TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
(Version May 1, 1986)

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UMTRI Truck Study
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This report provides one-way frequencies for all the variables in UMTRI's file of Trucks Involved in Fatal Accidents, 1983. This file combines the coverage of the FARS data with the detail of the BMCS data. Where no BMCS report could be found for a medium or heavy truck listed by FARS, UMTRI conducted a survey, by telephone interview or by mail, to obtain the desired information on ownership, type of trip, vehicle configuration, cargo, weights, and lengths.

Overall, 89.1% of the FARS medium and heavy trucks were found to be correctly classified. The 4,944 vehicles found to be medium and heavy trucks were divided into 1,310 straight trucks and 3,598 tractors. Of the latter, 3,447 were combination vehicles.
The UMTRI dataset of Trucks Involved in Fatal Accidents, 1983, provides detailed descriptions of all medium and heavy (i.e., with a gross vehicle weight rating greater than 10,000 pounds) trucks involved in a fatal accident in the continental United States, excluding Alaska, during 1983. In particular, it gives information on the vehicle and cargo that is not contained in the computerized data from the Fatal Accident Reporting System (FARS). The UMTRI file is a combination of telephone surveys, mail surveys, Bureau of Motor Carrier Safety (BMCS) accident reports matched with FARS cases, and supplementary data coded from police accident reports.

Special attention was devoted to checking the FARS Body Type. In a large number of cases the FARS category was not confirmed. Thus, of the vehicles identified by FARS as medium or heavy trucks, 10.9 percent were incorrectly identified. Of these, 2.9 percent were determined to be either light trucks or inappropriate vehicles for FARS, and 7.9 percent were misclassified medium or heavy trucks. For example, of the 3377 FARS combination vehicles with a single trailer, 19 were not medium or heavy trucks, while a further 167 were determined to be some other type of medium or heavy truck. Another 189 vehicles, listed by FARS as some other kind of truck, were found to be combination vehicles with a single trailer. Finally, another 132 vehicles, identified by FARS as being light trucks, were found to be medium or heavy trucks.

Overall the UMTRI survey found that the power unit was a straight truck in 1310 cases, or 26.5 percent, of the 4944 medium and heavy trucks involved in fatal accidents in 1983, and that 3598 power units, or 72.8 percent, were tractors. A determination could not be made for 36 trucks or 0.7 percent. The straight trucks were further divided into 1180 trucks with no trailer (23.9 percent of all the medium and heavy trucks), 67 (1.4 percent) with a full trailer, 51 (1.0 percent) with some other kind of trailer, and 12 (0.2 percent) with other or unknown configurations. The tractors were divided into 118 (2.4 percent of the total) bobtails, 3246 (65.7 percent) tractors with a semi-trailer, 186 (3.8 percent) with a semi- and a full trailer, 13 (0.3 percent) with a single, non-semi-trailer, and 35 (0.7 percent) other or unknown.

The type of company operating the vehicle was also ascertained: 3510, or 71.0 percent, of the involved medium and heavy trucks were found to be operated by interstate carriers, and 1029 trucks, or 20.8 percent, by intrastate-only carriers. The rest, 405, or 8.2 percent, were either owned by some government entity, were used for daily rental, or were of unknown ownership. For-hire carriers accounted for 2506, or 50.7 percent, of the involved vehicles, private carriers for 2068, or 41.8 percent. ICC authorized carriers were operating 1863 or 37.7 percent of the involved vehicles.
INTRODUCTION

Overview

This report documents the May 1, 1986, version of the Trucks Involved in Fatal Accidents, 1983, dataset. The report summarizes all the information in the computerized data file. This file describes all medium and heavy trucks that were involved in a fatal accident in the continental United States, excluding Alaska, during calendar year 1983. All pickups and trucks with a gross vehicle weight rating of ten thousand pounds or less are excluded. All the vehicles described are from the "090784" version of the Fatal Accident Reporting System (FARS) file for 1983 accidents, developed by the National Highway Traffic Safety Administration (NHTSA).

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

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

This contrasts with the more limited information on trucks that is supplied by FARS: make, model year, and "Body Type." This last divides medium and heavy trucks into straight trucks (with three weight categories and an unknown weight category), tractors and various kinds of unknown-type trucks. Another variable "Vehicle Trailering" indicates whether the truck was pulling any trailers, and, if so, whether it was pulling a single trailer or two or more trailers. However, these distinctions are not always accurate. It was therefore decided, for the purposes of this study, to obtain the detail of the BMCS information for all medium and heavy trucks involved in fatal accidents, not just those operated by interstate motor carriers and reported to BMCS.

This dataset is substantially similar in detail and coverage to the Trucks Involved in Fatal Accidents, 1982, file. For the most part, variable numbers and code values remain the same.
Sources of Information

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

The preferred source of information to supplement FARS was a BMCS report for the involved vehicle. The 1983 BMCS fatal cases were obtained by UMTRI in hard-copy form. They were then coded, keypunched, and built into a computerized file. Use of these reports was clearly less costly than any form of independent data collection. To match the BMCS fatal cases with the corresponding case in FARS, a two-stage procedure was used. First a computerized algorithm was used to match the cases; then an attempt was made to match the remaining cases by hand on a state-by-state basis. The computerized algorithm was itself divided into six steps. Each step used three or four variables to make the match and a further four variables to check the match. If any one of the four check variables failed, then the match was rejected (although the same match might be successful on a subsequent pass). The information on the cases that failed on the check variables was retained and the potential match was later reviewed at the hand-matching stage.

There were 1977 BMCS cases for fatal accidents. Each of these could in theory be matched with one of the 5158 FARS cases in the original subset. The results of the matching procedures are shown in the table below. Overall over 84 percent of the BMCS fatal subset were matched, but this meant completion of only 32 percent of the FARS cases.

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1 The final dataset has 4944 cases, because 214 were deleted as "non-sample."
A system of data collection was set up to handle the remaining 68 percent of the FARS cases. Information was collected primarily by telephone interview. If a telephone interview proved impossible, then a mail survey was sent. Mail surveys were also sent out when requested by the interviewee. The person or company contacted was, where possible, the owner of the vehicle as listed in the police report. If no contact could be made with the owner, then an attempt was made to reach the driver. If neither the owner nor the driver could be reached, as much information as possible was collected from other parties, such as the police officer investigating the accident or the tow truck operator if the vehicle was towed from the scene. Finally, if no knowledgeable respondent could be found, as much information as possible was coded from the police report. A few states blanked out all names and addresses on the police reports. Here, no owner or driver could be identified, and all information is derived from the police reports. Variable 1085 documents the source of the information supplementing FARS, while variable 1084 shows whether an interview was made or not, and, if made, whether it was completed.

Interviews were completed for 2985 of the 3487 FARS cases not matched with BMCS, or 85.7 percent. Another 213 cases or 6.1 percent were determined to be "non-sample." Survey forms were mailed out and returned for 212 or 6.1 percent of the unmatched cases. The remaining 77 cases or 2.2 percent were coded from the police accident report.

The combination of telephone interviews, mailings, and coding from police accident reports produced a completion rate of 92.4 percent (3223 cases) for the survey cases. Only 3 cases or 0.1 percent ended in refusal, and the remaining 261 cases or 7.5 percent were cases where we were unable to locate the owner, the driver, or some other informant. Even for these, unless no police report was available, some information was coded. Including the cases matched with BMCS yields an overall completion rate of 94.9 percent.

Number of Cases

The 090784 version of the 1983 FARS file has 4823 vehicles (excluding firetrucks) involved in fatal accidents in the continental United States, excluding Alaska, with a Body Type code of 70 through 78, i.e. a medium or heavy truck. A new VIN-decoding program, VINA, was used by FARS for the first time on the 1981 data. This program returns a number of codes for trucks, including series and weight class. (These return codes are contained in variables 145 through 147 of this dataset.) The weight class code enabled UMTRI to select all the trucks designated by FARS as light which appeared from their VINS to be medium or heavy. Thus any vehicle with FARS Body Type of 40 and 41, 48 through 51, 53 through 69 or 99 that was also returned by the VINA program as having a weight class (variable 146) of 3 through 8, i.e greater than 10,000 pounds, (unless FARS listed it as a firetruck) was also included. This resulted in the selection of an additional 335 vehicles. However, some of the selected vehicles were subsequently found to have been light rather than medium or heavy trucks. In particular, a significant number of vehicles coded by FARS as straight trucks with a GVW less than 19,500
pounds (Body Type 70) turned out to be pickups and other light trucks. These were designated "non-sample vehicles." Also designated non-sample were those vehicles that did not conform to the prerequisites for inclusion in FARS. These were vehicles parked off the roadway (e.g., on the shoulder) or properly parked at the side of the road. In total, 214 vehicles, mostly light trucks, were deleted from the file as non-sample vehicles. This left a total of 4944 valid cases. Each distribution in this report sums to these 4944 cases.¹

Modifications to the Data

Cases where the data, as received from BMCS, contained "wild" or inconsistent codes have been reviewed and corrected. In addition one variable in the version of the 1983 BMCS file built by UMTRI has been subjected to special review for accuracy and consistency with other data elements. This is the Vehicle Combination Code (variable 1063 here, variable 41 in the stand-alone EMCS file). All cases where the BMCS file reports two or more trailers being pulled were confirmed either by a review of the police report or by telephone contact with the owner. Similarly, all cases where the BMCS file showed fewer trailers than reported by FARS were checked by the same methods. The file documented here contains the corrected combination code. Other variables have been corrected to conform to the new combination code when changes were made.

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

Obtaining Information from the Dataset

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

²Variables 43, 137, and 223 are multiple response variables. For these variables, the tabulated frequencies sum to 4944 times the number of responses indicated for the variable.
However, many research questions require more detailed cross-classification of the data. In general, different types of trucks are used differently. In comparing the accident experience of straight trucks with that of tractor-semi trailers, for example, one might wish to examine the distributions of trip type and carrier type. While this dataset is not accessible by public users of the Michigan Terminal System, the staff of the Statistical Research Group of UMTRI will be pleased to make the appropriate runs for outside users. Requests for consultation on and analysis of the data are welcomed and may be addressed to Ken Campbell or Oliver Carsten at (313) 764-0248. Finally, while every effort has been made to check the accuracy of the data, the file may contain errors as yet undetected.
TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS ACCIDENT VARIABLES

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## The ACCIDENT VARIABLES

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### TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983

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**MD1:** 99  **Field Width:** 2  **MD2:** None  **Type:** Numeric
### TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983

#### FARS ACCIDENT VARIABLES

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<td>13. 1:00 pm - 1:59 pm</td>
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<td>14. 2:00 pm - 2:59 pm</td>
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<td>15. 3:00 pm - 3:59 pm</td>
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<td>194</td>
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<td>18. 6:00 pm - 6:59 pm</td>
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<td>151</td>
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<td>19. 7:00 pm - 7:59 pm</td>
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<td>20. 8:00 pm - 8:59 pm</td>
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<td>22. 10:00 pm - 10:59 pm</td>
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#### Variable 11

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### TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983

#### FARS ACCIDENT VARIABLES

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<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td>3318 67.1 2. Rural area</td>
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<td>8 0.2 9. Unknown</td>
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<tr>
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<tr>
<td></td>
<td>174 3.5 2. Principal arterial - other urban freeway or expressway</td>
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</tr>
<tr>
<td></td>
<td>1633 33.0 3. Principal arterial - other</td>
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<td>979 19.8 4. Minor arterial</td>
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<td>536 10.8 6. Major rural collector</td>
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<td>88 1.8 7. Minor rural collector</td>
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<td></td>
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</tr>
<tr>
<td></td>
<td>329 6.7 8. Local road or street</td>
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<td></td>
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</tr>
<tr>
<td></td>
<td>2351 47.6 2. Other Federal Aid primary</td>
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<td></td>
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<tr>
<td></td>
<td>502 10.2 3. Federal Aid secondary</td>
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<td></td>
<td>377 7.6 4. Federal Aid urban arterial</td>
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<td>56 1.1 5. Federal Aid urban collector</td>
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<td>56 1.1 6. Non-Federal Aid arterial</td>
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<td>329 6.7 8. Non-Federal Aid local</td>
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### Variable 16: FEDERAL AID SYSTEM

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### Variable 17: CLASS TRAFFICWAY

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<td>1345</td>
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<td>2. Other U.S. route</td>
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<td>1579</td>
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<td>3. Other state route</td>
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<td>5. Local street</td>
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### Variable 18: TRAFFICWAY IDENTIFIER

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### Variable 19: MILEPOINT

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<tr>
<td>00001.</td>
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### Variable 20: SPECIAL JURISDICTION

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<td>3. Indian reservation</td>
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<td>4. College/university campus</td>
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</table>
## FARS Accident Variables

### Variable 20: SPECIAL JURISDICTION

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### Variable 21: FIRST HARMFUL EVENT

MD1: 99 Field Width: 2  
MD2: None Type: Numeric

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<td>03. Immersion</td>
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<td>0.0</td>
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<td>Collision With Object Not Fixed</td>
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<td>08. Pedestrian</td>
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<td>09. Pedalcycle</td>
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<td>11. Animal</td>
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<td>32. Culvert</td>
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**Note:** The data is presented in a tabular format with columns for frequency (FREQ) and percentage (Prct), followed by the description of the variable. The table provides a detailed breakdown of the types of events causing injury or property damage in fatal accidents involving trucks in 1983.
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<td>34. Ditch</td>
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<td>0.5</td>
<td>35. Embankment - earth</td>
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</tr>
<tr>
<td>7</td>
<td>0.1</td>
<td>36. Embankment - rock, stone or concrete</td>
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<tr>
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<td>37. Embankment - material type unknown</td>
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<td>8</td>
<td>0.2</td>
<td>38. Fence</td>
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<td>0.0</td>
<td>39. Wall</td>
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<td>40. Fire hydrant</td>
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<td>43. Other fixed object</td>
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<td>44. Pavement surface irregularity (pothole, grooved, grates)</td>
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<td>3. Rear-to-rear</td>
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<td>5. Sideswipe - same direction</td>
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<tr>
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<td>6. Sideswipe - opposite direction</td>
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<td>4. Interchange area</td>
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<td>4.8</td>
<td>5. Driveway, alley, access, etc.</td>
</tr>
<tr>
<td>29</td>
<td>0.6</td>
<td>6. Entrance/exit ramp</td>
</tr>
<tr>
<td>26</td>
<td>0.5</td>
<td>7. Rail grade crossing</td>
</tr>
<tr>
<td>11</td>
<td>0.2</td>
<td>8. In crossover</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>9. Unknown</td>
</tr>
</tbody>
</table>
### Variable 24: Relation to Roadway

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prctn</th>
<th>Relation to Roadway</th>
</tr>
</thead>
<tbody>
<tr>
<td>4272</td>
<td>86.4</td>
<td>1. On roadway</td>
</tr>
<tr>
<td>178</td>
<td>3.6</td>
<td>2. Shoulder</td>
</tr>
<tr>
<td>72</td>
<td>1.5</td>
<td>3. Median</td>
</tr>
<tr>
<td>258</td>
<td>5.2</td>
<td>4. Roadside</td>
</tr>
<tr>
<td>39</td>
<td>0.8</td>
<td>5. Outside right-of-way</td>
</tr>
<tr>
<td>118</td>
<td>2.4</td>
<td>6. Off roadway - location unknown</td>
</tr>
<tr>
<td>1</td>
<td>0.0</td>
<td>7. In parking lane</td>
</tr>
<tr>
<td>6</td>
<td>0.1</td>
<td>8. Gore</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>9. Unknown</td>
</tr>
</tbody>
</table>

