TRUCKS INVOLVED IN FATAL ACCIDENTS, 1987
(Version October 19, 1990)

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16. Abstract

This report provides weighted and unweighted one-way frequencies for all the vehicles in UMTRI's file of Trucks Involved in Fatal Accidents, 1987. This file combines the coverage of the Fatal Accident Reporting System (FARS) data with the detail of the Office of Motor Carrier (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.

Some sampling was done in selecting the cases for interview. Half the cases were sampled where the FARS body type and vehicle trailering variables indicated the vehicle was a straight truck or a tractor with one trailer. All other cases that could not be matched with an OMC report were selected for interview. The sampling has only a negligible effect on the accuracy of population estimates derived from the file.

Tractors accounted for 69.2% of the power units. Tractors with twin trailers made up only 4.4% of the involvements. Only 21.0% of the accidents occurred on Interstate highways. Night and twilight comprised 39.7% of the accidents. This dataset has 5,275 cases, up 0.6% from 5,244 last year.

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EXECUTIVE SUMMARY

The UMTRI dataset of Trucks Involved in Fatal Accidents, 1987, (TIFA) provides detailed descriptions of medium and heavy (i.e., with a gross vehicle weight rating greater than 10,000 pounds) trucks involved in a fatal accident in the United States, excluding Alaska and Hawaii, during 1987. For the first time in the TIFA series of data files, the file is not a census of all cases. A simple random sample was drawn from each of the two most common truck configurations, in order to limit the number of cases to be interviewed. All other cases were included. The procedure ensures virtually the same representativeness and accuracy of a census file. The TIFA file 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 1,513 cases, or 28.7 percent, of the 5,275 medium and heavy trucks involved in fatal accidents in 1987, and that 3,650 power units, or 69.2 percent, were tractors. A determination of power unit type could not be made for 112 trucks, or 2.1 percent.

The type of company operating the vehicle was also ascertained: 3,406, or 64.6 percent, of the involved medium and heavy trucks were found to be operated by interstate carriers, and 1,247 trucks, or 23.6 percent, by intrastate-only carriers. The rest, 622, or 11.8 percent, were either owned by some government entity, were used for daily rental, or were of unknown ownership. For-hire carriers accounted for 2,725, or 51.7 percent, of the involved vehicles, private carriers for 2,079, or 39.4 percent. ICC authorized carriers operated 2,167 or 41.1 percent of the involved vehicles.

In comparing the 1986 TIFA file to 1987, there were 5,275 trucks involved in fatal accidents in 1987, which was a negligible 0.6 percent increase from the 5,244 involved in 1986. The number of tractor-semitrailers in 1987 was almost unchanged from 1986, while the number of straight truck involvements was up by 8.3 percent from the previous year. After remaining unchanged from 1985 to 1986, the number of bobtail involvements declined from 146 in 1986 to 123 in 1987. The number of doubles involvements, after rising by almost 29 percent in 1986 from the previous year, was virtually unchanged in 1987.

INTRODUCTION

<u>Overview</u>

This report documents the October 19, 1990, version of the Trucks Involved in Fatal Accidents, 1987, dataset. The report summarizes all the information in the computerized data file. This file is a random sample of the medium and heavy trucks that were involved in fatal accidents in the United States, excluding Alaska and Hawaii, during calendar year 1987. 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 "June 16, 1988" version of the Fatal Accident Reporting System (FARS) file for 1987 accidents, developed by the National Highway Traffic Safety Administration (NHTSA).

Unlike TIFA files from previous years, survey cases were sampled for the 1987 file. The goal was to limit the number of interview cases while preserving the accuracy and comprehensiveness of the TIFA file. Accordingly, after the FARS cases were matched with OMC cases (described below), and after all non-sample vehicles were removed from the file, sampling was done on cases that the FARS configuration variables showed to be either a straight truck with no trailer or a tractor pulling a semitrailer. Those two vehicle types are the two most common configurations, as well as the two configurations most likely to be identified accurately in FARS. The Body Type and Vehicle Trailering variables in FARS were used to identify the units for sampling. After sorting to insure even coverage across the accident year, an interval selection procedure was employed within each accident state to select every other case. As a result, all cases matched with OMC are included in the file, as well as every case which, from the FARS codings, did <u>not</u> appear to be a straight truck or tractor semitrailer. These cases have a weight of one. Half of the unmatched straight trucks and tractor semitrailers (as identified from FARS codings) were selected for the survey, and have a weight of two. The variable with these weights is variable 1098.

The frequencies shown in the codebook reflect the fact that the file is a sample file by showing both weighted and unweighted frequencies. The column headed "N" shows unweighted counts for the variables. These are counts of the actual number of cases in the file. The second frequency column headed "WGHT" shows weighted frequencies. These numbers represent a best estimate for the true number of cases in the population, and are the correct ones to use for any descriptive or analytical purposes.

Mississippi did not send any police reports. There were 104 FARS cases for Mississippi. After matching with the MCS 50-T reports, 83 cases from Mississippi were left for sampling. The sampled Mississippi cases are included in the file but with all the interview fields left

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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 523 California cases, of which 105 were matched with MCS 50-T reports. Consequently, for the remaining cases, after sampling, 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. There was also a handful of missing police reports from Illinois, Maryland, and South Carolina. 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 $4,400 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, there are some configurations that FARS does not identify accurately, and FARS contains no information as to cargo body style, cargo type and weight, or the weights of any of the units. It is the

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[1]This 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.

objective of this survey to obtain the detail of the MCS 50-T information for a representative sample of 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 1980 through 1986. 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 1987.

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 an additional four variables to check the match. If any one of the four check variables failed, then the match was rejected (although the same match might be successful on a subsequent pass using a different set of match variables). The information on the cases that failed on the check variables was retained and the potential match was later reviewed at the hand-matching stage.

There were 2,367 MCS 50-T reports for fatal accidents. Each of these should match one of the 5,532 FARS cases in the original subset. The results of the matching procedures are shown in the following table.[2] Overall 79.6 percent of the MCS 50-T reports were matched, but this meant completion of only 34.1 percent of the FARS cases.

Once the FARS cases were matched with MCS 50-T reports and the obvious (by vehicle identification number) non-sample vehicles were removed, the sampling procedure described above was followed. As a result, 2,119 cases were selected for interview.

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[2]Hand matches are made using the police reports sent by the states.

COMPUTER AND HAND MATCHES BETWEEN 1987 FARS AND OMC

Data Source	No. of Cases in Subset	Computer Matched		Hand Matched		Total Matched	
		N	%	N	%	N	%
FARS	5,532	1,586	28.7	299	5.4	1,885	34.1
OMC	2,367	1,586	67.0	299	12.6	1,885	79.6

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.

Of the cases which could not be matched with OMC reports, 2,119 were sampled for interview. Interviews were completed for 1,699 of the sampled cases, or 80.2 percent. Partial interviews were done for 40 cases, or 1.9 percent. Unable to contact (no police report sent or coded from police report) accounted for 380 cases, or 17.9 percent.

The combination of completed telephone interviews, and coding from police accident reports produced a completion rate of 95.5 percent (2,023 cases) for the 2,119 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 96 cases, or 4.5 percent, were cases where we were unable to locate the owner, the driver, or some other informant.

Number of Cases

The June 16, 1988 version of the 1987 FARS file has 5,532 vehicles (excluding firetrucks) involved in fatal accidents in the United States, excluding Alaska and Hawaii, 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 GVWR 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, 239 vehicles, mostly light trucks, were deleted from the file as non-sample vehicles before interview cases were sampled.

Matching with OMC accounted for 1,885 cases. The sampling procedure produced an additional 2,119 cases, so the column headed "N" sums to 4,004. When the sampling weights are applied, a total of 5,275 cases is estimated for the number of trucks involved in fatal accidents in 1987.[3] The column headed "WGHT" sums to 5,275.[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 1987 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 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.

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[3]The original FARS file had 5,532 cases. 239 cases were determined to be ineligible for the file before the sampling procedure, simply by examining the VIN, and were dropped. However, some vehicles were determined to be non-sample after the sampling procedure had been applied, so there were some non-sample vehicles with valid sample weights. When the weights are applied, the weighted total of non-sample vehicles is 262. Subtracting the 262 (weighted) non-sample vehicles from the original 5,532 cases leaves 5,270, which should be the number of cases in the file, i.e., the number of trucks involved in fatal accidents in 1987. There are five additional cases in the file because, for practical reasons, the sampling was done in pieces, on only a few states at a time, rather than on the whole file at once. This is a minor problem, but one that will be corrected in future versions of the file.

[4]Variables 43, 137, and 223 are multiple response variables. For these variables, the tabulated frequencies sum to 5,275 times the number of responses indicated for the variable.

All other modifications to the responses received are indicated in variables 1088 through 1097. Also indicated there are deductions made by the editors to fill in missing data elements. The numbers coded in these variables are the question numbers on the interview form (see Appendix). Thus a "23" in variable 1090 indicates that the third item corrected or derived for that particular case was the response to question 23 on the interview form. There is no particular pattern to the order in which such modifications are indicated. "Derivations" were made when the editor was able to deduce a piece of information to fill in something missing on the interview form. For example, 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 cab and chassis weight, and then adding the appropriate amount for added equipment.

The Effect of Sampling on Accuracy

The limited sampling done has only a negligible effect on the accuracy of the estimates derived from the file. Standard errors and confidence intervals were calculated, taking into account that the file is a stratified random sample. The 95% confidence intervals for population proportions are very tight. For example, the proportion of cases in urban areas (variable 14, code level 1) is 33.9% ± 1.6. The proportion of cases with fires (variable 134, code level 1) is 4.5% ± 0.7. Six other representative proportions were checked. The widest confidence interval for any of the proportions was ± 1.6%.

The accuracy of the population estimates from the sampled file are comparable to those of previous years and to those that would have been obtained had no sampling been done. Confidence intervals were calculated for the same proportions as in the previous paragraph but using a technique that treats the data as a simple random sample of all 5,275 cases. The confidence intervals for the stratified random sample are only about 20% wider than they would have been, had all cases been taken. For example, the 95% confidence interval for the proportion of urban cases would have been ± 1.3 rather than ± 1.6. This difference is to be expected, since a larger number of cases results in tighter estimates, but the difference is not large enough to be of any concern.

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.

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
1	CASE STATE	2	Numeric		17
2	CASE NUMBER	4	Numeric		18
5	CITY	4	Numeric		18
6	COUNTY	3	Numeric		18
7	ACCIDENT DATE - MONTH	2	Numeric		19
8	ACCIDENT DATE - DAY	2	Numeric		19
9	ACCIDENT DATE - YEAR	2	Numeric		19
10	ACCIDENT TIME - HOUR	2	Numeric		20
11	ACCIDENT TIME - MINUTE	2	Numeric		20
12	NUMBER VEHICLE FORMS	2	Numeric		21
13	NUMBER PERSON FORMS	2	Numeric		21
14	LAND USE	1	Numeric		21
15	ROADWAY FUNCTION CLASS	1	Numeric		21
16	FEDERAL-AID SYSTEM	1	Numeric		22
17	ROUTE SIGNING	1	Numeric		22
18	TRAFFICWAY IDENTIFIER	10	Alpha		22
19	MILEPOINT	5	Numeric		23
20	SPECIAL JURISDICTION	1	Numeric		23
21	FIRST HARMFUL EVENT	2	Numeric		23
22	MANNER OF COLLISION	1	Numeric		24
23	RELATION TO JUNCTION	1	Numeric		25
24	RELATION TO ROADWAY	1	Numeric		25
25	TRAFFICWAY FLOW	1	Numeric		25
26	NUMBER TRAVEL LANES	1	Numeric		26
27	SPEED LIMIT	2	Numeric		26
28	ROADWAY ALIGNMENT	1	Numeric		27
29	ROADWAY PROFILE	1	Numeric		27
30	ROADWAY SURFACE TYPE	1	Numeric		27
31	ROADWY SURFACE CONDITION	1	Numeric		28
32	TRAFFIC CONTROL DEVICE	2	Numeric		28
33	TRAFFIC CONT FUNCTIONING	1	Numeric		30
34	HIT AND RUN	1	Numeric		30
35	LIGHT CONDITION	1	Numeric		30
36	ATMOSPHERIC CONDITIONS	1	Numeric		30
37	CONSTRUCTION/MAINT ZONE	1	Numeric		31
38	EMS NOTIFIED - HOUR	2	Numeric		31
39	EMS NOTIFIED - MINUTE	2	Numeric		31
40	EMS ARRIVAL - HOUR	2	Numeric		32
41	EMS ARRIVAL - MINUTE	2	Numeric		32
42	SCHOOL BUS RELATED	1	Numeric		32
43	ACCIDENT RELATED FACTORS	2	Numeric	3	32
44	RAIL GRADE CROSSING ID	7	Alpha		33
45	NUMBER FATALITIES IN ACC	2	Numeric		33
46	DAY OF WEEK	1	Numeric		34
47	NUMBER DRINKING DRIVERS	1	Numeric		34

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
104	VEHICLE NUMBER	2	Numeric		35
106	VEHICLE MAKE	2	Numeric		35
107	VEHICLE MAKE-MODEL	4	Numeric		36
108	BODY TYPE	2	Numeric		39
109	MODEL YEAR	2	Numeric		40
110	VIN	10	Alpha		41
121	REGISTRATION STATE	2	Numeric		41
122	ROLLOVER	1	Numeric		42
123	JACKKNIFE	1	Numeric		42
124	TRAVEL SPEED	2	Numeric		43
125	HAZARDOUS CARGO	1	Numeric		43
126	VEHICLE TRAILERING	1	Numeric		43
127	SPECIAL USE	1	Numeric		43
128	EMERGENCY USE	1	Numeric		44
129	IMPACT POINT - INITIAL	2	Numeric		44
130	IMPACT POINT - PRINCIPAL	2	Numeric		45
131	EXTENT OF DEFORMATION	1	Numeric		45
132	VEHICLE ROLE	1	Numeric		45
133	MANNER OF LEAVING SCENE	1	Numeric		46
134	FIRE OCCURRENCE	1	Numeric		46
135	NUMBER OF OCCUPANTS	2	Numeric		46
136	NUMBER OF DEATHS IN VEH	2	Numeric		46
137	VEHICLE RELATED FACTORS	2	Numeric	2	47
138	VEHICLE MANEUVER	2	Numeric		47
139	MOST HARMFUL EVENT	2	Numeric		48
145	VIN TRUCK FUEL CODE	1	Numeric		49
146	VIN TRUCK WEIGHT CODE	1	Numeric		50
147	VIN TRUCK SERIES	3	Alpha		50
149	LENGTH OF VIN	2	Numeric		50
150	NUMBER UNINJURED IN VEH	2	Numeric		51
151	NUMBER C-INJURED IN VEH	2	Numeric		51
152	NUMBER B-INJURED IN VEH	2	Numeric		51
153	NUMBER A-INJURED IN VEH	2	Numeric		52
154	NUMBER K-INJURED IN VEH	2	Numeric		52
155	NUM UNK INJURED IN VEH	2	Numeric		52
206	DRIVER PRESENCE	1	Numeric		53
207	DRIVER DRINKING	1	Numeric		53
208	LICENSE STATE	2	Numeric		53
209	LICENSE CLASS COMPLIANCE	1	Numeric		54
210	LICENSE STATUS	1	Numeric		55
211	LICENSE RESTRICTIONS MET	1	Numeric		55
213	VIOLATIONS CHARGED	1	Numeric		55
214	NUMBER OF PREV ACCIDENTS	2	Numeric		56
215	NUMBER PREV SUSPENSIONS	2	Numeric		56
216	NUMBER OF PREV DWI CONV	2	Numeric		56
217	NUM PREV SPEEDING CONV	2	Numeric		57
218	NUM PREV OTHER MV CONV	2	Numeric		57
219	LAST ACCIDENT - MONTH	2	Numeric		57
220	LAST ACCIDENT - YEAR	2	Numeric		58
221	FIRST ACCIDENT - MONTH	2	Numeric		58

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1987
                         FARS VEHICLE VARIABLES

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
222	FIRST ACCIDENT - YEAR	2	Numeric		59
223	DRIVER RELATED FACTORS	2	Numeric	3	59

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
305	OCCUPANT NUMBER	2	Numeric		63
307	OCCUPANT AGE	2	Numeric		63
308	OCCUPANT SEX	1	Numeric		63
309	OCCUPANT TYPE	1	Numeric	.	64
310	OCC SEATING POSITION	2	Numeric		64
311	MANUAL RESTRAINT SYS	1	Numeric		64
312	AUTOMATIC RESTRAINT SYS	1	Numeric		64
314	OCCUPANT EJECTION	1	Numeric		65
315	OCCUPANT EXTRICATION	1	Numeric		65
316	OCC ALCOHOL INVOLVEMENT	1	Numeric		65
317	OCC ALCOHOL TEST RESULT	2	Numeric		65
318	OCCUPANT INJURY SEVERITY	1	Numeric		66
319	OCC TAKEN TO HOSPITAL	1	Numeric		66
320	OCC DEATH DATE - MONTH	2	Numeric		66
321	OCC DEATH DATE - DAY	2	Numeric		67
322	OCC DEATH DATE - YEAR	2	Numeric		67
323	OCC DEATH TIME - HOURS	2	Numeric		67
324	OCC DEATH TIME - MINUTES	2	Numeric		68
325	LAG TIME ACC/DEATH - HRS	3	Numeric		68
326	LAG TIME ACC/DEATH - MIN	2	Numeric		68

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
1001	OMC ID	5	Numeric		69
1002	STATE OF CARRIER	2	Numeric		69
1003	AREA OF OPERATION	1	Numeric		70
1004	OPERATING AUTHORITY	1	Numeric		71
1005	CARRIER TYPE	1	Numeric.		71
1006	OWNER OPERATOR	1	Numeric		71
1007	TRIP TYPE	1	Numeric		72
1008	TIFA GVWR	1	Numeric		72
1009	DISTRICT TYPE	1	Numeric		72
1010	MONTH	2	Numeric		73
1011	DAY	2	Numeric		73
1012	HOUR	2	Numeric		73
1013	MINUTE	2	Numeric		74
1014	ACCIDENT TYPE	1	Numeric		74
1015	OTHER OBJECT INVOLVED	2	Numeric		75
1016	VEHICLE #1 ACTION	2	Numeric		75
1017	VEHICLE #2 ACTION	2	Numeric		76
1018	VEHICLE #3 ACTION	2	Numeric		76
1019	PRIMARY EVENT	1	Numeric		77
1020	ASSOC. ACCIDENT EVENT	1	Numeric		78
1022	YEARS DRIVER EMPLOYED	2	Numeric		78
1023	HOURS DRIVING	2	Numeric		79
1024	SCHEDULED HOURS	2	Numeric		79
1025	DRIVER CONDITION	1	Numeric		80
1026	POWER UNIT TYPE	1	Numeric		80
1027	STRT. TRUCK BODY STYLE	1	Numeric		81
1028	CAB STYLE	1	Numeric		81
1029	POWER UNIT YEAR	2	Numeric		81
1030	POWER UNIT NO. OF AXLES	1	Numeric		82
1031	POWER UNIT MAKE	2	Numeric		82
1032	POWER UNIT LENGTH	3	Numeric		83
1033	STRAIGHT TRUCK CARGO	2	Numeric		84
1034	STRT. TRUCK HAZ. CARGO	1	Numeric		84
1035	STRT. TRUCK CARGO WEIGHT	6	Numeric		85
1036	POWER UNIT EMPTY WEIGHT	6	Numeric		85
1037	1ST TRAILER TYPE	1	Numeric		85
1038	1ST TRAILER YEAR	2	Numeric		86
1039	1ST TRAILER NO. OF AXLES	2	Numeric		87
1040	1ST TRAILER BODY	1	Numeric		87
1041	1ST TRAILER CARGO	2	Numeric		87
1042	1ST TRAILER HAZ. CARGO	1	Numeric		88
1043	1ST TRAILER CARGO WEIGHT	6	Numeric		88
1044	1ST TRAILER EMPTY WEIGHT	6	Numeric		89
1045	1ST TRAILER LENGTH	3	Numeric		89
1046	2ND TRAILER TYPE	1	Numeric		90
1047	2ND TRAILER YEAR	2	Numeric		90
1048	2ND TRAILER NO. OF AXLES	2	Numeric		91
1049	2ND TRAILER BODY	1	Numeric		91
1050	2ND TRAILER CARGO	2	Numeric		92
1051	2ND TRAILER HAZ. CARGO	1 ·	Numeric		92

