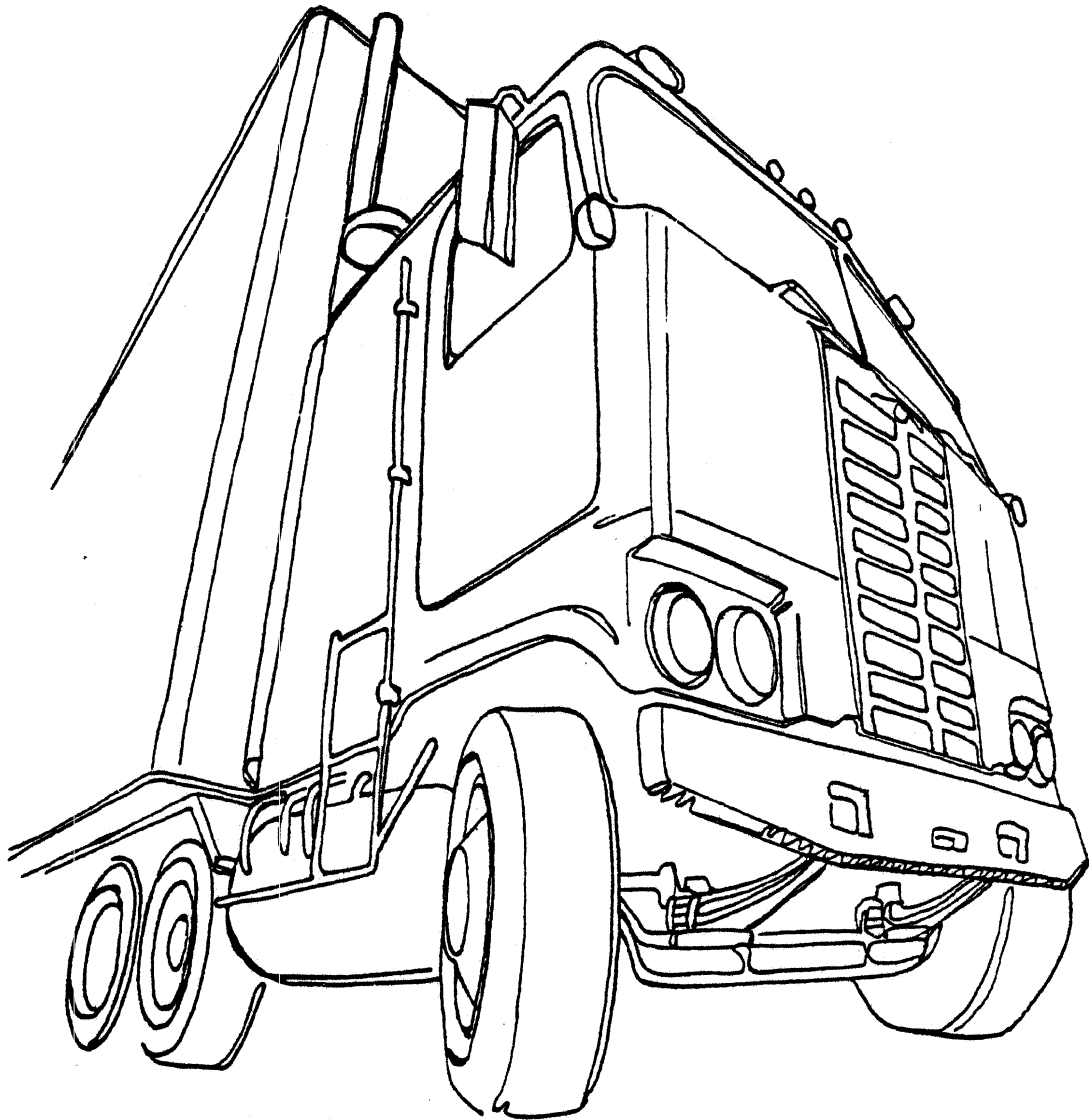


Trucks Involved in Fatal Accidents, 1983

UMTRI Truck Study



OLIVER CARSTEN
LESLIE C. PETTIS

UMTRI

The University of Michigan
Transportation Research Institute

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

Oliver Carsten

Leslie C. Pettis

UMTRI Truck Study

University of Michigan Transportation Research Institute

May 1986

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

Technical Report Documentation Page

1. Report No. UMTRI-86-24	2. Government Accession No.	3. Recipient's Catalog No.	
4. Title and Subtitle TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983 (Version May 1, 1986)		5. Report Date May 1986	
		6. Performing Organization Code	
		8. Performing Organization Report No. UMTRI-86-24	
7. Author(s) Oliver Carsten and Leslie C. Pettis		10. Work Unit No. (TRAIS)	
9. Performing Organization Name and Address The University of Michigan Transportation Research Institute 2901 Baxter Road Ann Arbor, Michigan 48109		11. Contract or Grant No. 5164	
		13. Type of Report and Period Covered SPECIAL REPORT	
		14. Sponsoring Agency Code	
12. Sponsoring Agency Name and Address Motor Vehicle Manufacturers Association 320 New Center Building Detroit, Michigan 48224		15. Supplementary Notes	
16. Abstract 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.			
17. Key Words Medium Trucks Heavy Trucks Fatal Accident Data		18. Distribution Statement Unlimited	
19. Security Classif. (of this report) None	20. Security Classif. (of this page) None	21. No. of Pages 119	22. Price

EXECUTIVE SUMMARY

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.¹ 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.

COMPUTER AND HAND MATCHES BETWEEN 1983 FARS AND BMCS

Data Source	No. of Cases in Subset	Computer Matched		Hand Matched		Total Matched	
		N	%	N	%	N	%
FARS	5158	1312	25.4	513	9.9	1671	32.4
BMCS	1977	1312	66.4	513	25.9	1671	84.5

¹The 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.²

Modifications to the Data

Cases where the data, as received from BMCS, contained "wild" or inconsistent codes have been reviewed and corrected. In addition one variable in the version of the 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 BMCS file). All cases where the BMCS file reports two or more trailers being pulled were confirmed either by a review of the police report or by telephone contact with the owner. Similarly, all cases where the BMCS file showed fewer trailers than reported by FARS were checked by the same methods. The file documented here contains the corrected combination code. Other variables have been corrected to conform to the new combination code when changes were made.

All other modifications to the responses received are indicated in variables 1088 through 1097. Also indicated there are deductions made by the editors to fill in missing data elements. The numbers coded in these variables are the question numbers on the interview form (see Appendix). Thus a "23" in variable 1090 indicates that the third item corrected or derived for that particular case was the response to 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-semitrailers, for example, one might wish to examine the distributions of trip type and carrier type. While this dataset is not accessible by public users of the Michigan Terminal System, the staff of the Statistical Research Group of UMTRI will be pleased to make the appropriate runs for outside users. Requests for consultation on and analysis of the data are welcomed and may be addressed to Ken Campbell or Oliver Carsten at (313) 764-0248. Finally, while every effort has been made to check the accuracy of the data, the file may contain errors as yet undetected.

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS ACCIDENT VARIABLES

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

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS ACCIDENT VARIABLES

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

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS VEHICLE VARIABLES

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

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS VEHICLE VARIABLES

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

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS VEHICLE VARIABLES

<u>Variable Number</u>	<u>Variable Name</u>	<u>Field Width</u>	<u>Character Type</u>	<u>Mult Resp</u>	<u>Page Number</u>
221	1ST ACC/SUSPENSN - MONTH	2	Numeric		40
222	1ST ACC/SUSPENSN - YEAR	2	Numeric		41
223	DRIVER RELATED FACTORS	2	Numeric	3	41

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS PERSON VARIABLES

<u>Variable Number</u>	<u>Variable Name</u>	<u>Field Width</u>	<u>Character Type</u>	<u>Mult Resp</u>	<u>Page Number</u>
305	PERSON NUMBER	2	Numeric		45
307	PERSON AGE	2	Numeric		45
308	PERSON SEX	1	Numeric		45
309	PERSON TYPE	1	Numeric		46
310	SEATING POSITION	2	Numeric		46
311	MANUAL RESTRAINT SYS	1	Numeric		46
312	AUTOMATIC RESTRAINT SYS	1	Numeric		46
314	EJECTION	1	Numeric		47
315	EXTRICATION	1	Numeric		47
316	ALCOHOL INVOLVEMENT	1	Numeric		47
317	ALCOHOL TEST RESULT	2	Numeric		47
318	INJURY SEVERITY	1	Numeric		48
319	TAKEN TO HOSPITAL	1	Numeric		48
320	DEATH DATE - MONTH	2	Numeric		48
321	DEATH DATE - DAY	2	Numeric		49
322	DEATH DATE - YEAR	2	Numeric		49
323	DEATH TIME - HOURS	2	Numeric		49
324	DEATH TIME - MINUTES	2	Numeric		50
325	LAG TIME ACC/DEATH - HRS	3	Numeric		50
326	LAG TIME ACC/DEATH - MIN	2	Numeric		50

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
BMCS and SURVEY VARIABLES

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

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
BMCS and SURVEY VARIABLES

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

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
BMCS and SURVEY VARIABLES

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

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
BMCS and SURVEY VARIABLES

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
1077	TOT. INJURED IN ACCIDENT	2	Numeric		83
1078	WEATHER	1	Numeric		84
1079	LIGHT CONDITION	1	Numeric		84
1080	ROAD SURFACE CONDITION	1	Numeric		85
1081	NUMBER OF LANES	1	Numeric		85
1082	HIGHWAY TYPE	1	Numeric		85
1083	CARGO (BMCS)	2	Numeric		86
1084	INTERVIEW STATUS	1	Numeric		86
1085	SOURCE OF INFORMATION	1	Numeric		86
1088	1ST QUESTION DERIVED	2	Numeric		88
1089	2ND QUESTION DERIVED	2	Numeric		88
1090	3RD QUESTION DERIVED	2	Numeric		89
1091	4TH QUESTION DERIVED	2	Numeric		89
1092	5TH QUESTION DERIVED	2	Numeric		90
1093	6TH QUESTION DERIVED	2	Numeric		90
1094	7TH QUESTION DERIVED	2	Numeric		90
1095	8TH QUESTION DERIVED	2	Numeric		91
1096	9TH QUESTION DERIVED	2	Numeric		91
1097	10TH QUESTION DERIVED	2	Numeric		91

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
 FARS ACCIDENT VARIABLES

The ACCIDENT VARIABLES

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

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

FREQ	Prcnt	CASE STATE
112	2.3	01. Alabama
0	0.0	02. Alaska
55	1.1	04. Arizona
94	1.9	05. Arkansas
397	8.0	06. California
63	1.3	08. Colorado
47	1.0	09. Connecticut
11	0.2	10. Delaware
2	0.0	11. District of Columbia
301	6.1	12. Florida
208	4.2	13. Georgia
0	0.0	15. Hawaii
35	0.7	16. Idaho
154	3.1	17. Illinois
163	3.3	18. Indiana
88	1.8	19. Iowa
79	1.6	20. Kansas
82	1.7	21. Kentucky
153	3.1	22. Louisiana
22	0.4	23. Maine
74	1.5	24. Maryland
37	0.7	25. Massachusetts
128	2.6	26. Michigan
67	1.4	27. Minnesota
76	1.5	28. Mississippi
111	2.2	29. Missouri
48	1.0	30. Montana
47	1.0	31. Nebraska
18	0.4	32. Nevada
15	0.3	33. New Hampshire
78	1.6	34. New Jersey
66	1.3	35. New Mexico
211	4.3	36. New York
159	3.2	37. North Carolina
10	0.2	38. North Dakota
182	3.7	39. Ohio
143	2.9	40. Oklahoma
71	1.4	41. Oregon
247	5.0	42. Pennsylvania

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS ACCIDENT VARIABLES

FREQ	Prcnt	Var 1	CASE STATE
0	0.0	43.	Puerto Rico
4	0.1	44.	Rhode Island
80	1.6	45.	South Carolina
30	0.6	46.	South Dakota
121	2.4	47.	Tennessee
476	9.6	48.	Texas
46	0.9	49.	Utah
8	0.2	50.	Vermont
111	2.2	51.	Virginia
58	1.2	53.	Washington
52	1.1	54.	West Virginia
77	1.6	55.	Wisconsin
27	0.5	56.	Wyoming

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

FREQ	Prcnt	CASE NUMBER ASSIGNED WITHIN STATES
6	0.1	0001.
		- . Case number
0	0.0	9999.

Variable	5	CITY	MD1: 9999	Field Width: 4
			MD2: None	Type: Numeric

FREQ	Prcnt	CITY -GSA GEOGRAPHIC LOCATION CODE
3071	62.1	0000. Not applicable
1	0.0	0001.
		- . GSA code
0	0.0	9996.
62	1.3	9997. Other
0	0.0	9999. Unknown

Variable	6	COUNTY	MD1: 999	Field Width: 3
			MD2: None	Type: Numeric

FREQ	Prcnt	COUNTY -GSA GEOGRAPHIC LOCATION CODE
94	1.9	001.
		- . GSA code
0	0.0	996.
0	0.0	997. Other
0	0.0	999. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS ACCIDENT VARIABLES

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

FREQ Prcnt ACCIDENT DATE - MONTH

344	7.0	01. January
334	6.8	02. February
335	6.8	03. March
341	6.9	04. April
379	7.7	05. May
453	9.2	06. June
409	8.3	07. July
486	9.8	08. August
478	9.7	09. September
454	9.2	10. October
471	9.5	11. November
460	9.3	12. December

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

FREQ Prcnt ACCIDENT DATE - DAY

167	3.4	01.
		- . Day of month
80	1.6	31.

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

FREQ Prcnt ACCIDENT DATE - YEAR

4944	100.0	83. 1983
------	-------	----------

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

FREQ Prcnt ACCIDENT TIME - HOUR

146	3.0	00. 12:01 am - 12:59 am
190	3.8	01. 1:00 am - 1:59 am
167	3.4	02. 2:00 am - 2:59 am
128	2.6	03. 3:00 am - 3:59 am
137	2.8	04. 4:00 am - 4:59 am
134	2.7	05. 5:00 am - 5:59 am
189	3.8	06. 6:00 am - 6:59 am
203	4.1	07. 7:00 am - 7:59 am

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS ACCIDENT VARIABLES

FREQ	Prcnt	Var 10	ACCIDENT TIME - HOUR
217	4.4	08.	8:00 am - 8:59 am
227	4.6	09.	9:00 am - 9:59 am
270	5.5	10.	10:00 am - 10:59 am
290	5.9	11.	11:00 am - 11:59 am
270	5.5	12.	12:00 pm - 12:59 pm
286	5.8	13.	1:00 pm - 1:59 pm
301	6.1	14.	2:00 pm - 2:59 pm
301	6.1	15.	3:00 pm - 3:59 pm
274	5.5	16.	4:00 pm - 4:59 pm
215	4.3	17.	5:00 pm - 5:59 pm
194	3.9	18.	6:00 pm - 6:59 pm
151	3.1	19.	7:00 pm - 7:59 pm
165	3.3	20.	8:00 pm - 8:59 pm
147	3.0	21.	9:00 pm - 9:59 pm
155	3.1	22.	10:00 pm - 10:59 pm
181	3.7	23.	11:00 pm - 11:59 pm
4	0.1	24.	12:00 midnight
2	0.0	99.	Unknown

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

FREQ	Prcnt	ACCIDENT TIME - MINUTE
509	10.3	00. - . Minute
14	0.3	59.
247	5.0	99. Unknown

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

FREQ	Prcnt	NO OF VEHICLE FORMS SUBMITTED
1136	23.0	01. 1 form
3220	65.1	02. 2 forms
411	8.3	03. 3 forms
98	2.0	04. 4 forms
37	0.7	05. 5 forms
8	0.2	06. 6 forms
11	0.2	07. 7 forms
11	0.2	08. 8 forms
8	0.2	09. 9 forms
4	0.1	22.

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS ACCIDENT VARIABLES

Page 5

Variable	13	NO OF PERSON FORMS	MD1:	None	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ Prcnt NO OF PERSON FORMS SUBMITTED

483	9.8	01.
		- . Number submitted
0	0.0	99.

