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**Center for
National Truck Statistics**

TRUCKS INVOLVED IN FATAL ACCIDENTS **CODEBOOK 1988**

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June 1991

UMTRI

The University of Michigan
Transportation Research Institute

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
(Version June 28, 1991)

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16. Abstract <p>This report provides weighted and unweighted one-way frequencies for all the vehicles in UMTRI's file of Trucks Involved in Fatal Accidents, 1988. 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.</p> <p>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.</p> <p>Tractors accounted for 70% of the power units. Tractors with twin trailers made up only 4.2% of the involvements. Only 23.3% of the accidents occurred on Interstate highways. Night and twilight comprised 38.5% of the accidents. This dataset has 5,467 cases, up 0.6% from 5,275 last year.</p>					
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The Motor Vehicle Manufacturers Association and the American Trucking Associations generously provided research funds for the data collection.

EXECUTIVE SUMMARY

The UMTRI dataset of Trucks Involved in Fatal Accidents, 1988, (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 1988. For the second time in the TIFA series of data files, the file is not a census of all cases. A simple random sample of 50% 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 1,531 cases, or 28 percent, of the 5,467 medium and heavy trucks involved in fatal accidents in 1988, and that 3,827 power units, or 70 percent, were tractors. A determination of power unit type could not be made for 109 trucks, or 2 percent.

The type of company operating the vehicle was also ascertained: 3,724, or 68.1 percent, of the involved medium and heavy trucks were found to be operated by interstate carriers, and 1,171 trucks, or 21.4 percent, by intrastate-only carriers. The rest, 572, or 10.5 percent, were either owned by some government entity, were used for daily rental, or were of unknown company type. For-hire carriers accounted for 3,027, or 55.4 percent, of the involved vehicles, private carriers for 2,054, or 37.6 percent. ICC authorized carriers operated 2,414 or 44.2 percent of the involved vehicles.

In comparing the 1988 TIFA file to 1987, there were 5,467 trucks involved in fatal accidents in 1988, which was a 3.6 percent increase from the 5,275 involved in 1987. The number of straight truck involvements in 1988 was almost unchanged from 1987, while the number of tractor-semitrailers was up 4.4 percent from the previous year. The number of bobtail involvements increased from 123 in 1987 to 153 in 1988. The number of doubles involvements decreased from 1987 to 1988. There were two triples involved in fatal accidents in 1988.

INTRODUCTION

Overview

This report documents the June 28, 1991, version of the Trucks Involved in Fatal Accidents, 1988, dataset. The report summarizes all the information in the computerized data file. This file contains a random sample of half of the straight trucks and the tractor semitrailers and all the remaining medium and heavy trucks that were involved in fatal accidents in the United States, excluding Alaska and Hawaii, during calendar year 1988. 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 1, 1989" version of the Fatal Accident Reporting System (FARS) file for 1988 accidents, developed by the National Highway Traffic Safety Administration (NHTSA).

Survey cases were sampled for the 1988 TIFA 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 that, from the FARS codings, did not 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 108 FARS cases for Mississippi. After matching with the MCS 50-T reports, 87 cases from Mississippi were left for sampling. The sampled Mississippi cases are included in the file but with all the interview fields left

unknown. In addition, the State of Iowa did not send police reports. They did send a list of the names and addresses of the owners and drivers of involved trucks. However, when we were unable to contact the owner or the driver, we had no way of finding the secondary sources usually listed on a police report and we could not code information from the police report itself. There was also a handful of missing police reports from Maryland. 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 528 California cases, of which 111 were matched with MCS 50-T reports. Consequently, for the cases remaining after sampling, only information that could be gleaned from their police reports was included in the file. These cases along with a small number of cases for which no respondent could be located have been coded Interview Status (variable 1084) "unable to contact" (4), and Source of Information (variable 1085) "police report" (1). 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 Trailing," 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

¹This information is recorded in Variable 108. In generating the sample of cases, certain categories of trucks 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.

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 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 1987. 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 and Iowa did not provide police accident reports for 1988.

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 2,668 MCS 50-T reports for fatal accidents. Each of these should match one of the 5,658 FARS cases in the original subset. The results of the matching procedures are shown in the following table.² Overall 78.8 percent of the MCS 50-T reports were matched, but this meant completion of only 37.2 percent of the FARS cases.

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

COMPUTER AND HAND MATCHES BETWEEN 1988 FARS AND OMC

Data Source	No. of Cases in Subset	Computer Matched		Hand Matched		Total Matched	
		N	%	N	%	N	%
FARS	5,658	1,706	30.2	396	7.0	2,102	37.2
OMC	2,668	1,706	63.9	396	14.8	2,102	78.8

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, 2,149 cases were selected for interview.

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. Variable 1085 documents the source of the information supplementing FARS, while variable 1084 shows whether or not an interview was made and, if made, whether it was completed.

Of the cases that could not be matched with OMC reports, 2,149 were sampled for interview. Interviews were completed for 1,720 of the sampled cases, or 80.0 percent. Partial interviews were done for 48 cases, or 2.2 percent. Unable to contact (no police report sent or coded from police report) accounted for 381 cases, or 17.7 percent.

The combination of completed telephone interviews and coding from police accident reports produced a completion rate of 95.7 percent (2,056 cases) for the 2,149 survey cases. But, keep in mind that this high completion rate is inflated by the unusually large number of cases that had to be coded from police reports, rather than from survey interviews. No cases ended in refusal, and the remaining 93 cases, or 4.3 percent, were cases where we were unable to locate the owner, the driver, or some other informant.

Number of Cases

The June 1, 1989 version of the 1988 FARS file has 5,658 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, 128 vehicles, mostly light trucks, were deleted from the file as non-sample vehicles before interview cases were sampled.

Matching with OMC accounted for 2,102 cases.³ The sampling procedure produced an additional 2,149 cases, so the column headed "N" sums to 4,246. When the sampling weights are applied, a total of 5,467 cases is estimated for the number of trucks involved in fatal accidents in 1988.⁴ The column headed "WGHT" sums to 5,467.⁵

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 1988 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

³Five of these matched OMC cases were subsequently identified as non-sample so 2,097 cases remain in the file.

⁴The original FARS file had 5,658 cases. One hundred twenty-eight 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 194. Subtracting the 194 (weighted) non-sample vehicles from the original 5,658 cases leaves 5,464, which should be the number of cases in the file, i.e., the number of trucks involved in fatal accidents in 1988. There are three additional cases in the file because, for practical reasons, the sampling was done in three groups of states, rather than on the whole file at once. This minor problem has been corrected in subsequent data years of the file.

⁵Variables 43, 137, and 223 are multiple response variables. For these variables, the tabulated frequencies sum to 5,467 times the number of responses indicated for the variable.

where the OMC file showed fewer trailers than reported by FARS were checked by the same methods. The file documented here contains the corrected combination code. Other variables have been corrected to conform to the new combination code when changes were made.

All other modifications to the responses received are indicated in variables 1088 through 1097. Also indicated there are deductions made by the editors to fill in missing data elements. The numbers coded in these variables are the question numbers on the interview form (see Appendix). Thus a "23" in variable 1090 indicates that the third item corrected or derived for that particular case was the response to question 23 on the interview form. There is no particular pattern to the order in which such modifications are indicated. "Derivations" were made when the editor was able to deduce a piece of information to fill in something missing on the interview form. For example, an empty weight might have been estimated for a tractor by decoding the VIN to identify the model, consulting the manufacturer's specifications for the 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 33.2% \pm 1.5. The proportion of cases with fires (variable 134, code level 1) is 4.4% \pm 0.6. Six other representative proportions were checked. The widest confidence interval for any of the proportions was \pm 1.6%.

The accuracy of the population estimates from the sampled file is comparable to that of previous years and to what would have been obtained had no sampling been done.⁶ Confidence intervals were calculated for the same proportions as in the previous paragraph but

⁶If all cases had been taken, the file would have been a census file. Calculating confidence intervals for census data is an appropriate and common procedure. It is true that if, for example, the proportion of urban accidents in a census file is 0.33, then that is the true proportion of urban accidents for that year. Interest, however, is not confined to any specific year of accident data but in the relationship between certain factors in general. In that sense, any particular accident year constitutes a sample of accidents, so confidence intervals are properly calculated for the resulting proportions. The purpose of calculating confidence intervals for the sample actually taken and repeating the exercise as if all accidents were taken is to see whether the sampling procedure significantly

using a technique that treats the data as a simple random sample of all 5,467 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 ± 1.5 . 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 Center for National Truck Statistics at 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.

degrades the ability to discern relationships in the data. Since the accuracy of the population estimates from the sample file is comparable to that which would have been obtained had no sampling been done, the conclusion is that the effects of sampling are not significant.

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS ACCIDENT VARIABLES

Page 9

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 OF VEHICLE FORMS	2	Numeric		21
13	NUMBER OF PERSON FORMS	2	Numeric		21
14	LAND USE	1	Numeric		21
15	ROADWAY FUNCTION CLASS	2	Numeric		21
16	FEDERAL-AID SYSTEM	1	Numeric		22
17	ROUTE SIGNING	1	Numeric		22
18	TRAFFICWAY IDENTIFIER	10	Alpha		23
19	MILEPOINT	5	Numeric		23
20	SPECIAL JURISDICTION	1	Numeric		23
21	FIRST HARMFUL EVENT	2	Numeric		23
22	MANNER OF COLLISION	1	Numeric		25
23	RELATION TO JUNCTION	1	Numeric		25
24	RELATION TO ROADWAY	1	Numeric		25
25	TRAFFICWAY FLOW	1	Numeric		26
26	NUMBER OF 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	ROADWAY 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

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS VEHICLE VARIABLES

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, 1988
FARS VEHICLE VARIABLES

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

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
 FARS PERSON VARIABLES

Page 13

<u>Variable Number</u>	<u>Variable Name</u>	<u>Field Width</u>	<u>Character Type</u>	<u>Mult Resp</u>	<u>Page Number</u>
305	OCCUPANT NUMBER	2	Numeric		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

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
 OMC and SURVEY VARIABLES

Page 15

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		80
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		91
1048	2ND TRAILER NO. OF AXLES	2	Numeric		91
1049	2ND TRAILER BODY	1	Numeric		92
1050	2ND TRAILER CARGO	2	Numeric		92
1051	2ND TRAILER HAZ. CARGO	1	Numeric		93

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
OMC and SURVEY VARIABLES

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		94
1055	3RD TRAILER TYPE	1	Numeric		94
1056	3RD TRAILER NO. OF AXLES	2	Numeric		95
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		97
1062	3RD TRAILER LENGTH	3	Numeric		97
1063	VEHICLE COMBINATION CODE	2	Numeric		97
1064	NO. OF TRAILERS	1	Numeric		98
1065	TOTAL LENGTH	3	Numeric		98
1066	TOTAL WIDTH	2	Numeric		98
1067	TOTAL CARGO WEIGHT	6	Numeric		99
1068	GROSS WEIGHT	6	Numeric		99
1069	EMPTY COMBINATION WEIGHT	6	Numeric		99
1070	FUEL TYPE	1	Numeric		100
1071	HAZ. MAT. IN CARGO	1	Numeric		100
1072	DRIVER KILLED	1	Numeric		100
1073	DRIVER INJURED	1	Numeric		100
1074	TOTAL KILLED IN VEHICLE	2	Numeric		101
1075	TOTAL INJURED IN VEHICLE	2	Numeric		101
1076	TOTAL KILLED IN ACCIDENT	2	Numeric		101
1077	TOT. INJURED IN ACCIDENT	2	Numeric		102
1078	WEATHER	1	Numeric		102
1079	LIGHT CONDITION	1	Numeric		103
1080	ROAD SURFACE CONDITION	1	Numeric		103
1081	NUMBER OF LANES	1	Numeric		103
1082	HIGHWAY TYPE	1	Numeric		104
1083	CARGO (OMC)	2	Numeric		104
1084	INTERVIEW STATUS	1	Numeric		104
1085	SOURCE OF INFORMATION	1	Numeric		105
1088	1ST QUESTION DERIVED	2	Numeric		106
1089	2ND QUESTION DERIVED	2	Numeric		106
1090	3RD QUESTION DERIVED	2	Numeric		107
1091	4TH QUESTION DERIVED	2	Numeric		107
1092	5TH QUESTION DERIVED	2	Numeric		107
1093	6TH QUESTION DERIVED	2	Numeric		108
1094	7TH QUESTION DERIVED	2	Numeric		108
1095	8TH QUESTION DERIVED	2	Numeric		108
1096	9TH QUESTION DERIVED	2	Numeric		108
1097	10TH QUESTION DERIVED	2	Numeric		109
1098	SAMPLE WEIGHT	2	Numeric		109

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	Prct	WGHT	Prct	CASE STATE
96	2.3	136	2.5	01. Alabama
0	0.0	0	0.0	02. Alaska
65	1.5	86	1.6	04. Arizona
72	1.7	104	1.9	05. Arkansas
386	9.1	517	9.5	06. California
36	0.8	48	0.9	08. Colorado
38	0.9	38	0.7	09. Connecticut
15	0.4	20	0.4	10. Delaware
1	0.0	2	0.0	11. District of Columbia
262	6.2	319	5.8	12. Florida
182	4.3	230	4.2	13. Georgia
0	0.0	0	0.0	15. Hawaii
23	0.5	31	0.6	16. Idaho
180	4.2	235	4.3	17. Illinois
135	3.2	166	3.0	18. Indiana
63	1.5	78	1.4	19. Iowa
48	1.1	57	1.0	20. Kansas
80	1.9	106	1.9	21. Kentucky
80	1.9	106	1.9	22. Louisiana
28	0.7	40	0.7	23. Maine
70	1.6	93	1.7	24. Maryland
49	1.2	57	1.0	25. Massachusetts
133	3.1	179	3.3	26. Michigan
52	1.2	66	1.2	27. Minnesota
105	2.5	107	2.0	28. Mississippi
85	2.0	110	2.0	29. Missouri
14	0.3	17	0.3	30. Montana
34	0.8	43	0.8	31. Nebraska
18	0.4	22	0.4	32. Nevada
14	0.3	20	0.4	33. New Hampshire
98	2.3	129	2.4	34. New Jersey
30	0.7	37	0.7	35. New Mexico
160	3.8	233	4.3	36. New York
178	4.2	217	4.0	37. North Carolina
9	0.2	11	0.2	38. North Dakota
220	5.2	259	4.7	39. Ohio
55	1.3	74	1.4	40. Oklahoma
59	1.4	79	1.4	41. Oregon
253	6.0	321	5.9	42. Pennsylvania

