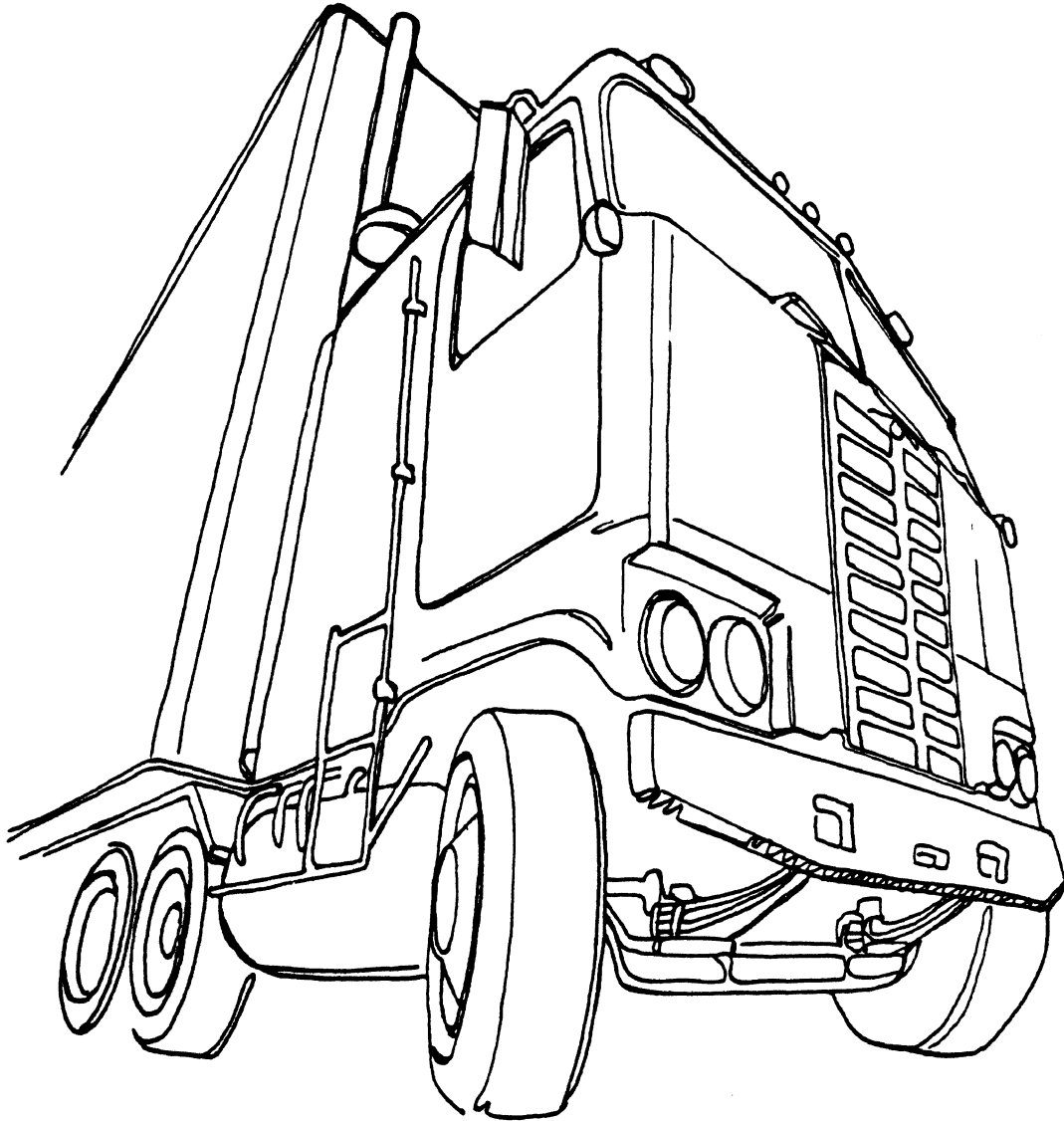


Trucks Involved in Fatal Accidents, 1986

CENTER FOR NATIONAL TRUCK STATISTICS



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(Version March 9, 1990)

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16. Abstract <p>This report provides one-way frequencies for all the vehicles in UMTRI's file of Trucks Involved in Fatal Accidents, 1986. This file combines the coverage of the FARS data with the detail of the OMC data. Where no OMC report could be found for a medium or heavy truck listed by FARS, UMTRI conducted a survey, by telephone interview, to obtain the desired information on ownership, type of trip, vehicle configuration, cargo weights, and lengths.</p> <p>Tractors accounted for 70.7% of the power units. Tractors with twin trailers made up only 4.5% of the involvements. Only 20.7% of the accidents occurred on Interstate highways. Night and twilight comprised 37.7% of the accidents. This dataset has 5,244 cases, down 2.9% from 5,400 last year.</p>					
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The Motor Vehicle Manufacturers Association and the American Trucking Associations generously provided research funds for the data collection.

EXECUTIVE SUMMARY

The UMTRI dataset of Trucks Involved in Fatal Accidents, 1986, 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 1986. (There were additional problems with California and Mississippi which will be explained in the Introduction). In particular, it gives information on the vehicle and cargo that is not contained in the computerized data from the Fatal Accident Reporting System (FARS). The UMTRI file is a combination of telephone surveys, Office of Motor Carriers (MCS 50-T) accident reports matched with FARS cases, and supplementary data coded from police accident reports.

Overall the UMTRI survey found that the power unit was a straight truck in 1,414 cases, or 27.0 percent, of the 5,244 medium and heavy trucks involved in fatal accidents in 1986, and that 3,708 power units, or 70.7 percent, were tractors. A determination of power unit type could not be made for 122 trucks, or 2.3 percent.

The type of company operating the vehicle was also ascertained: 3,323, or 63.4 percent, of the involved medium and heavy trucks were found to be operated by interstate carriers, and 1,129 trucks, or 21.5 percent, by intrastate-only carriers. The rest, 792, or 15.1 percent, were either owned by some government entity, were used for daily rental, or were of unknown ownership. For-hire carriers accounted for 2,632, or 50.2 percent, of the involved vehicles, private carriers for 2,049, or 39.1 percent. ICC authorized carriers operated 2,041 or 38.9 percent of the involved vehicles.

Comparing the 1985 TIFA file to 1986 shows some possible trends. There were 5,244 trucks involved in fatal accidents in 1986, which was a 2.9 percent decrease from the number involved in 1985. The number of tractor semitrailers and of straight trucks were both down from 1985 by about the same proportion. Interestingly, the number of involvements of tractors running bobtail (146), that is, with no trailers, was almost unchanged from 1985 (149), while the number of doubles involvements rose 29 percent (182 in 1985 to 235 in 1986). This is almost exactly the opposite of the trend between 1984 and 1985.

INTRODUCTION

Overview

This report documents the March 9, 1990, version of the Trucks Involved in Fatal Accidents, 1986, dataset. The report summarizes all the information in the computerized data file. This file describes all medium and heavy trucks that were involved in fatal accidents in the continental United States, excluding Alaska, during calendar year 1986. 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 "July 14, 1987" version of the Fatal Accident Reporting System (FARS) file for 1986 accidents, developed by the National Highway Traffic Safety Administration (NHTSA).

Mississippi did not send any police reports. There were 119 FARS cases for Mississippi. After matching with the MCS 50-T reports, 95 cases from Mississippi were left for interviewing. These 95 cases are included in the file but with all the interview fields left unknown. For these cases, Interview Status (variable 1084) has been coded "unable to contact" (4), and Source of Information (variable 1085) has been coded "none" (9). Due to changes in the interpretation of California's confidentiality law, that state prohibited contact with anyone named in police accident reports. There were 547 California cases, of which 102 were matched with MCS 50-T reports. Consequently, for the remaining 445 cases only information which could be gleaned from their police reports was included in the file. In addition, the State of Iowa does not send police reports. They do send a list of the names and addresses of the owners and drivers of trucks involved. However, when we are unable to contact the owner or the driver, we have no way of finding the secondary sources usually listed on a police report and we cannot code from the police report itself. The inclusion of these cases is reflected in higher missing data rates for all other interview variables.

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

In addition to the variables from FARS (variables 1 through 326), there is a set of variables (numbers 1001 through 1097) that contain the more detailed description of the vehicle and its cargo that is on the MCS 50-T report submitted by interstate carriers of goods to the Office of Motor Carriers (OMC) in the Federal Highway Administration. Such

carriers were required to report to OMC all accidents resulting in a fatality, in an injury that was treated away from the scene, or in property damage of \$4,200 or more. The MCS 50-T form includes 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.¹ 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 MCS 50-T information for all medium and heavy trucks involved in fatal accidents, not just those operated by interstate motor carriers and reported to the Office of Motor Carriers.

This dataset is substantially similar in detail and coverage to the Trucks Involved in Fatal Accidents, files for 1982 through 1985. 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 OMC cases to FARS cases, in identifying the appropriate respondent to contact when a match could not be made, and in checking responses for accuracy. As mentioned earlier, Mississippi did not provide police accident reports for 1986.

The preferred source of information to supplement FARS was a MCS 50-T report for the involved vehicle. A two-stage procedure was used to match the fatal cases reported to OMC with the corresponding case in FARS. 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

¹This information is recorded in Variable 108. In generating the sample of cases, certain categories of trucks which are coded as having a GVWR under 10,000 pounds were sampled. Each such case was examined individually. Many of them were subsequently determined to have a GVWR over 10,000 pounds and are included in the survey.

might be successful on a subsequent pass using a different set of match variables). The information on the cases that failed on the check variables was retained and the potential match was later reviewed at the hand-matching stage.

There were 2,114 MCS 50-T reports for fatal accidents. Each of these should match one of the 5,519 FARS cases in the original subset.² The results of the matching procedures are shown in the following table.³ Overall 78.9 percent of the MCS 50-T reports were matched, but this meant completion of only 30.2 percent of the FARS cases.

COMPUTER AND HAND MATCHES BETWEEN 1986 FARS AND OMC

Data Source	No. of Cases in Subset	Computer Matched		Hand Matched		Total Matched	
		N	%	N	%	N	%
FARS	5,519	1,377	24.9	292	5.3	1,669	30.2
OMC	2,114	1,377	65.1	292	13.8	1,669	78.9

A system of data collection was set up to handle the remaining 69.8 percent of the FARS cases. Information was collected primarily by telephone interview. 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 who investigated 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. For such cases, 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.

²The final dataset has 5,244 cases, because 275 were deleted as "non-sample."

³Hand matches are made using the police reports sent by the states.

Interviews were completed for 2,813 of the 3,850 FARS cases not matched with OMC, or 73.1 percent. Another 275 cases, 7.1 percent, were determined to be "non-sample." Partial interviews were done for 113 cases, or 2.9 percent. Unable to contact (no police report sent and coded from police report) accounted for 649 cases, or 16.9 percent.

The combination of completed telephone interviews, cases determined to be non-sample, and coding from police accident reports produced a completion rate of 94.1 percent (3,623 cases) for the 3,850 survey cases. But, keep in mind that this high completion rate is inflated by the unusually large number of cases which had to be coded from police reports, rather than from survey interviews. No cases ended in refusal, and the remaining 227 cases, or 5.9 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 OMC yields an overall completion rate of 95.9 percent of the original 5,519 FARS cases.

Number of Cases

The July 14, 1987 version of the 1986 FARS file has 5,519 vehicles (excluding firetrucks) involved in fatal accidents in the continental United States, excluding Alaska, with a Body Type code of 70 through 78, a medium or heavy truck defined either by Body Type code or by the code returned by decoding the VIN. However, some of the selected vehicles were subsequently found to have been light rather than medium or heavy trucks. In particular, a significant number of vehicles coded by FARS as straight trucks with a GVW greater than 10,001 and less than 19,500 pounds (Body Type 70) turned out to be pickups and other light trucks. These were designated "non-sample vehicles." Also designated non-sample were those vehicles that did not conform to the prerequisites for inclusion in FARS. These were vehicles parked off the roadway (e.g., on the shoulder) or properly parked at the side of the road. In total, 275 vehicles, mostly light trucks, were deleted from the file as non-sample vehicles. This left a total of 5,244 valid cases. Each distribution in this report sums to these 5,244 cases.⁴

Cases where the data, as received from OMC, contained "wild" or inconsistent codes in vehicle-related variables have been reviewed and corrected. In addition one variable in the version of the 1986 OMC 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). All cases where the OMC 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

⁴Variables 43, 137, and 223 are multiple response variables. For these variables, the tabulated frequencies sum to 5,244 times the number of responses indicated for the variable.

where the OMC 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, an empty weight might have been estimated for a tractor by decoding the VIN to identify the model, consulting the manufacturer's specifications for the frame weight, and then adding the appropriate amount for added equipment.

Obtaining Information from the Dataset

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

However, many research questions require more detailed cross-classification of the data. In general, different types of trucks are used differently. In comparing the accident experience of straight trucks with that of tractor-semitrailers, for example, one might wish to examine the distributions of trip type and carrier type. While this dataset is not accessible by public users of the Michigan Terminal System, the staff of the Statistical Research Group of UMTRI will be pleased to make the appropriate runs for outside users. Requests for consultation on and analysis of the data are welcomed and may be addressed to Ken Campbell or Dan Blower 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, 1986
FARS ACCIDENT VARIABLES

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
1	CASE STATE	2	Numeric		15
2	CASE NUMBER	4	Numeric		16
5	CITY	4	Numeric		16
6	COUNTY	3	Numeric		16
7	ACCIDENT DATE - MONTH	2	Numeric		17
8	ACCIDENT DATE - DAY	2	Numeric		17
9	ACCIDENT DATE - YEAR	2	Numeric		17
10	ACCIDENT TIME - HOUR	2	Numeric		18
11	ACCIDENT TIME - MINUTE	2	Numeric		18
12	NO OF VEHICLE FORMS	2	Numeric		19
13	NO OF PERSON FORMS	2	Numeric		19
14	LAND USE	1	Numeric		19
15	ROADWAY FUNCTION CLASS	1	Numeric		19
16	FEDERAL AID SYSTEM	1	Numeric		20
17	CLASS TRAFFICWAY	1	Numeric		20
18	TRAFFICWAY IDENTIFIER	10	Alpha		20
19	MILEPOINT	5	Numeric		21
20	SPECIAL JURISDICTION	1	Numeric		21
21	FIRST HARMFUL EVENT	2	Numeric		21
22	MANNER OF COLLISION	1	Numeric		22
23	RELATION TO JUNCTION	1	Numeric		23
24	RELATION TO ROADWAY	1	Numeric		23
25	TRAFFICWAY FLOW	1	Numeric		23
26	NO OF TRAVEL LANES	1	Numeric		24
27	SPEED LIMIT	2	Numeric		24
28	ROADWAY ALIGNMENT	1	Numeric		25
29	ROADWAY PROFILE	1	Numeric		25
30	ROADWAY SURFACE TYPE	1	Numeric		25
31	ROADWAY SURFACE CONDITION	1	Numeric		25
32	TRAFFIC CONTROL DEVICE	2	Numeric		26
33	TRAFFIC CONT FUNCTIONING	1	Numeric		27
34	HIT AND RUN	1	Numeric		27
35	LIGHT CONDITION	1	Numeric		28
36	ATMOSPHERIC CONDITIONS	1	Numeric		28
37	CONSTRUCTION/MAINT ZONE	1	Numeric		28
38	EMS NOTIFIED - HOUR	2	Numeric		29
39	EMS NOTIFIED - MINUTE	2	Numeric		29
40	EMS ARRIVAL - HOUR	2	Numeric		29
41	EMS ARRIVAL - MINUTE	2	Numeric		29
42	SCHOOL BUS RELATED	1	Numeric		30
43	ACCIDENT RELATED FACTORS	2	Numeric	3	30
44	RAIL GRADE CROSSING ID	7	Alpha		30
45	NO OF FATALITIES IN ACC	2	Numeric		31
46	DAY OF WEEK	1	Numeric		31
47	NO OF DRINKING DRIVERS	1	Numeric		31