Variable	14	LAND USE	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ Prcnt LAND USE - FHWA CLASSIFICATION

1618	32.7	1. Urban area
3318	67.1	2. Rural area
8	0.2	9. Unknown

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

FREQ Prcnt ROADWAY FUNCTION CLASS

1115	22.6	1. Principal arterial - interstate
174	3.5	2. Principal arterial - other urban freeway or expressway
1633	33.0	3. Principal arterial - other
979	19.8	4. Minor arterial
70	1.4	5. Urban collector
536	10.8	6. Major rural collector
88	1.8	7. Minor rural collector
329	6.7	8. Local road or street
20	0.4	9. Unknown

Variable	16	FEDERAL AID SYSTEM	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ Prcnt TA-1 CLASS - FHWA CLASSIFICATION

1115	22.6	1. Interstate
2351	47.6	2. Other Federal Aid primary
502	10.2	3. Federal Aid secondary
377	7.6	4. Federal Aid urban arterial
56	1.1	5. Federal Aid urban collector
56	1.1	6. Non-Federal Aid arterial
138	2.8	7. Non-Federal Aid collector
329	6.7	8. Non-Federal Aid local

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS ACCIDENT VARIABLES

FREQ Prcnt Var 16 FEDERAL AID SYSTEM

20 0.4 9. Unknown

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

FREQ Prcnt CLASS TRAFFICWAY

1120 22.7 1. Interstate
1345 27.2 2. Other U.S. route
1579 31.9 3. Other state route
348 7.0 4. County road
437 8.8 5. Local street
98 2.0 8. Other
17 0.3 9. Unknown

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

FREQ Prcnt TRAFFICWAY IDENTIFIER

9999999999. Unknown

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

FREQ Prcnt MILEPOINT

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

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

FREQ Prcnt SPECIAL JURISDICTION

4914 99.4 0. No special jurisdiction
4 0.1 1. National Park Service
1 0.0 2. Military
19 0.4 3. Indian reservation
0 0.0 4. College/university campus

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS ACCIDENT VARIABLES

Page 7

FREQ Prcnt Var 20 SPECIAL JURISDICTION

6	0.1	5. Other federal properties
0	0.0	8. Other
0	0.0	9. Unknown

Variable	21	FIRST HARMFUL EVENT	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ Prcnt FIRST EVENT CAUSING INJURY OR PROPERTY DAMAGE

Non-Collision Event

262	5.3	01. Overturn
1	0.0	02. Fire/explosion
3	0.1	03. Immersion
0	0.0	04. Gas inhalation
37	0.7	05. Fell from vehicle
3	0.1	06. Injured in vehicle
22	0.4	07. Other non-collision

Collision With Object Not Fixed

419	8.5	08. Pedestrian
86	1.7	09. Pedalcycle
25	0.5	10. Railway train
9	0.2	11. Animal
3547	71.7	12. Motor vehicle in transport
77	1.6	13. Motor vehicle in transport in other roadway
59	1.2	14. Parked motor vehicle
2	0.0	15. Other type non-motorist
5	0.1	16. Thrown or falling object
2	0.0	17. Boulder
14	0.3	18. Other object (not fixed)

Collision With Fixed Object

0	0.0	19. Building
1	0.0	20. Impact attenuator/crash cushion
14	0.3	21. Bridge pier or abutment
4	0.1	22. Bridge parapet end
27	0.5	23. Bridge rail
113	2.3	24. Guardrail
13	0.3	25. Concrete traffic barrier
7	0.1	26. Other longitudinal barrier type
13	0.3	27. Highway/traffic sign post
0	0.0	28. Overhead sign support
1	0.0	29. Luminaire/light support
8	0.2	30. Utility pole
12	0.2	31. Other post, pole or supports
16	0.3	32. Culvert

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS ACCIDENT VARIABLES

FREQ	Prcnt	Var 21	FIRST HARMFUL EVENT
12	0.2	33.	Curb
24	0.5	34.	Ditch
26	0.5	35.	Embankment - earth
7	0.1	36.	Embankment - rock, stone or concrete
11	0.2	37.	Embankment - material type unknown
8	0.2	38.	Fence
2	0.0	39.	Wall
0	0.0	40.	Fire hydrant
2	0.0	41.	Shrubbery
26	0.5	42.	Tree
20	0.4	43.	Other fixed object
2	0.0	44.	Pavement surface irregularity (pothole, grooved, grates)
2	0.0	99.	Unknown

Variable	22	MANNER OF COLLISION	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ	Prcnt	MANNER OF COLLISION
1318	26.7	0. Not a collision with a vehicle in transport
881	17.8	1. Rear-end
1055	21.3	2. Head-on
12	0.2	3. Rear-to-rear
1453	29.4	4. Angle
116	2.3	5. Sideswipe - same direction
103	2.1	6. Sideswipe - opposite direction
6	0.1	9. Unknown

Variable	23	RELATION TO JUNCTION	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ	Prcnt	RELATION TO JUNCTION
3254	65.8	1. Non-junction
1127	22.8	2. Intersection
161	3.3	3. Intersection related
101	2.0	4. Interchange area
235	4.8	5. Driveway, alley, access, etc.
29	0.6	6. Entrance/exit ramp
26	0.5	7. Rail grade crossing
11	0.2	8. In crossover
0	0.0	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
 FARS ACCIDENT VARIABLES

Variable	24	RELATION TO ROADWAY	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ	Prcnt	RELATION TO ROADWAY
4272	86.4	1. On roadway
178	3.6	2. Shoulder
72	1.5	3. Median
258	5.2	4. Roadside
39	0.8	5. Outside right-of-way
118	2.4	6. Off roadway - location unknown
1	0.0	7. In parking lane
6	0.1	8. Gore
0	0.0	9. Unknown

Variable	25	TRAFFICWAY FLOW	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

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

FREQ	Prcnt	TRAFFICWAY FLOW
2954	59.7	1. Not physically divided (two way trafficway)
1482	30.0	2. Divided highway, median strip (without traffic barrier)
426	8.6	3. Divided highway, median strip (with traffic barrier)
61	1.2	4. One way trafficway
21	0.4	9. Unknown

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

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

FREQ	Prcnt	NO OF TRAVEL LANES
35	0.7	1. 1 lane
3811	77.1	2. 2 lanes
374	7.6	3. 3 lanes
544	11.0	4. 4 lanes
92	1.9	5. 5 lanes
38	0.8	6. 6 lanes

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS ACCIDENT VARIABLES

FREQ Prcnt Var 26 NO OF TRAVEL LANES

8	0.2	7. 7 or more lanes
42	0.8	9. Unknown

Variable	27	SPEED LIMIT	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ Prcnt		SPEED LIMIT
5	0.1	00. No statutory limit
0	0.0	05. 5 mph
1	0.0	10. 10 mph
9	0.2	15. 15 mph
11	0.2	20. 20 mph
112	2.3	25. 25 mph
207	4.2	30. 30 mph
288	5.8	35. 35 mph
187	3.8	40. 40 mph
400	8.1	45. 45 mph
267	5.4	50. 50 mph
3340	67.6	55. 55 mph
0	0.0	65. 65 mph
117	2.4	99. Unknown

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

FREQ Prcnt		ROADWAY ALIGNMENT
3981	80.5	1. Straight
955	19.3	2. Curve
8	0.2	9. Unknown

Variable	29	ROADWAY PROFILE	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ Prcnt		ROADWAY PROFILE
3401	68.8	1. Level
1369	27.7	2. Grade
111	2.2	3. Hillcrest
7	0.1	4. Sag
56	1.1	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS ACCIDENT VARIABLES

Page 11

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

FREQ	Prcnt	ROADWAY SURFACE TYPE
912	18.4	1. Concrete
3880	78.5	2. Blacktop or bituminous
3	0.1	3. Brick or block
36	0.7	4. Slag, gravel or stone
13	0.3	5. Dirt
10	0.2	8. Other
90	1.8	9. Unknown

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

FREQ	Prcnt	ROADWAY SURFACE CONDITION
3878	78.4	1. Dry
789	16.0	2. Wet
142	2.9	3. Snow or slush
117	2.4	4. Ice
5	0.1	5. Sand, dirt, oil
5	0.1	8. Other
8	0.2	9. Unknown

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

FREQ	Prcnt	TRAFFIC CONTROL DEVICE
3702	74.9	00. No controls
Not At Railroad Grade Crossing		
Highway traffic signals		
27	0.5	01. Traffic control signal (on colors) without pedestrian signal
14	0.3	02. Traffic control (on colors) with pedestrian signal
290	5.9	03. Traffic control signal (on colors) not known whether or not pedestrian signal
44	0.9	04. Flashing traffic control signal
9	0.2	05. Flashing beacon
16	0.3	06. Flashing highway traffic signal, type unknown or other than traffic control or beacon
3	0.1	07. Lane use control signal
8	0.2	08. Other highway traffic signal
9	0.2	09. Unknown highway traffic signal

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS ACCIDENT VARIABLES

FREQ	Prcnt	Var 32	TRAFFIC CONTROL DEVICE
			Regulatory signs
546	11.0	20.	Stop sign
21	0.4	21.	Yield sign
50	1.0	28.	Other regulatory sign
3	0.1	29.	Unknown type regulatory sign
			School zone signs
1	0.0	30.	School speed limit sign
0	0.0	31.	School advance or crossing sign
0	0.0	38.	Other school related sign
1	0.0	39.	Unknown type school zone sign
			Warning signs
129	2.6	40.	Warning sign
			Miscellaneous
20	0.4	50.	Officer, crossing guard, flagman, etc.
			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
22	0.4	98.	Other
4	0.1	99.	Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS ACCIDENT VARIABLES

Page 13

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

FREQ Prcnt TRAFFIC CONTROL FUNCTIONING

3704	74.9	0. No controls
5	0.1	1. Device not functioning.
6	0.1	2. Device functioning - functioning improperly
1198	24.2	3. Device functioning properly
31	0.6	9. Unknown

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

FREQ Prcnt HIT AND RUN

4887	98.8	0. No hit and run
30	0.6	1. Hit motor vehicle in transport
24	0.5	2. Hit pedestrian or non-motorist
3	0.1	3. Hit parked vehicle or object

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

FREQ Prcnt LIGHT CONDITION

2965	60.0	1. Daylight
1442	29.2	2. Dark
355	7.2	3. Dark but lighted
107	2.2	4. Dawn
71	1.4	5. Dusk
4	0.1	9. Unknown

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

FREQ Prcnt ATMOSPHERIC CONDITIONS

4048	81.9	1. No adverse atmospheric conditions
584	11.8	2. Rain
26	0.5	3. Sleet
166	3.4	4. Snow
87	1.8	5. Fog
11	0.2	6. Rain and fog
0	0.0	7. Sleet and fog
17	0.3	8. Other (smog, smoke, blowing sand, or dust)
5	0.1	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS ACCIDENT VARIABLES

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

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

FREQ Prcnt CONSTRUCTION OR MAINTENANCE ZONE

4799	97.1	0. None
94	1.9	1. Construction
22	0.4	2. Maintenance
1	0.0	3. Utility
28	0.6	4. Work zone, type unknown

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

FREQ Prcnt EMS NOTIFIED - HOUR

485	9.8	00. Not notified or 12:01-12:59 am
85	1.7	01.
		- . Hour
2	0.0	24.
2246	45.4	99. Unknown

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

FREQ Prcnt EMS NOTIFIED - MINUTE

488	9.9	00. Not notified or on hour
38	0.8	01.
		- . Minute
24	0.5	59.
2249	45.5	99. Unknown

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

FREQ Prcnt EMS ARRIVAL - HOUR

501	10.1	00. Not notified or 12:01-12:59 am
87	1.8	01.
		- . Hour
1	0.0	24.

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS ACCIDENT VARIABLES

FREQ Prcnt Var 40 EMS ARRIVAL - HOUR

2036 41.2 99. Unknown

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

FREQ Prcnt EMS ARRIVAL - MINUTE

510 10.3 00. Not notified or on hour
19 0.4 01.
- . Minute
30 0.6 59.
2051 41.5 99. Unknown

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

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

FREQ Prcnt SCHOOL BUS RELATED

4930 99.7 0. No
14 0.3 1. Yes

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

FREQ Prcnt RELATED FACTORS AT ACCIDENT LEVEL

14706 99.2 00. None
8 0.1 01. Inadequate warning of exits, lanes narrowing,
traffic controls, etc.
16 0.1 02. Shoulder related
12 0.1 03. Other construction created condition
6 0.0 04. No (or obscured) pavement marking
9 0.1 05. Surface underwater
12 0.1 06. Inadequate construction or poor design of roadway,
bridge, etc.
6 0.0 07. Surface washed out (caved in, road slippage)

Special circumstances

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS ACCIDENT VARIABLES

FREQ	Prcnt	Var 43 ACCIDENT RELATED FACTORS
9	0.1	15. Nonoccupant struck by falling cargo or something that came loose from or was set in motion by a vehicle
13	0.1	16. Nonoccupant struck vehicle
2	0.0	17. Vehicle set in motion by nondriver
33	0.2	99. Unknown

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

FREQ	Prcnt	RAIL GRADE CROSSING ID - FRA CODE
		0000000. Not Applicable
		000000A.
		- . FRA code
		999999Z.
		9999999. Unknown

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

FREQ	Prcnt	NO OF FATALITIES IN ACC
0	0.0	00. 0 killed
4234	85.6	01. 1 killed
543	11.0	02. 2 killed
109	2.2	03. 3 killed
35	0.7	04. 4 killed
15	0.3	05. 5 killed
4	0.1	06. 6 killed
2	0.0	07. 7 killed
0	0.0	08. 8 killed
0	0.0	09. 9 killed
1	0.0	10. 10 killed
1	0.0	11. 11 killed

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

FREQ	Prcnt	DAY OF WEEK
272	5.5	1. Sunday
691	14.0	2. Monday
867	17.5	3. Tuesday
864	17.5	4. Wednesday

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
 FARS ACCIDENT VARIABLES

FREQ Prcnt Var 46 DAY OF WEEK

901 18.2 5. Thursday
 879 17.8 6. Friday
 470 9.5 7. Saturday

Variable 47 NO OF DRINKING DRIVERS

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

FREQ Prcnt NO OF DRINKING DRIVERS

3849 77.9 0. 0 drivers
 1058 21.4 1. 1 driver
 35 0.7 2. 2 drivers
 2 0.0 3. 3 drivers
 0 0.0 4. 4 drivers

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS ACCIDENT VARIABLES

The VEHICLE Variables

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

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

FREQ	Prcnt	VEHICLE NUMBER
0	0.0	00. Dummy vehicle record (non-motorist)
2728	55.2	01. Vehicle #1
2010	40.7	02. Vehicle #2
147	3.0	03. Vehicle #3
34	0.7	04. Vehicle #4
9	0.2	05. Vehicle #5
		- .
0	0.0	99. Vehicle #99

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

FREQ	Prcnt	VEHICLE MAKE
2	0.0	03. AM General
19	0.4	07. Dodge
657	13.3	12. Ford
248	5.0	20. Chevrolet
497	10.1	23. GMC
16	0.3	42. Mercedes Benz
6	0.1	51. Volvo
15	0.3	80. Brockway
19	0.4	81. Diamond Reo
435	8.8	82. Freightliner
2	0.0	83. FWD
1007	20.4	84. International
505	10.2	85. Kenworth
562	11.4	86. Mack
380	7.7	87. Peterbilt
314	6.4	88. White
90	1.8	95. Other truck or bus
170	3.4	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS VEHICLE VARIABLES