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS ACCIDENT VARIABLES

N	Prcnt	WGHT	Prcnt	Var 1	CASE STATE
0	0.0	0	0.0	43.	Puerto Rico
6	0.1	9	0.2	44.	Rhode Island
74	1.7	100	1.8	45.	South Carolina
10	0.2	12	0.2	46.	South Dakota
103	2.4	135	2.5	47.	Tennessee
281	6.6	385	7.0	48.	Texas
25	0.6	32	0.6	49.	Utah
11	0.3	15	0.3	50.	Vermont
119	2.8	133	2.4	51.	Virginia
49	1.2	71	1.3	53.	Washington
45	1.1	57	1.0	54.	West Virginia
67	1.6	91	1.7	55.	Wisconsin
30	0.7	34	0.6	56.	Wyoming

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

N	Prcnt	WGHT	Prcnt	CASE NUMBER ASSIGNED WITHIN STATES
5	0.1			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
2847	67.1	3635	66.5	0000. Not applicable
0	0.0	0	0.0	0001.
				- . GSA code
0	0.0	0	0.0	9996.
10	0.2	14	0.3	9997. Other
2	0.0	3	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	1.8	100	1.8	001.
				- . GSA code
0	0.0	0	0.0	996.
0	0.0	0	0.0	997. Other

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
 FARS ACCIDENT VARIABLES

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
293 6.9	380 7.0	01. January
306 7.2	393 7.2	02. February
341 8.0	432 7.9	03. March
332 7.8	430 7.9	04. April
356 8.4	454 8.3	05. May
370 8.7	484 8.9	06. June
353 8.3	463 8.5	07. July
387 9.1	502 9.2	08. August
376 8.9	486 8.9	09. September
389 9.2	494 9.0	10. October
351 8.3	455 8.3	11. November
392 9.2	494 9.0	12. December

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

N Prcnt	WGHT Prcnt	ACCIDENT DATE - DAY
145 3.4	195 3.6	01. - . Day of month
73 1.7	90 1.6	31.

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

N Prcnt	WGHT Prcnt	ACCIDENT DATE - YEAR
4246 100.0	5467 100.0	88. 1988

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS ACCIDENT VARIABLES

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

N Prcnt		WGHT Prcnt		ACCIDENT TIME - HOUR
125	2.9	149	2.7	00. 12:01 am - 12:59 am
145	3.4	178	3.3	01. 1:00 am - 1:59 am
149	3.5	187	3.4	02. 2:00 am - 2:59 am
120	2.8	146	2.7	03. 3:00 am - 3:59 am
132	3.1	160	2.9	04. 4:00 am - 4:59 am
143	3.4	181	3.3	05. 5:00 am - 5:59 am
182	4.3	238	4.4	06. 6:00 am - 6:59 am
181	4.3	240	4.4	07. 7:00 am - 7:59 am
209	4.9	275	5.0	08. 8:00 am - 8:59 am
220	5.2	297	5.4	09. 9:00 am - 9:59 am
215	5.1	288	5.3	10. 10:00 am - 10:59 am
219	5.2	287	5.2	11. 11:00 am - 11:59 am
231	5.4	304	5.6	12. 12:00 pm - 12:59 pm
243	5.7	320	5.9	13. 1:00 pm - 1:59 pm
275	6.5	364	6.7	14. 2:00 pm - 2:59 pm
253	6.0	322	5.9	15. 3:00 pm - 3:59 pm
231	5.4	304	5.6	16. 4:00 pm - 4:59 pm
167	3.9	208	3.8	17. 5:00 pm - 5:59 pm
145	3.4	192	3.5	18. 6:00 pm - 6:59 pm
141	3.3	175	3.2	19. 7:00 pm - 7:59 pm
133	3.1	166	3.0	20. 8:00 pm - 8:59 pm
133	3.1	172	3.1	21. 9:00 pm - 9:59 pm
134	3.2	168	3.1	22. 10:00 pm - 10:59 pm
119	2.8	144	2.6	23. 11:00 pm - 11:59 pm
0	0.0	0	0.0	24. 12:00 midnight
1	0.0	2	0.0	99. Unknown

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

N Prcnt		WGHT Prcnt		ACCIDENT TIME - MINUTE
413	9.7	530	9.7	00. - . Minute
20	0.5	27	0.5	59.
1	0.0	2	0.0	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS ACCIDENT VARIABLES

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

N Prcnt		WGHT Prcnt		NO OF MOTOR-VEHICLES IN THE ACCIDENT
828	19.5	1068	19.5	01. 1 form
2742	64.6	3528	64.5	02. 2 forms
473	11.1	614	11.2	03. 3 forms
108	2.5	141	2.6	04. 4 forms
51	1.2	60	1.1	05. 5 forms
21	0.5	26	0.5	06. 6 forms
4	0.1	4	0.1	07. 7 forms
5	0.1	6	0.1	08. 8 forms
2	0.0	3	0.1	09. 9 forms
1	0.0	1	0.0	10. 10 forms
6	0.1	9	0.2	11. 11 forms
1	0.0	2	0.0	13. 13 forms
4	0.1	5	0.1	17. 17 forms

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

N Prcnt		WGHT Prcnt		NO OF PERSONS INVOLVED IN THE ACCIDENT
358	8.4	453	8.3	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
1396	32.9	1813	33.2	1. Urban area
2809	66.2	3598	65.8	2. Rural area
41	1.0	56	1.0	9. Unknown

Variable 15 ROADWAY FUNCTION CLASS MD1: 99 Field Width: 2
MD2: None Type: Numeric

N Prcnt		WGHT Prcnt		ROADWAY FUNCTION CLASS
Rural				
631	14.9	775	14.2	01. Principal arterial - interstate
866	20.4	1090	19.9	02. Principal arterial - other
629	14.8	814	14.9	03. Minor arterial
465	11.0	618	11.3	04. Major collector

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS ACCIDENT VARIABLES

N Prcnt		WGHT Prcnt		Var 15	ROADWAY FUNCTION CLASS
75	1.8	108	2.0	05.	Minor collector
124	2.9	165	3.0	06.	Local road or street
19	0.4	28	0.5	09.	Unknown rural
Urban					
400	9.4	491	9.0	11.	Principal arterial - interstate
145	3.4	191	3.5	12.	Principal arterial - other
468	11.0	609	11.1	13.	Other principal arterial
216	5.1	291	5.3	14.	Minor arterial
50	1.2	67	1.2	15.	Collector
113	2.7	160	2.9	16.	Local road or street
4	0.1	4	0.1	19.	Unknown urban
41	1.0	56	1.0	99.	Unknown

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

N Prcnt		WGHT Prcnt		TA-1 CLASS - FHWA CLASSIFICATION
1031	24.3	1266	23.2	1. Interstate
1915	45.1	2444	44.7	2. Federal-Aid primary (other than interstate)
434	10.2	580	10.6	3. Federal-Aid urban
451	10.6	599	11.0	4. Federal-Aid secondary (rural only)
351	8.3	490	9.0	5. Nonfederal-Aid
64	1.5	88	1.6	9. Unknown

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

N Prcnt		WGHT Prcnt		ROUTE SIGNING
1039	24.5	1276	23.3	1. Interstate
1176	27.7	1478	27.0	2. U.S. highway
1215	28.6	1597	29.2	3. State highway
344	8.1	464	8.5	4. County road or local street
85	2.0	116	2.1	5. Township
264	6.2	368	6.7	6. Municipality
76	1.8	100	1.8	8. Other
47	1.1	68	1.2	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
 4224 99.5 5440 99.5 0. No special jurisdiction
 6 0.1 9 0.2 1. National Park Service
 0 0.0 0 0.0 2. Military
 14 0.3 15 0.3 3. Indian reservation
 0 0.0 0 0.0 4. College/university campus
 2 0.0 3 0.1 5. Other federal properties
 0 0.0 0 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:
 184 4.3 233 4.3 01. Overturn
 0 0.0 0 0.0 02. Fire/explosion
 1 0.0 1 0.0 03. Immersion
 0 0.0 0 0.0 04. Gas inhalation
 19 0.4 28 0.5 05. Fell from vehicle
 1 0.0 1 0.0 06. Injured in vehicle
 14 0.3 17 0.3 07. Other noncollision

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS ACCIDENT VARIABLES

N	Prcnt	WGHT	Prcnt	Var 21	FIRST HARMFUL EVENT
Collision With Object Not Fixed:					
319	7.5	425	7.8	08.	Pedestrian
53	1.2	68	1.2	09.	Pedalcycle
31	0.7	41	0.7	10.	Railway train
8	0.2	11	0.2	11.	Animal
3145	74.1	4050	74.1	12.	Motor vehicle in transport
83	2.0	103	1.9	13.	Motor vehicle in transport in other roadway
39	0.9	47	0.9	14.	Parked motor vehicle
3	0.1	5	0.1	15.	Other type nonmotorist
4	0.1	6	0.1	16.	Thrown or falling object
1	0.0	2	0.0	17.	Boulder
26	0.6	31	0.6	18.	Other object (not fixed)
Collision With Fixed Object:					
5	0.1	7	0.1	19.	Building
0	0.0	0	0.0	20.	Impact attenuator/crash cushion
8	0.2	11	0.2	21.	Bridge pier or abutment
4	0.1	5	0.1	22.	Bridge parapet end
16	0.4	20	0.4	23.	Bridge rail
109	2.6	134	2.5	24.	Guardrail
17	0.4	22	0.4	25.	Concrete traffic barrier
0	0.0	0	0.0	26.	Other longitudinal barrier type
16	0.4	23	0.4	27.	Highway/traffic sign post
1	0.0	2	0.0	28.	Overhead sign support
0	0.0	0	0.0	29.	Luminaire/light support
15	0.4	17	0.3	30.	Utility pole
8	0.2	10	0.2	31.	Other post, pole or supports
6	0.1	8	0.1	32.	Culvert
10	0.2	13	0.2	33.	Curb
16	0.4	18	0.3	34.	Ditch
12	0.3	15	0.3	35.	Embankment - earth
3	0.1	5	0.1	36.	Embankment - rock, stone or concrete
13	0.3	17	0.3	37.	Embankment - material type unknown
5	0.1	6	0.1	38.	Fence
4	0.1	4	0.1	39.	Wall
0	0.0	0	0.0	40.	Fire hydrant
1	0.0	2	0.0	41.	Shrubbery
31	0.7	40	0.7	42.	Tree
15	0.4	19	0.3	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

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS ACCIDENT VARIABLES

Page 25

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

N Prcnt		WGHT Prcnt		MANNER OF COLLISION
1019	24.0	1315	24.1	0. Not a collision with a motor vehicle in transport
797	18.8	1008	18.4	1. Rear-end
932	22.0	1174	21.5	2. Head-on
16	0.4	21	0.4	3. Rear-to-rear
1256	29.6	1663	30.4	4. Angle
114	2.7	149	2.7	5. Sideswipe - same direction
102	2.4	124	2.3	6. Sideswipe - opposite direction
10	0.2	13	0.2	9. Unknown

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

N Prcnt		WGHT Prcnt		RELATION TO JUNCTION
2914	68.6	3706	67.8	1. Nonjunction
879	20.7	1168	21.4	2. Intersection
181	4.3	243	4.4	3. Intersection related
78	1.8	98	1.8	4. Interchange area
128	3.0	171	3.1	5. Driveway, alley, access, etc.
19	0.4	21	0.4	6. Entrance/exit ramp
34	0.8	45	0.8	7. Rail grade crossing
10	0.2	12	0.2	8. In crossover
3	0.1	3	0.1	9. Unknown

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

N Prcnt		WGHT Prcnt		RELATION TO ROADWAY
3660	86.2	4730	86.5	1. On roadway
134	3.2	168	3.1	2. Shoulder
74	1.7	88	1.6	3. Median
220	5.2	285	5.2	4. Roadside
45	1.1	50	0.9	5. Outside right-of-way
103	2.4	130	2.4	6. Off roadway - location unknown
2	0.0	4	0.1	7. In parking lane
6	0.1	10	0.2	8. Gore
2	0.0	2	0.0	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS ACCIDENT VARIABLES

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	Prct	WGHT	Prct	TRAFFICWAY FLOW
2367	55.7	3105	56.8	1. Not physically divided (two way trafficway)
1414	33.3	1753	32.1	2. Divided highway, median strip (without traffic barrier)
371	8.7	476	8.7	3. Divided highway, median strip (with traffic barrier)
51	1.2	70	1.3	4. One-way trafficway
43	1.0	63	1.2	9. Unknown

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

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

N	Prct	WGHT	Prct	NUMBER OF TRAVEL LANES
30	0.7	37	0.7	1. 1 lane
3225	76.0	4162	76.1	2. 2 lanes
328	7.7	407	7.4	3. 3 lanes
512	12.1	655	12.0	4. 4 lanes
43	1.0	59	1.1	5. 5 lanes
50	1.2	66	1.2	6. 6 lanes
7	0.2	7	0.1	7. 7 or more lanes
51	1.2	74	1.4	9. Unknown

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

N	Prct	WGHT	Prct	SPEED LIMIT
1	0.0	1	0.0	00. No statutory limit
0	0.0	0	0.0	05. 5 mph
1	0.0	1	0.0	10. 10 mph
6	0.1	8	0.1	15. 15 mph
6	0.1	8	0.1	20. 20 mph