### Variable 25: Trafficway Flow

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

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prctn</th>
<th>Trafficway Flow</th>
</tr>
</thead>
<tbody>
<tr>
<td>2954</td>
<td>59.7</td>
<td>1. Not physically divided (two way trafficway)</td>
</tr>
<tr>
<td>1482</td>
<td>30.0</td>
<td>2. Divided highway, median strip (without traffic barrier)</td>
</tr>
<tr>
<td>426</td>
<td>8.6</td>
<td>3. Divided highway, median strip (with traffic barrier)</td>
</tr>
<tr>
<td>61</td>
<td>1.2</td>
<td>4. One way trafficway</td>
</tr>
<tr>
<td>21</td>
<td>0.4</td>
<td>9. Unknown</td>
</tr>
</tbody>
</table>

### Variable 26: No of Travel Lanes

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

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prctn</th>
<th>No of Travel Lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>35</td>
<td>0.7</td>
<td>1. 1 lane</td>
</tr>
<tr>
<td>3811</td>
<td>77.1</td>
<td>2. 2 lanes</td>
</tr>
<tr>
<td>374</td>
<td>7.6</td>
<td>3. 3 lanes</td>
</tr>
<tr>
<td>544</td>
<td>11.0</td>
<td>4. 4 lanes</td>
</tr>
<tr>
<td>92</td>
<td>1.9</td>
<td>5. 5 lanes</td>
</tr>
<tr>
<td>38</td>
<td>0.8</td>
<td>6. 6 lanes</td>
</tr>
</tbody>
</table>
### FARS ACCIDENT VARIABLES

<table>
<thead>
<tr>
<th>Variable 26</th>
<th>NO OF TRAVEL LANES</th>
<th>FREQ</th>
<th>Prcnt</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>7. 7 or more lanes</td>
<td>8</td>
<td>0.2</td>
</tr>
<tr>
<td></td>
<td>9. Unknown</td>
<td>42</td>
<td>0.8</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>Variable 27</th>
<th>SPEED LIMIT</th>
<th>MD1: 99</th>
<th>Field Width: 2</th>
</tr>
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<tbody>
<tr>
<td></td>
<td></td>
<td>MD2: None</td>
<td>Type: Numeric</td>
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<table>
<thead>
<tr>
<th>Variable 27</th>
<th>SPEED LIMIT</th>
<th>FREQ</th>
<th>Prcnt</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>00. No statutory limit</td>
<td>5</td>
<td>0.1</td>
</tr>
<tr>
<td></td>
<td>05. 5 mph</td>
<td>0</td>
<td>0.0</td>
</tr>
<tr>
<td></td>
<td>10. 10 mph</td>
<td>1</td>
<td>0.0</td>
</tr>
<tr>
<td></td>
<td>15. 15 mph</td>
<td>9</td>
<td>0.2</td>
</tr>
<tr>
<td></td>
<td>20. 20 mph</td>
<td>11</td>
<td>0.2</td>
</tr>
<tr>
<td></td>
<td>25. 25 mph</td>
<td>112</td>
<td>2.3</td>
</tr>
<tr>
<td></td>
<td>30. 30 mph</td>
<td>207</td>
<td>4.2</td>
</tr>
<tr>
<td></td>
<td>35. 35 mph</td>
<td>288</td>
<td>5.8</td>
</tr>
<tr>
<td></td>
<td>40. 40 mph</td>
<td>187</td>
<td>3.8</td>
</tr>
<tr>
<td></td>
<td>45. 45 mph</td>
<td>400</td>
<td>8.1</td>
</tr>
<tr>
<td></td>
<td>50. 50 mph</td>
<td>267</td>
<td>5.4</td>
</tr>
<tr>
<td></td>
<td>55. 55 mph</td>
<td>3340</td>
<td>67.6</td>
</tr>
<tr>
<td></td>
<td>65. 65 mph</td>
<td>0</td>
<td>0.0</td>
</tr>
<tr>
<td></td>
<td>99. Unknown</td>
<td>117</td>
<td>2.4</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Variable 28</th>
<th>ROADWAY ALIGNMENT</th>
<th>MD1: 9</th>
<th>Field Width: 1</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>ROADWAY ALIGNMENT</td>
<td>MD2: None</td>
<td>Type: Numeric</td>
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<table>
<thead>
<tr>
<th>Variable 28</th>
<th>ROADWAY ALIGNMENT</th>
<th>FREQ</th>
<th>Prcnt</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1. Straight</td>
<td>3981</td>
<td>80.5</td>
</tr>
<tr>
<td></td>
<td>2. Curve</td>
<td>955</td>
<td>19.3</td>
</tr>
<tr>
<td></td>
<td>9. Unknown</td>
<td>8</td>
<td>0.2</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Variable 29</th>
<th>ROADWAY PROFILE</th>
<th>MD1: 9</th>
<th>Field Width: 1</th>
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<tbody>
<tr>
<td></td>
<td>ROADWAY PROFILE</td>
<td>MD2: None</td>
<td>Type: Numeric</td>
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</tbody>
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<table>
<thead>
<tr>
<th>Variable 29</th>
<th>ROADWAY PROFILE</th>
<th>FREQ</th>
<th>Prcnt</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1. Level</td>
<td>3401</td>
<td>68.8</td>
</tr>
<tr>
<td></td>
<td>2. Grade</td>
<td>1369</td>
<td>27.7</td>
</tr>
<tr>
<td></td>
<td>3. Hillcrest</td>
<td>111</td>
<td>2.2</td>
</tr>
<tr>
<td></td>
<td>4. Sag</td>
<td>7</td>
<td>0.1</td>
</tr>
<tr>
<td></td>
<td>9. Unknown</td>
<td>56</td>
<td>1.1</td>
</tr>
</tbody>
</table>
### Variable 30 - ROADWAY SURFACE TYPE

<table>
<thead>
<tr>
<th>FREQ Prctn</th>
<th>ROADWAY SURFACE TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>912 18.4</td>
<td>1. Concrete</td>
</tr>
<tr>
<td>3880 78.5</td>
<td>2. Blacktop or bituminous</td>
</tr>
<tr>
<td>3 0.1</td>
<td>3. Brick or block</td>
</tr>
<tr>
<td>36 0.7</td>
<td>4. Slag, gravel or stone</td>
</tr>
<tr>
<td>13 0.3</td>
<td>5. Dirt</td>
</tr>
<tr>
<td>10 0.2</td>
<td>8. Other</td>
</tr>
<tr>
<td>90 1.8</td>
<td>9. Unknown</td>
</tr>
</tbody>
</table>

### Variable 31 - ROADWAY SURFACE CONDITION

<table>
<thead>
<tr>
<th>FREQ Prctn</th>
<th>ROADWAY SURFACE CONDITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>3878 78.5</td>
<td>1. Dry</td>
</tr>
<tr>
<td>789 16.0</td>
<td>2. Wet</td>
</tr>
<tr>
<td>142 2.9</td>
<td>3. Snow or slush</td>
</tr>
<tr>
<td>117 2.4</td>
<td>4. Ice</td>
</tr>
<tr>
<td>5 0.1</td>
<td>5. Sand, dirt, oil</td>
</tr>
<tr>
<td>5 0.1</td>
<td>8. Other</td>
</tr>
<tr>
<td>8 0.2</td>
<td>9. Unknown</td>
</tr>
</tbody>
</table>

### Variable 32 - TRAFFIC CONTROL DEVICE

<table>
<thead>
<tr>
<th>FREQ Prctn</th>
<th>TRAFFIC CONTROL DEVICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>3702 74.9</td>
<td>00. No controls</td>
</tr>
</tbody>
</table>

***Not At Railroad Grade Crossing***

Highway traffic signals

<table>
<thead>
<tr>
<th>FREQ Prctn</th>
<th>TRAFFIC CONTROL DEVICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>27 0.5</td>
<td>01. Traffic control signal (on colors) without pedestrian</td>
</tr>
<tr>
<td>14 0.3</td>
<td>02. Traffic control (on colors) with pedestrian signal</td>
</tr>
<tr>
<td>290 5.9</td>
<td>03. Traffic control signal (on colors) not known whether or</td>
</tr>
<tr>
<td></td>
<td>not pedestrian signal</td>
</tr>
<tr>
<td>44 0.9</td>
<td>04. Flashing traffic control signal</td>
</tr>
<tr>
<td>9 0.2</td>
<td>05. Flashing beacon</td>
</tr>
<tr>
<td>16 0.3</td>
<td>06. Flashing highway traffic signal, type unknown or other</td>
</tr>
<tr>
<td></td>
<td>than traffic control or beacon</td>
</tr>
<tr>
<td>3 0.1</td>
<td>07. Lane use control signal</td>
</tr>
<tr>
<td>8 0.2</td>
<td>08. Other highway traffic signal</td>
</tr>
<tr>
<td>9 0.2</td>
<td>09. Unknown highway traffic signal</td>
</tr>
</tbody>
</table>
### TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983

#### FARS ACCIDENT VARIABLES

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prcnt</th>
<th>Var 32 TRAFFIC CONTROL DEVICE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Regulatory signs</td>
</tr>
<tr>
<td>546</td>
<td>11.0</td>
<td>20. Stop sign</td>
</tr>
<tr>
<td>21</td>
<td>0.4</td>
<td>21. Yield sign</td>
</tr>
<tr>
<td>50</td>
<td>1.0</td>
<td>28. Other regulatory sign</td>
</tr>
<tr>
<td>3</td>
<td>0.1</td>
<td>29. Unknown type regulatory sign</td>
</tr>
<tr>
<td></td>
<td></td>
<td>School zone signs</td>
</tr>
<tr>
<td>1</td>
<td>0.0</td>
<td>30. School speed limit sign</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>31. School advance or crossing sign</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>38. Other school related sign</td>
</tr>
<tr>
<td>1</td>
<td>0.0</td>
<td>39. Unknown type school zone sign</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Warning signs</td>
</tr>
<tr>
<td>129</td>
<td>2.6</td>
<td>40. Warning sign</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Miscellaneous</td>
</tr>
<tr>
<td>20</td>
<td>0.4</td>
<td>50. Officer, crossing guard, flagman, etc.</td>
</tr>
</tbody>
</table>

***At Railroad Grade Crossing***

|      |       | Active devices                |
| 0    | 0.0   | 60. Gates                     |
| 7    | 0.1   | 61. Flashing lights           |
| 1    | 0.0   | 62. Traffic control signal    |
| 0    | 0.0   | 63. Wigwags                   |
| 0    | 0.0   | 64. Bells                     |
| 0    | 0.0   | 68. Other train activated device |
| 1    | 0.0   | 69. Active device, type unknown |

|      |       | Passive devices               |
| 7    | 0.1   | 70. Cross bucks               |
| 3    | 0.1   | 71. Stop sign                 |
| 4    | 0.1   | 72. Other railroad crossing sign |
| 1    | 0.0   | 73. Special warning device - watchman, flagged by crew |
| 0    | 0.0   | 78. Other passive device      |
| 0    | 0.0   | 79. Passive device, type unknown |

|      |       | Miscellaneous devices         |
| 1    | 0.0   | 80. Grade crossing controlled, type unknown |

***Whether Or Not At Railroad Grade Crossing***

<p>| 22   | 0.4   | 98. Other                     |
| 4    | 0.1   | 99. Unknown                   |</p>
<table>
<thead>
<tr>
<th>Variable</th>
<th>TRAFFIC CONT FUNCTIONING</th>
<th>MD1: 9  Field Width: 1</th>
<th>MD2: None  Type: Numeric</th>
</tr>
</thead>
<tbody>
<tr>
<td>FREQ Prcnt</td>
<td>TRAFFIC CONTROL FUNCTIONING</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3704 74.9</td>
<td>0. No controls</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5 0.1</td>
<td>1. Device not functioning</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6 0.1</td>
<td>2. Device functioning – functioning improperly</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1198 24.2</td>
<td>3. Device functioning properly</td>
<td></td>
<td></td>
</tr>
<tr>
<td>31 0.6</td>
<td>9. Unknown</td>
<td></td>
<td></td>
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<table>
<thead>
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<th>Variable</th>
<th>HIT AND RUN</th>
<th>MD1: 9  Field Width: 1</th>
<th>MD2: None  Type: Numeric</th>
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<tr>
<td>FREQ Prcnt</td>
<td>HIT AND RUN</td>
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<td></td>
</tr>
<tr>
<td>4887 98.8</td>
<td>0. No hit and run</td>
<td></td>
<td></td>
</tr>
<tr>
<td>30 0.6</td>
<td>1. Hit motor vehicle in transport</td>
<td></td>
<td></td>
</tr>
<tr>
<td>24 0.5</td>
<td>2. Hit pedestrian or non-motorist</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 0.1</td>
<td>3. Hit parked vehicle or object</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Variable</th>
<th>LIGHT CONDITION</th>
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<th>MD2: None  Type: Numeric</th>
</tr>
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<tbody>
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<td>FREQ Prcnt</td>
<td>LIGHT CONDITION</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2965 60.0</td>
<td>1. Daylight</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1442 29.2</td>
<td>2. Dark</td>
<td></td>
<td></td>
</tr>
<tr>
<td>355 7.2</td>
<td>3. Dark but lighted</td>
<td></td>
<td></td>
</tr>
<tr>
<td>107 2.2</td>
<td>4. Dawn</td>
<td></td>
<td></td>
</tr>
<tr>
<td>71 1.4</td>
<td>5. Dusk</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 0.1</td>
<td>9. Unknown</td>
<td></td>
<td></td>
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<table>
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<tr>
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<th>ATMOSPHERIC CONDITIONS</th>
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<th>MD2: None  Type: Numeric</th>
</tr>
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<tbody>
<tr>
<td>FREQ Prcnt</td>
<td>ATMOSPHERIC CONDITIONS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4048 81.9</td>
<td>1. No adverse atmospheric conditions</td>
<td></td>
<td></td>
</tr>
<tr>
<td>584 11.8</td>
<td>2. Rain</td>
<td></td>
<td></td>
</tr>
<tr>
<td>26 0.5</td>
<td>3. Sleet</td>
<td></td>
<td></td>
</tr>
<tr>
<td>166 3.4</td>
<td>4. Snow</td>
<td></td>
<td></td>
</tr>
<tr>
<td>87 1.8</td>
<td>5. Fog</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11 0.2</td>
<td>6. Rain and fog</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0 0.0</td>
<td>7. Sleet and fog</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17 0.3</td>
<td>8. Other (smog, smoke, blowing sand, or dust)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5 0.1</td>
<td>9. Unknown</td>
<td></td>
<td></td>
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</table>
### Variable 37: CONSTRUCTION/MAINTENANCE ZONE

<table>
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<tr>
<th>FREQ</th>
<th>Prctn</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>4799</td>
<td>97.1</td>
<td>0. None</td>
</tr>
<tr>
<td>94</td>
<td>1.9</td>
<td>1. Construction</td>
</tr>
<tr>
<td>22</td>
<td>0.4</td>
<td>2. Maintenance</td>
</tr>
<tr>
<td>1</td>
<td>0.0</td>
<td>3. Utility</td>
</tr>
<tr>
<td>28</td>
<td>0.6</td>
<td>4. Work zone, type unknown</td>
</tr>
</tbody>
</table>