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

FREQ	Prcnt	VEHICLE MAKE-MODEL
1	0.0	0388. AM General other (truck)
1	0.0	0389. AM General unknown (truck)
10	0.2	0781. Dodge medium/heavy: CBE
4	0.1	0782. Dodge medium/heavy: COE low entry
2	0.0	0783. Dodge medium/heavy: COE high entry
1	0.0	0784. Dodge medium/heavy: unknown engine location
1	0.0	0788. Dodge other (truck)
1	0.0	0789. Dodge unknown (truck)
3	0.1	1273. Ford F-Series Pickup
5	0.1	1275. Ford Van derivative
444	9.0	1281. Ford medium/heavy: CBE
45	0.9	1282. Ford medium/heavy: COE low entry
97	2.0	1283. Ford medium/heavy: COE high entry
41	0.8	1284. Ford medium/heavy: unknown engine location
2	0.0	1288. Ford other (truck)
17	0.3	1289. Ford unknown (truck)
1	0.0	1290. Ford medium/heavy: COE, entry position unknown
2	0.0	1299. Ford unknown (automobile)
2	0.0	2073. Chevrolet C, K-Series pickup
3	0.1	2075. Chevrolet Van derivative
202	4.1	2081. Chevrolet medium/heavy: CBE
3	0.1	2082. Chevrolet medium/heavy: COE low entry
9	0.2	2083. Chevrolet medium/heavy: COE high entry
18	0.4	2084. Chevrolet medium/heavy: unknown engine location
3	0.1	2088. Chevrolet other (truck)
8	0.2	2089. Chevrolet unknown (truck)
1	0.0	2373. GMC C, K-Series Pickup
258	5.2	2381. GMC medium/heavy: CBE
9	0.2	2382. GMC medium/heavy: COE low entry
151	3.1	2383. GMC medium/heavy: COE high entry
64	1.3	2384. GMC medium/heavy: unknown engine location
14	0.3	2389. GMC unknown (truck)
13	0.3	4281. Mercedes Benz medium/heavy: CBE
1	0.0	4282. Mercedes Benz medium/heavy: COE low entry
2	0.0	4284. Mercedes Benz medium/heavy: unknown engine location
1	0.0	5183. Volvo medium/heavy: COE high entry
1	0.0	5184. Volvo medium/heavy: unknown engine location
4	0.1	5189. Volvo unknown (truck)
14	0.3	8084. Brockway medium/heavy: unknown engine location
1	0.0	8089. Brockway unknown (truck)
7	0.1	8181. Diamond Reo medium/heavy: CBE
1	0.0	8182. Diamond Reo medium/heavy: COE low entry
1	0.0	8183. Diamond Reo medium/heavy: COE high entry
5	0.1	8184. Diamond Reo medium/heavy: unknown engine location
1	0.0	8188. Diamond Reo other (truck)
4	0.1	8189. Diamond Reo unknown (truck)
16	0.3	8281. Freightliner medium/heavy: CBE

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS VEHICLE VARIABLES

Page 21

FREQ	Prcnt	Var 107	VEHICLE MAKE-MODEL
7	0.1	8282.	Freightliner medium/heavy: COE low entry
81	1.6	8283.	Freightliner medium/heavy: COE high entry
258	5.2	8284.	Freightliner medium/heavy: unknown engine location
49	1.0	8289.	Freightliner unknown (truck)
24	0.5	8290.	Freightliner medium/heavy: COE, entry position unknown
1	0.0	8384.	FWD medium heavy: unknown engine location
1	0.0	8389.	FWD unknown (truck)
3	0.1	8478.	International other (light truck)
1	0.0	8479.	International unknown (light truck)
318	6.4	8481.	International medium/heavy: CBE
23	0.5	8482.	International medium/heavy: COE low entry
451	9.1	8483.	International medium/heavy: COE high entry
126	2.5	8484.	International medium/heavy: unknown engine location
53	1.1	8485.	International bus: conventional
1	0.0	8488.	International other (truck)
29	0.6	8489.	International unknown (truck)
2	0.0	8490.	International medium/heavy: COE, entry position unknown
60	1.2	8581.	Kenworth medium/heavy: CBE
1	0.0	8582.	Kenworth medium/heavy: COE low entry
66	1.3	8583.	Kenworth medium/heavy: COE high entry
287	5.8	8584.	Kenworth medium/heavy: unknown engine location
4	0.1	8585.	Kenworth bus
2	0.0	8588.	Kenworth other (truck)
72	1.5	8589.	Kenworth unknown (truck)
13	0.3	8590.	Kenworth medium/heavy: COE, entry position unknown
1	0.0	8680.	Mack motor home
25	0.5	8681.	Mack medium/heavy: CBE
1	0.0	8682.	Mack medium/heavy: COE low entry
12	0.2	8683.	Mack medium/heavy: COE high entry
444	9.0	8684.	Mack medium/heavy: unknown engine location
6	0.1	8686.	Mack bus: flat front, front engine
2	0.0	8688.	Mack other (truck)
61	1.2	8689.	Mack unknown (truck)
10	0.2	8690.	Mack medium/heavy: COE, entry position unknown
66	1.3	8781.	Peterbilt medium/heavy: CBE
2	0.0	8782.	Peterbilt medium/heavy: COE low entry
31	0.6	8783.	Peterbilt medium/heavy: COE high entry
219	4.4	8784.	Peterbilt medium/heavy: unknown engine location
1	0.0	8787.	Peterbilt bus: flat front, rear engine
55	1.1	8789.	Peterbilt unknown (truck)
6	0.1	8790.	Peterbilt medium/heavy: COE, entry position unknown
23	0.5	8881.	White medium/heavy: CBE
5	0.1	8882.	White medium/heavy: COE low entry
17	0.3	8883.	White medium/heavy: COE high entry
197	4.0	8884.	White medium/heavy: unknown engine location

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS VEHICLE VARIABLES

FREQ	Prcnt	Var 107	VEHICLE MAKE-MODEL
2	0.0		8888. White other (truck)
57	1.2		8889. White unknown (truck)
13	0.3		8890. White medium/heavy: COE, entry position unknown
33	0.7		9501. Other (truck or bus) Autocar
2	0.0		9502. Other (truck or bus) Auto-Union-DKW
12	0.2		9504. Other (truck or bus) Western Star
37	0.7		9588. Other (truck or bus) other (truck)
6	0.1		9597. Other (truck or bus) other vehicle
169	3.4		9989. Unknown make, unknown truck
1	0.0		9999. Unknown make, unknown automobile

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

FREQ	Prcnt	BODY TYPE
		Van Based Light Trucks (GVWR<10,001 lbs)
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 >10,000lbs)
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

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
 FARS VEHICLE VARIABLES

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

FREQ	Prcnt	MODEL YEAR
0	0.0	00.
		- .
28	0.6	66. 1966
43	0.9	67. 1967
56	1.1	68. 1968
91	1.8	69. 1969
111	2.2	70. 1970
126	2.5	71. 1971
201	4.1	72. 1972
297	6.0	73. 1973
319	6.5	74. 1974
231	4.7	75. 1975
223	4.5	76. 1976
475	9.6	77. 1977
578	11.7	78. 1978
585	11.8	79. 1979
456	9.2	80. 1980
407	8.2	81. 1981
338	6.8	82. 1982
215	4.3	83. 1983
15	0.3	84. 1984
47	1.0	99. Unknown

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

VEHICLE ID NUMBER - 1ST 10 POSITIONS

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

FREQ	Prcnt	REGISTRATION STATE
0	0.0	00. Not applicable
116	2.3	01. Alabama
1	0.0	02. Alaska
36	0.7	04. Arizona
99	2.0	05. Arkansas
348	7.0	06. California
39	0.8	08. Colorado
27	0.5	09. Connecticut
21	0.4	10. Delaware
5	0.1	11. District of Columbia
294	5.9	12. Florida

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS VEHICLE VARIABLES

FREQ	Prcnt	Var 121	REGISTRATION STATE
188	3.8	13.	Georgia
1	0.0	15.	Hawaii
31	0.6	16.	Idaho
127	2.6	17.	Illinois
163	3.3	18.	Indiana
71	1.4	19.	Iowa
91	1.8	20.	Kansas
49	1.0	21.	Kentucky
129	2.6	22.	Louisiana
20	0.4	23.	Maine
52	1.1	24.	Maryland
41	0.8	25.	Massachusetts
121	2.4	26.	Michigan
81	1.6	27.	Minnesota
64	1.3	28.	Mississippi
71	1.4	29.	Missouri
47	1.0	30.	Montana
70	1.4	31.	Nebraska
28	0.6	32.	Nevada
15	0.3	33.	New Hampshire
121	2.4	34.	New Jersey
40	0.8	35.	New Mexico
171	3.5	36.	New York
203	4.1	37.	North Carolina
16	0.3	38.	North Dakota
196	4.0	39.	Ohio
130	2.6	40.	Oklahoma
74	1.5	41.	Oregon
164	3.3	42.	Pennsylvania
0	0.0	43.	Puerto Rico
5	0.1	44.	Rhode Island
98	2.0	45.	South Carolina
40	0.8	46.	South Dakota
61	1.2	47.	Tennessee
423	8.6	48.	Texas
52	1.1	49.	Utah
12	0.2	50.	Vermont
103	2.1	51.	Virginia
64	1.3	53.	Washington
28	0.6	54.	West Virginia
74	1.5	55.	Wisconsin
16	0.3	56.	Wyoming
61	1.2	92.	No registration
127	2.6	93.	Multiple state registration - in state
85	1.7	94.	Multiple state registration - out-of-state
11	0.2	95.	U.S. government tag
6	0.1	96.	Military vehicle
33	0.7	97.	Foreign country
0	0.0	98.	Other registration
84	1.7	99.	Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS VEHICLE VARIABLES

Page 25

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

FREQ Prcnt ROLLOVER

4129	83.5	0. No rollover
266	5.4	1. First event
549	11.1	2. Subsequent event

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

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

FREQ Prcnt JACKKNIFE

1489	30.1	0. Not an articulated vehicle
3097	62.6	1. No
122	2.5	2. First event
236	4.8	3. Subsequent event

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

FREQ Prcnt TRAVEL SPEED

246	5.0	00. Stopped vehicle
0	0.0	01.
		- . Actual miles per hour
0	0.0	96.
2	0.0	97. 97 mph or greater
2435	49.3	99. Unknown

Variable 125 **HAZARDOUS CARGO** MD1: 9 Field Width: 1
MD2: None Type: Numeric

FREQ Prcnt HAZARDOUS CARGO

4472	90.5	0. No
108	2.2	1. Yes
364	7.4	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS VEHICLE VARIABLES

Variable	126	VEHICLE TRAILERING	MD1: 9	Field Width: 1
			MD2: None	Type: Numeric

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

FREQ	Prct	VEHICLE TRAILERING
1327	26.8	0. No
3376	68.3	1. Yes, one trailing unit
178	3.6	2. Yes, two or more trailing units
6	0.1	3. Yes, number of trailing units unknown
57	1.2	9. Unknown

Variable	127	SPECIAL USE	MD1: 9	Field Width: 1
			MD2: None	Type: Numeric

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

FREQ	Prct	SPECIAL USE
4694	94.9	0. No special use
0	0.0	1. Taxi
0	0.0	2. Vehicle used as school bus
0	0.0	3. Vehicle used as other bus
3	0.1	4. Military
0	0.0	5. Police
0	0.0	6. Ambulance
0	0.0	7. Firetruck
247	5.0	9. Unknown

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

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

FREQ	Prct	EMERGENCY USE
4942	100.0	0. No
2	0.0	1. Yes

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
 FARS VEHICLE VARIABLES

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

FREQ	Prcnt	IMPACT POINT - INITIAL
242	4.9	00. Non-collision
433	8.8	01. 1 o'clock
104	2.1	02. 2 o'clock
151	3.1	03. 3 o'clock
66	1.3	04. 4 o'clock
108	2.2	05. 5 o'clock
491	9.9	06. 6 o'clock
138	2.8	07. 7 o'clock
132	2.7	08. 8 o'clock
178	3.6	09. 9 o'clock
103	2.1	10. 10 o'clock
464	9.4	11. 11 o'clock
2097	42.4	12. 12 o'clock
27	0.5	13. Top
136	2.8	14. Undercarriage
0	0.0	15. Underride
18	0.4	16. Override
56	1.1	99. Unknown

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

FREQ	Prcnt	IMPACT POINT - PRINCIPAL
242	4.9	00. Non-collision
379	7.7	01. 1 o'clock
89	1.8	02. 2 o'clock
165	3.3	03. 3 o'clock
57	1.2	04. 4 o'clock
94	1.9	05. 5 o'clock
441	8.9	06. 6 o'clock
136	2.8	07. 7 o'clock
109	2.2	08. 8 o'clock
178	3.6	09. 9 o'clock
75	1.5	10. 10 o'clock
419	8.5	11. 11 o'clock
1898	38.4	12. 12 o'clock
83	1.7	13. Top
236	4.8	14. Undercarriage
0	0.0	15. Underride
50	1.0	16. Override
293	5.9	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS VEHICLE VARIABLES

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

FREQ	Prcnt	EXTENT OF DEFORMATION
391	7.9	0. None
934	18.9	2. Other (minor)
1123	22.7	4. Functional (moderate)
2423	49.0	6. Disabling (severe)
73	1.5	9. Unknown

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

FREQ	Prcnt	VEHICLE ROLE
335	6.8	0. Non-collision
3294	66.6	1. Striking
1255	25.4	2. Struck
59	1.2	3. Both
1	0.0	9. Unknown

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

FREQ	Prcnt	MANNER OF LEAVING SCENE
1466	29.7	1. Driven
3288	66.5	2. Towed away
17	0.3	3. Abandoned
173	3.5	9. Unknown

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

FREQ	Prcnt	FIRE OCCURRENCE
4725	95.6	0. No fire
219	4.4	1. Fire occurred in vehicle during accident

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS VEHICLE VARIABLES

Page 29

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

FREQ	Prcnt	NO OF OCCUPANTS
83	1.7	00. 0 occupants
3885	78.6	01. 1 occupant
		- .
0	0.0	95. 95 occupants
0	0.0	96. 96 or more occupants
118	2.4	97. Unknown - only injured reported
64	1.3	99. Unknown

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

FREQ	Prcnt	NO OF DEATHS IN VEH
4045	81.8	00. 0 deaths
836	16.9	01. 1 death
59	1.2	02. 2 deaths
4	0.1	03. 3 deaths

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

FREQ	Prcnt	RELATED FACTORS AT VEHICLE LEVEL
9177	92.8	00. None
		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

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS VEHICLE VARIABLES

FREQ Prcnt Var 137 VEHICLE RELATED FACTORS

7	0.1	16. Wheels
28	0.3	18. Other vehicle defects
41	0.4	31. Hit-and-run vehicle
0	0.0	32. Vehicle registration for handicapped
308	3.1	99. Unknown

Variable 138	VEHICLE MANEUVER	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

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

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

FREQ Prcnt		MOST HARMFUL EVENT
		Non-Collision Event
441	8.9	01. Overturn
83	1.7	02. Fire/explosion
13	0.3	03. Immersion
0	0.0	04. Gas inhalation
35	0.7	05. Fell from vehicle
3	0.1	06. Injured in vehicle
18	0.4	07. Other non-collision

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
 FARS VEHICLE VARIABLES

FREQ Prcnt Var 139 MOST HARMFUL EVENT

Collision with object not fixed

435	8.8	08. Pedestrian
81	1.6	09. Pedalcycle
24	0.5	10. Railway train
1	0.0	11. Animal
3304	66.8	12. Motor vehicle in transport
38	0.8	13. Motor vehicle in transport in other roadway
40	0.8	14. Parked motor vehicle
2	0.0	15. Other type non-motorist
2	0.0	16. Thrown or falling object
2	0.0	17. Boulder
3	0.1	18. Other object (not fixed)

Collision with fixed object

3	0.1	19. Building
1	0.0	20. Impact attenuator/crash cushion
17	0.3	21. Bridge pier or abutment
3	0.1	22. Bridge parapet end
10	0.2	23. Bridge rail
24	0.5	24. Guardrail
5	0.1	25. Concrete traffic barrier
0	0.0	26. Other longitudinal barrier type
0	0.0	27. Highway/traffic sign post
0	0.0	28. Overhead sign support
1	0.0	29. Luminaire/light support
7	0.1	30. Utility pole
2	0.0	31. Other post, pole or supports
9	0.2	32. Culvert
2	0.0	33. Curb
11	0.2	34. Ditch
16	0.3	35. Embankment - earth
4	0.1	36. Embankment - rock, stone, or concrete
7	0.1	37. Embankment - material type unknown
2	0.0	38. Fence
3	0.1	39. Wall
0	0.0	40. Fire hydrant
0	0.0	41. Shrubbery
37	0.7	42. Tree
9	0.2	43. Other fixed object
0	0.0	44. Pavement surface irregularity (potholes, grooved, grates)
246	5.0	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS VEHICLE VARIABLES