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS ACCIDENT VARIABLES

N Prcnt		WGHT Prcnt		Var 27	SPEED LIMIT
80	1.9	112	2.0	25.	25 mph
174	4.1	253	4.6	30.	30 mph
247	5.8	311	5.7	35.	35 mph
186	4.4	251	4.6	40.	40 mph
405	9.5	529	9.7	45.	45 mph
220	5.2	282	5.2	50.	50 mph
2364	55.7	3031	55.4	55.	55 mph
505	11.9	619	11.3	65.	65 mph
51	1.2	61	1.1	99.	Unknown

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

N Prcnt		WGHT Prcnt		ROADWAY ALIGNMENT
3450	81.3	4460	81.6	1. Straight
784	18.5	991	18.1	2. Curve
12	0.3	16	0.3	9. Unknown

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

N Prcnt		WGHT Prcnt		ROADWAY PROFILE
2983	70.3	3860	70.6	1. Level
1105	26.0	1403	25.7	2. Grade
106	2.5	135	2.5	3. Hillcrest
10	0.2	12	0.2	4. Sag
42	1.0	57	1.0	9. Unknown

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

N Prcnt		WGHT Prcnt		ROADWAY SURFACE TYPE
730	17.2	921	16.8	1. Concrete
3392	79.9	4388	80.3	2. Blacktop or bituminous or asphalt
1	0.0	1	0.0	3. Brick or block
27	0.6	37	0.7	4. Slag, gravel or stone
8	0.2	10	0.2	5. Dirt
0	0.0	0	0.0	8. Other
88	2.1	110	2.0	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS ACCIDENT VARIABLES

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

N	Prct	WGHT	Prct	ROADWY SURFACE CONDITION
3407	80.2	4403	80.5	1. Dry
603	14.2	768	14.0	2. Wet
111	2.6	140	2.6	3. Snow or slush
108	2.5	132	2.4	4. Ice
2	0.0	2	0.0	5. Sand, dirt, oil
8	0.2	12	0.2	8. Other
7	0.2	10	0.2	9. Unknown

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

N	Prct	WGHT	Prct	TRAFFIC CONTROL DEVICE
3211	75.6	4096	74.9	00. No controls
Not At Railroad Grade Crossing				
Highway traffic signals:				
18	0.4	19	0.3	01. Traffic control signal (on colors) without pedestrian signal
21	0.5	34	0.6	02. Traffic control (on colors) with pedestrian signal
252	5.9	328	6.0	03. Traffic control signal (on colors) not known whether or not pedestrian signal
27	0.6	38	0.7	04. Flashing traffic control signal
10	0.2	11	0.2	05. Flashing beacon
6	0.1	6	0.1	06. Flashing highway traffic signal, type unknown or other than traffic control or beacon
7	0.2	9	0.2	07. Lane use control signal
8	0.2	9	0.2	08. Other highway traffic signal
0	0.0	0	0.0	09. Unknown highway traffic signal
Regulatory signs:				
477	11.2	649	11.9	20. Stop sign
18	0.4	23	0.4	21. Yield sign
28	0.7	34	0.6	28. Other regulatory sign
2	0.0	2	0.0	29. Unknown type regulatory sign
School zone signs:				
2	0.0	4	0.1	30. School speed limit sign
0	0.0	0	0.0	31. School advance or crossing sign

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
 FARS ACCIDENT VARIABLES

N	Prcnt	WGHT	Prcnt	Var 32	TRAFFIC CONTROL DEVICE
1	0.0	1	0.0	38.	Other school related sign
0	0.0	0	0.0	39.	Unknown type school zone sign
Warning signs:					
103	2.4	129	2.4	40.	Warning sign
Miscellaneous:					
14	0.3	19	0.3	50.	Officer, crossing guard, flagman, etc.
At Railroad Grade Crossing					
Active devices:					
3	0.1	5	0.1	60.	Gates
9	0.2	9	0.2	61.	Flashing lights
5	0.1	7	0.1	62.	Traffic control signal
0	0.0	0	0.0	63.	Wigwags
0	0.0	0	0.0	64.	Bells
1	0.0	1	0.0	68.	Other train activated device
0	0.0	0	0.0	69.	Active device, type unknown
Passive devices:					
11	0.3	17	0.3	70.	Cross bucks
2	0.0	2	0.0	71.	Stop sign
2	0.0	3	0.1	72.	Other railroad crossing sign
1	0.0	1	0.0	73.	Special warning device - watchman, flagged by crew
0	0.0	0	0.0	78.	Other passive device
0	0.0	0	0.0	79.	Passive device, type unknown
Miscellaneous devices:					
0	0.0	0	0.0	80.	Grade crossing controlled, type unknown
***Whether Or Not At Railroad Grade Cross					
1	0.0	2	0.0	98.	Other
6	0.1	9	0.2	99.	Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS ACCIDENT VARIABLES

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

N Prcnt		WGHT Prcnt		TRAFFIC CONTROL FUNCTIONING
3211	75.6	4096	74.9	0. No controls
4	0.1	5	0.1	1. Device not functioning
6	0.1	7	0.1	2. Device functioning improperly
1019	24.0	1350	24.7	3. Device functioning properly
6	0.1	9	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
4197	98.8	5397	98.7	0. No hit and run
21	0.5	29	0.5	1. Hit motor vehicle in transport
27	0.6	40	0.7	2. Hit pedestrian or nonmotorist
1	0.0	1	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
2564	60.4	3359	61.4	1. Daylight
1174	27.6	1465	26.8	2. Dark
339	8.0	425	7.8	3. Dark but lighted
120	2.8	152	2.8	4. Dawn
47	1.1	62	1.1	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
3563	83.9	4603	84.2	1. No adverse atmospheric conditions
401	9.4	505	9.2	2. Rain
15	0.4	20	0.4	3. Sleet
138	3.3	168	3.1	4. Snow
98	2.3	128	2.3	5. Fog
4	0.1	5	0.1	6. Rain and fog
3	0.1	3	0.1	7. Sleet and fog
21	0.5	32	0.6	8. Other (smog, smoke, blowing sand, or dust)

N Prcnt	WGHT Prcnt	Var	36	ATMOSPHERIC CONDITIONS
3	0.1	3	0.1	9. Unknown

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

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

N Prcnt	WGHT Prcnt	CONSTRUCTION OR MAINTENANCE ZONE		
4122	97.1	5309	97.1	0. None
96	2.3	123	2.2	1. Construction
20	0.5	24	0.4	2. Maintenance
3	0.1	4	0.1	3. Utility
5	0.1	7	0.1	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		
303	7.1	384	7.0	00. Not notified or 12:01-12:59 am
86	2.0	105	1.9	01.
				- . Hour
1	0.0	2	0.0	24.
1239	29.2	1606	29.4	99. Unknown

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

N Prcnt	WGHT Prcnt	EMS NOTIFIED - MINUTE		
303	7.1	386	7.1	00. Not notified or on hour
27	0.6	32	0.6	01.
				- . Minute
41	1.0	53	1.0	59.
1239	29.2	1606	29.4	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS ACCIDENT VARIABLES

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

N Prcnt		WGHT Prcnt		EMS ARRIVAL - HOUR
302	7.1	383	7.0	00. Not notified or 12:01-12:59 am
95	2.2	112	2.0	01.
				- . Hour
3	0.1	4	0.1	24.
1086	25.6	1415	25.9	99. Unknown

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

N Prcnt		WGHT Prcnt		EMS ARRIVAL - MINUTE
307	7.2	391	7.2	00. Not notified or on hour
33	0.8	44	0.8	01.
				- . Minute
35	0.8	42	0.8	59.
1099	25.9	1433	26.2	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
4237	99.8	5458	99.8	0. No
9	0.2	9	0.2	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
12649	99.3	16276	99.2	00. None
2	0.0	2	0.0	01. Inadequate warning of exits, lanes narrowing, traffic controls, etc.
2	0.0	2	0.0	02. Shoulder related
4	0.0	4	0.0	03. Other construction created condition

N	Prcnt	WGHT	Prcnt	Var 43	ACCIDENT RELATED FACTORS
6	0.0	11	0.1	04.	No (or obscured) pavement marking
0	0.0	0	0.0	05.	Surface under water
2	0.0	2	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:

27	0.2	42	0.3	14.	Motor vehicle in transport struck by falling cargo, or something that was set in motion by a vehicle
11	0.1	15	0.1	15.	Nonoccupant struck by falling cargo or something that came loose from or was set in motion by a vehicle
8	0.1	11	0.1	16.	Nonoccupant struck vehicle
3	0.0	4	0.0	17.	Vehicle set in motion by nondriver
6	0.0	8	0.0	18.	Date of accident and date of EMS notification were not the same day
18	0.1	24	0.1	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
3682	86.7	4746	86.8	01. 1 killed
441	10.4	563	10.3	02. 2 killed
78	1.8	101	1.8	03. 3 killed
32	0.8	42	0.8	04. 4 killed
7	0.2	8	0.1	05. 5 killed
2	0.0	2	0.0	06. 6 killed
3	0.1	4	0.1	07. 7 killed
1	0.0	1	0.0	08. 8 killed
0	0.0	0	0.0	09. 9 killed

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS ACCIDENT VARIABLES

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

N	Prct	WGHT	Prct	DAY OF WEEK
247	5.8	304	5.6	1. Sunday
662	15.6	867	15.9	2. Monday
628	14.8	793	14.5	3. Tuesday
754	17.8	994	18.2	4. Wednesday
737	17.4	956	17.5	5. Thursday
794	18.7	1015	18.6	6. Friday
424	10.0	538	9.8	7. Saturday

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

N	Prct	WGHT	Prct	NUMBER DRINKING DRIVERS
3235	76.2	4201	76.8	0. 0 drivers
969	22.8	1211	22.2	1. 1 driver
42	1.0	55	1.0	2. 2 drivers
0	0.0	0	0.0	3. 3 drivers
0	0.0	0	0.0	4. 4 drivers

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)
2165	51.0	2769	50.6	01. Vehicle #1
1821	42.9	2347	42.9	02. Vehicle #2
195	4.6	267	4.9	03. Vehicle #3
39	0.9	53	1.0	04. Vehicle #4
17	0.4	19	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
1	0.0	2	0.0	01. American
1	0.0	2	0.0	03. AM General
15	0.4	18	0.3	07. Dodge
550	13.0	711	13.0	12. Ford
142	3.3	198	3.6	20. Chevrolet
390	9.2	515	9.4	23. GMC
2	0.0	2	0.0	35. Datsun
5	0.1	6	0.1	38. Isuzu
10	0.2	12	0.2	42. Mercedes-Benz
1	0.0	1	0.0	47. Saab
23	0.5	30	0.5	51. Volvo
4	0.1	4	0.1	52. Mitsubishi
4	0.1	5	0.1	80. Brockway
4	0.1	6	0.1	81. Diamond Reo
535	12.6	634	11.6	82. Freightliner
920	21.7	1179	21.6	84. International
426	10.0	541	9.9	85. Kenworth
517	12.2	685	12.5	86. Mack
369	8.7	475	8.7	87. Peterbilt
211	5.0	272	5.0	88. White
77	1.8	115	2.1	95. Other truck or bus

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS VEHICLE VARIABLES

N	Prcnt	WGHT	Prcnt	Var 106	VEHICLE MAKE
39	0.9	54	1.0	99.	Unknown

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

N	Prcnt	WGHT	Prcnt	VEHICLE MAKE-MODEL
1	0.0	2	0.0	0199. American unknown (automobile)
1	0.0	2	0.0	0388. AM General other (truck)
5	0.1	5	0.1	0773. Dodge D, W-Series Pickup
4	0.1	4	0.1	0779. Dodge unknown (light truck)
1	0.0	1	0.0	0782. Dodge medium/heavy: COE low entry
2	0.0	4	0.1	0784. Dodge medium/heavy: unknown engine location
3	0.1	4	0.1	0789. Dodge unknown (truck)
39	0.9	39	0.7	1273. Ford F-Series Pickup
19	0.4	19	0.3	1274. Ford Van
4	0.1	4	0.1	1275. Ford Van derivative
2	0.0	2	0.0	1278. Ford other (light truck)
24	0.6	24	0.4	1279. Ford unknown (light truck)
98	2.3	136	2.5	1281. Ford medium/heavy: CBE
7	0.2	11	0.2	1282. Ford medium/heavy: COE low entry
13	0.3	14	0.3	1283. Ford medium/heavy: COE high entry
245	5.8	337	6.2	1284. Ford medium/heavy: unknown engine location
4	0.1	6	0.1	1288. Ford other (truck)
89	2.1	110	2.0	1289. Ford unknown (truck)
3	0.1	5	0.1	1290. Ford medium/heavy: COE, entry position unknown
3	0.1	4	0.1	1299. Ford unknown (automobile)
14	0.3	14	0.3	2073. Chevrolet C, K-Series pickup
6	0.1	6	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)
41	1.0	67	1.2	2081. Chevrolet medium/heavy: CBE
1	0.0	2	0.0	2082. Chevrolet medium/heavy: COE low entry
38	0.9	59	1.1	2084. Chevrolet medium/heavy: unknown engine location
2	0.0	4	0.1	2088. Chevrolet other (truck)
22	0.5	27	0.5	2089. Chevrolet unknown (truck)
1	0.0	2	0.0	2090. Chevrolet medium/heavy: COE, entry position unknown
1	0.0	1	0.0	2300. GMC unknown
8	0.2	8	0.1	2373. GMC C, K-Series Pickup
9	0.2	9	0.2	2374. GMC G Van/Vandura, Rally Van
5	0.1	5	0.1	2375. GMC Van derivatives
2	0.0	2	0.0	2377. GMC S-15

