAST CRASH	2	Num.	1	34
148	MONTH OF FIRST CRASH	2	Num.	1	34

Variable Number	Variable Name	Field Width	Char Type	Number Of Responses	Page Number
149	YEAR OF FIRST CRASH	2	Num.	1	35
150	CONTRIBUTING FACTOR	2	Num.	3	35
151	TOTAL NOT INJURED	2	Num.	1	36
152	TOTAL C INJURIES IN VEH	2	Num.	1	36
153	TOTAL B INJURIES IN VEH	2	Num.	1	36
154	TOTAL A INJURIES IN VEH	2	Num.	1	37
155	TOTAL KILLED IN VEH	2	Num.	1	37
156	TOTAL DIED PRIOR TO ACC	2	Num.	1	37
157	TOTAL UNKNOWN INJURIES	2	Num.	1	37
158	TOTAL # OF PERSONS	2	Num.	1	37
159	TOTAL INJURED IN VEH	2	Num.	1	37
160	TOTAL # OF CASUALTIES	2	Num.	1	37
161	WORST INJURY IN VEHICLE	1	Num.	1	37
201	PERSON NUMBER	2	Num.	1	38
202	AGE	2	Num.	1	38
203	SEX	1	Num.	1	40
204	PERSON TYPE	1	Num.	1	40
205	SEATING POSITION	2	Num.	1	41
206	ACTIVE RESTRAINT	1	Num.	1	41
207	PASSIVE RESTRAINT	1	Num.	1	41
208	LOCATION	2	Num.	1	42
209	EXTRICATION-EJECTION(76)	1	Num.	1	42
210	EJECTION (77)	1	Num.	1	42
211	EXTRICATION (77)	1	Num.	1	42
212	DRINKING INVOLVED	1	Num.	1	43

Variable Number	Variable Name	Field Width	Char Type	Number Of Responses	Page Number
213	ALCOHOL TEST RESULTS	2	Num.	1	43
214	ALCOHOL TEST TYPE	1	Num.	1	43
215	INJURY SEVERITY	1	Num.	1	43
216	TAKEN TO HOSPITAL	1	Num.	1	43
217	DEATH DATE-MONTH	2	Num.	1	44
218	DEATH DATE-DAY	2	Num.	1	44
219	DEATH DATE-YEAR	2	Num.	1	44
220	DEATH TIME-HOUR	2	Num.	1	45
221	DEATH TIME-MINUTE	2	Num.	1	45
222	CONTRIBUTING FACTOR	2	Num.	3	45

This codebook documents information collected by the National Highway Traffic Safety Administration (NHTSA) as part of the Fatal Accident Reporting System (FARS).

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All Variables Have 1 Response And 0 Implied Dec. Places
Unless Otherwise Stated.

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************ The Accident Variables ************
Variables 1 through 52 describe the accident.
They are in all FARS files. The Accident Level files contain these variables and no others.
****

Variable 1	REGION	M.D.Codes:	99, None
		Field Width:	2, Numeric

Variable 2	PROCESSING INFORMATION	M.D.Codes:	None, None
		Field Width:	8, Alphabetic

Variable 3	STATE	M.D.Codes:	99, None
		Field Width:	2, Numeric

FREQ.	STATE
947	01. Alabama
127	02. Alaska
804	04. Arizona
485	05. Arkansas
4351	06. California
612	08. Colorado
408	09. Connecticut
103	10. Delaware
57	11. District of Columbia
1807	12. Florida
1188	13. Georgia
134	15. Hawaii
275	16. Idaho
1873	17. Illinois
1061	18. Indiana
549	19. Iowa
483	20. Kansas
796	21. Kentucky
869	22. Louisiana
195	23. Maine
601	24. Maryland
686	25. Massachusetts

FREQ.	STATE
1713	26. Michigan
730	27. Minnesota
578	28. Mississippi
1011	29. Missouri
258	30. Montana
288	31. Nebraska
221	32. Nevada
138	33. New Hampshire
978	34. New Jersey
567	35. New Mexico
2119	36. New York
1251	37. North Carolina
150	38. North Dakota
1636	39. Ohio
737	40. Oklahoma
575	41. Oregon
1856	42. Pennsylvania
466	43. Puerto Rico
117	44. Rhode Island
807	45. South Carolina
179	46. South Dakota
1080	47. Tennessee
3175	48. Texas
305	49. Utah
102	50. Vermont
975	51. Virginia
797	53. Washington
450	54. West Virginia
797	55. Wisconsin
208	56. Wyoming

Variable 4 SEQUENCE ID — M.D.Codes: 9999, None; Field Width: 4, Numeric

FREQ. CONSECUTIVE NUMBERS ASSIGNED WITHIN STATES

0001. Case number one
- .
9999. Case number 9999

Variable 5 CITY — M.D.Codes: 9999, None; Field Width: 4, Numeric

FREQ. GSA GEOGRAPHICAL LOCATION CODES

0000. Not applicable
0001.
- . GSA Codes
9996.
9997. Other
9999. Unknown

Variable 6 COUNTY — M.D.Codes: 999, None; Field Width: 3, Numeric

FREQ. GSA GEOGRAPHICAL LOCATION CODES

001.
- . GSA codes
996.
997. Other
999. Unknown

Variable 7 MONTH — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	MONTH
2481	01. January
2632	02. February
3113	03. March
3304	04. April
3628	05. May
3826	06. June
4343	07. July
4126	08. August
3771	09. September
4070	10. October
3668	11. November
3713	12. December
0	99. Missing data

Variable 8 DAY — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ. DAY

01. First day of month
- .
31. Last day of month
99. Unknown

Variable 9 YEAR — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	YEAR
0	76. 1976
42675	77. 1977

Variable 10 HOUR — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ. HOUR

00. 12:01-1:00 A.M.
- .
23. 11:01 P.M.-Midnight
24. Midnight
99. Unknown

Variable 11 MINUTE — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ. MINUTE

01.
- . Actual minute
59.
99. Unknown

Variable 12 NO. VEHICLE FORMS — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ. NO. OF VEHICLE FORMS SUBMITTED FOR ACCIDENT

00.
- . Actual number submitted
98.
99. Unknown

Variable 13 NO. PERSON FORMS — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ. NO. OF PERSON FORMS SUBMITTED FOR ACCIDENT

00.
- . Actual number submitted
98.
99. Unknown

Variable 14 VEHICLES INVOLVED — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ. VEHICLES INVOLVED

Count includes only motor vehicles in transport
Does not include parked vehicles, which are not T.U.'s.

25815 01. One vehicle involved
15032 02. Two vehicles involved
1478 03. Three vehicles involved

FREQ.	VEHICLES INVOLVED
243	04. Four vehicles involved
74	05. Five vehicles involved
12	06. Six vehicles involved
11	07. Seven vehicles involved
1	08. Eight vehicles involved
2	09. Nine vehicles involved
	10. Ten vehicles involved
	- .
	98. Ninety eight vehicles
	99. Missing data

Variable 15 LAND USE — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	LOCATION IN TERMS OF POPULATION DENSITY
	Federal Highway Adimin. class.
17891	1. Urban
24675	2. Rural
109	9. Unknown

Variable 16 CLASS OF TRAFFICWAY — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	CLASS OF TRAFFICWAY
3563	1. Interstate
517	2. Other limited access
7166	3. Other U.S. route
13916	4. Other State route
1339	5. Other major artery
6732	6. County road
8321	7. Local street
995	8. Other road
126	9. Unknown

Variable 17 TA 1 CLASS (77) — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	FEDERAL HIGHWAY ADMINISTRATION CLASSIFICATION
3606	1. Interstate
13028	2. Other Federal Aid primary
7053	3. Federal Aid secondary
6210	4. Federal Aid urban
483	5. Federal Aid arterials
1598	6. Non-Federal Aid collectors
10076	7. Non-Federal Aid local
621	9. Unknown

Variable 18 SPECIAL JURISDICTION — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	SPECIAL JURISDICTION
42373	0. Not applicable
67	1. National Park Service
30	2. Military
178	3. Indian reservation
3	4. College/university campus
11	5. Other federal properties
7	8. Other
6	9. Unknown

Variable 19 FIRST HARMFUL EVENT — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	EVENT OF FIRST PROPERTY DAMAGE OR INJURY
4367	01. Overturn
16	02. Fire/Explosion
110	03. Immersion
4	04. Gas inhalation
434	05. Fell from vehicle
11	06. Injured in vehicle
74	07. Other non-collision
7455	08. Pedestrian
926	09. Pedalcycle
699	10. Railway train
84	11. Animal
15917	12. Motor vehicle in transport
259	13. Motor vehicle in other roadway
759	14. Parked motor vehicle
103	15. Other object (not fixed)
924	16. Bridge or overpass
121	17. Building
1106	18. Culvert/Ditch
708	19. Curb or wall
147	20. Divider
1106	21. Embankment
408	22. Fence
1249	23. Guard rail
198	24. Light support
352	25. Sign post
2771	26. Tree/Shrubbery
1516	27. Utility pole
308	28. Other poles/support
12	29. Impact attenuator
506	30. Other fixed object
25	99. Unknown