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

FREQ	Prct	VIN TRUCK FUEL CODE
0	0.0	1. (E) Electric operated
578	11.7	2. (G) Gas
1824	36.9	3. (D) Diesel
1	0.0	4. (P) Propane
0	0.0	7. (*) Not available from VIN
34	0.7	8. (b)
2507	50.7	9. (9) No VIN information

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

FREQ	Prct	VIN TRUCK WEIGHT CODE
39	0.8	0.
0	0.0	1. 6,000 or less
4	0.1	2. 6,001 - 10,000
5	0.1	3. 10,001 - 14,000
7	0.1	4. 14,001 - 16,000
58	1.2	5. 16,001 - 19,500
431	8.7	6. 19,501 - 26,000
279	5.6	7. 26,001 - 33,000
1614	32.6	8. 33,001 or more
2507	50.7	9. Unknown

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

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

FREQ	Prct	LENGTH OF VIN
0	0.0	01.
		- . Actual value
787	15.9	17.
522	10.6	99. Unknown VIN length

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

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

FREQ	Prcnt	NO OF UNINJURED IN VEH
2107	42.6	00. 0 uninjured
2524	51.1	01. 1 uninjured
276	5.6	02. 2 uninjured
30	0.6	03. 3 uninjured
6	0.1	04. 4 uninjured
1	0.0	05. 5 uninjured

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

FREQ	Prcnt	NO OF C-INJURED IN VEH
4413	89.3	00. 0 C-injured
488	9.9	01. 1 C-injured
41	0.8	02. 2 C-injured
1	0.0	03. 3 C-injured
1	0.0	04. 4 C-injured

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

FREQ	Prcnt	NO OF B-INJURED IN VEH
4372	88.4	00. 0 B-injured
529	10.7	01. 1 B-injured
35	0.7	02. 2 B-injured
3	0.1	03. 3 B-injured
4	0.1	04. 4 B-injured
1	0.0	06. 6 B-injured

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS VEHICLE VARIABLES

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

FREQ	Prcnt	NO OF A-INJURED IN VEH
4589	92.8	00. 0 A-injured
333	6.7	01. 1 A-injured
21	0.4	02. 2 A-injured
1	0.0	03. 3 A-injured

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

FREQ	Prcnt	NO OF K-INJURED IN VEH
4045	81.8	00. 0 killed
836	16.9	01. 1 killed
59	1.2	02. 2 killed
4	0.1	03. 3 killed

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

FREQ	Prcnt	NO OF UNK INJURED IN VEH
4933	99.8	00. 0 unknown injured
11	0.2	01. 1 unknown injured

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS VEHICLE VARIABLES

Variable 206 **DRIVER PRESENCE** MD1: 9 Field Width: 1
MD2: None Type: Numeric

FREQ Prct DRIVER PRESENCE

4852	98.1	1. Driver operated vehicle
90	1.8	2. Driverless
2	0.0	3. Driver left scene
0	0.0	9. Unknown

Variable 207 **DRIVER DRINKING** MD1: 9 Field Width: 1
MD2: None Type: Numeric

FREQ Prct DRIVER DRINKING

4716	95.4	0. No drinking reported
228	4.6	1. Drinking reported
0	0.0	9. Unknown

Variable 208 **LICENSE STATE** MD1: 99 Field Width: 2
MD2: None Type: Numeric

FREQ Prct LICENSE STATE

119	2.4	01. Alabama
1	0.0	02. Alaska
51	1.0	04. Arizona
103	2.1	05. Arkansas
356	7.2	06. California
54	1.1	08. Colorado
28	0.6	09. Connecticut
9	0.2	10. Delaware
8	0.2	11. District of Columbia
268	5.4	12. Florida
206	4.2	13. Georgia
0	0.0	15. Hawaii
36	0.7	16. Idaho
156	3.2	17. Illinois
146	3.0	18. Indiana
92	1.9	19. Iowa
79	1.6	20. Kansas
80	1.6	21. Kentucky
132	2.7	22. Louisiana
19	0.4	23. Maine
70	1.4	24. Maryland
39	0.8	25. Massachusetts
132	2.7	26. Michigan
72	1.5	27. Minnesota
87	1.8	28. Mississippi

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS VEHICLE VARIABLES

FREQ	Prcnt	Var 208	LICENSE STATE
120	2.4	29.	Missouri
40	0.8	30.	Montana
45	0.9	31.	Nebraska
9	0.2	32.	Nevada
18	0.4	33.	New Hampshire
80	1.6	34.	New Jersey
43	0.9	35.	New Mexico
184	3.7	36.	New York
182	3.7	37.	North Carolina
16	0.3	38.	North Dakota
201	4.1	39.	Ohio
132	2.7	40.	Oklahoma
62	1.3	41.	Oregon
213	4.3	42.	Pennsylvania
1	0.0	43.	Puerto Rico
10	0.2	44.	Rhode Island
99	2.0	45.	South Carolina
40	0.8	46.	South Dakota
122	2.5	47.	Tennessee
449	9.1	48.	Texas
37	0.7	49.	Utah
11	0.2	50.	Vermont
110	2.2	51.	Virginia
73	1.5	53.	Washington
32	0.6	54.	West Virginia
96	1.9	55.	Wisconsin
12	0.2	56.	Wyoming
3	0.1	94.	Military
26	0.5	95.	Canada
2	0.0	96.	Mexico
5	0.1	97.	Other foreign country
128	2.6	99.	Unknown

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

FREQ	Prcnt	LICENSE CLASS COMPLIANCE
0	0.0	0. No license required
134	2.7	1. No license, license required
590	11.9	2. Valid license for this class only
97	2.0	3. One valid class license, but not for this class vehicle
3851	77.9	4. Multiple class licenses, valid for this class vehicle
30	0.6	5. Multiple class licenses, no valid license for this class vehicle
242	4.9	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
 FARS VEHICLE VARIABLES

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

FREQ	Prcnt	LICENSE STATUS
0	0.0	0. None required
132	2.7	1. None
4477	90.6	2. Valid
92	1.9	3. Suspended
17	0.3	4. Revoked
19	0.4	5. Expired
1	0.0	6. Cancelled or denied
2	0.0	7. Learner's permit
1	0.0	8. Temporary
203	4.1	9. Unknown

Variable 211 LICENSE RESTRICTIONS MET MD1: 9 Field Width: 1
 MD2: None Type: Numeric

FREQ	Prcnt	COMPLIANCE WITH LICENSE RESTRICTIONS
3906	79.0	0. No restrictions or not applicable
220	4.4	1. Restrictions complied with
8	0.2	2. Restrictions not complied with
535	10.8	3. Restrictions, compliance unknown
275	5.6	9. Unknown

Variable 212 DRIVER TRAINING MD1: 9 Field Width: 1
 MD2: None Type: Numeric

FREQ	Prcnt	DRIVER TRAINING
1355	27.4	0. None
310	6.3	1. High school
22	0.4	2. Commercial
1	0.0	3. School bus
57	1.2	4. Traffic school
6	0.1	5. Two or more types
84	1.7	6. Training, type unknown
3109	62.9	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS VEHICLE VARIABLES

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

FREQ	Prct	VIOLATIONS CHARGED
3834	77.5	0. None
34	0.7	1. Alcohol or drugs
54	1.1	2. Speeding
5	0.1	3. Alcohol or drugs and speeding
79	1.6	4. Reckless driving
9	0.2	5. Driving with a suspended or revoked license
305	6.2	6. Other moving violation
148	3.0	7. Non-moving violation
36	0.7	8. Violation, type unknown or other violation
440	8.9	9. Unknown

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

FREQ	Prct	NO OF PREVIOUS RECORDED ACCIDENTS
3619	73.2	00. 0 accidents
827	16.7	01. 1 accident
212	4.3	02. 2 accidents
51	1.0	03. 3 accidents
11	0.2	04. 4 accidents
8	0.2	05. 5 accidents
216	4.4	99. Unknown

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

FREQ	Prct	NO OF PREVIOUS SUSPENSIONS AND REVOCATIONS
4284	86.7	00. 0 suspensions
301	6.1	01. 1 suspension
90	1.8	02. 2 suspensions
26	0.5	03. 3 suspensions
16	0.3	04. 4 suspensions
3	0.1	05. 5 suspensions
1	0.0	06. 6 suspensions
3	0.1	07. 7 suspensions
1	0.0	09. 9 suspensions
1	0.0	12. 12 suspensions
1	0.0	15. 15 suspensions
1	0.0	18. 18 suspensions
216	4.4	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS VEHICLE VARIABLES

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

FREQ Prcnt NO OF PREVIOUS DWI CONVICTIONS

4592	92.9	00.	0 DWI convictions
122	2.5	01.	1 DWI conviction
9	0.2	02.	2 DWI convictions
4	0.1	03.	3 DWI convictions
1	0.0	04.	4 DWI convictions
216	4.4	99.	Unknown

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

FREQ Prcnt NO OF PREVIOUS SPEEDING CONVICTIONS

2658	53.8	00.	0 speed convictions
1032	20.9	01.	1 speed conviction
506	10.2	02.	2 speed convictions
244	4.9	03.	3 speed convictions
140	2.8	04.	4 speed convictions
72	1.5	05.	5 speed convictions
38	0.8	06.	6 speed convictions
21	0.4	07.	7 speed convictions
7	0.1	08.	8 speed convictions
5	0.1	09.	9 speed convictions
3	0.1	10.	10 speed convictions
1	0.0	11.	11 speed convictions
1	0.0	13.	13 speed convictions
216	4.4	99.	Unknown

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

FREQ Prcnt NO OF PREVIOUS OTHER HARMFUL MV CONVICTIONS

3454	69.9	00.	0 other convictions
823	16.6	01.	1 other conviction
264	5.3	02.	2 other convictions
87	1.8	03.	3 other convictions
46	0.9	04.	4 other convictions
19	0.4	05.	5 other convictions
11	0.2	06.	6 other convictions
10	0.2	07.	7 other convictions
5	0.1	08.	8 other convictions
4	0.1	09.	9 other convictions
1	0.0	13.	13 other convictions
1	0.0	14.	14 other convictions

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS VEHICLE VARIABLES

FREQ Prcnt Var 218 NO OF PREV OTHER MV CONV

1	0.0	18. 18 other convictions
216	4.4	99. Unknown

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

FREQ Prcnt LAST ACCIDENT/SUSPENSION/CONVICTION - MONTH

1742	35.2	00. No record
236	4.8	01. January
238	4.8	02. February
262	5.3	03. March
257	5.2	04. April
259	5.2	05. May
248	5.0	06. June
269	5.4	07. July
257	5.2	08. August
246	5.0	09. September
269	5.4	10. October
212	4.3	11. November
233	4.7	12. December
216	4.4	99. Unknown

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

FREQ Prcnt LAST ACCIDENT/SUSPENSION/CONVICTION - YEAR

1742	35.2	00. No record
0	0.0	78. 1978
0	0.0	79. 1979
205	4.1	80. 1980
674	13.6	81. 1981
1199	24.3	82. 1982
908	18.4	83. 1983
216	4.4	99. Unknown

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

FREQ Prcnt 1ST ACCIDENT/SUSPENSION/CONVICTION - MONTH

1742	35.2	00. No record
275	5.6	01. January
264	5.3	02. February

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS VEHICLE VARIABLES

Page 41

FREQ Prcnt Var 221 1ST ACC/SUSPENS - MONTH

259	5.2	03. March
237	4.8	04. April
254	5.1	05. May
230	4.7	06. June
256	5.2	07. July
260	5.3	08. August
255	5.2	09. September
242	4.9	10. October
216	4.4	11. November
238	4.8	12. December
216	4.4	99. Unknown

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

FREQ Prcnt 1ST ACCIDENT/SUSPENSION/CONVICTION - YEAR

1742	35.2	00. No record
0	0.0	78. 1978
0	0.0	79. 1979
895	18.1	80. 1980
1203	24.3	81. 1981
656	13.3	82. 1982
232	4.7	83. 1983
216	4.4	99. Unknown

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

FREQ Prcnt RELATED FACTORS AT DRIVER LEVEL

11547 77.9 00. None

Physical/Mental Condition

119	0.8	01. Drowsy, sleepy, asleep, fatigued
3	0.0	02. Ill, blackout
2	0.0	03. Emotional (e.g., depression, angry, disturbed)
2	0.0	04. Drugs - medication
7	0.0	05. Other drugs
221	1.5	06. Inattentive (talking, eating, etc.)
0	0.0	07. Restricted to wheelchair
0	0.0	08. Paraplegic
0	0.0	09. Impaired due to previous injury
0	0.0	10. Deaf
5	0.0	11. Other physical impairment

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS VEHICLE VARIABLES

FREQ	Prcnt	Var 223 DRIVER RELATED FACTORS
0	0.0	12. Mother of dead fetus
Miscellaneous Causes		
2	0.0	19. Legally driving on suspended or revoked license
57	0.4	20. Leaving vehicle unattended with engine running, leaving vehicle unattended in roadway
39	0.3	21. Overloading or improper loading of vehicle with passengers or cargo
9	0.1	22. Towing or pushing vehicle improperly
10	0.1	23. Failing to dim or to have lights on when required
64	0.4	24. Operating without required equipment
0	0.0	25. Creating unlawful noise or using equipment prohibited by law
86	0.6	26. Following improperly
24	0.2	27. Improper or erratic lane changing
530	3.6	28. Failure to keep in proper lane or running off road
9	0.1	29. Illegal driving on road shoulder, in ditch, on sidewalk or on median
15	0.1	30. Making improper entry to or exit from trafficway
38	0.3	31. Starting or backing improperly
1	0.0	32. Opening vehicle closure into moving traffic or while vehicle is in motion
19	0.1	33. Passing where prohibited by signs, markings, hill or curve, or school bus displaying warning not to pass
3	0.0	34. Passing on wrong side
32	0.2	35. Passing with insufficient distance or inadequate visibility, or failing to yield to overtaking vehicle
192	1.3	36. Operating the vehicle in an erratic, reckless, careless or negligent manner
0	0.0	37. High speed chase - police in pursuit
195	1.3	38. Failure to yield right-of-way
151	1.0	39. Failure to obey traffic signs, control devices or traffic officers, or failure to observe safety zone
1	0.0	40. Passing through or around barrier
8	0.1	41. Failure to observe warnings or instructions on vehicles displaying them
5	0.0	42. Failure to signal intentions
0	0.0	43. Giving wrong signal
560	3.8	44. Driving too fast for conditions or in excess of posted maximum
7	0.0	45. Driving less than posted minimum
1	0.0	46. Operating at erratic or suddenly changing speeds
0	0.0	47. Making right turn from left turn lane, making left turn from right turn lane
40	0.3	48. Making other improper turn
1	0.0	49. Failure to comply with physical restrictions of license
4	0.0	50. Driving wrong way on one-way trafficway

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
 FARS VEHICLE VARIABLES

FREQ Prcnt Var 223 DRIVER RELATED FACTORS

98	0.7	51. Driving on wrong side of road
5	0.0	52. Operator inexperience
9	0.1	53. Unfamiliar with roadway
55	0.4	54. Stopping in roadway (vehicle not abandoned)
0	0.0	55. Underriding a parked truck
0	0.0	56. Low tire pressure
4	0.0	57. Locked wheel
21	0.1	58. Over correcting
1	0.0	59. Getting off/out of or on/in to moving vehicle
2	0.0	60. Getting off/out of or on/in to non-moving vehicle