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
 FARS VEHICLE VARIABLES

N	Prcnt	WGHT	Prcnt	Var 107	VEHICLE MAKE-MODEL
1	0.0	1	0.0	2378.	GMC other (light truck)
7	0.2	7	0.1	2379.	GMC unknown (light truck)
82	1.9	110	2.0	2381.	GMC medium/heavy: CBE
8	0.2	12	0.2	2382.	GMC medium/heavy: COE low entry
16	0.4	20	0.4	2383.	GMC medium/heavy: COE high entry
185	4.4	257	4.7	2384.	GMC medium/heavy: unknown engine location
1	0.0	2	0.0	2388.	GMC other (truck)
54	1.3	65	1.2	2389.	GMC unknown (truck)
9	0.2	13	0.2	2390.	GMC medium/heavy: COE, entry position unknown
2	0.0	3	0.1	2399.	GMC unknown (automobile)
1	0.0	1	0.0	3577.	Datsun Pickup
1	0.0	1	0.0	3583.	Datsun C.O.E., Lg. truck
1	0.0	1	0.0	3800.	Isuzu unknown
1	0.0	1	0.0	3878.	Isuzu other (light truck)
2	0.0	2	0.0	3879.	Isuzu unknown (light truck)
1	0.0	2	0.0	3897.	Isuzu other vehicle
2	0.0	3	0.1	4281.	Mercedes Benz medium/heavy: CBE
3	0.1	3	0.1	4284.	Mercedes Benz medium/heavy: unknown engine location
1	0.0	1	0.0	4288.	Mercedes Benz other (truck)
3	0.1	4	0.1	4289.	Mercedes Benz unknown (truck)
1	0.0	1	0.0	4299.	Mercedes Benz unknown (automobile)
1	0.0	1	0.0	4798.	Saab other (automobile)
2	0.0	2	0.0	5182.	Volvo medium/heavy: COE low entry
14	0.3	19	0.3	5184.	Volvo medium/heavy: unknown engine location
6	0.1	7	0.1	5189.	Volvo unknown (truck)
1	0.0	2	0.0	5190.	Volvo medium/heavy: COE entry position unknown
1	0.0	1	0.0	5277.	Mitsubishi Pickup
3	0.1	3	0.1	5278.	Mitsubishi other (light truck)
1	0.0	2	0.0	8081.	Brockway medium/heavy: CBE
2	0.0	2	0.0	8084.	Brockway medium/heavy: unknown engine location
1	0.0	1	0.0	8089.	Brockway unknown (truck)
3	0.1	5	0.1	8184.	Diamond Reo medium/heavy: unknown engine location
1	0.0	1	0.0	8189.	Diamond Reo unknown (truck)
29	0.7	32	0.6	8281.	Freightliner medium/heavy: CBE
15	0.4	18	0.3	8282.	Freightliner medium/heavy: COE low entry
47	1.1	49	0.9	8283.	Freightliner medium/heavy: COE high entry
388	9.1	470	8.6	8284.	Freightliner medium/heavy: unknown engine location
1	0.0	1	0.0	8288.	Freightliner other (truck)
40	0.9	47	0.9	8289.	Freightliner unknown (truck)
15	0.4	17	0.3	8290.	Freightliner medium/heavy: COE, entry position unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS VEHICLE VARIABLES

N	Prcnt	WGHT	Prcnt	Var 107	VEHICLE MAKE-MODEL
2	0.0	3	0.1		8473. International Pickup/Panel
1	0.0	1	0.0		8478. International other (light truck)
5	0.1	5	0.1		8479. International unknown (light truck)
75	1.8	100	1.8		8481. International medium/heavy: CBE
11	0.3	14	0.3		8482. International medium/heavy: COE low entry
91	2.1	109	2.0		8483. International medium/heavy: COE high entry
641	15.1	829	15.2		8484. International medium/heavy: unknown engine location
2	0.0	3	0.1		8488. International other (truck)
79	1.9	97	1.8		8489. International unknown (truck)
13	0.3	18	0.3		8490. International medium/heavy: COE, entry position unknown
33	0.8	40	0.7		8581. Kenworth medium/heavy: CBE
6	0.1	7	0.1		8582. Kenworth medium/heavy: COE low entry
16	0.4	19	0.3		8583. Kenworth medium/heavy: COE high entry
324	7.6	413	7.6		8584. Kenworth medium/heavy: unknown engine location
36	0.8	50	0.9		8589. Kenworth unknown (truck)
11	0.3	12	0.2		8590. Kenworth medium/heavy: COE, entry position unknown
38	0.9	50	0.9		8681. Mack medium/heavy: CBE
10	0.2	17	0.3		8682. Mack medium/heavy: COE low entry
4	0.1	4	0.1		8683. Mack medium/heavy: COE high entry
396	9.3	529	9.7		8684. Mack medium/heavy: unknown engine location
7	0.2	12	0.2		8688. Mack other (truck)
54	1.3	62	1.1		8689. Mack unknown (truck)
8	0.2	11	0.2		8690. Mack medium/heavy: COE, entry position unknown
29	0.7	39	0.7		8781. Peterbilt medium/heavy: CBE
4	0.1	5	0.1		8782. Peterbilt medium/heavy: COE low entry
14	0.3	17	0.3		8783. Peterbilt medium/heavy: COE high entry
291	6.9	375	6.9		8784. Peterbilt medium/heavy: unknown engine location
1	0.0	1	0.0		8788. Peterbilt other (truck)
23	0.5	30	0.5		8789. Peterbilt unknown (truck)
7	0.2	8	0.1		8790. Peterbilt medium/heavy: COE, entry position unknown
5	0.1	6	0.1		8881. White medium/heavy: CBE
3	0.1	4	0.1		8882. White medium/heavy: COE low entry
6	0.1	6	0.1		8883. White medium/heavy: COE high entry
178	4.2	232	4.2		8884. White medium/heavy: unknown engine location

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS VEHICLE VARIABLES

N	Prcnt	WGHT	Prcnt	Var 107	VEHICLE MAKE-MODEL
1	0.0	1	0.0	8888.	White other (truck)
18	0.4	23	0.4	8889.	White unknown (truck)
14	0.3	22	0.4	9501.	Other (truck or bus) Autocar
25	0.6	40	0.7	9504.	Other (truck or bus) Western Star
38	0.9	53	1.0	9588.	Other (truck or bus) other (truck)
1	0.0	1	0.0	9979.	Unknown make, unknown light truck
2	0.0	2	0.0	9984.	
32	0.8	45	0.8	9989.	Unknown make, unknown truck
4	0.1	6	0.1	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)				
31	0.7	31	0.6	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)
2	0.0	2	0.0	49. Unknown van type
Light Conventional Truck (GVWR <10,001 lb)				
96	2.3	96	1.8	50. Pickup (includes open box and caps)
18	0.4	18	0.3	53. Cab chassis based (includes light stake, light dump, light tow, rescue vehicles)
1	0.0	1	0.0	54. Truck based panel
1	0.0	1	0.0	56. Truck based utility (2-door; inc. Blazer, Bronco-78 on, Jimmy, Ramcharger, Cherokee, Trailduster, Scout)
1	0.0	1	0.0	58. Other light conventional truck (includes stretched suburban limousine)
6	0.1	6	0.1	59. Unknown light conventional truck
2	0.0	2	0.0	68. Utility, base body unknown
6	0.1	6	0.1	69. Unknown light truck (van based or conventional)
Medium/Heavy Truck (GVWR >10,000 lbs):				
95	2.2	161	2.9	70. Single unit straight truck (10,000<GVWR<19,500) (includes step vans)

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS VEHICLE VARIABLES

N	Prcnt	WGHT	Prcnt	Var 108	BODY TYPE
73	1.7	120	2.2	71.	Single unit straight truck (19,501<GVWR<26,000)
228	5.4	393	7.2	72.	Single unit straight truck (GVWR>26,001)
3198	75.3	4054	74.2	74.	Truck-tractor
81	1.9	81	1.5	75.	Unknown medium truck (10,000<GVWR<26,000)
56	1.3	56	1.0	76.	Unknown heavy truck (GVWR>26,001)
136	3.2	223	4.1	78.	Single unit straight truck (GVWR unknown)
197	4.6	197	3.6	79.	Unknown truck type (light, medium, or heavy)
2	0.0	2	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.
				- .
13	0.3	20	0.4	66. 1966
12	0.3	20	0.4	67. 1967
19	0.4	27	0.5	68. 1968
31	0.7	41	0.7	69. 1969
40	0.9	61	1.1	70. 1970
29	0.7	42	0.8	71. 1971
51	1.2	74	1.4	72. 1972
105	2.5	155	2.8	73. 1973
113	2.7	161	2.9	74. 1974
87	2.0	125	2.3	75. 1975
82	1.9	109	2.0	76. 1976
168	4.0	223	4.1	77. 1977
217	5.1	301	5.5	78. 1978
333	7.8	442	8.1	79. 1979
241	5.7	308	5.6	80. 1980
223	5.3	293	5.4	81. 1981
197	4.6	252	4.6	82. 1982
157	3.7	197	3.6	83. 1983
418	9.8	499	9.1	84. 1984
412	9.7	497	9.1	85. 1985
427	10.1	524	9.6	86. 1986
433	10.2	542	9.9	87. 1987
328	7.7	395	7.2	88. 1988
35	0.8	43	0.8	89. 1989
41	1.0	61	1.1	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
 FARS VEHICLE VARIABLES

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

VEHICLE ID NUMBER - 1ST 10 POSITIONS

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

	N	Prct	WGHT	Prct	REGISTRATION STATE
	0	0.0	0	0.0	00. Not applicable
	135	3.2	179	3.3	01. Alabama
	0	0.0	0	0.0	02. Alaska
	23	0.5	37	0.7	04. Arizona
	30	0.7	44	0.8	05. Arkansas
	326	7.7	445	8.1	06. California
	19	0.4	27	0.5	08. Colorado
	22	0.5	24	0.4	09. Connecticut
	14	0.3	18	0.3	10. Delaware
	2	0.0	2	0.0	11. District of Columbia
	225	5.3	270	4.9	12. Florida
	172	4.1	222	4.1	13. Georgia
	0	0.0	0	0.0	15. Hawaii
	12	0.3	19	0.3	16. Idaho
	116	2.7	147	2.7	17. Illinois
	132	3.1	155	2.8	18. Indiana
	28	0.7	43	0.8	19. Iowa
	18	0.4	22	0.4	20. Kansas
	42	1.0	62	1.1	21. Kentucky
	68	1.6	91	1.7	22. Louisiana
	22	0.5	33	0.6	23. Maine
	53	1.2	72	1.3	24. Maryland
	40	0.9	50	0.9	25. Massachusetts
	121	2.8	163	3.0	26. Michigan
	67	1.6	86	1.6	27. Minnesota
	68	1.6	71	1.3	28. Mississippi
	42	1.0	57	1.0	29. Missouri
	19	0.4	24	0.4	30. Montana
	34	0.8	41	0.7	31. Nebraska
	24	0.6	28	0.5	32. Nevada
	17	0.4	24	0.4	33. New Hampshire
	117	2.8	151	2.8	34. New Jersey
	12	0.3	15	0.3	35. New Mexico
	108	2.5	162	3.0	36. New York
	213	5.0	261	4.8	37. North Carolina
	11	0.3	14	0.3	38. North Dakota
	207	4.9	244	4.5	39. Ohio
	50	1.2	69	1.3	40. Oklahoma
	55	1.3	75	1.4	41. Oregon
	185	4.4	248	4.5	42. Pennsylvania
	1	0.0	1	0.0	43. Puerto Rico

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS VEHICLE VARIABLES

N	Prcnt	WGHT	Prcnt	Var 121	REGISTRATION STATE
10	0.2	13	0.2	44.	Rhode Island
61	1.4	86	1.6	45.	South Carolina
23	0.5	26	0.5	46.	South Dakota
90	2.1	122	2.2	47.	Tennessee
242	5.7	338	6.2	48.	Texas
25	0.6	34	0.6	49.	Utah
21	0.5	24	0.4	50.	Vermont
101	2.4	121	2.2	51.	Virginia
43	1.0	59	1.1	53.	Washington
21	0.5	28	0.5	54.	West Virginia
66	1.6	86	1.6	55.	Wisconsin
14	0.3	17	0.3	56.	Wyoming
75	1.8	95	1.7	92.	No registration
313	7.4	369	6.7	93.	Multiple state registration - in state
156	3.7	178	3.3	94.	Multiple state registration - out-of-state
8	0.2	12	0.2	95.	U.S. government tag
5	0.1	7	0.1	96.	Military vehicle
30	0.7	41	0.7	97.	Foreign country
1	0.0	2	0.0	98.	Other registration
91	2.1	113	2.1	99.	Unknown

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

N	Prcnt	WGHT	Prcnt	ROLLOVER
3652	86.0	4721	86.4	0. No rollover
179	4.2	224	4.1	1. First event
415	9.8	522	9.5	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
1454	34.2	1819	33.3	0. Not an articulated vehicle
2552	60.1	3356	61.4	1. No
62	1.5	77	1.4	2. First event
178	4.2	215	3.9	3. Subsequent event

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

N Prcnt		WGHT Prcnt		TRAVEL SPEED
199	4.7	269	4.9	00. Stopped vehicle
4	0.1	6	0.1	01. - . Actual miles per hour
2	0.0	3	0.1	96.
2	0.0	2	0.0	97. 97 mph or greater
1945	45.8	2568	47.0	99. Unknown

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

N Prcnt		WGHT Prcnt		HAZARDOUS CARGO
4034	95.0	5179	94.7	0. No
116	2.7	151	2.8	1. Yes
96	2.3	137	2.5	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
1337	31.5	1702	31.1	0. No
2642	62.2	3498	64.0	1. Yes, one trailing unit
213	5.0	213	3.9	2. Yes, two trailing units
4	0.1	4	0.1	3. Yes, three or more trailing units
44	1.0	44	0.8	4. Yes, number of trailing units unknown
6	0.1	6	0.1	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.