Variable 20 MANNER OF COLLISION M.D.Codes: 9, None
Field Width: 1, Numeric

FREQ.	RELATIONSHIP BETWEEN TWO OR MORE VEHICLES IN TRANSPORT
26389	0. Not applicable
2054	1. Rear-end
5926	2. Head-on
20	3. Rear-to-rear
7280	4. Angle
954	5. Sideswipe
52	9. Unknown

Variable 21 RELATION TO JUNCTION M.D.Codes: 9, None
Field Width: 1, Numeric

FREQ.	RELATION TO JUNCTION
31956	1. Non-junction
8080	2. Intersection
703	3. Intersection related
577	4. Interchange area
1299	5. Driveway, alley, access, etc.
60	9. Unknown

Variable 22 RELATION TO ROADWAY M.D.Codes: 9, None
Field Width: 1, Numeric

FREQ.	RELATION TO ROADWAY
26244	1. On roadway
4067	2. Shoulder
816	3. Median
8001	4. Roadside
2289	5. Outside right-of-way
1192	6. Off roadway - location unknown
66	9. Unknown

Variable 23 TYPE OF TRAFFICWAY M.D.Codes: 9, None
Field Width: 1, Numeric

FREQ.	TYPE OF TRAFFICWAY
6441	1. Divided highway - median strip
677	2. Divided highway - guardrail
1347	3. Divided highway - other barrier or barrier type
33317	4. Not physically divided
452	5. One way trafficway
441	9. Unknown

Variable 24 NUMBER OF LANES — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ. NUMBER OF LANES

A roadway is one part of a divided trafficway or, if undivided, the same as the trafficway

FREQ.	
207	1. One lane
34367	2. Two lanes
2013	3. Three lanes
4567	4. Four lanes
424	5. Five lanes
374	6. Six or more lanes
723	9. Unknown

Variable 25 SPEED LIMIT — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ. SPEED LIMIT

FREQ.	
6	05. Five MPH
17	10. Ten MPH
85	15. Fifteen MPH
193	20. Twenty MPH
2406	25. Twenty-five MPH
2813	30. Thirty MPH
4262	35. Thirty-five MPH
2182	40. Forty MPH
3074	45. Forty-five MPH
2549	50. Fifty MPH
18390	55. Fifty-five MPH
1	95. 95 MPH or greater
40	96. No limit
0	98. Not reportable
6657	99. Unknown

Variable 26 ALIGNMENT & GRADE (76) — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ. ALIGNMENT & GRADE (76)

FREQ.	
0	1. Straight and level
0	2. Straight and grade
0	3. Curve and level
0	4. Curve and grade
0	8. Not reportable
42675	9. Unknown

Variable 27 ALIGNMENT (77) M.D.Codes: 9, None
Field Width: 1, Numeric

. FREQ. ALIGNMENT (77)

30954	1. Straight
11025	2. Curve
696	9. Unknown

Variable 28 GRADE (77) M.D.Codes: 9, None
Field Width: 1, Numeric

FREQ. GRADE (77)

29172	1. Level
10907	2. Grade
2596	9. Unknown

Variable 29 PAVEMENT TYPE M.D.Codes: 9, None
Field Width: 1, Numeric

FREQ. PAVEMENT TYPE

4804	1. Concrete
32957	2. Blacktop
25	3. Brick or block
743	4. Slag, gravel or stone
295	5. Dirt
70	8. Other
3781	9. Unknown

Variable 30 SURFACE CONDITION M.D.Codes: 9, None
Field Width: 1, Numeric

FREQ. SURFACE CONDITION

34555	0. Dry
6016	1. Wet
749	2. Snow
955	3. Ice
72	4. Sand, dirt, oil
59	8. Other
269	9. Unknown

Variable 31 TRAFFIC CONTROLS M.D.Codes: 99, None
Field Width: 2, Numeric

FREQ. TRAFFIC CONTROLS

34138	00. No controls
258	01. Flashing traffic signals
2122	02. On colors traffic signal

FREQ.	TRAFFIC CONTROLS
3291	03. Stop sign
184	04. Yield sign
200	05. Physically controlled railroad c:
148	06. Stop sign for railroad crossing
303	07. Other railroad crossing
16	08. School zone sign
42	09. Traffic controls not functioning
1750	98. Other
223	99. Unknown

Variable 32 LIGHT CONDITION M.D.Cod
Field W:

FREQ.	LIGHT CONDITION
18170	1. Daylight
15844	2. Dark
6788	3. Dark but lighted
1760	4. Dawn or dusk
113	9. Unknown

Variable 33 WEATHER/ATMOSPHERE M.D.Cod
Field W

FREQ.	ENVIRONMENTAL CONDITIONS AT TIME OF ACC
32024	0. Clear
3895	1. Rain
77	2. Sleet
755	3. Snow
623	4. Fog, smog, smoke, blowing sand or
4917	5. Cloudy
92	8. Other
292	9. Unknown

Variable 34 HIT & RUN M.D.Cod
Field W

FREQ.	HIT & RUN
41295	0. Not applicable
205	1. With motor vehicle
1130	2. With non-occupant
43	3. Left scene
2	9. Unknown

Variable 35 TYPE E.M.S.(77) — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	TYPE OF EMERGENCY MEDICAL SERVICE
2182	0. None
10883	1. Commercial or private unit
15817	2. Municipal or volunteer unit
1132	3. Hospital based unit
654	4. State or federal unit
4820	5. Type unknown
2173	6. Two or more types
910	8. Other
4104	9. Unknown

Variable 36 EMS NOTIFIED-HOUR — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	EMS NOTIFIED-HOUR
2773	00. Not applicable or 12:01-12:59 A.M.
	01.
	- . Actual hour
	24.
	99. Unknown

Variable 37 EMS NOTIFIED-MINUTE — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	EMS NOTIFIED-MINUTE
2649	00. Not applicable or on hour
	01.
	- . Actual minute
	59.
	99. Unknown

Variable 38 EMS ARRIVAL-HOUR — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	EMS ARRIVAL-HOUR
2893	00. Not applicable or 12:01-12:59 A.M.
	01.
	- . Actual hour
	24.
	99. Unknown

Variable 39 EMS ARRIVAL-MINUTE — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	EMS ARRIVAL-MINUTE
2774	00. Not applicable or on hour
	01.
	- . Actual minute
	59.
	99. Unknown

Variable 40 SCHOOL BUS — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	SCHOOL BUS
42465	0. No
171	1. Yes
39	9. Unknown

Variable 41 CONTRIBUTING FACTOR — M.D.Codes: 99, 0; Field Width: 2, Numeric; Responses: 3

FREQ.	CONTRIBUTING FACTOR
119644	00. None
	Vision Obscured By
1187	01. Rain, snow, fog, smoke, sand, dust
291	02. Reflected glare, bright sunlight, headlights
1110	03. Curve, hill, or other design features (Including traffic signs, embankment)
53	04. Building, billboard, etc.
188	05. Trees, crops, vegetation
248	06. Moving vehicle (including load)
226	07. Parked vehicle
95	08. Other object not classifiable above
	Swerving Due To
53	20. Severe crosswind
4	21. Wind from passing truck
1374	22. Slippery surface
56	23. Avoiding debris or objects in road
118	24. Ruts, holes, bumps in road
85	25. Avoiding animals in road
335	26. Avoiding vehicle in road
92	27. Avoiding phantom vehicle
87	28. Avoiding pedestrian,cyclist, other non-occupants
18	29. Avoiding water, snow, oil slick on road
	Roadway Features
24	40. Traffic controls not functoning properly
24	41. Inadequate warn of exits, lanes narrow, traffic

FREQ. CONTRIBUTING FACTOR

controls

53	42. Uncontrolled intersection or railroad crossing
92	43. Shoulder too low or high
117	44. Shoulders too narrow or none for emergency use
96	45. Roadway maintenance created condition
112	46. Roadway construction created condition
22	47. Other construction created condition
18	48. No or obscured pavement markings
22	49. Surface underwater or washed out

Unknown

2181	99. Unknown

Variable 42 TOTAL NOT INJURED — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ. TOTAL NOT INJURED

00.
- . Actual number reported
99.

Variable 43 TOTAL C INJURIES IN ACC — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ. TOTAL C INJURIES IN ACC

00.
- . Actual number reported
99.

Variable 44 TOTAL B INJURIES IN ACC — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ. TOTAL B INJURIES IN ACC

00.
- . Actual number reported
99.

Variable 45 TOTAL A INJURIES IN ACC — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ. TOTAL A INJURIES IN ACC

00.
- . Actual number reported
99.

Variable 46 TOTAL KILLED IN ACC — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ. TOTAL KILLED IN ACC

00.
- . Actual number reported
99.

Variable 47 TOTAL DIED PRIOR TO ACC — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ. TOTAL DIED PRIOR TO ACC

00.
- . Actual number reported
99.

Variable 48 TOTAL UNKNOWN INJURIES — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ. TOTAL UNKNOWN INJURIES

00.
- . Actual number reported
99.

Variable 49 TOTAL # OF PERSONS — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ. TOTAL # OF PERSONS

00.
- . Actual number reported
99.

Variable 50 TOTAL INJURED IN ACC — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ. TOTAL INJURED IN ACC

00.
- . Actual number reported
99.

Variable 51 TOTAL # OF CASUALTIES — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ. TOTAL # OF CASUALTIES

00.
- . Actual number reported
99.