Vision obscured by

62	0.4	61. Rain, snow, fog, smoke, sand, dust
9	0.1	62. Reflected glare, bright sunlight, headlights
14	0.1	63. Curve, hill, or other design features (including traffic signs, embankment)
3	0.0	64. Building, billboard, etc.
5	0.0	65. Trees, crops, vegetation
13	0.1	66. Moving vehicle (including load)
5	0.0	67. Parked vehicle
0	0.0	68. Splash or spray of passing vehicle
0	0.0	69. Inadequate defrost or defog system
0	0.0	70. Inadequate lighting system
9	0.1	71. Obstructing angles on vehicle
0	0.0	72. Mirrors - rear view
1	0.0	73. Mirrors - other
0	0.0	74. Head restraints
0	0.0	75. Broken or improperly cleaned windshield
2	0.0	76. Other obstruction

Avoiding of swerving due to

4	0.0	77. Severe crosswind
1	0.0	78. Wind from passing truck
34	0.2	79. Slippery or loose surface
12	0.1	80. Tire blow-out or flat
1	0.0	81. Debris or objects in road
2	0.0	82. Ruts, holes, bumps in road
7	0.0	83. Animals in road
58	0.4	84. Vehicle in road
3	0.0	85. Phantom vehicle
9	0.1	86. Pedestrian, pedalcyclist, or other non-motorist in road
32	0.2	87. Water, snow, oilslick on road
41	0.3	90. Hit-and-run vehicle driver
166	1.1	91. Non-traffic violation charged - manslaughter or other homicide (offense committed without malice)
135	0.9	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS VEHICLE VARIABLES

The PERSON Variables

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

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

FREQ	Prcnt	PERSON NUMBER
91	1.8	00.
4850	98.1	01. Person #1
3	0.1	02. Person #2
0	0.0	03. Person #3
0	0.0	04. Person #4
0	0.0	05. Person #5
		- .
0	0.0	99. Person #99

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

FREQ	Prcnt	PERSON AGE
0	0.0	00. Up to one year
0	0.0	01.
		- . Age in years
0	0.0	96.
0	0.0	97. 97 years or older
127	2.6	99. Unknown

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

FREQ	Prcnt	PERSON SEX
4782	96.7	1. Male
45	0.9	2. Female
117	2.4	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS PERSON VARIABLES

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

FREQ Prcnt PERSON TYPE

4853	98.2	1. Driver of a motor vehicle in transport
91	1.8	9. Unknown occupant type in a motor vehicle in transport

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

FREQ Prcnt SEATING POSITION

4853	98.2	11. Front seat - left side (driver's side)
91	1.8	99. Unknown

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

FREQ Prcnt MANUAL (ACTIVE) RESTRAINT SYSTEM

3486	70.5	0. None used (vehicle occupant) or not applicable (non-motorist or passive system)
8	0.2	1. Shoulder belt
221	4.5	2. Lap belt
72	1.5	3. Lap and shoulder belt
0	0.0	4. Child safety seat
0	0.0	5. Motorcycle helmet
36	0.7	8. Restraint used - type unknown or other (including other helmet)
1121	22.7	9. Unknown

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

FREQ Prcnt AUTOMATIC (PASSIVE) RESTRAINT SYSTEM

4792	96.9	0. Not equipped or non-motorist
0	0.0	1. Automatic belt in use
0	0.0	2. Automatic belt not in use
0	0.0	3. Deployed air bag
0	0.0	4. Non-deployed air bag
152	3.1	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS PERSON VARIABLES

Page 47

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

FREQ Prcnt EJECTION

4505	91.1	0. Not ejected; not applicable
251	5.1	1. Totally ejected
62	1.3	2. Partially ejected
126	2.5	9. Unknown

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

FREQ Prcnt EXTRICATION

4616	93.4	0. Not extricated; not applicable
186	3.8	1. Extricated
142	2.9	9. Unknown

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

FREQ Prcnt ALCOHOL INVOLVEMENT

3367	68.1	0. No (alcohol not involved)
167	3.4	1. Yes (alcohol involved)
978	19.8	8. Not reported
432	8.7	9. Unknown (Police Reported)

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

FREQ Prcnt ALCOHOL TEST RESULT

667	13.5	00. - . Result value (grams/100 ml%)
0	0.0	94.
4	0.1	95. Test refused
3713	75.1	96. None given
164	3.3	97. AC test performed, results unknown
257	5.2	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS PERSON VARIABLES

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

FREQ	Prcnt	INJURY SEVERITY
2786	56.4	0. 0 - no injury
484	9.8	1. C - possible injury
501	10.1	2. B - nonincapacitating evident injury
280	5.7	3. A - incapacitating injury
781	15.8	4. K - fatal injury
9	0.2	5. Injured, severity unknown
0	0.0	6. Died prior to accident
103	2.1	9. Unknown

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

FREQ	Prcnt	TAKEN TO HOSPITAL OR TREATMENT FACILITY
3504	70.9	0. No
1282	25.9	1. Yes
158	3.2	9. Unknown

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

FREQ	Prcnt	DEATH DATE - MONTH
4072	82.4	00. Not applicable
47	1.0	01. January
44	0.9	02. February
52	1.1	03. March
46	0.9	04. April
58	1.2	05. May
71	1.4	06. June
81	1.6	07. July
82	1.7	08. August
85	1.7	09. September
72	1.5	10. October
75	1.5	11. November
68	1.4	12. December
91	1.8	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS PERSON VARIABLES

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

FREQ Prcnt DEATH DATE - DAY

4072	82.4	00. Not applicable
22	0.4	01.
		- . Day of month
13	0.3	31.
91	1.8	99. Unknown

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

FREQ Prcnt DEATH DATE - YEAR

4072	82.4	00. Not applicable
781	15.8	83. 1983
91	1.8	99. Unknown

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

FREQ Prcnt DEATH TIME - HOURS

4085	82.6	00. 12:01 am - 12:59 am
32	0.6	01. 1:00 am - 1:59 am
25	0.5	02. 2:00 am - 2:59 am
29	0.6	03. 3:00 am - 3:59 am
28	0.6	04. 4:00 am - 4:59 am
24	0.5	05. 5:00 am - 5:59 am
37	0.7	06. 6:00 am - 6:59 am
27	0.5	07. 7:00 am - 7:59 am
35	0.7	08. 8:00 am - 8:59 am
29	0.6	09. 9:00 am - 9:59 am
37	0.7	10. 10:00 am - 10:59 am
40	0.8	11. 11:00 am - 11:59 am
35	0.7	12. 12:00 pm - 12:59 pm
33	0.7	13. 1:00 pm - 1:59 pm
37	0.7	14. 2:00 pm - 2:59 pm
47	1.0	15. 3:00 pm - 3:59 pm
46	0.9	16. 4:00 pm - 4:59 pm
22	0.4	17. 5:00 pm - 5:59 pm
20	0.4	18. 6:00 pm - 6:59 pm
21	0.4	19. 7:00 pm - 7:59 pm
20	0.4	20. 8:00 pm - 8:59 pm
24	0.5	21. 9:00 pm - 9:59 pm
19	0.4	22. 10:00 pm - 10:59 pm
22	0.4	23. 11:00 pm - 11:59 pm

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
FARS PERSON VARIABLES

FREQ Prcnt Var 323 DEATH TIME - HOURS

1	0.0	24. 12:00 midnight
169	3.4	99. Unknown

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

FREQ Prcnt DEATH TIME - MINUTES

4179	84.5	00.
		- . Minute
5	0.1	59.
171	3.5	99. Unknown

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

FREQ Prcnt LAG TIME ACC/DEATH - HRS

499	10.1	000.
		- . Actual time in hours
0	0.0	998.
4241	85.8	999. Unknown

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

FREQ Prcnt LAG TIME ACC/DEATH - MIN

380	7.7	00.
		- . Minute
2	0.0	59.
4283	86.6	99. Unknown

The BMCS and SURVEY Variables

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

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

FREQ	Prcnt	BMCS ID
3274	66.2	00000. Unknown
1	0.0	00016.
		- . BMCS case ID
1	0.0	31350.

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

BMCS cases only

FREQ	Prcnt	STATE OF CARRIER
38	0.8	01. Alabama
0	0.0	02. Alaska
14	0.3	04. Arizona
43	0.9	05. Arkansas
84	1.7	06. California
30	0.6	08. Colorado
15	0.3	09. Connecticut
6	0.1	10. Delaware
0	0.0	11. District of Columbia
67	1.4	12. Florida
55	1.1	13. Georgia
14	0.3	16. Idaho
69	1.4	17. Illinois
70	1.4	18. Indiana
36	0.7	19. Iowa
39	0.8	20. Kansas
21	0.4	21. Kentucky
15	0.3	22. Louisiana
5	0.1	23. Maine
26	0.5	24. Maryland
15	0.3	25. Massachusetts
61	1.2	26. Michigan
55	1.1	27. Minnesota

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
BMCS and SURVEY VARIABLES

FREQ	Prcnt	Var 1002	STATE OF CARRIER
14	0.3	28.	Mississippi
56	1.1	29.	Missouri
17	0.3	30.	Montana
33	0.7	31.	Nebraska
0	0.0	32.	Nevada
2	0.0	33.	New Hampshire
39	0.8	34.	New Jersey
9	0.2	35.	New Mexico
42	0.8	36.	New York
86	1.7	37.	North Carolina
8	0.2	38.	North Dakota
85	1.7	39.	Ohio
53	1.1	40.	Oklahoma
19	0.4	41.	Oregon
75	1.5	42.	Pennsylvania
0	0.0	44.	Rhode Island
34	0.7	45.	South Carolina
12	0.2	46.	South Dakota
47	1.0	47.	Tennessee
104	2.1	48.	Texas
26	0.5	49.	Utah
2	0.0	50.	Vermont
39	0.8	51.	Virginia
24	0.5	53.	Washington
10	0.2	54.	West Virginia
45	0.9	55.	Wisconsin
2	0.0	56.	Wyoming
3274	66.2	98.	Not applicable (Survey case)
9	0.2	99.	Unknown

Variable 1003	AREA OF OPERATION	MD1:	9	Field Width:	1
		MD2:	None	Type:	Numeric

Both SURVEY and BMCS cases

FREQ	Prcnt	AREA OF OPERATION
3510	71.0	1. Interstate
1029	20.8	2. Intrastate
122	2.5	6. Government owned
55	1.1	7. Daily rental
228	4.6	9. Unknown

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

Both SURVEY and BMCS cases

FREQ	Prcnt	OPERATING AUTHORITY
2068	41.8	1. Private
2506	50.7	2. For hire
121	2.4	6. Government owned
55	1.1	7. Daily rental
194	3.9	9. Unknown

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

Both SURVEY and BMCS cases

FREQ	Prcnt	CARRIER TYPE
1267	25.6	1. Interstate private
1863	37.7	2. Interstate authorized
242	4.9	3. Interstate exempt
733	14.8	4. Intrastate private
283	5.7	5. Intrastate for hire
121	2.4	6. Government owned
55	1.1	7. Daily rental
380	7.7	9. Unknown

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

SURVEY cases only

FREQ	Prcnt	OWNER OPERATOR
232	4.7	1. Yes
971	19.6	2. No
1670	33.8	7. Not applicable (BMCS)
2065	41.8	8. Not applicable (Not for hire)
6	0.1	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
BMCS and SURVEY VARIABLES

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

Both SURVEY and BMCS cases

FREQ	Prcnt	TRIP TYPE
1429	28.9	1. OTR, (over-the-road) (BMCS)
1779	36.0	2. Local delivery
674	13.6	3. OTR, under 200 miles (Survey)
801	16.2	4. OTR, 200 miles and over (Survey)
51	1.0	5. OTR, unknown distance (Survey)
210	4.2	9. Unknown

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

BMCS cases only

FREQ	Prcnt	DISTRICT TYPE
85	1.7	1. Residential
1212	24.5	2. Rural
322	6.5	3. Business
3274	66.2	8. Not applicable (Survey case)
51	1.0	9. Unknown

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

BMCS cases only

FREQ	Prcnt	MONTH
132	2.7	01. January
131	2.6	02. February
133	2.7	03. March
105	2.1	04. April
133	2.7	05. May
136	2.8	06. June
125	2.5	07. July
155	3.1	08. August
158	3.2	09. September
147	3.0	10. October
143	2.9	11. November
172	3.5	12. December
3274	66.2	98. Not applicable (Survey case)
0	0.0	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
 BMCS and SURVEY VARIABLES

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

BMCS cases only

FREQ	Prcnt	DAY
53	1.1	01.
		- . Day of month
23	0.5	31.
3274	66.2	98. Not applicable (Survey case)
0	0.0	99. Unknown

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

BMCS cases only

FREQ	Prcnt	HOUR
57	1.2	00. Midnight
97	2.0	01. 1 am
87	1.8	02. 2 am
63	1.3	03. 3 am
63	1.3	04. 4 am
57	1.2	05. 5 am
66	1.3	06. 6 am
57	1.2	07. 7 am
63	1.3	08. 8 am
60	1.2	09. 9 am
77	1.6	10. 10 am
68	1.4	11. 11 am
76	1.5	12. Noon
74	1.5	13. 1 pm
71	1.4	14. 2 pm
91	1.8	15. 3 pm
86	1.7	16. 4 pm
68	1.4	17. 5 pm
60	1.2	18. 6 pm
67	1.4	19. 7 pm
57	1.2	20. 8 pm
50	1.0	21. 9 pm
79	1.6	22. 10 pm
76	1.5	23. 11 pm
3274	66.2	98. Not applicable (Survey case)
0	0.0	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
BMCS and SURVEY VARIABLES

Variable 1013	MINUTE	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

BMCS cases only

FREQ	Prct	MINUTE
1665	33.7	00.
		- . Minute
0	0.0	59.
3274	66.2	98. Not applicable (Survey case)
0	0.0	99. Unknown

Variable 1014	ACCIDENT TYPE	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

BMCS cases only

FREQ	Prct	ACCIDENT TYPE
152	3.1	1. Non-collision
1364	27.6	2. Collision with moving object
153	3.1	3. Collision with fixed or parked object
3274	66.2	8. Not applicable (Survey case)
1	0.0	9. Unknown

Variable 1015	OTHER OBJECT INVOLVED	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

BMCS cases only

FREQ	Prct	OTHER OBJECT INVOLVED
150	3.0	01. Not applicable (non-collision)
157	3.2	02. Commercial truck
79	1.6	03. Fixed object
935	18.9	04. Automobile
133	2.7	05. Pedestrian
5	0.1	06. Bus
4	0.1	07. Train
21	0.4	08. Bicycle
5	0.1	09. Animal
41	0.8	10. Motorcycle
138	2.8	11. Other
3274	66.2	98. Not applicable (Survey case)
2	0.0	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
 BMCS and SURVEY VARIABLES

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

BMCS cases only

FREQ	Prcnt	VEHICLE #1 ACTION
48	1.0	01. Slowing/stopping
44	0.9	02. Stopped
25	0.5	03. Parked
56	1.1	04. Rear-end
10	0.2	05. Backing
9	0.2	06. Making right turn
36	0.7	07. Making left turn
7	0.1	08. Making U-turn
882	17.8	09. Proceeding straight
4	0.1	10. Merging
8	0.2	11. Entering traffic
18	0.4	12. Intersection
30	0.6	13. Passing
12	0.2	14. Changing lanes
9	0.2	15. Sideswipe--opposite direction
32	0.6	16. Head-on--crossed into opposing lane
17	0.3	17. Skidding
53	1.1	18. Vehicle out of control
0	0.0	19. Roll-away
1	0.0	20. Controlled railroad crossing
1	0.0	21. Uncontrolled railroad crossing
4	0.1	22. Other
3274	66.2	97. Not applicable (Survey case)
357	7.2	98. Not applicable (non-collision)
7	0.1	99. Unknown

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

BMCS cases only

FREQ	Prcnt	VEHICLE #2 ACTION
28	0.6	01. Slowing/stopping
45	0.9	02. Stopped
32	0.6	03. Parked
111	2.2	04. Rear-end
3	0.1	05. Backing
7	0.1	06. Making right turn
79	1.6	07. Making left turn
15	0.3	08. Making U-turn
270	5.5	09. Proceeding straight
10	0.2	10. Merging
53	1.1	11. Entering traffic