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS VEHICLE VARIABLES

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

N Prcnt		WGHT Prcnt		IMPACT POINT - PRINCIPAL
155	3.7	201	3.7	00. Noncollision
242	5.7	309	5.7	01. 1 o'clock
88	2.1	115	2.1	02. 2 o'clock
131	3.1	171	3.1	03. 3 o'clock
61	1.4	85	1.6	04. 4 o'clock
95	2.2	116	2.1	05. 5 o'clock
412	9.7	543	9.9	06. 6 o'clock
136	3.2	180	3.3	07. 7 o'clock
126	3.0	166	3.0	08. 8 o'clock
138	3.3	179	3.3	09. 9 o'clock
93	2.2	117	2.1	10. 10 o'clock
387	9.1	505	9.2	11. 11 o'clock
1824	43.0	2313	42.3	12. 12 o'clock
55	1.3	66	1.2	13. Top
213	5.0	284	5.2	14. Undercarriage
2	0.0	3	0.1	15. Underride
31	0.7	39	0.7	16. Override
57	1.3	75	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
278	6.5	378	6.9	0. None
718	16.9	946	17.3	2. Other (minor)
993	23.4	1303	23.8	4. Functional (moderate)
2131	50.2	2669	48.8	6. Disabling (severe)
126	3.0	171	3.1	9. Unknown

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

N Prcnt		WGHT Prcnt		VEHICLE ROLE
164	3.9	213	3.9	0. Noncollision
2894	68.2	3691	67.5	1. Striking
1101	25.9	1451	26.5	2. Struck
84	2.0	108	2.0	3. Both
3	0.1	4	0.1	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS VEHICLE VARIABLES

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

N	Prcnt	WGHT	Prcnt	MANNER OF LEAVING SCENE
1160	27.3	1551	28.4	1. Driven
2960	69.7	3756	68.7	2. Towed away
21	0.5	28	0.5	3. Abandoned
105	2.5	132	2.4	9. Unknown

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

N	Prcnt	WGHT	Prcnt	FIRE OCCURRENCE
4047	95.3	5227	95.6	0. No fire
199	4.7	240	4.4	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
65	1.5	95	1.7	00. 0 occupants
3455	81.4	4451	81.4	01. 1 occupant
				- .
0	0.0	0	0.0	95. 95 occupants
0	0.0	0	0.0	96. 96 or more occupants
74	1.7	83	1.5	97. Unknown - only injured reported
19	0.4	25	0.5	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
3529	83.1	4563	83.5	00. 0 deaths
685	16.1	871	15.9	01. 1 death
32	0.8	33	0.6	02. 2 deaths
0	0.0	0	0.0	03. 3 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
7952	93.6	10203	93.3	00. None
				Defective:
59	0.7	82	0.7	01. Tires
113	1.3	158	1.4	02. Brake system
8	0.1	11	0.1	03. Steering system - tie rod, kingpin, ball joint, etc.
2	0.0	4	0.0	04. Suspension - springs, shock absorbers, MacPherson struts, control arms, etc.
7	0.1	12	0.1	05. Power train - universal joint, drive shaft, transmission, etc.
0	0.0	0	0.0	06. Exhaust system
4	0.0	6	0.1	07. Headlights
7	0.1	11	0.1	08. Signal lights
16	0.2	24	0.2	09. Other lights
0	0.0	0	0.0	10. Horn
1	0.0	2	0.0	11. Mirrors
2	0.0	3	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
8	0.1	9	0.1	15. Trailer hitch
8	0.1	12	0.1	16. Wheels
33	0.4	46	0.4	18. Other vehicle defects
				Other:
41	0.5	58	0.5	31. Hit-and-run vehicle
0	0.0	0	0.0	32. Vehicle registration for handicapped
0	0.0	0	0.0	33. Vehicle being pushed by nonmotorist
228	2.7	288	2.6	99. Unknown

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

N	Prcnt	WGHT	Prcnt	VEHICLE MANEUVER
2983	70.3	3829	70.0	01. Going straight
67	1.6	86	1.6	02. Slowing or stopping in traffic lane
30	0.7	39	0.7	03. Starting in traffic lane
192	4.5	258	4.7	04. Stopped in traffic lane
67	1.6	81	1.5	05. Passing or overtaking another vehicle

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS VEHICLE VARIABLES

N	Prcnt	WGHT	Prcnt	Var 138	VEHICLE MANEUVER
3	0.1	6	0.1	06.	Leaving a parked position
2	0.0	3	0.1	07.	Parked
3	0.1	3	0.1	08.	Entering a parked position
106	2.5	147	2.7	09.	Maneuvering to avoid an animal, pedestrian, object, another vehicle, etc.
2	0.0	3	0.1	10.	Turning right: right turn on red (RTOR) permitted
1	0.0	1	0.0	11.	Turning right: RTOR not permitted
48	1.1	62	1.1	12.	Turning right: RTOR not known if permitted or n/a
160	3.8	212	3.9	13.	Turning left
17	0.4	19	0.3	14.	Making a U-turn
65	1.5	90	1.6	15.	Backing up (other than for parking purposes)
70	1.6	88	1.6	16.	Changing lanes or merging
389	9.2	489	8.9	17.	Negotiating a curve
29	0.7	36	0.7	98.	Other
12	0.3	15	0.3	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:				
291	6.9	367	6.7	01. Overturn
58	1.4	73	1.3	02. Fire/explosion
8	0.2	9	0.2	03. Immersion
1	0.0	1	0.0	04. Gas inhalation
16	0.4	24	0.4	05. Fell from vehicle
1	0.0	1	0.0	06. Injured in vehicle
13	0.3	17	0.3	07. Other noncollision
Collision with object not fixed:				
344	8.1	458	8.4	08. Pedestrian
52	1.2	67	1.2	09. Pedalcycle
31	0.7	41	0.7	10. Railway train
2	0.0	3	0.1	11. Animal
3098	73.0	3991	73.0	12. Motor vehicle in transport
43	1.0	51	0.9	13. Motor vehicle in transport in other roadway
31	0.7	39	0.7	14. Parked motor vehicle
3	0.1	5	0.1	15. Other type nonmotorist
4	0.1	7	0.1	16. Thrown or falling object
1	0.0	1	0.0	17. Boulder
12	0.3	14	0.3	18. Other object (not fixed)

N	Prcnt	WGHT	Prcnt	Var 139	MOST HARMFUL EVENT
Collision with fixed object:					
15	0.4	22	0.4	19.	Building
0	0.0	0	0.0	20.	Impact attenuator/crash cushion
17	0.4	22	0.4	21.	Bridge pier or abutment
2	0.0	3	0.1	22.	Bridge parapet end
9	0.2	10	0.2	23.	Bridge rail
45	1.1	57	1.0	24.	Guardrail
6	0.1	7	0.1	25.	Concrete traffic barrier
0	0.0	0	0.0	26.	Other longitudinal barrier type
4	0.1	5	0.1	27.	Highway/traffic sign post
0	0.0	0	0.0	28.	Overhead sign support
1	0.0	2	0.0	29.	Luminaire/light support
11	0.3	12	0.2	30.	Utility pole
4	0.1	6	0.1	31.	Other post, pole or supports
6	0.1	8	0.1	32.	Culvert
1	0.0	1	0.0	33.	Curb
25	0.6	29	0.5	34.	Ditch
11	0.3	15	0.3	35.	Embankment - earth
5	0.1	9	0.2	36.	Embankment - rock, stone, or concrete
10	0.2	11	0.2	37.	Embankment - material type unknown
4	0.1	4	0.1	38.	Fence
5	0.1	5	0.1	39.	Wall
0	0.0	0	0.0	40.	Fire hydrant
0	0.0	0	0.0	41.	Shrubbery
45	1.1	56	1.0	42.	Tree
11	0.3	14	0.3	43.	Other fixed object
0	0.0	0	0.0	44.	Pavement surface irregularity (potholes, grooved, grates)
0	0.0	0	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
379	8.9	518	9.5	2. (G) Gas
2647	62.3	3304	60.4	3. (D) Diesel
3	0.1	4	0.1	4. (P) Propane
1	0.0	1	0.0	7. (*) Not available from VIN
41	1.0	54	1.0	8. (b) Unknown
1175	27.7	1586	29.0	9. (9) No VIN

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS VEHICLE VARIABLES

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

N	Prct	WGHT	Prct	VIN TRUCK WEIGHT CODE
7	0.2	12	0.2	0. Value not returned
2	0.0	3	0.1	1. 6,000 or less
12	0.3	17	0.3	2. 6,001 - 10,000
97	2.3	104	1.9	3. 10,001 - 14,000
11	0.3	13	0.2	4. 14,001 - 16,000
37	0.9	49	0.9	5. 16,001 - 19,500
253	6.0	351	6.4	6. 19,501 - 26,000
433	10.2	556	10.2	7. 26,001 - 33,000
2218	52.2	2775	50.8	8. 33,001 or more
1176	27.7	1587	29.0	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	Prct	WGHT	Prct	LENGTH OF VIN
0	0.0	0	0.0	01.
				- . Actual value
2438	57.4	3014	55.1	17.
280	6.6	350	6.4	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	
1807	42.6	2299	42.1	00.	0 uninjured
2149	50.6	2788	51.0	01.	1 uninjured
261	6.1	341	6.2	02.	2 uninjured
21	0.5	28	0.5	03.	3 uninjured
7	0.2	10	0.2	04.	4 uninjured
1	0.0	1	0.0	05.	5 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	
3769	88.8	4863	89.0	00.	0 C-injured
438	10.3	555	10.2	01.	1 C-injured
33	0.8	43	0.8	02.	2 C-injured
5	0.1	5	0.1	03.	3 C-injured
1	0.0	1	0.0	04.	4 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	
3802	89.5	4895	89.5	00.	0 B-injured
410	9.7	530	9.7	01.	1 B-injured
32	0.8	39	0.7	02.	2 B-injured
2	0.0	3	0.1	03.	3 B-injured

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS VEHICLE VARIABLES

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
3923	92.4	5063	92.6	00. 0 A-injured
298	7.0	371	6.8	01. 1 A-injured
23	0.5	30	0.5	02. 2 A-injured
1	0.0	2	0.0	03. 3 A-injured
1	0.0	1	0.0	04. 4 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
3529	83.1	4563	83.5	00. 0 killed
685	16.1	871	15.9	01. 1 killed
32	0.8	33	0.6	02. 2 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
4217	99.3	5427	99.3	00. 0 unknown injured
28	0.7	39	0.7	01. 1 unknown injured
1	0.0	1	0.0	02. 2 unknown injured

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS VEHICLE VARIABLES

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

N Prcnt		WGHT Prcnt		DRIVER PRESENCE
4173	98.3	5361	98.1	1. Driver operated vehicle
71	1.7	102	1.9	2. Driverless
2	0.0	4	0.1	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
4066	95.8	5236	95.8	0. No drinking reported
180	4.2	231	4.2	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
122	2.9	163	3.0	01. Alabama
0	0.0	0	0.0	02. Alaska
45	1.1	61	1.1	04. Arizona
90	2.1	120	2.2	05. Arkansas
339	8.0	460	8.4	06. California
43	1.0	54	1.0	08. Colorado
28	0.7	29	0.5	09. Connecticut
12	0.3	16	0.3	10. Delaware
3	0.1	4	0.1	11. District of Columbia
249	5.9	302	5.5	12. Florida
179	4.2	228	4.2	13. Georgia
1	0.0	1	0.0	15. Hawaii
19	0.4	27	0.5	16. Idaho
162	3.8	208	3.8	17. Illinois
124	2.9	145	2.7	18. Indiana
63	1.5	83	1.5	19. Iowa
49	1.2	60	1.1	20. Kansas
86	2.0	115	2.1	21. Kentucky
86	2.0	109	2.0	22. Louisiana
23	0.5	34	0.6	23. Maine
73	1.7	91	1.7	24. Maryland
38	0.9	45	0.8	25. Massachusetts
134	3.2	178	3.3	26. Michigan
54	1.3	71	1.3	27. Minnesota
104	2.4	112	2.0	28. Mississippi

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS VEHICLE VARIABLES

N	Prcnt	WGHT	Prcnt	Var 208	LICENSE STATE
110	2.6	130	2.4	29.	Missouri
14	0.3	17	0.3	30.	Montana
38	0.9	46	0.8	31.	Nebraska
11	0.3	13	0.2	32.	Nevada
16	0.4	23	0.4	33.	New Hampshire
94	2.2	128	2.3	34.	New Jersey
22	0.5	25	0.5	35.	New Mexico
127	3.0	182	3.3	36.	New York
181	4.3	225	4.1	37.	North Carolina
10	0.2	14	0.3	38.	North Dakota
230	5.4	268	4.9	39.	Ohio
60	1.4	80	1.5	40.	Oklahoma
49	1.2	65	1.2	41.	Oregon
205	4.8	272	5.0	42.	Pennsylvania
0	0.0	0	0.0	43.	Puerto Rico
11	0.3	15	0.3	44.	Rhode Island
74	1.7	97	1.8	45.	South Carolina
15	0.4	17	0.3	46.	South Dakota
109	2.6	139	2.5	47.	Tennessee
267	6.3	366	6.7	48.	Texas
25	0.6	34	0.6	49.	Utah
14	0.3	17	0.3	50.	Vermont
108	2.5	126	2.3	51.	Virginia
57	1.3	79	1.4	53.	Washington
36	0.8	50	0.9	54.	West Virginia
87	2.0	116	2.1	55.	Wisconsin
17	0.4	22	0.4	56.	Wyoming
1	0.0	1	0.0	94.	Military
28	0.7	36	0.7	95.	Canada
2	0.0	3	0.1	96.	Mexico
4	0.1	6	0.1	97.	Other foreign country
98	2.3	139	2.5	99.	Unknown

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

N	Prcnt	WGHT	Prcnt	LICENSE COMPLIANCE (FOR THIS CLASS VEHICL
14	0.3	16	0.3	0. Not licensed
6	0.1	7	0.1	1. No license required for this class vehicle
166	3.9	246	4.5	2. No valid license for this class vehicle
3900	91.9	4982	91.1	3. Valid license for this class vehicle
160	3.8	216	4.0	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS VEHICLE VARIABLES