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
FARS VEHICLE VARIABLES

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Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
104	VEHICLE NUMBER	2	Numeric		33
106	VEHICLE MAKE	2	Numeric		33
107	VEHICLE MAKE-MODEL	4	Numeric		34
108	BODY TYPE	2	Numeric		36
109	MODEL YEAR	2	Numeric		37
110	VIN	10	Alpha		37
121	REGISTRATION STATE	2	Numeric		37
122	ROLLOVER	1	Numeric		39
123	JACKKNIFE	1	Numeric		39
124	TRAVEL SPEED	2	Numeric		39
125	HAZARDOUS CARGO	1	Numeric		40
126	VEHICLE TRAILERING	1	Numeric		40
127	SPECIAL USE	1	Numeric		40
128	EMERGENCY USE	1	Numeric		41
129	IMPACT POINT - INITIAL	2	Numeric		41
130	IMPACT POINT - PRINCIPAL	2	Numeric		41
131	EXTENT OF DEFORMATION	1	Numeric		42
132	VEHICLE ROLE	1	Numeric		42
133	MANNER OF LEAVING SCENE	1	Numeric		42
134	FIRE OCCURRENCE	1	Numeric		43
135	NO OF OCCUPANTS	2	Numeric		43
136	NO OF DEATHS IN VEH	2	Numeric		43
137	VEHICLE RELATED FACTORS	2	Numeric	2	43
138	VEHICLE MANEUVER	2	Numeric		44
139	MOST HARMFUL EVENT	2	Numeric		45
145	VIN TRUCK FUEL CODE	1	Numeric		46
146	VIN TRUCK WEIGHT CODE	1	Numeric		46
147	VIN TRUCK SERIES	3	Alpha		46
149	LENGTH OF VIN	2	Numeric		47
150	NO OF UNINJURED IN VEH	2	Numeric		48
151	NO OF C-INJURED IN VEH	2	Numeric		48
152	NO OF B-INJURED IN VEH	2	Numeric		48
153	NO OF A-INJURED IN VEH	2	Numeric		49
154	NO OF K-INJURED IN VEH	2	Numeric		49
155	NO OF UNK INJURED IN VEH	2	Numeric		49
206	DRIVER PRESENCE	1	Numeric		50
207	DRIVER DRINKING	1	Numeric		50
208	LICENSE STATE	2	Numeric		50
209	LICENSE CLASS COMPLIANCE	1	Numeric		51
210	LICENSE STATUS	1	Numeric		52
211	LICENSE RESTRICTIONS MET	1	Numeric		52
212	DRIVER TRAINING	1	Numeric		52
213	VIOLATIONS CHARGED	1	Numeric		53
214	NO OF PREV ACCIDENTS	2	Numeric		53
215	NO OF PREV SUSPENSIONS	2	Numeric		53
216	NO OF PREV DWI CONVICTNS	2	Numeric		54
217	NO OF PREV SPEEDING CONV	2	Numeric		54
218	NO OF PREV OTHER MV CONV	2	Numeric		54
219	LAST ACC/SUSPNSN - MONTH	2	Numeric		55
220	LAST ACC/SUSPNSN - YEAR	2	Numeric		55

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
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		55
222	1ST ACC/SUSPENSN - YEAR	2	Numeric		56
223	DRIVER RELATED FACTORS	2	Numeric	3	56

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
 FARS PERSON VARIABLES

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<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	OCCUPANT NUMBER	2	Numeric		59
307	OCCUPANT AGE	2	Numeric		59
308	OCCUPANT SEX	1	Numeric		59
309	OCCUPANT TYPE	1	Numeric		60
310	OCC SEATING POSITION	2	Numeric		60
311	MANUAL RESTRAINT SYS	1	Numeric		60
312	AUTOMATIC RESTRAINT SYS	1	Numeric		60
314	OCCUPANT EJECTION	1	Numeric		61
315	OCCUPANT EXTRICATION	1	Numeric		61
316	OCC ALCOHOL INVOLVEMENT	1	Numeric		61
317	OCC ALCOHOL TEST RESULT	2	Numeric		61
318	OCCUPANT INJURY SEVERITY	1	Numeric		62
319	OCC TAKEN TO HOSPITAL	1	Numeric		62
320	OCC DEATH DATE - MONTH	2	Numeric		62
321	OCC DEATH DATE - DAY	2	Numeric		63
322	OCC DEATH DATE - YEAR	2	Numeric		63
323	OCC DEATH TIME - HOURS	2	Numeric		63
324	OCC DEATH TIME - MINUTES	2	Numeric		64
325	LAG TIME ACC/DEATH - HRS	3	Numeric		64
326	LAG TIME ACC/DEATH - MIN	2	Numeric		64

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
 OMC 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	OMC ID	5	Numeric		65
1002	STATE OF CARRIER	2	Numeric		65
1003	AREA OF OPERATION	1	Numeric		66
1004	OPERATING AUTHORITY	1	Numeric		67
1005	CARRIER TYPE	1	Numeric		67
1006	OWNER OPERATOR	1	Numeric		67
1007	TRIP TYPE	1	Numeric		68
1009	DISTRICT TYPE	1	Numeric		68
1010	MONTH	2	Numeric		68
1011	DAY	2	Numeric		69
1012	HOUR	2	Numeric		69
1013	MINUTE	2	Numeric		70
1014	ACCIDENT TYPE	1	Numeric		70
1015	OTHER OBJECT INVOLVED	2	Numeric		70
1016	VEHICLE #1 ACTION	2	Numeric		71
1017	VEHICLE #2 ACTION	2	Numeric		71
1018	VEHICLE #3 ACTION	2	Numeric		72
1019	PRIMARY EVENT	1	Numeric		73
1020	ASSOC. ACCIDENT EVENT	1	Numeric		73
1021	DRIVER AGE	2	Numeric		73
1022	YEARS DRIVER EMPLOYED	2	Numeric		75
1023	HOURS DRIVING	2	Numeric		76
1024	SCHEDULED HOURS	2	Numeric		76
1025	DRIVER CONDITION	1	Numeric		77
1026	POWER UNIT TYPE	1	Numeric		77
1027	STRT. TRUCK BODY STYLE	1	Numeric		77
1028	CAB STYLE	1	Numeric		78
1029	POWER UNIT YEAR	2	Numeric		78
1030	POWER UNIT NO. OF AXLES	1	Numeric		79
1031	POWER UNIT MAKE	2	Numeric		79
1032	POWER UNIT LENGTH	3	Numeric		80
1033	STRAIGHT TRUCK CARGO	2	Numeric		80
1034	STRT. TRUCK HAZ. CARGO	1	Numeric		81
1035	STRT. TRUCK CARGO WEIGHT	6	Numeric		81
1036	POWER UNIT EMPTY WEIGHT	6	Numeric		82
1037	1ST TRAILER TYPE	1	Numeric		82
1038	1ST TRAILER YEAR	2	Numeric		82
1039	1ST TRAILER NO. OF AXLES	2	Numeric		83
1040	1ST TRAILER BODY	1	Numeric		83
1041	1ST TRAILER CARGO	2	Numeric		84
1042	1ST TRAILER HAZ. CARGO	1	Numeric		84
1043	1ST TRAILER CARGO WEIGHT	6	Numeric		85
1044	1ST TRAILER EMPTY WEIGHT	6	Numeric		85
1045	1ST TRAILER LENGTH	3	Numeric		85
1046	2ND TRAILER TYPE	1	Numeric		87
1047	2ND TRAILER YEAR	2	Numeric		87
1048	2ND TRAILER NO. OF AXLES	2	Numeric		88
1049	2ND TRAILER BODY	1	Numeric		88
1050	2ND TRAILER CARGO	2	Numeric		88
1051	2ND TRAILER HAZ. CARGO	1	Numeric		89

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
OMC and SURVEY VARIABLES

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
1052	2ND TRAILER CARGO WEIGHT	6	Numeric		89
1053	2ND TRAILER EMPTY WEIGHT	6	Numeric		90
1054	2ND TRAILER LENGTH	3	Numeric		90
1055	3RD TRAILER TYPE	1	Numeric		91
1056	3RD TRAILER NO. OF AXLES	2	Numeric		91
1057	3RD TRAILER BODY	1	Numeric		91
1058	3RD TRAILER CARGO	2	Numeric		92
1059	3RD TRAILER HAZ. CARGO	1	Numeric		92
1060	3RD TRAILER CARGO WEIGHT	6	Numeric		93
1061	3RD TRAILER EMPTY WEIGHT	6	Numeric		93
1062	3RD TRAILER LENGTH	3	Numeric		93
1063	VEHICLE COMBINATION CODE	2	Numeric		94
1064	NO. OF TRAILERS	1	Numeric		94
1065	TOTAL LENGTH	3	Numeric		94
1066	TOTAL WIDTH	2	Numeric		95
1067	TOTAL CARGO WEIGHT	6	Numeric		95
1068	GROSS WEIGHT	6	Numeric		95
1069	EMPTY COMBINATION WEIGHT	6	Numeric		96
1070	FUEL TYPE	1	Numeric		96
1071	HAZ. MAT. IN CARGO	1	Numeric		96
1072	DRIVER KILLED	1	Numeric		96
1073	DRIVER INJURED	1	Numeric		97
1074	TOTAL KILLED IN VEHICLE	2	Numeric		97
1075	TOTAL INJURED IN VEHICLE	2	Numeric		97
1076	TOTAL KILLED IN ACCIDENT	2	Numeric		98
1077	TOT. INJURED IN ACCIDENT	2	Numeric		98
1078	WEATHER	1	Numeric		98
1079	LIGHT CONDITION	1	Numeric		99
1080	ROAD SURFACE CONDITION	1	Numeric		99
1081	NUMBER OF LANES	1	Numeric		100
1082	HIGHWAY TYPE	1	Numeric		100
1083	CARGO (OMC)	2	Numeric		100
1084	INTERVIEW STATUS	1	Numeric		101
1085	SOURCE OF INFORMATION	1	Numeric		101
1088	1ST QUESTION DERIVED	2	Numeric		102
1089	2ND QUESTION DERIVED	2	Numeric		102
1090	3RD QUESTION DERIVED	2	Numeric		103
1091	4TH QUESTION DERIVED	2	Numeric		103
1092	5TH QUESTION DERIVED	2	Numeric		103
1093	6TH QUESTION DERIVED	2	Numeric		104
1094	7TH QUESTION DERIVED	2	Numeric		104
1095	8TH QUESTION DERIVED	2	Numeric		104
1096	9TH QUESTION DERIVED	2	Numeric		105
1097	10TH QUESTION DERIVED	2	Numeric		105

The ACCIDENT Variables

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

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

FREQ	Prct	CASE STATE
117	2.2	01. Alabama
0	0.0	02. Alaska
81	1.5	04. Arizona
113	2.2	05. Arkansas
547	10.4	06. California
48	0.9	08. Colorado
46	0.9	09. Connecticut
17	0.3	10. Delaware
3	0.1	11. District of Columbia
299	5.7	12. Florida
215	4.1	13. Georgia
0	0.0	15. Hawaii
26	0.5	16. Idaho
199	3.8	17. Illinois
161	3.1	18. Indiana
63	1.2	19. Iowa
70	1.3	20. Kansas
91	1.7	21. Kentucky
136	2.6	22. Louisiana
25	0.5	23. Maine
94	1.8	24. Maryland
82	1.6	25. Massachusetts
129	2.5	26. Michigan
78	1.5	27. Minnesota
119	2.3	28. Mississippi
153	2.9	29. Missouri
36	0.7	30. Montana
48	0.9	31. Nebraska
15	0.3	32. Nevada
18	0.3	33. New Hampshire
123	2.3	34. New Jersey
39	0.7	35. New Mexico
221	4.2	36. New York
203	3.9	37. North Carolina
10	0.2	38. North Dakota
195	3.7	39. Ohio
82	1.6	40. Oklahoma
78	1.5	41. Oregon
250	4.8	42. Pennsylvania

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
FARS ACCIDENT VARIABLES

FREQ	Prct	Var 1	CASE STATE
0	0.0	43.	Puerto Rico
7	0.1	44.	Rhode Island
99	1.9	45.	South Carolina
26	0.5	46.	South Dakota
122	2.3	47.	Tennessee
363	6.9	48.	Texas
31	0.6	49.	Utah
10	0.2	50.	Vermont
143	2.7	51.	Virginia
56	1.1	53.	Washington
59	1.1	54.	West Virginia
78	1.5	55.	Wisconsin
20	0.4	56.	Wyoming

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

FREQ	Prct	CASE NUMBER ASSIGNED WITHIN STATES
5	0.1	0001.
		- . Case number
0	0.0	9999.

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

FREQ	Prct	CITY - GSA GEOGRAPHIC LOCATION CODE
3405	64.9	0000. Not applicable
0	0.0	0001.
		- . GSA code
0	0.0	9996.
66	1.3	9997. Other
1	0.0	9999. Unknown

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

FREQ	Prct	COUNTY - GSA GEOGRAPHIC LOCATION CODE
1	0.0	000. Not applicable
104	2.0	001.
		- . GSA code
0	0.0	996.
2	0.0	997. Other

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
 FARS ACCIDENT VARIABLES

FREQ Prcnt Var 6 COUNTY
 0 0.0 999. Unknown

Variable 7 **ACCIDENT DATE - MONTH** MD1: 99 Field Width: 2
 MD2: None Type: Numeric

FREQ Prcnt ACCIDENT DATE - MONTH

406	7.7	01. January
343	6.5	02. February
384	7.3	03. March
385	7.3	04. April
461	8.8	05. May
476	9.1	06. June
513	9.8	07. July
517	9.9	08. August
447	8.5	09. September
482	9.2	10. October
389	7.4	11. November
441	8.4	12. December

Variable 8 **ACCIDENT DATE - DAY** MD1: 99 Field Width: 2
 MD2: None Type: Numeric

FREQ Prcnt ACCIDENT DATE - DAY

153	2.9	01.
		- . Day of month
103	2.0	31.

Variable 9 **ACCIDENT DATE - YEAR** MD1: 99 Field Width: 2
 MD2: None Type: Numeric

FREQ Prcnt ACCIDENT DATE - YEAR

5244	100.0	86. 1986
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TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
FARS ACCIDENT VARIABLES

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

FREQ	Prcent	ACCIDENT TIME - HOUR
177	3.4	00. 12:01 am - 12:59 am
142	2.7	01. 1:00 am - 1:59 am
172	3.3	02. 2:00 am - 2:59 am
128	2.4	03. 3:00 am - 3:59 am
139	2.7	04. 4:00 am - 4:59 am
177	3.4	05. 5:00 am - 5:59 am
248	4.7	06. 6:00 am - 6:59 am
219	4.2	07. 7:00 am - 7:59 am
237	4.5	08. 8:00 am - 8:59 am
268	5.1	09. 9:00 am - 9:59 am
285	5.4	10. 10:00 am - 10:59 am
269	5.1	11. 11:00 am - 11:59 am
297	5.7	12. 12:00 pm - 12:59 pm
357	6.8	13. 1:00 pm - 1:59 pm
334	6.4	14. 2:00 pm - 2:59 pm
330	6.3	15. 3:00 pm - 3:59 pm
264	5.0	16. 4:00 pm - 4:59 pm
234	4.5	17. 5:00 pm - 5:59 pm
192	3.7	18. 6:00 pm - 6:59 pm
161	3.1	19. 7:00 pm - 7:59 pm
172	3.3	20. 8:00 pm - 8:59 pm
143	2.7	21. 9:00 pm - 9:59 pm
135	2.6	22. 10:00 pm - 10:59 pm
156	3.0	23. 11:00 pm - 11:59 pm
4	0.1	24. 12:00 midnight
4	0.1	99. Unknown

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

FREQ	Prcent	ACCIDENT TIME - MINUTE
476	9.1	00.
		- . Minute
21	0.4	59.
4	0.1	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
FARS ACCIDENT VARIABLES

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

FREQ Prcnt NO OF MOTOR-VEHICLES INVOLVED IN THE ACCIDENT

1075	20.5	01. 1 form
3392	64.7	02. 2 forms
544	10.4	03. 3 forms
136	2.6	04. 4 forms
53	1.0	05. 5 forms
18	0.3	06. 6 forms
8	0.2	07. 7 forms
9	0.2	08. 8 forms
2	0.0	09. 9 forms
1	0.0	12. 12 forms
6	0.1	24. 24 forms

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

FREQ Prcnt NO OF PERSONS INVOLVED IN THE ACCIDENT

433	8.3	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

1818	34.7	1. Urban area
3425	65.3	2. Rural area
1	0.0	9. Unknown

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

FREQ Prcnt ROADWAY FUNCTION CLASS

1074	20.5	1. Principal arterial - interstate
151	2.9	2. Principal arterial - other urban freeway or expressway
1910	36.4	3. Principal arterial - other
989	18.9	4. Minor arterial
92	1.8	5. Urban collector
617	11.8	6. Major rural collector

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
FARS ACCIDENT VARIABLES

FREQ Prcnt Var 15 ROADWAY FUNCTION CLASS

69	1.3	7. Minor rural collector
332	6.3	8. Local road or street
10	0.2	9. Unknown

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

FREQ Prcnt TA-1 CLASS - FHWA CLASSIFICATION

1074	20.5	1. Interstate
2501	47.7	2. Other Federal Aid primary
570	10.9	3. Federal Aid secondary
524	10.0	4. Federal Aid urban arterial
66	1.3	5. Federal Aid urban collector
25	0.5	6. Non-Federal Aid arterial
142	2.7	7. Non-Federal Aid collector
332	6.3	8. Non-Federal Aid local
10	0.2	9. Unknown

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

FREQ Prcnt CLASS TRAFFICWAY

1086	20.7	1. Interstate
1452	27.7	2. Other U.S. route
1694	32.3	3. Other state route
441	8.4	4. County road
469	8.9	5. Local street
93	1.8	8. Other
9	0.2	9. Unknown

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

FREQ Prcnt TRAFFICWAY IDENTIFIER

9999999999. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
FARS ACCIDENT VARIABLES

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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
5214	99.4	0. No special jurisdiction
6	0.1	1. National Park Service
2	0.0	2. Military
19	0.4	3. Indian reservation
0	0.0	4. College/university campus
2	0.0	5. Other federal properties
1	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
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Non-Collision Event:

246	4.7	01. Overturn
1	0.0	02. Fire/explosion
1	0.0	03. Immersion
0	0.0	04. Gas inhalation
26	0.5	05. Fell from vehicle
2	0.0	06. Injured in vehicle
37	0.7	07. Other non-collision

Collision With Object Not Fixed:

412	7.9	08. Pedestrian
86	1.6	09. Pedalcycle
23	0.4	10. Railway train
19	0.4	11. Animal
3852	73.5	12. Motor vehicle in transport
89	1.7	13. Motor vehicle in transport in other roadway
43	0.8	14. Parked motor vehicle