Variable 52 TOTAL # OF PEDESTRIANS — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ. TOTAL # OF PEDESTRIANS

00.
- . Actual number reported
99.

********** The Vehicle Variables **********
Variables 101 through 161 describe the vehicles involved in the accident. They are in the Vehicle Level files but NOT in the Accident Level files.
****

Variable 101 VEHICLE NUMBER — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	VEHICLE NUMBER
8879	00. Pedestrian
	01.
	- . Vehicle number
	99.

Variable 102 MAKE-MODEL — M.D.Codes: 9999, None; Field Width: 4, Numeric

FREQ.	1977 MAKE-MODEL CODE VALUES
855	0101. Chevrolet Nova
806	0102. Chevrolet Chevelle
599	0103. Chevrolet Monte Carlo
106	0104. Chevrolet Biscayne
276	0105. Chevrolet Bel Air
1431	0106. Chevrolet Impala
367	0107. Chevrolet Caprice
588	0108. Chevrolet Camaro
195	0109. Chevrolet Corvette
30	0110. Chevrolet Corvair
440	0111. Chevrolet Vega
159	0112. Chevrolet El Camino
76	0113. Chevrolet Monza
26	0114. Chevrolet Laguna
75	0115. Chevrolet Chevette
2625	0197. Other Chevrolet
5035	0199. Unknown Chevrolet
180	0201. Ford Falcon
509	0202. Ford Maverick
610	0203. Ford Torino
590	0204. Ford Galaxie
749	0205. Ford LTD
779	0206. Ford Mustang
220	0207. Ford Thunderbird
164	0208. Ford Custom 500
49	0209. Ford XL
632	0210. Ford Pinto
70	0211. Ford Ranchero
111	0212. Ford
64	0213. Ford Elite
196	0214. Ford Granada
2716	0297. Other Ford
4586	0299. Unknown Ford
410	0301. Pontiac Lemans

FREQ.	1977 MAKE-MODEL CODE VALUES
361	0302. Pontiac Catalina
37	0303. Pontiac Executive
178	0304. Pontiac Bonneville
359	0305. Pontiac Grand Prix
304	0306. Pontiac Firebird
52	0307. Pontiac Grandville
83	0308. Pontiac Ventura
29	0309. Pontiac Grand Am
22	0310. Pontiac Astre
32	0311. Pontiac Sunbird
16	0312. Pontiac Grand Lemans
101	0397. Other Pontiac
1151	0399. Unknown Pontiac
391	0401. Buick Skylark/Century
255	0402. Buick Lesabre
50	0403. Buick Wildcat
280	0404. Buick Electra
76	0405. Buick Riviera
18	0406. Buick Special Sportswagon
51	0407. Buick Lesabre Custom
22	0408. Buick Estate Wagon
25	0409. Buick Apollo/Skylark
17	0410. Buick Skyhawk
66	0497. Other Buick
855	0499. Unknown Buick
220	0501. Plymouth Valiant
393	0502. Plymouth Satellite/Fury
150	0503. Plymouth Fury I
80	0504. Plymouth Grand Fury
48	0505. Plymouth Grand Fury Custom
14	0506. Plymouth Fury Brougham
98	0507. Plymouth Barracuda
20	0508. Plymouth Valiant Scamp
248	0509. Plymouth Valiant Duster
72	0510. Plymouth Volare
126	0597. Other Plymouth
1172	0599. Unknown Plymouth
761	0601. Oldsmobile Cutlass
326	0602. Oldsmobile Delta-88
212	0603. Oldsmobile 98
80	0604. Oldsmobile Toronado
26	0605. Oldsmobile Dynamic/Delmont
14	0606. Oldsmobile Jetstar-88
53	0607. Oldsmobile Vista Cruiser
32	0608. Oldsmobile Omega
27	0609. Oldsmobile Starfire
53	0697. Other Oldsmobile
938	0699. Unknown Oldsmobile
304	0701. Dodge Dart
223	0702. Dodge Coronet
136	0703. Dodge Polara
70	0704. Dodge Monaco
69	0705. Dodge Challenger
222	0706. Dodge Charger/Coronet
19	0707. Dodge Dart Sport

FREQ.	1977 MAKE-MODEL CODE VALUES
54	0708. Dodge Dart Swinger
78	0709. Dodge Aspen
527	0797. Other Dodge
1422	0799. Unknown Dodge
42	0801. Volkswagen Karmann Ghia
605	0802. Volkswagen Beetle
32	0803. Volkswagen Dasher
17	0804. Volkswagen 411/412
2	0805. Volkswagen Commercial
9	0806. Volkswagen The Thing
79	0807. Volkswagen Rabbit
14	0808. Volkswagen Scirocco
150	0897. Other Volkswagen
1188	0899. Unknown Volkswagen
140	0901. Mercury Montego
78	0902. Mercury Monterey
14	0903. Mercury Monterey Custom
5	0904. Mercury Marauder
149	0905. Mercury Marquis
197	0906. Mercury Cougar
143	0907. Mercury Comet
28	0908. Mercury Brougham
50	0909. Mercury Monarch
30	0910. Mercury Bobcat
29	0997. Other Mercury
469	0999. Unknown Mercury
16	1001. Cadillac Calais
284	1002. Cadillac Deville
13	1003. Cadillac Brougham
55	1004. Cadillac Eldorado
1	1005. Cadillac Commercial Chassis
36	1006. Cadillac Fleetwood
10	1007. Cadillac Seville
10	1097. Other Cadillac
332	1099. Unknown Cadillac
9	1100. Undetermined American Motors
188	1101. American Motors Gremlin
165	1102. American Motors Hornet
74	1103. American Motors Matador
66	1104. American Motors Ambassador
68	1105. American Motors Javelin
5	1106. American Motors AMX
199	1107. American Motors Rambler/American
41	1108. American Motors Pacer
116	1197. Other American Motors
197	1199. Unknown American Motors
195	1201. Chrysler Newport
43	1202. Chrysler Newport Custom
21	1203. Chrysler 300
97	1204. Chrysler New Yorker
21	1205. Chrysler Town/Country
36	1206. Chrysler Imperial
98	1207. Chrysler Cordoba
7	1297. Other Chrysler
300	1299. Unknown Chrysler

FREQ.	1977 MAKE-MODEL CODE VALUES
165	1301. Lincoln Continental
5	1302. Lincoln Mark III
51	1303. Lincoln Mark IV
13	1304. Lincoln Mark V
2	1397. Other Lincoln
81	1399. Unknown Lincoln
40	1401. Opel Kadett/Standard
25	1402. Opel GT
27	1403. Opel 1900
26	1404. Opel Manta
10	1405. Opel 2-dr Coupe
6	1497. Other Opel
118	1499. Unknown Opel
14	1500. Undetermined Datsun
123	1501. Datsun 240, 260, 280 Z
29	1502. Datsun 1200
2	1503. Datsun PL 411
61	1504. Datsun PL 510
8	1505. Datsun 1600
4	1506. Datsun 2000
27	1507. Datsun PL 610
145	1508. Datsun B210
26	1509. Datsun PL 710
122	1597. Other Datsun
523	1599. Unknown Datsun
7	1600. Undetermined Toyota
31	1601. Toyota Land Cruiser
272	1602. Toyota Corolla
3	1603. Toyota Crown
107	1604. Toyota Corona
14	1605. Toyota Mark II
135	1606. Toyota Celica
11	1607. Toyota Carina
83	1697. Other Toyota
445	1699. Unknown Toyota
123	1701. Capri Sport Coupe
5	1797. Other Capri
34	1799. Unknown Capri
2	1800. Undetermined Mazda
8	1801. Mazda 808/1600
24	1802. Mazda RX2
16	1803. Mazda RX3
10	1804. Mazda RX4
3	1805. Mazda Cosmo Coupe
1	1806. Mazda 808/1300
16	1897. Other Mazda
106	1899. Unknown Mazda
31	1901. Fiat 124
33	1902. Fiat 128
13	1903. Fiat 850
6	1904. Fiat 131
5	1997. Other Fiat
82	1999. Unknown Fiat
1	2000. Undetermined Volvo
14	2001. Volvo 140

FREQ.	1977 MAKE-MODEL CODE VALUES
6	2002. Volvo 160
3	2003. Volvo 1800
2	2004. Volvo 240
1	2005. Volvo 260
20	2097. Other Volvo
77	2099. Unknown Volvo
1	2100. Undetermined Audi
19	2101. Audi 100LS
29	2102. Audi Fox
2	2197. Other Audi
33	2199. Unknown Audi
1	2200. Undetermined Colt
63	2201. Colt
0	2297. Other Colt
7	2299. Unknown Colt
349	2300. Undetermined Honda
133	2301. Honda Civic
7	2302. Honda Accord
568	2397. Other Honda
659	2399. Unknown Honda
1	2400. Undetermined Porsche
22	2401. Porsche 914
14	2402. Porsche 911
5	2403. Porsche 912
1	2404. Porsche Turbo Carrera
3	2497. Other Porsche
49	2499. Unknown Porsche
56	2501. MG Midget
11	2502. MGB/GT
40	2503. MGB
4	2597. Other MG
78	2599. Unknown MG
0	2601. Subaru G
5	2602. Subaru GL
23	2603. Subaru DL
1	2604. Subaru GF
9	2697. Other Subaru
65	2699. Unknown Subaru
5	2701. Arrow
1	2797. Other Arrow
1	2799. Unknown Arrow
88	6100. BMW
21	6200. BSA
527	6300. Harley-Davidson
608	6400. Kawasaki
30	6500. Norton
291	6600. Suzuki
188	6700. Triumph
464	6800. Yamaha
45	8000. Brockway
39	8100. Diamond Reo
56	8200. Freightliner
2	8300. FWD
1011	8400. GMC
1134	8500. International Harvester