Page 55

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

N	Prct	WGHT	Prct	LICENSE STATUS (IRRESPECTIVE OF VEHICLE D
No valid license				
14	0.3	16	0.3	0. Not licensed
85	2.0	126	2.3	1. Suspended
11	0.3	17	0.3	2. Revoked
17	0.4	22	0.4	3. Expired
4	0.1	4	0.1	4. Cancelled or denied
Valid license				
546	12.9	697	12.7	5. Single class license
3405	80.2	4363	79.8	6. Multiple class license
6	0.1	8	0.1	7. Learner's permit
0	0.0	0	0.0	8. Temporary
158	3.7	214	3.9	9. Unknown

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

N	Prct	WGHT	Prct	COMPLIANCE WITH LICENSE RESTRICTIONS
3272	77.1	4225	77.3	0. No restrictions or not applicable
171	4.0	206	3.8	1. Restrictions complied with
6	0.1	10	0.2	2. Restrictions not complied with
627	14.8	798	14.6	3. Restrictions, compliance unknown
170	4.0	228	4.2	9. Unknown

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

N	Prct	WGHT	Prct	VIOLATIONS CHARGED
3544	83.5	4548	83.2	0. None
30	0.7	37	0.7	1. Alcohol or drugs
43	1.0	50	0.9	2. Speeding
4	0.1	6	0.1	3. Alcohol or drugs and speeding
52	1.2	59	1.1	4. Reckless driving
11	0.3	17	0.3	5. Driving with a suspended or revoked license
262	6.2	342	6.3	6. Other moving violation
58	1.4	87	1.6	7. Nonmoving violation
65	1.5	81	1.5	8. Violation, type unknown or other violation
177	4.2	240	4.4	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS VEHICLE VARIABLES

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

N	Prct	WGHT	Prct	NO OF PREVIOUS RECORDED ACCIDENTS
3179	74.9	4069	74.4	00. 0 accidents
690	16.3	891	16.3	01. 1 accident
178	4.2	238	4.4	02. 2 accidents
21	0.5	31	0.6	03. 3 accidents
5	0.1	8	0.1	04. 4 accidents
3	0.1	3	0.1	05. 5 accidents
170	4.0	227	4.2	99. Unknown

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

N	Prct	WGHT	Prct	NO OF PREVIOUS SUSPENSIONS AND REVOCATION
3683	86.7	4710	86.2	00. 0 suspensions
276	6.5	376	6.9	01. 1 suspension
61	1.4	84	1.5	02. 2 suspensions
19	0.4	21	0.4	03. 3 suspensions
18	0.4	24	0.4	04. 4 suspensions
4	0.1	4	0.1	05. 5 suspensions
8	0.2	12	0.2	06. 6 suspensions
4	0.1	4	0.1	07. 7 suspensions
1	0.0	2	0.0	08. 8 suspensions
1	0.0	1	0.0	11. 11 suspensions
1	0.0	2	0.0	18. 18 suspensions
170	4.0	227	4.2	99. Unknown

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

N	Prct	WGHT	Prct	NO OF PREVIOUS DWI CONVICTIONS
3995	94.1	5133	93.9	00. 0 DWI convictions
73	1.7	95	1.7	01. 1 DWI conviction
7	0.2	11	0.2	02. 2 DWI convictions
1	0.0	1	0.0	03. 3 DWI convictions
170	4.0	227	4.2	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS VEHICLE VARIABLES

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

N Prcnt		WGHT Prcnt		NO OF PREVIOUS SPEEDING CONVICTIONS	
2574	60.6	3322	60.8	00.	0 speed convictions
907	21.4	1154	21.1	01.	1 speed conviction
366	8.6	475	8.7	02.	2 speed convictions
135	3.2	171	3.1	03.	3 speed convictions
56	1.3	69	1.3	04.	4 speed convictions
21	0.5	28	0.5	05.	5 speed convictions
7	0.2	8	0.1	06.	6 speed convictions
4	0.1	5	0.1	07.	7 speed convictions
1	0.0	1	0.0	08.	8 speed convictions
3	0.1	5	0.1	09.	9 speed convictions
1	0.0	1	0.0	10.	10 speed convictions
1	0.0	1	0.0	11.	11 speed convictions
170	4.0	227	4.2	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 CONVICATIO	
3094	72.9	3959	72.4	00.	0 other convictions
653	15.4	847	15.5	01.	1 other conviction
184	4.3	239	4.4	02.	2 other convictions
80	1.9	101	1.8	03.	3 other convictions
32	0.8	46	0.8	04.	4 other convictions
17	0.4	23	0.4	05.	5 other convictions
4	0.1	7	0.1	06.	6 other convictions
7	0.2	10	0.2	07.	7 other convictions
4	0.1	7	0.1	09.	9 other convictions
1	0.0	1	0.0	12.	12 other convictions
170	4.0	227	4.2	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	
1715	40.4	2204	40.3	00.	No record
183	4.3	235	4.3	01.	January
182	4.3	226	4.1	02.	February
197	4.6	243	4.4	03.	March
207	4.9	268	4.9	04.	April
218	5.1	285	5.2	05.	May
205	4.8	278	5.1	06.	June
204	4.8	275	5.0	07.	July

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS VEHICLE VARIABLES

	N	Prcnt	WGHT	Prcnt	Var 219	LAST ACCIDENT - MONTH
	226	5.3	288	5.3	08.	August
	192	4.5	243	4.4	09.	September
	181	4.3	234	4.3	10.	October
	187	4.4	239	4.4	11.	November
	179	4.2	222	4.1	12.	December
	170	4.0	227	4.2	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
	1715	40.4	2204	40.3	00. No record
	185	4.4	234	4.3	85. 1985
	542	12.8	688	12.6	86. 1986
	1007	23.7	1293	23.7	87. 1987
	627	14.8	821	15.0	88. 1988
	170	4.0	227	4.2	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
	1715	40.4	2204	40.3	00. No record
	205	4.8	266	4.9	01. January
	178	4.2	234	4.3	02. February
	196	4.6	254	4.6	03. March
	220	5.2	277	5.1	04. April
	182	4.3	235	4.3	05. May
	183	4.3	237	4.3	06. June
	200	4.7	263	4.8	07. July
	233	5.5	300	5.5	08. August
	192	4.5	250	4.6	09. September
	203	4.8	256	4.7	10. October
	174	4.1	213	3.9	11. November
	195	4.6	251	4.6	12. December
	170	4.0	227	4.2	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
 FARS VEHICLE VARIABLES

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

N	Prcnt	WGHT	Prcnt	1ST ACCIDENT/SUSPENSION/CONVICTION - YEAR
1715	40.4	2204	40.3	00. No record
612	14.4	784	14.3	85. 1985
917	21.6	1196	21.9	86. 1986
635	15.0	797	14.6	87. 1987
197	4.6	259	4.7	88. 1988
170	4.0	227	4.2	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
9748	76.5	12536	76.4	00. None

Physical/Mental Condition:

98	0.8	119	0.7	01. Drowsy, sleepy, asleep, fatigued
12	0.1	18	0.1	02. Ill, blackout
1	0.0	1	0.0	03. Emotional (e.g., depression, angry, disturbed)
3	0.0	3	0.0	04. Drugs - medication
11	0.1	13	0.1	05. Other drugs
224	1.8	288	1.8	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
2	0.0	2	0.0	11. Other physical impairment
0	0.0	0	0.0	12. Mother of dead fetus

Miscellaneous Causes:

5	0.0	5	0.0	19. Illegally driving on suspended or revoked license
55	0.4	81	0.5	20. Leaving vehicle unattended with engine running, leaving vehicle unattended in roadway
34	0.3	47	0.3	21. Overloading or improper loading of vehicle with passengers or cargo
5	0.0	5	0.0	22. Towing or pushing vehicle improperly
8	0.1	12	0.1	23. Failing to dim or to have lights on when required
46	0.4	63	0.4	24. Operating without required equipment

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS VEHICLE VARIABLES

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
69	0.5	83	0.5	26.	Following improperly
36	0.3	48	0.3	27.	Improper or erratic lane changing
485	3.8	610	3.7	28.	Failure to keep in proper lane or running off road
4	0.0	6	0.0	29.	Illegal driving on road shoulder, in ditch, on sidewalk or on median
11	0.1	14	0.1	30.	Making improper entry to or exit from trafficway
33	0.3	44	0.3	31.	Starting or backing improperly
0	0.0	0	0.0	32.	Opening vehicle closure into moving traffic or while vehicle is in motion
11	0.1	13	0.1	33.	Passing where prohibited by signs, markings, hill or curve, or school bus displaying warning not to pass
1	0.0	1	0.0	34.	Passing on wrong side
17	0.1	19	0.1	35.	Passing with insufficient distance or inadequate visibility, or failing to yield to overtaking vehicle
192	1.5	236	1.4	36.	Operating the vehicle in an erratic, reckless, careless or negligent manner
1	0.0	1	0.0	37.	High speed chase - police in pursuit
242	1.9	324	2.0	38.	Failure to yield right-of-way
163	1.3	224	1.4	39.	Failure to obey traffic signs, control devices or traffic officers, or failure to observe safety zone
1	0.0	2	0.0	40.	Passing through or around barrier
9	0.1	11	0.1	41.	Failure to observe warnings or instructions on vehicles displaying them
6	0.0	8	0.0	42.	Failure to signal intentions
0	0.0	0	0.0	43.	Giving wrong signal
436	3.4	554	3.4	44.	Driving too fast for conditions or in excess of posted maximum
13	0.1	19	0.1	45.	Driving less than posted minimum
0	0.0	0	0.0	46.	Operating at erratic or suddenly changing speeds
0	0.0	0	0.0	47.	Making right turn from left turn lane, making left turn from right turn lane
38	0.3	47	0.3	48.	Making other improper turn
0	0.0	0	0.0	49.	Failure to comply with physical restrictions of license
4	0.0	6	0.0	50.	Driving wrong way on one-way trafficway

N	Prct	WGHT	Prct	Var 223	DRIVER RELATED FACTORS
51	0.4	66	0.4	51.	Driving on wrong side of road
5	0.0	6	0.0	52.	Operator inexperience
4	0.0	5	0.0	53.	Unfamiliar with roadway
42	0.3	60	0.4	54.	Stopping in roadway (vehicle not abandoned)
0	0.0	0	0.0	55.	Underriding a parked truck
0	0.0	0	0.0	56.	Low tire pressure
2	0.0	3	0.0	57.	Locked wheel
11	0.1	15	0.1	58.	Overcorrecting
2	0.0	3	0.0	59.	Getting off/out of or on/in to moving vehicle
2	0.0	2	0.0	60.	Getting off/out of or on/in to nonmoving vehicle
Vision obscured by:					
55	0.4	77	0.5	61.	Rain, snow, fog, smoke, sand, dust
8	0.1	9	0.1	62.	Reflected glare, bright sunlight, headlights
5	0.0	7	0.0	63.	Curve, hill, or other design features (including traffic signs, embankment)
2	0.0	2	0.0	64.	Building, billboard, etc.
6	0.0	7	0.0	65.	Trees, crops, vegetation
4	0.0	4	0.0	66.	Moving vehicle (including load)
3	0.0	5	0.0	67.	Parked vehicle
0	0.0	0	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
13	0.1	21	0.1	71.	Obstructing angles on vehicle
0	0.0	0	0.0	72.	Mirrors - rear view
0	0.0	0	0.0	73.	Mirrors - other
0	0.0	0	0.0	74.	Head restraints
2	0.0	3	0.0	75.	Broken or improperly cleaned windshield
6	0.0	9	0.1	76.	Other obstruction
Avoiding or swerving due to:					
5	0.0	7	0.0	77.	Severe crosswind
0	0.0	0	0.0	78.	Wind from passing truck
22	0.2	28	0.2	79.	Slippery or loose surface
16	0.1	23	0.1	80.	Tire blowout or flat
4	0.0	5	0.0	81.	Debris or objects in road
0	0.0	0	0.0	82.	Ruts, holes, bumps in road
6	0.0	9	0.1	83.	Animals in road
46	0.4	60	0.4	84.	Vehicle in road
4	0.0	6	0.0	85.	Phantom vehicle
4	0.0	5	0.0	86.	Pedestrian, pedalcyclist, or other nonmotorist in road
28	0.2	36	0.2	87.	Water, snow, oil slick on road

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS VEHICLE VARIABLES

N	Prcnt	WGHT	Prcnt	Var 223	DRIVER RELATED FACTORS
					Other miscellaneous factors:
40	0.3	57	0.3	90.	Hit-and-run vehicle driver
133	1.0	159	1.0	91.	Nontraffic violation charged - manslaughter or other homicide (offense committed without malice)
84	0.7	116	0.7	92.	Other nonmoving traffic violations
99	0.8	123	0.7	99.	Unknown

The PERSON Variables

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

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

N Prcnt		WGHT Prcnt		OCCUPANT NUMBER
71	1.7	102	1.9	00. None
4173	98.3	5363	98.1	01. Person #1
2	0.0	2	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
96	2.3	137	2.5	99. Unknown

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

N Prcnt		WGHT Prcnt		OCCUPANT SEX
4089	96.3	5256	96.1	1. Male
64	1.5	77	1.4	2. Female
93	2.2	134	2.5	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS PERSON VARIABLES

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

N	Prct	WGHT	Prct	OCCUPANT TYPE
4175	98.3	5365	98.1	1. Driver of a motor vehicle in transport
71	1.7	102	1.9	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	Prct	WGHT	Prct	OCC SEATING POSITION
4174	98.3	5363	98.1	11. Front seat - left side (driver's side)
1	0.0	2	0.0	13. Front seat - right side
71	1.7	102	1.9	99. Unknown