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

### Variable 38: EMS NOTIFIED - HOUR

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prctn</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>485</td>
<td>9.8</td>
<td>00. Not notified or 12:01-12:59 am</td>
</tr>
<tr>
<td>85</td>
<td>1.7</td>
<td>01.</td>
</tr>
<tr>
<td>2</td>
<td>0.0</td>
<td>24.</td>
</tr>
<tr>
<td>2246</td>
<td>45.4</td>
<td>99. Unknown</td>
</tr>
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</table>

### Variable 39: EMS NOTIFIED - MINUTE

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prctn</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>488</td>
<td>9.9</td>
<td>00. Not notified or on hour</td>
</tr>
<tr>
<td>38</td>
<td>0.8</td>
<td>01.</td>
</tr>
<tr>
<td>24</td>
<td>0.5</td>
<td>59.</td>
</tr>
<tr>
<td>2249</td>
<td>45.5</td>
<td>99. Unknown</td>
</tr>
</tbody>
</table>

### Variable 40: EMS ARRIVAL - HOUR

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prctn</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>501</td>
<td>10.1</td>
<td>00. Not notified or 12:01-12:59 am</td>
</tr>
<tr>
<td>87</td>
<td>1.8</td>
<td>01.</td>
</tr>
<tr>
<td>1</td>
<td>0.0</td>
<td>24.</td>
</tr>
</tbody>
</table>
### TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983

#### FARS ACCIDENT VARIABLES

<table>
<thead>
<tr>
<th>Variable</th>
<th>Description</th>
<th>FREQ</th>
<th>Prctn</th>
<th>Var</th>
</tr>
</thead>
<tbody>
<tr>
<td>40</td>
<td>EMS ARRIVAL - HOUR</td>
<td>2036</td>
<td>41.2</td>
<td>99. Unknown</td>
</tr>
</tbody>
</table>

#### EMS ARRIVAL - MINUTE

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prctn</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>510</td>
<td>10.3</td>
<td>00. Not notified or on hour</td>
</tr>
<tr>
<td>19</td>
<td>0.4</td>
<td>01. - . Minute</td>
</tr>
<tr>
<td>30</td>
<td>0.6</td>
<td>59.</td>
</tr>
<tr>
<td>2051</td>
<td>41.5</td>
<td>99. Unknown</td>
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#### SCHOOL BUS RELATED

<table>
<thead>
<tr>
<th>Variable</th>
<th>Description</th>
<th>FREQ</th>
<th>Prctn</th>
</tr>
</thead>
<tbody>
<tr>
<td>42</td>
<td>Identifies accidents in which a school bus was directly or indirectly involved, such as an accident involving children alighting from a school bus. The school bus does not have to be a traffic unit in the accident.</td>
<td>4930</td>
<td>99.7</td>
</tr>
<tr>
<td></td>
<td></td>
<td>14</td>
<td>0.3</td>
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</table>

#### ACCIDENT RELATED FACTORS

<table>
<thead>
<tr>
<th>Variable</th>
<th>Description</th>
<th>FREQ</th>
<th>Prctn</th>
<th>Var</th>
</tr>
</thead>
<tbody>
<tr>
<td>43</td>
<td>RELATED FACTORS AT ACCIDENT LEVEL</td>
<td>14706</td>
<td>99.2</td>
<td>00. None</td>
</tr>
<tr>
<td></td>
<td></td>
<td>8</td>
<td>0.1</td>
<td>01. Inadequate warning of exits, lanes narrowing, traffic controls, etc.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>16</td>
<td>0.1</td>
<td>02. Shoulder related</td>
</tr>
<tr>
<td></td>
<td></td>
<td>12</td>
<td>0.1</td>
<td>03. Other construction created condition</td>
</tr>
<tr>
<td></td>
<td></td>
<td>6</td>
<td>0.0</td>
<td>04. No (or obscured) pavement marking</td>
</tr>
<tr>
<td></td>
<td></td>
<td>9</td>
<td>0.1</td>
<td>05. Surface underwater</td>
</tr>
<tr>
<td></td>
<td></td>
<td>12</td>
<td>0.1</td>
<td>06. Inadequate construction or poor design of roadway, bridge, etc.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>6</td>
<td>0.0</td>
<td>07. Surface washed out (caved in, road slippage)</td>
</tr>
</tbody>
</table>

Special circumstances
### TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983

#### FARS ACCIDENT VARIABLES

<table>
<thead>
<tr>
<th>Var 43</th>
<th>ACCIDENT RELATED FACTORS</th>
<th>FREQ</th>
<th>Prnt</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>15. Nonoccupant struck by falling cargo or something that came loose from or was set in motion by a vehicle</td>
<td>9</td>
<td>0.1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>16. Nonoccupant struck vehicle</td>
<td>13</td>
<td>0.1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>17. Vehicle set in motion by nondriver</td>
<td>2</td>
<td>0.0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>99. Unknown</td>
<td>33</td>
<td>0.2</td>
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<table>
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<tr>
<th>Variable 44</th>
<th>RAIL GRADE CROSSING ID</th>
<th>MD1: None</th>
<th>Field Width: 7</th>
<th>MD2: None</th>
<th>Type: Alphabetic</th>
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<tr>
<td>FREQ Prcnt</td>
<td>RAIL GRADE CROSSING ID - FRA CODE</td>
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<td></td>
</tr>
<tr>
<td>0000000. Not Applicable</td>
<td>000000A.</td>
<td>9999992.</td>
<td>9999999. Unknown</td>
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<table>
<thead>
<tr>
<th>Variable 45</th>
<th>NO OF FATALITIES IN ACC</th>
<th>MD1: 99</th>
<th>Field Width: 2</th>
<th>MD2: None</th>
<th>Type: Numeric</th>
</tr>
</thead>
<tbody>
<tr>
<td>FREQ Prcnt</td>
<td>NO OF FATALITIES IN ACC</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>00. 0 killed</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4234</td>
<td>85.6</td>
<td>01. 1 killed</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>543</td>
<td>11.0</td>
<td>02. 2 killed</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>109</td>
<td>2.2</td>
<td>03. 3 killed</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>35</td>
<td>0.7</td>
<td>04. 4 killed</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>0.3</td>
<td>05. 5 killed</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>0.1</td>
<td>06. 6 killed</td>
<td></td>
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<tr>
<td>2</td>
<td>0.0</td>
<td>07. 7 killed</td>
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<td>0.0</td>
<td>08. 8 killed</td>
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<td>09. 9 killed</td>
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</tr>
<tr>
<td>1</td>
<td>0.0</td>
<td>10. 10 killed</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>0.0</td>
<td>11. 11 killed</td>
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<table>
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<tr>
<th>Variable 46</th>
<th>DAY OF WEEK</th>
<th>MD1: 9</th>
<th>Field Width: 1</th>
<th>MD2: None</th>
<th>Type: Numeric</th>
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<tbody>
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<td>DAY OF WEEK</td>
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<td></td>
</tr>
<tr>
<td>272</td>
<td>5.5</td>
<td>1. Sunday</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>691</td>
<td>14.0</td>
<td>2. Monday</td>
<td></td>
<td></td>
<td></td>
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<td>867</td>
<td>17.5</td>
<td>3. Tuesday</td>
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<td></td>
</tr>
<tr>
<td>864</td>
<td>17.5</td>
<td>4. Wednesday</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FREQ</td>
<td>Prnt</td>
<td>Var 46</td>
<td>DAY OF WEEK</td>
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<tr>
<td>------</td>
<td>------</td>
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<td>-------------</td>
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<tr>
<td>901</td>
<td>18.2</td>
<td>5.</td>
<td>Thursday</td>
<td></td>
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</tr>
<tr>
<td>879</td>
<td>17.8</td>
<td>6.</td>
<td>Friday</td>
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</tr>
<tr>
<td>470</td>
<td>9.5</td>
<td>7.</td>
<td>Saturday</td>
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<table>
<thead>
<tr>
<th>Variable</th>
<th>47</th>
<th>NO OF DRINKING DRIVERS</th>
<th>MD1: 9 Field Width: 1</th>
<th>MD2: None Type: Numeric</th>
</tr>
</thead>
<tbody>
<tr>
<td>FREQ</td>
<td>Prnt</td>
<td>NO OF DRINKING DRIVERS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3849</td>
<td>77.9</td>
<td>0. 0 drivers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1058</td>
<td>21.4</td>
<td>1. 1 driver</td>
<td></td>
<td></td>
</tr>
<tr>
<td>35</td>
<td>0.7</td>
<td>2. 2 drivers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>0.0</td>
<td>3. 3 drivers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>4. 4 drivers</td>
<td></td>
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</tr>
</tbody>
</table>
The VEHICLE Variables

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

<table>
<thead>
<tr>
<th>Variable 104</th>
<th>VEHICLE NUMBER</th>
<th>MD1: None</th>
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<tbody>
<tr>
<td>FREQ Prcnt</td>
<td>VEHICLE NUMBER</td>
<td>MD2: None</td>
<td>Type: Numeric</td>
</tr>
<tr>
<td></td>
<td>0.0</td>
<td>00. Dummy vehicle record (non-motorist)</td>
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</tr>
<tr>
<td>2728 55.2</td>
<td>01. Vehicle #1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2010 40.7</td>
<td>02. Vehicle #2</td>
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<td></td>
</tr>
<tr>
<td>147 3.0</td>
<td>03. Vehicle #3</td>
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</tr>
<tr>
<td>34 0.7</td>
<td>04. Vehicle #4</td>
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</tr>
<tr>
<td>9 0.2</td>
<td>05. Vehicle #5</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>0 0.0</td>
<td>99. Vehicle #99</td>
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<table>
<thead>
<tr>
<th>Variable 106</th>
<th>VEHICLE MAKE</th>
<th>MD1: 99</th>
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<tbody>
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<td>MD2: None</td>
<td>Type: Numeric</td>
</tr>
<tr>
<td></td>
<td></td>
<td>03. AM General</td>
<td></td>
</tr>
<tr>
<td>2 0.0</td>
<td>07. Dodge</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19 0.4</td>
<td>12. Ford</td>
<td></td>
<td></td>
</tr>
<tr>
<td>657 13.3</td>
<td>20. Chevrolet</td>
<td></td>
<td></td>
</tr>
<tr>
<td>248 5.0</td>
<td>23. GMC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>497 10.1</td>
<td>42. Mercedes Benz</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16 0.3</td>
<td>51. Volvo</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6 0.1</td>
<td>80. Brockway</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15 0.3</td>
<td>81. Diamond Reo</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19 0.4</td>
<td>82. Freightliner</td>
<td></td>
<td></td>
</tr>
<tr>
<td>435 8.8</td>
<td>83. FWD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 0.0</td>
<td>84. International</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1007 20.4</td>
<td>85. Kenworth</td>
<td></td>
<td></td>
</tr>
<tr>
<td>505 10.2</td>
<td>86. Mack</td>
<td></td>
<td></td>
</tr>
<tr>
<td>562 11.4</td>
<td>87. Peterbilt</td>
<td></td>
<td></td>
</tr>
<tr>
<td>380 7.7</td>
<td>88. White</td>
<td></td>
<td></td>
</tr>
<tr>
<td>314 6.4</td>
<td>95. Other truck or bus</td>
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<td></td>
</tr>
<tr>
<td>90 1.8</td>
<td>99. Unknown</td>
<td></td>
<td></td>
</tr>
<tr>
<td>170 3.4</td>
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</table>
### TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
### FARS VEHICLE VARIABLES

#### Variable 107: VEHICLE MAKE-MODEL

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Frct</th>
<th>VEHICLE MAKE-MODEL</th>
<th>MD1: 9900</th>
<th>Field Width: 4</th>
<th>MD2: 9900</th>
<th>Type: Numeric</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>0.0</td>
<td>0388. AM General other (truck)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>0.0</td>
<td>0389. AM General unknown (truck)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>0.2</td>
<td>0781. Dodge medium/heavy: CBE</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>4</td>
<td>0.1</td>
<td>0782. Dodge medium/heavy: COE low entry</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>0.0</td>
<td>0783. Dodge medium/heavy: COE high entry</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>1</td>
<td>0.0</td>
<td>0784. Dodge medium/heavy: unknown engine location</td>
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</tr>
<tr>
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<td>0.0</td>
<td>0788. Dodge other (truck)</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>0.0</td>
<td>0789. Dodge unknown (truck)</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>3</td>
<td>0.1</td>
<td>1273. Ford F-Series Pickup</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>0.1</td>
<td>1275. Ford Van derivative</td>
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<td></td>
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<td></td>
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<tr>
<td>444</td>
<td>9.0</td>
<td>1281. Ford medium/heavy: CBE</td>
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<td></td>
</tr>
<tr>
<td>45</td>
<td>0.9</td>
<td>1282. Ford medium/heavy: COE low entry</td>
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<tr>
<td>97</td>
<td>2.0</td>
<td>1283. Ford medium/heavy: COE high entry</td>
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<tr>
<td>41</td>
<td>0.8</td>
<td>1284. Ford medium/heavy: unknown engine location</td>
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</tr>
<tr>
<td>2</td>
<td>0.0</td>
<td>1288. Ford other (truck)</td>
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</tr>
<tr>
<td>17</td>
<td>0.3</td>
<td>1289. Ford unknown (truck)</td>
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<td>0.0</td>
<td>1290. Ford medium/heavy: COE, entry position unknown</td>
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<td>0.0</td>
<td>1299. Ford unknown (automobile)</td>
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<tr>
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<td>0.0</td>
<td>2073. Chevrolet C, K-Series pickup</td>
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</tr>
<tr>
<td>3</td>
<td>0.1</td>
<td>2075. Chevrolet Van derivative</td>
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<tr>
<td>202</td>
<td>4.1</td>
<td>2081. Chevrolet medium/heavy: CBE</td>
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</tr>
<tr>
<td>3</td>
<td>0.1</td>
<td>2082. Chevrolet medium/heavy: COE low entry</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>0.2</td>
<td>2083. Chevrolet medium/heavy: COE high entry</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>0.4</td>
<td>2084. Chevrolet medium/heavy: unknown engine location</td>
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<td></td>
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<tr>
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<td>2088. Chevrolet other (truck)</td>
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<td>8</td>
<td>0.2</td>
<td>2089. Chevrolet unknown (truck)</td>
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<td>2373. GMC C, K-Series Pickup</td>
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### TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983

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### TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
#### FARS VEHICLE VARIABLES

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#### Van Based Light Trucks (GVWR<10,001 lbs)
15 0.3 40. Van (includes VW bus, Vanagon, Kombi, Beauville, Chateau, Club Wagon, Sportsman; excludes moving van)
9 0.2 41. Van-commercial cutaway (includes box van, multi-stop, parcel, van pickups, GVWR < 10,001 step-van)
4 0.1 48. Other van type
4 0.1 49. Unknown van type

#### Light Conventional Truck (GVWR <10,001 lbs)
62 1.3 50. Pickup (includes open box and caps)
23 0.5 53. Cab chassis based (includes light stake, light dump, light tow, rescue vehicles)
2 0.0 58. Other light conventional truck (includes stretched suburban limousine)
7 0.1 59. Unknown light conventional truck
6 0.1 69. Unknown light truck (van based or conventional)

#### Medium/Heavy Truck (GVWR >10,0001bs)
174 3.5 70. Single unit straight truck (10,000<GVWR<19,500) (includes step vans)
110 2.2 71. Single unit straight truck (19,500<GVWR<26,001)
307 6.2 72. Single unit straight truck (GVWR>26,000)
3701 74.9 74. Truck-tractor
37 0.7 75. Unknown medium truck (10,000<GVWR<26,001)
121 2.4 76. Unknown heavy truck (GVWR>26,000)
231 4.7 78. Single unit straight truck (GVWR unknown)
128 2.6 79. Unknown truck type (light, medium, or heavy)