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
FARS ACCIDENT VARIABLES

FREQ Prcnt Var 21 FIRST HARMFUL EVENT

10	0.2	15. Other type non-motorist
0	0.0	16. Thrown or falling object
3	0.1	17. Boulder
20	0.4	18. Other object (not fixed)

Collision With Fixed Object:

3	0.1	19. Building
1	0.0	20. Impact attenuator/crash cushion
5	0.1	21. Bridge pier or abutment
5	0.1	22. Bridge parapet end
15	0.3	23. Bridge rail
102	1.9	24. Guardrail
18	0.3	25. Concrete traffic barrier
1	0.0	26. Other longitudinal barrier type
16	0.3	27. Highway/traffic sign post
2	0.0	28. Overhead sign support
0	0.0	29. Luminaire/light support
15	0.3	30. Utility pole
23	0.4	31. Other post, pole or supports
7	0.1	32. Culvert
11	0.2	33. Curb
22	0.4	34. Ditch
18	0.3	35. Embankment - earth
7	0.1	36. Embankment - rock, stone or concrete
16	0.3	37. Embankment - material type unknown
14	0.3	38. Fence
5	0.1	39. Wall
0	0.0	40. Fire hydrant
5	0.1	41. Shrubbery
39	0.7	42. Tree
24	0.5	43. Other fixed object
0	0.0	44. Pavement surface irregularity (pothole, grooved, grates)
0	0.0	99. Unknown

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

FREQ Prcnt MANNER OF COLLISION

1303	24.8	0. Not a collision with a motor vehicle in transport
913	17.4	1. Rear end
1189	22.7	2. Head-on
1	0.0	3. Rear-to-rear
1590	30.3	4. Angle
118	2.3	5. Sideswipe - same direction
127	2.4	6. Sideswipe - opposite direction

FREQ Prcnt Var 22 MANNER OF COLLISION

3 0.1 9. Unknown

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

FREQ Prcnt RELATION TO JUNCTION

3502	66.8	1. Non-junction
1206	23.0	2. Intersection
190	3.6	3. Intersection related
99	1.9	4. Interchange area
183	3.5	5. Driveway, alley, access, etc.
28	0.5	6. Entrance/exit ramp
27	0.5	7. Rail grade crossing
9	0.2	8. In crossover
0	0.0	9. Unknown

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

FREQ Prcnt RELATION TO ROADWAY

4550	86.8	1. On roadway
164	3.1	2. Shoulder
90	1.7	3. Median
262	5.0	4. Roadside
55	1.0	5. Outside right-of-way
112	2.1	6. Off roadway - location unknown
3	0.1	7. In parking lane
6	0.1	8. Gore
2	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

3200	61.0	1. Not physically divided (two way trafficway)
1488	28.4	2. Divided highway, median strip (without traffic barrier)

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
FARS ACCIDENT VARIABLES

FREQ Prcnt Var 25 TRAFFICWAY FLOW

466	8.9	3. Divided highway, median strip (with traffic barrier)
67	1.3	4. One-way trafficway
23	0.4	9. Unknown

Variable	26	<u>NO OF TRAVEL LANES</u>	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

42	0.8	1. 1 lane
4013	76.5	2. 2 lanes
428	8.2	3. 3 lanes
637	12.1	4. 4 lanes
35	0.7	5. 5 lanes
50	1.0	6. 6 lanes
4	0.1	7. 7 or more lanes
35	0.7	9. Unknown

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

FREQ Prcnt SPEED LIMIT

17	0.3	00. No statutory limit
0	0.0	05. 5 mph
1	0.0	10. 10 mph
10	0.2	15. 15 mph
9	0.2	20. 20 mph
113	2.2	25. 25 mph
228	4.3	30. 30 mph
325	6.2	35. 35 mph
253	4.8	40. 40 mph
450	8.6	45. 45 mph
286	5.5	50. 50 mph
3486	66.5	55. 55 mph
0	0.0	65. 65 mph
66	1.3	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
FARS ACCIDENT VARIABLES

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

FREQ Prcnt ROADWAY ALIGNMENT

4264	81.3	1. Straight
974	18.6	2. Curve
6	0.1	9. Unknown

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

FREQ Prcnt ROADWAY PROFILE

3637	69.4	1. Level
1413	26.9	2. Grade
116	2.2	3. Hillcrest
8	0.2	4. Sag
70	1.3	9. Unknown

Variable	30	ROADWAY SURFACE TYPE	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ Prcnt ROADWAY SURFACE TYPE

868	16.6	1. Concrete
4246	81.0	2. Blacktop or bituminous or asphalt
0	0.0	3. Brick or block
34	0.6	4. Slag, gravel or stone
18	0.3	5. Dirt
3	0.1	8. Other
75	1.4	9. Unknown

Variable	31	ROADWY SURFACE CONDITION	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ Prcnt ROADWY SURFACE CONDITION

4236	80.8	1. Dry
785	15.0	2. Wet
104	2.0	3. Snow or slush
98	1.9	4. Ice
3	0.1	5. Sand, dirt, oil
11	0.2	8. Other
7	0.1	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
FARS ACCIDENT VARIABLES

Variable	32	TRAFFIC CONTROL DEVICE	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ Prcnt TRAFFIC CONTROL DEVICE

3881 74.0 00. No controls

Not At Railroad Grade Crossing

Highway traffic signals:

20	0.4	01. Traffic control signal (on colors) without pedestrian signal
19	0.4	02. Traffic control (on colors) with pedestrian signal
360	6.9	03. Traffic control signal (on colors) not known whether or not pedestrian signal
56	1.1	04. Flashing traffic control signal
16	0.3	05. Flashing beacon
12	0.2	06. Flashing highway traffic signal, type unknown or other than traffic control or beacon
5	0.1	07. Lane use control signal
4	0.1	08. Other highway traffic signal
10	0.2	09. Unknown highway traffic signal

Regulatory signs:

586	11.2	20. Stop sign
36	0.7	21. Yield sign
52	1.0	28. Other regulatory sign
5	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
0	0.0	39. Unknown type school zone sign

Warning signs:

114	2.2	40. Warning sign
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Miscellaneous:

25	0.5	50. Officer, crossing guard, flagman, etc.
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At Railroad Grade Crossing

Active devices:

2	0.0	60. Gates
8	0.2	61. Flashing lights
5	0.1	62. Traffic control signal

FREQ Prcnt Var 32 TRAFFIC CONTROL DEVICE

0	0.0	63. Wigwags
1	0.0	64. Bells
1	0.0	68. Other train activated device
0	0.0	69. Active device, type unknown

Passive devices:

6	0.1	70. Cross bucks
1	0.0	71. Stop sign
1	0.0	72. Other railroad crossing sign
0	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
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Whether Or Not At Railroad Grade Crossing

9	0.2	98. Other
7	0.1	99. Unknown

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

FREQ Prcnt TRAFFIC CONTROL FUNCTIONING

3880	74.0	0. No controls
10	0.2	1. Device not functioning
7	0.1	2. Device functioning improperly
1333	25.4	3. Device functioning properly
14	0.3	9. Unknown

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

FREQ Prcnt HIT AND RUN

5189	99.0	0. No hit and run
26	0.5	1. Hit motor vehicle in transport
26	0.5	2. Hit pedestrian or non-motorist
3	0.1	3. Hit parked vehicle or object

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
FARS ACCIDENT VARIABLES

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

FREQ	Prcnt	LIGHT CONDITION
3267	62.3	1. Daylight
1383	26.4	2. Dark
386	7.4	3. Dark but lighted
127	2.4	4. Dawn
80	1.5	5. Dusk
1	0.0	9. Unknown

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

FREQ	Prcnt	ATMOSPHERIC CONDITIONS
4418	84.2	1. No adverse atmospheric conditions
559	10.7	2. Rain
16	0.3	3. Sleet
94	1.8	4. Snow
120	2.3	5. Fog
19	0.4	6. Rain and fog
2	0.0	7. Sleet and fog
9	0.2	8. Other (smog, smoke, blowing sand, or dust)
7	0.1	9. Unknown

Variable	37	CONSTRUCTION/MAINT ZONE	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
5081	96.9	0. None
113	2.2	1. Construction
26	0.5	2. Maintenance
3	0.1	3. Utility
21	0.4	4. Work zone, type unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
 FARS ACCIDENT VARIABLES

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

FREQ	Prcnt	EMS NOTIFIED - HOUR
429	8.2	00. Not notified or 12:01-12:59 am
89	1.7	01.
		- . Hour
3	0.1	24.
1762	33.6	99. Unknown

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

FREQ	Prcnt	EMS NOTIFIED - MINUTE
410	7.8	00. Not notified or on hour
35	0.7	01.
		- . Minute
27	0.5	59.
1762	33.6	99. Unknown

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

FREQ	Prcnt	EMS ARRIVAL - HOUR
424	8.1	00. Not notified or 12:01-12:59 am
106	2.0	01.
		- . Hour
2	0.0	24.
1600	30.5	99. Unknown

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

FREQ	Prcnt	EMS ARRIVAL - MINUTE
399	7.6	00. Not notified or on hour
45	0.9	01.
		- . Minute
45	0.9	59.
1612	30.7	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
FARS ACCIDENT VARIABLES

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

5234	99.8	0.	No
10	0.2	1.	Yes

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

FREQ Prcnt RELATED FACTORS AT ACCIDENT LEVEL

15613	99.2	00.	None
2	0.0	01.	Inadequate warning of exits, lanes narrowing, traffic controls, etc.
13	0.1	02.	Shoulder related
11	0.1	03.	Other construction created condition
13	0.1	04.	No (or obscured) pavement marking
3	0.0	05.	Surface under water
2	0.0	06.	Inadequate construction or poor design of roadway, bridge, etc.
0	0.0	07.	Surface washed out (caved in, road slippage)

Special circumstances:

7	0.0	15.	Non-occupant struck by falling cargo or something that came loose from or was set in motion by a vehicle
18	0.1	16.	Non-occupant struck vehicle
5	0.0	17.	Vehicle set in motion by non-driver
45	0.3	99.	Unknown

Variable	44	RAIL GRADE CROSSING ID	MD1: None	Field Width: 7
			MD2: None	Type: Alphabetic

FREQ Prcnt RAIL GRADE CROSSING ID - FRA CODE

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

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
FARS ACCIDENT VARIABLES

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

FREQ	Prcnt	NO OF FATALITIES IN ACC
------	-------	-------------------------

0	0.0	00. 0 killed
4571	87.2	01. 1 killed
531	10.1	02. 2 killed
100	1.9	03. 3 killed
23	0.4	04. 4 killed
9	0.2	05. 5 killed
4	0.1	06. 6 killed
0	0.0	07. 7 killed
6	0.1	08. 8 killed
0	0.0	09. 9 killed

Variable	46	DAY OF WEEK	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ	Prcnt	DAY OF WEEK
------	-------	-------------

296	5.6	1. Sunday
863	16.5	2. Monday
960	18.3	3. Tuesday
902	17.2	4. Wednesday
844	16.1	5. Thursday
898	17.1	6. Friday
481	9.2	7. Saturday

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

FREQ	Prcnt	NO OF DRINKING DRIVERS
------	-------	------------------------

3975	75.8	0. 0 drivers
1214	23.2	1. 1 driver
55	1.0	2. 2 drivers
0	0.0	3. 3 drivers
0	0.0	4. 4 drivers

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
FARS ACCIDENT VARIABLES

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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: 0	Field Width: 2
		MD2: None	Type: Numeric

FREQ	Prct	VEHICLE NUMBER
0	0.0	00. Dummy vehicle record (non-motorist)
2739	52.2	01. Vehicle #1
2226	42.4	02. Vehicle #2
213	4.1	03. Vehicle #3
40	0.8	04. Vehicle #4
12	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	Prct	VEHICLE MAKE
2	0.0	03. AM General
23	0.4	07. Dodge
637	12.1	12. Ford
220	4.2	20. Chevrolet
483	9.2	23. GMC
19	0.4	42. Mercedes-Benz
11	0.2	51. Volvo
4	0.1	80. Brockway
23	0.4	81. Diamond Reo
565	10.8	82. Freightliner
1138	21.7	84. Navistar
526	10.0	85. Kenworth
718	13.7	86. Mack
429	8.2	87. Peterbilt
299	5.7	88. White
85	1.6	95. Other truck or bus
1	0.0	98. Other make
61	1.2	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
FARS VEHICLE VARIABLES

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

FREQ	Prcnt	VEHICLE MAKE-MODEL
2	0.0	0389. AM General unknown (truck)
13	0.2	0781. Dodge medium/heavy: CBE
5	0.1	0782. Dodge medium/heavy: COE low entry
4	0.1	0784. Dodge medium/heavy: unknown engine location
1	0.0	0789. Dodge unknown (truck)
2	0.0	1273. Ford F-Series Pickup
6	0.1	1275. Ford Van derivative
475	9.1	1281. Ford medium/heavy: CBE
34	0.6	1282. Ford medium/heavy: COE low entry
74	1.4	1283. Ford medium/heavy: COE high entry
33	0.6	1284. Ford medium/heavy: unknown engine location
1	0.0	1285. Ford medium bus
1	0.0	1288. Ford other (truck)
10	0.2	1289. Ford unknown (truck)
1	0.0	1290. Ford medium/heavy: COE, entry position unknown
6	0.1	2075. Chevrolet Van derivative
181	3.5	2081. Chevrolet medium/heavy: CBE
3	0.1	2082. Chevrolet medium/heavy: COE low entry
11	0.2	2083. Chevrolet medium/heavy: COE high entry
13	0.2	2084. Chevrolet medium/heavy: unknown engine location
6	0.1	2089. Chevrolet unknown (truck)
1	0.0	2300. GMC unknown
2	0.0	2373. GMC C, K-Series Pickup
1	0.0	2374. GMC G Van/Vandura, Rally Van
7	0.1	2375. GMC Van derivatives
1	0.0	2379. GMC unknown (light truck)
360	6.9	2381. GMC medium/heavy: CBE
9	0.2	2382. GMC medium/heavy: COE low entry
53	1.0	2383. GMC medium/heavy: COE high entry
35	0.7	2384. GMC medium/heavy: unknown engine location
13	0.2	2389. GMC unknown (truck)
1	0.0	2399. GMC unknown (automobile)
5	0.1	4200. Mercedes-Benz unknown
8	0.2	4281. Mercedes-Benz medium/heavy: CBE
5	0.1	4284. Mercedes-Benz medium/heavy: unknown engine location
1	0.0	4288. Mercedes-Benz other (truck)
4	0.1	5182. Volvo medium/heavy: COE low entry
6	0.1	5184. Volvo medium/heavy: unknown engine location
1	0.0	5189. Volvo unknown (truck)
2	0.0	8084. Brockway medium/heavy: unknown engine location
2	0.0	8089. Brockway unknown (truck)
9	0.2	8181. Diamond Reo medium/heavy: CBE
1	0.0	8183. Diamond Reo medium/heavy: COE high entry
10	0.2	8184. Diamond Reo medium/heavy: unknown engine location
3	0.1	8189. Diamond Reo unknown (truck)
115	2.2	8281. Freightliner medium/heavy: CBE
197	3.8	8283. Freightliner medium/heavy: COE high entry

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
FARS VEHICLE VARIABLES

FREQ	Prcnt	Var 107	VEHICLE MAKE-MODEL
222	4.2	8284.	Freightliner medium/heavy: unknown engine location
21	0.4	8289.	Freightliner unknown (truck)
10	0.2	8290.	Freightliner medium/heavy: COE, entry position unknown
1	0.0	8400.	Navistar unknown
1	0.0	8471.	International Scout
1	0.0	8475.	International Multistop
1	0.0	8476.	International Travellall
2	0.0	8479.	International unknown (light truck)
455	8.7	8481.	Navistar medium/heavy: CBE
28	0.5	8482.	Navistar medium/heavy: COE low entry
490	9.3	8483.	Navistar medium/heavy: COE high entry
139	2.7	8484.	Navistar medium/heavy: unknown engine location
1	0.0	8488.	Navistar other (truck)
18	0.3	8489.	Navistar unknown (truck)
1	0.0	8490.	Navistar medium/heavy: COE, entry position unknown
120	2.3	8581.	Kenworth medium/heavy: CBE
100	1.9	8583.	Kenworth medium/heavy: COE high entry
272	5.2	8584.	Kenworth medium/heavy: unknown engine location
27	0.5	8589.	Kenworth unknown (truck)
6	0.1	8590.	Kenworth medium/heavy: COE, entry position unknown
1	0.0	8599.	
215	4.1	8681.	Mack medium/heavy: CBE
15	0.3	8682.	Mack medium/heavy: COE low entry
4	0.1	8683.	Mack medium/heavy: COE high entry
415	7.9	8684.	Mack medium/heavy: unknown engine location
3	0.1	8686.	Mack bus: flat front, front engine
7	0.1	8688.	Mack other (truck)
53	1.0	8689.	Mack unknown (truck)
5	0.1	8690.	Mack medium/heavy: COE, entry position unknown
1	0.0	8699.	
122	2.3	8781.	Peterbilt medium/heavy: CBE
64	1.2	8783.	Peterbilt medium/heavy: COE high entry
222	4.2	8784.	Peterbilt medium/heavy: unknown engine location
2	0.0	8787.	Peterbilt bus: flat front, rear engine
1	0.0	8788.	Peterbilt other (truck)
11	0.2	8789.	Peterbilt unknown (truck)
7	0.1	8790.	Peterbilt medium/heavy: COE, entry position unknown
52	1.0	8881.	White medium/heavy: CBE
7	0.1	8882.	White medium/heavy: COE low entry
28	0.5	8883.	White medium/heavy: COE high entry
182	3.5	8884.	White medium/heavy: unknown engine location
1	0.0	8885.	White bus: conventional (engine our front)
3	0.1	8888.	White other (truck)
24	0.5	8889.	White unknown (truck)
2	0.0	8890.	White medium/heavy: COE, entry position unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
FARS VEHICLE VARIABLES