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
1052	2ND TRAILER CARGO WEIGHT	6	Numeric		93
1053	2ND TRAILER EMPTY WEIGHT	6	Numeric		93
1054	2ND TRAILER LENGTH	3	Numeric		93
1055	3RD TRAILER TYPE	1	Numeric		94
1056	3RD TRAILER NO. OF AXLES	2	Numeric		94
1057	3RD TRAILER BODY	1	Numeric		95
1058	3RD TRAILER CARGO	2	Numeric		95
1059	3RD TRAILER HAZ. CARGO	1	Numeric		96
1060	3RD TRAILER CARGO WEIGHT	6	Numeric		96
1061	3RD TRAILER EMPTY WEIGHT	6	Numeric		96
1062	3RD TRAILER LENGTH	3	Numeric		97
1063	VEHICLE COMBINATION CODE	2	Numeric		97
1064	NO. OF TRAILERS	1	Numeric		97
1065	TOTAL LENGTH	3	Numeric		98
1066	TOTAL WIDTH	2	Numeric		98
1067	TOTAL CARGO WEIGHT	6	Numeric		98
1068	GROSS WEIGHT	6	Numeric		99
1069	EMPTY COMBINATION WEIGHT	6	Numeric		99
1070	FUEL TYPE	1	Numeric		99
1071	HAZ. MAT. IN CARGO	1	Numeric		99
1072	DRIVER KILLED	1	Numeric		100
1073	DRIVER INJURED	1	Numeric		100
1074	TOTAL KILLED IN VEHICLE	2	Numeric		100
1075	TOTAL INJURED IN VEHICLE	2	Numeric		100
1076	TOTAL KILLED IN ACCIDENT	2	Numeric		101
1077	TOT. INJURED IN ACCIDENT	2	Numeric		101
1078	WEATHER	1	Numeric		102
1079	LIGHT CONDITION	1	Numeric		102
1080	ROAD SURFACE CONDITION	1	Numeric		102
1081	NUMBER OF LANES	1	Numeric		103
1082	HIGHWAY TYPE	1	Numeric		103
1083	CARGO (OMC)	2	Numeric		103
1084	INTERVIEW STATUS	1	Numeric		104
1085	SOURCE OF INFORMATION	1	Numeric		104
1088	1ST QUESTION DERIVED	2	Numeric		105
1089	2ND QUESTION DERIVED	2	Numeric		105
1090	3RD QUESTION DERIVED	2	Numeric		106
1091	4TH QUESTION DERIVED	2	Numeric		106
1092	5TH QUESTION DERIVED	2	Numeric		106
1093	6TH QUESTION DERIVED	2	Numeric		107
1094	7TH QUESTION DERIVED	2	Numeric		107
1095	8TH QUESTION DERIVED	2	Numeric		107
1096	9TH QUESTION DERIVED	2	Numeric		108
1097	10TH QUESTION DERIVED	2	Numeric		108
1098	SAMPLE WEIGHT	1	Numeric		108

```
┌─────────────────────────────────────────────────────────────────┐
│                    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

N	Prcnt	WGHT	Prcnt	CASE STATE
100	2.5	144	2.7	01. Alabama
0	0.0	0	0.0	02. Alaska
64	1.6	86	1.6	04. Arizona
75	1.9	101	1.9	05. Arkansas
376	9.4	508	9.6	06. California
36	0.9	51	1.0	08. Colorado
29	0.7	36	0.7	09. Connecticut
19	0.5	26	0.5	10. Delaware
2	0.0	3	0.1	11. District of Columbia
265	6.6	320	6.1	12. Florida
154	3.8	212	4.0	13. Georgia
0	0.0	0	0.0	15. Hawaii
18	0.4	26	0.5	16. Idaho
139	3.5	197	3.7	17. Illinois
139	3.5	167	3.2	18. Indiana
50	1.2	68	1.3	19. Iowa
62	1.5	79	1.5	20. Kansas
62	1.5	86	1.6	21. Kentucky
91	2.3	122	2.3	22. Louisiana
13	0.3	24	0.5	23. Maine
69	1.7	95	1.8	24. Maryland
46	1.1	62	1.2	25. Massachusetts
109	2.7	143	2.7	26. Michigan
45	1.1	59	1.1	27. Minnesota
102	2.5	103	2.0	28. Mississippi
116	2.9	149	2.8	29. Missouri
17	0.4	22	0.4	30. Montana
34	0.8	48	0.9	31. Nebraska
18	0.4	20	0.4	32. Nevada
13	0.3	15	0.3	33. New Hampshire
77	1.9	108	2.0	34. New Jersey
45	1.1	57	1.1	35. New Mexico
156	3.9	223	4.2	36. New York
140	3.5	200	3.8	37. North Carolina
7	0.2	11	0.2	38. North Dakota
195	4.9	222	4.2	39. Ohio
59	1.5	81	1.5	40. Oklahoma
42	1.0	56	1.1	41. Oregon
225	5.6	298	5.6	42. Pennsylvania

N	Prcnt	WGHT	Prcnt	Var 1 CASE STATE
0	0.0	0	0.0	43. Puerto Rico
9	0.2	12	0.2	44. Rhode Island
81	2.0	106	2.0	45. South Carolina
12	0.3	16	0.3	46. South Dakota
106	2.6	145	2.7	47. Tennessee
267	6.7	357	6.8	48. Texas
19	0.5	24	0.5	49. Utah
6	0.1	8	0.2	50. Vermont
113	2.8	126	2.4	51. Virginia
45	1.1	63	1.2	53. Washington
48	1.2	72	1.4	54. West Virginia
76	1.9	103	2.0	55. Wisconsin
13	0.3	15	0.3	56. Wyoming

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

N	Prcnt	WGHT	Prcnt	CASE NUMBER ASSIGNED WITHIN STATES
1	0.0			0001.
				- . Case number
0	0.0			9999.

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

N	Prcnt	WGHT	Prcnt	CITY - GSA GEOGRAPHIC LOCATION CODE
2662	66.5	3477	65.9	0000. Not applicable
0	0.0	0	0.0	0001.
				- . GSA code
0	0.0	0	0.0	9996.
13	0.3	21	0.4	9997. Other
3	0.1	4	0.1	9999. Unknown

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

N	Prcnt	WGHT	Prcnt	COUNTY - GSA GEOGRAPHIC LOCATION CODE
0	0.0	0	0.0	000. Not applicable
76	1.9	99	1.9	001.
				- . GSA code
0	0.0	0	0.0	996.
1	0.0	1	0.0	997. Other

N	Prcnt	WGHT	Prcnt	Var 6 COUNTY
0	0.0	0	0.0	999. Unknown

Variable	7	**ACCIDENT DATE – MONTH**		MD1:	99	Field Width:	2

MD2: None   Type: Numeric

N	Prcnt	WGHT	Prcnt	ACCIDENT DATE – MONTH
270	6.7	358	6.8	01. January
275	6.9	357	6.8	02. February
283	7.1	375	7.1	03. March
301	7.5	397	7.5	04. April
295	7.4	392	7.4	05. May
373	9.3	489	9.3	06. June
358	8.9	460	8.7	07. July
416	10.4	543	10.3	08. August
385	9.6	514	9.7	09. September
380	9.5	500	9.5	10. October
322	8.0	422	8.0	11. November
346	8.6	468	8.9	12. December

Variable	8	**ACCIDENT DATE – DAY**		MD1:	99	Field Width:	2

MD2: None   Type: Numeric

N	Prcnt	WGHT	Prcnt	ACCIDENT DATE – DAY
129	3.2	166	3.1	01.
				– . Day of month
75	1.9	99	1.9	31.

Variable	9	**ACCIDENT DATE – YEAR**		MD1:	99	Field Width:	2

MD2: None   Type: Numeric

N	Prcnt	WGHT	Prcnt	ACCIDENT DATE – YEAR
4004	100.0	5275	100.0	87. 1987

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1987
                    FARS ACCIDENT VARIABLES

Variable	10	ACCIDENT TIME - HOUR	MD1:	99	Field Width:	2

MD2:   None   Type: Numeric

N	Prcnt	WGHT	Prcnt	ACCIDENT TIME - HOUR
144	3.6	182	3.5	00. 12:01 am - 12:59 am
144	3.6	178	3.4	01. 1:00 am - 1:59 am
153	3.8	181	3.4	02. 2:00 am - 2:59 am
89	2.2	107	2.0	03. 3:00 am - 3:59 am
119	3.0	146	2.8	04. 4:00 am - 4:59 am
152	3.8	189	3.6	05. 5:00 am - 5:59 am
138	3.4	182	3.5	06. 6:00 am - 6:59 am
174	4.3	243	4.6	07. 7:00 am - 7:59 am
180	4.5	247	4.7	08. 8:00 am - 8:59 am
188	4.7	269	5.1	09. 9:00 am - 9:59 am
210	5.2	275	5.2	10. 10:00 am - 10:59 am
227	5.7	317	6.0	11. 11:00 am - 11:59 am
194	4.8	265	5.0	12. 12:00 pm - 12:59 pm
228	5.7	309	5.9	13. 1:00 pm - 1:59 pm
239	6.0	323	6.1	14. 2:00 pm - 2:59 pm
267	6.7	351	6.7	15. 3:00 pm - 3:59 pm
188	4.7	244	4.6	16. 4:00 pm - 4:59 pm
173	4.3	231	4.4	17. 5:00 pm - 5:59 pm
153	3.8	206	3.9	18. 6:00 pm - 6:59 pm
130	3.2	168	3.2	19. 7:00 pm - 7:59 pm
119	3.0	155	2.9	20. 8:00 pm - 8:59 pm
149	3.7	196	3.7	21. 9:00 pm - 9:59 pm
108	2.7	137	2.6	22. 10:00 pm - 10:59 pm
127	3.2	159	3.0	23. 11:00 pm - 11:59 pm
1	0.0	1	0.0	24. 12:00 midnight
10	0.2	14	0.3	99. Unknown

Variable	11	ACCIDENT TIME - MINUTE	MD1:	99	Field Width:	2

MD2:   None   Type: Numeric

N	Prcnt	WGHT	Prcnt	ACCIDENT TIME - MINUTE
361	9.0	465	8.8	00.
				- . Minute
17	0.4	21	0.4	59.
10	0.2	14	0.3	99. Unknown

| Variable | 12 | **NUMBER VEHICLE FORMS** | | MD1: | None | Field Width: | 2 |
| | | | | MD2: | None | Type: | Numeric |

N	Prcnt	WGHT	Prcnt	NO OF MOTOR-VEHICLES INVOLVED IN THE ACCI
771	19.3	1024	19.4	01. 1 form
2614	65.3	3434	65.1	02. 2 forms
432	10.8	575	10.9	03. 3 forms
101	2.5	124	2.4	04. 4 forms
45	1.1	58	1.1	05. 5 forms
14	0.3	20	0.4	06. 6 forms
5	0.1	9	0.2	07. 7 forms
1	0.0	1	0.0	08. 8 forms
5	0.1	7	0.1	09. 9 forms
2	0.0	2	0.0	10. 10 forms
1	0.0	1	0.0	13. 13 forms
1	0.0	1	0.0	14. 14 forms
3	0.1	4	0.1	16. 16 forms
3	0.1	5	0.1	18. 18 forms
6	0.1	10	0.2	22. 22 forms

| Variable | 13 | **NUMBER PERSON FORMS** | | MD1: | None | Field Width: | 2 |
| | | | | MD2: | None | Type: | Numeric |

N	Prcnt	WGHT	Prcnt	NO OF PERSONS INVOLVED IN THE ACCIDENT
306	7.6	402	7.6	01.
				- . Number submitted
0	0.0	0	0.0	99.

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

N	Prcnt	WGHT	Prcnt	LAND USE - FHWA CLASSIFICATION
1341	33.5	1786	33.9	1. Urban area
2660	66.4	3485	66.1	2. Rural area
3	0.1	4	0.1	9. Unknown

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

N	Prcnt	WGHT	Prcnt	ROADWAY FUNCTION CLASS
874	21.8	1082	20.5	1. Principal arterial - interstate
190	4.7	236	4.5	2. Principal arterial - other urban freeway or expressway

N	Prcnt	WGHT	Prcnt	Var 15 ROADWAY FUNCTION CLASS
1354	33.8	1779	33.7	3. Principal arterial - other
813	20.3	1107	21.0	4. Minor arterial
64	1.6	92	1.7	5. Urban collector
409	10.2	564	10.7	6. Major rural collector
59	1.5	82	1.6	7. Minor rural collector
222	5.5	309	5.9	8. Local road or street
19	0.5	24	0.5	9. Unknown

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

N	Prcnt	WGHT	Prcnt	TA-1 CLASS - FHWA CLASSIFICATION
873	21.8	1081	20.5	1. Interstate
1981	49.5	2605	49.4	2. Federal-Aid primary (other than interstate)
405	10.1	562	10.7	3. Federal-Aid urban
390	9.7	536	10.2	4. Federal-Aid secondary (rural only)
337	8.4	468	8.9	5. Nonfederal-Aid
18	0.4	23	0.4	9. Unknown

Variable	17	**ROUTE SIGNING**	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

N	Prcnt	WGHT	Prcnt	ROUTE SIGNING
890	22.2	1107	21.0	1. Interstate
1130	28.2	1452	27.5	2. U.S. highway
1244	31.1	1677	31.8	3. State highway
314	7.8	449	8.5	4. County road or local street
58	1.4	77	1.5	5. Township
271	6.8	386	7.3	6. Municipality
79	2.0	104	2.0	8. Other
18	0.4	23	0.4	9. Unknown

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

N	Prcnt	WGHT	Prcnt	TRAFFICWAY IDENTIFIER
				9999999999. Unknown

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

N	Prcnt	WGHT	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

N	Prcnt	WGHT	Prcnt	SPECIAL JURISDICTION
3981	99.4	5240	99.3	0. No special jurisdiction
5	0.1	6	0.1	1. National Park Service
2	0.0	4	0.1	2. Military
14	0.3	21	0.4	3. Indian reservation
0	0.0	0	0.0	4. College/university campus
1	0.0	2	0.0	5. Other federal properties
1	0.0	2	0.0	8. Other
0	0.0	0	0.0	9. Unknown

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

N	Prcnt	WGHT	Prcnt	FIRST EVENT CAUSING INJURY OR PROPERTY DA

NonCollision Event:

N	Prcnt	WGHT	Prcnt	
180	4.5	241	4.6	01. Overturn
1	0.0	2	0.0	02. Fire/explosion
1	0.0	2	0.0	03. Immersion
0	0.0	0	0.0	04. Gas inhalation
14	0.3	19	0.4	05. Fell from vehicle
1	0.0	1	0.0	06. Injured in vehicle
19	0.5	24	0.5	07. Other noncollision

Collision With Object Not Fixed:

N	Prcnt	WGHT	Prcnt	
304	7.6	407	7.7	08. Pedestrian
69	1.7	96	1.8	09. Pedalcycle
18	0.4	27	0.5	10. Railway train
14	0.3	15	0.3	11. Animal
2985	74.6	3929	74.5	12. Motor vehicle in transport
72	1.8	91	1.7	13. Motor vehicle in transport in other roadway

N	Prcnt	WGHT	Prcnt	Var 21 FIRST HARMFUL EVENT
44	1.1	55	1.0	14. Parked motor vehicle
2	0.0	3	0.1	15. Other type nonmotorist
3	0.1	4	0.1	16. Thrown or falling object
1	0.0	1	0.0	17. Boulder
16	0.4	22	0.4	18. Other object (not fixed)

Collision With Fixed Object:

N	Prcnt	WGHT	Prcnt	
1	0.0	1	0.0	19. Building
0	0.0	0	0.0	20. Impact attenuator/crash cushion
14	0.3	17	0.3	21. Bridge pier or abutment
3	0.1	4	0.1	22. Bridge parapet end
14	0.3	21	0.4	23. Bridge rail
101	2.5	127	2.4	24. Guardrail
18	0.4	23	0.4	25. Concrete traffic barrier
3	0.1	3	0.1	26. Other longitudinal barrier type
8	0.2	10	0.2	27. Highway/traffic sign post
0	0.0	0	0.0	28. Overhead sign support
2	0.0	3	0.1	29. Luminaire/light support
6	0.1	7	0.1	30. Utility pole
4	0.1	4	0.1	31. Other post, pole or supports
8	0.2	9	0.2	32. Culvert
8	0.2	10	0.2	33. Curb
11	0.3	15	0.3	34. Ditch
7	0.2	11	0.2	35. Embankment - earth
1	0.0	2	0.0	36. Embankment - rock, stone or concrete
15	0.4	23	0.4	37. Embankment - material type unknown
6	0.1	7	0.1	38. Fence
1	0.0	1	0.0	39. Wall
0	0.0	0	0.0	40. Fire hydrant
0	0.0	0	0.0	41. Shrubbery
22	0.5	28	0.5	42. Tree
7	0.2	10	0.2	43. Other fixed object
0	0.0	0	0.0	44. Pavement surface irregularity (pothole, grooved, grates)
0	0.0	0	0.0	99. Unknown

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

N	Prcnt	WGHT	Prcnt	MANNER OF COLLISION
947	23.7	1255	23.8	0. Not a collision with a motor vehicle in transport
698	17.4	904	17.1	1. Rear-end
929	23.2	1220	23.1	2. Head-on
7	0.2	10	0.2	3. Rear-to-rear

N	Prcnt	WGHT	Prcnt	Var 22 MANNER OF COLLISION
1218	30.4	1616	30.6	4. Angle
108	2.7	141	2.7	5. Sideswipe - same direction
94	2.3	126	2.4	6. Sideswipe - opposite direction
3	0.1	3	0.1	9. Unknown

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

N	Prcnt	WGHT	Prcnt	RELATION TO JUNCTION
2675	66.8	3466	65.7	1. Nonjunction
899	22.5	1215	23.0	2. Intersection
181	4.5	240	4.5	3. Intersection related
86	2.1	116	2.2	4. Interchange area
121	3.0	178	3.4	5. Driveway, alley, access, etc.
12	0.3	17	0.3	6. Entrance/exit ramp
19	0.5	29	0.5	7. Rail grade crossing
10	0.2	13	0.2	8. In crossover
1	0.0	1	0.0	9. Unknown

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

N	Prcnt	WGHT	Prcnt	RELATION TO ROADWAY
3508	87.6	4635	87.9	1. On roadway
123	3.1	157	3.0	2. Shoulder
72	1.8	93	1.8	3. Median
163	4.1	211	4.0	4. Roadside
32	0.8	38	0.7	5. Outside right-of-way
102	2.5	135	2.6	6. Off roadway - location unknown
0	0.0	0	0.0	7. In parking lane
3	0.1	5	0.1	8. Gore
1	0.0	1	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.

N	Prcnt	WGHT	Prcnt	Var 25	TRAFFICWAY FLOW
2340	58.4	3159	59.9	1.	Not physically divided (two way trafficway)
1246	31.1	1552	29.4	2.	Divided highway, median strip (without traffic barrier)
367	9.2	491	9.3	3.	Divided highway, median strip (with traffic barrier)
37	0.9	56	1.1	4.	One-way trafficway
14	0.3	17	0.3	9.	Unknown

Variable	26	**NUMBER TRAVEL LANES**	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

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

N	Prcnt	WGHT	Prcnt	NUMBER TRAVEL LANES
29	0.7	41	0.8	1. 1 lane
3047	76.1	4038	76.5	2. 2 lanes
302	7.5	393	7.5	3. 3 lanes
521	13.0	666	12.6	4. 4 lanes
36	0.9	48	0.9	5. 5 lanes
33	0.8	42	0.8	6. 6 lanes
7	0.2	9	0.2	7. 7 or more lanes
29	0.7	38	0.7	9. Unknown

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

N	Prcnt	WGHT	Prcnt	SPEED LIMIT
4	0.1	7	0.1	00. No statutory limit
1	0.0	2	0.0	05. 5 mph
0	0.0	0	0.0	10. 10 mph
4	0.1	7	0.1	15. 15 mph
6	0.1	9	0.2	20. 20 mph
78	1.9	110	2.1	25. 25 mph
176	4.4	250	4.7	30. 30 mph
259	6.5	340	6.4	35. 35 mph
174	4.3	235	4.5	40. 40 mph
368	9.2	501	9.5	45. 45 mph
238	5.9	329	6.2	50. 50 mph
2407	60.1	3119	59.1	55. 55 mph
6	0.1	8	0.2	60.

N	Prcnt	WGHT	Prcnt	Var 27	SPEED LIMIT
237	5.9	298	5.6	65.	65 mph
46	1.1	60	1.1	99.	Unknown

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

N	Prcnt	WGHT	Prcnt	ROADWAY ALIGNMENT
3279	81.9	4321	81.9	1. Straight
720	18.0	948	18.0	2. Curve
5	0.1	6	0.1	9. Unknown

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

N	Prcnt	WGHT	Prcnt	ROADWAY PROFILE
2795	69.8	3687	69.9	1. Level
1071	26.7	1405	26.6	2. Grade
95	2.4	133	2.5	3. Hillcrest
8	0.2	8	0.2	4. Sag
35	0.9	42	0.8	9. Unknown

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

N	Prcnt	WGHT	Prcnt	ROADWAY SURFACE TYPE
688	17.2	892	16.9	1. Concrete
3174	79.3	4202	79.7	2. Blacktop or bituminous or asphalt
5	0.1	7	0.1	3. Brick or block
20	0.5	27	0.5	4. Slag, gravel or stone
14	0.3	21	0.4	5. Dirt
1	0.0	2	0.0	8. Other
102	2.5	124	2.4	9. Unknown

Variable   31 **ROADWY SURFACE CONDITION**   MD1:   9   Field Width: 1

                                               MD2:   None   Type: Numeric

N	Prcnt	WGHT	Prcnt	ROADWY SURFACE CONDITION
3245	81.0	4278	81.1	1. Dry
626	15.6	817	15.5	2. Wet
54	1.3	70	1.3	3. Snow or slush
71	1.8	98	1.9	4. Ice
1	0.0	1	0.0	5. Sand, dirt, oil
5	0.1	8	0.2	8. Other
2	0.0	3	0.1	9. Unknown

Variable   32 **TRAFFIC CONTROL DEVICE**   MD1:   99   Field Width: 2

                                           MD2:   None   Type: Numeric

N	Prcnt	WGHT	Prcnt	TRAFFIC CONTROL DEVICE
2999	74.9	3908	74.1	00. No controls

Not At Railroad Grade Crossing

Highway traffic signals:

N	Prcnt	WGHT	Prcnt	
11	0.3	15	0.3	01. Traffic control signal (on colors) without pedestrian signal
18	0.4	25	0.5	02. Traffic control (on colors) with pedestrian signal
288	7.2	390	7.4	03. Traffic control signal (on colors) not known whether or not pedestrian signal
42	1.0	56	1.1	04. Flashing traffic control signal
9	0.2	15	0.3	05. Flashing beacon
17	0.4	20	0.4	06. Flashing highway traffic signal, type unknown or other than traffic control or beacon
6	0.1	7	0.1	07. Lane use control signal
1	0.0	2	0.0	08. Other highway traffic signal
6	0.1	9	0.2	09. Unknown highway traffic signal

Regulatory signs:

N	Prcnt	WGHT	Prcnt	
422	10.5	573	10.9	20. Stop sign
21	0.5	27	0.5	21. Yield sign
34	0.8	43	0.8	28. Other regulatory sign
1	0.0	2	0.0	29. Unknown type regulatory sign

School zone signs:

N	Prcnt	WGHT	Prcnt	
2	0.0	3	0.1	30. School speed limit sign
0	0.0	0	0.0	31. School advance or crossing sign

N	Prcnt	WGHT	Prcnt	Var 32 TRAFFIC CONTROL DEVICE
0	0.0	0	0.0	38. Other school related sign
1	0.0	1	0.0	39. Unknown type school zone sign

Warning signs:

N	Prcnt	WGHT	Prcnt	
91	2.3	127	2.4	40. Warning sign

Miscellaneous:

N	Prcnt	WGHT	Prcnt	
12	0.3	16	0.3	50. Officer, crossing guard, flagman, etc.

At Railroad Grade Crossing

Active devices:

N	Prcnt	WGHT	Prcnt	
1	0.0	1	0.0	60. Gates
7	0.2	10	0.2	61. Flashing lights
1	0.0	2	0.0	62. Traffic control signal
0	0.0	0	0.0	63. Wigwags
0	0.0	0	0.0	64. Bells
0	0.0	0	0.0	68. Other train activated device
0	0.0	0	0.0	69. Active device, type unknown

Passive devices:

N	Prcnt	WGHT	Prcnt	
5	0.1	7	0.1	70. Cross bucks
2	0.0	4	0.1	71. Stop sign
0	0.0	0	0.0	72. Other railroad crossing sign
0	0.0	0	0.0	73. Special warning device – watchman, flagged by crew
0	0.0	0	0.0	78. Other passive device
1	0.0	2	0.0	79. Passive device, type unknown

Miscellaneous devices:

N	Prcnt	WGHT	Prcnt	
0	0.0	0	0.0	80. Grade crossing controlled, type unknown

***Whether Or Not At Railroad Grade Cross

N	Prcnt	WGHT	Prcnt	
3	0.1	5	0.1	98. Other
3	0.1	5	0.1	99. Unknown

Variable	33	**TRAFFIC CONT FUNCTIONING**	MD1:	9	Field Width:	1

MD2:　None　Type:　Numeric

N	Prcnt	WGHT	Prcnt	TRAFFIC CONTROL FUNCTIONING
2999	74.9	3908	74.1	0. No controls
2	0.0	2	0.0	1. Device not functioning
1	0.0	2	0.0	2. Device functioning improperly
994	24.8	1351	25.6	3. Device functioning properly
8	0.2	12	0.2	9. Unknown

Variable	34	**HIT AND RUN**	MD1:	9	Field Width:	1

MD2:　None　Type:　Numeric

N	Prcnt	WGHT	Prcnt	HIT AND RUN
3954	98.8	5208	98.7	0. No hit and run
28	0.7	37	0.7	1. Hit motor vehicle in transport
21	0.5	28	0.5	2. Hit pedestrian or nonmotorist
1	0.0	2	0.0	3. Hit parked vehicle or object

Variable	35	**LIGHT CONDITION**	MD1:	9	Field Width:	1

MD2:　None　Type:　Numeric

N	Prcnt	WGHT	Prcnt	LIGHT CONDITION
2360	58.9	3175	60.2	1. Daylight
1162	29.0	1477	28.0	2. Dark
353	8.8	449	8.5	3. Dark but lighted
77	1.9	104	2.0	4. Dawn
50	1.2	66	1.3	5. Dusk
2	0.0	4	0.1	9. Unknown

Variable	36	**ATMOSPHERIC CONDITIONS**	MD1:	9	Field Width:	1

MD2:　None　Type:　Numeric

N	Prcnt	WGHT	Prcnt	ATMOSPHERIC CONDITIONS
3375	84.3	4454	84.4	1. No adverse atmospheric conditions
446	11.1	578	11.0	2. Rain
13	0.3	15	0.3	3. Sleet
77	1.9	101	1.9	4. Snow
75	1.9	101	1.9	5. Fog
7	0.2	10	0.2	6. Rain and fog
0	0.0	0	0.0	7. Sleet and fog
10	0.2	15	0.3	8. Other (smog, smoke, blowing sand, or dust)

N	Prcnt	WGHT	Prcnt	Var 36 ATMOSPHERIC CONDITIONS
1	0.0	1	0.0	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.

N	Prcnt	WGHT	Prcnt	CONSTRUCTION OR MAINTENANCE ZONE
3894	97.3	5127	97.2	0. None
86	2.1	115	2.2	1. Construction
16	0.4	22	0.4	2. Maintenance
1	0.0	1	0.0	3. Utility
7	0.2	10	0.2	4. Work zone, type unknown

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

N	Prcnt	WGHT	Prcnt	EMS NOTIFIED - HOUR
287	7.2	375	7.1	00. Not notified or 12:01-12:59 am
99	2.5	126	2.4	01.
				- . Hour
0	0.0	0	0.0	24.
1216	30.4	1610	30.5	99. Unknown

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

N	Prcnt	WGHT	Prcnt	EMS NOTIFIED - MINUTE
253	6.3	330	6.3	00. Not notified or on hour
29	0.7	37	0.7	01.
				- . Minute
45	1.1	64	1.2	59.
1216	30.4	1610	30.5	99. Unknown

Variable	40	**EMS ARRIVAL - HOUR**	MD1:	99	Field Width:	2

MD2:   None   Type: Numeric

N	Prcnt	WGHT	Prcnt	EMS ARRIVAL - HOUR
292	7.3	380	7.2	00. Not notified or 12:01-12:59 am
91	2.3	117	2.2	01.
				- . Hour
0	0.0	0	0.0	24.
1099	27.4	1436	27.2	99. Unknown

Variable	41	**EMS ARRIVAL - MINUTE**	MD1:	99	Field Width:	2

MD2:   None   Type: Numeric

N	Prcnt	WGHT	Prcnt	EMS ARRIVAL - MINUTE
260	6.5	342	6.5	00. Not notified or on hour
29	0.7	36	0.7	01.
				- . Minute
45	1.1	62	1.2	59.
1111	27.7	1456	27.6	99. Unknown

Variable	42	**SCHOOL BUS RELATED**	MD1:	9	Field Width:	1

MD2:   None   Type: Numeric

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

N	Prcnt	WGHT	Prcnt	SCHOOL BUS RELATED
3992	99.7	5260	99.7	0. No
12	0.3	15	0.3	1. Yes

Variable	43	**ACCIDENT RELATED FACTORS**	MD1:	99	Field Width:	2

MD2:   None   Type: Numeric

Multiple Responses: 3

N	Prcnt	WGHT	Prcnt	RELATED FACTORS AT ACCIDENT LEVEL
11961	99.6	15753	99.5	00. None
1	0.0	2	0.0	01. Inadequate warning of exits, lanes narrowing, traffic controls, etc.
6	0.0	8	0.1	02. Shoulder related
4	0.0	4	0.0	03. Other construction created condition

N	Prcnt	WGHT	Prcnt	Var 43 ACCIDENT RELATED FACTORS
5	0.0	8	0.1	04. No (or obscured) pavement marking
0	0.0	0	0.0	05. Surface under water
2	0.0	4	0.0	06. Inadequate construction or poor design of roadway, bridge, etc.
0	0.0	· 0	0.0	07. Surface washed out (caved in, road slippage)

Special circumstances:

N	Prcnt	WGHT	Prcnt	
2	0.0	4	0.0	15. Nonoccupant struck by falling cargo or something that came loose from or was set in motion by a vehicle
13	0.1	18	0.1	16. Nonoccupant struck vehicle
0	0.0	0	0.0	17. Vehicle set in motion by nondriver
18	0.1	24	0.2	99. Unknown

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

N Prcnt   WGHT Prcnt   RAIL GRADE CROSSING ID - FRA CODE

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

Variable	45	**NUMBER FATALITIES IN ACC**	MD1:	99	Field Width: 2
			MD2:	None	Type: Numeric

N	Prcnt	WGHT	Prcnt	NUMBER FATALITIES IN ACC
0	0.0	0	0.0	00. 0 killed
3477	86.8	4598	87.2	01. 1 killed
406	10.1	525	10.0	02. 2 killed
77	1.9	95	1.8	03. 3 killed
29	0.7	36	0.7	04. 4 killed
7	0.2	12	0.2	05. 5 killed
7	0.2	8	0.2	06. 6 killed
1	0.0	1	0.0	07. 7 killed
0	0.0	0	0.0	08. 8 killed
0	0.0	0	0.0	09. 9 killed

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

N	Prcnt	WGHT	Prcnt	DAY OF WEEK
224	5.6	278	5.3	1. Sunday
663	16.6	875	16.6	2. Monday
666	16.6	913	17.3	3. Tuesday
645	16.1	853	16.2	4. Wednesday
702	17.5	918	17.4	5. Thursday
699	17.5	911	17.3	6. Friday
405	10.1	527	10.0	7. Saturday

Variable	47	**NUMBER DRINKING DRIVERS**	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

N	Prcnt	WGHT	Prcnt	NUMBER DRINKING DRIVERS
2973	74.3	3952	74.9	0. 0 drivers
976	24.4	1252	23.7	1. 1 driver
52	1.3	68	1.3	2. 2 drivers
1	0.0	1	0.0	3. 3 drivers
2	0.0	2	0.0	4. 4 drivers

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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

N	Prcnt	WGHT	Prcnt	VEHICLE NUMBER
0	0.0	0	0.0	00. Dummy vehicle record (nonmotorist)
2024	50.5	2680	50.8	01. Vehicle #1
1743	43.5	2271	43.1	02. Vehicle #2
174	4.3	239	4.5	03. Vehicle #3
36	0.9	44	0.8	04. Vehicle #4
9	0.2	14	0.3	05. Vehicle #5
				- .
0	0.0	0	0.0	99. Vehicle #99

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

N	Prcnt	WGHT	Prcnt	VEHICLE MAKE
2	0.0	2	0.0	03. AM General
13	0.3	21	0.4	07. Dodge
496	12.4	650	12.3	12. Ford
144	3.6	202	3.8	20. Chevrolet
346	8.6	467	8.9	23. GMC
6	0.1	6	0.1	38. Isuzu
16	0.4	26	0.5	42. Mercedes-Benz
11	0.3	13	0.2	51. Volvo
2	0.0	2	0.0	52. Mitsubishi
4	0.1	7	0.1	80. Brockway
12	0.3	21	0.4	81. Diamond Reo
470	11.7	571	10.8	82. Freightliner
1	0.0	2	0.0	83. FWD
850	21.2	1106	21.0	84. International
395	9.9	512	9.7	85. Kenworth
511	12.8	700	13.3	86. Mack
335	8.4	444	8.4	87. Peterbilt
252	6.3	325	6.2	88. White
90	2.2	130	2.5	95. Other truck or bus
1	0.0	1	0.0	98. Other make
47	1.2	67	1.3	99. Unknown

Variable 107 **VEHICLE MAKE-MODEL**   MD1:   9900   Field Width: 4

MD2:   9900   Type: Numeric

N	Prcnt	WGHT	Prcnt	VEHICLE MAKE-MODEL
2	0.0	2	0.0	0389. AM General unknown (truck)
1	0.0	1	0.0	0714. Dodge 600
1	0.0	1	0.0	0771. Dodge Ramcharger
3	0.1	6	0.1	0781. Dodge medium/heavy: CBE
6	0.1	10	0.2	0784. Dodge medium/heavy: unknown engine location
2	0.0	3	0.1	0789. Dodge unknown (truck)
17	0.4	17	0.3	1273. Ford F-Series Pickup
11	0.3	11	0.2	1274. Ford Van
3	0.1	3	0.1	1275. Ford Van derivative
4	0.1	4	0.1	1278. Ford other (light truck)
23	0.6	23	0.4	1279. Ford unknown (light truck)
84	2.1	122	2.3	1281. Ford medium/heavy: CBE
4	0.1	6	0.1	1282. Ford medium/heavy: COE low entry
5	0.1	7	0.1	1283. Ford medium/heavy: COE high entry
·242	6.0	333	6.3	1284. Ford medium/heavy: unknown engine location
9	0.2	13	0.2	1288. Ford other (truck)
85	2.1	100	1.9	1289. Ford unknown (truck)·
5	0.1	7	0.1	1290. Ford medium/heavy: COE, entry position unknown
4	0.1	4	0.1	1299. Ford unknown (automobile)
15	0.4	15	0.3	2073. Chevrolet C, K-Series pickup
3	0.1	3	0.1	2074. Chevrolet G-Series Van
2	0.0	2	0.0	2075. Chevrolet Van derivative
2	0.0	2	0.0	2078. Chevrolet other (light truck)
13	0.3	13	0.2	2079. Chevrolet unknown (light truck)
34	0.8	56	1.1	2081. Chevrolet medium/heavy: CBE
2	0.0	3	0.1	2082. Chevrolet medium/heavy: COE low entry
2	0.0	3	0.1	2083. Chevrolet medium/heavy: COE high entry
34	0.8	56	1.1	2084. Chevrolet medium/heavy: unknown engine location
3	0.1	5	0.1	2088. Chevrolet other (truck)
29	0.7	39	0.7	2089. Chevrolet unknown (truck)
3	0.1	3	0.1	2090. Chevrolet medium/heavy: COE, entry position unknown
2	0.0	2	0.0	2099. Chevrolet unknown (automobile)
1	0.0	1	0.0	2300. GMC unknown
8	0.2	8	0.2	2373. GMC C, K-Series Pickup
4	0.1	4	0.1	2374. GMC G Van/Vandura, Rally Van
7	0.2	7	0.1	2375. GMC Van derivatives
2	0.0	2	0.0	2378. GMC other (light truck)
7	0.2	7	0.1	2379. GMC unknown (light truck)
48	1.2	71	1.3	2381. GMC medium/heavy: CBE
3	0.1	5	0.1	2382. GMC medium/heavy: COE low entry
26	0.6	33	0.6	2383. GMC medium/heavy: COE high entry

N	Prcnt	WGHT	Prcnt	Var 107	VEHICLE MAKE-MODEL
170	4.2	237	4.5	2384.	GMC medium/heavy: unknown engine location
3	0.1	4	0.1	2388.	GMC other (truck)
63	1.6	84	1.6	2389.	GMC unknown (truck)
3	0.1	3	0.1	2390.	GMC medium/heavy: COE, entry position unknown
1	0.0	1	0.0	2399.	GMC unknown (automobile)
1	0.0	1	0.0	3878.	Isuzu other (light truck)
5	0.1	5	0.1	3879.	Isuzu unknown (light truck)
1	0.0	1	0.0	4275.	Mercedes-Benz Van Derivative
2	0.0	3	0.1	4281.	Mercedes-Benz medium/heavy: CBE
7	0.2	12	0.2	4284.	Mercedes-Benz medium/heavy: unknown engine location
5	0.1	9	0.2	4289.	Mercedes-Benz unknown (truck)
1	0.0	1	0.0	4299.	Mercedes-Benz unknown (automobile)
1	0.0	1	0.0	5182.	Volvo medium/heavy: COE low entry
6	0.1	8	0.2	5184.	Volvo medium/heavy: unknown engine location
4	0.1	4	0.1	5189.	Volvo unknown (truck)
1	0.0	1	0.0	5272.	Mitsubishi Pickup
1	0.0	1	0.0	5278.	
3	0.1	5	0.1	8084.	Brockway medium/heavy: unknown engine location
1	0.0	2	0.0	8089.	Brockway unknown (truck)
1	0.0	2	0.0	8181.	Diamond Reo medium/heavy: CBE
7	0.2	12	0.2	8184.	Diamond Reo medium/heavy: unknown engine location
4	0.1	7	0.1	8189.	Diamond Reo unknown (truck)
16	0.4	18	0.3	8281.	Freightliner medium/heavy: CBE
1	0.0	1	0.0	8282.	Freightliner medium/heavy: COE low entry
39	1.0	44	0.8	8283.	Freightliner medium/heavy: COE high entry
369	9.2	451	8.5	8284.	Freightliner medium/heavy: unknown engine location
38	0.9	46	0.9	8289.	Freightliner unknown (truck)
7	0.2	11	0.2	8290.	Freightliner medium/heavy: COE, entry position unknown
1	0.0	2	0.0	8382.	FWD medium/heavy: COE low entry
1	0.0	1	0.0	8400.	International unknown
2	0.0	2	0.0	8475.	International Multistop
5	0.1	5	0.1	8479.	International unknown (light truck)
65	1.6	93	1.8	8481.	International medium/heavy: CBE
9	0.2	14	0.3	8482.	International medium/heavy: COE low entry
89	2.2	114	2.2	8483.	International medium/heavy: COE high entry
566	14.1	736	14.0	8484.	International medium/heavy: unknown engine location

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1987
                        FARS VEHICLE VARIABLES

N	Prcnt	WGHT	Prcnt	Var 107	VEHICLE MAKE-MODEL
1	0.0	1	0.0	8485.	International bus: conventional (engine our front)
5	0.1	7	0.1	8488.	International other (truck)
94	2.3	119	2.3	8489.	International unknown (truck)
11	0.3	12	0.2	8490.	International medium/heavy: COE, entry position unknown
2	0.0	2	0.0	8499.	
25	0.6	32	0.6	8581.	Kenworth medium/heavy: CBE
21	0.5	27	0.5	8583.	Kenworth medium/heavy: COE high entry
309	7.7	395	7.5	8584.	Kenworth medium/heavy: unknown engine location
1	0.0	2	0.0	8588.	Kenworth other (truck)
31	0.8	46	0.9	8589.	Kenworth unknown (truck)
8	0.2	10	0.2	8590.	Kenworth medium/heavy: COE, entry position unknown
1	0.0	2	0.0	8670.	
37	0.9	46	0.9	8681.	Mack medium/heavy: CBE
3	0.1	5	0.1	8682.	Mack medium/heavy: COE low entry
3	0.1	4	0.1	8683.	Mack medium/heavy: COE high entry
387	9.7	543	10.3	8684.	Mack medium/heavy: unknown engine location
5	0.1	6	0.1	8688.	Mack other (truck)
65	1.6	80	1.5	8689.	Mack unknown (truck)
8	0.2	12	0.2	8690.	Mack medium/heavy: COE, entry position unknown
1	0.0	1	0.0	8697.	Mack other vehicle
1	0.0	1	0.0	8699.	
24	0.6	33	0.6	8781.	Peterbilt medium/heavy: CBE
7	0.2	7	0.1	8783.	Peterbilt medium/heavy: COE high entry
265	6.6	354	6.7	8784.	Peterbilt medium/heavy: unknown engine location
33	0.8	42	0.8	8789.	Peterbilt unknown (truck)
4	0.1	5	0.1	8790.	Peterbilt medium/heavy: COE, entry position unknown
2	0.0	3	0.1	8799.	
18	0.4	22	0.4	8881.	White medium/heavy: CBE
1	0.0	2	0.0	8882.	White medium/heavy: COE low entry
10	0.2	13	0.2	8883.	White medium/heavy: COE high entry
190	4.7	246	4.7	8884.	White medium/heavy: unknown engine location
1	0.0	1	0.0	8888.	White other (truck)
30	0.7	39	0.7	8889.	White unknown (truck)
2	0.0	2	0.0	8890.	White medium/heavy: COE, entry position unknown
26	0.6	36	0.7	9501.	Other (truck or bus) Autocar
2	0.0	4	0.1	9502.	Other (truck or bus) Auto-Union-DKW
12	0.3	16	0.3	9504.	Other (truck or bus) Western Star

N	Prcnt	WGHT	Prcnt	Var 107	VEHICLE MAKE-MODEL
48	1.2	71	1.3	9588.	Other (truck or bus) other (truck)
2	0.0	3	0.1	9599.	
1	0.0	1	0.0	9899.	Other make, unknown (automobile)
3	0.1	3	0.1	9900.	Unknown make, unknown model
1	0.0	2	0.0	9981.	
9	0.2	16	0.3	9984.	
1	0.0	1	0.0	9988.	
26	0.6	36	0.7	9989.	Unknown make, unknown truck
7	0.2	9	0.2	9999.	Unknown make, unknown automobile

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

N	Prcnt	WGHT	Prcnt	BODY TYPE
				Van Based Light Trucks (GVWR <10,001 lbs)
20	0.5	20	0.4	40. Van (Mini Vans, VW bus, Vanagon, Kombi, Beauville, Chateau, Club Wagon, Sportsman; excludes moving van)
16	0.4	16	0.3	41. Van - commercial cutaway (includes box van, multi-stop, parcel, van pickups, step van)
3	0.1	3	0.1	49. Unknown van type
				Light Conventional Truck (GVWR <10,001 lb
46	1.1	46	0.9	50. Pickup (includes open box and caps)
29	0.7	29	0.5	53. Cab chassis based (includes light stake, light dump, light tow, rescue vehicles)
1	0.0	1	0.0	56. Truck based utility (2-door; inc. Blazer, Bronco-78 on, Jimmy, Ramcharger, Cherokee, Trailduster, Scout)
17	0.4	17	0.3	59. Unknown light conventional truck
1	0.0	1	0.0	68. Utility, base body unknown
7	0.2	7	0.1	69. Unknown light truck (van based or conventional)
				Medium/Heavy Truck (GVWR >10,000 lbs):
85	2.1	146	2.8	70. Single unit straight truck (10,000<GVWR<19,500) (includes step vans)
71	1.8	126	2.4	71. Single unit straight truck (19,501<GVWR<26,000)

N	Prcnt	WGHT	Prcnt	Var 108 BODY TYPE
236	5.9	414	7.8	72. Single unit straight truck (GVWR>26,001)
2960	73.9	3825	72.5	74. Truck-tractor
67	1.7	67	1.3	75. Unknown medium truck (10,000<GVWR<26,000)
73	1.8	73	1.4	76. Unknown heavy truck (GVWR>26,001)
155	3.9	267	5.1	78. Single unit straight truck (GVWR unknown)
·216	5.4	216	4.1	79. Unknown truck type (light, medium, or heavy)
1	0.0	1	0.0	99. Unknown body type

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

N	Prcnt	WGHT	Prcnt	MODEL YEAR
0	0.0	0	0.0	00.
				− .
10	0.2	18	0.3	66. 1966
15	0.4	24	0.5	67. 1967
18	0.4	27	0.5	68. 1968
36	0.9	50	0.9	69. 1969
38	0.9	56	1.1	70. 1970
50	1.2	76	1.4	71. 1971
65	1.6	87	1.6	72. 1972
129	3.2	183	3.5	73. 1973
148	3.7	212	4.0	74. 1974
120	3.0	168	3.2	75. 1975
116	2.9	162	3.1	76. 1976
197	4.9	273	5.2	77. 1977
287	7.2	390	7.4	78. 1978
327	8.2	432	8.2	79. 1979
243	6.1	331	6.3	80. 1980
243	6.1	324	6.1	81. 1981
188	4.7	244	4.6	82. 1982
152	3.8	194	3.7	83. 1983
409	10.2	496	9.4	84. 1984
434	10.8	542	10.3	85. 1985
375	9.4	468	8.9	86. 1986
301	7.5	375	7.1	87. 1987
22	0.5	25	0.5	88. 1988
47	1.2	69	1.3	99. Unknown

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

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VEHICLE ID NUMBER - 1ST 10 POSITIONS

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

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N	Prcnt	WGHT	Prcnt	REGISTRATION STATE
1	0.0	1	0.0	00. Not applicable
130	3.2	180	3.4	01. Alabama
0	0.0	0	0.0	02. Alaska
20	0.5	27	0.5	04. Arizona
48	1.2	65	1.2	05. Arkansas
319	8.0	416	7.9	06. California
28	0.7	43	0.8	08. Colorado
17	0.4	19	0.4	09. Connecticut
18	0.4	22	0.4	10. Delaware
1	0.0	1	0.0	11. District of Columbia
238	5.9	283	5.4	12. Florida
172	4.3	237	4.5	13. Georgia
0	0.0	0	0.0	15. Hawaii
12	0.3	17	0.3	16. Idaho
119	3.0	155	2.9	17. Illinois
109	2.7	132	2.5	18. Indiana
21	0.5	32	0.6	19. Iowa
28	0.7	42	0.8	20. Kansas
47	1.2	68	1.3	21. Kentucky
55	1.4	81	1.5	22. Louisiana
13	0.3	24	0.5	23. Maine
47	1.2	70	1.3	24. Maryland
37	0.9	52	1.0	25. Massachusetts
111	2.8	150	2.8	26. Michigan
53	1.3	68	1.3	27. Minnesota
88	2.2	96	1.8	28. Mississippi
48	1.2	69	1.3	29. Missouri
22	0.5	31	0.6	30. Montana
26	0.6	35	0.7	31. Nebraska
30	0.7	34	0.6	32. Nevada
15	0.4	19	0.4	33. New Hampshire
110	2.7	147	2.8	34. New Jersey
20	0.5	25	0.5	35. New Mexico
100	2.5	159	3.0	36. New York
171	4.3	228	4.3	37. North Carolina
9	0.2	12	0.2	38. North Dakota
202	5.0	243	4.6	39. Ohio
51	1.3	71	1.3	40. Oklahoma
48	1.2	65	1.2	41. Oregon
132	3.3	184	3.5	42. Pennsylvania
1	0.0	1	0.0	43. Puerto Rico

N	Prcnt	WGHT	Prcnt	Var 121	REGISTRATION STATE
9	0.2	13	0.2	44.	Rhode Island
56	1.4	78	1.5	45.	South Carolina
17	0.4	19	0.4	46.	South Dakota
78	1.9	109	2.1	47.	Tennessee
251	6.3	340	6.4	48.	Texas
25	0.6	31	0.6	49.	Utah
9	0.2	10	0.2	50.	Vermont
95	2.4	116	2.2	51.	Virginia
44	1.1	62	1.2	53.	Washington
26	0.6	40	0.8	54.	West Virginia
87	2.2	113	2.1	55.	Wisconsin
7	0.2	9	0.2	56.	Wyoming
62	1.5	80	1.5	92.	No registration
287	7.2	353	6.7	93.	Multiple state registration - in state
112	2.8	128	2.4	94.	Multiple state registration - out-of-state
6	0.1	9	0.2	95.	U.S. government tag
6	0.1	10	0.2	96.	Military vehicle
29	0.7	42	0.8	97.	Foreign country
4	0.1	5	0.1	98.	Other registration
77	1.9	104	2.0	99.	Unknown

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

N	Prcnt	WGHT	Prcnt	ROLLOVER
3455	86.3	4548	86.2	0. No rollover
175	4.4	234	4.4	1. First event
374	9.3	493	9.3	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.

N	Prcnt	WGHT	Prcnt	JACKKNIFE
1409	35.2	1815	34.4	0. Not an articulated vehicle
2350	58.7	3142	59.6	1. No
81	2.0	108	2.0	2. First event
164	4.1	210	4.0	3. Subsequent event

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

N	Prcnt	WGHT	Prcnt	TRAVEL SPEED
169	4.2	215	4.1	00. Stopped vehicle
3	0.1	5	0.1	01.
				- . Actual miles per hour
0	0.0	0	0.0	96.
1	0.0	2	0.0	97. 97 mph or greater
1858	46.4	2500	47.4	99. Unknown

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

N	Prcnt	WGHT	Prcnt	HAZARDOUS CARGO
3669	91.6	4829	91.5	0. No
119	3.0	151	2.9	1. Yes
216	5.4	295	5.6	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.

N	Prcnt	WGHT	Prcnt	VEHICLE TRAILERING
1292	32.3	1698	32.2	0. No
2479	61.9	3344	63.4	1. Yes, one trailing unit
211	5.3	211	4.0	2. Yes, two trailing units
3	0.1	3	0.1	3. Yes, three or more trailing units
8	0.2	8	0.2	4. Yes, number of trailing units unknown
11	0.3	11	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.

N	Prcnt	WGHT	Prcnt	Var 127 SPECIAL USE
3997	99.8	5268	99.9	0. No special use
0	0.0	0	0.0	1. Taxi
1	0.0	1	0.0	2. Vehicle used as school bus
0	0.0	0	0.0	3. Vehicle used as other bus
1	0.0	1	0.0	4. Military
0	0.0	0	0.0	5. Police
0	0.0	0	0.0	6. Ambulance
0	0.0	0	0.0	7. Firetruck
5	0.1	5	0.1	9. Unknown

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.

N	Prcnt	WGHT	Prcnt	EMERGENCY USE
4000	99.9	5269	99.9	0. No
4	0.1	6	0.1	1. Yes

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

N	Prcnt	WGHT	Prcnt	IMPACT POINT - INITIAL
179	4.5	236	4.5	00. Noncollision
302	7.5	392	7.4	01. 1 o'clock
93	2.3	127	2.4	02. 2 o'clock
125	3.1	169	3.2	03. 3 o'clock
55	1.4	74	1.4	04. 4 o'clock
96	2.4	129	2.4	05. 5 o'clock
366	9.1	479	9.1	06. 6 o'clock
135	3.4	183	3.5	07. 7 o'clock
116	2.9	155	2.9	08. 8 o'clock
132	3.3	181	3.4	09. 9 o'clock
78	1.9	103	2.0	10. 10 o'clock
448	11.2	587	11.1	11. 11 o'clock
1663	41.5	2175	41.2	12. 12 o'clock
18	0.4	25	0.5	13. Top
138	3.4	180	3.4	14. Undercarriage
0	0.0	0	0.0	15. Underride
10	0.2	12	0.2	16. Override
50	1.2	68	1.3	99. Unknown

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

N	Prcnt	WGHT	Prcnt	IMPACT POINT - PRINCIPAL
179	4.5	236	4.5	00. Noncollision
291	7.3	378	7.2	01. 1 o'clock
78	1.9	104	2.0	02. 2 o'clock
137	3.4	182	3.5	03. 3 o'clock
50	1.2	66	1.3	04. 4 o'clock
101	2.5	134	2.5	05. 5 o'clock
358	8.9	468	8.9	06. 6 o'clock
134	3.3	176	3.3	07. 7 o'clock
111	2.8	151	2.9	08. 8 o'clock
139	3.5	195	3.7	09. 9 o'clock
78	1.9	104	2.0	10. 10 o'clock
359	9.0	477	9.0	11. 11 o'clock
1623	40.5	2117	40.1	12. 12 o'clock
63	1.6	86	1.6	13. Top
213	5.3	284	5.4	14. Undercarriage
0	0.0	0	0.0	15. Underride
34	0.8	41	0.8	16. Override
56	1.4	76	1.4	99. Unknown

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

N	Prcnt	WGHT	Prcnt	EXTENT OF DEFORMATION
258	6.4	363	6.9	0. None
726	18.1	963	18.3	2. Other (minor)
975	24.4	1297	24.6	4. Functional (moderate)
1881	47.0	2427	46.0	6. Disabling (severe)
164	4.1	225	4.3	9. Unknown

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

N	Prcnt	WGHT	Prcnt	VEHICLE ROLE
197	4.9	258	4.9	0. Noncollision
2712	67.7	3575	67.8	1. Striking
1005	25.1	1327	25.2	2. Struck
82	2.0	104	2.0	3. Both
8	0.2	11	0.2	9. Unknown

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

   N Prcnt   WGHT Prcnt   MANNER OF LEAVING SCENE

1190 29.7   1604 30.4   1. Driven
2711 67.7   3532 67.0   2. Towed away
  22   0.5   29   0.5   3. Abandoned
  81   2.0   110   2.1   9. Unknown

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

   N Prcnt   WGHT Prcnt   FIRE OCCURRENCE

3815 95.3   5039 95.5   0. No fire
 189   4.7   236   4.5   1. Fire occurred in vehicle during
                              accident

Variable 135 **NUMBER OF OCCUPANTS**   MD1:   99   Field Width: 2
                                                  MD2:   97   Type: Numeric

   N Prcnt   WGHT Prcnt   NUMBER OF OCCUPANTS

  37   0.9   52   1.0   00. 0 occupants
3289 82.1   4331 82.1   01. 1 occupant
                            - .
   0   0.0   0   0.0   95. 95 occupants
   0   0.0   0   0.0   96. 96 or more occupants
 101   2.5   125   2.4   97. Unknown - only injured reported
  21   0.5   32   0.6   99. Unknown

Variable 136 **NUMBER OF DEATHS IN VEH**   MD1:   99   Field Width: 2
                                                  MD2: None   Type: Numeric

   N Prcnt   WGHT Prcnt   NUMBER OF DEATHS IN VEH

3381 84.4   4464 84.6   00. 0 deaths
 600 15.0   784 14.9   01. 1 death
  19   0.5   21   0.4   02. 2 deaths
   2   0.0   2   0.0   03. 3 deaths
   2   0.0   4   0.1   04. 4 deaths

Variable 137	**VEHICLE RELATED FACTORS**	MD1:	99	Field Width:	2

MD2: None　Type: Numeric
Multiple Responses: 2

N	Prcnt	WGHT	Prcnt	RELATED FACTORS AT VEHICLE LEVEL
7476	93.4	9803	92.9	00. None

Defective:

N	Prcnt	WGHT	Prcnt	
63	0.8	93	0.9	01. Tires
120	1.5	164	1.6	02. Brake system
8	0.1	13	0.1	03. Steering system - tie rod, kingpin, ball joint, etc.
0	0.0	0	0.0	04. Suspension - springs, shock absorbers, MacPherson struts, control arms, etc.
7	0.1	9	0.1	05. Power train - universal joint, drive shaft, transmission, etc.
0	0.0	0	0.0	06. Exhaust system
2	0.0	3	0.0	07. Headlights
4	0.0	8	0.1	08. Signal lights
14	0.2	21	0.2	09. Other lights
1	0.0	1	0.0	10. Horn
0	0.0	0	0.0	11. Mirrors
0	0.0	0	0.0	12. Wipers
0	0.0	0	0.0	13. Driver seating and control
3	0.0	5	0.0	14. Body, doors, other
7	0.1	11	0.1	15. Trailer hitch
6	0.1	7	0.1	16. Wheels
23	0.3	29	0.3	18. Other vehicle defects

Other:

N	Prcnt	WGHT	Prcnt	
37	0.5	51	0.5	31. Hit-and-run vehicle
0	0.0	0	0.0	32. Vehicle registration for handicapped
1	0.0	2	0.0	33. Vehicle being pushed by nonmotorist
236	2.9	330	3.1	99. Unknown

Variable 138	**VEHICLE MANEUVER**	MD1:	99	Field Width:	2

MD2: None　Type: Numeric

N	Prcnt	WGHT	Prcnt	VEHICLE MANEUVER
2823	70.5	3687	69.9	01. Going straight
70	1.7	94	1.8	02. Slowing or stopping in traffic lane
50	1.2	70	1.3	03. Starting in traffic lane
163	4.1	208	3.9	04. Stopped in traffic lane
68	1.7	86	1.6	05. Passing or overtaking another vehicle

N	Prcnt	WGHT	Prcnt	Var 138 VEHICLE MANEUVER
3	0.1	4	0.1	06. Leaving a parked position
3	0.1	3	0.1	07. Parked
2	0.0	3	0.1	08. Entering a parked position
101	2.5	135	2.6	09. Maneuvering to avoid an animal, pedestrian, object, another vehicle, etc.
0	0.0	0	0.0	10. Turning right: right turn on red (RTOR) permitted
1	0.0	2	0.0	11. Turning right: RTOR not permitted
54	1.3	74	1.4	12. Turning right: RTOR not known if permitted or n/a
163	4.1	226	4.3	13. Turning left
14	0.3	16	0.3	14. Making a U-turn
53	1.3	77	1.5	15. Backing up (other than for parking purposes)
57	1.4	73	1.4	16. Changing lanes or merging
354	8.8	484	9.2	17. Negotiating a curve
19	0.5	26	0.5	98. Other
6	0.1	7	0.1	99. Unknown

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

N	Prcnt	WGHT	Prcnt	MOST HARMFUL EVENT
				NonCollision Event:
259	6.5	346	6.6	01. Overturn
65	1.6	76	1.4	02. Fire/explosion
10	0.2	12	0.2	03. Immersion
0	0.0	0	0.0	04. Gas inhalation
13	0.3	18	0.3	05. Fell from vehicle
1	0.0	1	0.0	06. Injured in vehicle
12	0.3	15	0.3	07. Other noncollision
				Collision with object not fixed:
327	8.2	433	8.2	08. Pedestrian
69	1.7	96	1.8	09. Pedalcycle
18	0.4	27	0.5	10. Railway train
4	0.1	4	0.1	11. Animal
2968	74.1	3922	74.4	12. Motor vehicle in transport
34	0.8	44	0.8	13. Motor vehicle in transport in other roadway
28	0.7	34	0.6	14. Parked motor vehicle
2	0.0	3	0.1	15. Other type nonmotorist
2	0.0	3	0.1	16. Thrown or falling object
0	0.0	0	0.0	17. Boulder
9	0.2	12	0.2	18. Other object (not fixed)

N	Prcnt	WGHT	Prcnt	Var 139 MOST HARMFUL EVENT
				Collision with fixed object:
5	0.1	7	0.1	19. Building
0	0.0	0	0.0	20. Impact attenuator/crash cushion
18	0.4	23	0.4	21. Bridge pier or abutment
3	0.1	3	0.1	22. Bridge parapet end
6	0.1	10	0.2	23. Bridge rail
40	1.0	53	1.0	24. Guardrail
7	0.2	9	0.2	25. Concrete traffic barrier
0	0.0	0	0.0	26. Other longitudinal barrier type
5	0.1	6	0.1	27. Highway/traffic sign post
1	0.0	1	0.0	28. Overhead sign support
1	0.0	2	0.0	29. Luminaire/light support
9	0.2	9	0.2	30. Utility pole
3	0.1	3	0.1	31. Other post, pole or supports
3	0.1	3	0.1	32. Culvert
2	0.0	2	0.0	33. Curb
10	0.2	11	0.2	34. Ditch
7	0.2	8	0.2	35. Embankment - earth
2	0.0	2	0.0	36. Embankment - rock, stone, or concrete
11	0.3	14	0.3	37. Embankment - material type unknown
5	0.1	6	0.1	38. Fence
3	0.1	3	0.1	39. Wall
0	0.0	0	0.0	40. Fire hydrant
0	0.0	0	0.0	41. Shrubbery
35	0.9	46	0.9	42. Tree
6	0.1	7	0.1	43. Other fixed object
0	0.0	0	0.0	44. Pavement surface irregularity (potholes, grooved, grates)
1	0.0	1	0.0	99. Unknown

Variable 145	VIN TRUCK FUEL CODE		MD1: None	Field Width: 1
			MD2: None	Type: Numeric

N	Prcnt	WGHT	Prcnt	VIN TRUCK FUEL CODE
0	0.0	0	0.0	1. (E) Electric operated
370	9.2	521	9.9	2. (G) Gas
2310	57.7	2948	55.9	3. (D) Diesel
2	0.0	2	0.0	4. (P) Propane
0	0.0	0	0.0	7. (*) Not available from VIN
34	0.8	46	0.9	8. (b) Unknown
1288	32.2	1758	33.3	9. (9) No VIN

Variable 146	**VIN TRUCK WEIGHT CODE**	MD1:	9	Field Width:	1
		MD2:	None	Type:	Numeric

N	Prcnt	WGHT	Prcnt	VIN TRUCK WEIGHT CODE
4	0.1	7	0.1	0. Value not returned
0	0.0	0	0.0	1. 6,000 or less
8	0.2	11	0.2	2. 6,001 - 10,000
33	0.8	36	0.7	3. 10,001 - 14,000
4	0.1	4	0.1	4. 14,001 - 16,000
29	0.7	41	0.8	5. 16,001 - 19,500
299	7.5	426	8.1	6. 19,501 - 26,000
380	9.5	500	9.5	7. 26,001 - 33,000
1959	48.9	2492	47.2	8. 33,001 or more
1288	32.2	1758	33.3	9. Unknown

Variable 147	**VIN TRUCK SERIES**	MD1:	None	Field Width:	3
		MD2:	None	Type:	Alphabetic

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

N	Prcnt	WGHT	Prcnt	LENGTH OF VIN
0	0.0	0	0.0	01.
				- . Actual value
1948	48.7	2442	46.3	17.
266	6.6	342	6.5	99. Unknown VIN length

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

Variable 150 **NUMBER UNINJURED IN VEH**   MD1: None   Field Width: 2

MD2: None   Type: Numeric

N	Prcnt	WGHT	Prcnt	NUMBER UNINJURED IN VEH		
1620	40.5	2107	39.9	00.	0	uninjured
2122	53.0	2816	53.4	01.	1	uninjured
234	5.8	312	5.9	02.	2	uninjured
21	0.5	31	0.6	03.	3	uninjured
4	0.1	6	0.1	04.	4	uninjured
2	0.0	2	0.0	05.	5	uninjured
1	0.0	1	0.0	08.	8	uninjured

Variable 151 **NUMBER C-INJURED IN VEH**   MD1: None   Field Width: 2

MD2: None   Type: Numeric

N	Prcnt	WGHT	Prcnt	NUMBER C-INJURED IN VEH		
3597	89.8	4745	90.0	00.	0	C-injured
370	9.2	481	9.1	01.	1	C-injured
30	0.7	40	0.8	02.	2	C-injured
7	0.2	9	0.2	03.	3	C-injured

Variable 152 **NUMBER B-INJURED IN VEH**   MD1: None   Field Width: 2

MD2: None   Type: Numeric

N	Prcnt	WGHT	Prcnt	NUMBER B-INJURED IN VEH		
3549	88.6	4695	89.0	00.	0	B-injured
430	10.7	548	10.4	01.	1	B-injured
22	0.5	29	0.5	02.	2	B-injured
2	0.0	2	0.0	03.	3	B-injured
1	0.0	1	0.0	05.	5	B-injured

Variable 153 **NUMBER A-INJURED IN VEH**   MD1:   None   Field Width: 2
                                            MD2:   None   Type: Numeric

N	Prcnt	WGHT	Prcnt	NUMBER A-INJURED IN VEH
3710	92.7	4882	92.5	00. 0 A-injured
280	7.0	374	7.1	01. 1 A-injured
14	0.3	19	0.4	02. 2 A-injured

Variable 154 **NUMBER K-INJURED IN VEH**   MD1:   None   Field Width: 2
                                            MD2:   None   Type: Numeric

N	Prcnt	WGHT	Prcnt	NUMBER K-INJURED IN VEH
3381	84.4	4464	84.6	00. 0 killed
600	15.0	784	14.9	01. 1 killed
19	0.5	21	0.4	02. 2 killed
2	0.0	2	0.0	03. 3 killed
2	0.0	4	0.1	04. 4 killed

Variable 155 **NUM UNK INJURED IN VEH**   MD1:   None   Field Width: 2
                                           MD2:   None   Type: Numeric

N	Prcnt	WGHT	Prcnt	NUM UNK INJURED IN VEH
3967	99.1	5229	99.1	00. 0 unknown injured
33	0.8	40	0.8	01. 1 unknown injured
4	0.1	6	0.1	02. 2 unknown injured

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

N	Prcnt	WGHT	Prcnt	DRIVER PRESENCE
3956	98.8	5209	98.7	1. Driver operated vehicle
42	1.0	58	1.1	2. Driverless
6	0.1	8	0.2	3. Driver left scene
0	0.0	0	0.0	9. Unknown

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

N	Prcnt	WGHT	Prcnt	DRIVER DRINKING
3827	95.6	5048	95.7	0. No drinking reported
177	4.4	227	4.3	1. Drinking reported
0	0.0	0	0.0	9. Unknown

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

N	Prcnt	WGHT	Prcnt	LICENSE STATE
109	2.7	153	2.9	01. Alabama
0	0.0	0	0.0	02. Alaska
44	1.1	60	1.1	04. Arizona
94	2.3	122	2.3	05. Arkansas
320	8.0	437	8.3	06. California
38	0.9	55	1.0	08. Colorado
26	0.6	30	0.6	09. Connecticut
14	0.3	16	0.3	10. Delaware
3	0.1	4	0.1	11. District of Columbia
254	6.3	303	5.7	12. Florida
163	4.1	223	4.2	13. Georgia
0	0.0	0	0.0	15. Hawaii
21	0.5	31	0.6	16. Idaho
132	3.3	185	3.5	17. Illinois
112	2.8	137	2.6	18. Indiana
64	1.6	82	1.6	19. Iowa
53	1.3	68	1.3	20. Kansas
70	1.7	97	1.8	21. Kentucky
90	2.2	121	2.3	22. Louisiana
11	0.3	21	0.4	23. Maine
61	1.5	86	1.6	24. Maryland
38	0.9	53	1.0	25. Massachusetts
119	3.0	158	3.0	26. Michigan
61	1.5	76	1.4	27. Minnesota
101	2.5	112	2.1	28. Mississippi

N	Prcnt	WGHT	Prcnt	Var 208 LICENSE STATE
118	2.9	153	2.9	29. Missouri
16	0.4	22	0.4	30. Montana
37	0.9	49	0.9	31. Nebraska
12	0.3	13	0.2	32. Nevada
15	0.4	18	0.3	33. New Hampshire
82	2.0	114	2.2	34. New Jersey
30	0.7	37	0.7	35. New Mexico
116	2.9	176	3.3	36. New York
158	3.9	213	4.0	37. North Carolina
9	0.2	12	0.2	38. North Dakota
210	5.2	252	4.8	39. Ohio
82	2.0	107	2.0	40. Oklahoma
45	1.1	63	1.2	41. Oregon
169	4.2	222	4.2	42. Pennsylvania
0	0.0	0	0.0	43. Puerto Rico
9	0.2	12	0.2	44. Rhode Island
75	1.9	98	1.9	45. South Carolina
15	0.4	18	0.3	46. South Dakota
99	2.5	132	2.5	47. Tennessee
284	7.1	377	7.1	48. Texas
15	0.4	16	0.3	49. Utah
9	0.2	11	0.2	50. Vermont
108	2.7	129	2.4	51. Virginia
47	1.2	64	1.2	53. Washington
35	0.9	52	1.0	54. West Virginia
94	2.3	119	2.3	55. Wisconsin
7	0.2	8	0.2	56. Wyoming
2	0.0	3	0.1	94. Military
30	0.7	44	0.8	95. Canada
4	0.1	6	0.1	96. Mexico
1	0.0	1	0.0	97. Other foreign country
73	1.8	104	2.0	99. Unknown

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

N	Prcnt	WGHT	Prcnt	LICENSE CLASS COMPLIANCE
18	0.4	23	0.4	0. No license required
4	0.1	4	0.1	1. No license, license required
188	4.7	260	4.9	2. Valid license for this class only
3665	91.5	4812	91.2	3. One valid class license, but not for this class vehicle
0	0.0	0	0.0	4. Multiple class licenses, valid for this class vehicle
0	0.0	0	0.0	5. Multiple class licenses, no valid license for this class vehicle
129	3.2	176	3.3	9. Unknown

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

N	Prcnt	WGHT	Prcnt	LICENSE STATUS
18	0.4	23	0.4	0. Not licensed
88	2.2	115	2.2	1. Suspended
14	0.3	18	0.3	2. Revoked
19	0.5	25	0.5	3. Expired
7	0.2	10	0.2	4. Cancelled or denied
583	14.6	772	14.6	5. Single class license
3145	78.5	4135	78.4	6. Multiple class license
2	0.0	3	0.1	7. Learner's permit
0	0.0	0	0.0	8. Temporary
128	3.2	174	3.3	9. Unknown

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

N	Prcnt	WGHT	Prcnt	COMPLIANCE WITH LICENSE RESTRICTIONS
3197	79.8	4189	79.4	0. Not licensed
144	3.6	190	3.6	1. No license required for this class vehicle
3	0.1	3	0.1	2. No valid license for this class vehicle
521	13.0	704	13.3	3. Valid license for this class vehicle
139	3.5	189	3.6	9. Unknown

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

N	Prcnt	WGHT	Prcnt	VIOLATIONS CHARGED
3294	82.3	4337	82.2	0. None
28	0.7	37	0.7	1. Alcohol or drugs
37	0.9	49	0.9	2. Speeding
4	0.1	6	0.1	3. Alcohol or drugs and speeding
70	1.7	91	1.7	4. Reckless driving
12	0.3	16	0.3	5. Driving with a suspended or revoked license
264	6.6	350	6.6	6. Other moving violation
69	1.7	95	1.8	7. Nonmoving violation
79	2.0	102	1.9	8. Violation, type unknown or other violation
147	3.7	192	3.6	9. Unknown

Variable 214	**NUMBER OF PREV ACCIDENTS**	MD1:	99	Field Width:	2
		MD2:	None	Type:	Numeric

N	Prcnt	WGHT	Prcnt	NO OF PREVIOUS RECORDED ACCIDENTS
3005	75.0	3923	74.4	00. 0 accidents
661	16.5	886	16.8	01. 1 accident
155	3.9	211	4.0	02. 2 accidents
28	0.7	40	0.8	03. 3 accidents
12	0.3	18	0.3	04. 4 accidents
1	0.0	1	0.0	05. 5 accidents
1	0.0	2	0.0	06. 6 accidents
141	3.5	194	3.7	99. Unknown

Variable 215	**NUMBER PREV SUSPENSIONS**	MD1:	99	Field Width:	2
		MD2:	None	Type:	Numeric

N	Prcnt	WGHT	Prcnt	NO OF PREVIOUS SUSPENSIONS AND REVOCATION
3499	87.4	4580	86.8	00. 0 suspensions
250	6.2	338	6.4	01. 1 suspension
59	1.5	85	1.6	02. 2 suspensions
32	0.8	46	0.9	03. 3 suspensions
11	0.3	13	0.2	04. 4 suspensions
3	0.1	5	0.1	05. 5 suspensions
5	0.1	8	0.2	06. 6 suspensions
3	0.1	5	0.1	07. 7 suspensions
1	0.0	1	0.0	09. 9 suspensions
• 141	3.5	194	3.7	99. Unknown

Variable 216	**NUMBER OF PREV DWI CONV**	MD1:	99	Field Width:	2
		MD2:	None	Type:	Numeric

N	Prcnt	WGHT	Prcnt	NO OF PREVIOUS DWI CONVICTIONS
3766	94.1	4940	93.6	00. 0 DWI convictions
91	2.3	133	2.5	01. 1 DWI conviction
6	0.1	8	0.2	02. 2 DWI convictions
141	3.5	194	3.7	99. Unknown

Variable	217	**NUM PREV SPEEDING CONV**	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

N	Prcnt	WGHT	Prcnt	NO OF PREVIOUS SPEEDING CONVICTIONS
2458	61.4	3243	61.5	00. 0 speed convictions
803	20.1	1045	19.8	01. 1 speed conviction
361	9.0	474	9.0	02. 2 speed convictions
132	3.3	171	3.2	03. 3 speed convictions
52	1.3	65	1.2	04. 4 speed convictions
34	0.8	52	1.0	05. 5 speed convictions
10	0.2	14	0.3	06. 6 speed convictions
4	0.1	4	0.1	07. 7 speed convictions
2	0.0	2	0.0	08. 8 speed convictions
2	0.0	4	0.1	09. 9 speed convictions
2	0.0	2	0.0	10. 10 speed convictions
1	0.0	1	0.0	12. 12 speed convictions
1	0.0	2	0.0	13. 13 speed convictions
1	0.0	2	0.0	15. 15 speed convictions
141	3.5	194	3.7	99. Unknown

Variable	218	**NUM PREV OTHER MV CONV**	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

N	Prcnt	WGHT	Prcnt	NO OF PREVIOUS OTHER HARMFUL MV CONVICTIO
2902	72.5	3798	72.0	00. 0 other convictions
659	16.5	873	16.5	01. 1 other conviction
197	4.9	267	5.1	02. 2 other convictions
61	1.5	83	1.6	03. 3 other convictions
18	0.4	25	0.5	04. 4 other convictions
11	0.3	15	0.3	05. 5 other convictions
6	0.1	8	0.2	06. 6 other convictions
1	0.0	1	0.0	07. 7 other convictions
2	0.0	2	0.0	08. 8 other convictions
3	0.1	3	0.1	09. 9 other convictions
1	0.0	2	0.0	10. 10 other convictions
1	0.0	2	0.0	11. 11 other convictions
1	0.0	2	0.0	22. 22 other convictions
141	3.5	194	3.7	99. Unknown

Variable	219	**LAST ACCIDENT - MONTH**	MD1:	99	Field Width:	2
			MD2:	None	Type:	Numeric

N	Prcnt	WGHT	Prcnt	LAST ACCIDENT/SUSPENSION/CONVICTION - MON
1573	39.3	2068	39.2	00. No record
183	4.6	239	4.5	01. January
176	4.4	233	4.4	02. February

N	Prcnt	WGHT	Prcnt	Var 219 LAST ACCIDENT - MONTH
199	5.0	261	4.9	03. March
172	4.3	216	4.1	04. April
199	5.0	262	5.0	05. May
199	5.0	260	4.9	06. June
193	4.8	250	4.7	07. July
222	5.5	300	5.7	08. August
206	5.1	265	5.0	09. September
186	4.6	248	4.7	10. October
178	4.4	243	4.6	11. November
175	4.4	234	4.4	12. December
143	3.6	196	3.7	99. Unknown

Variable 220	LAST ACCIDENT - YEAR	MD1:	99	Field Width:	2
		MD2:	None	Type:	Numeric

N	Prcnt	WGHT	Prcnt	LAST ACCIDENT/SUSPENSION/CONVICTION - YEA
1573	39.3	2068	39.2	00. No record
198	4.9	263	5.0	84. 1984
542	13.5	716	13.6	85. 1985
935	23.4	1214	23.0	86. 1986
614	15.3	819	15.5	87. 1987
142	3.5	195	3.7	99. Unknown

Variable 221	FIRST ACCIDENT - MONTH	MD1:	99	Field Width:	2
		MD2:	None	Type:	Numeric

N	Prcnt	WGHT	Prcnt	1ST ACCIDENT/SUSPENSION/CONVICTION - MONT
1573	39.3	2068	39.2	00. No record
179	4.5	236	4.5	01. January
192	4.8	257	4.9	02. February
194	4.8	255	4.8	03. March
201	5.0	260	4.9	04. April
209	5.2	274	5.2	05. May
203	5.1	265	5.0	06. June
182	4.5	240	4.5	07. July
172	4.3	223	4.2	08. August
196	4.9	266	5.0	09. September
208	5.2	267	5.1	10. October
181	4.5	241	4.6	11. November
171	4.3	227	4.3	12. December
143	3.6	196	3.7	99. Unknown

| Variable 222 | **FIRST ACCIDENT - YEAR** | MD1: | 99 | Field Width: | 2 |
| | | MD2: | None | Type: | Numeric |

N	Prcnt	WGHT	Prcnt	1ST ACCIDENT/SUSPENSION/CONVICTION - YEAR
1573	39.3	2068	39.2	00. No record
625	15.6	837	15.9	84. 1984
894	22.3	1182	22.4	85. 1985
577	14.4	745	14.1	86. 1986
193	4.8	248	4.7	87. 1987
142	3.5	195	3.7	99. Unknown

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

N	Prcnt	WGHT	Prcnt	RELATED FACTORS AT DRIVER LEVEL
9315	77.5	12265	77.5	00. None

Physical/Mental Condition:

N	Prcnt	WGHT	Prcnt	
81	0.7	103	0.7	01. Drowsy, sleepy, asleep, fatigued
7	0.1	9	0.1	02. Ill, blackout
0	0.0	0	0.0	03. Emotional (e.g., depression, angry, disturbed)
0	0.0	0	0.0	04. Drugs - medication
11	0.1	14	0.1	05. Other drugs
203	1.7	264	1.7	06. Inattentive (talking, eating, etc.)
0	0.0	0	0.0	07. Restricted to wheelchair
0	0.0	0	0.0	08. Paraplegic
0	0.0	0	0.0	09. Impaired due to previous injury
0	0.0	0	0.0	10. Deaf
0	0.0	0	0.0	11. Other physical impairment
0	0.0	0	0.0	12. Mother of dead fetus

Miscellaneous Causes:

N	Prcnt	WGHT	Prcnt	
3	0.0	4	0.0	19. Illegally driving on suspended or revoked license
32	0.3	44	0.3	20. Leaving vehicle unattended with engine running, leaving vehicle unattended in roadway
30	0.2	47	0.3	21. Overloading or improper loading of vehicle with passengers or cargo
1	0.0	1	0.0	22. Towing or pushing vehicle improperly
9	0.1	12	0.1	23. Failing to dim or to have lights on when required
58	0.5	84	0.5	24. Operating without required equipment

N	Prcnt	WGHT	Prcnt	Var 223 DRIVER RELATED FACTORS
0	0.0	0	0.0	25. Creating unlawful noise or using equipment prohibited by law
56	0.5	67	0.4	26. Following improperly
19	0.2	23	0.1	27. Improper or erratic lane changing
470	3.9	604	3.8	28. Failure to keep in proper lane or running off road
2	0.0	3	0.0	29. Illegal driving on road shoulder, in ditch, on sidewalk or on median
6	0.0	7	0.0	30. Making improper entry to or exit from trafficway
29	0.2	38	0.2	31. Starting or backing improperly
3	0.0	3	0.0	32. Opening vehicle closure into moving traffic or while vehicle is in motion
12	0.1	15	0.1	33. Passing where prohibited by signs, markings, hill or curve, or school bus displaying warning not to pass
0	0.0	0	0.0	34. Passing on wrong side
23	0.2	30	0.2	35. Passing with insufficient distance or inadequate visibility, or failing to yield to overtaking vehicle
178	1.5	224	1.4	36. Operating the vehicle in an erratic, reckless, careless or negligent manner
0	0.0	0	0.0	37. High speed chase - police in pursuit
205	1.7	277	1.8	38. Failure to yield right-of-way
109	0.9	147	0.9	39. Failure to obey traffic signs, control devices or traffic officers, or failure to observe safety zone
0	0.0	0	0.0	40. Passing through or around barrier
8	0.1	10	0.1	41. Failure to observe warnings or instructions on vehicles displaying them
2	0.0	2	0.0	42. Failure to signal intentions
0	0.0	0	0.0	43. Giving wrong signal
411	3.4	543	3.4	44. Driving too fast for conditions or in excess of posted maximum
8	0.1	12	0.1	45. Driving less than posted minimum
0	0.0	0	0.0	46. Operating at erratic or suddenly changing speeds
1	0.0	1	0.0	47. Making right turn from left turn lane, making left turn from right turn lane
41	0.3	54	0.3	48. Making other improper turn
0	0.0	0	0.0	49. Failure to comply with physical restrictions of license
0	0.0	0	0.0	50. Driving wrong way on one-way trafficway

N	Prcnt	WGHT	Prcnt	Var 223 DRIVER RELATED FACTORS
45	0.4	57	0.4	51. Driving on wrong side of road
1	0.0	1	0.0	52. Operator inexperience
8	0.1	8	0.1	53. Unfamiliar with roadway
35	0.3	45	0.3	54. Stopping in roadway (vehicle not abandoned)
0	0.0	0	0.0	55. Underriding a parked truck
1	0.0	2	0.0	56. Low tire pressure
1	0.0	1	0.0	57. Locked wheel
17	0.1	22	0.1	58. Overcorrecting
1	0.0	1	0.0	59. Getting off/out of or on/in to moving vehicle
0	0.0	0	0.0	60. Getting off/out of or on/in to nonmoving vehicle

Vision obscured by:

N	Prcnt	WGHT	Prcnt	
44	0.4	62	0.4	61. Rain, snow, fog, smoke, sand, dust
12	0.1	16	0.1	62. Reflected glare, bright sunlight, headlights
9	0.1	15	0.1	63. Curve, hill, or other design features (including traffic signs, embankment)
5	0.0	7	0.0	64. Building, billboard, etc.
12	0.1	18	0.1	65. Trees, crops, vegetation
9	0.1	14	0.1	66. Moving vehicle (including load)
2	0.0	2	0.0	67. Parked vehicle
1	0.0	1	0.0	68. Splash or spray of passing vehicle
0	0.0	0	0.0	69. Inadequate defrost or defog system
0	0.0	0	0.0	70. Inadequate lighting system
10	0.1	19	0.1	71. Obstructing angles on vehicle
0	0.0	0	0.0	72. Mirrors - rear view
1	0.0	2	0.0	73. Mirrors - other
0	0.0	0	0.0	74. Head restraints
0	0.0	0	0.0	75. Broken or improperly cleaned windshield
7	0.1	10	0.1	76. Other obstruction

Avoiding or swerving due to:

N	Prcnt	WGHT	Prcnt	
2	0.0	2	0.0	77. Severe crosswind
0	0.0	0	0.0	78. Wind from passing truck
27	0.2	35	0.2	79. Slippery or loose surface
8	0.1	10	0.1	80. Tire blowout or flat
2	0.0	3	0.0	81. Debris or objects in road
2	0.0	2	0.0	82. Ruts, holes, bumps in road
6	0.0	9	0.1	83. Animals in road
45	0.4	58	0.4	84. Vehicle in road
8	0.1	12	0.1	85. Phantom vehicle
0	0.0	0	0.0	86. Pedestrian, pedalcyclist, or other nonmotorist in road
27	0.2	34	0.2	87. Water, snow, oil slick on road

N	Prcnt	WGHT	Prcnt	Var 223	DRIVER RELATED FACTORS

Other miscellaneous factors:

N	Prcnt	WGHT	Prcnt		
33	0.3	46	0.3	90.	Hit-and-run vehicle driver
135	1.1	177	1.1	91.	Nontraffic violation charged – manslaughter or other homicide (offense committed without malice)
76	0.6	107	0.7	92.	Other nonmoving traffic violations
87	0.7	120	0.8	99.	Unknown