3 0.1 99. Unknown body type
### FARS VEHICLE VARIABLES

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<td>16</td>
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<td>94. Multiple state registration - out-of-state</td>
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<td>97. Foreign country</td>
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<td>84</td>
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### Variable 122: Rollover

<table>
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<tr>
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</tr>
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<td>4129</td>
<td>83.5</td>
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<td>266</td>
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<td>1. First event</td>
</tr>
<tr>
<td>549</td>
<td>11.1</td>
<td>2. Subsequent event</td>
</tr>
</tbody>
</table>

**MD1:** 9 Field Width: 1  
**MD2:** None Type: Numeric

### Variable 123: Jackknife

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

<table>
<thead>
<tr>
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<th>Prct</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1489</td>
<td>30.1</td>
<td>0. Not an articulated vehicle</td>
</tr>
<tr>
<td>3097</td>
<td>62.6</td>
<td>1. No</td>
</tr>
<tr>
<td>122</td>
<td>2.5</td>
<td>2. First event</td>
</tr>
<tr>
<td>236</td>
<td>4.8</td>
<td>3. Subsequent event</td>
</tr>
</tbody>
</table>

**MD1:** 9 Field Width: 1  
**MD2:** None Type: Numeric

### Variable 124: Travel Speed

<table>
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<tr>
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<th>Prct</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>246</td>
<td>5.0</td>
<td>00. Stopped vehicle</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>01. Actual miles per hour</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>96.</td>
</tr>
<tr>
<td>2</td>
<td>0.0</td>
<td>97. 97 mph or greater</td>
</tr>
<tr>
<td>2435</td>
<td>49.3</td>
<td>99. Unknown</td>
</tr>
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</table>

**MD1:** 99 Field Width: 2  
**MD2:** None Type: Numeric

### Variable 125: Hazardous Cargo

<table>
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</thead>
<tbody>
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<td>4472</td>
<td>90.5</td>
<td>0. No</td>
</tr>
<tr>
<td>108</td>
<td>2.2</td>
<td>1. Yes</td>
</tr>
<tr>
<td>364</td>
<td>7.4</td>
<td>9. Unknown</td>
</tr>
</tbody>
</table>

**MD1:** 9 Field Width: 1  
**MD2:** None Type: Numeric
### Variable 126 \textbf{VEHICLE TRAILERING}  
\text{MD1: 9 Field Width: 1}  
\text{MD2: None Type: Numeric}

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

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prct</th>
<th>VEHICLE TRAILERING</th>
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</thead>
<tbody>
<tr>
<td>1327</td>
<td>26.8</td>
<td>0. No</td>
</tr>
<tr>
<td>3376</td>
<td>68.3</td>
<td>1. Yes, one trailing unit</td>
</tr>
<tr>
<td>178</td>
<td>3.6</td>
<td>2. Yes, two or more trailing units</td>
</tr>
<tr>
<td>6</td>
<td>0.1</td>
<td>3. Yes, number of trailing units unknown</td>
</tr>
<tr>
<td>57</td>
<td>1.2</td>
<td>9. Unknown</td>
</tr>
</tbody>
</table>

### Variable 127 \textbf{SPECIAL USE}  
\text{MD1: 9 Field Width: 1}  
\text{MD2: None Type: Numeric}

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

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<th>SPECIAL USE</th>
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<td>94.9</td>
<td>0. No special use</td>
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<td>0</td>
<td>0.0</td>
<td>1. Taxi</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>2. Vehicle used as school bus</td>
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<td>0</td>
<td>0.0</td>
<td>3. Vehicle used as other bus</td>
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<td>0.1</td>
<td>4. Military</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>5. Police</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>6. Ambulance</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>7. Firetruck</td>
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<tr>
<td>247</td>
<td>5.0</td>
<td>9. Unknown</td>
</tr>
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</table>

### Variable 128 \textbf{EMERGENCY USE}  
\text{MD1: 9 Field Width: 1}  
\text{MD2: None Type: Numeric}

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

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<th>Prct</th>
<th>EMERGENCY USE</th>
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<tr>
<td>2</td>
<td>0.0</td>
<td>1. Yes</td>
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</table>
**TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983**

**FARS VEHICLE VARIABLES**

<table>
<thead>
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<tr>
<td>138</td>
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<td></td>
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<tr>
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<tr>
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### Variable 131: EXTENT OF DEFORMATION

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<td>934</td>
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</tr>
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<td>2423</td>
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<td>6. Disabling (severe)</td>
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<td>9. Unknown</td>
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### Variable 132: VEHICLE ROLE

<table>
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<th>Frequency</th>
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</thead>
<tbody>
<tr>
<td>335</td>
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<tr>
<td>3294</td>
<td>66.6</td>
<td>1. Striking</td>
</tr>
<tr>
<td>1255</td>
<td>25.4</td>
<td>2. Struck</td>
</tr>
<tr>
<td>59</td>
<td>1.2</td>
<td>3. Both</td>
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<td>1</td>
<td>0.0</td>
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</table>

### Variable 133: MANNER OF LEAVING SCENE

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</tr>
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<tr>
<td>1466</td>
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<td>1. Driven</td>
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<td>3288</td>
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<td>2. Towed away</td>
</tr>
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<td>17</td>
<td>0.3</td>
<td>3. Abandoned</td>
</tr>
<tr>
<td>173</td>
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<td>9. Unknown</td>
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### Variable 134: FIRE OCCURRENCE

<table>
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<th>Description</th>
</tr>
</thead>
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<td>95.6</td>
<td>0. No fire</td>
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<tr>
<td>219</td>
<td>4.4</td>
<td>1. Fire occurred in vehicle during accident</td>
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</tbody>
</table>
### Variable 135: NO OF OCCUPANTS

<table>
<thead>
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</tr>
</thead>
<tbody>
<tr>
<td>83 1.7</td>
<td>00. 0 occupants</td>
</tr>
<tr>
<td>3885 78.6</td>
<td>01. 1 occupant</td>
</tr>
<tr>
<td>0 0.0</td>
<td>95. 95 occupants</td>
</tr>
<tr>
<td>0 0.0</td>
<td>96. 96 or more occupants</td>
</tr>
<tr>
<td>118 2.4</td>
<td>97. Unknown - only injured reported</td>
</tr>
<tr>
<td>64 1.3</td>
<td>99. Unknown</td>
</tr>
</tbody>
</table>

MD1: 99 Field Width: 2  
MD2: 97 Type: Numeric

### Variable 136: NO DEATHS IN VEH

<table>
<thead>
<tr>
<th>FREQ Prcnt</th>
<th>NO DEATHS IN VEH</th>
</tr>
</thead>
<tbody>
<tr>
<td>4045 81.8</td>
<td>00. 0 deaths</td>
</tr>
<tr>
<td>836 16.9</td>
<td>01. 1 death</td>
</tr>
<tr>
<td>59 1.2</td>
<td>02. 2 deaths</td>
</tr>
<tr>
<td>4 0.1</td>
<td>03. 3 deaths</td>
</tr>
</tbody>
</table>

MD1: 99 Field Width: 2  
MD2: None Type: Numeric

### Variable 137: VEHICLE RELATED FACTORS

<table>
<thead>
<tr>
<th>FREQ Prcnt</th>
<th>RELATED FACTORS AT VEHICLE LEVEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>9177 92.8</td>
<td>00. None</td>
</tr>
</tbody>
</table>

Defective

| 92 0.9     | 01. Tires                        |
| 147 1.5    | 02. Brake system                 |
| 8 0.1      | 03. Steering system -tie rod, kingpin, ball joint, etc.|
| 7 0.1      | 04. Suspension - springs, shock absorbers, MacPherson struts, control arms, etc.|
| 18 0.2     | 05. Power train - universal joint, drive shaft, transmission, etc.|
| 0 0.0      | 06. Exhaust system               |
| 12 0.1     | 07. Headlights                   |
| 7 0.1      | 08. Signal lights                |
| 19 0.2     | 09. Other lights                 |
| 0 0.0      | 10. Horn                         |
| 0 0.0      | 11. Mirrors                      |
| 0 0.0      | 12. Wipers                       |
| 0 0.0      | 13. Driver seating and control   |
| 4 0.0      | 14. Body, doors, other           |
| 13 0.1     | 15. Trailer hitch                |
### Variable 137: VEHICLE RELATED FACTORS

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prnt</th>
<th>Var 137 VEHICLE RELATED FACTORS</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>0.1</td>
<td>16. Wheels</td>
</tr>
<tr>
<td>28</td>
<td>0.3</td>
<td>18. Other vehicle defects</td>
</tr>
<tr>
<td>41</td>
<td>0.4</td>
<td>31. Hit-and-run vehicle</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>32. Vehicle registration for handicapped</td>
</tr>
<tr>
<td>308</td>
<td>3.1</td>
<td>99. Unknown</td>
</tr>
</tbody>
</table>

### Variable 138: VEHICLE MANEUVER

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prnt</th>
<th>VEHICLE MANEUVER</th>
</tr>
</thead>
<tbody>
<tr>
<td>3444</td>
<td>69.7</td>
<td>01. Going straight</td>
</tr>
<tr>
<td>91</td>
<td>1.8</td>
<td>02. Slowing or stopping in traffic lane</td>
</tr>
<tr>
<td>56</td>
<td>1.1</td>
<td>03. Starting in traffic lane</td>
</tr>
<tr>
<td>200</td>
<td>4.0</td>
<td>04. Stopped in traffic lane</td>
</tr>
<tr>
<td>117</td>
<td>2.4</td>
<td>05. Passing or overtaking another vehicle</td>
</tr>
<tr>
<td>12</td>
<td>0.2</td>
<td>06. Leaving a parked position</td>
</tr>
<tr>
<td>25</td>
<td>0.5</td>
<td>07. Parked</td>
</tr>
<tr>
<td>3</td>
<td>0.1</td>
<td>08. Entering a parked position</td>
</tr>
<tr>
<td>108</td>
<td>2.2</td>
<td>09. Maneuvering to avoid an animal, pedestrian, object, another vehicle, etc.</td>
</tr>
<tr>
<td>4</td>
<td>0.1</td>
<td>10. Turning right: right turn on red (RTOR) permitted</td>
</tr>
<tr>
<td>2</td>
<td>0.0</td>
<td>11. Turning right: RTOR not permitted</td>
</tr>
<tr>
<td>63</td>
<td>1.3</td>
<td>12. Turning right: RTOR not known if permitted or n/a</td>
</tr>
<tr>
<td>160</td>
<td>3.2</td>
<td>13. Turning left</td>
</tr>
<tr>
<td>11</td>
<td>0.2</td>
<td>14. Making a U-turn</td>
</tr>
<tr>
<td>63</td>
<td>1.3</td>
<td>15. Backing up (other than for parking purposes)</td>
</tr>
<tr>
<td>59</td>
<td>1.2</td>
<td>16. Changing lanes or merging</td>
</tr>
<tr>
<td>484</td>
<td>9.8</td>
<td>17. Negotiating a curve</td>
</tr>
<tr>
<td>35</td>
<td>0.7</td>
<td>98. Other</td>
</tr>
<tr>
<td>7</td>
<td>0.1</td>
<td>99. Unknown</td>
</tr>
</tbody>
</table>

### Variable 139: MOST HARMFUL EVENT

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prnt</th>
<th>MOST HARMFUL EVENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>441</td>
<td>8.9</td>
<td>01. Overturn</td>
</tr>
<tr>
<td>83</td>
<td>1.7</td>
<td>02. Fire/explosion</td>
</tr>
<tr>
<td>13</td>
<td>0.3</td>
<td>03. Immersion</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>04. Gas inhalation</td>
</tr>
<tr>
<td>35</td>
<td>0.7</td>
<td>05. Fell from vehicle</td>
</tr>
<tr>
<td>3</td>
<td>0.1</td>
<td>06. Injured in vehicle</td>
</tr>
<tr>
<td>18</td>
<td>0.4</td>
<td>07. Other non-collision</td>
</tr>
</tbody>
</table>
## FARS Vehicle Variables

### Event Types

<table>
<thead>
<tr>
<th>Event Type</th>
<th>Frequency</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collision with object not fixed</td>
<td>3304</td>
<td>66.8%</td>
</tr>
<tr>
<td>Collision with fixed object</td>
<td>246</td>
<td>5.0%</td>
</tr>
</tbody>
</table>

#### Collision with Object Not Fixed

<table>
<thead>
<tr>
<th>Event Type</th>
<th>Frequency</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>08. Pedestrian</td>
<td>435</td>
<td>8.8%</td>
</tr>
<tr>
<td>09. Pedalcycle</td>
<td>81</td>
<td>1.6%</td>
</tr>
<tr>
<td>10. Railway train</td>
<td>24</td>
<td>0.5%</td>
</tr>
<tr>
<td>11. Animal</td>
<td>1</td>
<td>0.0%</td>
</tr>
<tr>
<td>12. Motor vehicle in transport</td>
<td>3304</td>
<td>66.8%</td>
</tr>
<tr>
<td>13. Motor vehicle in transport in other roadway</td>
<td>38</td>
<td>0.8%</td>
</tr>
<tr>
<td>14. Parked motor vehicle</td>
<td>40</td>
<td>0.8%</td>
</tr>
<tr>
<td>15. Other type non-motorist</td>
<td>2</td>
<td>0.0%</td>
</tr>
<tr>
<td>16. Thrown or falling object</td>
<td>2</td>
<td>0.0%</td>
</tr>
<tr>
<td>17. Boulder</td>
<td>3</td>
<td>0.1%</td>
</tr>
<tr>
<td>18. Other object (not fixed)</td>
<td>3</td>
<td>0.1%</td>
</tr>
</tbody>
</table>