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
BMCS and SURVEY VARIABLES

FREQ	Prcnt	Var 1017	VEHICLE #2 ACTION
129	2.6		12. Intersection
18	0.4		13. Passing
24	0.5		14. Changing lanes
32	0.6		15. Sideswipe--opposite direction
309	6.2		16. Head-on--crossed into opposing lane
16	0.3		17. Skidding
91	1.8		18. Vehicle out of control
0	0.0		19. Roll-away
0	0.0		20. Controlled railroad crossing
1	0.0		21. Uncontrolled railroad crossing
8	0.2		22. Other
3274	66.2		97. Not applicable (Survey case)
357	7.2		98. Not applicable (non-collision)
32	0.6		99. Unknown

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

BMCS cases only

FREQ	Prcnt	VEHICLE #3 ACTION
8	0.2	01. Slowing/stopping
25	0.5	02. Stopped
16	0.3	03. Parked
12	0.2	04. Rear-end
0	0.0	05. Backing
0	0.0	06. Making right turn
6	0.1	07. Making left turn
0	0.0	08. Making U-turn
98	2.0	09. Proceeding straight
1	0.0	10. Merging
3	0.1	11. Entering traffic
3	0.1	12. Intersection
3	0.1	13. Passing
3	0.1	14. Changing lanes
0	0.0	15. Sideswipe--opposite direction
6	0.1	16. Head-on--crossed into opposing lane
0	0.0	17. Skidding
11	0.2	18. Vehicle out of control
0	0.0	19. Roll-away
0	0.0	20. Controlled railroad crossing
0	0.0	21. Uncontrolled railroad crossing
2	0.0	22. Other
3274	66.2	97. Not applicable (Survey case)
357	7.2	98. Not applicable (non-collision)
1116	22.6	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
 BMCS and SURVEY VARIABLES

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

Both SURVEY and BMCS cases

FREQ	Prcnt	PRIMARY EVENT OTHER THAN COLLISION
67	1.4	0. Ran off road
12	0.2	1. Jackknife
217	4.4	2. Overturn
25	0.5	3. Separation of units
1	0.0	4. Fire
17	0.3	5. Loss or spillage of cargo
5	0.1	6. Cargo shift
1	0.0	7. Other
4587	92.8	8. Not applicable (collision)
12	0.2	9. Unknown

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

Both SURVEY and BMCS cases

FREQ	Prcnt	ASSOCIATED ACCIDENT EVENT
3699	74.8	1. None
33	0.7	2. Spillage of hazardous cargo
287	5.8	3. Fire
629	12.7	4. Spillage of non-hazardous cargo
82	1.7	5. Explosion
214	4.3	9. Unknown

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

Both SURVEY and BMCS cases

FREQ	Prcnt	DRIVER AGE
1	0.0	15. 15 years
1	0.0	16. 16 years
5	0.1	17. 17 years
13	0.3	18. 18 years
42	0.8	19. 19 years
54	1.1	20. 20 years
78	1.6	21. 21 years
105	2.1	22. 22 years
127	2.6	23. 23 years
139	2.8	24. 24 years

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
BMCS and SURVEY VARIABLES

FREQ	Prcnt	Var 1021	DRIVER AGE
156	3.2	25.	25 years
154	3.1	26.	26 years
173	3.5	27.	27 years
176	3.6	28.	28 years
142	2.9	29.	29 years
168	3.4	30.	30 years
157	3.2	31.	31 years
163	3.3	32.	32 years
161	3.3	33.	33 years
154	3.1	34.	34 years
161	3.3	35.	35 years
142	2.9	36.	36 years
112	2.3	37.	37 years
124	2.5	38.	38 years
123	2.5	39.	39 years
125	2.5	40.	40 years
102	2.1	41.	41 years
113	2.3	42.	42 years
133	2.7	43.	43 years
123	2.5	44.	44 years
95	1.9	45.	45 years
112	2.3	46.	46 years
99	2.0	47.	47 years
93	1.9	48.	48 years
98	2.0	49.	49 years
82	1.7	50.	50 years
74	1.5	51.	51 years
79	1.6	52.	52 years
94	1.9	53.	53 years
77	1.6	54.	54 years
83	1.7	55.	55 years
64	1.3	56.	56 years
49	1.0	57.	57 years
43	0.9	58.	58 years
44	0.9	59.	59 years
45	0.9	60.	60 years
31	0.6	61.	61 years
29	0.6	62.	62 years
27	0.5	63.	63 years
24	0.5	64.	64 years
12	0.2	65.	65 years
4	0.1	66.	66 years
5	0.1	67.	67 years
3	0.1	68.	68 years
5	0.1	69.	69 years
5	0.1	70.	70 years
3	0.1	71.	71 years
4	0.1	72.	72 years
3	0.1	73.	73 years
1	0.0	77.	77 years
1	0.0	78.	78 years

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
 BMCS and SURVEY VARIABLES

FREQ	Prcnt	Var 1021	DRIVER AGE
2	0.0	79.	79 years
1	0.0	80.	80 years
1	0.0	81.	81 years
125	2.5	99.	Unknown

Variable 1022	<u>YEARS DRIVER EMPLOYED</u>	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

BMCS cases only

FREQ	Prcnt	YEARS	DRIVER EMPLOYED
2	0.0	00.	0 years
719	14.5	01.	1 year
219	4.4	02.	2 years
115	2.3	03.	3 years
98	2.0	04.	4 years
102	2.1	05.	5 years
66	1.3	06.	6 years
38	0.8	07.	7 years
23	0.5	08.	8 years
28	0.6	09.	9 years
45	0.9	10.	10 years
19	0.4	11.	11 years
18	0.4	12.	12 years
21	0.4	13.	13 years
21	0.4	14.	14 years
11	0.2	15.	15 years
9	0.2	16.	16 years
10	0.2	17.	17 years
7	0.1	18.	18 years
4	0.1	19.	19 years
5	0.1	20.	20 years
3	0.1	21.	21 years
8	0.2	22.	22 years
3	0.1	23.	23 years
2	0.0	24.	24 years
10	0.2	25.	25 years
6	0.1	26.	26 years
11	0.2	27.	27 years
5	0.1	28.	28 years
4	0.1	30.	30 years
8	0.2	31.	31 years
2	0.0	32.	32 years
1	0.0	34.	34 years
1	0.0	35.	35 years
1	0.0	36.	36 years
1	0.0	37.	37 years
3274	66.2	98.	Not applicable (Survey case)

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
BMCS and SURVEY VARIABLES

FREQ Prcnt Var 1022 YEARS DRIVER EMPLOYED

24 0.5 99. Unknown

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

Both SURVEY and BMCS cases

FREQ Prcnt	HOURS DRIVING
972 19.7	01. 1 hour
587 11.9	02. 2 hours
541 10.9	03. 3 hours
505 10.2	04. 4 hours
415 8.4	05. 5 hours
377 7.6	06. 6 hours
264 5.3	07. 7 hours
182 3.7	08. 8 hours
106 2.1	09. 9 hours
58 1.2	10. 10 hours
12 0.2	11. 11 hours
4 0.1	12. 12 hours
3 0.1	14. 14 hours
1 0.0	16. 16 hours
150 3.0	98. Not applicable
767 15.5	99. Unknown

Variable 1024 SCHEDULED HOURS MD1: 99 Field Width: 2
MD2: None Type: Numeric

BMCS cases only

FREQ Prcnt	SCHEDULED HOURS
170 3.4	01. 1 hour
123 2.5	02. 2 hours
124 2.5	03. 3 hours
118 2.4	04. 4 hours
118 2.4	05. 5 hours
132 2.7	06. 6 hours
128 2.6	07. 7 hours
161 3.3	08. 8 hours
111 2.2	09. 9 hours
238 4.8	10. 10 hours
25 0.5	11. 11 hours
126 2.5	12. Not applicable (BMCS code)
3274 66.2	98. Not applicable (Survey case)
96 1.9	99. Unknown

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

BMCS cases only

FREQ	Prcnt	DRIVER CONDITION
1612	32.6	1. Apparently normal
1	0.0	2. Sick
12	0.2	3. Had been drinking
27	0.5	4. Dozed at wheel
0	0.0	5. Medical waiver
17	0.3	6. Other
3274	66.2	8. Not applicable (Survey case)
1	0.0	9. Unknown

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

Both SURVEY and BMCS cases

FREQ	Prcnt	POWER UNIT TYPE
36	0.7	0. Unknown
1310	26.5	1. Straight truck
3598	72.8	8. Tractor

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

Both SURVEY and BMCS cases

FREQ	Prcnt	STRAIGHT TRUCK BODY STYLE
3598	72.8	0. Not applicable (tractor)
287	5.8	1. Van
115	2.3	2. Flat
119	2.4	3. Tank
386	7.8	6. Dump
101	2.0	7. Refuse
294	5.9	8. Other
44	0.9	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
BMCS and SURVEY VARIABLES

Variable 1028	CAB STYLE	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prct	CAB STYLE
2628	53.2	1. Conventional
2195	44.4	2. Cabover or cab-forward
121	2.4	9. Unknown

Variable 1029	POWER UNIT YEAR	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prct	POWER UNIT YEAR
1	0.0	42. 1942
1	0.0	47. 1947
1	0.0	48. 1948
3	0.1	51. 1951
2	0.0	52. 1952
2	0.0	55. 1955
3	0.1	56. 1956
4	0.1	57. 1957
2	0.0	58. 1958
6	0.1	59. 1959
9	0.2	60. 1960
3	0.1	61. 1961
6	0.1	62. 1962
11	0.2	63. 1963
21	0.4	64. 1964
26	0.5	65. 1965
27	0.5	66. 1966
44	0.9	67. 1967
61	1.2	68. 1968
89	1.8	69. 1969
108	2.2	70. 1970
121	2.4	71. 1971
217	4.4	72. 1972
294	5.9	73. 1973
315	6.4	74. 1974
238	4.8	75. 1975
227	4.6	76. 1976
460	9.3	77. 1977
586	11.9	78. 1978
600	12.1	79. 1979
438	8.9	80. 1980
416	8.4	81. 1981
331	6.7	82. 1982

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
 BMCS and SURVEY VARIABLES

FREQ Prcnt Var 1029 POWER UNIT YEAR

221	4.5	83. 1983
15	0.3	84. 1984
35	0.7	99. Unknown

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

Both SURVEY and BMCS cases

FREQ Prcnt POWER UNIT NO. OF AXLES

1291	26.1	2. 2 axles
3540	71.6	3. 3 axles
53	1.1	4. 4 or more axles
60	1.2	9. Unknown

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

Both SURVEY and BMCS cases

FREQ Prcnt POWER UNIT MAKE

44	0.9	01. Autocar
16	0.3	02. Brockway
250	5.1	03. Chevrolet
25	0.5	04. Diamond Reo
19	0.4	05. Dodge
665	13.5	06. Ford
515	10.4	07. Freightliner
509	10.3	08. GMC
4	0.1	09. Hendrickson
1042	21.1	10. International Harvester
516	10.4	11. Kenworth
603	12.2	12. Mack
8	0.2	13. Marmon
382	7.7	14. Peterbilt
236	4.8	15. White
19	0.4	16. Mercedes Benz
7	0.1	17. Volvo
26	0.5	18. Western Star
27	0.5	97. Other (Survey)
2	0.0	98. Other (BMCS)
29	0.6	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
BMCS and SURVEY VARIABLES

Variable 1032	POWER UNIT LENGTH	MD1: 999	Field Width: 3
		MD2: None	Type: Numeric

SURVEY cases only

FREQ	Prcnt	POWER UNIT LENGTH
1	0.0	012. 12 feet
1	0.0	013. 13 feet
59	1.2	015. 15 feet
65	1.3	016. 16 feet
78	1.6	017. 17 feet
171	3.5	018. 18 feet
372	7.5	019. 19 feet
445	9.0	020. 20 feet
289	5.8	021. 21 feet
321	6.5	022. 22 feet
293	5.9	023. 23 feet
231	4.7	024. 24 feet
225	4.6	025. 25 feet
103	2.1	026. 26 feet
97	2.0	027. 27 feet
123	2.5	028. 28 feet
63	1.3	029. 29 feet
107	2.2	030. 30 feet
28	0.6	031. 31 feet
24	0.5	032. 32 feet
20	0.4	033. 33 feet
14	0.3	034. 34 feet
35	0.7	035. 35 feet
5	0.1	036. 36 feet
5	0.1	037. 37 feet
2	0.0	038. 38 feet
1	0.0	039. 39 feet
1	0.0	041. 41 feet
1	0.0	050. 50 feet
1670	33.8	998. Not applicable (BMCS case)
94	1.9	999. Unknown

Variable 1033	STRAIGHT TRUCK CARGO	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

SURVEY cases only

FREQ	Prcnt	STRAIGHT TRUCK CARGO
114	2.3	01. General freight
21	0.4	02. Household goods
10	0.2	03. Metal: coils, sheets, etc
34	0.7	04. Heavy machinery
4	0.1	05. Motor vehicles

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
 BMCS and SURVEY VARIABLES

FREQ	Prcnt	Var 1033	STRAIGHT TRUCK CARGO
26	0.5	06.	Driveaway/towaway
12	0.2	07.	Gases in bulk
304	6.1	08.	Solids in bulk
63	1.3	09.	Liquids in bulk
0	0.0	10.	Explosives
37	0.7	11.	Logs/poles/lumber
433	8.8	12.	None (empty)
37	0.7	13.	Refrigerated food
0	0.0	14.	Mobile home
59	1.2	15.	Farm products
45	0.9	16.	Other
1670	33.8	97.	Not Applicable (BMCS case)
1990	40.3	98.	Not applicable (not a straight truck)
85	1.7	99.	Unknown

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

SURVEY cases only

FREQ	Prcnt	STRAIGHT TRUCK HAZARDOUS CARGO
47	1.0	1. Hazardous cargo
1154	23.3	2. Non-hazardous cargo
1670	33.8	7. Not applicable (BMCS case)
1990	40.3	8. Not applicable (not a straight truck)
83	1.7	9. Unknown

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

SURVEY cases only

FREQ	Prcnt	STRAIGHT TRUCK CARGO WEIGHT
434	8.8	000000. - . Weight in pounds
0	0.0	999994.
1670	33.8	999995. Not applicable (BMCS case)
2008	40.6	999996. Not applicable (not a straight truck)
52	1.1	999997. Some Cargo (weight unknown)
18	0.4	999998. Full (weight unknown)
90	1.8	999999. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
BMCS and SURVEY VARIABLES

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

SURVEY cases only

FREQ	Prcnt	POWER UNIT EMPTY WEIGHT
0	0.0	000000.
		- . Weight in pounds
0	0.0	999997.
1670	33.8	999998. Not applicable (BMCS case)
99	2.0	999999. Unknown

Variable 1037 1ST TRAILER TYPE MD1: 9 Field Width: 1
MD2: None Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prcnt	1ST TRAILER TYPE
3445	69.7	1. Semi-trailer
68	1.4	2. Full trailer
65	1.3	3. Other
1323	26.8	4. None
43	0.9	9. Unknown

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

BMCS cases only

FREQ	Prcnt	1ST TRAILER YEAR
1	0.0	30. 1930
1	0.0	46. 1946
1	0.0	56. 1956
1	0.0	57. 1957
1	0.0	60. 1960
2	0.0	61. 1961
7	0.1	62. 1962
7	0.1	63. 1963
3	0.1	64. 1964
12	0.2	65. 1965
17	0.3	66. 1966
8	0.2	67. 1967
19	0.4	68. 1968
28	0.6	69. 1969
29	0.6	70. 1970
31	0.6	71. 1971