```
┌──────────────────────────────────────────────────────────────────┐
│                       The PERSON Variables                         │
│                                                                    │
│     Variables 305 through 326 describe the occupant of the truck   │
│     (i.e. the driver) and are obtained from the FARS person file.  │
└──────────────────────────────────────────────────────────────────┘
```

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

N	Prcnt	WGHT	Prcnt	OCCUPANT NUMBER
41	1.0	57	1.1	00. None
3962	99.0	5217	98.9	01. Person #1
1	0.0	1	0.0	02. Person #2
0	0.0	0	0.0	03. Person #3
0	0.0	0	0.0	04. Person #4
0	0.0	0	0.0	05. Person #5
				- .
0	0.0	0	0.0	99. Person #99

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

N	Prcnt	WGHT	Prcnt	OCCUPANT AGE
0	0.0	0	0.0	00. Up to one year
0	0.0	0	0.0	01.
				- . Age in years
0	0.0	0	0.0	96.
0	0.0	0	0.0	97. 97 years or older
69	1.7	99	1.9	99. Unknown

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

N	Prcnt	WGHT	Prcnt	OCCUPANT SEX
3890	97.2	5117	97.0	1. Male
51	1.3	67	1.3	2. Female
63	1.6	91	1.7	9. Unknown

Variable 309 **OCCUPANT TYPE**   MD1:   9   Field Width: 1
                                        MD2:   None   Type: Numeric

---

N	Prcnt	WGHT	Prcnt	OCCUPANT TYPE
3963	99.0	5218	98.9	1. Driver of a motor vehicle in transport
41	1.0	57	1.1	9. Unknown occupant type in a motor vehicle in transport

---

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

---

N	Prcnt	WGHT	Prcnt	OCC SEATING POSITION
3963	99.0	5218	98.9	11. Front seat - left side (driver's side)
41	1.0	57	1.1	99. Unknown

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

---

N	Prcnt	WGHT	Prcnt	MANUAL (ACTIVE) RESTRAINT SYSTEM
1843	46.0	2491	47.2	0. None used (vehicle occupant) or not applicable (nonmotorist or passive system)
1	0.0	1	0.0	1. Shoulder belt
815	20.4	1031	19.5	2. Lap belt
248	6.2	305	5.8	3. Lap and shoulder belt
0	0.0	0	0.0	4. Child safety seat
0	0.0	0	0.0	5. Motorcycle helmet
307	7.7	394	7.5	8. Restraint used - type unknown or other (including other helmet)
790	19.7	1053	20.0	9. Unknown

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

---

N	Prcnt	WGHT	Prcnt	AUTOMATIC (PASSIVE) RESTRAINT SYSTEM
3920	97.9	5160	97.8	0. Not equipped or nonmotorist
0	0.0	0	0.0	1. Automatic belt in use
0	0.0	0	0.0	2. Automatic belt not in use
0	0.0	0	0.0	3. Deployed air bag
0	0.0	0	0.0	4. Nondeployed air bag
84	2.1	115	2.2	9. Unknown

Variable 314 **OCCUPANT EJECTION**   MD1:   9   Field Width: 1

                                            MD2:   None   Type: Numeric

N	Prcnt	WGHT	Prcnt	OCCUPANT EJECTION
3733	93.2	4918	93.2	0. Not ejected; not applicable
179	4.5	235	4.5	1. Totally ejected
47	1.2	60	1.1	2. Partially ejected
45	1.1	62	1.2	9. Unknown

Variable 315 **OCCUPANT EXTRICATION**   MD1:   9   Field Width: 1

                                            MD2:   None   Type: Numeric

N	Prcnt	WGHT	Prcnt	OCCUPANT EXTRICATION
3817	95.3	5029	95.3	0. Not extricated; not applicable
131	3.3	170	3.2	1. Extricated
56	1.4	76	1.4	9. Unknown

Variable 316 **OCC ALCOHOL INVOLVEMENT**   MD1:   9   Field Width: 1

                                            MD2:   None   Type: Numeric

N	Prcnt	WGHT	Prcnt	OCC ALCOHOL INVOLVEMENT
2832	70.7	3742	70.9	0. No (alcohol not involved)
149	3.7	191	3.6	1. Yes (alcohol involved)
736	18.4	960	18.2	8. Not reported
287	7.2	382	7.2	9. Unknown (Police Reported)

Variable 317 **OCC ALCOHOL TEST RESULT**   MD1:   99   Field Width: 2

                                            MD2:   None   Type: Numeric
                                            Implied Dec Places: 2

N	Prcnt	WGHT	Prcnt	OCC ALCOHOL TEST RESULT
810	20.2	1051	19.9	00.
				- . Result value (grams/100 ml%)
0	0.0	0	0.0·	94.
1	0.0	2	0.0	95. Test refused
2949	73.7	3901	74.0	96. None given
67	1.7	86	1.6	97. AC test performed, results unknown
86	2.1	112	2.1	99. Unknown

Variable 318 **OCCUPANT INJURY SEVERITY**   MD1:   9   Field Width: 1
                                            MD2:   None   Type: Numeric

     N Prcnt   WGHT Prcnt   OCCUPANT INJURY SEVERITY

  2340 58.4   3107 58.9   0. 0 - no injury
   384   9.6   505   9.6   1. C - possible injury
   401 10.0   509   9.6   2. B - nonincapacitating evident injury
   251   6.3   338   6.4   3. A - incapacitating injury
   547 13.7   710 13.5   4. K - fatal injury
    34   0.8   42   0.8   5. Injured, severity unknown
     0   0.0   0   0.0   6. Died prior to accident
    47   1.2   64   1.2   9. Unknown

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

     N Prcnt   WGHT Prcnt   TAKEN TO HOSPITAL OR TREATMENT FACILITY

  2898 72.4   3824 72.5   0. No
  1006 25.1   1320 25.0   1. Yes
   100   2.5   131   2.5   9. Unknown

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

     N Prcnt   WGHT Prcnt   OCC DEATH DATE - MONTH

  3414 85.3   4506 85.4   00. Not applicable
    26   0.6   33   0.6   01. January
    42   1.0   54   1.0   02. February
    47   1.2   62   1.2   03. March
    38   0.9   53   1.0   04. April
    37   0.9   50   0.9   05. May
    57   1.4   68   1.3   06. June
    49   1.2   58   1.1   07. July
    55   1.4   67   1.3   08. August
    60   1.5   83   1.6   09. September
    57   1.4   74   1.4   10. October
    31   0.8   43   0.8   11. November
    40   1.0   55   1.0   12. December
    51   1.3   69   1.3   99. Unknown

Variable	321	**OCC DEATH DATE - DAY**	MD1:	99	Field Width:	2

				MD2:	None	Type:	Numeric

N	Prcnt	WGHT	Prcnt	OCC DEATH DATE - DAY
3414	85.3	4506	85.4	00. Not applicable
21	0.5	27	0.5	01.
				− . Day of month
8	0.2	13	0.2	31.
51	1.3	69	1.3	99. Unknown

Variable	322	**OCC DEATH DATE - YEAR**	MD1:	99	Field Width:	2

				MD2:	None	Type:	Numeric

N	Prcnt	WGHT	Prcnt	OCC DEATH DATE - YEAR
3414	85.3	4506	85.4	00. Not applicable
540	13.5	702	13.3	87. 1987
50	1.2	67	1.3	99. Unknown

Variable	323	**OCC DEATH TIME - HOURS**	MD1:	99	Field Width:	2

				MD2:	None	Type:	Numeric

N	Prcnt	WGHT	Prcnt	OCC DEATH TIME - HOURS
3428	85.6	4522	85.7	00. 12:01 am − 12:59 am
19	0.5	25	0.5	01. 1:00 am − 1:59 am
22	0.5	25	0.5	02. 2:00 am − 2:59 am
19	0.5	22	0.4	03. 3:00 am − 3:59 am
28	0.7	31	0.6	04. 4:00 am − 4:59 am
30	0.7	34	0.6	05. 5:00 am − 5:59 am
28	0.7	37	0.7	06. 6:00 am − 6:59 am
16	0.4	22	0.4	07. 7:00 am − 7:59 am
28	0.7	39	0.7	08. 8:00 am − 8:59 am
23	0.6	33	0.6	09. 9:00 am − 9:59 am
27	0.7	35	0.7	10. 10:00 am − 10:59 am
28	0.7	35	0.7	11. 11:00 am − 11:59 am
21	0.5	34	0.6	12. 12:00 pm − 12:59 pm
22	0.5	26	0.5	13. 1:00 pm − 1:59 pm
30	0.7	40	0.8	14. 2:00 pm − 2:59 pm
37	0.9	50	0.9	15. 3:00 pm − 3:59 pm
19	0.5	27	0.5	16. 4:00 pm − 4:59 pm
7	0.2	11	0.2	17. 5:00 pm − 5:59 pm
18	0.4	21	0.4	18. 6:00 pm − 6:59 pm
15	0.4	20	0.4	19. 7:00 pm − 7:59 pm
19	0.5	25	0.5	20. 8:00 pm − 8:59 pm
11	0.3	13	0.2	21. 9:00 pm − 9:59 pm
15	0.4	18	0.3	22. 10:00 pm − 10:59 pm
9	0.2	12	0.2	23. 11:00 pm − 11:59 pm

       N Prcnt   WGHT Prcnt   Var 323 OCC DEATH TIME - HOURS

      85   2.1   118   2.2   99. Unknown

Variable 324 **OCC DEATH TIME - MINUTES**   MD1:   99   Field Width: 2
                                              MD2:   None   Type: Numeric

       N Prcnt   WGHT Prcnt   OCC DEATH TIME - MINUTES

    3484 87.0   4599 87.2   00.
                                     - . Minute
       1   0.0   1   0.0   59.
      86   2.1   119   2.3   99. Unknown

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

       N Prcnt   WGHT Prcnt   LAG TIME ACC/DEATH - HRS

     356   8.9   449   8.5   000.
                                     - . Actual time in hours
       0   0.0   0   0.0   998.
    3501 87.4   4626 87.7   999. Unknown

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

       N Prcnt   WGHT Prcnt   LAG TIME ACC/DEATH - MIN

     238   5.9   302   5.7   00.
                                     - . Minute
       0   0.0   0   0.0   59.
    3502 87.5   4627 87.7   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 **OMC ID**   MD1:   0   Field Width: 5
                                             MD2:   None   Type: Numeric

N	Prcnt	WGHT	Prcnt	OMC ID
2119	52.9	3390	64.3	00000. Unknown
1	0.0	1	0.0	00006.
				- . OMC case ID #
1	0.0	1	0.0	28946.

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

OMC cases only

N	Prcnt	WGHT	Prcnt	STATE OF CARRIER
49	1.2	49	0.9	01. Alabama
0	0.0	0	0.0	02. Alaska
33	0.8	33	0.6	04. Arizona
34	0.8	34	0.6	05. Arkansas
105	2.6	105	2.0	06. California
17	0.4	17	0.3	08. Colorado
11	0.3	11	0.2	09. Connecticut
11	0.3	11	0.2	10. Delaware
0	0.0	0	0.0	11. District of Columbia
101	2.5	101	1.9	12. Florida
75	1.9	75	1.4	13. Georgia
8	0.2	8	0.2	16. Idaho
72	1.8	72	1.4	17. Illinois
98	2.4	98	1.9	18. Indiana
25	0.6	25	0.5	19. Iowa
39	1.0	39	0.7	20. Kansas
29	0.7	29	0.5	21. Kentucky
39	1.0	39	0.7	22. Louisiana
2	0.0	2	0.0	23. Maine
32	0.8	32	0.6	24. Maryland
19	0.5	19	0.4	25. Massachusetts
46	1.1	46	0.9	26. Michigan
29	0.7	29	0.5	27. Minnesota
```