#### Collision with Fixed Object

<table>
<thead>
<tr>
<th>Event Type</th>
<th>Frequency</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>19. Building</td>
<td>3</td>
<td>0.1%</td>
</tr>
<tr>
<td>20. Impact attenuator/crash cushion</td>
<td>1</td>
<td>0.0%</td>
</tr>
<tr>
<td>21. Bridge pier or abutment</td>
<td>17</td>
<td>0.3%</td>
</tr>
<tr>
<td>22. Bridge parapet end</td>
<td>3</td>
<td>0.1%</td>
</tr>
<tr>
<td>23. Bridge rail</td>
<td>10</td>
<td>0.2%</td>
</tr>
<tr>
<td>24. Guardrail</td>
<td>24</td>
<td>0.5%</td>
</tr>
<tr>
<td>25. Concrete traffic barrier</td>
<td>5</td>
<td>0.1%</td>
</tr>
<tr>
<td>26. Other longitudinal barrier type</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>27. Highway/traffic sign post</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>28. Overhead sign support</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>29. Luminaire/light support</td>
<td>1</td>
<td>0.0%</td>
</tr>
<tr>
<td>30. Utility pole</td>
<td>7</td>
<td>0.1%</td>
</tr>
<tr>
<td>31. Other post, pole or supports</td>
<td>2</td>
<td>0.0%</td>
</tr>
<tr>
<td>32. Culvert</td>
<td>9</td>
<td>0.2%</td>
</tr>
<tr>
<td>33. Curb</td>
<td>2</td>
<td>0.0%</td>
</tr>
<tr>
<td>34. Ditch</td>
<td>11</td>
<td>0.2%</td>
</tr>
<tr>
<td>35. Embankment - earth</td>
<td>16</td>
<td>0.3%</td>
</tr>
<tr>
<td>36. Embankment - rock, stone, or concrete</td>
<td>4</td>
<td>0.1%</td>
</tr>
<tr>
<td>37. Embankment - material type unknown</td>
<td>7</td>
<td>0.1%</td>
</tr>
<tr>
<td>38. Fence</td>
<td>2</td>
<td>0.0%</td>
</tr>
<tr>
<td>39. Wall</td>
<td>3</td>
<td>0.1%</td>
</tr>
<tr>
<td>40. Fire hydrant</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>41. Shrubbery</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>42. Tree</td>
<td>37</td>
<td>0.7%</td>
</tr>
<tr>
<td>43. Other fixed object</td>
<td>9</td>
<td>0.2%</td>
</tr>
<tr>
<td>44. Pavement surface irregularity (potholes, grooved, grates)</td>
<td>0</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

| Overall Unknown | 246 | 5.0% |
### Variable 145
**VIN Truck Fuel Code**

<table>
<thead>
<tr>
<th>Freq</th>
<th>Prcnt</th>
<th>VIN Truck Fuel Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>0.0</td>
<td>1. (E) Electric operated</td>
</tr>
<tr>
<td>578</td>
<td>11.7</td>
<td>2. (G) Gas</td>
</tr>
<tr>
<td>1824</td>
<td>36.9</td>
<td>3. (D) Diesel</td>
</tr>
<tr>
<td>1</td>
<td>0.0</td>
<td>4. (P) Propane</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>7. (*) Not available from VIN</td>
</tr>
<tr>
<td>34</td>
<td>0.7</td>
<td>8. (b)</td>
</tr>
<tr>
<td>2507</td>
<td>50.7</td>
<td>9. (9) No VIN information</td>
</tr>
</tbody>
</table>

### Variable 146
**VIN Truck Weight Code**

<table>
<thead>
<tr>
<th>Freq</th>
<th>Prcnt</th>
<th>VIN Truck Weight Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>39</td>
<td>0.8</td>
<td>0.</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>1. 6,000 or less</td>
</tr>
<tr>
<td>4</td>
<td>0.1</td>
<td>2. 6,001 - 10,000</td>
</tr>
<tr>
<td>5</td>
<td>0.1</td>
<td>3. 10,001 - 14,000</td>
</tr>
<tr>
<td>7</td>
<td>0.1</td>
<td>4. 14,001 - 16,000</td>
</tr>
<tr>
<td>58</td>
<td>1.2</td>
<td>5. 16,001 - 19,500</td>
</tr>
<tr>
<td>431</td>
<td>8.7</td>
<td>6. 19,501 - 26,000</td>
</tr>
<tr>
<td>279</td>
<td>5.6</td>
<td>7. 26,001 - 33,000</td>
</tr>
<tr>
<td>1614</td>
<td>32.6</td>
<td>8. 33,001 or more</td>
</tr>
<tr>
<td>2507</td>
<td>50.7</td>
<td>9. Unknown</td>
</tr>
</tbody>
</table>

### Variable 147
**VIN Truck Series**

### Variable 149
**Length of VIN**

<table>
<thead>
<tr>
<th>Freq</th>
<th>Prcnt</th>
<th>Length of VIN</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>0.0</td>
<td>01. Actual value</td>
</tr>
<tr>
<td>787</td>
<td>15.9</td>
<td>17.</td>
</tr>
<tr>
<td>522</td>
<td>10.6</td>
<td>99. Unknown VIN length</td>
</tr>
</tbody>
</table>
Variables 150 through 155 are counter variables added by UMTRI to indicate the number of persons in the vehicle with injury severities of level zero through five, respectively, for person variable V318 (INJURY SEVERITY). These counter variables have the value zero for the vehicle segment of non-occupant records. Note that the number of K-injured (V154) does not always equal the number of deaths in the vehicle (V136).

<table>
<thead>
<tr>
<th>Variable 150</th>
<th>NO OF UNINJURED IN VEH</th>
<th>MD1: None</th>
<th>Field Width: 2</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FREQ Prcnt</td>
<td>NO OF UNINJURED IN VEH</td>
<td>MD2: None</td>
</tr>
<tr>
<td>2107</td>
<td>42.6</td>
<td>00. 0 uninjured</td>
<td></td>
</tr>
<tr>
<td>2524</td>
<td>51.1</td>
<td>01. 1 uninjured</td>
<td></td>
</tr>
<tr>
<td>276</td>
<td>5.6</td>
<td>02. 2 uninjured</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>0.6</td>
<td>03. 3 uninjured</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>0.1</td>
<td>04. 4 uninjured</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>0.0</td>
<td>05. 5 uninjured</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Variable 151</th>
<th>NO OF C-INJURED IN VEH</th>
<th>MD1: None</th>
<th>Field Width: 2</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FREQ Prcnt</td>
<td>NO OF C-INJURED IN VEH</td>
<td>MD2: None</td>
</tr>
<tr>
<td>4413</td>
<td>89.3</td>
<td>00. 0 C-injured</td>
<td></td>
</tr>
<tr>
<td>488</td>
<td>9.9</td>
<td>01. 1 C-injured</td>
<td></td>
</tr>
<tr>
<td>41</td>
<td>0.8</td>
<td>02. 2 C-injured</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>0.0</td>
<td>03. 3 C-injured</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>0.0</td>
<td>04. 4 C-injured</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Variable 152</th>
<th>NO OF B-INJURED IN VEH</th>
<th>MD1: None</th>
<th>Field Width: 2</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FREQ Prcnt</td>
<td>NO OF B-INJURED IN VEH</td>
<td>MD2: None</td>
</tr>
<tr>
<td>4372</td>
<td>88.4</td>
<td>00. 0 B-injured</td>
<td></td>
</tr>
<tr>
<td>529</td>
<td>10.7</td>
<td>01. 1 B-injured</td>
<td></td>
</tr>
<tr>
<td>35</td>
<td>0.7</td>
<td>02. 2 B-injured</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>0.1</td>
<td>03. 3 B-injured</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>0.1</td>
<td>04. 4 B-injured</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>0.0</td>
<td>06. 6 B-injured</td>
<td></td>
</tr>
</tbody>
</table>
### FARS Vehicle Variables

**Variable 153: NO OF A-INJURED IN VEH**

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prcnt</th>
<th>NO OF A-INJURED IN VEH</th>
</tr>
</thead>
<tbody>
<tr>
<td>4589</td>
<td>92.8</td>
<td>00. 0 A-injured</td>
</tr>
<tr>
<td>333</td>
<td>6.7</td>
<td>01. 1 A-injured</td>
</tr>
<tr>
<td>21</td>
<td>0.4</td>
<td>02. 2 A-injured</td>
</tr>
<tr>
<td>1</td>
<td>0.0</td>
<td>03. 3 A-injured</td>
</tr>
</tbody>
</table>

**Variable 154: NO OF K-INJURED IN VEH**

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prcnt</th>
<th>NO OF K-INJURED IN VEH</th>
</tr>
</thead>
<tbody>
<tr>
<td>4045</td>
<td>81.8</td>
<td>00. 0 killed</td>
</tr>
<tr>
<td>836</td>
<td>16.9</td>
<td>01. 1 killed</td>
</tr>
<tr>
<td>59</td>
<td>1.2</td>
<td>02. 2 killed</td>
</tr>
<tr>
<td>4</td>
<td>0.1</td>
<td>03. 3 killed</td>
</tr>
</tbody>
</table>

**Variable 155: NO OF UNK INJURED IN VEH**

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prcnt</th>
<th>NO OF UNK INJURED IN VEH</th>
</tr>
</thead>
<tbody>
<tr>
<td>4933</td>
<td>99.8</td>
<td>00. 0 unknown injured</td>
</tr>
<tr>
<td>11</td>
<td>0.2</td>
<td>01. 1 unknown injured</td>
</tr>
</tbody>
</table>
### Variable 206: DRIVER PRESENCE

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prct</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>4852</td>
<td>98.1</td>
<td>1. Driver operated vehicle</td>
</tr>
<tr>
<td>90</td>
<td>1.8</td>
<td>2. Driverless</td>
</tr>
<tr>
<td>2</td>
<td>0.0</td>
<td>3. Driver left scene</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>9. Unknown</td>
</tr>
</tbody>
</table>

### Variable 207: DRIVER DRINKING

<table>
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### Variable 208: LICENSE STATE

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### TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983

#### FARS VEHICLE VARIABLES

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### LICENSE CLASS COMPLIANCE

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<td>0.0</td>
<td>0. No license required</td>
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<td>1. No license, license required</td>
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<tr>
<td>590</td>
<td>11.9</td>
<td>2. Valid license for this class only</td>
</tr>
<tr>
<td>97</td>
<td>2.0</td>
<td>3. One valid class license, but not for this class vehicle</td>
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<td>3851</td>
<td>77.9</td>
<td>4. Multiple class licenses, valid for this class vehicle</td>
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<tr>
<td>30</td>
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<td>5. Multiple class licenses, no valid license for this class vehicle</td>
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### Variable 210: License Status

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<tr>
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<td>3. Suspended</td>
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<td>0.3</td>
<td>4. Revoked</td>
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<td>5. Expired</td>
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<tr>
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<td>0.0</td>
<td>6. Cancelled or denied</td>
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<td>0.0</td>
<td>7. Learner's permit</td>
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### Variable 211: License Restrictions Met

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<td>2. Restrictions not complied with</td>
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<td>3. Restrictions, compliance unknown</td>
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### Variable 212: Driver Training

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<td>5. Two or more types</td>
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### Variable 213: VIOLATIONS CHARGED

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<td>2. Speeding</td>
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<td>3. Alcohol or drugs and speeding</td>
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<td>4. Reckless driving</td>
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### Variable 214: NO OF PREV ACCIDENTS

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<td>04. 4 accidents</td>
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<td>8</td>
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<td>05. 5 accidents</td>
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### Variable 215: NO OF PREV SUSPENSIONS

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<td>16</td>
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</tr>
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<td>07. 7 suspensions</td>
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<td>0.0</td>
<td>09. 9 suspensions</td>
</tr>
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<td>0.0</td>
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### Variable 216

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<tr>
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<td>0.1</td>
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### Variable 218

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</tr>
<tr>
<td>11</td>
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<td>06. 6 other convictions</td>
</tr>
<tr>
<td>10</td>
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<td>07. 7 other convictions</td>
</tr>
<tr>
<td>5</td>
<td>0.1</td>
<td>08. 8 other convictions</td>
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<td>09. 9 other convictions</td>
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**NO OF PREV OTHER MV CONV**

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### Variable 219
**LAST ACC/SUSPN/CONV - MONTH**

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<td>02. February</td>
</tr>
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### Variable 220
**LAST ACC/SUSPN/CONV - YEAR**

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### Variable 221
**1ST ACC/SUSPN/CONV - MONTH**

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### TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983

#### FARS VEHICLE VARIABLES

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#### 1ST ACCIDENT/SUSPENSION - MONTH

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#### 1ST ACCIDENT/SUSPENSION/CONVICTION - YEAR

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#### DRIVER RELATED FACTORS

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**Physical/Mental Condition**

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<tr>
<td>119</td>
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<td>01. Drowsy, sleepy, asleep, fatigued</td>
</tr>
<tr>
<td>3</td>
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<td>02. Ill, blackout</td>
</tr>
<tr>
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<td>0.0</td>
<td>03. Emotional (e.g., depression, angry, disturbed)</td>
</tr>
<tr>
<td>2</td>
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<td>04. Drugs - medication</td>
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<tr>
<td>221</td>
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<td>06. Inattentive (talking, eating, etc.)</td>
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<td>0.0</td>
<td>07. Restricted to wheelchair</td>
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<td>08. Paraplegic</td>
</tr>
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<td>0.0</td>
<td>09. Impaired due to previous injury</td>
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<td>5</td>
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</table>
### TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
#### FARS VEHICLE VARIABLES

<table>
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<td>64</td>
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<td>86</td>
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### TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983

**FARS VEHICLE VARIABLES**

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<th>Var 223 DRIVER RELATED FACTORS</th>
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<tbody>
<tr>
<td>98</td>
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<td>51. Driving on wrong side of road</td>
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<tr>
<td>5</td>
<td>0.0</td>
<td>52. Operator inexperience</td>
</tr>
<tr>
<td>9</td>
<td>0.1</td>
<td>53. Unfamiliar with roadway</td>
</tr>
<tr>
<td>55</td>
<td>0.4</td>
<td>54. Stopping in roadway (vehicle not abandoned)</td>
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<tr>
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<td>0.0</td>
<td>55. Underriding a parked truck</td>
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<tr>
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<td>0.0</td>
<td>56. Low tire pressure</td>
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<tr>
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<td>57. Locked wheel</td>
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<tr>
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<td>58. Over correcting</td>
</tr>
<tr>
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<td>59. Getting off/out of or on/in to moving vehicle</td>
</tr>
<tr>
<td>2</td>
<td>0.0</td>
<td>60. Getting off/out of or on/in to non-moving vehicle</td>
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#### Vision obscured by

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<tbody>
<tr>
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<td>61. Rain, snow, fog, smoke, sand, dust</td>
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<td>62. Reflected glare, bright sunlight, headlights</td>
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<td>63. Curve, hill, or other design features (including traffic signs, embankment)</td>
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<td>64. Building, billboard, etc.</td>
</tr>
<tr>
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<td>0.0</td>
<td>65. Trees, crops, vegetation</td>
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<tr>
<td>13</td>
<td>0.1</td>
<td>66. Moving vehicle (including load)</td>
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<td>5</td>
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<td>67. Parked vehicle</td>
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<td>68. Splash or spray of passing vehicle</td>
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<td>0.0</td>
<td>69. Inadequate defrost or defog system</td>
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<td>70. Inadequate lighting system</td>
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<td>0.1</td>
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<td>72. Mirrors - rear view</td>
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<td>74. Head restraints</td>
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<td>75. Broken or improperly cleaned windshield</td>
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<td>76. Other obstruction</td>
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#### Avoiding of swerving due to

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<th>Var 223 DRIVER RELATED FACTORS</th>
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<td>77. Severe crosswind</td>
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<td>78. Wind from passing truck</td>
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<tr>
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<td>0.2</td>
<td>79. Slippery or loose surface</td>
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<td>80. Tire blow-out or flat</td>
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<td>82. Ruts, holes, bumps in road</td>
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<td>58</td>
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<td>84. Vehicle in road</td>
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<td>85. Phantom vehicle</td>
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<td>86. Pedestrian, pedalcyclist, or other non-motorist in road</td>
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<td>87. Water, snow, oilslick on road</td>
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<td>90. Hit-and-run vehicle driver</td>
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<td>91. Non-traffic violation charged - manslaughter or other homicide (offense committed without malice)</td>
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The PERSON Variables

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

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### Variable 309 PERSON TYPE

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<tr>
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<tr>
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<td>9. Unknown occupant type in a motor vehicle in</td>
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<td>transport</td>
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### Variable 310 SEATING POSITION

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<tbody>
<tr>
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### Variable 311 MANUAL RESTRAINT SYS