FREQ.	1977 MAKE-MODEL CODE VALUES
374	8600. Kenworth
504	8700. Mack
292	8800. Peterbilt
601	8900. White
1540	9700. Other
8879	9898. Pedestrian
351	9900. Unknown

Variable 103 MAKE — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	MAKE
13689	01. Chevrolet
12225	02. Ford
3135	03. Pontiac
2106	04. Buick
2641	05. Plymouth
2522	06. Oldsmobile
3124	07. Dodge
2138	08. Volkswagen
1332	09. Mercury
757	10. Cadillac
1128	11. American Motors
818	12. Chrysler
317	13. Lincoln
252	14. Opel
1084	15. Datsun
1108	16. Toyota
162	17. Capri
186	18. Mazda
170	19. Fiat
124	20. Volvo
84	21. Audi
71	22. Colt
1716	23. Honda
95	24. Porsche
189	25. MG
103	26. Subaru
7	27. Arrow
115	61. BMW
25	62. BSA
604	63. Harley-Davidson
704	64. Kawasaki
32	65. Norton
333	66. Suzuki
245	67. Triumph
514	68. Yamaha
59	80. Brockway
62	81. Diamond Reo
63	82. Freightliner
3	83. FWD
1306	84. GMC
1446	85. International Harvester

FREQ.	MAKE
445	86. Kenworth
662	87. Mack
331	88. Peterbilt
732	89. White
1609	97. Other
8879	98. Not applicable/pedestrian
485	99. Unknown

Variable 104 MODEL — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	MODEL CODE SPECIFIC TO MAKE CODE
	(See var. 102)
8879	98. Pedestrian
20824	99. Unknown

Variable 105 BODY TYPE (77 VALUES) — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	BODY TYPE (77 VALUES)
	Passenger cars
709	01. Convertible
21530	02. 2-Door sedan, hardtop, coupe
9645	03. 4-Door sedan, hardtop
3420	06. Stationwagon (excluding van-based or truck-based)
779	07. On/off road vehicle
148	08. Other
4248	09. Unknown type automobile
	Motorcycles
4086	15. Motorcycle
38	16. Mopeds (motorized bicycles)
42	17. Other (minibikes, motorscooters)
18	18. Unknown type motorcycle
	Buses
127	25. School bus
33	26. Cross country
130	27. Transit bus
14	28. Other
25	29. Unknown type bus
	Special Vehicles
52	35. Snowmobile
168	36. Farm equipment other than trucks
38	37. Dune buggy, swamp buggy, etc.
63	38. Construction equipment other than trucks
30	39 Ambulance, emergency vehicle such ar hearse, etc.
3	40. Large limousine - more than four doors
131	41. Self propelled campers and motor homes
23	42. Fire truck

FREQ. BODY TYPE (77 VALUES)

Trucks

7733	50. Pickup including stake & small dump bodies and campers
1453	51. Van
74	52. Truck based station wagon
507	53. Single unit truck (10,000 < GVW < 19,500)
205	54. Single unit truck (19,500 < GVW < 26,001)
319	55. Single unit truck (GVW > 26,000)
343	56. Single unit truck (GVW unknown)
3576	57. Two unit truck-tractor with semi-trailer
149	58. Multi-unit: trk or trk-tractor with 2+ trailers
63	59. Truck-tractor pulling no trailers
451	60. Unknown type truck

Pedestrian

8879	98. Pedestrian

Unknown Body Type

685	99. Unknown body type

Variable 106 MODEL YEAR — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ. MODEL YEAR

8882	00. Pedestrian
	01.
	- . Actual model year
	97.
	99. Unknown

Variable 107 V.I.N. — M.D.Codes: None, None; Field Width: 15, Alphabetic

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Variable 108 VEHICLE WEIGHT — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ. VEHICLE WEIGHT

	00. Not applicable/pedestrian
	01.
	- . Actual value to nearest thousand pounds
	80.
	85. 81,000 - 90,000 Pounds
	90. 91,000 - 100,000 Pounds
	95. 100,000 plus pounds
	99. Unknown

Variable 109 REGISTRATION-STATE M.D.Codes: 99, None
Field Width: 2, Numeric

FREQ.	REGISTRATION-STATE
9560	00. No registration/not applicable
1382	01. Alabama
180	02. Alaska
932	04. Arizona
634	05. Arkansas
6332	06. California
819	08. Colorado
599	09. Connecticut
179	10. Delaware
66	11. District of Columbia
2549	12. Florida
1655	13. Georgia
191	15. Hawaii
323	16. Idaho
2778	17. Illinois
1627	18. Indiana
810	19. Iowa
696	20. Kansas
1071	21. Kentucky
1179	22. Louisiana
229	23. Maine
806	24. Maryland
908	25. Massachusetts
2606	26. Michigan
1047	27. Minnesota
830	28. Mississippi
1387	29. Missouri
316	30. Montana
457	31. Nebraska
257	32. Nevada
189	33. New Hampshire
1404	34. New Jersey
655	35. New Mexico
2820	36. New York
1724	37. North Carolina
220	38. North Dakota
2470	39. Ohio
1110	40. Oklahoma
834	41. Oregon
2731	42. Pennsylvania
544	43. Puerto Rico
160	44. Rhode Island
1070	45. South Carolina
244	46. South Dakota
1448	47. Tennessee
4531	48. Texas
363	49. Utah
118	50. Vermont
1385	51. Virginia
1112	53. Washington
587	54. West Virginia

FREQ.	REGISTRATION-STATE
1127	55. Wisconsin
245	56. Wyoming
67	93. Multiple state registration - in state
20	94. Multiple state registration - out-of-state
53	95. U.S. Government tag
18	96. Military vehicles
110	97. Foreign countries
173	99. Unknown

Variable 110 ODOMETER READING — M.D.Codes: 999, None; Field Width: 3, Numeric

FREQ.	ODOMETER READING
	000. Not applicable
	001.
	- . Actual value (in thousands)
	998.
	999. Unknown

Variable 111 INSPECTION CERTIFICATE — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	INSPECTION CERTIFICATE
36345	0. Not applicable
419	1. No inspection certificate
22454	2. Current
238	3. Expired
10481	9. Unknown

Variable 112 TRAVEL SPEED — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	TRAVEL SPEED
1314	00. Parked or stopped vehicle
	01.
	- . Actual value
	94.
	95. Ninety- five MPH or greater
	98. Pedestrian
	99. Unknown

Variable 113 TOWED VEHICLE — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	TOWED VEHICLE
69424	0. Not applicable
87	1. Travel trailer/camper
165	2. Other car trailer
8	3. Fifth wheel trailer
44	4. Truck trailer
137	8. Other
72	9. Unknown

Variable 114 SPECIAL USE — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	SPECIAL USE
69618	0. Not applicable
81	1. Taxi
35	2. Vehicle used as school bus
23	3. Vehicle used as other bus
13	4. Military
118	5. Police
49	9. Unknown

Variable 115 EMERGENCY USE — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ. EMERGENCY USE

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

60898	0. No
102	1. Yes
8879	8. Pedestrian
58	9. Unknown

Variable 116 IMPACT POINT INITIAL — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	IMPACT POINT INITIAL
3551	00. Non-collision
	01.
	- . Clock points
	12.
	13. Top
	14. Undercarriage
	98. Pedestrian
	99. Unknown

Variable 117 IMPACT POINT PRINCIPAL — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	IMPACT POINT PRINCIPAL
3552	00. None
	01.
	- . Clock points
	12.
	13. Top
	14. Undercarriage
	98. Pedestrian
	99. Unknown

Variable 118 EXTENT OF DEFORMATION — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	EXTENT OF DEFORMATION
2258	0. None
6795	2. Other (minor)
7011	4. Functional (moderate)
44206	6. Disabling (severe)
8879	8. Pedestrian
788	9. Unknown

Variable 119 IMPACTS — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	IMPACTS
3607	0. Non-collision
44742	1. Striking
11573	2. Struck
1045	3. Both
8879	8. Pedestrian
91	9. Unknown

Variable 120 TOWAWAY — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	TOWAWAY
18572	0. Not applicable
47894	1. Towed away
341	2. Abandoned
3130	9. Unknown

Variable 121 DOLLAR DAMAGE — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ. DOLLAR DAMAGE

Not used in 1977

99. Filler

Variable 122 FIRE OR EXPLOSION — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	FIRE OR EXPLOSION
68427	0. Not applicable
1509	1. Fire/explosion occurred in vehicle during accident
1	9. Missing data