| N | Prcnt | WGHT | Prcnt | Var 1002 | STATE OF CARRIER |
|---|---|---|---|---|---|
| 19 | 0.5 | 19 | 0.4 | 28. | Mississippi |
| 80 | 2.0 | 80 | 1.5 | 29. | Missouri |
| 11 | 0.3 | 11 | 0.2 | 30. | Montana |
| 16 | 0.4 | 16 | 0.3 | 31. | Nebraska |
| 11 | 0.3 | 11 | 0.2 | 32. | Nevada |
| 6 | 0.1 | 6 | 0.1 | 33. | New Hampshire |
| 25 | 0.6 | 25 | 0.5 | 34. | New Jersey |
| 23 | 0.6 | 23 | 0.4 | 35. | New Mexico |
| 71 | 1.8 | 71 | 1.3 | 36. | New York |
| 62 | 1.5 | 62 | 1.2 | 37. | North Carolina |
| 1 | 0.0 | 1 | 0.0 | 38. | North Dakota |
| 104 | 2.6 | 104 | 2.0 | 39. | Ohio |
| 32 | 0.8 | 32 | 0.6 | 40. | Oklahoma |
| 22 | 0.5 | 22 | 0.4 | 41. | Oregon |
| 134 | 3.3 | 134 | 2.5 | 42. | Pennsylvania |
| 4 | 0.1 | 4 | 0.1 | 44. | Rhode Island |
| 42 | 1.0 | 42 | 0.8 | 45. | South Carolina |
| 4 | 0.1 | 4 | 0.1 | 46. | South Dakota |
| 64 | 1.6 | 64 | 1.2 | 47. | Tennessee |
| 127 | 3.2 | 127 | 2.4 | 48. | Texas |
| 8 | 0.2 | 8 | 0.2 | 49. | Utah |
| 4 | 0.1 | 4 | 0.1 | 50. | Vermont |
| 50 | 1.2 | 50 | 0.9 | 51. | Virginia |
| 17 | 0.4 | 17 | 0.3 | 53. | Washington |
| 22 | 0.5 | 22 | 0.4 | 54. | West Virginia |
| 43 | 1.1 | 43 | 0.8 | 55. | Wisconsin |
| 9 | 0.2 | 9 | 0.2 | 56. | Wyoming |
| 2119 | 52.9 | 3390 | 64.3 | 98. | Not applicable (Survey case) |
| 0 | 0.0 | 0 | 0.0 | 99. | Unknown |