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<td>(non-motorist or passive system)</td>
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<td>1. Shoulder belt</td>
</tr>
<tr>
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<td>2. Lap belt</td>
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<tr>
<td>72</td>
<td>3. Lap and shoulder belt</td>
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<td>4. Child safety seat</td>
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<td>5. Motorcycle helmet</td>
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<tr>
<td>36</td>
<td>8. Restraint used - type unknown or other (including other helmet)</td>
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<td>1121</td>
<td>9. Unknown</td>
</tr>
</tbody>
</table>

### Variable 312 AUTOMATIC RESTRAINT SYS

<table>
<thead>
<tr>
<th>FREQ Prcnt</th>
<th>AUTOMATIC (PASSIVE) RESTRAINT SYSTEM</th>
</tr>
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<tbody>
<tr>
<td>4792</td>
<td>0. Not equipped or non-motorist</td>
</tr>
<tr>
<td>0</td>
<td>1. Automatic belt in use</td>
</tr>
<tr>
<td>0</td>
<td>2. Automatic belt not in use</td>
</tr>
<tr>
<td>0</td>
<td>3. Deployed air bag</td>
</tr>
<tr>
<td>0</td>
<td>4. Non-deployed air bag</td>
</tr>
<tr>
<td>152</td>
<td>9. Unknown</td>
</tr>
</tbody>
</table>
### Variable 314: EJECTION

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prctn</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>4505</td>
<td>91.1</td>
<td>0. Not ejected; not applicable</td>
</tr>
<tr>
<td>251</td>
<td>5.1</td>
<td>1. Totally ejected</td>
</tr>
<tr>
<td>62</td>
<td>1.3</td>
<td>2. Partially ejected</td>
</tr>
<tr>
<td>126</td>
<td>2.5</td>
<td>9. Unknown</td>
</tr>
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</table>

### Variable 315: EXTRICATION

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prctn</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>4616</td>
<td>93.4</td>
<td>0. Not extricated; not applicable</td>
</tr>
<tr>
<td>186</td>
<td>3.8</td>
<td>1. Extricated</td>
</tr>
<tr>
<td>142</td>
<td>2.9</td>
<td>9. Unknown</td>
</tr>
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### Variable 316: ALCOHOL INVOLVEMENT

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prctn</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>3367</td>
<td>68.1</td>
<td>0. No (alcohol not involved)</td>
</tr>
<tr>
<td>167</td>
<td>3.4</td>
<td>1. Yes (alcohol involved)</td>
</tr>
<tr>
<td>978</td>
<td>19.8</td>
<td>8. Not reported</td>
</tr>
<tr>
<td>432</td>
<td>8.7</td>
<td>9. Unknown (Police Reported)</td>
</tr>
</tbody>
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### Variable 317: ALCOHOL TEST RESULT

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prctn</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>667</td>
<td>13.5</td>
<td>0.0.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- . Result value (grams/100 ml%)</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>94.</td>
</tr>
<tr>
<td>4</td>
<td>0.1</td>
<td>95. Test refused</td>
</tr>
<tr>
<td>3713</td>
<td>75.1</td>
<td>96. None given</td>
</tr>
<tr>
<td>164</td>
<td>3.3</td>
<td>97. AC test performed, results unknown</td>
</tr>
<tr>
<td>257</td>
<td>5.2</td>
<td>99. Unknown</td>
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### Variable 318  
**INJURY SEVERITY**  

<table>
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<th>MD1: 9</th>
<th>Field Width: 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>2786 56.4</td>
<td>0. O - no injury</td>
<td>MD2: None</td>
<td>Type: Numeric</td>
</tr>
<tr>
<td>484 9.8</td>
<td>1. C - possible injury</td>
<td></td>
<td></td>
</tr>
<tr>
<td>501 10.1</td>
<td>2. B - nonincapacitating evident injury</td>
<td></td>
<td></td>
</tr>
<tr>
<td>280 5.7</td>
<td>3. A - incapacitating injury</td>
<td></td>
<td></td>
</tr>
<tr>
<td>781 15.8</td>
<td>4. K - fatal injury</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9 0.2</td>
<td>5. Injured, severity unknown</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0 0.0</td>
<td>6. Died prior to accident</td>
<td></td>
<td></td>
</tr>
<tr>
<td>103 2.1</td>
<td>9. Unknown</td>
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### Variable 319  
**TAKEN TO HOSPITAL**  

<table>
<thead>
<tr>
<th>FREQ Prcent</th>
<th>TAKEN TO HOSPITAL OR TREATMENT FACILITY</th>
<th>MD1: 9</th>
<th>Field Width: 1</th>
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</thead>
<tbody>
<tr>
<td>3504 70.9</td>
<td>0. No</td>
<td>MD2: None</td>
<td>Type: Numeric</td>
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<tr>
<td>1282 25.9</td>
<td>1. Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>158 3.2</td>
<td>9. Unknown</td>
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</tr>
</tbody>
</table>

### Variable 320  
**DEATH DATE - MONTH**  

<table>
<thead>
<tr>
<th>FREQ Prcent</th>
<th>DEATH DATE - MONTH</th>
<th>MD1: 99</th>
<th>Field Width: 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>4072 82.4</td>
<td>00. Not applicable</td>
<td>MD2: None</td>
<td>Type: Numeric</td>
</tr>
<tr>
<td>47 1.0</td>
<td>01. January</td>
<td></td>
<td></td>
</tr>
<tr>
<td>44 0.9</td>
<td>02. February</td>
<td></td>
<td></td>
</tr>
<tr>
<td>52 1.1</td>
<td>03. March</td>
<td></td>
<td></td>
</tr>
<tr>
<td>46 0.9</td>
<td>04. April</td>
<td></td>
<td></td>
</tr>
<tr>
<td>58 1.2</td>
<td>05. May</td>
<td></td>
<td></td>
</tr>
<tr>
<td>71 1.4</td>
<td>06. June</td>
<td></td>
<td></td>
</tr>
<tr>
<td>81 1.6</td>
<td>07. July</td>
<td></td>
<td></td>
</tr>
<tr>
<td>82 1.7</td>
<td>08. August</td>
<td></td>
<td></td>
</tr>
<tr>
<td>85 1.7</td>
<td>09. September</td>
<td></td>
<td></td>
</tr>
<tr>
<td>72 1.5</td>
<td>10. October</td>
<td></td>
<td></td>
</tr>
<tr>
<td>75 1.5</td>
<td>11. November</td>
<td></td>
<td></td>
</tr>
<tr>
<td>68 1.4</td>
<td>12. December</td>
<td></td>
<td></td>
</tr>
<tr>
<td>91 1.8</td>
<td>99. Unknown</td>
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</table>
## DEATH DATE - DAY

<table>
<thead>
<tr>
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<th>Prct</th>
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<tr>
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<td>00. Not applicable</td>
</tr>
<tr>
<td>22</td>
<td>01.</td>
</tr>
<tr>
<td>13</td>
<td>- . Day of month</td>
</tr>
<tr>
<td>91</td>
<td>99. Unknown</td>
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</table>

## DEATH DATE - YEAR

<table>
<thead>
<tr>
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<th>Prct</th>
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</thead>
<tbody>
<tr>
<td>4072</td>
<td>00. Not applicable</td>
</tr>
<tr>
<td>781</td>
<td>83. 1983</td>
</tr>
<tr>
<td>91</td>
<td>99. Unknown</td>
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## DEATH TIME - HOURS

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prct</th>
</tr>
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<tbody>
<tr>
<td>4085</td>
<td>00. 12:01 am - 12:59 am</td>
</tr>
<tr>
<td>32</td>
<td>01. 1:00 am - 1:59 am</td>
</tr>
<tr>
<td>25</td>
<td>02. 2:00 am - 2:59 am</td>
</tr>
<tr>
<td>29</td>
<td>03. 3:00 am - 3:59 am</td>
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<tr>
<td>28</td>
<td>04. 4:00 am - 4:59 am</td>
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<tr>
<td>24</td>
<td>05. 5:00 am - 5:59 am</td>
</tr>
<tr>
<td>37</td>
<td>06. 6:00 am - 6:59 am</td>
</tr>
<tr>
<td>27</td>
<td>07. 7:00 am - 7:59 am</td>
</tr>
<tr>
<td>35</td>
<td>08. 8:00 am - 8:59 am</td>
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<tr>
<td>29</td>
<td>09. 9:00 am - 9:59 am</td>
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<tr>
<td>37</td>
<td>10. 10:00 am - 10:59 am</td>
</tr>
<tr>
<td>40</td>
<td>11. 11:00 am - 11:59 am</td>
</tr>
<tr>
<td>35</td>
<td>12. 12:00 pm - 12:59 pm</td>
</tr>
<tr>
<td>33</td>
<td>13. 1:00 pm - 1:59 pm</td>
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<tr>
<td>37</td>
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<td>19</td>
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<td>23. 11:00 pm - 11:59 pm</td>
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<tr>
<td>Variable</td>
<td>Description</td>
</tr>
<tr>
<td>----------</td>
<td>-------------</td>
</tr>
<tr>
<td>323</td>
<td>DEATH TIME - HOURS</td>
</tr>
<tr>
<td>324</td>
<td>DEATH TIME - MINUTES</td>
</tr>
<tr>
<td>325</td>
<td>LAG TIME ACC/DEATH - HRS</td>
</tr>
<tr>
<td>326</td>
<td>LAG TIME ACC/DEATH - MIN</td>
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</table>
The BMCS and SURVEY Variables

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

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<th>MD2: None Type: Numeric</th>
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<tbody>
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<td></td>
</tr>
<tr>
<td>3274 66.2</td>
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</tr>
<tr>
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<td>00016.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 0.0</td>
<td>31350.</td>
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Variable 1002

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<th>STATE OF CARRIER</th>
<th>MD1: 99 Field Width: 2</th>
<th>MD2: None Type: Numeric</th>
</tr>
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<tbody>
<tr>
<td>FREQ Prcnt</td>
<td>STATE OF CARRIER</td>
<td></td>
<td></td>
</tr>
<tr>
<td>38 0.8</td>
<td>01. Alabama</td>
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</tr>
<tr>
<td>0 0.0</td>
<td>02. Alaska</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14 0.3</td>
<td>04. Arizona</td>
<td></td>
<td></td>
</tr>
<tr>
<td>43 0.9</td>
<td>05. Arkansas</td>
<td></td>
<td></td>
</tr>
<tr>
<td>84 1.7</td>
<td>06. California</td>
<td></td>
<td></td>
</tr>
<tr>
<td>30 0.6</td>
<td>08. Colorado</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15 0.3</td>
<td>09. Connecticut</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6 0.1</td>
<td>10. Delaware</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0 0.0</td>
<td>11. District of Columbia</td>
<td></td>
<td></td>
</tr>
<tr>
<td>67 1.4</td>
<td>12. Florida</td>
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<td></td>
</tr>
<tr>
<td>55 1.1</td>
<td>13. Georgia</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14 0.3</td>
<td>16. Idaho</td>
<td></td>
<td></td>
</tr>
<tr>
<td>69 1.4</td>
<td>17. Illinois</td>
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<td>18. Indiana</td>
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<td></td>
</tr>
<tr>
<td>36 0.7</td>
<td>19. Iowa</td>
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<tr>
<td>39 0.8</td>
<td>20. Kansas</td>
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<tr>
<td>21 0.4</td>
<td>21. Kentucky</td>
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<td>22. Louisiana</td>
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<td></td>
</tr>
<tr>
<td>5 0.1</td>
<td>23. Maine</td>
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<td></td>
</tr>
<tr>
<td>26 0.5</td>
<td>24. Maryland</td>
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<td></td>
</tr>
<tr>
<td>15 0.3</td>
<td>25. Massachusetts</td>
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<td></td>
</tr>
<tr>
<td>61 1.2</td>
<td>26. Michigan</td>
<td></td>
<td></td>
</tr>
<tr>
<td>55 1.1</td>
<td>27. Minnesota</td>
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<td></td>
</tr>
</tbody>
</table>
### TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983

**BMCS and SURVEY VARIABLES**

#### Var 1002 STATE OF CARRIER

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prnt</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
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<td>Mississippi</td>
</tr>
<tr>
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</tr>
<tr>
<td>17</td>
<td>0.3</td>
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</tr>
<tr>
<td>33</td>
<td>0.7</td>
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<td>0.8</td>
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<td>9</td>
<td>0.2</td>
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<td>42</td>
<td>0.8</td>
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<td>86</td>
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<td>8</td>
<td>0.2</td>
<td>North Dakota</td>
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<tr>
<td>85</td>
<td>1.7</td>
<td>Ohio</td>
</tr>
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</tr>
<tr>
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<td>0.7</td>
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</tr>
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</tr>
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<td>Virginia</td>
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<tr>
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<td>0.5</td>
<td>Washington</td>
</tr>
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<td>10</td>
<td>0.2</td>
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</tr>
<tr>
<td>45</td>
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</tr>
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<td>Wyoming</td>
</tr>
<tr>
<td>3274</td>
<td>66.2</td>
<td>Not applicable (Survey case)</td>
</tr>
<tr>
<td>9</td>
<td>0.2</td>
<td>Unknown</td>
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</table>

#### Variable 1003 AREA OF OPERATION

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</tr>
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<tr>
<td>3510</td>
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</tr>
<tr>
<td>1029</td>
<td>20.8</td>
<td>Intrastate</td>
</tr>
<tr>
<td>122</td>
<td>2.5</td>
<td>Government owned</td>
</tr>
<tr>
<td>55</td>
<td>1.1</td>
<td>Daily rental</td>
</tr>
<tr>
<td>228</td>
<td>4.6</td>
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Both SURVEY and BMCS cases

**MD1:** 9 Field Width: 1

**MD2:** None Type: Numeric
### Variable 1004 OPERATING AUTHORITY

<table>
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<tr>
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</thead>
<tbody>
<tr>
<td>Both SURVEY and BMCS cases</td>
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</tr>
<tr>
<td><strong>FREQ</strong></td>
<td><strong>Prct</strong></td>
</tr>
<tr>
<td>2068</td>
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<td>2506</td>
<td>50.7</td>
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<td>121</td>
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<td>55</td>
<td>1.1</td>
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### Variable 1005 CARRIER TYPE

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<td>Both SURVEY and BMCS cases</td>
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</tr>
<tr>
<td><strong>FREQ</strong></td>
<td><strong>Prct</strong></td>
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<td>1863</td>
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### Variable 1006 OWNER OPERATOR

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### Variable 1009: DISTRICT TYPE

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**Explanation:**
- BMCS cases only
- Field Width: 2
- Type: Numeric

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<td>87</td>
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**Explanation:**
- BMCS cases only
- Field Width: 2
- Type: Numeric
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BMCS cases only

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BMCS cases only

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<tr>
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<td>06. Making right turn</td>
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<td>07. Making left turn</td>
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TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983

BMCS and SURVEY VARIABLES
### TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
#### BMCS and SURVEY VARIABLES

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<tr>
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#### Variable 1018 VEHICLE #3 ACTION

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**BMCS cases only**

**MD1: 99 Field Width: 2**

**MD2: None Type: Numeric**
### Variable 1019

**PRIMARY EVENT**

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### Variable 1020

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### Variable 1021

**DRIVER AGE**

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### BMCS and SURVEY VARIABLES

#### DRIVER AGE

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#### DRIVER EMPLOYED

**BMCS cases only**

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<th>98. Not applicable (Survey case)</th>
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</thead>
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### BMCS and SURVEY VARIABLES

#### Variable 1022 YEARS DRIVER EMPLOYED

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#### Variable 1023 HOURS DRIVING