Variable 123 NUMBER OF OCCUPANTS — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	NUMBER OF OCCUPANTS
272	00. No occupants
35197	01. One occupant
15215	02. Two occupants
5019	03. Three occupants
2851	04. Four occupants
1122	05. Five occupants
494	06. Six occupants
194	07. Seven occupants
91	08. Eight occupants
39	09. Nine occupants
29	10. Ten occupants
16	11. Eleven occupants
11	12. Twelve occupants
0	13. Thirteen occupants
8	14. Fourteen occupants
6	15. Fifteen occupants
1	16. Sixteen occupants
3	17. Seventeen occupants
3	18. Eighteen occupants
4	19. Nineteen occupants
4	20. Twenty occupants
3	21. Twenty-one occupants
2	22. Twenty-two occupants
4	23. Twenty-three occupants
1	24. Twenty-four occupants
	25. Twenty-five occupants
	- .
	96. Ninety-six occupants
	97. Unknown-only injured reported
	98. Pedestrian
	99. Unknown

Variable 124 CONTRIBUTING FACTOR — M.D.Codes: 99, 0; Field Width: 2, Numeric; Responses: 2

FREQ.	CONTRIBUTING FACTOR AT VEHICLE LEVEL
113256	00. None
	Defective
1449	01. Tires and wheels
469	02. Brake system
106	03. Steering system
39	04. Suspension
123	05. Power train
15	06. Exhaust system
140	07. Headlights
31	08. Signal lights
104	09. Other lights
8	10. Horn
4	11. Mirrors
10	12. Wipers
10	13. Driver seating and control
79	14. Body, doors, other
37	15. Trailer hitch
	Pedestrian
17758	98. Pedestrian
	Unknown
6236	99. Unknown

Variable 125 VIN MAKE — M.D.Codes: 99, None; Field Width: 2, Numeric

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Variable 126 VIN MODEL — M.D.Codes: 99, None; Field Width: 2, Numeric

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Variable 127 VIN BODY TYPE (76) — M.D.Codes: 99, None; Field Width: 2, Numeric

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Variable 128 VIN-YEAR-1 (76) — M.D.Codes: 99, None; Field Width: 2, Numeric

Variable 129 VIN-YEAR-2 (76) M.D.Codes: 99, None
Field Width: 2, Numeric

Variable 130 VIN WEIGHT M.D.Codes: 9999, None
Field Width: 4, Numeric

Variable 131 VIN WHEELBASE M.D.Codes: 999, None
Field Width: 3, Numeric

Variable 132 VIN BODY-2 (76) M.D.Codes: 99, None
Field Width: 2, Numeric

Variable 133 VIN-BODY-TYPE (77) M.D.Codes: 99, None
Field Width: 2, Numeric

Variable 134 VIN DECODE ERROR (76) M.D.Codes: 99, None
Field Width: 2, Numeric

Variable 135 DRIVER PRESENCE M.D.Codes: 9, None
Field Width: 1, Numeric

FREQ.	DRIVER PRESENCE
8879	0. Pedestrian
60591	1. Driver operated vehicle
351	2. No driver
116	9. Unknown

Variable 136 LICENSE - STATE M.D.Codes: 99, None
Field Width: 2, Numeric

FREQ.	LICENSE - STATE
8879	00. Pedestrian
1374	01. Alabama
173	02. Alaska
924	04. Arizona
697	05. Arkansas
6390	06. California
801	08. Colorado
610	09. Connecticut
161	10. Delaware
78	11. District of Columbia

FREQ.	LICENSE - STATE
2524	12. Florida
1709	13. Georgia
169	15. Hawaii
313	16. Idaho
2801	17. Illinois
1614	18. Indiana
828	19. Iowa
681	20. Kansas
1055	21. Kentucky
1208	22. Louisiana
230	23. Maine
799	24. Maryland
955	25. Massachusetts
2642	26. Michigan
1049	27. Minnesota
842	28. Mississippi
1446	29. Missouri
311	30. Montana
463	31. Nebraska
230	32. Nevada
179	33. New Hampshire
1378	34. New Jersey
649	35. New Mexico
2915	36. New York
1725	37. North Carolina
214	38. North Dakota
2467	39. Ohio
1089	40. Oklahoma
797	41. Oregon
2810	42. Pennsylvania
543	43. Puerto Rico
156	44. Rhode Island
1059	45. South Carolina
239	46. South Dakota
1477	47. Tennessee
4520	48. Texas
365	49. Utah
122	50. Vermont
1392	51. Virginia
1113	53. Washington
607	54. West Virginia
1151	55. Wisconsin
225	56. Wyoming
9	94. Military
101	95. Canada
20	96. Mexico
40	97. Other foreign country
619	99. Unknown

Variable 137 LICENSE - STATUS 77 M.D.Codes: 9, None
Field Width: 1, Numeric

FREQ.	LICENSE - STATUS 77
188	0. No license required
2227	1. No license, license required
721	2. License, but not for this type of vehicle
53515	3. Valid license for this type of vehicle
1048	4. Suspended license
366	5. Revoked license
788	6. Expired license
250	7. Learner's permit
8879	8. Pedestrian
1955	9. Unknown

Variable 138 LICENSE RESTRICTIONS 77 M.D.Codes: 9, None
Field Width: 1, Numeric

FREQ.	LICENSE RESTRICTIONS 77
55484	0. No restrictions or not applicable
3295	1. Restrictions complied with
212	2. Restrictions not complied with
8043	3. Restrictions, compliance unknown
2903	9. Unknown

Variable 139 DRIVER TRAINING M.D.Codes: 9, None
Field Width: 1, Numeric

FREQ.	DRIVER TRAINING
11258	0. None
4433	1. High school
176	2. Commercial
51	3. School bus
60	4. Traffic school
43	5. Two or more types
528	6. Training, type unknown
8879	8. Pedestrian
44509	9. Unknown

Variable 140 VIOLATIONS CHARGED M.D.Codes: 9, None
Field Width: 1, Numeric

FREQ.	VIOLATIONS CHARGED
47658	0. No
9544	1. Yes
2087	2. Pending
8879	8. Pedestrian
1769	9. Unknown

Variable 141 PREVIOUS CRASHES — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ. PREVIOUS RECORDED ACCIDENTS LISTED FOR THIS DRIVER

46165
00. None
01.
- . Actual value
97.
98. Pedestrian
99. Unknown

Variable 142 PREVIOUS SUSPENSIONS — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ. PREVIOUS SUSPENSIONS

53363
00. None
01.
- . Actual value
97.
98. Pedestrian
99. Unknown

Variable 143 PREVIOUS DWI CONVICTIONS — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ. PREVIOUS "DRIVING WHILE INTOXICATED" CONVICTIONS

55522
00. None
01.
- . Actual value
97.
98. Pedestrian
99. Unknown

Variable 144 PREVIOUS SPEED CONV — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ. PREVIOUS SPEEDING CONVICTIONS

40358
00. None
01.
- . Actual value
97.
98. Pedestrian
99. Unknown

Variable 145 PREVIOUS OTHER MV CONV — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ. PREVIOUS OTHER MOVING VIOLATIONS CONVICTIONS

FREQ.	
43798	00. None
	01.
	- . Actual value
	97.
	98. Pedestrian
	99. Unknown

Variable 146 MONTH OF LAST CRASH — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ. MONTH OF LAST CRASH

FREQ.	
37679	00. Not applicable
2296	01. January
2290	02. February
2540	03. March
2586	04. April
2526	05. May
2482	06. June
2421	07. July
2479	08. August
2477	09. September
2521	10. October
2352	11. November
2279	12. December
3009	99. Unknown

Variable 147 YEAR OF LAST CRASH — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ. YEAR OF LAST CRASH

FREQ.	
37679	00. Not applicable
	01.
	- . Actual year
	97.
	99. Unknown

Variable 148 MONTH OF FIRST CRASH — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ. MONTH OF FIRST CRASH

FREQ.	
37675	00. Not applicable
2585	01. January
2493	02. February
2557	03. March
2537	04. April

FREQ.	MONTH OF FIRST CRASH
2539	05. May
2398	06. June
2430	07. July
2433	08. August
2335	09. September
2483	10. October
2265	11. November
2196	12. December
3011	99. Unknown

Variable 149 YEAR OF FIRST CRASH — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	YEAR OF FIRST CRASH
37675	00. Not applicable
	01.
	- . Actual year
	97.
	99. Unknown

Variable 150. CONTRIBUTING FACTOR — M.D.Codes: 99, 0; Field Width: 2, Numeric; Responses: 3

FREQ.	CONTRIBUTING FACTOR AT DRIVER LEVEL
126018	00. None
	Physical/Mental Condition
1304	01. Drowsy, sleepy, asleep, fatigued
209	02. Ill, blackout
7	03. Depression
72	05. Drugs-medication
155	06. Other drugs
3386	07. Inattentive (talking, eating, etc.)
87	08. Physical impairments
3	09. Died prior to accident
	Miscellaneous Causes
281	20. Leaving vehicle unattended with engine running
110	21. Overloading or improper loading of vehicle
47	22. Towing or pushing vehicle improperly
174	23. Failing to dim or to have lights on when required
254	24. Operating without required equipment
7	25. Creating unlawful noise or using equipment prohibited by law
531	26. Following improperly
369	27. Improper or erratic lane changing
9173	28. Failure to keep in proper lane or running off road
80	29. Illegal driving on road shoulder, in ditch or on sidewalk
146	30. Making improper entry to or exit from trafficway