---

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

Both SURVEY and OMC cases

| N | Prcnt | WGHT | Prcnt | AREA OF OPERATION |
|---|---|---|---|---|
| 2764 | 69.0 | 3406 | 64.6 | 1. Interstate |
| 799 | 20.0 | 1247 | 23.6 | 2. Intrastate |
| 66 | 1.6 | 100 | 1.9 | 6. Government owned |
| 18 | 0.4 | 27 | 0.5 | 7. Daily rental |
| 357 | 8.9 | 495 | 9.4 | 9. Unknown |

---

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

Both SURVEY and OMC cases

| N | Prcnt | WGHT | Prcnt | OPERATING AUTHORITY |
|---|---|---|---|---|
| 1426 | 35.6 | 2079 | 39.4 | 1. Private |
| 2236 | 55.8 | 2725 | 51.7 | 2. For hire |
| 66 | 1.6 | 100 | 1.9 | 6. Government owned |
| 18 | 0.4 | 27 | 0.5 | 7. Daily rental |
| 258 | 6.4 | 344 | 6.5 | 9. Unknown |

---

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

Both SURVEY and OMC cases

| N | Prcnt | WGHT | Prcnt | CARRIER TYPE |
|---|---|---|---|---|
| 743 | 18.6 | 1026 | 19.5 | 1. Interstate private |
| 1862 | 46.5 | 2167 | 41.1 | 2. Interstate authorized |
| 116 | 2.9 | 144 | 2.7 | 3. Interstate exempt |
| 610 | 15.2 | 940 | 17.8 | 4. Intrastate private |
| 188 | 4.7 | 305 | 5.8 | 5. Intrastate for hire |
| 66 | 1.6 | 100 | 1.9 | 6. Government owned |
| 18 | 0.4 | 27 | 0.5 | 7. Daily rental |
| 401 | 10.0 | 566 | 10.7 | 9. Unknown |

---

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

SURVEY cases only

| N | Prcnt | WGHT | Prcnt | OWNER OPERATOR |
|---|---|---|---|---|
| 79 | 2.0 | 130 | 2.5 | 1. Yes |
| 611 | 15.3 | 1045 | 19.8 | 2. No |
| 1885 | 47.1 | 1885 | 35.7 | 7. Not applicable (OMC) |
| 1423 | 35.5 | 2205 | 41.8 | 8. Not applicable (Not for hire) |
| 6 | 0.1 | 10 | 0.2 | 9. Unknown |

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

Both SURVEY and OMC cases

| N | Prcnt | WGHT | Prcnt | TRIP TYPE |
|---|---|---|---|---|
| 1536 | 38.4 | 1536 | 29.1 | 1. OTR, (over-the-road) (OMC) |
| 1389 | 34.7 | 1998 | 37.9 | 2. Local delivery |
| 287 | 7.2 | 488 | 9.3 | 3. OTR, under 200 miles (Survey) |
| 394 | 9.8 | 697 | 13.2 | 4. OTR, 200 miles and over (Survey) |
| 74 | 1.8 | 109 | 2.1 | 5. OTR, unknown distance (Survey) |
| 324 | 8.1 | 447 | 8.5 | 9. Unknown |

Variable 1008  **TIFA GVWR**                    MD1:   None   Field Width:   1
                                                MD2:   None   Type:    Numeric

Both SURVEY and OMC cases

| N | Prcnt | WGHT | Prcnt | TIFA GVWR |
|---|---|---|---|---|
| 0 | 0.0 | 0 | 0.0 | 1. 6,000 or less |
| 0 | 0.0 | 0 | 0.0 | 2. 6,001 - 10,000 |
| 42 | 1.0 | 49 | 0.9 | 3. 10,001 - 14,000 |
| 8 | 0.2 | 9 | 0.2 | 4. 14,001 - 16,000 |
| 34 | 0.8 | 50 | 0.9 | 5. 16,001 - 19,500 |
| 285 | 7.1 | 396 | 7.5 | 6. 19,501 - 26,000 |
| 376 | 9.4 | 494 | 9.4 | 7. 26,001 - 33,000 |
| 3099 | 77.4 | 4075 | 77.3 | 8. 33,001 or more |
| 160 | 4.0 | 202 | 3.8 | 9. Unknown |

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

OMC cases only

| N | Prcnt | WGHT | Prcnt | DISTRICT TYPE |
|---|---|---|---|---|
| 118 | 2.9 | 118 | 2.2 | 1. Residential |
| 1342 | 33.5 | 1342 | 25.4 | 2. Rural |
| 414 | 10.3 | 414 | 7.8 | 3. Business |
| 2119 | 52.9 | 3390 | 64.3 | 8. Not applicable (Survey case) |
| 11 | 0.3 | 11 | 0.2 | 9. Unknown |

---

Variable 1010  **MONTH** _____      MD1:    99  Field Width:   2

                                             MD2:  None  Type:    Numeric

---

OMC cases only

| N | Prcnt | WGHT | Prcnt | MONTH |
|---|---|---|---|---|
| 134 | 3.3 | 134 | 2.5 | 01. January |
| 136 | 3.4 | 136 | 2.6 | 02. February |
| 151 | 3.8 | 151 | 2.9 | 03. March |
| 129 | 3.2 | 129 | 2.4 | 04. April |
| 125 | 3.1 | 125 | 2.4 | 05. May |
| 174 | 4.3 | 174 | 3.3 | 06. June |
| 167 | 4.2 | 167 | 3.2 | 07. July |
| 208 | 5.2 | 208 | 3.9 | 08. August |
| 166 | 4.1 | 166 | 3.1 | 09. September |
| 180 | 4.5 | 180 | 3.4 | 10. October |
| 153 | 3.8 | 153 | 2.9 | 11. November |
| 162 | 4.0 | 162 | 3.1 | 12. December |
| 2119 | 52.9 | 3390 | 64.3 | 98. Not applicable (Survey case) |
| 0 | 0.0 | 0 | 0.0 | 99. Unknown |

---

Variable 1011  **DAY** _____      MD1:    99  Field Width:   2

                                             MD2:  None  Type:    Numeric

---

OMC cases only

| N | Prcnt | WGHT | Prcnt | DAY |
|---|---|---|---|---|
| 61 | 1.5 | 61 | 1.2 | 01. |
|  |  |  |  | - . Day of month |
| 30 | 0.7 | 30 | 0.6 | 31. |
| 2119 | 52.9 | 3390 | 64.3 | 98. Not applicable (Survey case) |
| 0 | 0.0 | 0 | 0.0 | 99. Unknown |

---

Variable 1012  **HOUR** _____      MD1:    99  Field Width:   2

                                             MD2:  None  Type:    Numeric

---

OMC cases only

| N | Prcnt | WGHT | Prcnt | HOUR |
|---|---|---|---|---|
| 64 | 1.6 | 64 | 1.2 | 00. Midnight |
| 102 | 2.5 | 102 | 1.9 | 01. 1 am |
| 112 | 2.8 | 112 | 2.1 | 02. 2 am |
| 62 | 1.5 | 62 | 1.2 | 03. 3 am |
| 76 | 1.9 | 76 | 1.4 | 04. 4 am |
| 80 | 2.0 | 80 | 1.5 | 05. 5 am |
| 67 | 1.7 | 67 | 1.3 | 06. 6 am |

| N | Prcnt | WGHT | Prcnt | Var 1012 | HOUR |
|---|-------|------|-------|----------|------|
| 55 | 1.4 | 55 | 1.0 | 07. | 7 am |
| 79 | 2.0 | 79 | 1.5 | 08. | 8 am |
| 75 | 1.9 | 75 | 1.4 | 09. | 9 am |
| 85 | 2.1 | 85 | 1.6 | 10. | 10 am |
| 73 | 1.8 | 73 | 1.4 | 11. | 11 am |
| 83 | 2.1 | 83 | 1.6 | 12. | Noon |
| 94 | 2.3 | 94 | 1.8 | 13. | 1 pm |
| 97 | 2.4 | 97 | 1.8 | 14. | 2 pm |
| 93 | 2.3 | 93 | 1.8 | 15. | 3 pm |
| 99 | 2.5 | 99 | 1.9 | 16. | 4 pm |
| 71 | 1.8 | 71 | 1.3 | 17. | 5 pm |
| 69 | 1.7 | 69 | 1.3 | 18. | 6 pm |
| 63 | 1.6 | 63 | 1.2 | 19. | 7 pm |
| 68 | 1.7 | 68 | 1.3 | 20. | 8 pm |
| 72 | 1.8 | 72 | 1.4 | 21. | 9 pm |
| 61 | 1.5 | 61 | 1.2 | 22. | 10 pm |
| 78 | 1.9 | 78 | 1.5 | 23. | 11 pm |
| 2119 | 52.9 | 3390 | 64.3 | 98. | Not applicable (Survey case) |
| 7 | 0.2 | 7 | 0.1 | 99. | Unknown |

---

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

OMC cases only

| N | Prcnt | WGHT | Prcnt | MINUTE |
|---|-------|------|-------|--------|
| 1014 | 25.3 | 1014 | 19.2 | 00. |
| | | | | - . Minute |
| 0 | 0.0 | 0 | 0.0 | 59. |
| 2119 | 52.9 | 3390 | 64.3 | 98. Not applicable (Survey case) |
| 7 | 0.2 | 7 | 0.1 | 99. Unknown |

---

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

OMC cases only

| N | Prcnt | WGHT | Prcnt | ACCIDENT TYPE |
|---|-------|------|-------|---------------|
| 143 | 3.6 | 143 | 2.7 | 1. Noncollision |
| 1617 | 40.4 | 1617 | 30.7 | 2. Collision with moving object |
| 125 | 3.1 | 125 | 2.4 | 3. Collision with fixed or parked object |
| 2119 | 52.9 | 3390 | 64.3 | 8. Not applicable (Survey case) |
| 0 | 0.0 | 0 | 0.0 | 9. Unknown |

Variable 1015 **OTHER OBJECT INVOLVED**          MD1:      99    Field Width:    2

MD2:    None    Type:    Numeric

OMC cases only

| N | Prcnt | WGHT | Prcnt | OTHER OBJECT INVOLVED |
|---|---|---|---|---|
| 143 | 3.6 | 143 | 2.7 | 01. Not applicable (noncollision) |
| 206 | 5.1 | 206 | 3.9 | 02. Commercial truck |
| 61 | 1.5 | 61 | 1.2 | 03. Fixed object |
| 1128 | 28.2 | 1128 | 21.4 | 04. Automobile |
| 123 | 3.1 | 123 | 2.3 | 05. Pedestrian |
| 8 | 0.2 | 8 | 0.2 | 06. Bus |
| 6 | 0.1 | 6 | 0.1 | 07. Train |
| 23 | 0.6 | 23 | 0.4 | 08. Bicycle |
| 5 | 0.1 | 5 | 0.1 | 09. Animal |
| 57 | 1.4 | 57 | 1.1 | 10. Motorcycle |
| 125 | 3.1 | 125 | 2.4 | 11. Other |
| 2119 | 52.9 | 3390 | 64.3 | 98. Not applicable (Survey case) |
| 0 | 0.0 | 0 | 0.0 | 99. Unknown |

Variable 1016 **VEHICLE #1 ACTION**          MD1:      99    Field Width:    2

MD2:    None    Type:    Numeric

OMC cases only

| N | Prcnt | WGHT | Prcnt | VEHICLE #1 ACTION |
|---|---|---|---|---|
| 130 | 3.2 | 130 | 2.5 | 01. Slowing/stopping |
| 53 | 1.3 | 53 | 1.0 | 02. Stopped |
| 21 | 0.5 | 21 | 0.4 | 03. Parked |
| 46 | 1.1 | 46 | 0.9 | 04. Rear-end |
| 16 | 0.4 | 16 | 0.3 | 05. Backing |
| 33 | 0.8 | 33 | 0.6 | 06. Making right turn |
| 52 | 1.3 | 52 | 1.0 | 07. Making left turn |
| 8 | 0.2 | 8 | 0.2 | 08. Making U-turn |
| 1037 | 25.9 | 1037 | 19.7 | 09. Proceeding straight |
| 5 | 0.1 | 5 | 0.1 | 10. Merging |
| 20 | 0.5 | 20 | 0.4 | 11. Entering traffic |
| 37 | 0.9 | 37 | 0.7 | 12. Intersection |
| 25 | 0.6 | 25 | 0.5 | 13. Passing |
| 14 | 0.3 | 14 | 0.3 | 14. Changing lanes |
| 14 | 0.3 | 14 | 0.3 | 15. Sideswipe - opposite direction |
| 62 | 1.5 | 62 | 1.2 | 16. Head-on - crossed into opposing lane |
| 6 | 0.1 | 6 | 0.1 | 17. Skidding |
| 46 | 1.1 | 46 | 0.9 | 18. Vehicle out of control |
| 1 | 0.0 | 1 | 0.0 | 19. Roll-away |
| 0 | 0.0 | 0 | 0.0 | 20. Controlled railroad crossing |
| 0 | 0.0 | 0 | 0.0 | 21. Uncontrolled railroad crossing |
| 16 | 0.4 | 16 | 0.3 | 22. Other |

| N | Prcnt | WGHT | Prcnt | Var 1016   VEHICLE #1 ACTION |
|---|-------|------|-------|------------------------------|
| 2119 | 52.9 | 3390 | 64.3 | 97. Not applicable (Survey case) |
| 243 | 6.1 | 243 | 4.6 | 98. Not applicable (noncollision) |
| 0 | 0.0 | 0 | 0.0 | 99. Unknown |

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

OMC cases only

| N | Prcnt | WGHT | Prcnt | VEHICLE #2 ACTION |
|---|-------|------|-------|-------------------|
| 41 | 1.0 | 41 | 0.8 | 01. Slowing/stopping |
| 64 | 1.6 | 64 | 1.2 | 02. Stopped |
| 28 | 0.7 | 28 | 0.5 | 03. Parked |
| 107 | 2.7 | 107 | 2.0 | 04. Rear-end |
| 5 | 0.1 | 5 | 0.1 | 05. Backing |
| 2 | 0.0 | 2 | 0.0 | 06. Making right turn |
| 58 | 1.4 | 58 | 1.1 | 07. Making left turn |
| 11 | 0.3 | 11 | 0.2 | 08. Making U-turn |
| 439 | 11.0 | 439 | 8.3 | 09. Proceeding straight |
| 8 | 0.2 | 8 | 0.2 | 10. Merging |
| 66 | 1.6 | 66 | 1.3 | 11. Entering traffic |
| 82 | 2.0 | 82 | 1.6 | 12. Intersection |
| 31 | 0.8 | 31 | 0.6 | 13. Passing |
| 27 | 0.7 | 27 | 0.5 | 14. Changing lanes |
| 34 | 0.8 | 34 | 0.6 | 15. Sideswipe - opposite direction |
| 316 | 7.9 | 316 | 6.0 | 16. Head-on - crossed into opposing lane |
| 6 | 0.1 | 6 | 0.1 | 17. Skidding |
| 102 | 2.5 | 102 | 1.9 | 18. Vehicle out of control |
| 0 | 0.0 | 0 | 0.0 | 19. Roll-away |
| 1 | 0.0 | 1 | 0.0 | 20. Controlled railroad crossing |
| 0 | 0.0 | 0 | 0.0 | 21. Uncontrolled railroad crossing |
| 34 | 0.8 | 34 | 0.6 | 22. Other |
| 2119 | 52.9 | 3390 | 64.3 | 97. Not applicable (Survey case) |
| 423 | 10.6 | 423 | 8.0 | 98. Not applicable (noncollision) |
| 0 | 0.0 | 0 | 0.0 | 99. Unknown |

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

OMC cases only

| N | Prcnt | WGHT | Prcnt | VEHICLE #3 ACTION |
|---|-------|------|-------|-------------------|
| 19 | 0.5 | 19 | 0.4 | 01. Slowing/stopping |
| 36 | 0.9 | 36 | 0.7 | 02. Stopped |

| N | Prcnt | WGHT | Prcnt | Var 1018   VEHICLE #3 ACTION |
|---|---|---|---|---|
| 16 | 0.4 | 16 | 0.3 | 03. Parked |
| 26 | 0.6 | 26 | 0.5 | 04. Rear-end |
| 0 | 0.0 | 0 | 0.0 | 05. Backing |
| 1 | 0.0 | 1 | 0.0 | 06. Making right turn |
| 3 | 0.1 | 3 | 0.1 | 07. Making left turn |
| 1 | 0.0 | 1 | 0.0 | 08. Making U-turn |
| 103 | 2.6 | 103 | 2.0 | 09. Proceeding straight |
| 2 | 0.0 | 2 | 0.0 | 10. Merging |
| 3 | 0.1 | 3 | 0.1 | 11. Entering traffic |
| 2 | 0.0 | 2 | 0.0 | 12. Intersection |
| 8 | 0.2 | 8 | 0.2 | 13. Passing |
| 3 | 0.1 | 3 | 0.1 | 14. Changing lanes |
| 5 | 0.1 | 5 | 0.1 | 15. Sideswipe - opposite direction |
| 15 | 0.4 | 15 | 0.3 | 16. Head-on - crossed into opposing lane |
| 4 | 0.1 | 4 | 0.1 | 17. Skidding |
| 8 | 0.2 | 8 | 0.2 | 18. Vehicle out of control |
| 0 | 0.0 | 0 | 0.0 | 19. Roll-away |
| 0 | 0.0 | 0 | 0.0 | 20. Controlled railroad crossing |
| 0 | 0.0 | 0 | 0.0 | 21. Uncontrolled railroad crossing |
| 7 | 0.2 | 7 | 0.1 | 22. Other |
| 2119 | 52.9 | 3390 | 64.3 | 97. Not applicable (Survey case) |
| 1623 | 40.5 | 1623 | 30.8 | 98. Not applicable (noncollision) |
| 0 | 0.0 | 0 | 0.0 | 99. Unknown |

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

Both SURVEY and OMC cases

| N | Prcnt | WGHT | Prcnt | PRIMARY EVENT OTHER THAN COLLISION |
|---|---|---|---|---|
| 74 | 1.8 | 74 | 1.4 | 0. Ran off road |
| 18 | 0.4 | 30 | 0.6 | 1. Jackknife |
| 128 | 3.2 | 182 | 3.5 | 2. Overturn |
| 18 | 0.4 | 29 | 0.5 | 3. Separation of units |
| 0 | 0.0 | 0 | 0.0 | 4. Fire |
| 10 | 0.2 | 15 | 0.3 | 5. Loss or spillage of cargo |
| 4 | 0.1 | 5 | 0.1 | 6. Cargo shift |
| 1 | 0.0 | 1 | 0.0 | 7. Other |
| 3655 | 91.3 | 4834 | 91.6 | 8. Not applicable (collision) |
| 96 | 2.4 | 105 | 2.0 | 9. Unknown |

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Variable 1020  **ASSOC. ACCIDENT EVENT**     MD1:      9   Field Width:   1

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                                              MD2:   None   Type:    Numeric