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
 BMCS and SURVEY VARIABLES

FREQ	Prcnt	Var 1038	1ST TRAILER YEAR
67	1.4	72.	1972
89	1.8	73.	1973
116	2.3	74.	1974
46	0.9	75.	1975
86	1.7	76.	1976
113	2.3	77.	1977
158	3.2	78.	1978
179	3.6	79.	1979
123	2.5	80.	1980
123	2.5	81.	1981
93	1.9	82.	1982
78	1.6	83.	1983
9	0.2	84.	1984
0	0.0	96.	Unknown if had 1st trailer
3274	66.2	97.	Not applicable (Survey case)
107	2.2	98.	Not applicable (no 1st trailer)
115	2.3	99.	Unknown

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

Both SURVEY and BMCS cases

FREQ	Prcnt	1ST TRAILER NO. OF AXLES
246	5.0	01. 1 axle
3159	63.9	02. 2 axles
95	1.9	03. 3 axles
21	0.4	04. 4 or more axles
43	0.9	97. Unknown if had 1st trailer
1323	26.8	98. Not applicable (no 1st trailer)
57	1.2	99. Unknown

Variable 1040	<u>1ST TRAILER BODY</u>	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prcnt	1ST TRAILER BODY
1368	27.7	0. None or unknown if had 1st trailer
1583	32.0	1. Van
798	16.1	2. Flat
351	7.1	3. Tank
50	1.0	4. Auto carrier
263	5.3	6. Dump
0	0.0	7. Dolly

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
BMCS and SURVEY VARIABLES

FREQ	Prcnt	Var 1040	1ST TRAILER BODY
496	10.0	8.	Other
35	0.7	9.	Unknown

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

SURVEY cases only

FREQ	Prcnt	1ST TRAILER CARGO
298	6.0	01. General freight
12	0.2	02. Household goods
80	1.6	03. Metal: coils, sheets, etc
127	2.6	04. Heavy machinery
19	0.4	05. Motor vehicles
0	0.0	06. Driveaway/towaway
10	0.2	07. Gases in bulk
244	4.9	08. Solids in bulk
105	2.1	09. Liquids in bulk
2	0.0	10. Explosives
133	2.7	11. Logs/poles/lumber
595	12.0	12. None (empty)
141	2.9	13. Refrigerated food
7	0.1	14. Mobile home
156	3.2	15. Farm products
1	0.0	16. Other
43	0.9	96. Unknown if had 1st trailer
1670	33.8	97. Not applicable (BMCS case)
1216	24.6	98. Not applicable (no 1st trailer)
85	1.7	99. Unknown

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

SURVEY cases only

FREQ	Prcnt	1ST TRAILER HAZ. CARGO
77	1.6	1. Hazardous cargo
1858	37.6	2. Non-hazardous cargo
43	0.9	6. Unknown if had 1st trailer
1670	33.8	7. Not applicable (BMCS case)
1216	24.6	8. Not applicable (no 1st trailer)
80	1.6	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
 BMCS and SURVEY VARIABLES

Page 71

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

SURVEY cases only

FREQ	Prcnt	1ST TRAILER CARGO WEIGHT
595	12.0	000000.
		- . Weight in pounds
0	0.0	999993.
43	0.9	999994. Unknown if had 1st trailer
1670	33.8	999995. Not applicable (BMCS case)
1216	24.6	999996. Not applicable (no 1st trailer)
71	1.4	999997. Some Cargo (weight unknown)
38	0.8	999998. Full (weight unknown)
71	1.4	999999. Unknown

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

SURVEY cases only

FREQ	Prcnt	1ST TRAILER EMPTY WEIGHT
0	0.0	000000.
		- . Weight in pounds
0	0.0	999995.
43	0.9	999996. Unknown if had 1st trailer
0	0.0	999997. Not applicable (BMCS case)
1323	26.8	999998. Not applicable (no 1st trailer)
1661	33.6	999999. Unknown

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

SURVEY cases only

FREQ	Prcnt	1ST TRAILER LENGTH
1	0.0	004. 4 feet
1	0.0	005. 5 feet
2	0.0	006. 6 feet
2	0.0	008. 8 feet
1	0.0	009. 9 feet
2	0.0	010. 10 feet
3	0.1	011. 11 feet
6	0.1	012. 12 feet
2	0.0	013. 13 feet
4	0.1	014. 14 feet

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
BMCS and SURVEY VARIABLES

FREQ	Prcnt	Var 1045	1ST TRAILER LENGTH
14	0.3	015.	15 feet
3	0.1	016.	16 feet
2	0.0	017.	17 feet
6	0.1	018.	18 feet
9	0.2	019.	19 feet
35	0.7	020.	20 feet
8	0.2	021.	21 feet
30	0.6	022.	22 feet
13	0.3	023.	23 feet
65	1.3	024.	24 feet
21	0.4	025.	25 feet
28	0.6	026.	26 feet
34	0.7	027.	27 feet
38	0.8	028.	28 feet
9	0.2	029.	29 feet
77	1.6	030.	30 feet
6	0.1	031.	31 feet
31	0.6	032.	32 feet
11	0.2	033.	33 feet
16	0.3	034.	34 feet
58	1.2	035.	35 feet
33	0.7	036.	36 feet
10	0.2	037.	37 feet
68	1.4	038.	38 feet
13	0.3	039.	39 feet
554	11.2	040.	40 feet
14	0.3	041.	41 feet
177	3.6	042.	42 feet
47	1.0	043.	43 feet
49	1.0	044.	44 feet
334	6.8	045.	45 feet
14	0.3	046.	46 feet
6	0.1	047.	47 feet
23	0.5	048.	48 feet
3	0.1	049.	49 feet
6	0.1	050.	50 feet
2	0.0	058.	58 feet
2	0.0	060.	60 feet
1	0.0	065.	65 feet
2	0.0	070.	70 feet
1	0.0	072.	72 feet
1	0.0	078.	78 feet
1	0.0	080.	80 feet
1	0.0	086.	86 feet
43	0.9	994.	Unknown if had 1st trailer
1670	33.8	995.	Not applicable (BMCS case)
1216	24.6	996.	Not applicable (no 1st trailer)
18	0.4	997.	Short (estimated under 35 feet)
13	0.3	998.	Long (estimated 35 feet and over)
84	1.7	999.	Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
 BMCS and SURVEY VARIABLES

Variable 1046 **2ND TRAILER TYPE** MD1: 9 Field Width: 1
 MD2: None Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prcnt	2ND TRAILER TYPE
0	0.0	1. Semi-trailer
185	3.7	2. Full trailer
3	0.1	3. Other
4716	95.4	4. None
40	0.8	9. Unknown

Variable 1047 **2ND TRAILER YEAR** MD1: 99 Field Width: 2
 MD2: None Type: Numeric

BMCS cases only

FREQ	Prcnt	2ND TRAILER YEAR
1	0.0	56. 1956
1	0.0	68. 1968
2	0.0	69. 1969
2	0.0	71. 1971
1	0.0	72. 1972
6	0.1	73. 1973
6	0.1	74. 1974
1	0.0	75. 1975
5	0.1	76. 1976
4	0.1	77. 1977
5	0.1	78. 1978
4	0.1	79. 1979
4	0.1	80. 1980
5	0.1	81. 1981
3	0.1	82. 1982
7	0.1	83. 1983
0	0.0	96. Unknown if had 2nd trailer
3274	66.2	97. Not applicable (Survey case)
1606	32.5	98. Not applicable (no 2nd trailer)
7	0.1	99. Unknown

Variable 1048 **2ND TRAILER NO. OF AXLES** MD1: 99 Field Width: 2
 MD2: None Type: Numeric

Both SURVEY and BMCS cases

FREQ	Prcnt	2ND TRAILER NO. OF AXLES
4	0.1	01. 1 axle

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
BMCS and SURVEY VARIABLES

FREQ	Prcnt	Var 1048 2ND TRAILER NO. OF AXLES
167	3.4	02. 2 axles
6	0.1	03. 3 axles
7	0.1	04. 4 or more axles
40	0.8	97. Unknown if had 2nd trailer
4716	95.4	98. Not applicable (no 2nd trailer)
4	0.1	99. Unknown

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

Both SURVEY and BMCS cases

FREQ	Prcnt	2ND TRAILER BODY
4757	96.2	0. None or unknown if had 2nd trailer
72	1.5	1. Van
46	0.9	2. Flat
9	0.2	3. Tank
0	0.0	4. Auto carrier
7	0.1	6. Dump
0	0.0	7. Dolly
50	1.0	8. Other
3	0.1	9. Unknown

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

SURVEY cases only

FREQ	Prcnt	2ND TRAILER CARGO
23	0.5	01. General freight
1	0.0	02. Household goods
3	0.1	03. Metal: coils, sheets, etc
12	0.2	04. Heavy machinery
0	0.0	05. Motor vehicles
0	0.0	06. Driveaway/towaway
0	0.0	07. Gases in bulk
24	0.5	08. Solids in bulk
4	0.1	09. Liquids in bulk
0	0.0	10. Explosives
1	0.0	11. Logs/poles/lumber
32	0.6	12. None (empty)
1	0.0	13. Refrigerated food
0	0.0	14. Mobile home
19	0.4	15. Farm products
0	0.0	16. Other

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
 BMCS and SURVEY VARIABLES

FREQ	Prcnt	Var 1050	2ND TRAILER CARGO
40	0.8	96.	Unknown if had 2nd trailer
1670	33.8	97.	Not applicable (BMCS case)
3110	62.9	98.	Not applicable (no 2nd trailer)
4	0.1	99.	Unknown

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

SURVEY cases only

FREQ	Prcnt	2ND TRAILER HAZ. CARGO
3	0.1	1. Hazardous cargo
117	2.4	2. Non-hazardous cargo
40	0.8	6. Unknown if had 2nd trailer
1670	33.8	7. Not applicable (BMCS case)
3110	62.9	8. Not applicable (no 2nd trailer)
4	0.1	9. Unknown

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

SURVEY cases only

FREQ	Prcnt	2ND TRAILER CARGO WEIGHT
32	0.6	000000.
		- . Weight in pounds
0	0.0	999993.
40	0.8	999994. Unknown if had 2nd trailer
1670	33.8	999995. Not applicable (BMCS case)
3110	62.9	999996. Not applicable (no 2nd trailer)
9	0.2	999997. Some Cargo (weight unknown)
3	0.1	999998. Full (weight unknown)
4	0.1	999999. Unknown

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

SURVEY cases only

FREQ	Prcnt	2ND TRAILER EMPTY WEIGHT
0	0.0	000000.
		- . Weight in pounds
0	0.0	999995.

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
BMCS and SURVEY VARIABLES

FREQ	Prcnt	Var 1053	2ND TRAILER EMPTY WEIGHT
40	0.8	999996.	Unknown if had 2nd trailer
0	0.0	999997.	Not applicable (BMCS case)
4716	95.4	999998.	Not applicable (no 2nd trailer)
72	1.5	999999.	Unknown

Variable	1054	2ND TRAILER LENGTH	MD1:	999	Field Width:	3
			MD2:	None	Type:	Numeric

SURVEY cases only

FREQ	Prcnt	2ND TRAILER LENGTH
1	0.0	010. 10 feet
1	0.0	013. 13 feet
1	0.0	014. 14 feet
2	0.0	018. 18 feet
4	0.1	019. 19 feet
17	0.3	020. 20 feet
5	0.1	021. 21 feet
3	0.1	022. 22 feet
6	0.1	023. 23 feet
37	0.7	024. 24 feet
10	0.2	025. 25 feet
5	0.1	026. 26 feet
17	0.3	027. 27 feet
4	0.1	028. 28 feet
1	0.0	030. 30 feet
1	0.0	042. 42 feet
40	0.8	994. Unknown if had 2nd trailer
1670	33.8	995. Not applicable (BMCS case)
3110	62.9	996. Not applicable (no 2nd trailer)
8	0.2	997. Short (estimated under 35 feet)
0	0.0	998. Long (estimated 35 feet and over)
1	0.0	999. Unknown

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

Both SURVEY and BMCS cases

FREQ	Prcnt	3RD TRAILER TYPE
0	0.0	1. Semi-trailer
0	0.0	2. Full trailer
0	0.0	3. Other
4872	98.5	4. None
72	1.5	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
 BMCS and SURVEY VARIABLES

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

SURVEY cases only

FREQ	Prcnt	3RD TRAILER NO. OF AXLES
8	0.2	96. Unknown if had 3rd trailer
1670	33.8	97. Not applicable (BMCS case)
3266	66.1	98. Not applicable (no 3rd trailer)
0	0.0	99. Unknown

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

Both SURVEY and BMCS cases

FREQ	Prcnt	3RD TRAILER BODY
4944	100.0	0. None or unknown if had 3rd trailer
0	0.0	1. Van
0	0.0	2. Flat
0	0.0	3. Tank
0	0.0	4. Auto carrier
0	0.0	6. Dump
0	0.0	7. Dolly
0	0.0	8. Other
0	0.0	9. Unknown

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

SURVEY cases only

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

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
 BMCS and SURVEY VARIABLES

FREQ	Prcnt	Var 1058	3RD TRAILER CARGO
0	0.0		14. Mobile home
0	0.0		15. Farm products
0	0.0		16. Other
8	0.2		96. Unknown if had 3rd trailer
1670	33.8		97. Not applicable (BMCS case)
3266	66.1		98. Not applicable (no 3rd trailer)
0	0.0		99. Unknown

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

SURVEY cases only

FREQ	Prcnt	3RD TRAILER HAZ. CARGO
0	0.0	1. Hazardous cargo
0	0.0	2. Non-hazardous cargo
8	0.2	6. Unknown if had 3rd trailer
1670	33.8	7. Not applicable (BMCS case)
3266	66.1	8. Not applicable (no 3rd trailer)
0	0.0	9. Unknown

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

SURVEY cases only

FREQ	Prcnt	3RD TRAILER CARGO WEIGHT
0	0.0	000000. - . Weight in pounds
0	0.0	999993.
8	0.2	999994. Unknown if had 3rd trailer
1670	33.8	999995. Not applicable (BMCS case)
3266	66.1	999996. Not applicable (no 3rd trailer)
0	0.0	999997. Some Cargo (weight unknown)
0	0.0	999998. Full (weight unknown)
0	0.0	999999. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
 BMCS and SURVEY VARIABLES

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

SURVEY cases only

FREQ	Prcnt	3RD TRAILER EMPTY WEIGHT
0	0.0	000000.
		- . Weight in pounds
0	0.0	999995.
8	0.2	999996. Unknown if had 3rd trailer
1670	33.8	999997. Not applicable (BMCS case)
3266	66.1	999998. Not applicable (no 3rd trailer)
0	0.0	999999. Unknown

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

SURVEY cases only

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

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

Both SURVEY and BMCS cases

FREQ	Prcnt	VEHICLE COMBINATION CODE
51	1.0	00. Unknown
1180	23.9	01. Straight truck only
118	2.4	02. Bobtail tractor
67	1.4	03. Straight truck & full trailer
51	1.0	04. Straight truck & other (non-full trailer)
3246	65.7	05. Tractor & semi-trailer
13	0.3	06. Tractor & other (non-semi trailer)
186	3.8	07. Tractor & semi & full
2	0.0	08. Tractor & semi & other
30	0.6	11. Other (i.e., piggybacks, towing vehicles)

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
BMCS and SURVEY VARIABLES

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

Both SURVEY and BMCS cases

FREQ	Prct	NO. OF TRAILERS
1323	26.8	0. No trailer
3383	68.4	1. 1 trailer
187	3.8	2. 2 trailers
0	0.0	3. 3 trailers
51	1.0	9. Unknown

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

Both SURVEY and BMCS cases

FREQ	Prct	TOTAL LENGTH
0	0.0	000.
		- . Length in feet
0	0.0	998.
188	3.8	999. Unknown

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

Both SURVEY and BMCS cases

FREQ	Prct	TOTAL WIDTH
2	0.0	06. 6 feet
34	0.7	07. 7 feet
4161	84.2	08. 8 feet
77	1.6	09. 9 feet
18	0.4	10. 10 feet
2	0.0	11. 11 feet
9	0.2	12. 12 feet
2	0.0	13. 13 feet
9	0.2	14. 14 feet
2	0.0	15. 15 feet
1	0.0	20. 20 feet
2	0.0	98. > 8 feet but not specified
625	12.6	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
 BMCS and SURVEY VARIABLES