FREQ	Prcnt	Var 107	VEHICLE MAKE-MODEL
10	0.2	9501.	Other (truck or bus) Autocar
9	0.2	9504.	Other (truck or bus) Western Star
65	1.2	9588.	Other (truck or bus) other (truck)
1	0.0	9599.	
1	0.0	9899.	Other make, unknown (automobile)
1	0.0	9900.	Unknown make, unknown model
16	0.3	9984.	
40	0.8	9989.	Unknown make, unknown truck
1	0.0	9997.	Unknown make, other vehicle
3	0.1	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):		
24	0.5	40. Van (Mini Vans, VW bus, Vanagon, Kombi, Beauville, Chateau, Club Wagon, Sportsman; excludes moving van)
7	0.1	41. Van - commercial cutaway (includes box van, multi-stop, parcel, van pickups, step-van)
1	0.0	48. Other van type
7	0.1	49. Unknown van type
Light Conventional Truck (GVWR <10,001 lbs):		
57	1.1	50. Pickup (includes open box and caps)
16	0.3	53. Cab chassis based (includes light stake, light dump, light tow, rescue vehicles)
1	0.0	54. Truck based panel
6	0.1	59. Unknown light conventional truck
1	0.0	68. Utility, base body unknown
7	0.1	69. Unknown light truck (van based or conventional)
Medium/Heavy Truck (GVWR >10,000 lbs):		
177	3.4	70. Single unit straight truck (10,000<GVWR<19,500) (includes step vans)
120	2.3	71. Single unit straight truck (19,501<GVWR<26,000)
354	6.8	72. Single unit straight truck (GVWR>26,001)
3907	74.5	74. Truck-tractor
63	1.2	75. Unknown medium truck (10,000<GVWR<26,000)
81	1.5	76. Unknown heavy truck (GVWR>26,001)
192	3.7	78. Single unit straight truck (GVWR unknown)
221	4.2	79. Unknown truck type (light, medium, or heavy)
2	0.0	99. Unknown body type

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
FARS VEHICLE VARIABLES

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

FREQ	Prcnt	MODEL YEAR
0	0.0	00.
		- .
28	0.5	66. 1966
22	0.4	67. 1967
36	0.7	68. 1968
64	1.2	69. 1969
63	1.2	70. 1970
78	1.5	71. 1971
129	2.5	72. 1972
191	3.6	73. 1973
254	4.8	74. 1974
198	3.8	75. 1975
153	2.9	76. 1976
353	6.7	77. 1977
401	7.6	78. 1978
489	9.3	79. 1979
372	7.1	80. 1980
293	5.6	81. 1981
278	5.3	82. 1982
243	4.6	83. 1983
545	10.4	84. 1984
602	11.5	85. 1985
317	6.0	86. 1986
21	0.4	87. 1987
47	0.9	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
4	0.1	00. Not applicable
138	2.6	01. Alabama
0	0.0	02. Alaska
36	0.7	04. Arizona
64	1.2	05. Arkansas
432	8.2	06. California
33	0.6	08. Colorado
21	0.4	09. Connecticut

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
FARS VEHICLE VARIABLES

FREQ	Prcnt	Var 121	REGISTRATION STATE
20	0.4	10.	Delaware
3	0.1	11.	District of Columbia
293	5.6	12.	Florida
217	4.1	13.	Georgia
0	0.0	15.	Hawaii
23	0.4	16.	Idaho
147	2.8	17.	Illinois
148	2.8	18.	Indiana
31	0.6	19.	Iowa
39	0.7	20.	Kansas
67	1.3	21.	Kentucky
102	1.9	22.	Louisiana
22	0.4	23.	Maine
67	1.3	24.	Maryland
78	1.5	25.	Massachusetts
139	2.7	26.	Michigan
87	1.7	27.	Minnesota
90	1.7	28.	Mississippi
69	1.3	29.	Missouri
23	0.4	30.	Montana
45	0.9	31.	Nebraska
26	0.5	32.	Nevada
19	0.4	33.	New Hampshire
153	2.9	34.	New Jersey
22	0.4	35.	New Mexico
161	3.1	36.	New York
235	4.5	37.	North Carolina
22	0.4	38.	North Dakota
196	3.7	39.	Ohio
73	1.4	40.	Oklahoma
75	1.4	41.	Oregon
201	3.8	42.	Pennsylvania
0	0.0	43.	Puerto Rico
7	0.1	44.	Rhode Island
86	1.6	45.	South Carolina
31	0.6	46.	South Dakota
90	1.7	47.	Tennessee
370	7.1	48.	Texas
36	0.7	49.	Utah
12	0.2	50.	Vermont
116	2.2	51.	Virginia
70	1.3	53.	Washington
35	0.7	54.	West Virginia
86	1.6	55.	Wisconsin
11	0.2	56.	Wyoming
88	1.7	92.	No registration
297	5.7	93.	Multiple state registration - in state
126	2.4	94.	Multiple state registration - out-of-state
13	0.2	95.	U.S. government tag
11	0.2	96.	Military vehicle

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
FARS VEHICLE VARIABLES

FREQ Prcnt Var 121 REGISTRATION STATE

38	0.7	97. Foreign country
1	0.0	98. Other registration
99	1.9	99. Unknown

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

FREQ Prcnt		ROLLOVER
4472	85.3	0. No rollover
227	4.3	1. First event
545	10.4	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
1722	32.8	0. Not an articulated vehicle
3176	60.6	1. No
116	2.2	2. First event
230	4.4	3. Subsequent event

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

FREQ Prcnt		TRAVEL SPEED
262	5.0	00. Stopped vehicle
4	0.1	01.
		- . Actual miles per hour
0	0.0	96.
0	0.0	97. 97 mph or greater
2543	48.5	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
FARS VEHICLE VARIABLES

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

FREQ	Prct	HAZARDOUS CARGO
------	------	-----------------

4807	91.7	0. No
128	2.4	1. Yes
309	5.9	9. Unknown

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
------	------	--------------------

1605	30.6	0. No
3379	64.4	1. Yes, one trailing unit
238	4.5	2. Yes, two trailing units
7	0.1	3. Yes, three or more trailing units
5	0.1	4. Yes, number of trailing units unknown
10	0.2	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
------	------	-------------

5231	99.8	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
5	0.1	4. Military
0	0.0	5. Police
0	0.0	6. Ambulance
0	0.0	7. Firetruck
8	0.2	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
FARS VEHICLE VARIABLES

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

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

FREQ	Prcnt	EMERGENCY USE
5242	100.0	0. No
2	0.0	1. Yes

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

FREQ	Prcnt	IMPACT POINT - INITIAL
230	4.4	00. Non-collision
406	7.7	01. 1 o'clock
94	1.8	02. 2 o'clock
162	3.1	03. 3 o'clock
81	1.5	04. 4 o'clock
106	2.0	05. 5 o'clock
505	9.6	06. 6 o'clock
184	3.5	07. 7 o'clock
161	3.1	08. 8 o'clock
168	3.2	09. 9 o'clock
115	2.2	10. 10 o'clock
534	10.2	11. 11 o'clock
2206	42.1	12. 12 o'clock
22	0.4	13. Top
199	3.8	14. Undercarriage
1	0.0	15. Underride
15	0.3	16. Override
55	1.0	99. Unknown

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

FREQ	Prcnt	IMPACT POINT - PRINCIPAL
230	4.4	00. Non-collision
335	6.4	01. 1 o'clock
93	1.8	02. 2 o'clock
176	3.4	03. 3 o'clock
85	1.6	04. 4 o'clock
112	2.1	05. 5 o'clock
495	9.4	06. 6 o'clock
187	3.6	07. 7 o'clock
156	3.0	08. 8 o'clock

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
FARS VEHICLE VARIABLES

FREQ Prcnt Var 130 IMPACT POINT - PRINCIPAL

188	3.6	09. 9 o'clock
109	2.1	10. 10 o'clock
442	8.4	11. 11 o'clock
2157	41.1	12. 12 o'clock
75	1.4	13. Top
292	5.6	14. Undercarriage
1	0.0	15. Underride
53	1.0	16. Override
58	1.1	99. Unknown

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

FREQ Prcnt	EXTENT OF DEFORMATION	
383	7.3	0. None
870	16.6	2. Other (minor)
1282	24.4	4. Functional (moderate)
2567	49.0	6. Disabling (severe)
142	2.7	9. Unknown

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

FREQ Prcnt	VEHICLE ROLE	
245	4.7	0. Non-collision
3565	68.0	1. Striking
1352	25.8	2. Struck
77	1.5	3. Both
5	0.1	9. Unknown

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

FREQ Prcnt	MANNER OF LEAVING SCENE	
1556	29.7	1. Driven
3554	67.8	2. Towed away
19	0.4	3. Abandoned
115	2.2	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
FARS VEHICLE VARIABLES

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

FREQ Prcnt FIRE OCCURRENCE

4962	94.6	0. No fire
282	5.4	1. Fire occurred in vehicle during accident

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

FREQ Prcnt NO OF OCCUPANTS

81	1.5	00. 0 occupants
4235	80.8	01. 1 occupant
		- .
0	0.0	95. 95 occupants
0	0.0	96. 96 or more occupants
120	2.3	97. Unknown - only injured reported
22	0.4	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

4371	83.4	00. 0 deaths
833	15.9	01. 1 death
35	0.7	02. 2 deaths
3	0.1	03. 3 deaths
2	0.0	04. 4 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

9728 92.8 00. None

Defective:

81	0.8	01. Tires
181	1.7	02. Brake system
15	0.1	03. Steering system - tie rod, kingpin, ball joint, etc.
5	0.0	04. Suspension - springs, shock absorbers, MacPherson struts, control arms, etc.

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
FARS VEHICLE VARIABLES

FREQ Prcnt Var 137 VEHICLE RELATED FACTORS

11	0.1	05. Power train - universal joint, drive shaft, transmission, etc.
0	0.0	06. Exhaust system
2	0.0	07. Headlights
7	0.1	08. Signal lights
29	0.3	09. Other lights
1	0.0	10. Horn
2	0.0	11. Mirrors
0	0.0	12. Wipers
0	0.0	13. Driver seating and control
3	0.0	14. Body, doors, other
11	0.1	15. Trailer hitch
5	0.0	16. Wheels
35	0.3	18. Other vehicle defects

Other:

46	0.4	31. Hit-and-run vehicle
0	0.0	32. Vehicle registration for handicapped
326	3.1	99. Unknown

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

FREQ Prcnt	VEHICLE MANEUVER	
3611	68.9	01. Going straight
84	1.6	02. Slowing or stopping in traffic lane
51	1.0	03. Starting in traffic lane
248	4.7	04. Stopped in traffic lane
111	2.1	05. Passing or overtaking another vehicle
14	0.3	06. Leaving a parked position
3	0.1	07. Parked
6	0.1	08. Entering a parked position
131	2.5	09. Maneuvering to avoid an animal, pedestrian, object, another vehicle, etc.
2	0.0	10. Turning right: right turn on red (RTOR) permitted
0	0.0	11. Turning right: RTOR not permitted
67	1.3	12. Turning right: RTOR not known if permitted or n/a
212	4.0	13. Turning left
25	0.5	14. Making a U-turn
71	1.4	15. Backing up (other than for parking purposes)
54	1.0	16. Changing lanes or merging
508	9.7	17. Negotiating a curve
34	0.6	98. Other
12	0.2	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
 FARS VEHICLE VARIABLES

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

FREQ Prcnt MOST HARMFUL EVENT

Non-Collision Event:

380	7.2	01. Overturn
104	2.0	02. Fire/explosion
8	0.2	03. Immersion
0	0.0	04. Gas inhalation
20	0.4	05. Fell from vehicle
2	0.0	06. Injured in vehicle
23	0.4	07. Other non-collision

Collision with object not fixed:

440	8.4	08. Pedestrian
86	1.6	09. Pedalcycle
22	0.4	10. Railway train
2	0.0	11. Animal
3829	73.0	12. Motor vehicle in transport
37	0.7	13. Motor vehicle in transport in other roadway
34	0.6	14. Parked motor vehicle
11	0.2	15. Other type non-motorist
1	0.0	16. Thrown or falling object
2	0.0	17. Boulder
8	0.2	18. Other object (not fixed)

Collision with fixed object:

4	0.1	19. Building
1	0.0	20. Impact attenuator/crash cushion
12	0.2	21. Bridge pier or abutment
6	0.1	22. Bridge parapet end
8	0.2	23. Bridge rail
40	0.8	24. Guardrail
6	0.1	25. Concrete traffic barrier
0	0.0	26. Other longitudinal barrier type
3	0.1	27. Highway/traffic sign post
1	0.0	28. Overhead sign support
0	0.0	29. Luminaire/light support
20	0.4	30. Utility pole
3	0.1	31. Other post, pole or supports
9	0.2	32. Culvert
3	0.1	33. Curb
23	0.4	34. Ditch
10	0.2	35. Embankment - earth
8	0.2	36. Embankment - rock, stone, or concrete
12	0.2	37. Embankment - material type unknown
7	0.1	38. Fence
5	0.1	39. Wall
1	0.0	40. Fire hydrant

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
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FREQ	Prcnt	Var 139 MOST HARMFUL EVENT
0	0.0	41. Shrubbery
45	0.9	42. Tree
8	0.2	43. Other fixed object
0	0.0	44. Pavement surface irregularity (potholes, grooved, grates)
0	0.0	99. Unknown

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

FREQ	Prcnt	VIN TRUCK FUEL CODE
0	0.0	1. (E) Electric operated
541	10.3	2. (G) Gas
2714	51.8	3. (D) Diesel
1	0.0	4. (P) Propane
0	0.0	7. (*) Dummy record
23	0.4	8. (b) Unknown
1965	37.5	9. (9) No VIN

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

FREQ	Prcnt	VIN TRUCK WEIGHT CODE
14	0.3	0.
1	0.0	1. 6,000 or less
6	0.1	2. 6,001 - 10,000
9	0.2	3. 10,001 - 14,000
11	0.2	4. 14,001 - 16,000
38	0.7	5. 16,001 - 19,500
436	8.3	6. 19,501 - 26,000
449	8.6	7. 26,001 - 33,000
2315	44.1	8. 33,001 or more
1965	37.5	9. Unknown

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

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
FARS VEHICLE VARIABLES

Variable	149	LENGTH OF VIN	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ	Prcnt	LENGTH OF VIN
0	0.0	01. - . Actual value
2059	39.3	17.
409	7.8	99. Unknown VIN length

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
FARS VEHICLE VARIABLES

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

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

FREQ	Prcnt	NO OF UNINJURED IN VEH
2253	43.0	00. 0 uninjured
2627	50.1	01. 1 uninjured
322	6.1	02. 2 uninjured
36	0.7	03. 3 uninjured
4	0.1	04. 4 uninjured
1	0.0	05. 5 uninjured
1	0.0	08. 8 uninjured

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

FREQ	Prcnt	NO OF C-INJURED IN VEH
4666	89.0	00. 0 C-injured
538	10.3	01. 1 C-injured
37	0.7	02. 2 C-injured
1	0.0	03. 3 C-injured
1	0.0	04. 4 C-injured
1	0.0	07. 7 C-injured

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

FREQ	Prcnt	NO OF B-INJURED IN VEH
4676	89.2	00. 0 B-injured
523	10.0	01. 1 B-injured
43	0.8	02. 2 B-injured
2	0.0	03. 3 B-injured

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
 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
4840	92.3	00. 0 A-injured
377	7.2	01. 1 A-injured
22	0.4	02. 2 A-injured
4	0.1	03. 3 A-injured
1	0.0	10. 10 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
4371	83.4	00. 0 killed
833	15.9	01. 1 killed
35	0.7	02. 2 killed
3	0.1	03. 3 killed
2	0.0	04. 4 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
5177	98.7	00. 0 unknown injured
59	1.1	01. 1 unknown injured
8	0.2	02. 2 unknown injured

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
FARS VEHICLE VARIABLES

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

.FREQ	Prcnt	DRIVER PRESENCE
5152	98.2	1. Driver operated vehicle
90	1.7	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	Prcnt	DRIVER DRINKING
5001	95.4	0. No drinking reported
243	4.6	1. Drinking reported
0	0.0	9. Unknown

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

FREQ	Prcnt	LICENSE STATE
136	2.6	01. Alabama
0	0.0	02. Alaska
51	1.0	04. Arizona
129	2.5	05. Arkansas
461	8.8	06. California
49	0.9	08. Colorado
27	0.5	09. Connecticut
23	0.4	10. Delaware
4	0.1	11. District of Columbia
285	5.4	12. Florida
222	4.2	13. Georgia
1	0.0	15. Hawaii
33	0.6	16. Idaho
180	3.4	17. Illinois
144	2.7	18. Indiana
82	1.6	19. Iowa
58	1.1	20. Kansas
95	1.8	21. Kentucky
118	2.3	22. Louisiana
24	0.5	23. Maine
68	1.3	24. Maryland
77	1.5	25. Massachusetts
142	2.7	26. Michigan
80	1.5	27. Minnesota
109	2.1	28. Mississippi