Both SURVEY and OMC cases

| N | Prcnt | WGHT | Prcnt | ASSOCIATED ACCIDENT EVENT |
|---|-------|------|-------|---------------------------|
| 3132 | 78.2 | 4078 | 77.3 | 1. None |
| 41 | 1.0 | 55 | 1.0 | 2. Spillage of hazardous cargo |
| 111 | 2.8 | 111 | 2.1 | 3. Fire |
| 389 | 9.7 | 579 | 11.0 | 4. Spillage of nonhazardous cargo |
| 7 | 0.2 | 7 | 0.1 | 5. Explosion |
| 324 | 8.1 | 445 | 8.4 | 9. Unknown |

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Variable 1022  **YEARS DRIVER EMPLOYED**     MD1:     99   Field Width:   2

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                                              MD2:   None   Type:    Numeric

OMC cases only

| N | Prcnt | WGHT | Prcnt | YEARS DRIVER EMPLOYED |
|---|-------|------|-------|-----------------------|
| 369 | 9.2 | 369 | 7.0 | 00. 0 years |
| 630 | 15.7 | 630 | 11.9 | 01. 1 year |
| 225 | 5.6 | 225 | 4.3 | 02. 2 years |
| 129 | 3.2 | 129 | 2.4 | 03. 3 years |
| 86 | 2.1 | 86 | 1.6 | 04. 4 years |
| 56 | 1.4 | 56 | 1.1 | 05. 5 years |
| 37 | 0.9 | 37 | 0.7 | 06. 6 years |
| 28 | 0.7 | 28 | 0.5 | 07. 7 years |
| 39 | 1.0 | 39 | 0.7 | 08. 8 years |
| 36 | 0.9 | 36 | 0.7 | 09. 9 years |
| 41 | 1.0 | 41 | 0.8 | 10. 10 years |
| 22 | 0.5 | 22 | 0.4 | 11. 11 years |
| 20 | 0.5 | 20 | 0.4 | 12. 12 years |
| 18 | 0.4 | 18 | 0.3 | 13. 13 years |
| 21 | 0.5 | 21 | 0.4 | 14. 14 years |
| 10 | 0.2 | 10 | 0.2 | 15. 15 years |
| 10 | 0.2 | 10 | 0.2 | 16. 16 years |
| 12 | 0.3 | 12 | 0.2 | 17. 17 years |
| 16 | 0.4 | 16 | 0.3 | 18. 18 years |
| 9 | 0.2 | 9 | 0.2 | 19. 19 years |
| 8 | 0.2 | 8 | 0.2 | 20. 20 years |
| 7 | 0.2 | 7 | 0.1 | 21. 21 years |
| 9 | 0.2 | 9 | 0.2 | 22. 22 years |
| 9 | 0.2 | 9 | 0.2 | 23. 23 years |
| 8 | 0.2 | 8 | 0.2 | 24. 24 years |
| 3 | 0.1 | 3 | 0.1 | 25. 25 years |
| 1 | 0.0 | 1 | 0.0 | 26. 26 years |
| 4 | 0.1 | 4 | 0.1 | 27. 27 years |
| 1 | 0.0 | 1 | 0.0 | 28. 28 years |
| 4 | 0.1 | 4 | 0.1 | 29. 29 years |

| N | Prcnt | WGHT | Prcnt | Var 1022 | YEARS DRIVER EMPLOYED |
|---|---|---|---|---|---|
| 3 | 0.1 | 3 | 0.1 | 30. | 30 years |
| 1 | 0.0 | 1 | 0.0 | 31. | 31 years |
| 2 | 0.0 | 2 | 0.0 | 32. | 32 years |
| 1 | 0.0 | 1 | 0.0 | 33. | 33 years |
| 2 | 0.0 | 2 | 0.0 | 34. | 34 years |
| 2 | 0.0 | 2 | 0.0 | 35. | 35 years |
| 1 | 0.0 | 1 | 0.0 | 36. | 36 years |
| 1 | 0.0 | 1 | 0.0 | 37. | 37 years |
| 1 | 0.0 | 1 | 0.0 | 40. | 40 years |
| 2119 | 52.9 | 3390 | 64.3 | 98. | Not applicable (Survey case) |
| 3 | 0.1 | 3 | 0.1 | 99. | Unknown |

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

Both SURVEY and OMC cases

| N | Prcnt | WGHT | Prcnt | HOURS DRIVING | |
|---|---|---|---|---|---|
| 807 | 20.2 | 1121 | 21.3 | 01. | 1 hour |
| 424 | 10.6 | 552 | 10.5 | 02. | 2 hours |
| 397 | 9.9 | 509 | 9.6 | 03. | 3 hours |
| 375 | 9.4 | 462 | 8.8 | 04. | 4 hours |
| 305 | 7.6 | 373 | 7.1 | 05. | 5 hours |
| 264 | 6.6 | 324 | 6.1 | 06. | 6 hours |
| 174 | 4.3 | 209 | 4.0 | 07. | 7 hours |
| 174 | 4.3 | 221 | 4.2 | 08. | 8 hours |
| 81 | 2.0 | 90 | 1.7 | 09. | 9 hours |
| 36 | 0.9 | 42 | 0.8 | 10. | 10 hours |
| 13 | 0.3 | 13 | 0.2 | 11. | 11 hours |
| 2 | 0.0 | 3 | 0.1 | 12. | 12 hours |
| 3 | 0.1 | 5 | 0.1 | 13. | 13 hours |
| 1 | 0.0 | 2 | 0.0 | 14. | 14 hours |
| 1 | 0.0 | 2 | 0.0 | 16. | 16 hours |
| 1 | 0.0 | 2 | 0.0 | 20. | 20 hours |
| 157 | 3.9 | 168 | 3.2 | 98. | Not applicable |
| 789 | 19.7 | 1177 | 22.3 | 99. | Unknown |

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

OMC cases only

| N | Prcnt | WGHT | Prcnt | SCHEDULED HOURS | |
|---|---|---|---|---|---|
| 200 | 5.0 | 200 | 3.8 | 01. | 1 hour |
| 129 | 3.2 | 129 | 2.4 | 02. | 2 hours |

| N | Prcnt | WGHT | Prcnt | Var 1024 | SCHEDULED HOURS |
|---|---|---|---|---|---|
| 154 | 3.8 | 154 | 2.9 | 03. | 3 hours |
| 179 | 4.5 | 179 | 3.4 | 04. | 4 hours |
| 157 | 3.9 | 157 | 3.0 | 05. | 5 hours |
| 153 | 3.8 | 153 | 2.9 | 06. | 6 hours |
| 127 | 3.2 | 127 | 2.4 | 07. | 7 hours |
| 178 | 4.4 | 178 | 3.4 | 08. | 8 hours |
| 109 | 2.7 | 109 | 2.1 | 09. | 9 hours |
| 217 | 5.4 | 217 | 4.1 | 10. | 10 hours |
| 22 | 0.5 | 22 | 0.4 | 11. | 11 hours |
| 198 | 4.9 | 198 | 3.8 | 12. | Not applicable (OMC case) |
| 2119 | 52.9 | 3390 | 64.3 | 98. | Not applicable (Survey case) |
| 62 | 1.5 | 62 | 1.2 | 99. | Unknown |

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

OMC cases only

| N | Prcnt | WGHT | Prcnt | DRIVER CONDITION |
|---|---|---|---|---|
| 1819 | 45.4 | 1819 | 34.5 | 1. Apparently normal |
| 3 | 0.1 | 3 | 0.1 | 2. Sick |
| 14 | 0.3 | 14 | 0.3 | 3. Had been drinking |
| 28 | 0.7 | 28 | 0.5 | 4. Dozed at wheel |
| 1 | 0.0 | 1 | 0.0 | 5. Medical waiver |
| 15 | 0.4 | 15 | 0.3 | 6. Other |
| 2119 | 52.9 | 3390 | 64.3 | 8. Not applicable (Survey case) |
| 5 | 0.1 | 5 | 0.1 | 9. Unknown |

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

Both SURVEY and OMC cases

| N | Prcnt | WGHT | Prcnt | POWER UNIT TYPE |
|---|---|---|---|---|
| 102 | 2.5 | 112 | 2.1 | 0. Unknown |
| 1068 | 26.7 | 1513 | 28.7 | 1. Straight truck |
| 2834 | 70.8 | 3650 | 69.2 | 8. Tractor |

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

Both SURVEY and OMC cases

| N | Prcnt | WGHT | Prcnt | STRAIGHT TRUCK BODY STYLE |
|---|---|---|---|---|
| 2834 | 70.8 | 3650 | 69.2 | 0. Not applicable (tractor) |
| 253 | 6.3 | 333 | 6.3 | 1. Van |
| 86 | 2.1 | 119 | 2.3 | 2. Flat |
| 77 | 1.9 | 105 | 2.0 | 3. Tank |
| 310 | 7.7 | 441 | 8.4 | 6. Dump |
| 96 | 2.4 | 154 | 2.9 | 7. Refuse |
| 228 | 5.7 | 337 | 6.4 | 8. Other |
| 120 | 3.0 | 136 | 2.6 | 9. Unknown |

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

Both SURVEY and OMC cases

| N | Prcnt | WGHT | Prcnt | CAB STYLE |
|---|---|---|---|---|
| 2243 | 56.0 | 3069 | 58.2 | 1. Conventional |
| 1593 | 39.8 | 1994 | 37.8 | 2. Cabover or cab-forward |
| 168 | 4.2 | 212 | 4.0 | 9. Unknown |

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

Both SURVEY and OMC cases

| N | Prcnt | WGHT | Prcnt | POWER UNIT YEAR |
|---|---|---|---|---|
| 1 | 0.0 | 1 | 0.0 | 50. 1950 |
| 1 | 0.0 | 1 | 0.0 | 51. 1951 |
| 2 | 0.0 | 4 | 0.1 | 53. 1953 |
| 1 | 0.0 | 1 | 0.0 | 54. 1954 |
| 1 | 0.0 | 1 | 0.0 | 56. 1956 |
| 1 | 0.0 | 1 | 0.0 | 57. 1957 |
| 2 | 0.0 | 2 | 0.0 | 59. 1959 |
| 5 | 0.1 | 9 | 0.2 | 60. 1960 |
| 2 | 0.0 | 3 | 0.1 | 61. 1961 |
| 5 | 0.1 | 7 | 0.1 | 62. 1962 |
| 5 | 0.1 | 6 | 0.1 | 63. 1963 |
| 8 | 0.2 | 11 | 0.2 | 64. 1964 |
| 3 | 0.1 | 4 | 0.1 | 65. 1965 |
| 10 | 0.2 | 18 | 0.3 | 66. 1966 |
| 16 | 0.4 | 25 | 0.5 | 67. 1967 |

| N | Prcnt | WGHT | Prcnt | Var 1029 POWER UNIT YEAR |
|---|-------|------|-------|--------------------------|
| 19 | 0.5 | 28 | 0.5 | 68. 1968 |
| 34 | 0.8 | 49 | 0.9 | 69. 1969 |
| 35 | 0.9 | 54 | 1.0 | 70. 1970 |
| 50 | 1.2 | 75 | 1.4 | 71. 1971 |
| 58 | 1.4 | 79 | 1.5 | 72. 1972 |
| 126 | 3.1 | 180 | 3.4 | 73. 1973 |
| 146 | 3.6 | 210 | 4.0 | 74. 1974 |
| 114 | 2.8 | 163 | 3.1 | 75. 1975 |
| 110 | 2.7 | 154 | 2.9 | 76. 1976 |
| 193 | 4.8 | 267 | 5.1 | 77. 1977 |
| 278 | 6.9 | 381 | 7.2 | 78. 1978 |
| 318 | 7.9 | 424 | 8.0 | 79. 1979 |
| 238 | 5.9 | 324 | 6.1 | 80. 1980 |
| 234 | 5.8 | 313 | 5.9 | 81. 1981 |
| 180 | 4.5 | 234 | 4.4 | 82. 1982 |
| 161 | 4.0 | 206 | 3.9 | 83. 1983 |
| 392 | 9.8 | 480 | 9.1 | 84. 1984 |
| 435 | 10.9 | 541 | 10.3 | 85. 1985 |
| 372 | 9.3 | 466 | 8.8 | 86. 1986 |
| 298 | 7.4 | 374 | 7.1 | 87. 1987 |
| 23 | 0.6 | 26 | 0.5 | 88. 1988 |
| 127 | 3.2 | 153 | 2.9 | 99. Unknown |

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

Both SURVEY and OMC cases

| N | Prcnt | WGHT | Prcnt | POWER UNIT NO. OF AXLES |
|---|-------|------|-------|-------------------------|
| 1046 | 26.1 | 1376 | 26.1 | 2. 2 axles |
| 2772 | 69.2 | 3668 | 69.5 | 3. 3 axles |
| 58 | 1.4 | 73 | 1.4 | 4. 4 or more axles |
| 128 | 3.2 | 158 | 3.0 | 9. Unknown |

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

Both SURVEY and OMC cases

| N | Prcnt | WGHT | Prcnt | POWER UNIT MAKE |
|---|-------|------|-------|-----------------|
| 37 | 0.9 | 54 | 1.0 | 01. Autocar |
| 4 | 0.1 | 7 | 0.1 | 02. Brockway |
| 137 | 3.4 | 194 | 3.7 | 03. Chevrolet |
| 13 | 0.3 | 23 | 0.4 | 04. Diamond Reo |
| 13 | 0.3 | 21 | 0.4 | 05. Dodge |

| N | Prcnt | WGHT | Prcnt | Var 1031 | POWER UNIT MAKE |
|---|-------|------|-------|----------|-----------------|
| 487 | 12.2 | 642 | 12.2 | 06. | Ford |
| 494 | 12.3 | 602 | 11.4 | 07. | Freightliner |
| 342 | 8.5 | 461 | 8.7 | 08. | GMC |
| 2 | 0.0 | 4 | 0.1 | 09. | Hendrickson |
| 834 | 20.8 | 1094 | 20.7 | 10. | International Harvester |
| 397 | 9.9 | 515 | 9.8 | 11. | Kenworth |
| 497 | 12.4 | 687 | 13.0 | 12. | Mack |
| 9 | 0.2 | 13 | 0.2 | 13. | Marmon |
| 326 | 8.1 | 435 | 8.2 | 14. | Peterbilt |
| 198 | 4.9 | 254 | 4.8 | 15. | White |
| 16 | 0.4 | 26 | 0.5 | 16. | Mercedes-Benz |
| 11 | 0.3 | 13 | 0.2 | 17. | Volvo |
| 24 | 0.6 | 33 | 0.6 | 18. | Western Star |
| 42 | 1.0 | 57 | 1.1 | 97. | Other (Survey) |
| 1 | 0.0 | 1 | 0.0 | 98. | Other (OMC) |
| 120 | 3.0 | 139 | 2.6 | 99. | Unknown |

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

SURVEY cases only

| N | Prcnt | WGHT | Prcnt | POWER UNIT LENGTH |
|---|-------|------|-------|-------------------|
| 2 | 0.0 | 2 | 0.0 | 014. 14 feet |
| 13 | 0.3 | 20 | 0.4 | 015. 15 feet |
| 20 | 0.5 | 33 | 0.6 | 016. 16 feet |
| 75 | 1.9 | 108 | 2.0 | 017. 17 feet |
| 87 | 2.2 | 143 | 2.7 | 018. 18 feet |
| 173 | 4.3 | 298 | 5.6 | 019. 19 feet |
| 193 | 4.8 | 341 | 6.5 | 020. 20 feet |
| 146 | 3.6 | 244 | 4.6 | 021. 21 feet |
| 156 | 3.9 | 268 | 5.1 | 022. 22 feet |
| 138 | 3.4 | 227 | 4.3 | 023. 23 feet |
| 141 | 3.5 | 228 | 4.3 | 024. 24 feet |
| 157 | 3.9 | 242 | 4.6 | 025. 25 feet |
| 101 | 2.5 | 172 | 3.3 | 026. 26 feet |
| 65 | 1.6 | 99 | 1.9 | 027. 27 feet |
| 81 | 2.0 | 128 | 2.4 | 028. 28 feet |
| 53 | 1.3 | 79 | 1.5 | 029. 29 feet |
| 84 | 2.1 | 135 | 2.6 | 030. 30 feet |
| 36 | 0.9 | 57 | 1.1 | 031. 31 feet |
| 50 | 1.2 | 79 | 1.5 | 032. 32 feet |
| 24 | 0.6 | 36 | 0.7 | 033. 33 feet |
| 11 | 0.3 | 20 | 0.4 | 034. 34 feet |
| 27 | 0.7 | 44 | 0.8 | 035. 35 feet |
| 8 | 0.2 | 10 | 0.2 | 036. 36 feet |
| 4 | 0.1 | 7 | 0.1 | 037. 37 feet |
| 3 | 0.1 | 4 | 0.1 | 038. 38 feet |

| N | Prcnt | WGHT | Prcnt | Var 1032 | POWER UNIT LENGTH |
|---|---|---|---|---|---|
| 3 | 0.1 | 4 | 0.1 | 040. | 40 feet |
| 1 | 0.0 | 1 | 0.0 | 041. | 41 feet |
| 1 | 0.0 | 1 | 0.0 | 043. | 43 feet |
| 2 | 0.0 | 3 | 0.1 | 044. | 44 feet |
| 2 | 0.0 | 3 | 0.1 | 045. | 45 feet |
| 1 | 0.0 | 1 | 0.0 | 050. | 50 feet . |
| 1885 | 47.1 | 1885 | 35.7 | 998. | Not applicable (OMC case) |
| 261 | 6.5 | 353 | 6.7 | 999. | Unknown |

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**Variable 1033    STRAIGHT TRUCK CARGO**        MD1:      99    Field Width:    2

MD2:    None    Type:    Numeric

SURVEY cases only

| N | Prcnt | WGHT | Prcnt | STRAIGHT TRUCK CARGO |
|---|---|---|---|---|
| 75 | 1.9 | 106 | 2.0 | 01. General freight |
| 17 | 0.4 | 26 | 0.5 | 02. Household goods |
| 3 | 0.1 | 6 | 0.1 | 03. Metal: coils, sheets, etc |
| 31 | 0.8 | 49 | 0.9 | 04. Heavy machinery |
| 4 | 0.1 | 5 | 0.1 | 05. Motor vehicles |
| 10 | 0.2 | 16 | 0.3 | 06. Driveaway/towaway |
| 3 | 0.1 | 4 | 0.1 | 07. Gases in bulk |
| 215 | 5.4 | 317 | 6.0 | 08. Solids in bulk |
| 39 | 1.0 | 59 | 1.1 | 09. Liquids in bulk |
| 0 | 0.0 | 0 | 0.0 | 10. Explosives |
| 29 | 0.7 | 44 | 0.8 | 11. Logs/poles/lumber |
| 341 | 8.5 | 500 | 9.5 | 12. None (empty) |
| 23 | 0.6 | 37 | 0.7 | 13. Refrigerated food |
| 0 | 0.0 | 0 | 0.0 | 14. Mobile home |
| 37 | 0.9 | 55 | 1.0 | 15. Farm products |
| 45 | 1.1 | 67 | 1.3 | 16. Other |
| 1885 | 47.1 | 1885 | 35.7 | 97. Not applicable (OMC case) |
| 1069 | 26.7 | 1882 | 35.7 | 98. Not applicable (not a straight truck) |
| 178 | 4.4 | 217 | 4.1 | 99. Unknown |

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**Variable 1034    STRT. TRUCK HAZ. CARGO**        MD1:      9    Field Width:    1

MD2:    None    Type:    Numeric

SURVEY cases only

| N | Prcnt | WGHT | Prcnt | STRAIGHT TRUCK HAZARDOUS CARGO |
|---|---|---|---|---|
| 36 | 0.9 | 54 | 1.0 | 1. Hazardous cargo |
| 894 | 22.3 | 1318 | 25.0 | 2. Nonhazardous cargo |
| 1885 | 47.1 | 1885 | 35.7 | 7. Not applicable (OMC case) |

| N | Prcnt | WGHT | Prcnt | Var 1034 STRT. TRUCK HAZ. CARGO |
|---|---|---|---|---|
| 1069 | 26.7 | 1882 | 35.7 | 8. Not applicable (not a straight truck) |
| 120 | 3.0 | 136 | 2.6 | 9. Unknown |

---

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

SURVEY cases only

| N | Prcnt | WGHT | Prcnt | STRAIGHT TRUCK CARGO WEIGHT |
|---|---|---|---|---|
| 341 | 8.5 | 500 | 9.5 | 000000. |
| | | | | -    . Weight in pounds |
| 0 | 0.0 | 0 | 0.0 | 999994. |
| 1885 | 47.1 | 1885 | 35.7 | 999995. Not applicable (OMC case) |
| 1073 | 26.8 | 1889 | 35.8 | 999996. Not applicable (not a straight truck) |
| 78 | 1.9 | 119 | 2.3 | 999997. Some cargo (weight unknown) |
| 27 | 0.7 | 40 | 0.8 | 999998. Full (weight unknown) |
| 181 | 4.5 | 221 | 4.2 | 999999. Unknown |

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

SURVEY cases only

| N | Prcnt | WGHT | Prcnt | POWER UNIT EMPTY WEIGHT |
|---|---|---|---|---|
| 0 | 0.0 | 0 | 0.0 | 000000. |
| | | | | -    . Weight in pounds |
| 0 | 0.0 | 0 | 0.0 | 999997. |
| 1885 | 47.1 | 1885 | 35.7 | 999998. Not applicable (OMC case) |
| 206 | 5.1 | 275 | 5.2 | 999999. Unknown |

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

Both SURVEY and OMC cases

| N | Prcnt | WGHT | Prcnt | 1ST TRAILER TYPE |
|---|---|---|---|---|
| 2708 | 67.6 | 3501 | 66.4 | 1. Semitrailer |
| 51 | 1.3 | 64 | 1.2 | 2. Full trailer |
| 71 | 1.8 | 90 | 1.7 | 3. Other |
| 1072 | 26.8 | 1508 | 28.6 | 4. None |

| N | Prcnt | WGHT | Prcnt | Var 1037 | 1ST TRAILER TYPE |
|---|-------|------|-------|----------|------------------|
| 102 | 2.5 | 112 | 2.1 | 9. | Unknown |

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

OMC cases only

| N | Prcnt | WGHT | Prcnt | 1ST TRAILER YEAR |
|------|-------|------|-------|------------------|
| 1 | 0.0 | 1 | 0.0 | 40. 1940 |
| 1 | 0.0 | 1 | 0.0 | 53. 1953 |
| 1 | 0.0 | 1 | 0.0 | 55. 1955 |
| 1 | 0.0 | 1 | 0.0 | 56. 1956 |
| 1 | 0.0 | 1 | 0.0 | 57. 1957 |
| 1 | 0.0 | 1 | 0.0 | 58. 1958 |
| 2 | 0.0 | 2 | 0.0 | 59. 1959 |
| 3 | 0.1 | 3 | 0.1 | 60. 1960 |
| 1 | 0.0 | 1 | 0.0 | 61. 1961 |
| 3 | 0.1 | 3 | 0.1 | 62. 1962 |
| 2 | 0.0 | 2 | 0.0 | 63. 1963 |
| 4 | 0.1 | 4 | 0.1 | 64. 1964 |
| 7 | 0.2 | 7 | 0.1 | 65. 1965 |
| 3 | 0.1 | 3 | 0.1 | 66. 1966 |
| 4 | 0.1 | 4 | 0.1 | 67. 1967 |
| 11 | 0.3 | 11 | 0.2 | 68. 1968 |
| 17 | 0.4 | 17 | 0.3 | 69. 1969 |
| 15 | 0.4 | 15 | 0.3 | 70. 1970 |
| 21 | 0.5 | 21 | 0.4 | 71. 1971 |
| 29 | 0.7 | 29 | 0.5 | 72. 1972 |
| 38 | 0.9 | 38 | 0.7 | 73. 1973 |
| 66 | 1.6 | 66 | 1.3 | 74. 1974 |
| 22 | 0.5 | 22 | 0.4 | 75. 1975 |
| 34 | 0.8 | 34 | 0.6 | 76. 1976 |
| 60 | 1.5 | 60 | 1.1 | 77. 1977 |
| 98 | 2.4 | 98 | 1.9 | 78. 1978 |
| 96 | 2.4 | 96 | 1.8 | 79. 1979 |
| 96 | 2.4 | 96 | 1.8 | 80. 1980 |
| 98 | 2.4 | 98 | 1.9 | 81. 1981 |
| 50 | 1.2 | 50 | 0.9 | 82. 1982 |
| 98 | 2.4 | 98 | 1.9 | 83. 1983 |
| 174 | 4.3 | 174 | 3.3 | 84. 1984 |
| 190 | 4.7 | 190 | 3.6 | 85. 1985 |
| 166 | 4.1 | 166 | 3.1 | 86. 1986 |
| 133 | 3.3 | 133 | 2.5 | 87. 1987 |
| 8 | 0.2 | 8 | 0.2 | 88. 1988 |
| 0 | 0.0 | 0 | 0.0 | 96. Unknown if had 1st trailer |
| 2119 | 52.9 | 3390 | 64.3 | 97. Not applicable (Survey case) |
| 175 | 4.4 | 175 | 3.3 | 98. Not applicable (no 1st trailer) |
| 155 | 3.9 | 155 | 2.9 | 99. Unknown |

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Variable 1039  **1ST TRAILER NO. OF AXLES**   MD1:     99   Field Width:   2

MD2:   None   Type:   Numeric

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Both SURVEY and OMC cases

| N | Prcnt | WGHT | Prcnt | 1ST TRAILER NO. OF AXLES |
|---|---|---|---|---|
| 224 | 5.6 | 249 | 4.7 | 01. 1 axle |
| 2435 | 60.8 | 3157 | 59.8 | 02. 2 axles |
| 89 | 2.2 | 123 | 2.3 | 03. 3 axles |
| 13 | 0.3 | 19 | 0.4 | 04. 4 or more axles |
| 102 | 2.5 | 112 | 2.1 | 97. Unknown if had 1st trailer |
| 1072 | 26.8 | 1508 | 28.6 | 98. Not applicable (no 1st trailer) |
| 69 | 1.7 | 107 | 2.0 | 99. Unknown |

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Variable 1040  **1ST TRAILER BODY**   MD1:     9   Field Width:   1

MD2:   None   Type:   Numeric

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Both SURVEY and OMC cases

| N | Prcnt | WGHT | Prcnt | 1ST TRAILER BODY |
|---|---|---|---|---|
| 1174 | 29.3 | 1620 | 30.7 | 0. None or unknown if had 1st trailer |
| 1386 | 34.6 | 1667 | 31.6 | 1. Van |
| 580 | 14.5 | 759 | 14.4 | 2. Flat |
| 246 | 6.1 | 310 | 5.9 | 3. Tank |
| 24 | 0.6 | 31 | 0.6 | 4. Auto carrier |
| 141 | 3.5 | 220 | 4.2 | 6. Dump |
| 0 | 0.0 | 0 | 0.0 | 7. Dolly |
| 382 | 9.5 | 557 | 10.6 | 8. Other |
| 71 | 1.8 | 111 | 2.1 | 9. Unknown |

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Variable 1041  **1ST TRAILER CARGO**   MD1:     99   Field Width:   2