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<td>541</td>
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<td>415</td>
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<td>377</td>
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#### Variable 1024 SCHEDULED HOURS

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</tr>
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### Variable 1025: DRIVER CONDITION

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<td>1. Apparently normal</td>
</tr>
<tr>
<td>1</td>
<td>0.0</td>
<td>2. Sick</td>
</tr>
<tr>
<td>12</td>
<td>0.2</td>
<td>3. Had been drinking</td>
</tr>
<tr>
<td>27</td>
<td>0.5</td>
<td>4. Dozed at wheel</td>
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<td>8. Not applicable (Survey case)</td>
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#### BMCS cases only

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<tr>
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### Variable 1026: POWER UNIT TYPE

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<td>26.5</td>
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<tr>
<td>3598</td>
<td>72.8</td>
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#### Both SURVEY and BMCS cases

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### Variable 1027: STRT. TRUCK BODY STYLE

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**MD2:** None

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**MD2:** None

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Both SURVEY and BMCS cases

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Both SURVEY and BMCS cases

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### Variable 1032: POWER UNIT LENGTH

**MD1:** 999  **Field Width:** 3

**MD2:** None  **Type:** Numeric

**SURVEY cases only**

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<tr>
<td>59</td>
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<td>015. 15 feet</td>
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<td>65</td>
<td>1.3</td>
<td>016. 16 feet</td>
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<td>78</td>
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### Variable 1033: STRAIGHT TRUCK CARGO

**MD1:** 99  **Field Width:** 2

**MD2:** None  **Type:** Numeric

**SURVEY cases only**

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<td>03. Metal: coils, sheets, etc</td>
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### TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983

#### BMCS and SURVEY VARIABLES

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<tr>
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<td>11. Logs/poles/lumber</td>
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#### Variable 1034 STRT. TRUCK HAZ. CARGO

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#### Variable 1035 STRT. TRUCK CARGO WEIGHT

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### Variable 1036: POWER UNIT EMPTY WEIGHT

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**SURVEY cases only**

### Variable 1037: 1ST TRAILER TYPE

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### Variable 1038: 1ST TRAILER YEAR

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**BMCS cases only**
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### Variable 1040 1ST TRAILER BODY

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### Variable 1041 1ST TRAILER CARGO

**MD1:** 99  **Field Width:** 2  **MD2:** None  **Type:** Numeric

**SURVEY cases only**

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<td>298</td>
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<td>02. Household goods</td>
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<td>03. Metal: coils, sheets, etc</td>
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<td>127</td>
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</tr>
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<td>19</td>
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<td>05. Motor vehicles</td>
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<td>0.0</td>
<td>06. Driveaway/towaway</td>
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<tr>
<td>10</td>
<td>0.2</td>
<td>07. Gases in bulk</td>
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### Variable 1042 1ST TRAILER HAZ. CARGO

**MD1:** 9  **Field Width:** 1  **MD2:** None  **Type:** Numeric

**SURVEY cases only**

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<tr>
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<td>7. Not applicable (BMCS case)</td>
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TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
BMCS and SURVEY VARIABLES

FREQ Prctn Var 1040 1ST TRAILER BODY

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### Variable 1043: 1ST TRAILER CARGO WEIGHT

**MD1:** 999999  **Field Width:** 6  
**MD2:** None  **Type:** Numeric

- **SURVEY cases only**

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<td>24.6</td>
<td>999996. Not applicable (no 1st trailer)</td>
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<td>999997. Some Cargo (weight unknown)</td>
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### Variable 1044: 1ST TRAILER EMPTY WEIGHT

**MD1:** 999999  **Field Width:** 6  
**MD2:** None  **Type:** Numeric

- **SURVEY cases only**

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### Variable 1045: 1ST TRAILER LENGTH

**MD1:** 999  **Field Width:** 3  
**MD2:** None  **Type:** Numeric

- **SURVEY cases only**

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### Variable 1046

**2ND TRAILER TYPE**

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<td>0</td>
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<td>1. Semi-trailer</td>
</tr>
<tr>
<td>185</td>
<td>3.7</td>
<td>2. Full trailer</td>
</tr>
<tr>
<td>3</td>
<td>0.1</td>
<td>3. Other</td>
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<tr>
<td>4716</td>
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</tr>
<tr>
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Both SURVEY and BMCS cases

### Variable 1047

**2ND TRAILER YEAR**

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BMCS cases only

### Variable 1048

**2ND TRAILER NO. OF AXLES**

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</thead>
<tbody>
<tr>
<td>4</td>
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<td>1 axle</td>
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Both SURVEY and BMCS cases
# TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983

## BMCS and SURVEY VARIABLES

<table>
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</tr>
</thead>
<tbody>
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<td>3.4</td>
<td>02. 2 axles</td>
</tr>
<tr>
<td>6</td>
<td>0.1</td>
<td>03. 3 axles</td>
</tr>
<tr>
<td>7</td>
<td>0.1</td>
<td>04. 4 or more axles</td>
</tr>
<tr>
<td>40</td>
<td>0.8</td>
<td>97. Unknown if had 2nd trailer</td>
</tr>
<tr>
<td>4716</td>
<td>95.4</td>
<td>98. Not applicable (no 2nd trailer)</td>
</tr>
<tr>
<td>4</td>
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<td>MD2: None Type: Numeric</td>
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</thead>
<tbody>
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<td>4757</td>
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<td>0. None or unknown if had 2nd trailer</td>
</tr>
<tr>
<td>72</td>
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<td>1. Van</td>
</tr>
<tr>
<td>46</td>
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<td>2. Flat</td>
</tr>
<tr>
<td>9</td>
<td>0.2</td>
<td>3. Tank</td>
</tr>
<tr>
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<td>0.0</td>
<td>4. Auto carrier</td>
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<tr>
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<td>6. Dump</td>
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<tr>
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<td>0.0</td>
<td>7. Dolly</td>
</tr>
<tr>
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<td>1.0</td>
<td>8. Other</td>
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<td>3</td>
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<td>9. Unknown</td>
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<tr>
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<td>0.0</td>
<td>02. Household goods</td>
</tr>
<tr>
<td>3</td>
<td>0.1</td>
<td>03. Metal: coils, sheets, etc</td>
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<tr>
<td>12</td>
<td>0.2</td>
<td>04. Heavy machinery</td>
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<td>0.0</td>
<td>06. Driveaway/towaway</td>
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<tr>
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<td>0.0</td>
<td>07. Gases in bulk</td>
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<td>08. Solids in bulk</td>
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<tr>
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<td>09. Liquids in bulk</td>
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<td>0.0</td>
<td>11. Logs/poles/lumber</td>
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<td>12. None (empty)</td>
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<td>0.0</td>
<td>13. Refrigerated food</td>
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<td>14. Mobile home</td>
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<td>19</td>
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<td>15. Farm products</td>
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<td>0.0</td>
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<td>Prct</td>
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<td>0.8</td>
<td>96.</td>
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<td>97.</td>
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<tr>
<td>3110</td>
<td>62.9</td>
<td>98.</td>
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<tr>
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**Variable 1051**

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<td>Non-hazardous cargo</td>
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<td>6.</td>
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</tr>
<tr>
<td>1670</td>
<td>33.8</td>
<td>7.</td>
<td>Not applicable (BMCS case)</td>
</tr>
<tr>
<td>3110</td>
<td>62.9</td>
<td>8.</td>
<td>Not applicable (no 2nd trailer)</td>
</tr>
<tr>
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**Variable 1052**

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<td>000000.</td>
<td>Weight in pounds</td>
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<td>999993.</td>
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<tr>
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<td>999994.</td>
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<td>Not applicable (BMCS case)</td>
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<td>62.9</td>
<td>999996.</td>
<td>Not applicable (no 2nd trailer)</td>
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<td>Some Cargo (weight unknown)</td>
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**Variable 1053**

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<td>Weight in pounds</td>
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### Variable 1053 2ND TRAILER EMPTY WEIGHT

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<td>9999998. Not applicable (no 2nd trailer)</td>
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### Variable 1054 2ND TRAILER LENGTH

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<td>014. 14 feet</td>
</tr>
<tr>
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<td>18.0</td>
<td>018. 18 feet</td>
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<td>4</td>
<td>19.0</td>
<td>019. 19 feet</td>
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<tr>
<td>17</td>
<td>0.3</td>
<td>020. 20 feet</td>
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<tr>
<td>5</td>
<td>0.1</td>
<td>021. 21 feet</td>
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<td>3</td>
<td>0.1</td>
<td>022. 22 feet</td>
</tr>
<tr>
<td>6</td>
<td>0.1</td>
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<tr>
<td>37</td>
<td>0.7</td>
<td>024. 24 feet</td>
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<tr>
<td>10</td>
<td>0.2</td>
<td>025. 25 feet</td>
</tr>
<tr>
<td>5</td>
<td>0.1</td>
<td>026. 26 feet</td>
</tr>
<tr>
<td>17</td>
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<td>027. 27 feet</td>
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<td>4</td>
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<td>028. 28 feet</td>
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<tr>
<td>1670</td>
<td>33.8</td>
<td>995. Not applicable (BMCS case)</td>
</tr>
<tr>
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<td>62.9</td>
<td>996. Not applicable (no 2nd trailer)</td>
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<td>8</td>
<td>0.2</td>
<td>997. Short (estimated under 35 feet)</td>
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<tr>
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<td>998. Long (estimated 35 feet and over)</td>
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### Variable 1055 3RD TRAILER TYPE

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<td>1. Semi-trailer</td>
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<td>0</td>
<td>0.0</td>
<td>2. Full trailer</td>
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<tr>
<td>0</td>
<td>0.0</td>
<td>3. Other</td>
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### Variable 1056: 3RD TRAILER NO. OF AXLES

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<td>96. Unknown if had 3rd trailer</td>
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<tr>
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<td>33.8</td>
<td>97. Not applicable (BMCS case)</td>
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<tr>
<td>3266</td>
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<td>98. Not applicable (no 3rd trailer)</td>
</tr>
<tr>
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<td>0.0</td>
<td>99. Unknown</td>
</tr>
</tbody>
</table>

### Variable 1057: 3RD TRAILER BODY

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prcnt</th>
<th>3RD TRAILER BODY</th>
</tr>
</thead>
<tbody>
<tr>
<td>4944</td>
<td>100.0</td>
<td>0. None or unknown if had 3rd trailer</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>1. Van</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>2. Flat</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>3. Tank</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>4. Auto carrier</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>6. Dump</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>7. Dolly</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>8. Other</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>9. Unknown</td>
</tr>
</tbody>
</table>

### Variable 1058: 3RD TRAILER CARGO

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prcnt</th>
<th>3RD TRAILER CARGO</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>0.0</td>
<td>01. General freight</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>02. Household goods</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>03. Metal: coils, sheets, etc</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>04. Heavy machinery</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>05. Motor vehicles</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>06. Driveaway/towaway</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>07. Gases in bulk</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>08. Solids in bulk</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>09. Liquids in bulk</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>10. Explosives</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>11. Logs/poles/lumber</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>12. None (empty)</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>13. Refrigerated food</td>
</tr>
</tbody>
</table>
### FREQ Prcnt Var 1058 3RD TRAILER CARGO

<table>
<thead>
<tr>
<th>Freq</th>
<th>Percent</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td>0.0</td>
<td>Mobile home</td>
</tr>
<tr>
<td>15</td>
<td>0.0</td>
<td>Farm products</td>
</tr>
<tr>
<td>16</td>
<td>0.0</td>
<td>Other</td>
</tr>
<tr>
<td>8</td>
<td>0.2</td>
<td>Unknown if had 3rd trailer</td>
</tr>
<tr>
<td>1670</td>
<td>33.8</td>
<td>Not applicable (BMCS case)</td>
</tr>
<tr>
<td>3266</td>
<td>66.1</td>
<td>Not applicable (no 3rd trailer)</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>Unknown</td>
</tr>
</tbody>
</table>

### Variable 1059 3RD TRAILER HAZ. CARGO

<table>
<thead>
<tr>
<th>FREQ Prcnt</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>Hazardous cargo</td>
</tr>
<tr>
<td>0</td>
<td>Non-hazardous cargo</td>
</tr>
<tr>
<td>8</td>
<td>Unknown if had 3rd trailer</td>
</tr>
<tr>
<td>1670</td>
<td>Not applicable (BMCS case)</td>
</tr>
<tr>
<td>3266</td>
<td>Not applicable (no 3rd trailer)</td>
</tr>
<tr>
<td>0</td>
<td>Unknown</td>
</tr>
</tbody>
</table>

### Variable 1060 3RD TRAILER CARGO WEIGHT

<table>
<thead>
<tr>
<th>FREQ Prcnt</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>000000. Weight in pounds</td>
</tr>
<tr>
<td>0</td>
<td>999993. Unknown if had 3rd trailer</td>
</tr>
<tr>
<td>8</td>
<td>999994. Unknown if had 3rd trailer</td>
</tr>
<tr>
<td>1670</td>
<td>999995. Not applicable (BMCS case)</td>
</tr>
<tr>
<td>3266</td>
<td>999996. Not applicable (no 3rd trailer)</td>
</tr>
<tr>
<td>0</td>
<td>999997. Some Cargo (weight unknown)</td>
</tr>
<tr>
<td>0</td>
<td>999998. Full (weight unknown)</td>
</tr>
<tr>
<td>0</td>
<td>999999. Unknown</td>
</tr>
</tbody>
</table>

**MISSING VALUES:**
- Field Width: `1`
- Type: Numeric
- SURVEY cases only
### Variable 1061: 3RD TRAILER EMPTY WEIGHT

<table>
<thead>
<tr>
<th>FREQ Prcnt</th>
<th>3RD TRAILER EMPTY WEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>0.0 000000.</td>
</tr>
<tr>
<td>0</td>
<td>0.0 999995.</td>
</tr>
<tr>
<td>8</td>
<td>0.2 999996. Unknown if had 3rd trailer</td>
</tr>
<tr>
<td>1670</td>
<td>33.8 999997. Not applicable (BMCS case)</td>
</tr>
<tr>
<td>3266</td>
<td>66.1 999998. Not applicable (no 3rd trailer)</td>
</tr>
<tr>
<td>0</td>
<td>0.0 999999. Unknown</td>
</tr>
</tbody>
</table>

### Variable 1062: 3RD TRAILER LENGTH

<table>
<thead>
<tr>
<th>FREQ Prcnt</th>
<th>3RD TRAILER LENGTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>0.2 994. Unknown if had 3rd trailer</td>
</tr>
<tr>
<td>1670</td>
<td>33.8 995. Not applicable (BMCS case)</td>
</tr>
<tr>
<td>3266</td>
<td>66.1 996. Not applicable (no 3rd trailer)</td>
</tr>
<tr>
<td>0</td>
<td>0.0 997. Short (estimated under 35 feet)</td>
</tr>
<tr>
<td>0</td>
<td>0.0 998. Long (estimated 35 feet and over)</td>
</tr>
<tr>
<td>0</td>
<td>0.0 999. Unknown</td>
</tr>
</tbody>
</table>