FREQ	Prcnt	Var 208	LICENSE STATE
145	2.8	29.	Missouri
23	0.4	30.	Montana
47	0.9	31.	Nebraska
14	0.3	32.	Nevada
16	0.3	33.	New Hampshire
108	2.1	34.	New Jersey
32	0.6	35.	New Mexico
176	3.4	36.	New York
218	4.2	37.	North Carolina
26	0.5	38.	North Dakota
203	3.9	39.	Ohio
78	1.5	40.	Oklahoma
75	1.4	41.	Oregon
245	4.7	42.	Pennsylvania
0	0.0	43.	Puerto Rico
13	0.2	44.	Rhode Island
98	1.9	45.	South Carolina
32	0.6	46.	South Dakota
126	2.4	47.	Tennessee
398	7.6	48.	Texas
30	0.6	49.	Utah
14	0.3	50.	Vermont
137	2.6	51.	Virginia
75	1.4	53.	Washington
40	0.8	54.	West Virginia
96	1.8	55.	Wisconsin
16	0.3	56.	Wyoming
1	0.0	94.	Military
36	0.7	95.	Canada
2	0.0	96.	Mexico
2	0.0	97.	Other foreign country
124	2.4	99.	Unknown

Variable	209	LICENSE CLASS COMPLIANCE	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ	Prcnt	LICENSE CLASS COMPLIANCE
0	0.0	0. No license required
167	3.2	1. No license, license required
629	12.0	2. Valid license for this class only
82	1.6	3. One valid class license, but not for this class vehicle
4155	79.2	4. Multiple class licenses, valid for this class vehicle
11	0.2	5. Multiple class licenses, no valid license for this class vehicle
200	3.8	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
FARS VEHICLE VARIABLES

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

FREQ	Prct	LICENSE STATUS
0	0.0	0. None required
112	2.1	1. None
4785	91.2	2. Valid
103	2.0	3. Suspended
21	0.4	4. Revoked
24	0.5	5. Expired
0	0.0	6. Cancelled or denied
2	0.0	7. Learner's permit
1	0.0	8. Temporary
196	3.7	9. Unknown

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

FREQ	Prct	COMPLIANCE WITH LICENSE RESTRICTIONS
4154	79.2	0. No restrictions or not applicable
153	2.9	1. Restrictions complied with
12	0.2	2. Restrictions not complied with
677	12.9	3. Restrictions, compliance unknown
248	4.7	9. Unknown

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

FREQ	Prct	DRIVER TRAINING
1329	25.3	0. None
324	6.2	1. High school
69	1.3	2. Commercial
3	0.1	3. School bus
115	2.2	4. Traffic school
20	0.4	5. Two or more types
98	1.9	6. Training, type unknown
3286	62.7	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
 FARS VEHICLE VARIABLES

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

FREQ	Prcnt	VIOLATIONS CHARGED
4293	81.9	0. None
45	0.9	1. Alcohol or drugs
63	1.2	2. Speeding
9	0.2	3. Alcohol or drugs and speeding
106	2.0	4. Reckless driving
13	0.2	5. Driving with a suspended or revoked license
340	6.5	6. Other moving violation
92	1.8	7. Non-moving violation
80	1.5	8. Violation, type unknown or other violation
203	3.9	9. Unknown

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

FREQ	Prcnt	NO OF PREVIOUS RECORDED ACCIDENTS
3855	73.5	00. 0 accidents
899	17.1	01. 1 accident
209	4.0	02. 2 accidents
44	0.8	03. 3 accidents
8	0.2	04. 4 accidents
4	0.1	05. 5 accidents
225	4.3	99. Unknown

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

FREQ	Prcnt	NO OF PREVIOUS SUSPENSIONS AND REVOCATIONS
4530	86.4	00. 0 suspensions
344	6.6	01. 1 suspension
68	1.3	02. 2 suspensions
39	0.7	03. 3 suspensions
18	0.3	04. 4 suspensions
9	0.2	05. 5 suspensions
2	0.0	06. 6 suspensions
2	0.0	07. 7 suspensions
3	0.1	08. 8 suspensions
1	0.0	09. 9 suspensions
1	0.0	10. 10 suspensions
1	0.0	12. 12 suspensions
1	0.0	32. 32 suspensions
225	4.3	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
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Variable	216	NO OF PREV DWI CONVICTNS	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ Prcnt NO OF PREVIOUS DWI CONVICTIONS

4892	93.3	00.	0 DWI convictions
114	2.2	01.	1 DWI conviction
10	0.2	02.	2 DWI convictions
3	0.1	03.	3 DWI convictions
225	4.3	99.	Unknown

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

FREQ Prcnt NO OF PREVIOUS SPEEDING CONVICTIONS

3079	58.7	00.	0 speed convictions
1119	21.3	01.	1 speed conviction
469	8.9	02.	2 speed convictions
180	3.4	03.	3 speed convictions
87	1.7	04.	4 speed convictions
49	0.9	05.	5 speed convictions
13	0.2	06.	6 speed convictions
14	0.3	07.	7 speed convictions
4	0.1	08.	8 speed convictions
2	0.0	09.	9 speed convictions
3	0.1	10.	10 speed convictions
225	4.3	99.	Unknown

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

FREQ Prcnt NO OF PREVIOUS OTHER HARMFUL MV CONVICTIONS

3675	70.1	00.	0 other convictions
882	16.8	01.	1 other conviction
282	5.4	02.	2 other convictions
99	1.9	03.	3 other convictions
31	0.6	04.	4 other convictions
22	0.4	05.	5 other convictions
9	0.2	06.	6 other convictions
9	0.2	07.	7 other convictions
5	0.1	08.	8 other convictions
4	0.1	10.	10 other convictions
1	0.0	13.	13 other convictions
225	4.3	99.	Unknown

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

FREQ Prcnt LAST ACCIDENT/SUSPENSION/CONVICTION - MONTH

1962	37.4	00. No record
272	5.2	01. January
255	4.9	02. February
289	5.5	03. March
274	5.2	04. April
269	5.1	05. May
256	4.9	06. June
245	4.7	07. July
229	4.4	08. August
252	4.8	09. September
245	4.7	10. October
244	4.7	11. November
227	4.3	12. December
225	4.3	99. Unknown

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

FREQ Prcnt LAST ACCIDENT/SUSPENSION/CONVICTION - YEAR

1962	37.4	00. No record
240	4.6	83. 1983
671	12.8	84. 1984
1311	25.0	85. 1985
835	15.9	86. 1986
225	4.3	99. Unknown

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

FREQ Prcnt 1ST ACCIDENT/SUSPENSION/CONVICTION - MONTH

1962	37.4	00. No record
273	5.2	01. January
235	4.5	02. February
266	5.1	03. March
271	5.2	04. April
268	5.1	05. May
242	4.6	06. June
250	4.8	07. July
242	4.6	08. August
255	4.9	09. September
254	4.8	10. October
255	4.9	11. November

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
FARS VEHICLE VARIABLES

FREQ Prcnt Var 221 1ST ACC/SUSPENSN - MONTH

246	4.7	12. December
225	4.3	99. Unknown

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

FREQ Prcnt 1ST ACCIDENT/SUSPENSION/CONVICTION - YEAR

1962	37.4	00. No record
882	16.8	83. 1983
1160	22.1	84. 1984
738	14.1	85. 1985
277	5.3	86. 1986
225	4.3	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

11901	75.6	00. None
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Physical/Mental Condition:

115	0.7	01. Drowsy, sleepy, asleep, fatigued
4	0.0	02. Ill, blackout
0	0.0	03. Emotional (e.g., depression, angry, disturbed)
4	0.0	04. Drugs - medication
20	0.1	05. Other drugs
285	1.8	06. Inattentive (talking, eating, etc.)
0	0.0	07. Restricted to wheelchair
0	0.0	08. Paraplegic
2	0.0	09. Impaired due to previous injury
0	0.0	10. Deaf
3	0.0	11. Other physical impairment
0	0.0	12. Mother of dead fetus

Miscellaneous Causes:

3	0.0	19. Legally driving on suspended or revoked license
68	0.4	20. Leaving vehicle unattended with engine running, leaving vehicle unattended in roadway
57	0.4	21. Overloading or improper loading of vehicle with passengers or cargo
6	0.0	22. Towing or pushing vehicle improperly
7	0.0	23. Failing to dim or to have lights on when required

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FREQ	Prcnt	Var 223 DRIVER RELATED FACTORS
82	0.5	24. Operating without required equipment
0	0.0	25. Creating unlawful noise or using equipment prohibited by law
75	0.5	26. Following improperly
27	0.2	27. Improper or erratic lane changing
664	4.2	28. Failure to keep in proper lane or running off road
5	0.0	29. Illegal driving on road shoulder, in ditch, on sidewalk or on median
18	0.1	30. Making improper entry to or exit from trafficway
45	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
2	0.0	34. Passing on wrong side
41	0.3	35. Passing with insufficient distance or inadequate visibility, or failing to yield to overtaking vehicle
238	1.5	36. Operating the vehicle in an erratic, reckless, careless or negligent manner
2	0.0	37. High speed chase - police in pursuit
265	1.7	38. Failure to yield right-of-way
170	1.1	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
8	0.1	42. Failure to signal intentions
1	0.0	43. Giving wrong signal
583	3.7	44. Driving too fast for conditions or in excess of posted maximum
5	0.0	45. Driving less than posted minimum
2	0.0	46. Operating at erratic or suddenly changing speeds
4	0.0	47. Making right turn from left turn lane, making left turn from right turn lane
67	0.4	48. Making other improper turn
3	0.0	49. Failure to comply with physical restrictions of license
8	0.1	50. Driving wrong way on one-way trafficway
61	0.4	51. Driving on wrong side of road
7	0.0	52. Operator inexperience
5	0.0	53. Unfamiliar with roadway
81	0.5	54. Stopping in roadway (vehicle not abandoned)
0	0.0	55. Underriding a parked truck
0	0.0	56. Low tire pressure
1	0.0	57. Locked wheel
29	0.2	58. Overcorrecting
5	0.0	59. Getting off/out of or on/in to moving vehicle
0	0.0	60. Getting off/out of or on/in to non-moving vehicle

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
FARS VEHICLE VARIABLES

FREQ Prcnt Var 223 DRIVER RELATED FACTORS

Vision obscured by:

54	0.3	61. Rain, snow, fog, smoke, sand, dust
4	0.0	62. Reflected glare, bright sunlight, headlights
25	0.2	63. Curve, hill, or other design features (including traffic signs, embankment)
1	0.0	64. Building, billboard, etc.
13	0.1	65. Trees, crops, vegetation
7	0.0	66. Moving vehicle (including load)
6	0.0	67. Parked vehicle
0	0.0	68. Splash or spray of passing vehicle
0	0.0	69. Inadequate defrost or defog system
1	0.0	70. Inadequate lighting system
9	0.1	71. Obstructing angles on vehicle
0	0.0	72. Mirrors - rear view
1	0.0	73. Mirrors - other
0	0.0	74. Head restraints
0	0.0	75. Broken or improperly cleaned windshield
11	0.1	76. Other obstruction

Avoiding or swerving due to:

4	0.0	77. Severe crosswind
0	0.0	78. Wind from passing truck
37	0.2	79. Slippery or loose surface
9	0.1	80. Tire blowout or flat
5	0.0	81. Debris or objects in road
2	0.0	82. Ruts, holes, bumps in road
2	0.0	83. Animals in road
56	0.4	84. Vehicle in road
7	0.0	85. Phantom vehicle
2	0.0	86. Pedestrian, pedalcyclist, or other non-motorist in road
37	0.2	87. Water, snow, oil slick on road

Other miscellaneous factors:

41	0.3	90. Hit-and-run vehicle driver
214	1.4	91. Non-traffic violation charged - manslaughter or other homicide (offense committed without malice)
59	0.4	92. Other non-moving traffic violations
117	0.7	99. Unknown

The PERSON Variables

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

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

FREQ	Prct	OCCUPANT NUMBER
90	1.7	00. None
5154	98.3	01. Person #1
0	0.0	02. Person #2
0	0.0	03. Person #3
0	0.0	04. Person #4
0	0.0	05. Person #5
		- .
0	0.0	99. Person #99

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

FREQ	Prct	OCCUPANT AGE
0	0.0	00. Up to one year
0	0.0	01.
		- . Age in years
1	0.0	96.
0	0.0	97. 97 years or older
122	2.3	99. Unknown

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

FREQ	Prct	OCCUPANT SEX
5063	96.5	1. Male
66	1.3	2. Female
115	2.2	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
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Variable	309	OCCUPANT TYPE	MD1: 9	Field Width: 1
			MD2: None	Type: Numeric

FREQ Prcnt OCCUPANT TYPE

5154	98.3	1. Driver of a motor vehicle in transport
90	1.7	9. Unknown occupant type in a motor vehicle in transport

Variable	310	OCC SEATING POSITION	MD1: 99	Field Width: 2
			MD2: None	Type: Numeric

FREQ Prcnt OCC SEATING POSITION

5154	98.3	11. Front seat - left side (driver's side)
90	1.7	99. Unknown

Variable	311	MANUAL RESTRAINT SYS	MD1: 9	Field Width: 1
			MD2: None	Type: Numeric

FREQ Prcnt MANUAL (ACTIVE) RESTRAINT SYSTEM

2690	51.3	0. None used (vehicle occupant) or not applicable (non-motorist or passive system)
6	0.1	1. Shoulder belt
735	14.0	2. Lap belt
273	5.2	3. Lap and shoulder belt
0	0.0	4. Child safety seat
0	0.0	5. Motorcycle helmet
249	4.7	8. Restraint used - type unknown or other (including other helmet)
1291	24.6	9. Unknown

Variable	312	AUTOMATIC RESTRAINT SYS	MD1: 9	Field Width: 1
			MD2: None	Type: Numeric

FREQ Prcnt AUTOMATIC (PASSIVE) RESTRAINT SYSTEM

5061	96.5	0. Not equipped or non-motorist
0	0.0	1. Automatic belt in use
0	0.0	2. Automatic belt not in use
0	0.0	3. Deployed air bag
0	0.0	4. Non-deployed air bag
183	3.5	9. Unknown

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

FREQ Prcnt OCCUPANT EJECTION

4836	92.2	0. Not ejected; not applicable
248	4.7	1. Totally ejected
59	1.1	2. Partially ejected
101	1.9	9. Unknown

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

FREQ Prcnt OCCUPANT EXTRICATION

4984	95.0	0. Not extricated; not applicable
159	3.0	1. Extricated
101	1.9	9. Unknown

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

FREQ Prcnt OCC ALCOHOL INVOLVEMENT

3942	75.2	0. No (alcohol not involved)
190	3.6	1. Yes (alcohol involved)
700	13.3	8. Not reported
412	7.9	9. Unknown (Police Reported)

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

FREQ Prcnt OCC ALCOHOL TEST RESULT

1016	19.4	00. - . Result value (grams/100 ml%)
0	0.0	94.
3	0.1	95. Test refused
3810	72.7	96. None given
110	2.1	97. AC test performed, results unknown
151	2.9	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
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Variable	318	OCCUPANT INJURY SEVERITY	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ	Prcnt	OCCUPANT INJURY SEVERITY
2932	55.9	0. 0 - no injury
533	10.2	1. C - possible injury
508	9.7	2. B - non-incapacitating evident injury
345	6.6	3. A - incapacitating injury
761	14.5	4. K - fatal injury
60	1.1	5. Injured, severity unknown
2	0.0	6. Died prior to accident
103	2.0	9. Unknown

Variable	319	OCC TAKEN TO HOSPITAL	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

FREQ	Prcnt	TAKEN TO HOSPITAL OR TREATMENT FACILITY
3679	70.2	0. No
1381	26.3	1. Yes
184	3.5	9. Unknown

Variable	320	OCC DEATH DATE - MONTH	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

FREQ	Prcnt	OCC DEATH DATE - MONTH
4393	83.8	00. Not applicable
62	1.2	01. January
44	0.8	02. February
63	1.2	03. March
55	1.0	04. April
52	1.0	05. May
84	1.6	06. June
89	1.7	07. July
81	1.5	08. August
54	1.0	09. September
70	1.3	10. October
48	0.9	11. November
58	1.1	12. December
91	1.7	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
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Variable	321	OCC DEATH DATE - DAY	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric
FREQ	Prcnt	OCC DEATH DATE - DAY				
4393	83.8	00. Not applicable				
14	0.3	01.				
		- . Day of month				
16	0.3	31.				
91	1.7	99. Unknown				

Variable	322	OCC DEATH DATE - YEAR	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric
FREQ	Prcnt	OCC DEATH DATE - YEAR				
4393	83.8	00. Not applicable				
760	14.5	86. 1986				
91	1.7	99. Unknown				

Variable	323	OCC DEATH TIME - HOURS	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric
FREQ	Prcnt	OCC DEATH TIME - HOURS				
4418	84.2	00. 12:01 am - 12:59 am (or not applicable)				
23	0.4	01. 1:00 am - 1:59 am				
24	0.5	02. 2:00 am - 2:59 am				
30	0.6	03. 3:00 am - 3:59 am				
29	0.6	04. 4:00 am - 4:59 am				
33	0.6	05. 5:00 am - 5:59 am				
40	0.8	06. 6:00 am - 6:59 am				
27	0.5	07. 7:00 am - 7:59 am				
27	0.5	08. 8:00 am - 8:59 am				
44	0.8	09. 9:00 am - 9:59 am				
47	0.9	10. 10:00 am - 10:59 am				
31	0.6	11. 11:00 am - 11:59 am				
29	0.6	12. 12:00 pm - 12:59 pm				
46	0.9	13. 1:00 pm - 1:59 pm				
41	0.8	14. 2:00 pm - 2:59 pm				
39	0.7	15. 3:00 pm - 3:59 pm				
38	0.7	16. 4:00 pm - 4:59 pm				
21	0.4	17. 5:00 pm - 5:59 pm				
36	0.7	18. 6:00 pm - 6:59 pm				
28	0.5	19. 7:00 pm - 7:59 pm				
17	0.3	20. 8:00 pm - 8:59 pm				
15	0.3	21. 9:00 pm - 9:59 pm				
17	0.3	22. 10:00 pm - 10:59 pm				
17	0.3	23. 11:00 pm - 11:59 pm				

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
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FREQ Prcnt Var 323 OCC DEATH TIME - HOURS

1	0.0	24. 12:00 midnight
126	2.4	99. Unknown

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

FREQ Prcnt OCC DEATH TIME - MINUTES

4484	85.5	00.
		- . Minute
6	0.1	59.
126	2.4	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

505	9.6	000.
		- . Actual time in hours
0	0.0	998.
4519	86.2	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

349	6.7	00.
		- . Minute
1	0.0	59.
4519	86.2	99. Unknown

The OMC and SURVEY Variables

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

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

FREQ	Prcnt	OMC ID
3576	68.2	00000. Unknown
1	0.0	00007.
		- . OMC case ID #
1	0.0	26461.