MD2:   None   Type:   Numeric

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SURVEY cases only

| N | Prcnt | WGHT | Prcnt | 1ST TRAILER CARGO |
|---|---|---|---|---|
| 161 | 4.0 | 287 | 5.4 | 01. General freight |
| 5 | 0.1 | 9 | 0.2 | 02. Household goods |
| 29 | 0.7 | 54 | 1.0 | 03. Metal: coils, sheets, etc |
| 90 | 2.2 | 142 | 2.7 | 04. Heavy machinery |
| 5 | 0.1 | 8 | 0.2 | 05. Motor vehicles |
| 1 | 0.0 | 2 | 0.0 | 06. Driveaway/towaway |
| 5 | 0.1 | 10 | 0.2 | 07. Gases in bulk |
| 122 | 3.0 | 205 | 3.9 | 08. Solids in bulk |
| 34 | 0.8 | 65 | 1.2 | 09. Liquids in bulk |
| 0 | 0.0 | 0 | 0.0 | 10. Explosives |

| N | Prcnt | WGHT | Prcnt | Var 1041   1ST TRAILER CARGO |
|---|-------|------|-------|------------------------------|
| 92 | 2.3 | 174 | 3.3 | 11. Logs/poles/lumber |
| 307 | 7.7 | 537 | 10.2 | 12. None (empty) |
| 66 | 1.6 | 122 | 2.3 | 13. Refrigerated food |
| 4 | 0.1 | 7 | 0.1 | 14. Mobile home |
| 60 | 1.5 | 103 | 2.0 | 15. Farm products |
| 4 | 0.1 | 8 | 0.2 | 16. Other |
| 102 | 2.5 | 112 | 2.1 | 96. Unknown if had 1st trailer |
| 1885 | 47.1 | 1885 | 35.7 | 97. Not applicable (OMC case) |
| 897 | 22.4 | 1333 | 25.3 | 98. Not applicable (no 1st trailer) |
| 135 | 3.4 | 212 | 4.0 | 99. Unknown |

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

SURVEY cases only

| N | Prcnt | WGHT | Prcnt | 1ST TRAILER HAZ. CARGO |
|---|-------|------|-------|------------------------|
| 26 | 0.6 | 51 | 1.0 | 1. Hazardous cargo |
| 1059 | 26.4 | 1835 | 34.8 | 2. Nonhazardous cargo |
| 102 | 2.5 | 112 | 2.1 | 6. Unknown if had 1st trailer |
| 1885 | 47.1 | 1885 | 35.7 | 7. Not applicable (OMC case) |
| 897 | 22.4 | 1333 | 25.3 | 8. Not applicable (no 1st trailer) |
| 35 | 0.9 | 59 | 1.1 | 9. Unknown |

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

SURVEY cases only

| N | Prcnt | WGHT | Prcnt | 1ST TRAILER CARGO WEIGHT |
|---|-------|------|-------|--------------------------|
| 307 | 7.7 | 537 | 10.2 | 000000. |
| | | | | -      . Weight in pounds |
| 0 | 0.0 | 0 | 0.0 | 999993. |
| 102 | 2.5 | 112 | 2.1 | 999994. Unknown if had 1st trailer |
| 1885 | 47.1 | 1885 | 35.7 | 999995. Not applicable (OMC case) |
| 897 | 22.4 | 1333 | 25.3 | 999996. Not applicable (no 1st trailer) |
| 75 | 1.9 | 121 | 2.3 | 999997. Some cargo (weight unknown) |
| 50 | 1.2 | 84 | 1.6 | 999998. Full (weight unknown) |
| 125 | 3.1 | 193 | 3.7 | 999999. Unknown |

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Variable 1044  **1ST TRAILER EMPTY WEIGHT**   MD1: 999999   Field Width:   6

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                                              MD2:   None   Type:   Numeric

SURVEY cases only

| N | Prcnt | WGHT | Prcnt | 1ST TRAILER EMPTY WEIGHT |
|---|---|---|---|---|
| 0 | 0.0 | 0 | 0.0 | 000000. |
|   |   |   |   | -    . Weight in pounds |
| 0 | 0.0 | 0 | 0.0 | 999995. |
| 102 | 2.5 | 112 | 2.1 | 999996. Unknown if had 1st trailer |
| 1885 | 47.1 | 1885 | 35.7 | 999997. Not applicable (OMC case) |
| 897 | 22.4 | 1333 | 25.3 | 999998. Not applicable (no 1st trailer) |
| 200 | 5.0 | 303 | 5.7 | 999999. Unknown |

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Variable 1045  **1ST TRAILER LENGTH**        MD1:   999   Field Width:   3

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                                              MD2:   None   Type:   Numeric

SURVEY cases only

| N | Prcnt | WGHT | Prcnt | 1ST TRAILER LENGTH |
|---|---|---|---|---|
| 1 | 0.0 | 2 | 0.0 | 008.  8 feet |
| 3 | 0.1 | 3 | 0.1 | 010. 10 feet |
| 3 | 0.1 | 5 | 0.1 | 012. 12 feet |
| 4 | 0.1 | 6 | 0.1 | 014. 14 feet |
| 3 | 0.1 | 5 | 0.1 | 015. 15 feet |
| 7 | 0.2 | 8 | 0.2 | 016. 16 feet |
| 1 | 0.0 | 1 | 0.0 | 017. 17 feet |
| 6 | 0.1 | 7 | 0.1 | 018. 18 feet |
| 16 | 0.4 | 21 | 0.4 | 020. 20 feet |
| 4 | 0.1 | 6 | 0.1 | 021. 21 feet |
| 7 | 0.2 | 13 | 0.2 | 022. 22 feet |
| 6 | 0.1 | 8 | 0.2 | 023. 23 feet |
| 17 | 0.4 | 24 | 0.5 | 024. 24 feet |
| 10 | 0.2 | 16 | 0.3 | 025. 25 feet |
| 18 | 0.4 | 28 | 0.5 | 026. 26 feet |
| 14 | 0.3 | 21 | 0.4 | 027. 27 feet |
| 34 | 0.8 | 51 | 1.0 | 028. 28 feet |
| 9 | 0.2 | 13 | 0.2 | 029. 29 feet |
| 43 | 1.1 | 73 | 1.4 | 030. 30 feet |
| 2 | 0.0 | 3 | 0.1 | 031. 31 feet |
| 18 | 0.4 | 34 | 0.6 | 032. 32 feet |
| 7 | 0.2 | 12 | 0.2 | 033. 33 feet |
| 12 | 0.3 | 21 | 0.4 | 034. 34 feet |
| 17 | 0.4 | 31 | 0.6 | 035. 35 feet |
| 10 | 0.2 | 19 | 0.4 | 036. 36 feet |
| 6 | 0.1 | 12 | 0.2 | 037. 37 feet |
| 21 | 0.5 | 39 | 0.7 | 038. 38 feet |
| 11 | 0.3 | 20 | 0.4 | 039. 39 feet |
| 191 | 4.8 | 359 | 6.8 | 040. 40 feet |

| N | Prcnt | WGHT | Prcnt | Var 1045   1ST TRAILER LENGTH |
|---|---|---|---|---|
| 7 | 0.2 | 14 | 0.3 | 041. 41 feet |
| 69 | 1.7 | 131 | 2.5 | 042. 42 feet |
| 9 | 0.2 | 16 | 0.3 | 043. 43 feet |
| 14 | 0.3 | 28 | 0.5 | 044. 44 feet |
| 171 | 4.3 | 324 | 6.1 | 045. 45 feet . |
| 5 | 0.1 | 9 | 0.2 | 046. 46 feet |
| 14 | 0.3 | 28 | 0.5 | 047. 47 feet |
| 100 | 2.5 | 180 | 3.4 | 048. 48 feet |
| 5 | 0.1 | 10 | 0.2 | 050. 50 feet |
| 5 | 0.1 | 8 | 0.2 | 053. 53 feet |
| 1 | 0.0 | 2 | 0.0 | 055. 55 feet |
| 1 | 0.0 | 2 | 0.0 | 056. 56 feet |
| 5 | 0.1 | 10 | 0.2 | 060. 60 feet |
| 1 | 0.0 | 2 | 0.0 | 070. 70 feet |
| 1 | 0.0 | 1 | 0.0 | 092. 92 feet |
| 102 | 2.5 | 112 | 2.1 | 994. Unknown if had 1st trailer |
| 1885 | 47.1 | 1885 | 35.7 | 995. Not applicable (OMC case) |
| 897 | 22.4 | 1333 | 25.3 | 996. Not applicable (no 1st trailer) |
| 74 | 1.8 | 84 | 1.6 | 997. Short (estimated under 35 feet) |
| 20 | 0.5 | 37 | 0.7 | 998. Long (estimated 35 feet and over) |
| 117 | 2.9 | 198 | 3.8 | 999. Unknown |

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

Both SURVEY and OMC cases

| N | Prcnt | WGHT | Prcnt | 2ND TRAILER TYPE |
|---|---|---|---|---|
| 0 | 0.0 | 0 | 0.0 | 1. Semitrailer |
| 226 | 5.6 | 233 | 4.4 | 2. Full trailer |
| 3 | 0.1 | 4 | 0.1 | 3. Other |
| 3676 | 91.8 | 4930 | 93.5 | 4. None |
| 99 | 2.5 | 108 | 2.0 | 9. Unknown |

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

OMC cases only

| N | Prcnt | WGHT | Prcnt | 2ND TRAILER YEAR |
|---|---|---|---|---|
| 1 | 0.0 | 1 | 0.0 | 62. 1962 |
| 1 | 0.0 | 1 | 0.0 | 64. 1964 |
| 1 | 0.0 | 1 | 0.0 | 67. 1967 |
| 1 | 0.0 | 1 | 0.0 | 68. 1968 |
| 1 | 0.0 | 1 | 0.0 | 69. 1969 |

| N | Prcnt | WGHT | Prcnt | Var 1047 | 2ND TRAILER YEAR |
|---|---|---|---|---|---|
| 2 | 0.0 | 2 | 0.0 | 71. | 1971 |
| 3 | 0.1 | 3 | 0.1 | 72. | 1972 |
| 2 | 0.0 | 2 | 0.0 | 73. | 1973 |
| 7 | 0.2 | 7 | 0.1 | 74. | 1974 |
| 2 | 0.0 | 2 | 0.0 | 75. | 1975 |
| 1 | 0.0 | 1 | 0.0 | 76. | 1976 |
| 3 | 0.1 | 3 | 0.1 | 77. | 1977 |
| 3 | 0.1 | 3 | 0.1 | 78. | 1978 |
| 5 | 0.1 | 5 | 0.1 | 79. | 1979 |
| 1 | 0.0 | 1 | 0.0 | 80. | 1980 |
| 7 | 0.2 | 7 | 0.1 | 81. | 1981 |
| 3 | 0.1 | 3 | 0.1 | 82. | 1982 |
| 7 | 0.2 | 7 | 0.1 | 83. | 1983 |
| 16 | 0.4 | 16 | 0.3 | 84. | 1984 |
| 17 | 0.4 | 17 | 0.3 | 85. | 1985 |
| 11 | 0.3 | 11 | 0.2 | 86. | 1986 |
| 14 | 0.3 | 14 | 0.3 | 87. | 1987 |
| 2 | 0.0 | 2 | 0.0 | 88. | 1988 |
| 0 | 0.0 | 0 | 0.0 | 96. | Unknown if had·2nd trailer |
| 2119 | 52.9 | 3390 | 64.3 | 97. | Not applicable (Survey case) |
| 1763 | 44.0 | 1763 | 33.4 | 98. | Not applicable (no 2nd trailer) |
| 11 | 0.3 | 11 | 0.2 | 99. | Unknown |

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Variable 1048    **2ND TRAILER NO. OF AXLES**    MD1:    99    Field Width:    2

MD2:    None    Type:    Numeric

Both SURVEY and OMC cases

| N | Prcnt | WGHT | Prcnt | 2ND TRAILER NO. OF AXLES |
|---|---|---|---|---|
| 1 | 0.0 | 2 | 0.0 | 01. 1 axle |
| 181 | 4.5 | 185 | 3.5 | 02. 2 axles |
| 14 | 0.3 | 14 | 0.3 | 03. 3 axles |
| 12 | 0.3 | 15 | 0.3 | 04. 4 or more axles |
| 99 | 2.5 | 108 | 2.0 | 97. Unknown if had 2nd trailer |
| 3676 | 91.8 | 4930 | 93.5 | 98. Not applicable (no 2nd trailer) |
| 21 | 0.5 | 21 | 0.4 | 99. Unknown |

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Variable 1049    **2ND TRAILER BODY**    MD1:    9    Field Width:    1

MD2:    None    Type:    Numeric

Both SURVEY and OMC cases

| N | Prcnt | WGHT | Prcnt | 2ND TRAILER BODY |
|---|---|---|---|---|
| 3775 | 94.3 | 5038 | 95.5 | 0. None or unknown if had 2nd trailer |
| 117 | 2.9 | 118 | 2.2 | 1. Van |

| N | Prcnt | WGHT | Prcnt | Var 1049 | 2ND TRAILER BODY |
|---|-------|------|-------|----------|------------------|
| 43 | 1.1 | 45 | 0.9 | 2. | Flat |
| 8 | 0.2 | 10 | 0.2 | 3. | Tank |
| 0 | 0.0 | 0 | 0.0 | 4. | Auto carrier |
| 12 | 0.3 | 13 | 0.2 | 6. | Dump |
| 0 | 0.0 | 0 | 0.0 | 7. | Dolly |
| 28 | 0.7 | 30 | 0.6 | 8. | Other |
| 21 | 0.5 | 21 | 0.4 | 9. | Unknown |

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**Variable 1050  2ND TRAILER CARGO**          MD1:     99   Field Width:   2
                                               MD2:   None   Type:   Numeric

SURVEY cases only

| N | Prcnt | WGHT | Prcnt | 2ND TRAILER CARGO |
|---|-------|------|-------|-------------------|
| 15 | 0.4 | 16 | 0.3 | 01. General freight |
| 0 | 0.0 | 0 | 0.0 | 02. Household goods |
| 1 | 0.0 | 1 | 0.0 | 03. Metal: coils, sheets, etc |
| 8 | 0.2 | 8 | 0.2 | 04. Heavy machinery |
| 0 | 0.0 | 0 | 0.0 | 05. Motor vehicles |
| 0 | 0.0 | 0 | 0.0 | 06. Driveaway/towaway |
| 0 | 0.0 | 0 | 0.0 | 07. Gases in bulk |
| 16 | 0.4 | 19 | 0.4 | 08. Solids in bulk |
| 1 | 0.0 | 2 | 0.0 | 09. Liquids in bulk |
| 0 | 0.0 | 0 | 0.0 | 10. Explosives |
| 1 | 0.0 | 1 | 0.0 | 11. Logs/poles/lumber |
| 20 | 0.5 | 23 | 0.4 | 12. None (empty) |
| 0 | 0.0 | 0 | 0.0 | 13. Refrigerated food |
| 0 | 0.0 | 0 | 0.0 | 14. Mobile home |
| 7 | 0.2 | 7 | 0.1 | 15. Farm products |
| 0 | 0.0 | 0 | 0.0 | 16. Other |
| 99 | 2.5 | 108 | 2.0 | 96. Unknown if had 2nd trailer |
| 1885 | 47.1 | 1885 | 35.7 | 97. Not applicable (OMC case) |
| 1913 | 47.8 | 3167 | 60.0 | 98. Not applicable (no 2nd trailer) |
| 38 | 0.9 | 38 | 0.7 | 99. Unknown |

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**Variable 1051  2ND TRAILER HAZ. CARGO**      MD1:      9   Field Width:   1
                                               MD2:   None   Type:   Numeric

SURVEY cases only

| N | Prcnt | WGHT | Prcnt | 2ND TRAILER HAZ. CARGO |
|---|-------|------|-------|------------------------|
| 2 | 0.0 | 2 | 0.0 | 1. Hazardous cargo |
| 101 | 2.5 | 109 | 2.1 | 2. Nonhazardous cargo |
| 99 | 2.5 | 108 | 2.0 | 6. Unknown if had 2nd trailer |
| 1885 | 47.1 | 1885 | 35.7 | 7. Not applicable (OMC case) |

| N | Prcnt | WGHT | Prcnt | Var 1051 | 2ND TRAILER HAZ. CARGO |
|---|-------|------|-------|----------|------------------------|
| 1913 | 47.8 | 3167 | 60.0 | 8. | Not applicable (no 2nd trailer) |
| 4 | 0.1 | 4 | 0.1 | 9. | Unknown |

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**Variable 1052**  **2ND TRAILER CARGO WEIGHT**   MD1: 999999   Field Width:   6

MD2:   None   Type:   Numeric

SURVEY cases only

| N | Prcnt | WGHT | Prcnt | 2ND TRAILER CARGO WEIGHT |
|---|-------|------|-------|--------------------------|
| 20 | 0.5 | 23 | 0.4 | 000000. |
|  |  |  |  | -       . Weight in pounds |
| 0 | 0.0 | 0 | 0.0 | 999993. |
| 99 | 2.5 | 108 | 2.0 | 999994. Unknown if had 2nd trailer |
| 1885 | 47.1 | 1885 | 35.7 | 999995. Not applicable (OMC case) |
| 1913 | 47.8 | 3167 | 60.0 | 999996. Not applicable (no 2nd trailer) |
| 18 | 0.4 | 20 | 0.4 | 999997. Some cargo (weight unknown) |
| 7 | 0.2 | 7 | 0.1 | 999998. Full (weight unknown) |
| 37 | 0.9 | 37 | 0.7 | 999999. Unknown |

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**Variable 1053**  **2ND TRAILER EMPTY WEIGHT**   MD1: 999999   Field Width:   6

MD2:   None   Type:   Numeric

SURVEY cases only

| N | Prcnt | WGHT | Prcnt | 2ND TRAILER EMPTY WEIGHT |
|---|-------|------|-------|--------------------------|
| 0 | 0.0 | 0 | 0.0 | 000000. |
|  |  |  |  | -       . Weight in pounds |
| 0 | 0.0 | 0 | 0.0 | 999995. |
| 99 | 2.5 | 108 | 2.0 | 999996. Unknown if had 2nd trailer |
| 1885 | 47.1 | 1885 | 35.7 | 999997. Not applicable (OMC case) |
| 1913 | 47.8 | 3167 | 60.0 | 999998. Not applicable (no 2nd trailer) |
| 58 | 1.4 | 59 | 1.1 | 999999. Unknown |

---

**Variable 1054**  **2ND TRAILER LENGTH**          MD1:   999   Field Width:   3

MD2:   None   Type:   Numeric

SURVEY cases only

| N | Prcnt | WGHT | Prcnt | 2ND TRAILER LENGTH |
|---|-------|------|-------|--------------------|
| 1 | 0.0 | 2 | 0.0 | 007. 7 feet |
| 1 | 0.0 | 1 | 0.0 | 009. 9 feet |
| 5 | 0.1 | 5 | 0.1 | 020. 20 feet |

| N | Prcnt | WGHT | Prcnt | Var 1054 | 2ND TRAILER LENGTH |
|---|---|---|---|---|---|
| 1 | 0.0 | 1 | 0.0 | 022. | 22 feet |
| 1 | 0.0 | 1 | 0.0 | 023. | 23 feet |
| 5 | 0.1 | 5 | 0.1 | 024. | 24 feet |
| 4 | 0.1 | 5 | 0.1 | 025. | 25 feet |
| 4 | 0.1 | 6 | 0.1 | 026. | 26 feet |
| 6 | 0.1 | 7 | 0.1 | 027. | 27 feet |
| 12 | 0.3 | 13 | 0.2 | 028. | 28 feet |
| 1 | 0.0 | 1 | 0.0 | 029. | 29 feet |
| 3 | 0.1 | 3 | 0.1 | 030. | 30 feet |
| 2 | 0.0 | 2 | 0.0 | 032. | 32 feet |
| 1 | 0.0 | 1 | 0.0 | 034. | 34 feet |
| 1 | 0.0 | 1 | 0.0 | 042. | 42 feet |
| 99 | 2.5 | 108 | 2.0 | 994. | Unknown if had 2nd trailer |
| 1885 | 47.1 | 1885 | 35.7 | 995. | Not applicable (OMC case) |
| 1913 | 47.8 | 3167 | 60.0 | 996. | Not applicable (no 2nd trailer) |
| 50 | 1.2 | 52 | 1.0 | 997. | Short (estimated under 35 feet) |
| 1 | 0.0 | 1 | 0.0 | 998. | Long (estimated 35 feet and over) |
| 8 | 0.2 | 8 | 0.2 | 999. | Unknown |

---

**Variable 1055   3RD TRAILER TYPE**          MD1:      9   Field Width:   1

MD2:   None   Type:   Numeric

Both SURVEY and OMC cases

| N | Prcnt | WGHT | Prcnt | 3RD TRAILER TYPE |
|---|---|---|---|---|
| 0 | 0.0 | 0 | 0.0 | 1. Semitrailer |
| 0 | 0.0 | 0 | 0.0 | 2. Full trailer |
| 0 | 0.0 | 0 | 0.0 | 3. Other |
| 3909 | 97.6 | 5172 | 98.0 | 4. None |
| 95 | 2.4 | 103 | 2.0 | 9. Unknown |

---

**Variable 1056   3RD TRAILER NO. OF AXLES**   MD1:     99   Field Width:   2

MD2:   None   Type:   Numeric

SURVEY cases only

| N | Prcnt | WGHT | Prcnt | 3RD TRAILER NO. OF AXLES |
|---|---|---|---|---|
| 95 | 2.4 | 103 | 2.0 | 96. Unknown if had 3rd trailer |
| 1885 | 47.1 | 1885 | 35.7 | 97. Not applicable (OMC case) |
| 2024 | 50.5 | 3287 | 62.3 | 98. Not applicable (no 3rd trailer) |
| 0 | 0.0 | 0 | 0.0 | 99. Unknown |

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

Both SURVEY and OMC cases

| N | Prcnt | WGHT | Prcnt | 3RD TRAILER BODY |
|---|---|---|---|---|
| 4004 | 100.0 | 5275 | 100.0 | 0. None or unknown if had 3rd trailer |
| 0 | 0.0 | 0 | 0.0 | 1. Van |
| 0 | 0.0 | 0 | 0.0 | 2. Flat |
| 0 | 0.0 | 0 | 0.0 | 3. Tank |
| 0 | 0.0 | 0 | 0.0 | 4. Auto carrier |
| 0 | 0.0 | 0 | 0.0 | 6. Dump |
| 0 | 0.0 | 0 | 0.0 | 7. Dolly |
| 0 | 0.0 | 0 | 0.0 | 8. Other |
| 0 | 0.0 | 0 | 0.0 | 9. Unknown |


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

SURVEY cases only

| N | Prcnt | WGHT | Prcnt | 3RD TRAILER CARGO |
|---|---|---|---|---|
| 0 | 0.0 | 0 | 0.0 | 01. General freight |
| 0 | 0.0 | 0 | 0.0 | 02. Household goods |
| 0 | 0.0 | 0 | 0.0 | 03. Metal: coils, sheets, etc |
| 0 | 0.0 | 0 | 0.0 | 04. Heavy machinery |
| 0 | 0.0 | 0 | 0.0 | 05. Motor vehicles |
| 0 | 0.0 | 0 | 0.0 | 06. Driveaway/towaway |
| 0 | 0.0 | 0 | 0.0 | 07. Gases in bulk |
| 0 | 0.0 | 0 | 0.0 | 08. Solids in bulk |
| 0 | 0.0 | 0 | 0.0 | 09. Liquids in bulk |
| 0 | 0.0 | 0 | 0.0 | 10. Explosives |
| 0 | 0.0 | 0 | 0.0 | 11. Logs/poles/lumber |
| 0 | 0.0 | 0 | 0.0 | 12. None (empty) |
| 0 | 0.0 | 0 | 0.0 | 13. Refrigerated food |
| 0 | 0.0 | 0 | 0.0 | 14. Mobile home |
| 0 | 0.0 | 0 | 0.0 | 15. Farm products |
| 0 | 0.0 | 0 | 0.0 | 16. Other |
| 95 | 2.4 | 103 | 2.0 | 96. Unknown if had 3rd trailer |
| 1885 | 47.1 | 1885 | 35.7 | 97. Not applicable (OMC case) |
| 2024 | 50.5 | 3287 | 62.3 | 98. Not applicable (no 3rd trailer) |
| 0 | 0.0 | 0 | 0.0 | 99. Unknown |

---

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

SURVEY cases only

| N | Prcnt | WGHT | Prcnt | 3RD TRAILER HAZ. CARGO |
|---|---|---|---|---|
| 0 | 0.0 | 0 | 0.0 | 1. Hazardous cargo |
| 0 | 0.0 | 0 | 0.0 | 2. Nonhazardous cargo |
| 95 | 2.4 | 103 | 2.0 | 6. Unknown if had 3rd trailer |
| 1885 | 47.1 | 1885 | 35.7 | 7. Not applicable (OMC case) |
| 2024 | 50.5 | 3287 | 62.3 | 8. Not applicable (no 3rd trailer) |
| 0 | 0.0 | 0 | 0.0 | 9. Unknown |

---

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

SURVEY cases only

| N | Prcnt | WGHT | Prcnt | 3RD TRAILER CARGO WEIGHT |
|---|---|---|---|---|
| 0 | 0.0 | 0 | 0.0 | 000000. |
|   |   |   |   | -      . Weight in pounds |
| 0 | 0.0 | 0 | 0.0 | 999993. |
| 95 | 2.4 | 103 | 2.0 | 999994. Unknown if had 3rd trailer |
| 1885 | 47.1 | 1885 | 35.7 | 999995. Not applicable (OMC case) |
| 2024 | 50.5 | 3287 | 62.3 | 999996. Not applicable (no 3rd trailer) |
| 0 | 0.0 | 0 | 0.0 | 999997. Some cargo (weight unknown) |
| 0 | 0.0 | 0 | 0.0 | 999998. Full (weight unknown) |
| 0 | 0.0 | 0 | 0.0 | 999999. Unknown |

---

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

SURVEY cases only

| N | Prcnt | WGHT | Prcnt | 3RD TRAILER EMPTY WEIGHT |
|---|---|---|---|---|
| 0 | 0.0 | 0 | 0.0 | 000000. |
|   |   |   |   | -      . Weight in pounds |
| 0 | 0.0 | 0 | 0.0 | 999995. |
| 95 | 2.4 | 103 | 2.0 | 999996. Unknown if had 3rd trailer |
| 1885 | 47.1 | 1885 | 35.7 | 999997. Not applicable (OMC case) |
| 2024 | 50.5 | 3287 | 62.3 | 999998. Not applicable (no 3rd trailer) |
| 0 | 0.0 | 0 | 0.0 | 999999. Unknown |

---

Variable 1062   **3RD TRAILER LENGTH**          MD1:     999   Field Width:   3

---
MD2:    None   Type:    Numeric

SURVEY cases only

| N | Prcnt | WGHT | Prcnt | 3RD TRAILER LENGTH |
|---|---|---|---|---|
| 95 | 2.4 | 103 | 2.0 | 994. Unknown if had 3rd trailer |
| 1885 | 47.1 | 1885 | 35.7 | 995. Not applicable (OMC case) |
| 2024 | 50.5 | 3287 | 62.3 | 996. Not applicable (no 3rd trailer) |
| 0 | 0.0 | 0 | 0.0 | 997. Short (estimated under 35 feet) |
| 0 | 0.0 | 0 | 0.0 | 998. Long (estimated 35 feet and over) |
| 0 | 0.0 | 0 | 0.0 | 999. Unknown |

---

Variable 1063   **VEHICLE COMBINATION CODE**   MD1:       0   Field Width:   2

---
MD2:    None   Type:    Numeric

Both SURVEY and OMC cases

| N | Prcnt | WGHT | Prcnt | VEHICLE COMBINATION CODE |
|---|---|---|---|---|
| 104 | 2.6 | 114 | 2.2 | 00. Unknown |
| 950 | 23.7 | 1367 | 25.9 | 01. Straight truck only |
| 110 | 2.7 | 123 | 2.3 | 02. Bobtail tractor |
| 50 | 1.2 | 63 | 1.2 | 03. Straight truck & full trailer |
| 59 | 1.5 | 71 | 1.3 | 04. Straight truck & other (nonfull trailer) |
| 2481 | 62.0 | 3266 | 61.9 | 05. Tractor & semitrailer |
| 11 | 0.3 | 18 | 0.3 | 06. Tractor & other (nonsemitrailer) |
| 225 | 5.6 | 232 | 4.4 | 07. Tractor & semi & full |
| 3 | 0.1 | 4 | 0.1 | 08. Tractor & semi & other |
| 10 | 0.2 | 16 | 0.3 | 11. Other (i.e., piggybacks, towing vehicles) |
| 1 | 0.0 | 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

| N | Prcnt | WGHT | Prcnt | NO. OF TRAILERS |
|---|---|---|---|---|
| 1072 | 26.8 | 1508 | 28.6 | 0. No trailer |
| 2601 | 65.0 | 3418 | 64.8 | 1. 1 trailer |
| 229 | 5.7 | 237 | 4.5 | 2. 2 trailers |
| 0 | 0.0 | 0 | 0.0 | 3. 3 trailers |
| 102 | 2.5 | 112 | 2.1 | 9. Unknown |