### Variable 1063: VEHICLE COMBINATION CODE

<table>
<thead>
<tr>
<th>FREQ Prcnt</th>
<th>VEHICLE COMBINATION CODE</th>
</tr>
</thead>
<tbody>
<tr>
<td>51</td>
<td>1.0 00. Unknown</td>
</tr>
<tr>
<td>1180</td>
<td>23.9 01. Straight truck only</td>
</tr>
<tr>
<td>118</td>
<td>2.4 02. Bobtail tractor</td>
</tr>
<tr>
<td>67</td>
<td>1.4 03. Straight truck &amp; full trailer</td>
</tr>
<tr>
<td>51</td>
<td>1.0 04. Straight truck &amp; other (non-full trailer)</td>
</tr>
<tr>
<td>3246</td>
<td>65.7 05. Tractor &amp; semi-trailer</td>
</tr>
<tr>
<td>13</td>
<td>0.3 06. Tractor &amp; other (non-semi trailer)</td>
</tr>
<tr>
<td>186</td>
<td>3.8 07. Tractor &amp; semi &amp; full</td>
</tr>
<tr>
<td>2</td>
<td>0.0 08. Tractor &amp; semi &amp; other</td>
</tr>
<tr>
<td>30</td>
<td>0.6 11. Other (i.e., piggybacks, towing vehicles)</td>
</tr>
</tbody>
</table>
### Variable 1064: NO. OF TRAILERS

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prcnt</th>
<th>NO. OF TRAILERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1323</td>
<td>26.8</td>
<td>0. No trailer</td>
</tr>
<tr>
<td>3383</td>
<td>68.4</td>
<td>1. 1 trailer</td>
</tr>
<tr>
<td>187</td>
<td>3.8</td>
<td>2. 2 trailers</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>3. 3 trailers</td>
</tr>
<tr>
<td>51</td>
<td>1.0</td>
<td>9. Unknown</td>
</tr>
</tbody>
</table>

Both SURVEY and BMCS cases

### Variable 1065: TOTAL LENGTH

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prcnt</th>
<th>TOTAL LENGTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>0.0</td>
<td>000.</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>998.</td>
</tr>
<tr>
<td>188</td>
<td>3.8</td>
<td>999. Unknown</td>
</tr>
</tbody>
</table>

Both SURVEY and BMCS cases

### Variable 1066: TOTAL WIDTH

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prcnt</th>
<th>TOTAL WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>0.0</td>
<td>06. 6 feet</td>
</tr>
<tr>
<td>34</td>
<td>0.7</td>
<td>07. 7 feet</td>
</tr>
<tr>
<td>4161</td>
<td>84.2</td>
<td>08. 8 feet</td>
</tr>
<tr>
<td>77</td>
<td>1.6</td>
<td>09. 9 feet</td>
</tr>
<tr>
<td>18</td>
<td>0.4</td>
<td>10. 10 feet</td>
</tr>
<tr>
<td>2</td>
<td>0.0</td>
<td>11. 11 feet</td>
</tr>
<tr>
<td>9</td>
<td>0.2</td>
<td>12. 12 feet</td>
</tr>
<tr>
<td>2</td>
<td>0.0</td>
<td>13. 13 feet</td>
</tr>
<tr>
<td>9</td>
<td>0.2</td>
<td>14. 14 feet</td>
</tr>
<tr>
<td>2</td>
<td>0.0</td>
<td>15. 15 feet</td>
</tr>
<tr>
<td>1</td>
<td>0.0</td>
<td>20. 20 feet</td>
</tr>
<tr>
<td>2</td>
<td>0.0</td>
<td>98. &gt; 8 feet but not specified</td>
</tr>
<tr>
<td>625</td>
<td>12.6</td>
<td>99. Unknown</td>
</tr>
</tbody>
</table>

Both SURVEY and BMCS cases
### Variable 1067

**TOTAL CARGO WEIGHT**

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prct</th>
<th>TOTAL CARGO WEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>380</td>
<td>7.7</td>
<td>000000. Weight in pounds</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>999997.</td>
</tr>
<tr>
<td>3274</td>
<td>66.2</td>
<td>999998. Not applicable (Survey case)</td>
</tr>
<tr>
<td>14</td>
<td>0.3</td>
<td>999999. Unknown</td>
</tr>
</tbody>
</table>

BMCS cases only

### Variable 1068

**GROSS WEIGHT**

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prct</th>
<th>GROSS WEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>0.0</td>
<td>000000. Weight in pounds</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>999998.</td>
</tr>
<tr>
<td>369</td>
<td>7.5</td>
<td>999999. Unknown</td>
</tr>
</tbody>
</table>

Both SURVEY and BMCS cases

### Variable 1069

**EMPTY COMBINATION WEIGHT**

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prct</th>
<th>EMPTY COMBINATION WEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>0.0</td>
<td>000000. Weight in pounds</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>999998.</td>
</tr>
<tr>
<td>1369</td>
<td>27.7</td>
<td>999999. Unknown</td>
</tr>
</tbody>
</table>

### Variable 1070

**FUEL TYPE**

<table>
<thead>
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<th>FREQ</th>
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<th>FUEL TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>621</td>
<td>12.6</td>
<td>1. Gasoline</td>
</tr>
<tr>
<td>4122</td>
<td>83.4</td>
<td>2. Diesel</td>
</tr>
<tr>
<td>4</td>
<td>0.1</td>
<td>3. L.P.G.</td>
</tr>
<tr>
<td>21</td>
<td>0.4</td>
<td>4. Other</td>
</tr>
<tr>
<td>176</td>
<td>3.6</td>
<td>9. Unknown</td>
</tr>
</tbody>
</table>
### Variable 1071  HAZ. MAT. IN CARGO

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prcnt</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>98</td>
<td>2.0</td>
<td>Hazardous cargo</td>
</tr>
<tr>
<td>1572</td>
<td>31.8</td>
<td>Non-hazardous cargo</td>
</tr>
<tr>
<td>3274</td>
<td>66.2</td>
<td>Not applicable (Survey case)</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>Unknown</td>
</tr>
</tbody>
</table>

### Variable 1072  DRIVER KILLED

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prcnt</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>321</td>
<td>6.5</td>
<td>Yes</td>
</tr>
<tr>
<td>1348</td>
<td>27.3</td>
<td>No</td>
</tr>
<tr>
<td>3274</td>
<td>66.2</td>
<td>Not applicable (Survey case)</td>
</tr>
<tr>
<td>1</td>
<td>0.0</td>
<td>Unknown</td>
</tr>
</tbody>
</table>

### Variable 1073  DRIVER INJURED

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prcnt</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>420</td>
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<td>Yes</td>
</tr>
<tr>
<td>1245</td>
<td>25.2</td>
<td>No</td>
</tr>
<tr>
<td>3274</td>
<td>66.2</td>
<td>Not applicable (Survey case)</td>
</tr>
<tr>
<td>5</td>
<td>0.1</td>
<td>Unknown</td>
</tr>
</tbody>
</table>

### Variable 1074  TOTAL KILLED IN VEHICLE

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prcnt</th>
<th>Killed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1321</td>
<td>26.7</td>
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</tr>
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<td>304</td>
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<td>1</td>
</tr>
<tr>
<td>42</td>
<td>0.8</td>
<td>2</td>
</tr>
<tr>
<td>3</td>
<td>0.1</td>
<td>3</td>
</tr>
</tbody>
</table>
### BMCS and SURVEY VARIABLES

#### Variable 1074

<table>
<thead>
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<th>Prcnt</th>
<th>Var 1074 TOTAL KILLED IN VEHICLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>3274</td>
<td>66.2</td>
<td>98. Not applicable (Survey case)</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
<td>99. Unknown</td>
</tr>
</tbody>
</table>

#### Variable 1075

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prcnt</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL INJURED IN VEHICLE</td>
<td></td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
</tr>
<tr>
<td>1</td>
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<tr>
<td>2</td>
<td>0.0</td>
</tr>
<tr>
<td>3</td>
<td>0.0</td>
</tr>
<tr>
<td>4</td>
<td>0.0</td>
</tr>
<tr>
<td>5</td>
<td>0.0</td>
</tr>
<tr>
<td>6</td>
<td>0.0</td>
</tr>
<tr>
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</table>

#### Variable 1076

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prcnt</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL KILLED IN ACCIDENT</td>
<td></td>
</tr>
<tr>
<td>1346</td>
<td>27.2</td>
</tr>
<tr>
<td>234</td>
<td>4.7</td>
</tr>
<tr>
<td>60</td>
<td>1.2</td>
</tr>
<tr>
<td>17</td>
<td>0.3</td>
</tr>
<tr>
<td>10</td>
<td>0.2</td>
</tr>
<tr>
<td>1</td>
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</tr>
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<td>3274</td>
<td>66.2</td>
</tr>
<tr>
<td>0</td>
<td>0.0</td>
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</tbody>
</table>

#### Variable 1077

<table>
<thead>
<tr>
<th>FREQ</th>
<th>Prcnt</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL INJURED IN ACCIDENT</td>
<td></td>
</tr>
<tr>
<td>883</td>
<td>17.9</td>
</tr>
<tr>
<td>421</td>
<td>8.5</td>
</tr>
</tbody>
</table>

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**Note:**
- BMCS cases only
- Field Width: 2
- Type: Numeric
FREQ Prcnt Var 1077 TOT. INJURED IN ACCIDENT

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>187</td>
<td>3.8</td>
<td>02. 2 injured</td>
</tr>
<tr>
<td>93</td>
<td>1.9</td>
<td>03. 3 injured</td>
</tr>
<tr>
<td>37</td>
<td>0.7</td>
<td>04. 4 injured</td>
</tr>
<tr>
<td>15</td>
<td>0.3</td>
<td>05. 5 injured</td>
</tr>
<tr>
<td>11</td>
<td>0.2</td>
<td>06. 6 injured</td>
</tr>
<tr>
<td>5</td>
<td>0.1</td>
<td>07. 7 injured</td>
</tr>
<tr>
<td>4</td>
<td>0.1</td>
<td>08. 8 injured</td>
</tr>
<tr>
<td>5</td>
<td>0.1</td>
<td>09. 9 injured</td>
</tr>
<tr>
<td>3</td>
<td>0.1</td>
<td>10. 10 injured</td>
</tr>
<tr>
<td>2</td>
<td>0.0</td>
<td>12. 12 injured</td>
</tr>
<tr>
<td>1</td>
<td>0.0</td>
<td>16. 16 injured</td>
</tr>
<tr>
<td>1</td>
<td>0.0</td>
<td>17. 17 injured</td>
</tr>
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Variable 1078 WEATHER

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Variable 1079 LIGHT CONDITION

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### TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983

#### BMCS and SURVEY VARIABLES

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

BMCS cases only

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

BMCS cases only

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

BMCS cases only

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<td>03. Metal: coils, sheets, etc</td>
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## Variable 1084: INTERVIEW STATUS

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## Variable 1085: SOURCE OF INFORMATION

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

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SURVEY cases only

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SURVEY cases only

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TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
BMCS and SURVEY VARIABLES

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SURVEY cases only
### Variable 1092

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### Variable 1093

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SURVEY cases only

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### Variable 1096

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SURVEY cases only

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### Variable 1097

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SURVEY cases only

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TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
BMCS and SURVEY VARIABLES
MVMA HEAVY TRUCK PROGRAM
1983 FARS SUPPLEMENT DATA ELEMENTS

ACCIDENT IDENTIFICATION (FILL OUT PRIOR TO INTERVIEW)

1. FARS State of Crash ________________ Code 1 2
2. FARS Case No. 3 4 5 6
3. FARS Vehicle No. 7 8
4. Date ___ / ___ / ___

NOTE: Put all information/calculations on this form.

START HERE:

5. Owner Name ____________________________________________
6. Owner's Business Type ____________________________________

VEHICLE USE

7. Operating Authority at the Time of the Accident

Was this a daily rental truck? YES [ ]

Was this truck govt. owned? YES [ ]

(city/city/county/state/federal)

Do any of your trucks ever carry goods interstate (across state lines)?

[ ] YES→ Were you operating
PRIVATE [ ] I
(Carry own goods)
FOR HIRE [ ] II (Carry other people's goods)

[ ] NO→ Were you operating
PRIVATE [ ] I
(Carry own goods)
FOR HIRE [ ] II (Carry other people's goods)

[ ] UNKNOWN
PRIVATE [ ] I
FOR HIRE [ ] II

Was the owner also the driver? YES[ ] NO[ ]

8. Type of Trip

Local (within a 50 mile radius of base) [ ]

Over-the-Road

Less than 200 miles one-way intended trip distance [ ]
Greater than 200 miles one-way intended trip distance [ ]
Unknown over-the-road trip distance [ ]
## POWER UNIT

9. Power Unit Make

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<th>[ ]</th>
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10. Power Unit Model

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11. Power Unit Model Year

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| 19

12. Power Unit Cab Style

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<td>Cab-Over-Engine/Cab Forward</td>
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13. Fuel

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<td>Other</td>
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*If response is WHITE, ask whether it is Autocar, Frtliner, Wsmp Star.

## VEHICLE CONFIGURATION

14. TYPE

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15. BODY STYLE

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16. NO. OF AXLES

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<th>3</th>
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<tr>
<td>Three</td>
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<tr>
<td>Four +</td>
<td></td>
<td></td>
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</tbody>
</table>
### Length and Weight

17. What was the **Total Weight** of the truck and any cargo at the time of the accident? Lbs. 33 34 35 36 37

18. What was the **Cargo Weight**?

<table>
<thead>
<tr>
<th>Unit</th>
<th>Lbs.</th>
<th>(% Full: ___ ___)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ST. TRK.</td>
<td>38</td>
<td>39 40 41 42 43</td>
</tr>
<tr>
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<td>45 46 47 48 49</td>
</tr>
<tr>
<td>2ND TRLR.</td>
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<td>51 52 53 54 55</td>
</tr>
<tr>
<td>3RD TRLR.</td>
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<td>57 58 59 60 61</td>
</tr>
</tbody>
</table>

19. What are the **Empty Weights** of the units?

<table>
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<th>Unit</th>
<th>Lbs.</th>
<th>(% Full: ___ ___)</th>
</tr>
</thead>
<tbody>
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<td>TRAC/ST TRK.</td>
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<td>63 64 65 66 67</td>
</tr>
<tr>
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<td>69 70 71 72 73</td>
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<tr>
<td>2ND TRLR.</td>
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<td>75 76 77 78 79</td>
</tr>
<tr>
<td>3RD TRLR.</td>
<td>9</td>
<td>10 11 12 13 14</td>
</tr>
</tbody>
</table>

   Empty Combination Weight: Lbs.

20. What was the **Total Length** of the truck and any trailers at the time of the accident? Ft. 31 32 33

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

<table>
<thead>
<tr>
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<th>Ft.</th>
</tr>
</thead>
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<td>24 25 26</td>
</tr>
<tr>
<td>1ST TRLR.</td>
<td>27 28 29</td>
</tr>
<tr>
<td>2ND TRLR.</td>
<td>30 31 32</td>
</tr>
<tr>
<td>3RD TRLR.</td>
<td>33 34 35</td>
</tr>
</tbody>
</table>

22. What was the **Width** of the truck or cargo at the time of the accident? Ft.

23. Cargo (Specify and code below)

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

24. Hazardous Cargo

Yes: [ ] 1 [ ] 1 [ ] 1 [ ] 1
No: [ ] 2 [ ] 2 [ ] 2 [ ] 2
25. Were any of the following the primary accident event?

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

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

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

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

*** END OF INTERVIEW ***

Thank you for your cooperation.

28. Driver Age (from FARS) Years 54 55

REMAINDER TO BE COMPLETED BY EDITOR.

29. Interview Status

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

30. Source

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

DERIVED INFORMATION (Insert question numbers.)

58 59 68 69
60 61 70 71
62 63 72 73
64 65 74 75