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

OMC cases only

FREQ	Prcnt	STATE OF CARRIER
38	0.7	01. Alabama
0	0.0	02. Alaska
8	0.2	04. Arizona
53	1.0	05. Arkansas
66	1.3	06. California
20	0.4	08. Colorado
17	0.3	09. Connecticut
14	0.3	10. Delaware
0	0.0	11. District of Columbia
81	1.5	12. Florida
71	1.4	13. Georgia
11	0.2	16. Idaho
88	1.7	17. Illinois
79	1.5	18. Indiana
41	0.8	19. Iowa
42	0.8	20. Kansas
14	0.3	21. Kentucky
23	0.4	22. Louisiana
10	0.2	23. Maine
19	0.4	24. Maryland
22	0.4	25. Massachusetts
54	1.0	26. Michigan
61	1.2	27. Minnesota

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
OMC and SURVEY VARIABLES

FREQ	Prcnt	Var 1002	STATE OF CARRIER
18	0.3	28.	Mississippi
58	1.1	29.	Missouri
9	0.2	30.	Montana
27	0.5	31.	Nebraska
0	0.0	32.	Nevada
5	0.1	33.	New Hampshire
40	0.8	34.	New Jersey
5	0.1	35.	New Mexico
40	0.8	36.	New York
74	1.4	37.	North Carolina
5	0.1	38.	North Dakota
71	1.4	39.	Ohio
33	0.6	40.	Oklahoma
25	0.5	41.	Oregon
73	1.4	42.	Pennsylvania
2	0.0	44.	Rhode Island
28	0.5	45.	South Carolina
12	0.2	46.	South Dakota
46	0.9	47.	Tennessee
107	2.0	48.	Texas
25	0.5	49.	Utah
5	0.1	50.	Vermont
26	0.5	51.	Virginia
21	0.4	53.	Washington
6	0.1	54.	West Virginia
64	1.2	55.	Wisconsin
3	0.1	56.	Wyoming
3575	68.2	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 OMC cases

FREQ	Prcnt	AREA OF OPERATION
3323	63.4	1. Interstate
1129	21.5	2. Intrastate
119	2.3	6. Government owned
29	0.6	7. Daily rental
644	12.3	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
 OMC and SURVEY VARIABLES

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

Both SURVEY and OMC cases

FREQ	Prct	OPERATING AUTHORITY
2049	39.1	1. Private
2632	50.2	2. For hire
119	2.3	6. Government owned
29	0.6	7. Daily rental
415	7.9	9. Unknown

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

Both SURVEY and OMC cases

FREQ	Prct	CARRIER TYPE
1057	20.2	1. Interstate private
2041	38.9	2. Interstate authorized
147	2.8	3. Interstate exempt
834	15.9	4. Intrastate private
291	5.5	5. Intrastate for hire
119	2.3	6. Government owned
29	0.6	7. Daily rental
726	13.8	9. Unknown

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

SURVEY cases only

FREQ	Prct	OWNER OPERATOR
135	2.6	1. Yes
1168	22.3	2. No
1669	31.8	7. Not applicable (OMC)
2264	43.2	8. Not applicable (Not for hire)
8	0.2	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
OMC and SURVEY VARIABLES

Variable 1007	TRIP TYPE	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

Both SURVEY and OMC cases

FREQ	Prcnt	TRIP TYPE
1382	26.4	1. OTR, (over-the-road) (OMC)
1835	35.0	2. Local delivery
618	11.8	3. OTR, under 200 miles (Survey)
745	14.2	4. OTR, 200 miles and over (Survey)
140	2.7	5. OTR, unknown distance (Survey)
524	10.0	9. Unknown

Variable 1009	DISTRICT TYPE	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

OMC cases only

FREQ	Prcnt	DISTRICT TYPE
95	1.8	1. Residential
1198	22.8	2. Rural
375	7.2	3. Business
3575	68.2	8. Not applicable (Survey case)
1	0.0	9. Unknown

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

OMC cases only

FREQ	Prcnt	MONTH
114	2.2	01. January
134	2.6	02. February
119	2.3	03. March
122	2.3	04. April
142	2.7	05. May
155	3.0	06. June
172	3.3	07. July
160	3.1	08. August
139	2.7	09. September
132	2.5	10. October
132	2.5	11. November
148	2.8	12. December
3575	68.2	98. Not applicable (Survey case)
0	0.0	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
 OMC and SURVEY VARIABLES

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

OMC cases only

FREQ	Prcnt	DAY
54	1.0	01.
		- . Day of month
41	0.8	31.
3575	68.2	98. Not applicable (Survey case)
0	0.0	99. Unknown

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

OMC cases only

FREQ	Prcnt	HOUR
52	1.0	00. Midnight
89	1.7	01. 1 am
74	1.4	02. 2 am
58	1.1	03. 3 am
61	1.2	04. 4 am
59	1.1	05. 5 am
85	1.6	06. 6 am
65	1.2	07. 7 am
63	1.2	08. 8 am
70	1.3	09. 9 am
79	1.5	10. 10 am
66	1.3	11. 11 am
84	1.6	12. Noon
84	1.6	13. 1 pm
81	1.5	14. 2 pm
80	1.5	15. 3 pm
81	1.5	16. 4 pm
79	1.5	17. 5 pm
55	1.0	18. 6 pm
59	1.1	19. 7 pm
52	1.0	20. 8 pm
66	1.3	21. 9 pm
49	0.9	22. 10 pm
78	1.5	23. 11 pm
3575	68.2	98. Not applicable (Survey case)
0	0.0	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
OMC and SURVEY VARIABLES

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

OMC cases only

FREQ	Prct	MINUTE
939	17.9	00.
		- . Minute
0	0.0	59.
3575	68.2	98. Not applicable (Survey case)
0	0.0	99. Unknown

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

OMC cases only

FREQ	Prct	ACCIDENT TYPE
156	3.0	1. Non-collision
1390	26.5	2. Collision with moving object
123	2.3	3. Collision with fixed or parked object
3575	68.2	8. Not applicable (Survey case)
0	0.0	9. Unknown

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

OMC cases only

FREQ	Prct	OTHER OBJECT INVOLVED
156	3.0	01. Not applicable (non-collision)
165	3.1	02. Commercial truck
47	0.9	03. Fixed object
1015	19.4	04. Automobile
106	2.0	05. Pedestrian
3	0.1	06. Bus
7	0.1	07. Train
14	0.3	08. Bicycle
7	0.1	09. Animal
49	0.9	10. Motorcycle
100	1.9	11. Other
3575	68.2	98. Not applicable (Survey case)
0	0.0	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
 OMC and SURVEY VARIABLES

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

OMC cases only

FREQ	Prcnt	VEHICLE #1 ACTION
92	1.8	01. Slowing/stopping
57	1.1	02. Stopped
21	0.4	03. Parked
32	0.6	04. Rear end
17	0.3	05. Backing
20	0.4	06. Making right turn
47	0.9	07. Making left turn
6	0.1	08. Making U-turn
886	16.9	09. Proceeding straight
1	0.0	10. Merging
19	0.4	11. Entering traffic
27	0.5	12. Intersection
20	0.4	13. Passing
10	0.2	14. Changing lanes
13	0.2	15. Sideswipe--opposite direction
43	0.8	16. Head-on--crossed into opposing lane
18	0.3	17. Skidding
37	0.7	18. Vehicle out of control
0	0.0	19. Roll-away
2	0.0	20. Controlled railroad crossing
1	0.0	21. Uncontrolled railroad crossing
16	0.3	22. Other
3575	68.2	97. Not applicable (Survey case)
284	5.4	98. Not applicable (non-collision)
0	0.0	99. Unknown

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

OMC cases only

FREQ	Prcnt	VEHICLE #2 ACTION
28	0.5	01. Slowing/stopping
58	1.1	02. Stopped
16	0.3	03. Parked
83	1.6	04. Rear end
3	0.1	05. Backing
8	0.2	06. Making right turn
68	1.3	07. Making left turn
15	0.3	08. Making U-turn
390	7.4	09. Proceeding straight
10	0.2	10. Merging
50	1.0	11. Entering traffic

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
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FREQ	Prcnt	Var 1017 VEHICLE #2 ACTION
68	1.3	12. Intersection
28	0.5	13. Passing
22	0.4	14. Changing lanes
39	0.7	15. Sideswipe--opposite direction
263	5.0	16. Head-on--crossed into opposing lane
19	0.4	17. Skidding
62	1.2	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
35	0.7	22. Other
3575	68.2	97. Not applicable (Survey case)
393	7.5	98. Not applicable (non-collision)
11	0.2	99. Unknown

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

OMC cases only

FREQ	Prcnt	VEHICLE #3 ACTION
10	0.2	01. Slowing/stopping
34	0.6	02. Stopped
6	0.1	03. Parked
12	0.2	04. Rear end
0	0.0	05. Backing
0	0.0	06. Making right turn
1	0.0	07. Making left turn
0	0.0	08. Making U-turn
86	1.6	09. Proceeding straight
1	0.0	10. Merging
2	0.0	11. Entering traffic
5	0.1	12. Intersection
7	0.1	13. Passing
3	0.1	14. Changing lanes
5	0.1	15. Sideswipe--opposite direction
9	0.2	16. Head-on--crossed into opposing lane
2	0.0	17. Skidding
6	0.1	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
6	0.1	22. Other
3575	68.2	97. Not applicable (Survey case)
1463	27.9	98. Not applicable (non-collision)
11	0.2	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
 OMC and SURVEY VARIABLES

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

Both SURVEY and OMC cases

FREQ	Prcnt	PRIMARY EVENT OTHER THAN COLLISION
87	1.7	0. Ran off road
36	0.7	1. Jackknife
201	3.8	2. Overturn
25	0.5	3. Separation of units
1	0.0	4. Fire
14	0.3	5. Loss or spillage of cargo
7	0.1	6. Cargo shift
0	0.0	7. Other
4764	90.8	8. Not applicable (collision)
109	2.1	9. Unknown

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

Both SURVEY and OMC cases

FREQ	Prcnt	ASSOCIATED ACCIDENT EVENT
3947	75.3	1. None
55	1.0	2. Spillage of hazardous cargo
80	1.5	3. Fire
678	12.9	4. Spillage of non-hazardous cargo
2	0.0	5. Explosion
482	9.2	9. Unknown

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

Both SURVEY and OMC cases

FREQ	Prcnt	DRIVER AGE
1	0.0	17. 17 years
1	0.0	20. 20 years
13	0.2	21. 21 years
20	0.4	22. 22 years
19	0.4	23. 23 years
38	0.7	24. 24 years
38	0.7	25. 25 years
38	0.7	26. 26 years
36	0.7	27. 27 years
51	1.0	28. 28 years

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
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FREQ	Prcnt	Var 1021	DRIVER AGE
71	1.4	29.	29 years
58	1.1	30.	30 years
54	1.0	31.	31 years
54	1.0	32.	32 years
60	1.1	33.	33 years
65	1.2	34.	34 years
61	1.2	35.	35 years
38	0.7	36.	36 years
54	1.0	37.	37 years
67	1.3	38.	38 years
61	1.2	39.	39 years
33	0.6	40.	40 years
51	1.0	41.	41 years
58	1.1	42.	42 years
52	1.0	43.	43 years
44	0.8	44.	44 years
38	0.7	45.	45 years
48	0.9	46.	46 years
42	0.8	47.	47 years
34	0.6	48.	48 years
30	0.6	49.	49 years
39	0.7	50.	50 years
32	0.6	51.	51 years
26	0.5	52.	52 years
32	0.6	53.	53 years
28	0.5	54.	54 years
27	0.5	55.	55 years
22	0.4	56.	56 years
22	0.4	57.	57 years
32	0.6	58.	58 years
20	0.4	59.	59 years
15	0.3	60.	60 years
17	0.3	61.	61 years
7	0.1	62.	62 years
9	0.2	63.	63 years
1	0.0	64.	64 years
3	0.1	65.	65 years
2	0.0	66.	66 years
1	0.0	67.	67 years
2	0.0	68.	68 years
1	0.0	70.	70 years
1	0.0	71.	71 years
1	0.0	72.	72 years
1	0.0	73.	73 years
3575	68.2	99.	Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
 OMC and SURVEY VARIABLES

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

OMC cases only

FREQ	Prcnt	YEARS DRIVER EMPLOYED
308	5.9	00. 0 years
561	10.7	01. 1 year
202	3.9	02. 2 years
109	2.1	03. 3 years
64	1.2	04. 4 years
51	1.0	05. 5 years
43	0.8	06. 6 years
30	0.6	07. 7 years
43	0.8	08. 8 years
25	0.5	09. 9 years
27	0.5	10. 10 years
13	0.2	11. 11 years
18	0.3	12. 12 years
23	0.4	13. 13 years
17	0.3	14. 14 years
10	0.2	15. 15 years
18	0.3	16. 16 years
14	0.3	17. 17 years
13	0.2	18. 18 years
10	0.2	19. 19 years
10	0.2	20. 20 years
10	0.2	21. 21 years
3	0.1	22. 22 years
5	0.1	23. 23 years
3	0.1	24. 24 years
6	0.1	25. 25 years
2	0.0	26. 26 years
5	0.1	27. 27 years
2	0.0	29. 29 years
5	0.1	30. 30 years
3	0.1	31. 31 years
2	0.0	32. 32 years
2	0.0	34. 34 years
1	0.0	35. 35 years
2	0.0	36. 36 years
3575	68.2	98. Not applicable (Survey case)
9	0.2	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
 OMC and SURVEY VARIABLES

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

Both SURVEY and OMC cases

FREQ	Prct	HOURS DRIVING
1050	20.0	01. 1 hour
521	9.9	02. 2 hours
498	9.5	03. 3 hours
446	8.5	04. 4 hours
354	6.8	05. 5 hours
307	5.9	06. 6 hours
238	4.5	07. 7 hours
201	3.8	08. 8 hours
95	1.8	09. 9 hours
53	1.0	10. 10 hours
26	0.5	11. 11 hours
10	0.2	12. 12 hours
1	0.0	13. 13 hours
1	0.0	14. 14 hours
1	0.0	15. 15 hours
1	0.0	16. 16 hours
1	0.0	17. 17 hours
1	0.0	18. 18 hours
1	0.0	20. 20 hours
1	0.0	21. 21 hours
199	3.8	98. Not applicable
1238	23.6	99. Unknown

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

OMC cases only

FREQ	Prct	SCHEDULED HOURS
191	3.6	01. 1 hour
119	2.3	02. 2 hours
139	2.7	03. 3 hours
141	2.7	04. 4 hours
132	2.5	05. 5 hours
126	2.4	06. 6 hours
105	2.0	07. 7 hours
170	3.2	08. 8 hours
88	1.7	09. 9 hours
196	3.7	10. 10 hours
30	0.6	11. 11 hours
179	3.4	12. Not applicable (OMC case)
3575	68.2	98. Not applicable (Survey case)
53	1.0	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
 OMC and SURVEY VARIABLES

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

OMC cases only

FREQ	Prcnt	DRIVER CONDITION
1595	30.4	1. Apparently normal
4	0.1	2. Sick
16	0.3	3. Had been drinking
32	0.6	4. Dozed at wheel
1	0.0	5. Medical waiver
19	0.4	6. Other
3575	68.2	8. Not applicable (Survey case)
2	0.0	9. Unknown

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

Both SURVEY and OMC cases

FREQ	Prcnt	POWER UNIT TYPE
122	2.3	0. Unknown
1414	27.0	1. Straight truck
3708	70.7	8. Tractor

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

Both SURVEY and OMC cases

FREQ	Prcnt	STRAIGHT TRUCK BODY STYLE
3708	70.7	0. Not applicable (tractor)
309	5.9	1. Van
103	2.0	2. Flat
107	2.0	3. Tank
446	8.5	6. Dump
134	2.6	7. Refuse
268	5.1	8. Other
169	3.2	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
OMC and SURVEY VARIABLES