FREQ.	CONTRIBUTING FACTOR AT DRIVER LEVEL
153	31. Starting or backing improperly
7	32. Opening vehicle closure into moving traffic or while vehicle is in motion
276	33. Passing where prohibited by posted signs, pavement markings, hill or curve, or school bus displaying warning not to pass
108	34. Passing on wrong side
733	35. Passing with insufficient distance or inadequate visibility or failing to yield to overtaking vehicle
5994	36. Operating the vehicle in an erratic, reckless, careless or negligent manner
4780	38. Failure to yield right of way
2905	39. Failure to obey traffic signs, traffic controls devices or traffic officers, or failure to observe safety zone
38	40. Passing through or around barrier
55	41. Fail to observe warnings or instruct. on vehicles displaying them
60	42. Failure to signal intentions
2	43. Giving wrong signal
16861	44. Driving too fast for cond. or in excess posted max.
37	45. Driving less than posted minimum
18	46. Operating at erratic or suddenly changing speeds
51	47. Making right turn from left turn lane, making left turn from right turn lane
790	48. Making other improper turn
24	49. Failure to comply with physical licence restriction
343	50. Driving wrong way on one-way roadway
3704	51. Driving on wrong side of road
353	52. Operator inexperience
193	53. Unfamiliar with roadway
	Pedestrian
26637	98. Pedestrian
	Unknown
3276	99. Unknown

Variable 151 TOTAL NOT INJURED — M.D.Codes: 99, None; Field Width: 2, Numeric

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Variable 152 TOTAL C INJURIES IN VEH — M.D.Codes: 99, None; Field Width: 2, Numeric

Variable 153 TOTAL B INJURIES IN VEH — M.D.Codes: 99, None; Field Width: 2, Numeric

Variable 154 TOTAL A INJURIES IN VEH — M.D.Codes: 99, None; Field Width: 2, Numeric

Variable 155 TOTAL KILLED IN VEH — M.D.Codes: 99, None; Field Width: 2, Numeric

Variable 156 TOTAL DIED PRIOR TO ACC — M.D.Codes: 99, None; Field Width: 2, Numeric

Variable 157 TOTAL UNKNOWN INJURIES — M.D.Codes: 99, None; Field Width: 2, Numeric

Variable 158 TOTAL # OF PERSONS — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ. TOTAL NUMBER OF PERSON RECORDS FOR VEHICLE

Variable 159 TOTAL INJURED IN VEH — M.D.Codes: 99, None; Field Width: 2, Numeric

Variable 160 TOTAL # OF CASUALTIES — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ. TOTAL INJURED OR KILLED IN VEHICLE

Variable 161 WORST INJURY IN VEHICLE — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ. WORST INJURY IN VEHICLE

14340	0. No injury
2395	1. C - Possible injury
4277	2. B - Non-incapacitating injury
5268	3. A - Incapacitating injury
43657	4. K - Fatal injury

********** The Person Variables **********
Variables 201 through 222 describe the persons involved in the accident. They are in the Person Level files but NOT in the Vehicle or Accident Level files.
****

Variable 201 PERSON NUMBER — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	PERSON NUMBER
325	00. Not applicable
69612	01. Person number one
24642	02. Person number two
9470	03. Person number three
4587	04. Person number four
1882	05. Person number five
819	06. Person number six
375	07. Person number seven
202	08. Person number eight
119	09. Person number nine
86	10. Person number ten
61	11. Person number eleven
48	12. Person number twelve
37	13. Person number thirteen
34	14. Person number fourteen
29	15. Person number fifteen
24	16. Person number sixteen
22	17. Person number seventeen
20	18. Person number eighteen
19	19. Person number nineteen
	20. Person number twenty
	- .
	99. Person ninety-nine

Variable 202 AGE — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	AGE
427	00. Infants less than one year old
503	01. One year old
752	02. Two years old
684	03. Three years old
703	04. Four years old
713	05. Five years old
750	06. Six years old
639	07. Seven years old
680	08. Eight years old
600	09. Nine years old
641	10. Ten years old
631	11. Eleven years old
799	12. Twelve years old
980	13. Thirteen years old

FREQ.	AGE
1446	14. Fourteen years old
2333	15. Fifteen years old
4211	16. Sixteen years old
5176	17. Seventeen years old
5882	18. Eighteen years old
5681	19. Nineteen years old
5094	20. Twenty years old
4633	21. Twenty-one years old
4228	22. Twenty-two years old
3640	23. Twenty-three years old
3259	24. Twenty-four years old
2928	25. Twenty-five years old
2682	26. Twenty-six years old
2429	27. Twenty-seven years old
2206	28. Twenty-eight years old
2167	29. Twenty-nine years old
2182	30. Thirty years old
1640	31. Thirty-one years old
1583	32. Thirty-two years old
1455	33. Thirty-three years old
1530	34. Thirty-four years old
1327	35. Thirty-five years old
1252	36. Thirty-six years old
1154	37. Thirty-seven years old
1127	38. Thirty-eight years old
1055	39. Thirty-nine years old
1060	40. Forty years old
1070	41. Forty-one years old
1017	42. Forty-two years old
942	43. Forty-three years old
863	44. Forty-four years old
912	45. Forty-five years old
947	46. Forty-six years old
912	47. Forty-seven years old
888	48. Forty-eight years old
946	49. Forty-nine years old
885	50. Fifty years old
865	51. Fifty-one years old
941	52. Fifty-two years old
872	53. Fifty-three years old
813	54. Fifty-four years old
787	55. Fifty-five years old
828	56. Fifty-six years old
742	57. Fifty-seven years old
690	58. Fifty-eight years old
695	59. Fifty-nine years old
737	60. Sixty years old
628	61. Sixty-one years old
707	62. Sixty-two years old
692	63. Sixty-three years old
610	64. Sixty-four years old
602	65. Sixty-five years old
552	66. Sixty-six years old
469	67. Sixty-seven years old
486	68. Sixty-eight years old

FREQ.	AGE
501	69. Sixty-nine years old
480	70. Seventy years old
405	71. Seventy-one years old
460	72. Seventy-two years old
420	73. Seventy-three years old
433	74. Seventy-four years old
363	75. Seventy-five years old
403	76. Seventy-six years old
358	77. Seventy-seven years old
274	78. Seventy-eight years old
281	79. Seventy-nine years old
278	80. Eighty years old
236	81. Eighty-one years old
217	82. Eighty-two years old
170	83. Eighty-three years old
177	84. Eighty-four years old
160	85. Eighty-five years old
115	86. Eighty-six years old
82	87. Eighty-seven years old
53	88. Eighty-eight years old
62	89. Eighty-nine years old
26	90. Ninety years old
22	91. Ninety-one years old
21	92. Ninety-two years old
21	93. Ninety-three years old
6	94. Ninety-four years old
4	95. Ninety-five years old
5	96. Ninety-six years old
8	97. Ninety-seven years or older
1587	99. Unknown

Variable 203 SEX — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	SEX
79219	1. Male
32980	2. Female
389	9. Unknown

Variable 204 PERSON TYPE — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	PERSON TYPE
60591	1. Driver
41476	2. Passenger
8759	3. Non-occupant: Pedestrian
1024	4. Non-occupant: Pedalcyclist
15	5. Non-occupant: Rider of animal
1	6. Non-occupant: In animal drawn vehicle
182	7. Non-occupant: Occupant of non-traffic unit vehicle
39	8. Non-occupant: Other or unknown type non-occupant

FREQ.	PERSON TYPE
501	9. Unknown type occupant

Variable 205 SEATING POSITION — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	SEATING POSITION
10020	00. Not applicable
60612	01. Front seat - left side (driver's side)
3612	02. Front seat - middle
19977	03. Front seat - right side
4539	04. Second seat - left side
2124	05. Second seat - middle
4081	06. Second seat - right side
54	07. Third seat - left side
50	08. Third seat - middle
42	09. Third seat - right side
133	10. Additional front seat passenger
1899	11. Other passengers
131	12. Sleeper section of cab (truck)
280	13. Riding on vehicle exterior
5034	99. Unknown

Variable 206 ACTIVE RESTRAINT — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	ACTIVE RESTRAINT
78950	0. None used (vehicle occupant) or not applicable (non-occupant)
107	1. Shoulder belt
1628	2. Lap belt
824	3. Lap and shoulder belt
30	4. Child safety seat
8	5. Child harness
691	6. Restraint used - type not specified
2105	7. Motorcycle helmet
28245	9. Unknown

Variable 207 PASSIVE RESTRAINT — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	PASSIVE RESTRAINT
107715	0. Not applicable
1	1. Deployed airbag
1	2. Non-deployed airbag
19	3. Passive belt
4852	9. Unknown

Variable 208 LOCATION — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	LOCATION OF NON-VEHICLE OCCUPANT INVOLVED
102243	00. Not applicable - vehicle occupant
514	01. Intersection - in crosswalk
104	02. Intersection - sidewalk, median, island, other
1241	03. Intersection - on roadway
34	04. Intersection - unknown
103	05. Non-intersection - in crosswalk
250	06. Non-intersection - sidewalk, median, island, other
1	07. Non-intersection - bike path
728	08. Non-intersection - on roadway shoulder
302	09. Non-intersection - outside trafficway
6657	10. Non-intersection - on roadway
30	11. Non-intersection - unknown
381	99. Unknown