Page 81

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

BMCS cases only

FREQ	Prcnt	TOTAL CARGO WEIGHT
380	7.7	000000.
		- . Weight in pounds
0	0.0	999997.
3274	66.2	999998. Not applicable (Survey case)
14	0.3	999999. Unknown

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

Both SURVEY and BMCS cases

FREQ	Prcnt	GROSS WEIGHT
0	0.0	000000.
		- . Weight in pounds
0	0.0	999998.
369	7.5	999999. Unknown

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

FREQ	Prcnt	EMPTY COMBINATION WEIGHT
0	0.0	000000.
		- . Weight in pounds
0	0.0	999998.
1369	27.7	999999. Unknown

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

Both SURVEY and BMCS cases

FREQ	Prcnt	FUEL TYPE
621	12.6	1. Gasoline
4122	83.4	2. Diesel
4	0.1	3. L.P.G.
21	0.4	4. Other
176	3.6	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
BMCS and SURVEY VARIABLES

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

BMCS cases only

FREQ	Prcnt	HAZ. MAT. IN CARGO
98	2.0	1. Hazardous cargo
1572	31.8	2. Non-hazardous cargo
3274	66.2	8. Not applicable (Survey case)
0	0.0	9. Unknown

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

BMCS cases only

FREQ	Prcnt	DRIVER KILLED
321	6.5	1. Yes
1348	27.3	2. No
3274	66.2	8. Not applicable (Survey case)
1	0.0	9. Unknown

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

BMCS cases only

FREQ	Prcnt	DRIVER INJURED
420	8.5	1. Yes
1245	25.2	2. No
3274	66.2	8. Not applicable (Survey case)
5	0.1	9. Unknown

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

BMCS cases only

FREQ	Prcnt	TOTAL KILLED IN VEHICLE
1321	26.7	00. 0 killed
304	6.1	01. 1 killed
42	0.8	02. 2 killed
3	0.1	03. 3 killed

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
 BMCS and SURVEY VARIABLES

FREQ	Prcnt	Var 1074	TOTAL KILLED IN VEHICLE
3274	66.2	98.	Not applicable (Survey case)
0	0.0	99.	Unknown

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

BMCS cases only

FREQ	Prcnt	TOTAL	INJURED IN VEHICLE
1215	24.6	00.	0 injured
389	7.9	01.	1 injured
55	1.1	02.	2 injured
6	0.1	03.	3 injured
4	0.1	04.	4 injured
1	0.0	05.	5 injured
3274	66.2	98.	Not applicable (Survey case)
0	0.0	99.	Unknown

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

BMCS cases only

FREQ	Prcnt	TOTAL	KILLED IN ACCIDENT
1346	27.2	01.	1 killed
234	4.7	02.	2 killed
60	1.2	03.	3 killed
17	0.3	04.	4 killed
10	0.2	05.	5 killed
1	0.0	06.	6 killed
2	0.0	07.	7 killed
3274	66.2	98.	Not applicable (Survey case)
0	0.0	99.	Unknown

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

BMCS cases only

FREQ	Prcnt	TOT.	INJURED IN ACCIDENT
883	17.9	00.	0 injured
421	8.5	01.	1 injured

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
BMCS and SURVEY VARIABLES

FREQ	Prcnt	Var 1077	TOT. INJURED IN ACCIDENT
187	3.8	02.	2 injured
93	1.9	03.	3 injured
37	0.7	04.	4 injured
15	0.3	05.	5 injured
11	0.2	06.	6 injured
5	0.1	07.	7 injured
4	0.1	08.	8 injured
5	0.1	09.	9 injured
3	0.1	10.	10 injured
2	0.0	12.	12 injured
1	0.0	16.	16 injured
1	0.0	17.	17 injured
1	0.0	22.	22 injured
1	0.0	27.	27 injured
3274	66.2	98.	Not applicable (Survey case)
0	0.0	99.	Unknown

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

BMCS cases only

FREQ	Prcnt	WEATHER
240	4.9	1. Rain
1145	23.2	2. Clear
68	1.4	3. Snow
37	0.7	4. Fog/smog
147	3.0	5. Cloudy/overcast
8	0.2	6. Sleet
10	0.2	7. Other
3274	66.2	8. Not applicable (Survey case)
15	0.3	9. Unknown

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

BMCS cases only

FREQ	Prcnt	LIGHT CONDITION
786	15.9	1. Daylight
60	1.2	2. Artificial lights
66	1.3	3. Dawn
7	0.1	4. Other
53	1.1	5. Dusk
676	13.7	6. Dark

FREQ Prcnt Var 1079 LIGHT CONDITION

3274	66.2	8. Not applicable (Survey case)
22	0.4	9. Unknown

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

BMCS cases only

FREQ Prcnt ROAD SURFACE CONDITION

1230	24.9	1. Dry
308	6.2	2. Wet
41	0.8	3. Snowy
64	1.3	4. Icy
11	0.2	5. Other
3274	66.2	8. Not applicable (Survey case)
16	0.3	9. Unknown

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

BMCS cases only

FREQ Prcnt NUMBER OF LANES

19	0.4	1. 1 lane
866	17.5	2. 2 lanes
83	1.7	3. 3 lanes
670	13.6	4. 4 or more lanes
3274	66.2	8. Not applicable (Survey case)
32	0.6	9. Unknown

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

BMCS cases only

FREQ Prcnt HIGHWAY TYPE

754	15.3	1. Divided
860	17.4	2. Undivided
3274	66.2	8. Not applicable (Survey case)
56	1.1	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
BMCS and SURVEY VARIABLES

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

BMCS cases only

FREQ	Prcnt	CARGO (BMCS)
542	11.0	01. General freight
45	0.9	02. Household goods
105	2.1	03. Metal: coils, sheets, etc
47	1.0	04. Heavy machinery
25	0.5	05. Motor vehicles
0	0.0	06. Driveaway/towaway
10	0.2	07. Gases in bulk
110	2.2	08. Solids in bulk
104	2.1	09. Liquids in bulk
1	0.0	10. Explosives
50	1.0	11. Logs/poles/lumber
384	7.8	12. None (empty)
171	3.5	13. Refrigerated food
0	0.0	14. Mobile home
70	1.4	15. Farm products
3	0.1	16. Other
3274	66.2	98. Not applicable (Survey case)
3	0.1	99. Unknown

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

Both SURVEY and BMCS cases

FREQ	Prcnt	INTERVIEW STATUS
3010	60.9	1. Completed
3	0.1	2. Refusal
188	3.8	3. Partial
73	1.5	4. Unable to contact
1670	33.8	9. No interview

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

Both SURVEY and BMCS cases

FREQ	Prcnt	SOURCE OF INFORMATION
77	1.6	1. Police report
2985	60.4	2. Interview
1670	33.8	4. Match with BMCS

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
BMCS and SURVEY VARIABLES

Page 87

FREQ	Prcnt	Var 1085	SOURCE OF INFORMATION
212	4.3	5.	Mail Survey
0	0.0	9.	None

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
BMCS and SURVEY VARIABLES

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

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

SURVEY cases only

FREQ	Prcnt	1ST QUESTION DERIVED
1443	29.2	00. None
229	4.6	07. Question 7
56	1.1	08. Question 8
126	2.5	13. Question 13
1	0.0	14. Question 14
9	0.2	15. Question 15
16	0.3	16. Question 16
586	11.9	17. Question 17
52	1.1	18. Question 18
362	7.3	19. Question 19
337	6.8	20. Question 20
33	0.7	21. Question 21
11	0.2	23. Question 23
13	0.3	27. Question 27
1670	33.8	99. Not applicable (BMCS case)

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

SURVEY cases only

FREQ	Prcnt	2ND QUESTION DERIVED
2020	40.9	00. None
17	0.3	07. Question 7
34	0.7	08. Question 8
42	0.8	13. Question 13
3	0.1	15. Question 15
11	0.2	16. Question 16
98	2.0	17. Question 17
124	2.5	18. Question 18
621	12.6	19. Question 19
142	2.9	20. Question 20
153	3.1	21. Question 21

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
 BMCS and SURVEY VARIABLES

FREQ Prcnt Var 1089 2ND QUESTION DERIVED

6	0.1	23. Question 23
3	0.1	27. Question 27
1670	33.8	99. Not applicable (BMCS case)

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

SURVEY cases only

FREQ Prcnt 3RD QUESTION DERIVED

2718	55.0	00. None
24	0.5	07. Question 7
10	0.2	08. Question 8
18	0.4	13. Question 13
4	0.1	16. Question 16
29	0.6	17. Question 17
28	0.6	18. Question 18
168	3.4	19. Question 19
207	4.2	20. Question 20
61	1.2	21. Question 21
1	0.0	22. Question 22
2	0.0	23. Question 23
4	0.1	27. Question 27
1670	33.8	99. Not applicable (BMCS case)

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

SURVEY cases only

FREQ Prcnt 4TH QUESTION DERIVED

3038	61.4	00. None
10	0.2	07. Question 7
4	0.1	08. Question 8
5	0.1	13. Question 13
2	0.0	16. Question 16
2	0.0	17. Question 17
8	0.2	18. Question 18
46	0.9	19. Question 19
69	1.4	20. Question 20
86	1.7	21. Question 21
2	0.0	23. Question 23
2	0.0	27. Question 27
1670	33.8	99. Not applicable (BMCS case)

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
BMCS and SURVEY VARIABLES

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

SURVEY cases only

FREQ	Prct	5TH QUESTION DERIVED
3202	64.8	00. None
3	0.1	07. Question 7
5	0.1	08. Question 8
2	0.0	17. Question 17
2	0.0	18. Question 18
2	0.0	19. Question 19
23	0.5	20. Question 20
30	0.6	21. Question 21
4	0.1	22. Question 22
1	0.0	23. Question 23
1670	33.8	99. Not applicable (BMCS case)

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

SURVEY cases only

FREQ	Prct	6TH QUESTION DERIVED
3258	65.9	00. None
1	0.0	17. Question 17
2	0.0	18. Question 18
1	0.0	19. Question 19
10	0.2	21. Question 21
1	0.0	22. Question 22
1	0.0	23. Question 23
1670	33.8	99. Not applicable (BMCS case)

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

SURVEY cases only

FREQ	Prct	7TH QUESTION DERIVED
3271	66.2	00. None
2	0.0	19. Question 19
1	0.0	20. Question 20
1670	33.8	99. Not applicable (BMCS case)

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
 BMCS and SURVEY VARIABLES

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

SURVEY cases only

FREQ	Prcnt	8TH QUESTION DERIVED
3271	66.2	00. None
2	0.0	20. Question 20
1	0.0	21. Question 21
1670	33.8	99. Not applicable (BMCS case)

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

SURVEY cases only

FREQ	Prcnt	9TH QUESTION DERIVED
3272	66.2	00. None
2	0.0	21. Question 21
1670	33.8	99. Not applicable (BMCS case)

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

SURVEY cases only

FREQ	Prcnt	10TH QUESTION DERIVED
3274	66.2	00. None
1670	33.8	99. Not applicable (BMCS case)

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1983
BMCS and SURVEY VARIABLES

APPENDIX

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 / /
Month Day Year

NOTE: Put all information/calculations on this form.

START HERE:

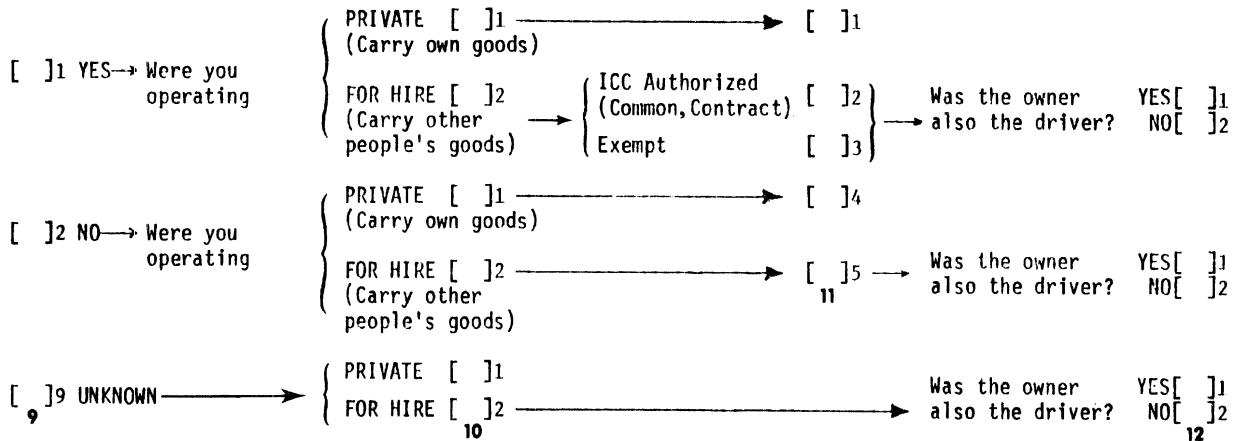
- 5. Owner Name _____
- 6. Owner's Business Type _____

VEHICLE USE

7. Operating Authority at the Time of the Accident

- [] Was this a daily rental truck? YES []7
 - [] Was this truck govt. owned? YES []6
(city/county/state/federal)
- SKIP TO QUESTION 8.

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



8. Type of Trip

- Local (*within a 50 mile radius of base*) []2
- Over-the-Road
 - Less than 200 miles one-way intended trip distance []3
 - Greater than 200 miles one-way intended trip distance []4
 - Unknown over-the-road trip distance []5

POWER UNIT

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

10. Power Unit Model _____
(Name or No.)

11. Power Unit Model Year: 19 _____
(from registration) 16 17

12. Power Unit Cab Style

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

18

13. Fuel

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

(Specify) 19

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

VEHICLE CONFIGURATION

	<u>POWER UNIT</u>	<u>FIRST TRAILER</u>	<u>SECOND TRAILER</u>	<u>THIRD TRAILER</u>
14. TYPE:	Tractor [] 8	Semi [] 1		
	St. Trk. [] 1	Full [] 2	Full [] 2	Full [] 2
	20	Other [] 3	Other [] 3	Other [] 3
		None [] 4	None [] 4	None [] 4
		23	26	29

15. BODY STYLE:	Tractor [] 0			
	Van [] 1	Van [] 1	Van [] 1	Van [] 1
	Flatbed [] 2	Flatbed [] 2	Flatbed [] 2	Flatbed [] 2
	Tanker [] 3	Tank [] 3	Tank [] 3	Tank [] 3
	Dump [] 6	Auto C. [] 4	Auto C. [] 4	Auto C. [] 4
	Refuse [] 7	Dump [] 6	Dump [] 6	Dump [] 6
	Other [] 8	Other [] 8	Other [] 8	Other [] 8
	21	24	27	30
	(Specify)	(Specify)	(Specify)	(Specify)

16. NO. OF AXLES:		One [] 1	One [] 1	One [] 1
	Two [] 2	Two [] 2	Two [] 2	Two [] 2
	Three [] 3	Three [] 3	Three [] 3	Three [] 3
	Four + [] 4	Four + [] 4	Four + [] 4	Four + [] 4
	22	25	28	31

LENGTH AND WEIGHT

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

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

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

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

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

19. What are the EMPTY WEIGHTS of the units?
TRAC/ST TRK. _____ Lbs.

1ST TRLR. _____ Lbs.

2ND TRLR. _____ Lbs.

3RD TRLR. _____ Lbs.

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

[1]
80
Dup Col 1-8

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

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

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

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

23. Cargo _____
(Specify and code below)

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

24. Hazardous Cargo
Yes [] 1 [] 1 [] 1 [] 1
No [] 2 [] 2 [] 2 [] 2
40 43 46 49

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

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

50

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

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

51

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

*** END OF INTERVIEW ***

Thank you for your cooperation.

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

REMAINDER TO BE COMPLETED BY EDITOR.

29. Interview Status

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

56

30. Source

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

57

DERIVED INFORMATION (*Insert question numbers.*)

58 59

68 69

60 61

70 71

62 63

72 73

64 65

74 75

66 67

76 77

[2]
80