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

Both SURVEY and OMC cases

FREQ	Prct	CAB STYLE
2951	56.3	1. Conventional
2061	39.3	2. Cabover or cab-forward
232	4.4	9. Unknown

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

Both SURVEY and OMC cases

FREQ	Prct	POWER UNIT YEAR
1	0.0	48. 1948
1	0.0	51. 1951
1	0.0	52. 1952
2	0.0	53. 1953
1	0.0	54. 1954
1	0.0	55. 1955
4	0.1	56. 1956
2	0.0	57. 1957
1	0.0	58. 1958
3	0.1	59. 1959
2	0.0	60. 1960
2	0.0	61. 1961
5	0.1	62. 1962
9	0.2	63. 1963
16	0.3	64. 1964
17	0.3	65. 1965
28	0.5	66. 1966
22	0.4	67. 1967
34	0.6	68. 1968
67	1.3	69. 1969
60	1.1	70. 1970
76	1.4	71. 1971
122	2.3	72. 1972
187	3.6	73. 1973
236	4.5	74. 1974
207	3.9	75. 1975
147	2.8	76. 1976
343	6.5	77. 1977
402	7.7	78. 1978
482	9.2	79. 1979
364	6.9	80. 1980
288	5.5	81. 1981
267	5.1	82. 1982

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
 OMC and SURVEY VARIABLES

FREQ	Prcnt	Var 1029	POWER UNIT YEAR
241	4.6	83.	1983
538	10.3	84.	1984
589	11.2	85.	1985
319	6.1	86.	1986
17	0.3	87.	1987
140	2.7	99.	Unknown

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

Both SURVEY and OMC cases

FREQ	Prcnt	POWER UNIT NO. OF AXLES
1293	24.7	2. 2 axles
3706	70.7	3. 3 axles
60	1.1	4. 4 or more axles
185	3.5	9. Unknown

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

Both SURVEY and OMC cases

FREQ	Prcnt	POWER UNIT MAKE
25	0.5	01. Autocar
5	0.1	02. Brockway
213	4.1	03. Chevrolet
22	0.4	04. Diamond Reo
26	0.5	05. Dodge
623	11.9	06. Ford
605	11.5	07. Freightliner
472	9.0	08. GMC
3	0.1	09. Hendrickson
1109	21.1	10. Navistar
527	10.0	11. Kenworth
695	13.3	12. Mack
14	0.3	13. Marmon
421	8.0	14. Peterbilt
234	4.5	15. White
22	0.4	16. Mercedes-Benz
12	0.2	17. Volvo
35	0.7	18. Western Star
33	0.6	97. Other (Survey)
7	0.1	98. Other (OMC)
141	2.7	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
OMC and SURVEY VARIABLES

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

SURVEY cases only

FREQ	Prct	POWER UNIT LENGTH
1	0.0	014. 14 feet
16	0.3	015. 15 feet
34	0.6	016. 16 feet
105	2.0	017. 17 feet
163	3.1	018. 18 feet
351	6.7	019. 19 feet
334	6.4	020. 20 feet
273	5.2	021. 21 feet
274	5.2	022. 22 feet
307	5.9	023. 23 feet
273	5.2	024. 24 feet
244	4.7	025. 25 feet
159	3.0	026. 26 feet
101	1.9	027. 27 feet
139	2.7	028. 28 feet
70	1.3	029. 29 feet
121	2.3	030. 30 feet
48	0.9	031. 31 feet
57	1.1	032. 32 feet
36	0.7	033. 33 feet
11	0.2	034. 34 feet
24	0.5	035. 35 feet
8	0.2	036. 36 feet
4	0.1	037. 37 feet
7	0.1	038. 38 feet
3	0.1	039. 39 feet
4	0.1	040. 40 feet
1	0.0	041. 41 feet
1	0.0	043. 43 feet
1	0.0	046. 46 feet
1	0.0	070. 70 feet
1669	31.8	998. Not applicable (OMC case)
404	7.7	999. Unknown

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

SURVEY cases only

FREQ	Prct	STRAIGHT TRUCK CARGO
109	2.1	01. General freight
16	0.3	02. Household goods
6	0.1	03. Metal: coils, sheets, etc

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
 OMC and SURVEY VARIABLES

FREQ	Prcnt	Var 1033	STRAIGHT TRUCK CARGO
27	0.5	04.	Heavy machinery
4	0.1	05.	Motor vehicles
27	0.5	06.	Driveaway/towaway
8	0.2	07.	Gases in bulk
350	6.7	08.	Solids in bulk
61	1.2	09.	Liquids in bulk
0	0.0	10.	Explosives
32	0.6	11.	Logs/poles/lumber
431	8.2	12.	None (empty)
44	0.8	13.	Refrigerated food
0	0.0	14.	Mobile home
49	0.9	15.	Farm products
42	0.8	16.	Other
1669	31.8	97.	Not applicable (OMC case)
2116	40.4	98.	Not applicable (not a straight truck)
253	4.8	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
50	1.0	1. Hazardous cargo
1237	23.6	2. Non-hazardous cargo
1669	31.8	7. Not applicable (OMC case)
2116	40.4	8. Not applicable (not a straight truck)
172	3.3	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
431	8.2	000000. - . Weight in pounds
0	0.0	999994.
1669	31.8	999995. Not applicable (OMC case)
2132	40.7	999996. Not applicable (not a straight truck)
110	2.1	999997. Some cargo (weight unknown)
43	0.8	999998. Full (weight unknown)
256	4.9	999999. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
OMC 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.
1669	31.8	999998. Not applicable (OMC case)
317	6.0	999999. Unknown

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

Both SURVEY and OMC cases

FREQ	Prcnt	1ST TRAILER TYPE
3512	67.0	1. Semitrailer
82	1.6	2. Full trailer
87	1.7	3. Other
1439	27.4	4. None
124	2.4	9. Unknown

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

OMC cases only

FREQ	Prcnt	1ST TRAILER YEAR
1	0.0	59. 1959
2	0.0	61. 1961
4	0.1	63. 1963
5	0.1	64. 1964
7	0.1	65. 1965
7	0.1	66. 1966
9	0.2	67. 1967
7	0.1	68. 1968
28	0.5	69. 1969
17	0.3	70. 1970
18	0.3	71. 1971
32	0.6	72. 1972
41	0.8	73. 1973
57	1.1	74. 1974
28	0.5	75. 1975
29	0.6	76. 1976

FREQ	Prcnt	Var 1038	1ST TRAILER YEAR
61	1.2	77.	1977
98	1.9	78.	1978
127	2.4	79.	1979
94	1.8	80.	1980
86	1.6	81.	1981
54	1.0	82.	1982
106	2.0	83.	1983
180	3.4	84.	1984
186	3.5	85.	1985
127	2.4	86.	1986
8	0.2	87.	1987
0	0.0	96.	Unknown if had 1st trailer
3575	68.2	97.	Not applicable (Survey case)
129	2.5	98.	Not applicable (no 1st trailer)
121	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 OMC cases

FREQ	Prcnt	1ST TRAILER NO. OF AXLES
225	4.3	01. 1 axle
3158	60.2	02. 2 axles
103	2.0	03. 3 axles
10	0.2	04. 4 or more axles
124	2.4	97. Unknown if had 1st trailer
1439	27.4	98. Not applicable (no 1st trailer)
185	3.5	99. Unknown

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

Both SURVEY and OMC cases

FREQ	Prcnt	1ST TRAILER BODY
1576	30.1	0. None or unknown if had 1st trailer
1587	30.3	1. Van
755	14.4	2. Flat
333	6.4	3. Tank
33	0.6	4. Auto carrier
247	4.7	6. Dump
0	0.0	7. Dolly
524	10.0	8. Other
189	3.6	9. Unknown

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OMC and SURVEY VARIABLES

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

SURVEY cases only

FREQ	Prct	1ST TRAILER CARGO
306	5.8	01. General freight
10	0.2	02. Household goods
75	1.4	03. Metal: coils, sheets, etc
115	2.2	04. Heavy machinery
13	0.2	05. Motor vehicles
0	0.0	06. Driveaway/towaway
6	0.1	07. Gases in bulk
240	4.6	08. Solids in bulk
86	1.6	09. Liquids in bulk
0	0.0	10. Explosives
139	2.7	11. Logs/poles/lumber
609	11.6	12. None (empty)
93	1.8	13. Refrigerated food
5	0.1	14. Mobile home
124	2.4	15. Farm products
5	0.1	16. Other
124	2.4	96. Unknown if had 1st trailer
1669	31.8	97. Not applicable (OMC case)
1310	25.0	98. Not applicable (no 1st trailer)
315	6.0	99. Unknown

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

SURVEY cases only

FREQ	Prct	1ST TRAILER HAZ. CARGO
57	1.1	1. Hazardous cargo
1985	37.9	2. Non-hazardous cargo
124	2.4	6. Unknown if had 1st trailer
1669	31.8	7. Not applicable (OMC case)
1310	25.0	8. Not applicable (no 1st trailer)
99	1.9	9. Unknown

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

SURVEY cases only

FREQ	Prcnt	1ST TRAILER CARGO WEIGHT
609	11.6	000000. - . Weight in pounds
0	0.0	999993.
124	2.4	999994. Unknown if had 1st trailer
1669	31.8	999995. Not applicable (OMC case)
1310	25.0	999996. Not applicable (no 1st trailer)
149	2.8	999997. Some cargo (weight unknown)
109	2.1	999998. Full (weight unknown)
280	5.3	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.
124	2.4	999996. Unknown if had 1st trailer
1669	31.8	999997. Not applicable (OMC case)
1310	25.0	999998. Not applicable (no 1st trailer)
431	8.2	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
2	0.0	006. 6 feet
1	0.0	008. 8 feet
3	0.1	010. 10 feet
1	0.0	011. 11 feet
8	0.2	012. 12 feet
2	0.0	013. 13 feet
4	0.1	014. 14 feet
3	0.1	015. 15 feet
7	0.1	016. 16 feet

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
 OMC and SURVEY VARIABLES

FREQ	Prcnt	Var 1045	1ST TRAILER LENGTH
3	0.1	017.	17 feet
8	0.2	018.	18 feet
2	0.0	019.	19 feet
22	0.4	020.	20 feet
3	0.1	021.	21 feet
14	0.3	022.	22 feet
4	0.1	023.	23 feet
18	0.3	024.	24 feet
16	0.3	025.	25 feet
24	0.5	026.	26 feet
18	0.3	027.	27 feet
57	1.1	028.	28 feet
12	0.2	029.	29 feet
53	1.0	030.	30 feet
1	0.0	031.	31 feet
35	0.7	032.	32 feet
13	0.2	033.	33 feet
11	0.2	034.	34 feet
51	1.0	035.	35 feet
30	0.6	036.	36 feet
9	0.2	037.	37 feet
45	0.9	038.	38 feet
13	0.2	039.	39 feet
440	8.4	040.	40 feet
20	0.4	041.	41 feet
140	2.7	042.	42 feet
37	0.7	043.	43 feet
30	0.6	044.	44 feet
335	6.4	045.	45 feet
17	0.3	046.	46 feet
9	0.2	047.	47 feet
171	3.3	048.	48 feet
2	0.0	049.	49 feet
8	0.2	050.	50 feet
1	0.0	052.	52 feet
1	0.0	053.	53 feet
1	0.0	055.	55 feet
1	0.0	056.	56 feet
3	0.1	057.	57 feet
1	0.0	064.	64 feet
2	0.0	065.	65 feet
124	2.4	994.	Unknown if had 1st trailer
1669	31.8	995.	Not applicable (OMC case)
1310	25.0	996.	Not applicable (no 1st trailer)
65	1.2	997.	Short (estimated under 35 feet)
29	0.6	998.	Long (estimated 35 feet and over)
334	6.4	999.	Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
 OMC and SURVEY VARIABLES

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

Both SURVEY and OMC cases

FREQ	Prcnt	2ND TRAILER TYPE
0	0.0	1. Semitrailer
239	4.6	2. Full trailer
7	0.1	3. Other
4878	93.0	4. None
120	2.3	9. Unknown

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

OMC cases only

FREQ	Prcnt	2ND TRAILER YEAR
1	0.0	47. 1947
1	0.0	62. 1962
1	0.0	64. 1964
2	0.0	65. 1965
1	0.0	66. 1966
2	0.0	72. 1972
5	0.1	73. 1973
1	0.0	75. 1975
1	0.0	76. 1976
3	0.1	77. 1977
5	0.1	78. 1978
6	0.1	79. 1979
3	0.1	80. 1980
1	0.0	81. 1981
2	0.0	82. 1982
5	0.1	83. 1983
19	0.4	84. 1984
23	0.4	85. 1985
9	0.2	86. 1986
0	0.0	96. Unknown if had 2nd trailer
3575	68.2	97. Not applicable (Survey case)
1571	30.0	98. Not applicable (no 2nd trailer)
7	0.1	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
OMC and SURVEY VARIABLES

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

Both SURVEY and OMC cases

FREQ	Prct	2ND TRAILER NO. OF AXLES
3	0.1	01. 1 axle
172	3.3	02. 2 axles
13	0.2	03. 3 axles
10	0.2	04. 4 or more axles
120	2.3	97. Unknown if had 2nd trailer
4878	93.0	98. Not applicable (no 2nd trailer)
48	0.9	99. Unknown

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

Both SURVEY and OMC cases

FREQ	Prct	2ND TRAILER BODY
5001	95.4	0. None or unknown if had 2nd trailer
90	1.7	1. Van
37	0.7	2. Flat
14	0.3	3. Tank
0	0.0	4. Auto carrier
11	0.2	6. Dump
0	0.0	7. Dolly
35	0.7	8. Other
56	1.1	9. Unknown

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

SURVEY cases only

FREQ	Prct	2ND TRAILER CARGO
12	0.2	01. General freight
0	0.0	02. Household goods
4	0.1	03. Metal: coils, sheets, etc
7	0.1	04. Heavy machinery
0	0.0	05. Motor vehicles
0	0.0	06. Driveaway/towaway
0	0.0	07. Gases in bulk
18	0.3	08. Solids in bulk
5	0.1	09. Liquids in bulk
0	0.0	10. Explosives

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
 OMC and SURVEY VARIABLES

FREQ	Prcnt	Var 1050	2ND TRAILER CARGO
5	0.1		11. Logs/poles/lumber
25	0.5		12. None (empty)
1	0.0		13. Refrigerated food
0	0.0		14. Mobile home
13	0.2		15. Farm products
0	0.0		16. Other
120	2.3		96. Unknown if had 2nd trailer
1669	31.8		97. Not applicable (OMC case)
3307	63.1		98. Not applicable (no 2nd trailer)
58	1.1		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
2	0.0	1. Hazardous cargo
141	2.7	2. Non-hazardous cargo
120	2.3	6. Unknown if had 2nd trailer
1669	31.8	7. Not applicable (OMC case)
3307	63.1	8. Not applicable (no 2nd trailer)
5	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
25	0.5	000000.
		- . Weight in pounds
0	0.0	999993.
120	2.3	999994. Unknown if had 2nd trailer
1669	31.8	999995. Not applicable (OMC case)
3307	63.1	999996. Not applicable (no 2nd trailer)
23	0.4	999997. Some cargo (weight unknown)
16	0.3	999998. Full (weight unknown)
57	1.1	999999. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
OMC and SURVEY VARIABLES

Variable 1053	2ND TRAILER EMPTY WEIGHT	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.
120	2.3	999996. Unknown if had 2nd trailer
1669	31.8	999997. Not applicable (OMC case)
3307	63.1	999998. Not applicable (no 2nd trailer)
99	1.9	999999. Unknown

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

SURVEY cases only

FREQ	Prcnt	2ND TRAILER LENGTH
2	0.0	015. 15 feet
2	0.0	016. 16 feet
4	0.1	017. 17 feet
3	0.1	018. 18 feet
3	0.1	020. 20 feet
2	0.0	021. 21 feet
3	0.1	022. 22 feet
2	0.0	023. 23 feet
3	0.1	024. 24 feet
3	0.1	025. 25 feet
4	0.1	026. 26 feet
3	0.1	027. 27 feet
9	0.2	028. 28 feet
1	0.0	029. 29 feet
1	0.0	030. 30 feet
2	0.0	032. 32 feet
1	0.0	045. 45 feet
1	0.0	075. 75 feet
120	2.3	994. Unknown if had 2nd trailer
1669	31.8	995. Not applicable (OMC case)
3307	63.1	996. Not applicable (no 2nd trailer)
28	0.5	997. Short (estimated under 35 feet)
0	0.0	998. Long (estimated 35 feet and over)
71	1.4	999. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
 OMC and SURVEY VARIABLES

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

Both SURVEY and OMC cases

FREQ	Prcnt	3RD TRAILER TYPE
0	0.0	1. Semitrailer
3	0.1	2. Full trailer
0	0.0	3. Other
5124	97.7	4. None
117	2.2	9. Unknown

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

SURVEY cases only

FREQ	Prcnt	3RD TRAILER NO. OF AXLES
2	0.0	02. 2 axles
117	2.2	96. Unknown if had 3rd trailer
1669	31.8	97. Not applicable (OMC case)
3456	65.9	98. Not applicable (no 3rd trailer)
0	0.0	99. Unknown