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

N	Prct	WGHT	Prct	MANUAL (ACTIVE) RESTRAINT SYSTEM
1853	43.6	2445	44.7	0. None used (vehicle occupant) or not applicable (nonmotorist or passive system)
3	0.1	3	0.1	1. Shoulder belt
995	23.4	1246	22.8	2. Lap belt
298	7.0	367	6.7	3. Lap and shoulder belt
0	0.0	0	0.0	4. Child safety seat
0	0.0	0	0.0	5. Motorcycle helmet
367	8.6	464	8.5	8. Restraint used - type unknown or other (including other helmet)
730	17.2	942	17.2	9. Unknown

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

N	Prct	WGHT	Prct	AUTOMATIC (PASSIVE) RESTRAINT SYSTEM
4056	95.5	5215	95.4	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

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS PERSON VARIABLES

N Prcnt WGHT Prcnt Var 312 AUTOMATIC RESTRAINT SYS
190 4.5 252 4.6 9. Unknown

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

N Prcnt WGHT Prcnt OCCUPANT EJECTION
3902 91.9 5024 91.9 0. Not ejected; not applicable
207 4.9 259 4.7 1. Totally ejected
52 1.2 63 1.2 2. Partially ejected
85 2.0 121 2.2 9. Unknown

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

N Prcnt WGHT Prcnt OCCUPANT EXTRICATION
4003 94.3 5153 94.3 0. Not extricated; not applicable
143 3.4 175 3.2 1. Extricated
100 2.4 139 2.5 9. Unknown

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

N Prcnt WGHT Prcnt OCC ALCOHOL INVOLVEMENT
2863 67.4 3693 67.6 0. No (alcohol not involved)
137 3.2 173 3.2 1. Yes (alcohol involved)
913 21.5 1167 21.3 8. Not reported
333 7.8 434 7.9 9. Unknown (Police Reported)

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

N Prcnt WGHT Prcnt OCC ALCOHOL TEST RESULT
924 21.8 1155 21.1 00.
- . Result value (grams/100 ml%)
0 0.0 0 0.0 94.
3 0.1 3 0.1 95. Test refused
2993 70.5 3871 70.8 96. None given
87 2.0 119 2.2 97. AC test performed, results unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS PERSON VARIABLES

N	Prcnt	WGHT	Prcnt	Var	317	OCC ALCOHOL TEST RESULT
131	3.1	183	3.3	99.	Unknown	

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

N	Prcnt	WGHT	Prcnt	OCCUPANT INJURY SEVERITY
2391	56.3	3102	56.7	0. 0 - no injury
436	10.3	557	10.2	1. C - possible injury
395	9.3	507	9.3	2. B - nonincapacitating evident injury
280	6.6	353	6.5	3. A - incapacitating injury
631	14.9	787	14.4	4. K - fatal injury
27	0.6	37	0.7	5. Injured, severity unknown
1	0.0	1	0.0	6. Died prior to accident
85	2.0	123	2.2	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
3022	71.2	3899	71.3	0. No
1082	25.5	1373	25.1	1. Yes
142	3.3	195	3.6	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
3544	83.5	4578	83.7	00. Not applicable
42	1.0	53	1.0	01. January
34	0.8	46	0.8	02. February
57	1.3	69	1.3	03. March
44	1.0	56	1.0	04. April
49	1.2	58	1.1	05. May
68	1.6	86	1.6	06. June
67	1.6	87	1.6	07. July
62	1.5	75	1.4	08. August
49	1.2	61	1.1	09. September
58	1.4	70	1.3	10. October
42	1.0	53	1.0	11. November
53	1.2	66	1.2	12. December
77	1.8	109	2.0	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS PERSON VARIABLES

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

N Prcnt		WGHT Prcnt		OCC DEATH DATE - DAY
3544	83.5	4578	83.7	00. Not applicable
21	0.5	26	0.5	01.
				- . Day of month
14	0.3	17	0.3	31.
77	1.8	109	2.0	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
3544	83.5	4578	83.7	00. Not applicable
625	14.7	780	14.3	88. 1988
77	1.8	109	2.0	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
3556	83.7	4592	84.0	00. 12:01 am - 12:59 am
13	0.3	15	0.3	01. 1:00 am - 1:59 am
22	0.5	31	0.6	02. 2:00 am - 2:59 am
17	0.4	19	0.3	03. 3:00 am - 3:59 am
22	0.5	27	0.5	04. 4:00 am - 4:59 am
30	0.7	36	0.7	05. 5:00 am - 5:59 am
23	0.5	25	0.5	06. 6:00 am - 6:59 am
33	0.8	39	0.7	07. 7:00 am - 7:59 am
23	0.5	31	0.6	08. 8:00 am - 8:59 am
38	0.9	50	0.9	09. 9:00 am - 9:59 am
32	0.8	41	0.7	10. 10:00 am - 10:59 am
29	0.7	35	0.6	11. 11:00 am - 11:59 am
26	0.6	32	0.6	12. 12:00 pm - 12:59 pm
30	0.7	38	0.7	13. 1:00 pm - 1:59 pm
33	0.8	43	0.8	14. 2:00 pm - 2:59 pm
34	0.8	41	0.7	15. 3:00 pm - 3:59 pm
30	0.7	42	0.8	16. 4:00 pm - 4:59 pm
24	0.6	29	0.5	17. 5:00 pm - 5:59 pm
27	0.6	32	0.6	18. 6:00 pm - 6:59 pm
15	0.4	19	0.3	19. 7:00 pm - 7:59 pm
13	0.3	17	0.3	20. 8:00 pm - 8:59 pm
11	0.3	15	0.3	21. 9:00 pm - 9:59 pm
12	0.3	15	0.3	22. 10:00 pm - 10:59 pm
31	0.7	38	0.7	23. 11:00 pm - 11:59 pm

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
FARS PERSON VARIABLES

N	Prcnt	WGHT	Prcnt	Var 323	OCC DEATH TIME - HOURS
2	0.0	2	0.0	24.	12:00 midnight
120	2.8	163	3.0	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
3625	85.4	4671	85.4	00.
				- . Minute
2	0.0	3	0.1	59.
120	2.8	163	3.0	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
433	10.2	546	10.0	000.
				- . Actual time in hours
0	0.0	0	0.0	998.
3664	86.3	4741	86.7	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
265	6.2	336	6.1	00.
				- . Minute
1	0.0	1	0.0	59.
3664	86.3	4741	86.7	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	Prct	WGHT	Prct	OMC ID
2149	50.6	3370	61.6	00000. Unknown
1	0.0	1	0.0	00008.
				- . OMC case ID #
1	0.0	1	0.0	33212.

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

OMC cases only

N	Prct	WGHT	Prct	STATE OF CARRIER
58	1.4	58	1.1	01. Alabama
0	0.0	0	0.0	02. Alaska
10	0.2	10	0.2	04. Arizona
76	1.8	76	1.4	05. Arkansas
70	1.6	70	1.3	06. California
23	0.5	23	0.4	08. Colorado
18	0.4	18	0.3	09. Connecticut
12	0.3	12	0.2	10. Delaware
0	0.0	0	0.0	11. District of Columbia
81	1.9	81	1.5	12. Florida
98	2.3	98	1.8	13. Georgia
13	0.3	13	0.2	16. Idaho
108	2.5	108	2.0	17. Illinois
113	2.7	113	2.1	18. Indiana
52	1.2	52	1.0	19. Iowa
54	1.3	54	1.0	20. Kansas
31	0.7	31	0.6	21. Kentucky
31	0.7	31	0.6	22. Louisiana
12	0.3	12	0.2	23. Maine
38	0.9	38	0.7	24. Maryland
26	0.6	26	0.5	25. Massachusetts
68	1.6	68	1.2	26. Michigan
48	1.1	48	0.9	27. Minnesota

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
OMC and SURVEY VARIABLES

N Prcnt		WGHT Prcnt		Var 1002	STATE OF CARRIER
29	0.7	29	0.5	28.	Mississippi
90	2.1	90	1.6	29.	Missouri
6	0.1	6	0.1	30.	Montana
49	1.2	49	0.9	31.	Nebraska
4	0.1	4	0.1	32.	Nevada
4	0.1	4	0.1	33.	New Hampshire
52	1.2	52	1.0	34.	New Jersey
3	0.1	3	0.1	35.	New Mexico
38	0.9	38	0.7	36.	New York
89	2.1	89	1.6	37.	North Carolina
5	0.1	5	0.1	38.	North Dakota
118	2.8	118	2.2	39.	Ohio
30	0.7	30	0.5	40.	Oklahoma
12	0.3	12	0.2	41.	Oregon
113	2.7	113	2.1	42.	Pennsylvania
5	0.1	5	0.1	44.	Rhode Island
34	0.8	34	0.6	45.	South Carolina
13	0.3	13	0.2	46.	South Dakota
57	1.3	57	1.0	47.	Tennessee
103	2.4	103	1.9	48.	Texas
9	0.2	9	0.2	49.	Utah
7	0.2	7	0.1	50.	Vermont
46	1.1	46	0.8	51.	Virginia
28	0.7	28	0.5	53.	Washington
12	0.3	12	0.2	54.	West Virginia
74	1.7	74	1.4	55.	Wisconsin
8	0.2	8	0.1	56.	Wyoming
2149	50.6	3370	61.6	98.	Not applicable (Survey case)
19	0.4	19	0.3	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
3068	72.3	3724	68.1	1. Interstate
767	18.1	1171	21.4	2. Intrastate
83	2.0	118	2.2	6. Government owned
28	0.7	39	0.7	7. Daily rental
300	7.1	415	7.6	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
1460	34.4	2054	37.6	1. Private
2494	58.7	3027	55.4	2. For hire
83	2.0	118	2.2	6. Government owned
28	0.7	39	0.7	7. Daily rental
181	4.3	229	4.2	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
838	19.7	1091	20.0	1. Interstate private
2058	48.5	2414	44.2	2. Interstate authorized
159	3.7	198	3.6	3. Interstate exempt
522	12.3	803	14.7	4. Intrastate private
245	5.8	368	6.7	5. Intrastate for hire
83	2.0	118	2.2	6. Government owned
28	0.7	39	0.7	7. Daily rental
313	7.4	436	8.0	9. Unknown

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

SURVEY cases only

N Prcnt		WGHT Prcnt		OWNER OPERATOR
97	2.3	157	2.9	1. Yes
723	17.0	1191	21.8	2. No
2097	49.4	2097	38.4	7. Not applicable (OMC)
1317	31.0	2005	36.7	8. Not applicable (Not for hire)
12	0.3	17	0.3	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
 OMC and SURVEY VARIABLES

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

OMC cases only

N	Prcnt	WGHT	Prcnt	MONTH
153	3.6	153	2.8	01. January
159	3.7	159	2.9	02. February
165	3.9	165	3.0	03. March
152	3.6	152	2.8	04. April
180	4.2	180	3.3	05. May
193	4.5	193	3.5	06. June
161	3.8	161	2.9	07. July
191	4.5	191	3.5	08. August
167	3.9	167	3.1	09. September
195	4.6	195	3.6	10. October
169	4.0	169	3.1	11. November
212	5.0	212	3.9	12. December
2149	50.6	3370	61.6	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
59	1.4	59	1.1	01. - . Day of month
32	0.8	32	0.6	31.
2149	50.6	3370	61.6	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
73	1.7	73	1.3	00. Midnight
92	2.2	92	1.7	01. 1 am
95	2.2	95	1.7	02. 2 am
80	1.9	80	1.5	03. 3 am
82	1.9	82	1.5	04. 4 am
74	1.7	74	1.4	05. 5 am
94	2.2	94	1.7	06. 6 am

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
OMC and SURVEY VARIABLES

N	Prcnt	WGHT	Prcnt	Var 1012	HOUR
84	2.0	84	1.5	07.	7 am
80	1.9	80	1.5	08.	8 am
85	2.0	85	1.6	09.	9 am
87	2.0	87	1.6	10.	10 am
103	2.4	103	1.9	11.	11 am
93	2.2	93	1.7	12.	Noon
115	2.7	115	2.1	13.	1 pm
107	2.5	107	2.0	14.	2 pm
115	2.7	115	2.1	15.	3 pm
112	2.6	112	2.0	16.	4 pm
85	2.0	85	1.6	17.	5 pm
73	1.7	73	1.3	18.	6 pm
73	1.7	73	1.3	19.	7 pm
70	1.6	70	1.3	20.	8 pm
68	1.6	68	1.2	21.	9 pm
74	1.7	74	1.4	22.	10 pm
83	2.0	83	1.5	23.	11 pm
2149	50.6	3370	61.6	98.	Not applicable (Survey case)
0	0.0	0	0.0	99.	Unknown

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

OMC cases only

N	Prcnt	WGHT	Prcnt	MINUTE
1081	25.5	1081	19.8	00.
				- . Minute
1	0.0	1	0.0	59.
2149	50.6	3370	61.6	98. Not applicable (Survey case)
0	0.0	0	0.0	99. Unknown

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

OMC cases only

N	Prcnt	WGHT	Prcnt	ACCIDENT TYPE
161	3.8	161	2.9	1. Noncollision
1785	42.0	1785	32.7	2. Collision with moving object
151	3.6	151	2.8	3. Collision with fixed or parked object
2149	50.6	3370	61.6	8. Not applicable (Survey case)
0	0.0	0	0.0	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
 OMC and SURVEY VARIABLES

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

OMC cases only

N	Prct	WGHT	Prct	OTHER OBJECT INVOLVED
157	3.7	157	2.9	01. Not applicable (noncollision)
250	5.9	250	4.6	02. Commercial truck
72	1.7	72	1.3	03. Fixed object
1269	29.9	1269	23.2	04. Automobile
126	3.0	126	2.3	05. Pedestrian
7	0.2	7	0.1	06. Bus
15	0.4	15	0.3	07. Train
24	0.6	24	0.4	08. Bicycle
4	0.1	4	0.1	09. Animal
39	0.9	39	0.7	10. Motorcycle
131	3.1	131	2.4	11. Other
2149	50.6	3370	61.6	98. Not applicable (Survey case)
3	0.1	3	0.1	99. Unknown