Variable 209 EXTRICATION-EJECTION(76) — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	EXTRICATION-EJECTION(76)
	Not used in 1977
112588	9. Missing data

Variable 210 EJECTION (77) — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	EJECTION (77)
96092	0. Not applicable
12055	1. Totally ejected
1639	2. Partially ejected
2802	9. Unknown

Variable 211 EXTRICATION (77) — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	EXTRICATION (77)
98447	0. Not extricated
3972	1. Extrication by ambulance-rescue attendants
377	2. Extrication by police
535	3. Extrication by other
1662	4. Extrication by unknown source
649	5. Extrication by two or more types
6946	9. Unknown

Variable 212 DRINKING INVOLVED — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	DRINKING INVOLVED
77702	0. No
19993	1. Yes
14893	9. Unknown

Variable 213 ALCOHOL TEST RESULTS — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	ALCOHOL TEST RESULTS
	00.
	- . Actual value
	94.
	95. Test refused
	96. None given
	97. AC test performed, results unknown
	99. Unknown

Variable 214 ALCOHOL TEST TYPE — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	ALCOHOL TEST TYPE
66019	0. Not applicable/no test
25021	1. Blood
996	2. Breath
69	3. Urine
2	4. Saliva
174	5. Tissue
23	8. Other
20284	9. Unknown

Variable 215 INJURY SEVERITY — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	INJURY SEVERITY
20469	0. 0 - No injury
6594	1. C - Possible injury
14540	2. B - Non-incapacitating evident injury
22118	3. A - Incapacitating injury
48375	4. K - Fatal injury
5	7. Died prior to accident
487	9. Unknown

Variable 216 TAKEN TO HOSPITAL — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	TAKEN TO HOSPITAL
33724	0. No
73842	1. Yes
5022	9. Unknown

Variable 217 DEATH DATE-MONTH — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	DEATH DATE-MONTH
63908	00. Not applicable
2858	01. January
2887	02. February
3532	03. March
3739	04. April
4084	05. May
4343	06. June
4982	07. July
4644	08. August
4262	09. September
4627	10. October
4167	11. November
4196	12. December
359	99. Unknown

Variable 218 DEATH DATE-DAY — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	DEATH DATE-DAY
63908	00. Not applicable
	01.
	- . Actual date
	31.
	99. Unknown

Variable 219 DEATH DATE-YEAR — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	DEATH DATE-YEAR
63908	00. Not applicable
0	76. 1976
48190	77. 1977
158	78. 1978
332	99. Unknown

Variable 220 DEATH TIME-HOUR — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	DEATH TIME-HOUR
66070	00. Not applicable
	01.
	- . Actual hour (24 hour clock)
	24.
	99. Unknown

Variable 221 DEATH TIME-MINUTE — M.D.Codes: 99, None; Field Width: 2, Numeric

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Variable 222 CONTRIBUTING FACTOR — M.D.Codes: 99, 0; Field Width: 2, Numeric; Responses: 3

FREQ.	CONTRIBUTING FACTOR
	Non-Occupant Related Factors
326269	00. Not applicable - driver
.0	01. None - all other persons
74	02. Physical impairments
626	03. Not visible
1250	04. Darting or running into road
3628	05. Improper crossing of roadway or intersection
1628	06. Playing, working, sitting, lying, standing in road
92	07. Interfering with driver
	Operator Related Factors
3	20. Leaving vehicle unattended in roadway
0	21. Overloading or improper loading of vehicle with passengers or cargo
4	22. Towing or pushing vehicle improperly
8	23. Failing to have lights on when required
18	24. Operating without required equipment
0	25. Creating noise or using equipment prohibited by law
2	26. Following improperly
15	27. Improper or erratic lane changing
24	28. Failure to keep in proper lane or running off road
1	29. Illegal driving on road shoulder, in ditch or on sidewalk
20	30. Making improper entry to or exit from trafficway
0	33. Passing where prohibited by posted signs, pavement markings, hill or curve, or school bus displaying warning not to pass
0	34. Passing on wrong side
4	35. Passing with insufficient distance or inadequate visibility, or failing to yield to overtaking vehicle
13	36. Operating the vehicle in other erratic, reckless,

FREQ.	CONTRIBUTING FACTOR
	careless or negligent manner
205	38. Failure to yield right of way
91	39. Failure to obey traffic signs, control devices or traffic officers, or failure to observe safety zone
0	40. Passing through or around barrier positioned to prohibit or channel traffic
1	41. Failure to observe warnings or instruct on vehicle displaying them
6	42. Failure to signal intentions
0	43. Giving wrong signal
3	44. Driving too fast for cond. / excess of posted max
0	45. Driving less than posted minimum
0	46. Operating at erratic or suddenly changing speeds
3	47. Making right turn from left turn lane, making left turn from right turn lane
23	48. Making other improper turn
2	49. Driving wrong way on one-way roadway
18	50. Driving on wrong side of road
13	51. Operator inexperience
0	52. Unfamiliar with roadway
	Unknown
3720	99. Unknown

FATAL ACCIDENT REPORTING SYSTEM
1977 FATALITY APPENDIX

Variable Number	Variable Name	Field Width	Char Type	Number Of Responses	Page Number
201	PERSON NUMBER	2	Num.	1	1
202	AGE	2	Num.	1	1
203	SEX	1	Num.	1	3
204	PERSON TYPE	1	Num.	1	3
205	SEATING POSITION	2	Num.	1	4
206	ACTIVE RESTRAINT	1	Num.	1	4
207	PASSIVE RESTRAINT	1	Num.	1	5
208	LOCATION	2	Num.	1	5
209	EXTRICATION-EJECTION(76)	1	Num.	1	5
210	EJECTION (77)	1	Num.	1	5
211	EXTRICATION (77)	1	Num.	1	5
212	DRINKING INVOLVED	1	Num.	1	6
213	ALCOHOL TEST RESULTS	2	Num.	1	6
214	ALCOHOL TEST TYPE	1	Num.	1	6
215	INJURY SEVERITY	1	Num.	1	6
216	TAKEN TO HOSPITAL	1	Num.	1	7
217	DEATH DATE-MONTH	2	Num.	1	7
218	DEATH DATE-DAY	2	Num.	1	7
219	DEATH DATE-YEAR	2	Num.	1	8
220	DEATH TIME-HOUR	2	Num.	1	8
221	DEATH TIME-MINUTE	2	Num.	1	8
222	CONTRIBUTING FACTOR	2	Num.	3	8

This appendix to the FARS codebook documents the person data set (variables 201 through 222) filtered on fatalities.

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All Variables Have 1 Response And 0 Implied Dec. Places
Unless Otherwise Stated.

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Variable 201 PERSON NUMBER — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	PERSON NUMBER
0	00. Not applicable
35237	01. Person number one
9361	02. Person number two
2352	03. Person number three
910	04. Person number four
295	05. Person number five
123	06. Person number six
49	07. Person number seven
32	08. Person number eight
5	09. Person number nine
6	10. Person number ten
2	11. Person number eleven
1	12. Person number twelve
0	13. Person number thirteen
1	14. Person number fourteen
0	15. Person number fifteen
0	16. Person number sixteen
0	17. Person number seventeen
0	18. Person number eighteen
0	19. Person number nineteen
	20. Person number twenty
	- .
	99. Person ninety-nine

Variable 202 AGE — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	AGE
202	00. Infants less than one year old
183	01. One year old
296	02. Two years old
270	03. Three years old
260	04. Four years old
324	05. Five years old
336	06. Six years old

FREQ.	AGE
272	07. Seven years old
278	08. Eight years old
241	09. Nine years old
206	10. Ten years old
247	11. Eleven years old
280	12. Twelve years old
360	13. Thirteen years old
508	14. Fourteen years old
830	15. Fifteen years old
1496	16. Sixteen years old
1891	17. Seventeen years old
2309	18. Eighteen years old
2299	19. Nineteen years old
2170	20. Twenty years old
1971	21. Twenty-one years old
1809	22. Twenty-two years old
1572	23. Twenty-three years old
1386	24. Twenty-four years old
1235	25. Twenty-five years old
1122	26. Twenty-six years old
1008	27. Twenty-seven years old
904	28. Twenty-eight years old
894	29. Twenty-nine years old
892	30. Thirty years old
701	31. Thirty-one years old
629	32. Thirty-two years old
560	33. Thirty-three years old
598	34. Thirty-four years old
508	35. Thirty-five years old
519	36. Thirty-six years old
459	37. Thirty-seven years old
425	38. Thirty-eight years old
393	39. Thirty-nine years old
423	40. Forty years old
451	41. Forty-one years old
426	42. Forty-two years old
401	43. Forty-three years old
343	44. Forty-four years old
363	45. Forty-five years old
419	46. Forty-six years old
386	47. Forty-seven years old
411	48. Forty-eight years old
428	49. Forty-nine years old
391	50. Fifty years old
401	51. Fifty-one years old
442	52. Fifty-two years old
411	53. Fifty-three years old
393	54. Fifty-four years old
387	55. Fifty-five years old
415	56. Fifty-six years old
370	57. Fifty-seven years old
340	58. Fifty-eight years old
361	59. Fifty-nine years old
402	60. Sixty years old
328	61. Sixty-one years old