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

Both SURVEY and OMC cases

FREQ	Prcnt	3RD TRAILER BODY
5241	99.9	0. None or unknown if had 3rd trailer
2	0.0	1. Van
0	0.0	2. Flat
0	0.0	3. Tank
0	0.0	4. Auto carrier
1	0.0	6. Dump
0	0.0	7. Dolly
0	0.0	8. Other
0	0.0	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
OMC and SURVEY VARIABLES

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

SURVEY cases only

FREQ	Prcnt	3RD TRAILER CARGO
1	0.0	01. General freight
0	0.0	02. Household goods
0	0.0	03. Metal: coils, sheets, etc
0	0.0	04. Heavy machinery
0	0.0	05. Motor vehicles
0	0.0	06. Driveaway/towaway
0	0.0	07. Gases in bulk
0	0.0	08. Solids in bulk
0	0.0	09. Liquids in bulk
0	0.0	10. Explosives
0	0.0	11. Logs/poles/lumber
1	0.0	12. None (empty)
0	0.0	13. Refrigerated food
0	0.0	14. Mobile home
0	0.0	15. Farm products
0	0.0	16. Other
117	2.2	96. Unknown if had 3rd trailer
1669	31.8	97. Not applicable (OMC case)
3456	65.9	98. Not applicable (no 3rd trailer)
0	0.0	99. Unknown

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

SURVEY cases only

FREQ	Prcnt	3RD TRAILER HAZ. CARGO
0	0.0	1. Hazardous cargo
2	0.0	2. Non-hazardous cargo
117	2.2	6. Unknown if had 3rd trailer
1669	31.8	7. Not applicable (OMC case)
3456	65.9	8. Not applicable (no 3rd trailer)
0	0.0	9. Unknown

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

SURVEY cases only

FREQ	Prcnt	3RD TRAILER CARGO WEIGHT
1	0.0	000000.
		- . Weight in pounds
0	0.0	999993.
117	2.2	999994. Unknown if had 3rd trailer
1669	31.8	999995. Not applicable (OMC case)
3456	65.9	999996. Not applicable (no 3rd trailer)
0	0.0	999997. Some cargo (weight unknown)
0	0.0	999998. Full (weight unknown)
0	0.0	999999. Unknown

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

SURVEY cases only

FREQ	Prcnt	3RD TRAILER EMPTY WEIGHT
0	0.0	000000.
		- . Weight in pounds
0	0.0	999995.
117	2.2	999996. Unknown if had 3rd trailer
1669	31.8	999997. Not applicable (OMC case)
3456	65.9	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
1	0.0	020. 20 feet
1	0.0	028. 28 feet
117	2.2	994. Unknown if had 3rd trailer
1669	31.8	995. Not applicable (OMC case)
3456	65.9	996. Not applicable (no 3rd trailer)
0	0.0	997. Short (estimated under 35 feet)
0	0.0	998. Long (estimated 35 feet and over)
0	0.0	999. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
OMC and SURVEY VARIABLES

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

Both SURVEY and OMC cases

FREQ	Prcnt	VEHICLE COMBINATION CODE
130	2.5	00. Unknown
1262	24.1	01. Straight truck only
146	2.8	02. Bobtail tractor
74	1.4	03. Straight truck & full trailer
64	1.2	04. Straight truck & other (non-full trailer)
3273	62.4	05. Tractor & semitrailer
23	0.4	06. Tractor & other (non-semitrailer)
235	4.5	07. Tractor & semi & full
6	0.1	08. Tractor & semi & other
3	0.1	09. Tractor & 3 trailers
27	0.5	11. Other (i.e., piggybacks, towing vehicles)
1	0.0	13. Straight & two trailers

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

Both SURVEY and OMC cases

FREQ	Prcnt	NO. OF TRAILERS
1439	27.4	0. No trailer
3434	65.5	1. 1 trailer
243	4.6	2. 2 trailers
3	0.1	3. 3 trailers
125	2.4	9. Unknown

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

Both SURVEY and OMC cases

FREQ	Prcnt	TOTAL LENGTH
0	0.0	000.
		- . Length in feet
0	0.0	998.
679	12.9	999. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
 OMC and SURVEY VARIABLES

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

Both SURVEY and OMC cases

FREQ	Prcnt	TOTAL WIDTH
5	0.1	06. 6 feet
57	1.1	07. 7 feet
4005	76.4	08. 8 feet
216	4.1	09. 9 feet
16	0.3	10. 10 feet
4	0.1	11. 11 feet
14	0.3	12. 12 feet
3	0.1	13. 13 feet
5	0.1	14. 14 feet
1	0.0	15. 15 feet
1	0.0	16. 16 feet
1	0.0	18. 18 feet
3	0.1	98. > 8 feet but not specified
913	17.4	99. Unknown

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

OMC cases only

FREQ	Prcnt	TOTAL CARGO WEIGHT
385	7.3	000000. - . Weight in pounds
0	0.0	999997.
3575	68.2	999998. Not applicable (Survey case)
73	1.4	999999. Unknown

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

Both SURVEY and OMC cases

FREQ	Prcnt	GROSS WEIGHT
0	0.0	000000. - . Weight in pounds
0	0.0	999998.
1038	19.8	999999. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
OMC and SURVEY VARIABLES

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

FREQ	Prct	EMPTY COMBINATION WEIGHT
0	0.0	000000.
		- . Weight in pounds
0	0.0	999998.
1888	36.0	999999. Unknown

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

Both SURVEY and OMC cases

FREQ	Prct	FUEL TYPE
560	10.7	1. Gasoline
4499	85.8	2. Diesel
3	0.1	3. L.P.G.
8	0.2	4. Other
174	3.3	9. Unknown

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

OMC cases only

FREQ	Prct	HAZ. MAT. IN CARGO
101	1.9	1. Hazardous cargo
1568	29.9	2. Non-hazardous cargo
3575	68.2	8. Not applicable (Survey case)
0	0.0	9. Unknown

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

OMC cases only

FREQ	Prct	DRIVER KILLED
296	5.6	1. Yes
1373	26.2	2. No
3575	68.2	8. Not applicable (Survey case)
0	0.0	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
 OMC and SURVEY VARIABLES

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

OMC cases only

FREQ	Prct	DRIVER INJURED
416	7.9	1. Yes
1253	23.9	2. No
3575	68.2	8. Not applicable (Survey case)
0	0.0	9. Unknown

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

OMC cases only

FREQ	Prct	TOTAL KILLED IN VEHICLE
1336	25.5	00. 0 killed
301	5.7	01. 1 killed
30	0.6	02. 2 killed
2	0.0	03. 3 killed
3575	68.2	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

OMC cases only

FREQ	Prct	TOTAL INJURED IN VEHICLE
1220	23.3	00. 0 injured
394	7.5	01. 1 injured
51	1.0	02. 2 injured
3	0.1	03. 3 injured
1	0.0	04. 4 injured
3575	68.2	98. Not applicable (Survey case)
0	0.0	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
OMC and SURVEY VARIABLES

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

OMC cases only

FREQ	Prcnt	TOTAL KILLED IN ACCIDENT
1365	26.0	01. 1 killed
231	4.4	02. 2 killed
48	0.9	03. 3 killed
13	0.2	04. 4 killed
6	0.1	05. 5 killed
3	0.1	06. 6 killed
2	0.0	08. 8 killed
1	0.0	11. 11 killed
3575	68.2	98. Not applicable (Survey case)
0	0.0	99. Unknown

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

OMC cases only

FREQ	Prcnt	TOT. INJURED IN ACCIDENT
904	17.2	00. 0 injured
435	8.3	01. 1 injured
184	3.5	02. 2 injured
81	1.5	03. 3 injured
36	0.7	04. 4 injured
17	0.3	05. 5 injured
3	0.1	06. 6 injured
4	0.1	07. 7 injured
1	0.0	08. 8 injured
1	0.0	11. 11 injured
1	0.0	13. 13 injured
2	0.0	16. 16 injured
3575	68.2	98. Not applicable (Survey case)
0	0.0	99. Unknown

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

OMC cases only

FREQ	Prcnt	WEATHER
185	3.5	1. Rain
1180	22.5	2. Clear

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
 OMC and SURVEY VARIABLES

FREQ	Prcnt	Var 1078 WEATHER
49	0.9	3. Snow
51	1.0	4. Fog/smog
166	3.2	5. Cloudy/overcast
6	0.1	6. Sleet
13	0.2	7. Other
3575	68.2	8. Not applicable (Survey case)
19	0.4	9. Unknown

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

OMC cases only

FREQ	Prcnt	LIGHT CONDITION
811	15.5	1. Daylight
61	1.2	2. Artificial lights
78	1.5	3. Dawn
4	0.1	4. Other
49	0.9	5. Dusk
637	12.1	6. Dark
3575	68.2	8. Not applicable (Survey case)
29	0.6	9. Unknown

Variable 1080	ROAD SURFACE CONDITION	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

OMC cases only

FREQ	Prcnt	ROAD SURFACE CONDITION
1307	24.9	1. Dry
265	5.1	2. Wet
40	0.8	3. Snowy
36	0.7	4. Icy
5	0.1	5. Other
3575	68.2	8. Not applicable (Survey case)
16	0.3	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
OMC and SURVEY VARIABLES

Variable 1081	NUMBER OF LANES	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

OMC cases only

FREQ	Prct	NUMBER OF LANES
36	0.7	1. 1 lane
862	16.4	2. 2 lanes
94	1.8	3. 3 lanes
647	12.3	4. 4 or more lanes
3575	68.2	8. Not applicable (Survey case)
30	0.6	9. Unknown

Variable 1082	HIGHWAY TYPE	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

OMC cases only

FREQ	Prct	HIGHWAY TYPE
728	13.9	1. Divided
886	16.9	2. Undivded
3575	68.2	8. Not applicable (Survey case)
55	1.0	9. Unknown

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

OMC cases only

FREQ	Prct	CARGO (OMC)
593	11.3	01. General freight
41	0.8	02. Household goods
107	2.0	03. Metal: coils, sheets, etc
32	0.6	04. Heavy machinery
19	0.4	05. Motor vehicles
1	0.0	06. Driveaway/towaway
12	0.2	07. Gases in bulk
73	1.4	08. Solids in bulk
107	2.0	09. Liquids in bulk
1	0.0	10. Explosives
49	0.9	11. Logs/poles/lumber
427	8.1	12. None (empty)
133	2.5	13. Refrigerated food
3	0.1	14. Mobile home
40	0.8	15. Farm products
17	0.3	16. Other

FREQ	Prcnt	Var 1083	CARGO (OMC)
3575	68.2	98.	Not applicable (Survey case)
14	0.3	99.	Unknown

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

Both SURVEY and OMC cases

FREQ	Prcnt	INTERVIEW STATUS
2813	53.6	1. Completed
0	0.0	2. Refusal
113	2.2	3. Partial
649	12.4	4. Unable to contact
1669	31.8	9. No interview

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

Both SURVEY and OMC cases

FREQ	Prcnt	SOURCE OF INFORMATION
535	10.2	1. Police report
2926	55.8	2. Interview
1669	31.8	4. Match with OMC
0	0.0	5. Mail Survey
114	2.2	9. None

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).

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

SURVEY cases only

FREQ	Prct	1ST QUESTION DERIVED
1457	27.8	00. None
262	5.0	07. Question 7
139	2.7	08. Question 8
207	3.9	13. Question 13
460	8.8	17. Question 17
43	0.8	18. Question 18
550	10.5	19. Question 19
423	8.1	20. Question 20
23	0.4	21. Question 21
11	0.2	27. Question 27
1669	31.8	99. Not applicable (OMC case)

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

SURVEY cases only

FREQ	Prct	2ND QUESTION DERIVED
2223	42.4	00. None
7	0.1	07. Question 7
85	1.6	08. Question 8
221	4.2	13. Question 13
44	0.8	17. Question 17
41	0.8	18. Question 18
634	12.1	19. Question 19
203	3.9	20. Question 20
113	2.2	21. Question 21
4	0.1	27. Question 27
1669	31.8	99. Not applicable (OMC case)

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
 OMC and SURVEY VARIABLES

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

SURVEY cases only

FREQ	Prcnt	3RD QUESTION DERIVED
2898	55.3	00. None
8	0.2	07. Question 7
5	0.1	08. Question 8
61	1.2	13. Question 13
26	0.5	17. Question 17
5	0.1	18. Question 18
231	4.4	19. Question 19
202	3.9	20. Question 20
136	2.6	21. Question 21
1	0.0	22. Question 22
2	0.0	27. Question 27
1669	31.8	99. Not applicable (OMC case)

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

SURVEY cases only

FREQ	Prcnt	4TH QUESTION DERIVED
3225	61.5	00. None
4	0.1	07. Question 7
7	0.1	08. Question 8
6	0.1	17. Question 17
5	0.1	18. Question 18
74	1.4	19. Question 19
52	1.0	20. Question 20
201	3.8	21. Question 21
1	0.0	22. Question 22
1669	31.8	99. Not applicable (OMC case)

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

SURVEY cases only

FREQ	Prcnt	5TH QUESTION DERIVED
3458	65.9	00. None
3	0.1	07. Question 7
2	0.0	08. Question 8
1	0.0	13. Question 13

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
OMC and SURVEY VARIABLES

FREQ	Prcnt	Var 1092 5TH QUESTION DERIVED
1	0.0	17. Question 17
1	0.0	18. Question 18
8	0.2	19. Question 19
23	0.4	20. Question 20
75	1.4	21. Question 21
2	0.0	22. Question 22
1	0.0	27. Question 27
1669	31.8	99. Not applicable (OMC case)

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

SURVEY cases only

FREQ	Prcnt	6TH QUESTION DERIVED
3544	67.6	00. None
1	0.0	07. Question 7
1	0.0	08. Question 8
5	0.1	20. Question 20
23	0.4	21. Question 21
1	0.0	22. Question 22
1669	31.8	99. Not applicable (OMC case)

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

SURVEY cases only

FREQ	Prcnt	7TH QUESTION DERIVED
3571	68.1	00. None
3	0.1	21. Question 21
1	0.0	22. Question 22
1669	31.8	99. Not applicable (OMC case)

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

SURVEY cases only

FREQ	Prcnt	8TH QUESTION DERIVED
3574	68.2	00. None
1	0.0	22. Question 22

FREQ Prcnt Var 1095 8TH QUESTION DERIVED
1669 31.8 99. Not applicable (OMC case)

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

SURVEY cases only

FREQ Prcnt 9TH QUESTION DERIVED
3575 68.2 00. None
1669 31.8 99. Not applicable (OMC case)

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

SURVEY cases only

FREQ Prcnt 10TH QUESTION DERIVED
3575 68.2 00. None
1669 31.8 99. Not applicable (OMC case)

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1986
OMC and SURVEY VARIABLES

APPENDIX

MVMA HEAVY TRUCK PROGRAM
1986 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:

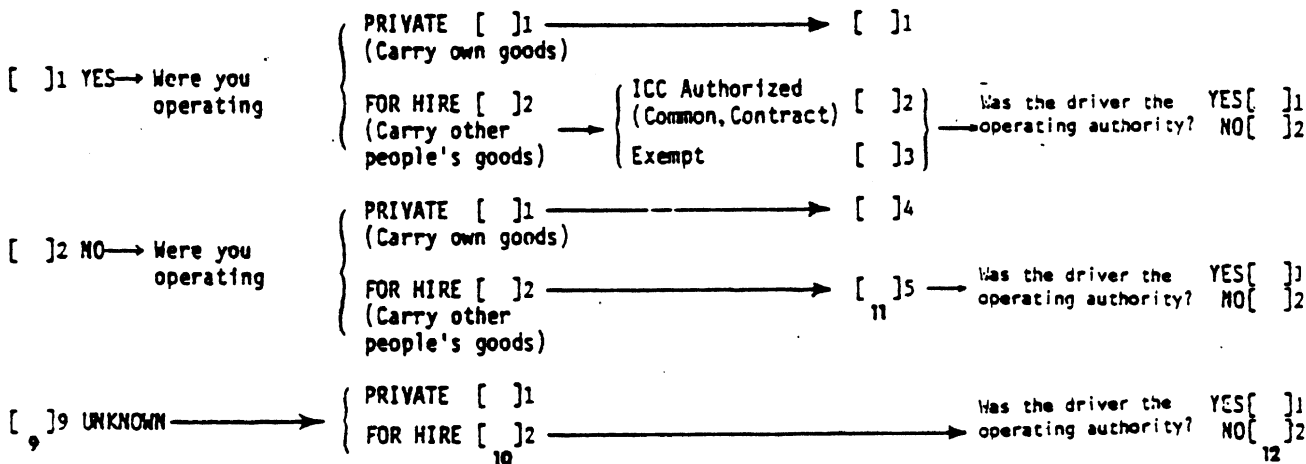
5. Owner Name _____
6. Owner's Business Type _____

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] → SKIP TO QUESTION 8.
(city/county/state/federal)

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

(Sleeper? Yes or No)

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 IN USE:		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

(How many lift axles?) _____

LENGTH AND WEIGHT

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

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

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

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

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

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

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

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

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

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

Dup Col 1-8

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

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

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

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

23. Cargo
 (Specify and code below)

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

38-39 41-42 44-45 47-48

24. Hazardous Cargo
 Yes
 No

Yes	[] 1	[] 1	[] 1	[] 1
No	[] 2	[] 2	[] 2	[] 2

40 43 46 49

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

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

INTERVIEWERS: Do not ask this question.

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
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.

 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