---

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

Both SURVEY and OMC cases

| N | Prcnt | WGHT | Prcnt | TOTAL LENGTH |
|---|-------|------|-------|--------------|
| 0 | 0.0 | 0 | 0.0 | 000. |
|   |     |   |     | - . Length in feet |
| 0 | 0.0 | 0 | 0.0 | 998. |
| 391 | 9.8 | 546 | 10.4 | 999. Unknown |

---

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

Both SURVEY and OMC cases

| N | Prcnt | WGHT | Prcnt | TOTAL WIDTH |
|---|-------|------|-------|-------------|
| 2 | 0.0 | 3 | 0.1 | 06.  6 feet |
| 41 | 1.0 | 52 | 1.0 | 07.  7 feet |
| 3086 | 77.1 | 4025 | 76.3 | 08.  8 feet |
| 338 | 8.4 | 416 | 7.9 | 09.  9 feet |
| 19 | 0.5 | 23 | 0.4 | 10. 10 feet |
| 2 | 0.0 | 3 | 0.1 | 11. 11 feet |
| 3 | 0.1 | 5 | 0.1 | 12. 12 feet |
| 4 | 0.1 | 6 | 0.1 | 14. 14 feet |
| 1 | 0.0 | 2 | 0.0 | 26. 26 feet |
| 508 | 12.7 | 740 | 14.0 | 99. Unknown |

---

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

OMC cases only

| N | Prcnt | WGHT | Prcnt | TOTAL CARGO WEIGHT |
|---|-------|------|-------|---------------------|
| 448 | 11.2 | 448 | 8.5 | 000000. |
|     |      |     |     | -     . Weight in pounds |
| 0 | 0.0 | 0 | 0.0 | 999997. |
| 2119 | 52.9 | 3390 | 64.3 | 999998. Not applicable (Survey case) |
| 9 | 0.2 | 9 | 0.2 | 999999. Unknown |

---

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

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Both SURVEY and OMC cases

| N | Prcnt | WGHT | Prcnt | GROSS WEIGHT |
|---|-------|------|-------|--------------|
| 0 | 0.0 | 0 | 0.0 | 000000. |
|   |     |   |     | -    . Weight in pounds |
| 0 | 0.0 | 0 | 0.0 | 999998. |
| 559 | 14.0 | 819 | 15.5 | 999999. Unknown |

---

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

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| N | Prcnt | WGHT | Prcnt | EMPTY COMBINATION WEIGHT |
|---|-------|------|-------|--------------------------|
| 0 | 0.0 | 0 | 0.0 | 000000. |
|   |     |   |     | -    . Weight in pounds |
| 0 | 0.0 | 0 | 0.0 | 999998. |
| 1282 | 32.0 | 1831 | 34.7 | 999999. Unknown |

---

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

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Both SURVEY and OMC cases

| N | Prcnt | WGHT | Prcnt | FUEL TYPE |
|---|-------|------|-------|-----------|
| 400 | 10.0 | 561 | 10.6 | 1. Gasoline |
| 3461 | 86.4 | 4541 | 86.1 | 2. Diesel |
| 5 | 0.1 | 5 | 0.1 | 3. L.P.G. |
| 6 | 0.1 | 8 | 0.2 | 4. Other |
| 132 | 3.3 | 160 | 3.0 | 9. Unknown |

---

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

---

OMC cases only

| N | Prcnt | WGHT | Prcnt | HAZ. MAT. IN CARGO |
|---|-------|------|-------|--------------------|
| 105 | 2.6 | 105 | 2.0 | 1. Hazardous cargo |
| 1780 | 44.5 | 1780 | 33.7 | 2. Nonhazardous cargo |
| 2119 | 52.9 | 3390 | 64.3 | 8. Not applicable (Survey case) |
| 0 | 0.0 | 0 | 0.0 | 9. Unknown |

---

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

---

OMC cases only

| N | Prcnt | WGHT | Prcnt | DRIVER KILLED |
|---|---|---|---|---|
| 284 | 7.1 | 284 | 5.4 | 1. Yes |
| 1601 | 40.0 | 1601 | 30.4 | 2. No |
| 2119 | 52.9 | 3390 | 64.3 | 8. Not applicable (Survey case) |
| 0 | 0.0 | 0 | 0.0 | 9. Unknown |

---

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

---

OMC cases only

| N | Prcnt | WGHT | Prcnt | DRIVER INJURED |
|---|---|---|---|---|
| 441 | 11.0 | 441 | 8.4 | 1. Yes |
| 1443 | 36.0 | 1443 | 27.4 | 2. No |
| 2119 | 52.9 | 3390 | 64.3 | 8. Not applicable (Survey case) |
| 1 | 0.0 | 1 | 0.0 | 9. Unknown |

---

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

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OMC cases only

| N | Prcnt | WGHT | Prcnt | TOTAL KILLED IN VEHICLE |
|---|---|---|---|---|
| 1567 | 39.1 | 1567 | 29.7 | 00. 0 killed |
| 299 | 7.5 | 299 | 5.7 | 01. 1 killed |
| 18 | 0.4 | 18 | 0.3 | 02. 2 killed |
| 1 | 0.0 | 1 | 0.0 | 03. 3 killed |
| 2119 | 52.9 | 3390 | 64.3 | 98. Not applicable (Survey case) |
| 0 | 0.0 | 0 | 0.0 | 99. Unknown |

---

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

---

OMC cases only

| N | Prcnt | WGHT | Prcnt | TOTAL INJURED IN VEHICLE |
|---|---|---|---|---|
| 1408 | 35.2 | 1408 | 26.7 | 00. 0 injured |
| 432 | 10.8 | 432 | 8.2 | 01. 1 injured |

| N | Prcnt | WGHT | Prcnt | Var 1075 | TOTAL INJURED IN VEHICLE |
|---|---|---|---|---|---|
| 41 | 1.0 | 41 | 0.8 | 02. | 2 injured |
| 2 | 0.0 | 2 | 0.0 | 03. | 3 injured |
| 1 | 0.0 | 1 | 0.0 | 04. | 4 injured |
| 1 | 0.0 | 1 | 0.0 | 05. | 5 injured |
| 2119 | 52.9 | 3390 | 64.3 | 98. | Not applicable (Survey case) |
| 0 | 0.0 | 0 | 0.0 | 99. | Unknown |

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

OMC cases only

| N | Prcnt | WGHT | Prcnt | TOTAL KILLED IN ACCIDENT |
|---|---|---|---|---|
| 1591 | 39.7 | 1591 | 30.2 | 01. 1 killed |
| 232 | 5.8 | 232 | 4.4 | 02. 2 killed |
| 37 | 0.9 | 37 | 0.7 | 03. 3 killed |
| 18 | 0.4 | 18 | 0.3 | 04. 4 killed |
| 2 | 0.0 | 2 | 0.0 | 05. 5 killed |
| 4 | 0.1 | 4 | 0.1 | 06. 6 killed |
| 1 | 0.0 | 1 | 0.0 | 07. 7 killed |
| 2119 | 52.9 | 3390 | 64.3 | 98. Not applicable (Survey case) |
| 0 | 0.0 | 0 | 0.0 | 99. Unknown |

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

OMC cases only

| N | Prcnt | WGHT | Prcnt | TOT. INJURED IN ACCIDENT |
|---|---|---|---|---|
| 1013 | 25.3 | 1013 | 19.2 | 00. 0 injured |
| 485 | 12.1 | 485 | 9.2 | 01. 1 injured |
| 219 | 5.5 | 219 | 4.2 | 02. 2 injured |
| 88 | 2.2 | 88 | 1.7 | 03. 3 injured |
| 36 | 0.9 | 36 | 0.7 | 04. 4 injured |
| 17 | 0.4 | 17 | 0.3 | 05. 5 injured |
| 12 | 0.3 | 12 | 0.2 | 06. 6 injured |
| 5 | 0.1 | 5 | 0.1 | 07. 7 injured |
| 3 | 0.1 | 3 | 0.1 | 08. 8 injured |
| 1 | 0.0 | 1 | 0.0 | 10. 10 injured |
| 3 | 0.1 | 3 | 0.1 | 13. 13 injured |
| 1 | 0.0 | 1 | 0.0 | 14. 14 injured |
| 1 | 0.0 | 1 | 0.0 | 16. 16 injured |
| 1 | 0.0 | 1 | 0.0 | 21. 21 injured |
| 2119 | 52.9 | 3390 | 64.3 | 98. Not applicable (Survey case) |
| 0 | 0.0 | 0 | 0.0 | 99. Unknown |

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Variable 1078　**WEATHER**　　　　　　　MD1:　　　9　Field Width:　1

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　　　　　　　　　　　　　　　　　　　　　　　MD2:　None　Type:　Numeric

OMC cases only

| N | Prcnt | WGHT | Prcnt | WEATHER |
|---|---|---|---|---|
| 250 | 6.2 | 250 | 4.7 | 1. Rain |
| 1356 | 33.9 | 1356 | 25.7 | 2. Clear |
| 45 | 1.1 | 45 | 0.9 | 3. Snow |
| 33 | 0.8 | 33 | 0.6 | 4. Fog/smog |
| 172 | 4.3 | 172 | 3.3 | 5. Cloudy/overcast |
| 3 | 0.1 | 3 | 0.1 | 6. Sleet |
| 15 | 0.4 | 15 | 0.3 | 7. Other |
| 2119 | 52.9 | 3390 | 64.3 | 8. Not applicable (Survey case) |
| 11 | 0.3 | 11 | 0.2 | 9. Unknown |

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Variable 1079　**LIGHT CONDITION**　　　MD1:　　　9　Field Width:　1

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　　　　　　　　　　　　　　　　　　　　　　　MD2:　None　Type:　Numeric

OMC cases only

| N | Prcnt | WGHT | Prcnt | LIGHT CONDITION |
|---|---|---|---|---|
| 914 | 22.8 | 914 | 17.3 | 1. Daylight |
| 62 | 1.5 | 62 | 1.2 | 2. Artificial lights |
| 88 | 2.2 | 88 | 1.7 | 3. Dawn |
| 3 | 0.1 | 3 | 0.1 | 4. Other |
| 66 | 1.6 | 66 | 1.3 | 5. Dusk |
| 740 | 18.5 | 740 | 14.0 | 6. Dark |
| 2119 | 52.9 | 3390 | 64.3 | 8. Not applicable (Survey case) |
| 12 | 0.3 | 12 | 0.2 | 9. Unknown |

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Variable 1080　**ROAD SURFACE CONDITION**　MD1:　　　9　Field Width:　1

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　　　　　　　　　　　　　　　　　　　　　　　MD2:　None　Type:　Numeric

OMC cases only

| N | Prcnt | WGHT | Prcnt | ROAD SURFACE CONDITION |
|---|---|---|---|---|
| 1488 | 37.2 | 1488 | 28.2 | 1. Dry |
| 313 | 7.8 | 313 | 5.9 | 2. Wet |
| 32 | 0.8 | 32 | 0.6 | 3. Snowy |
| 36 | 0.9 | 36 | 0.7 | 4. Icy |
| 8 | 0.2 | 8 | 0.2 | 5. Other |
| 2119 | 52.9 | 3390 | 64.3 | 8. Not applicable (Survey case) |
| 8 | 0.2 | 8 | 0.2 | 9. Unknown |

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

---

OMC cases only

| N | Prcnt | WGHT | Prcnt | NUMBER OF LANES |
|---|---|---|---|---|
| 37 | 0.9 | 37 | 0.7 | 1. 1 lane |
| 939 | 23.5 | 939 | 17.8 | 2. 2 lanes |
| 126 | 3.1 | 126 | 2.4 | 3. 3 lanes |
| 764 | 19.1 | 764 | 14.5 | 4. 4 or more lanes |
| 2119 | 52.9 | 3390 | 64.3 | 8. Not applicable (Survey case) |
| 19 | 0.5 | 19 | 0.4 | 9. Unknown |

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

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OMC cases only

| N | Prcnt | WGHT | Prcnt | HIGHWAY TYPE |
|---|---|---|---|---|
| 901 | 22.5 | 901 | 17.1 | 1. Divided |
| 949 | 23.7 | 949 | 18.0 | 2. Undivided |
| 2119 | 52.9 | 3390 | 64.3 | 8. Not applicable (Survey case) |
| 35 | 0.9 | 35 | 0.7 | 9. Unknown |

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

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OMC cases only

| N | Prcnt | WGHT | Prcnt | CARGO (OMC) |
|---|---|---|---|---|
| 578 | 14.4 | 578 | 11.0 | 01. General freight |
| 32 | 0.8 | 32 | 0.6 | 02. Household goods |
| 121 | 3.0 | 121 | 2.3 | 03. Metal: coils, sheets, etc |
| 25 | 0.6 | 25 | 0.5 | 04. Heavy machinery |
| 13 | 0.3 | 13 | 0.2 | 05. Motor vehicles |
| 0 | 0.0 | 0 | 0.0 | 06. Driveaway/towaway |
| 11 | 0.3 | 11 | 0.2 | 07. Gases in bulk |
| 72 | 1.8 | 72 | 1.4 | 08. Solids in bulk |
| 107 | 2.7 | 107 | 2.0 | 09. Liquids in bulk |
| 1 | 0.0 | 1 | 0.0 | 10. Explosives |
| 47 | 1.2 | 47 | 0.9 | 11. Logs/poles/lumber |
| 449 | 11.2 | 449 | 8.5 | 12. None (empty) |
| 148 | 3.7 | 148 | 2.8 | 13. Refrigerated food |
| 2 | 0.0 | 2 | 0.0 | 14. Mobile home |
| 46 | 1.1 | 46 | 0.9 | 15. Farm products |
| 233 | 5.8 | 233 | 4.4 | 16. Other |

| N | Prcnt | WGHT | Prcnt | Var 1083 | CARGO (OMC) |
|---|-------|------|-------|----------|-------------|
| 2119 | 52.9 | 3390 | 64.3 | 98. | Not applicable (Survey case) |
| 0 | 0.0 | 0 | 0.0 | 99. | Unknown |

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

Both SURVEY and OMC cases

| N | Prcnt | WGHT | Prcnt | INTERVIEW STATUS |
|---|-------|------|-------|------------------|
| 1699 | 42.4 | 2798 | 53.0 | 1. Completed |
| 0 | 0.0 | 0 | 0.0 | 2. Refusal |
| 40 | 1.0 | 65 | 1.2 | 3. Partial |
| 380 | 9.5 | 527 | 10.0 | 4. Unable to contact |
| 1885 | 47.1 | 1885 | 35.7 | 9. No interview |

---

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

Both SURVEY and OMC cases

| N | Prcnt | WGHT | Prcnt | SOURCE OF INFORMATION |
|---|-------|------|-------|-----------------------|
| 284 | 7.1 | 422 | 8.0 | 1. Police report |
| 1737 | 43.4 | 2859 | 54.2 | 2. Interview |
| 1885 | 47.1 | 1885 | 35.7 | 4. Match with OMC |
| 2 | 0.0 | 4 | 0.1 | 5. Mail Survey |
| 96 | 2.4 | 105 | 2.0 | 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

| N | Prcnt | WGHT | Prcnt | 1ST QUESTION DERIVED |
|---|---|---|---|---|
| 992 | 24.8 | 1519 | 28.8 | 00. None |
| 145 | 3.6 | 226 | 4.3 | 07. Question 7 |
| 63 | 1.6 | 98 | 1.9 | 08. Question 8 |
| 123 | 3.1 | 181 | 3.4 | 13. Question 13 |
| 1 | 0.0 | 2 | 0.0 | 16. Question 16 |
| 246 | 6.1 | 396 | 7.5 | 17. Question 17 |
| 35 | 0.9 | 60 | 1.1 | 18. Question 18 |
| 267 | 6.7 | 465 | 8.8 | 19. Question 19 |
| 234 | 5.8 | 423 | 8.0 | 20. Question 20 |
| 6 | 0.1 | 10 | 0.2 | 21. Question 21 |
| 2 | 0.0 | 2 | 0.0 | 22. Question 22 |
| 5 | 0.1 | 8 | 0.2 | 27. Question 27 |
| 1885 | 47.1 | 1885 | 35.7 | 99. Not applicable (OMC case) |

---

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

SURVEY cases only

| N | Prcnt | WGHT | Prcnt | 2ND QUESTION DERIVED |
|---|---|---|---|---|
| 1412 | 35.3 | 2252 | 42.7 | 00. None |
| 3 | 0.1 | 4 | 0.1 | 07. Question 7 |
| 50 | 1.2 | 77 | 1.5 | 08. Question 8 |
| 107 | 2.7 | 158 | 3.0 | 13. Question 13 |
| 33 | 0.8 | 52 | 1.0 | 17. Question 17 |
| 17 | 0.4 | 26 | 0.5 | 18. Question 18 |
| 348 | 8.7 | 558 | 10.6 | 19. Question 19 |
| 104 | 2.6 | 188 | 3.6 | 20. Question 20 |
| 43 | 1.1 | 71 | 1.3 | 21. Question 21 |
| 2 | 0.0 | 4 | 0.1 | 27. Question 27 |
| 1885 | 47.1 | 1885 | 35.7 | 99. Not applicable (OMC case) |

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

SURVEY cases only

| N | Prcnt | WGHT | Prcnt | 3RD QUESTION DERIVED |
|---|---|---|---|---|
| 1774 | 44.3 | 2843 | 53.9 | 00. None |
| 2 | 0.0 | 3 | 0.1 | 07. Question 7 |
| 1 | 0.0 | 2 | 0.0 | 08. Question 8 |
| 47 | 1.2 | 71 | 1.3 | 13. Question 13 |
| 16 | 0.4 | 22 | 0.4 | 17. Question 17 |
| 3 | 0.1 | 5 | 0.1 | 18. Question 18 |
| 112 | 2.8 | 169 | 3.2 | 19. Question 19 |
| 104 | 2.6 | 180 | 3.4 | 20. Question 20 |
| 56 | 1.4 | 88 | 1.7 | 21. Question 21 |
| 1 | 0.0 | 2 | 0.0 | 22. Question 22 |
| 3 | 0.1 | 5 | 0.1 | 27. Question 27 |
| 1885 | 47.1 | 1885 | 35.7 | 99. Not applicable (OMC case) |

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

SURVEY cases only

| N | Prcnt | WGHT | Prcnt | 4TH QUESTION DERIVED |
|---|---|---|---|---|
| 1956 | 48.9 | 3138 | 59.5 | 00. None |
| 1 | 0.0 | 1 | 0.0 | 07. Question 7 |
| 3 | 0.1 | 4 | 0.1 | 08. Question 8 |
| 6 | 0.1 | 9 | 0.2 | 17. Question 17 |
| 2 | 0.0 | 3 | 0.1 | 18. Question 18 |
| 48 | 1.2 | 69 | 1.3 | 19. Question 19 |
| 19 | 0.5 | 31 | 0.6 | 20. Question 20 |
| 79 | 2.0 | 128 | 2.4 | 21. Question 21 |
| 1 | 0.0 | 1 | 0.0 | 22. Question 22 |
| 2 | 0.0 | 3 | 0.1 | 27. Question 27 |
| 1887 | 47.1 | 1888 | 35.8 | 99. Not applicable (OMC case) |

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

SURVEY cases only

| N | Prcnt | WGHT | Prcnt | 5TH QUESTION DERIVED |
|---|---|---|---|---|
| 2053 | 51.3 | 3290 | 62.4 | 00. None |
| 1 | 0.0 | 1 | 0.0 | 08. Question 8 |
| 1 | 0.0 | 2 | 0.0 | 13. Question 13 |

| N | Prcnt | WGHT | Prcnt | Var 1092 | 5TH QUESTION DERIVED |
|---|---|---|---|---|---|
| 5 | 0.1 | 8 | 0.2 | 19. | Question 19 |
| 13 | 0.3 | 18 | 0.3 | 20. | Question 20 |
| 42 | 1.0 | 66 | 1.3 | 21. | Question 21 |
| 4 | 0.1 | 5 | 0.1 | 22. | Question 22 |
| 1885 | 47.1 | 1885 | 35.7 | 99. | Not applicable (OMC case) |

---

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

SURVEY cases only

| N | Prcnt | WGHT | Prcnt | 6TH QUESTION DERIVED |
|---|---|---|---|---|
| 2101 | 52.5 | 3366 | 63.8 | 00. None |
| 1 | 0.0 | 1 | 0.0 | 07. Question 7 |
| 3 | 0.1 | 5 | 0.1 | 20. Question 20 |
| 10 | 0.2 | 13 | 0.2 | 21. Question 21 |
| 3 | 0.1 | 3 | 0.1 | 22. Question 22 |
| 1 | 0.0 | 2 | 0.0 | 27. Question 27 |
| 1885 | 47.1 | 1885 | 35.7 | 99. Not applicable (OMC case) |

---

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

SURVEY cases only

| N | Prcnt | WGHT | Prcnt | 7TH QUESTION DERIVED |
|---|---|---|---|---|
| 2114 | 52.8 | 3383 | 64.1 | 00. None |
| 3 | 0.1 | 5 | 0.1 | 21. Question 21 |
| 2 | 0.0 | 2 | 0.0 | 22. Question 22 |
| 1885 | 47.1 | 1885 | 35.7 | 99. Not applicable (OMC case) |

---

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

SURVEY cases only

| N | Prcnt | WGHT | Prcnt | 8TH QUESTION DERIVED |
|---|---|---|---|---|
| 2116 | 52.8 | 3385 | 64.2 | 00. None |
| 2 | 0.0 | 3 | 0.1 | 22. Question 22 |
| 1 | 0.0 | 2 | 0.0 | 27. Question 27 |
| 1885 | 47.1 | 1885 | 35.7 | 99. Not applicable (OMC case) |

---

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

SURVEY cases only

   N Prcnt     WGHT Prcnt    9TH QUESTION DERIVED

2119  52.9     3390  64.3    00. None
1885  47.1     1885  35.7    99. Not applicable (OMC case)

---

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

SURVEY cases only

   N Prcnt     WGHT Prcnt    10TH QUESTION DERIVED

2119  52.9     3390  64.3    00. None
· 1885  47.1     1885  35.7    99. Not applicable (OMC case)

---

Variable 1098  **SAMPLE WEIGHT**               MD1:      9   Field Width:   1
                                               MD2:   None   Type:    Numeric

APPENDIX

MVMA HEAVY TRUCK PROGRAM
1987 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. __ __ .          4. Date __ / __ / __
                     7  8                    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)?

   [ ]1 YES → Were you operating
        PRIVATE [ ]1 ──────────────────→ [ ]1
        (Carry own goods)
        FOR HIRE [ ]2 → { ICC Authorized (Common, Contract) [ ]2 } ── Was the driver the   YES[ ]1
        (Carry other                                          [ ]2 }    operating authority?  NO[ ]2
        people's goods)  { Exempt                             [ ]3 }

   [ ]2 NO → Were you operating
        PRIVATE [ ]1 ──────────────────→ [ ]4
        (Carry own goods)
        FOR HIRE [ ]2 ──────────────────→ [ ]5 → Was the driver the   YES[ ]1
        (Carry other                          11    operating authority?  NO[ ]2
        people's goods)

   [ ]9 UNKNOWN ──────→
        PRIVATE [ ]1
        FOR HIRE [ ]2 ──────────────────────→ Was the driver the   YES[ ]1
                    10                          operating authority?  NO[ ]2
                                                                         12


8. Type of Trip

   Local *(within a 50 mile radius of base)*        [ ]2

   Over-the-Road
      Less than 200 miles one-way intended          [ ]3
         trip distance
      Greater than 200 miles one-way intended       [ ]4
         trip distance
      Unknown over-the-road trip distance           [ ]5
                                                       13

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

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

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)      18

13. Fuel

    Gas                        [ ]1
    Diesel                     [ ]2
    Other_____            [ ]4
              Specify          19

VEHICLE CONFIGURATION

| | | POWER UNIT | FIRST TRAILER | SECOND TRAILER | THIRD TRAILER |
|---|---|---|---|---|---|
| 14. | TYPE: | Tractor [ ]8<br>St. Trk. [ ]1<br>20 | Semi [ ]1<br>Full [ ]2<br>Other [ ]3<br>None [ ]4<br>23 | Full [ ]2<br>Other [ ]3<br>None [ ]4<br>26 | Full [ ]2<br>Other [ ]3<br>None [ ]4<br>29 |
| 15. | BODY STYLE: | Tractor [ ]0<br><br>Van [ ]1<br>Flatbed [ ]2<br>Tanker [ ]3<br>Dump [ ]6<br>Refuse [ ]7<br>Other [ ]8<br>21 | Van [ ]1<br>Flatbed [ ]2<br>Tank [ ]3<br>Auto C. [ ]4<br>Dump [ ]6<br>Other [ ]8<br>24 | Van [ ]1<br>Flatbed [ ]2<br>Tank [ ]3<br>Auto C. [ ]4<br>Dump [ ]6<br>Other [ ]8<br>27 | Van [ ]1<br>Flatbed [ ]2<br>Tank [ ]3<br>Auto C. [ ]4<br>Dump [ ]6<br>Other [ ]8<br>30 |
| | | _____<br>(Specify) | _____<br>(Specify) | _____<br>(Specify) | _____<br>(Specify) |
| 16. | NO. OF AXLES IN USE: | Two [ ]2<br>Three [ ]3<br>Four + [ ]4<br>22 | One [ ]1<br>Two [ ]2<br>Three [ ]3<br>Four + [ ]4<br>25 | One [ ]1<br>Two [ ]2<br>Three [ ]3<br>Four + [ ]4<br>28 | One [ ]1<br>Two [ ]2<br>Three [ ]3<br>Four + [ ]4<br>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.
    38 39 40 41 42 43
    (% Full: _ _ _)

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

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

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

19. What are the EMPTY WEIGHTS of the units?

    TRAC/ST TRK. _ _ _ _ _ _ Lbs.
    62 63 64 65 66 67

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

    2ND TRLR. _ _ _ _ _ _ Lbs. [1]
    74 75 76 77 78 79
    80
    Dup Col 1-8

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

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

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)

| Cargo | 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

| | ST. TRUCK | 1ST TRAILER | 2ND TRAILER | 3RD TRAILER |
|---|---|---|---|---|
| Yes | [ ] 1 | [ ] 1 | [ ] 1 | [ ] 1 |
| No | [ ] 2 | [ ] 2 | [ ] 2 | [ ] 2 |
| | 40 | 43 | 44 | 49 |

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

| | | |
|---|---|---|
| Jackknife | [ ] 1 | |
| Overturn | [ ] 2 | |
| Separation of units | [ ] 3 | |
| Fire | [ ] 4 | **INTERVIEWERS:** Do not ask this |
| Loss or spillage of cargo | [ ] 5 | question. |
| Cargo shift | [ ] 6 | |
| None | [ ] 8 | |
| | 50 | |

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

Spillage of non-hazardous cargo [ ]4
Spillage of hazardous cargo [ ]2
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.**

28. **GVWR** __ __ .
54 55

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