FREQ.	AGE
398	62. Sixty-two years old
368	63. Sixty-three years old
340	64. Sixty-four years old
350	65. Sixty-five years old
320	66. Sixty-six years old
263	67. Sixty-seven years old
278	68. Sixty-eight years old
322	69. Sixty-nine years old
289	70. Seventy years old
259	71. Seventy-one years old
287	72. Seventy-two years old
270	73. Seventy-three years old
301	74. Seventy-four years old
258	75. Seventy-five years old
282	76. Seventy-six years old
250	77. Seventy-seven years old
193	78. Seventy-eight years old
206	79. Seventy-nine years old
199	80. Eighty years old
177	81. Eighty-one years old
156	82. Eighty-two years old
138	83. Eighty-three years old
146	84. Eighty-four years old
133	85. Eighty-five years old
94	86. Eighty-six years old
65	87. Eighty-seven years old
47	88. Eighty-eight years old
53	89. Eighty-nine years old
23	90. Ninety years old
19	91. Ninety-one years old
19	92. Ninety-two years old
19	93. Ninety-three years old
6	94. Ninety-four years old
3	95. Ninety-five years old
5	96. Ninety-six years old
7	97. Ninety-seven years or older
297	99. Unknown

Variable 203 SEX — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	SEX
35024	1. Male
13348	2. Female
3	9. Unknown

Variable 204 PERSON TYPE — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	PERSON TYPE
26315	1. Driver
12991	2. Passenger
7943	3. Non-occupant: Pedestrian
939	4. Non-occupant: Pedalcyclist
14	5. Non-occupant: Rider of animal
1	6. Non-occupant: In animal drawn vehicle
56	7. Non-occupant: Occupant of non-traffic unit vehicle
9	8. Non-occupant: Other or unknown type non-occupant
107	9. Unknown type occupant

Variable 205 SEATING POSITION — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	SEATING POSITION
8962	00. Not applicable
26326	01. Front seat - left side (driver's side)
869	02. Front seat - middle
7424	03. Front seat - right side
1355	04. Second seat - left side
395	05. Second seat - middle
912	06. Second seat - right side
9	07. Third seat - left side
6	08. Third seat - middle
2	09. Third seat - right side
32	10. Additional front seat passenger
356	11. Other passengers
30	12. Sleeper section of cab (truck)
197	13. Riding on vehicle exterior
1500	99. Unknown

Variable 206 ACTIVE RESTRAINT — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	ACTIVE RESTRAINT
35719	0. None used (vehicle occupant) or not applicable (non-occupant)
39	1. Shoulder belt
386	2. Lap belt
230	3. Lap and shoulder belt
11	4. Child safety seat
1	5. Child harness
185	6. Restraint used - type not specified
1679	7. Motorcycle helmet
10125	9. Unknown

Variable 207 PASSIVE RESTRAINT — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	PASSIVE RESTRAINT
46898	0. Not applicable
0	1. Deployed airbag
0	2. Non-deployed airbag
10	3. Passive belt
1467	9. Unknown

Variable 208 LOCATION — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	LOCATION OF NON-VEHICLE OCCUPANT INVOLVED
39413	00. Not applicable - vehicle occupant
471	01. Intersection - in crosswalk
75	02. Intersection - sidewalk, median, island, other
1183	03. Intersection - on roadway
34	04. Intersection - unknown
94	05. Non-intersection - in crosswalk
144	06. Non-intersection - sidewalk, median, island, other
1	07. Non-intersection - bike path
495	08. Non-intersection - on roadway shoulder
161	09. Non-intersection - outside trafficway
6227	10. Non-intersection - on roadway
27	11. Non-intersection - unknown
50	99. Unknown

Variable 209 EXTRICATION-EJECTION(76) — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	EXTRICATION-EJECTION(76)
	Not used in 1977
48375	9. Missing data

Variable 210 EJECTION (77) — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	EJECTION (77)
37768	0. Not applicable
8546	1. Totally ejected
1294	2. Partially ejected
767	9. Unknown

Variable 211 EXTRICATION (77) M.D.Codes: 9, None
Field Width: 1, Numeric

FREQ. EXTRICATION (77)

40684	0. Not extricated
2506	1. Extrication by ambulance-rescue attendants
268	2. Extrication by police
398	3. Extrication by other
1251	4. Extrication by unknown source
440	5. Extrication by two or more types
2828	9. Unknown

Variable 212 DRINKING INVOLVED M.D.Codes: 9, None
Field Width: 1, Numeric

FREQ. DRINKING INVOLVED

28421	0. No
12578	1. Yes
7376	9. Unknown

Variable 213 ALCOHOL TEST RESULTS M.D.Codes: 99, None
Field Width: 2, Numeric

FREQ. ALCOHOL TEST RESULTS

00.
- . Actual value
94.
95. Test refused
96. None given
97. AC test performed, results unknown
99. Unknown

Variable 214 ALCOHOL TEST TYPE M.D.Codes: 9, None
Field Width: 1, Numeric

FREQ. ALCOHOL TEST TYPE

20930	0. Not applicable/no test
20632	1. Blood
29	2. Breath
28	3. Urine
2	4. Saliva
172	5. Tissue
15	8. Other
6567	9. Unknown

Variable 215 INJURY SEVERITY — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	INJURY SEVERITY
0	0. 0 - No injury
0	1. C - Possible injury
0	2. B - Non-incapacitating evident injury
0	3. A - Incapacitating injury
48375	4. K - Fatal injury
0	7. Died prior to accident
0	9. Unknown

Variable 216 TAKEN TO HOSPITAL — M.D.Codes: 9, None; Field Width: 1, Numeric

FREQ.	TAKEN TO HOSPITAL
10957	0. No
35224	1. Yes
2194	9. Unknown

Variable 217 DEATH DATE-MONTH — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	DEATH DATE-MONTH
20	00. Not applicable
2858	01. January
2887	02. February
3532	03. March
3739	04. April
4084	05. May
4343	06. June
4982	07. July
4644	08. August
4262	09. September
4627	10. October
4167	11. November
4196	12. December
34	99. Unknown

Variable 218 DEATH DATE-DAY — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	DEATH DATE-DAY
20	00. Not applicable
	01.
	- . Actual date
	31.
	99. Unknown

Variable 219 DEATH DATE-YEAR — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	DEATH DATE-YEAR
20	00. Not applicable
0	76. 1976
48190	77. 1977
158	78. 1978
7	99. Unknown

Variable 220 DEATH TIME-HOUR — M.D.Codes: 99, None; Field Width: 2, Numeric

FREQ.	DEATH TIME-HOUR
2182	00. Not applicable
	01.
	- . Actual hour (24 hour clock)
	24.
	99. Unknown

Variable 221 DEATH TIME-MINUTE — M.D.Codes: 99, None; Field Width: 2, Numeric

Variable 222 CONTRIBUTING FACTOR — M.D.Codes: 99, 0; Field Width: 2, Numeric; Responses: 3

FREQ.	CONTRIBUTING FACTOR
	Non-Occupant Related Factors
136552	00. Not applicable - driver
0	01. None - all other persons
73	02. Physical impairments
598	03. Not visible
1227	04. Darting or running into road
3540	05. Improper crossing of roadway or intersection
1481	06. Playing, working, sitting, lying, standing in road
66	07. Interfering with driver
	Operator Related Factors
3	20. Leaving vehicle unattended in roadway
0	21. Overloading or improper loading of vehicle with passengers or cargo
4	22. Towing or pushing vehicle improperly
8	23. Failing to have lights on when required
18	24. Operating without required equipment
0	25. Creating noise or using equipment prohibited by law
2	26. Following improperly
15	27. Improper or erratic lane changing

FREQ.	CONTRIBUTING FACTOR
22	28. Failure to keep in proper lane or running off road
1	29. Illegal driving on road shoulder, in ditch or on sidewalk
20	30. Making improper entry to or exit from trafficway
0	33. Passing where prohibited by posted signs, pavement markings, hill or curve, or school bus displaying warning not to pass
0	34. Passing on wrong side
4	35. Passing with insufficient distance or inadequate visibility, or failing to yield to overtaking vehicle
13	36. Operating the vehicle in other erratic, reckless, careless or negligent manner
197	38. Failure to yield right of way
88	39. Failure to obey traffic signs, control devices or traffic officers, or failure to observe safety zone
0	40. Passing through or around barrier positioned to prohibit or channel traffic
1	41. Failure to observe warnings or instruct on vehicle displaying them
6	42. Failure to signal intentions
0	43. Giving wrong signal
3	44. Driving too fast for cond. / excess of posted max
0	45. Driving less than posted minimum
0	46. Operating at erratic or suddenly changing speeds
3	47. Making right turn from left turn lane, making left turn from right turn lane
23	48. Making other improper turn
2	49. Driving wrong way on one-way roadway
18	50. Driving on wrong side of road
12	51. Operator inexperience
0	52. Unfamiliar with roadway
	Unknown
1125	99. Unknown