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

OMC cases only

N	Prct	WGHT	Prct	VEHICLE #1 ACTION
121	2.8	121	2.2	01. Slowing/stopping
77	1.8	77	1.4	02. Stopped
16	0.4	16	0.3	03. Parked
58	1.4	58	1.1	04. Rear-end
22	0.5	22	0.4	05. Backing
17	0.4	17	0.3	06. Making right turn
65	1.5	65	1.2	07. Making left turn
14	0.3	14	0.3	08. Making U-turn
1118	26.3	1118	20.4	09. Proceeding straight
5	0.1	5	0.1	10. Merging
19	0.4	19	0.3	11. Entering traffic
53	1.2	53	1.0	12. Intersection
25	0.6	25	0.5	13. Passing
19	0.4	19	0.3	14. Changing lanes
15	0.4	15	0.3	15. Sideswipe - opposite direction
64	1.5	64	1.2	16. Head-on - crossed into opposing lane
21	0.5	21	0.4	17. Skidding
34	0.8	34	0.6	18. Vehicle out of control
1	0.0	1	0.0	19. Roll-away
3	0.1	3	0.1	20. Controlled railroad crossing
2	0.0	2	0.0	21. Uncontrolled railroad crossing
22	0.5	22	0.4	22. Other

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
OMC and SURVEY VARIABLES

N	Prcnt	WGHT	Prcnt	Var 1016	VEHICLE #1 ACTION
2149	50.6	3370	61.6		97. Not applicable (Survey case)
306	7.2	306	5.6		98. Not applicable (noncollision)
0	0.0	0	0.0		99. Unknown

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

OMC cases only

N	Prcnt	WGHT	Prcnt	VEHICLE #2 ACTION
47	1.1	47	0.9	01. Slowing/stopping
62	1.5	62	1.1	02. Stopped
30	0.7	30	0.5	03. Parked
128	3.0	128	2.3	04. Rear-end
6	0.1	6	0.1	05. Backing
12	0.3	12	0.2	06. Making right turn
59	1.4	59	1.1	07. Making left turn
17	0.4	17	0.3	08. Making U-turn
490	11.5	490	9.0	09. Proceeding straight
10	0.2	10	0.2	10. Merging
53	1.2	53	1.0	11. Entering traffic
96	2.3	96	1.8	12. Intersection
36	0.8	36	0.7	13. Passing
25	0.6	25	0.5	14. Changing lanes
47	1.1	47	0.9	15. Sideswipe - opposite direction
334	7.9	334	6.1	16. Head-on - crossed into opposing lane
17	0.4	17	0.3	17. Skidding
99	2.3	99	1.8	18. Vehicle out of control
1	0.0	1	0.0	19. Roll-away
7	0.2	7	0.1	20. Controlled railroad crossing
1	0.0	1	0.0	21. Uncontrolled railroad crossing
33	0.8	33	0.6	22. Other
2149	50.6	3370	61.6	97. Not applicable (Survey case)
487	11.5	487	8.9	98. Not applicable (noncollision)
0	0.0	0	0.0	99. Unknown

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

OMC cases only

N	Prcnt	WGHT	Prcnt	VEHICLE #3 ACTION
23	0.5	23	0.4	01. Slowing/stopping
27	0.6	27	0.5	02. Stopped

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
OMC and SURVEY VARIABLES

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

Both SURVEY and OMC cases

N	Prcnt	WGHT	Prcnt	ASSOCIATED ACCIDENT EVENT
3328	78.4	4238	77.5	1. None
60	1.4	75	1.4	2. Spillage of hazardous cargo
110	2.6	110	2.0	3. Fire
474	11.2	671	12.3	4. Spillage of nonhazardous cargo
7	0.2	7	0.1	5. Explosion
267	6.3	366	6.7	9. Unknown

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

OMC cases only

N	Prcnt	WGHT	Prcnt	YEARS DRIVER EMPLOYED
332	7.8	332	6.1	00. 0 years
751	17.7	751	13.7	01. 1 year
224	5.3	224	4.1	02. 2 years
158	3.7	158	2.9	03. 3 years
115	2.7	115	2.1	04. 4 years
72	1.7	72	1.3	05. 5 years
37	0.9	37	0.7	06. 6 years
39	0.9	39	0.7	07. 7 years
31	0.7	31	0.6	08. 8 years
30	0.7	30	0.5	09. 9 years
33	0.8	33	0.6	10. 10 years
29	0.7	29	0.5	11. 11 years
26	0.6	26	0.5	12. 12 years
16	0.4	16	0.3	13. 13 years
17	0.4	17	0.3	14. 14 years
22	0.5	22	0.4	15. 15 years
19	0.4	19	0.3	16. 16 years
13	0.3	13	0.2	17. 17 years
13	0.3	13	0.2	18. 18 years
5	0.1	5	0.1	19. 19 years
12	0.3	12	0.2	20. 20 years
12	0.3	12	0.2	21. 21 years
6	0.1	6	0.1	22. 22 years
8	0.2	8	0.1	23. 23 years
2	0.0	2	0.0	24. 24 years
4	0.1	4	0.1	25. 25 years
2	0.0	2	0.0	26. 26 years
1	0.0	1	0.0	27. 27 years
5	0.1	5	0.1	28. 28 years
2	0.0	2	0.0	29. 29 years

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
OMC and SURVEY VARIABLES

<u>Variable 1024</u>	<u>SCHEDULED HOURS</u>	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

OMC cases only

N	Prcnt	WGHT	Prcnt	SCHEDULED HOURS
248	5.8	248	4.5	01. 1 hour
174	4.1	174	3.2	02. 2 hours
172	4.1	172	3.1	03. 3 hours
185	4.4	185	3.4	04. 4 hours
187	4.4	187	3.4	05. 5 hours
159	3.7	159	2.9	06. 6 hours
108	2.5	108	2.0	07. 7 hours
182	4.3	182	3.3	08. 8 hours
136	3.2	136	2.5	09. 9 hours
204	4.8	204	3.7	10. 10 hours
37	0.9	37	0.7	11. 11 hours
185	4.4	185	3.4	12. Not applicable (OMC case)
2149	50.6	3370	61.6	98. Not applicable (Survey case)
120	2.8	120	2.2	99. Unknown

<u>Variable 1025</u>	<u>DRIVER CONDITION</u>	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

OMC cases only

N	Prcnt	WGHT	Prcnt	DRIVER CONDITION
2010	47.3	2010	36.8	1. Apparently normal
11	0.3	11	0.2	2. Sick
13	0.3	13	0.2	3. Had been drinking
35	0.8	35	0.6	4. Dozed at wheel
0	0.0	0	0.0	5. Medical waiver
21	0.5	21	0.4	6. Other
2149	50.6	3370	61.6	8. Not applicable (Survey case)
7	0.2	7	0.1	9. Unknown

<u>Variable 1026</u>	<u>POWER UNIT TYPE</u>	MD1: 0	Field Width: 1
		MD2: None	Type: Numeric

Both SURVEY and OMC cases

N	Prcnt	WGHT	Prcnt	POWER UNIT TYPE
99	2.3	109	2.0	0. Unknown
1119	26.4	1531	28.0	1. Straight truck
3028	71.3	3827	70.0	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
3028	71.3	3827	70.0	0. Not applicable (tractor)
322	7.6	419	7.7	1. Van
107	2.5	142	2.6	2. Flat
64	1.5	87	1.6	3. Tank
297	7.0	425	7.8	6. Dump
86	2.0	125	2.3	7. Refuse
227	5.3	309	5.7	8. Other
115	2.7	133	2.4	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
2465	58.1	3274	59.9	1. Conventional
1571	37.0	1949	35.7	2. Cabover or cab-forward
210	4.9	244	4.5	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	47. 1947
1	0.0	1	0.0	51. 1951
1	0.0	2	0.0	53. 1953
2	0.0	3	0.1	55. 1955
2	0.0	4	0.1	56. 1956
1	0.0	1	0.0	58. 1958
1	0.0	2	0.0	59. 1959
2	0.0	4	0.1	60. 1960
1	0.0	2	0.0	61. 1961
6	0.1	11	0.2	62. 1962
7	0.2	10	0.2	63. 1963
1	0.0	2	0.0	64. 1964
5	0.1	7	0.1	65. 1965
13	0.3	20	0.4	66. 1966
11	0.3	19	0.3	67. 1967

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
OMC and SURVEY VARIABLES

N Prcnt		WGHT Prcnt		Var 1029	POWER UNIT YEAR
20	0.5	29	0.5	68.	1968
30	0.7	39	0.7	69.	1969
36	0.8	55	1.0	70.	1970
28	0.7	41	0.7	71.	1971
51	1.2	75	1.4	72.	1972
97	2.3	142	2.6	73.	1973
112	2.6	165	3.0	74.	1974
86	2.0	123	2.2	75.	1975
83	2.0	109	2.0	76.	1976
161	3.8	215	3.9	77.	1977
213	5.0	295	5.4	78.	1978
321	7.6	431	7.9	79.	1979
241	5.7	309	5.7	80.	1980
215	5.1	283	5.2	81.	1981
190	4.5	244	4.5	82.	1982
155	3.7	196	3.6	83.	1983
413	9.7	492	9.0	84.	1984
403	9.5	492	9.0	85.	1985
433	10.2	531	9.7	86.	1986
426	10.0	534	9.8	87.	1987
319	7.5	391	7.2	88.	1988
42	1.0	51	0.9	89.	1989
116	2.7	136	2.5	99.	Unknown

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
1116	26.3	1431	26.2	2. 2 axles
2952	69.5	3815	69.8	3. 3 axles
61	1.4	83	1.5	4. 4 or more axles
117	2.8	138	2.5	9. Unknown

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
19	0.4	28	0.5	01. Autocar
4	0.1	5	0.1	02. Brockway
136	3.2	190	3.5	03. Chevrolet
6	0.1	10	0.2	04. Diamond Reo

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
 OMC and SURVEY VARIABLES

N	Prcnt	WGHT	Prcnt	Var 1031	POWER UNIT MAKE
15	0.4	18	0.3	05.	Dodge
541	12.7	700	12.8	06.	Ford
544	12.8	650	11.9	07.	Freightliner
384	9.0	507	9.3	08.	GMC
1	0.0	1	0.0	09.	Hendrickson
884	20.8	1141	20.9	10.	International Harvester
424	10.0	540	9.9	11.	Kenworth
500	11.8	666	12.2	12.	Mack
13	0.3	17	0.3	13.	Marmon
367	8.6	474	8.7	14.	Peterbilt
191	4.5	244	4.5	15.	White
11	0.3	13	0.2	16.	Mercedes-Benz
10	0.2	17	0.3	17.	Volvo
27	0.6	41	0.7	18.	Western Star
37	0.9	53	1.0	97.	Other (Survey)
13	0.3	13	0.2	98.	Other (OMC)
119	2.8	139	2.5	99.	Unknown

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

SURVEY cases only

N	Prcnt	WGHT	Prcnt	POWER UNIT LENGTH
1	0.0	1	0.0	014. 14 feet
20	0.5	24	0.4	015. 15 feet
25	0.6	36	0.7	016. 16 feet
50	1.2	69	1.3	017. 17 feet
98	2.3	151	2.8	018. 18 feet
142	3.3	239	4.4	019. 19 feet
241	5.7	393	7.2	020. 20 feet
165	3.9	264	4.8	021. 21 feet
180	4.2	297	5.4	022. 22 feet
146	3.4	242	4.4	023. 23 feet
132	3.1	213	3.9	024. 24 feet
150	3.5	248	4.5	025. 25 feet
106	2.5	164	3.0	026. 26 feet
89	2.1	141	2.6	027. 27 feet
79	1.9	127	2.3	028. 28 feet
39	0.9	57	1.0	029. 29 feet
87	2.0	144	2.6	030. 30 feet
30	0.7	42	0.8	031. 31 feet
34	0.8	50	0.9	032. 32 feet
22	0.5	35	0.6	033. 33 feet
16	0.4	25	0.5	034. 34 feet
22	0.5	32	0.6	035. 35 feet
7	0.2	12	0.2	036. 36 feet
2	0.0	3	0.1	037. 37 feet

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
OMC and SURVEY VARIABLES

N Prcnt		WGHT Prcnt		Var 1032	POWER UNIT LENGTH
3	0.1	5	0.1	038.	38 feet
1	0.0	1	0.0	039.	39 feet
1	0.0	1	0.0	043.	43 feet
1	0.0	2	0.0	044.	44 feet
2	0.0	2	0.0	045.	45 feet
1	0.0	1	0.0	060.	60 feet
2097	49.4	2097	38.4	998.	Not applicable (OMC case)
257	6.1	349	6.4	999.	Unknown

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

SURVEY cases only

N Prcnt		WGHT Prcnt		STRAIGHT TRUCK CARGO
101	2.4	146	2.7	01. General freight
15	0.4	21	0.4	02. Household goods
7	0.2	9	0.2	03. Metal: coils, sheets, etc
31	0.7	47	0.9	04. Heavy machinery
5	0.1	7	0.1	05. Motor vehicles
19	0.4	26	0.5	06. Driveaway/towaway
4	0.1	6	0.1	07. Gases in bulk
196	4.6	289	5.3	08. Solids in bulk
26	0.6	37	0.7	09. Liquids in bulk
0	0.0	0	0.0	10. Explosives
14	0.3	24	0.4	11. Logs/poles/lumber
322	7.6	468	8.6	12. None (empty)
18	0.4	28	0.5	13. Refrigerated food
0	0.0	0	0.0	14. Mobile home
40	0.9	58	1.1	15. Farm products
80	1.9	104	1.9	16. Other
2097	49.4	2097	38.4	97. Not applicable (OMC case)
1114	26.2	1907	34.9	98. Not applicable (not a straight truck)
157	3.7	193	3.5	99. Unknown

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
25	0.6	33	0.6	1. Hazardous cargo
900	21.2	1309	23.9	2. Nonhazardous cargo
2097	49.4	2097	38.4	7. Not applicable (OMC case)

N	Prcnt	WGHT	Prcnt	Var 1034	STRT. TRUCK HAZ. CARGO
1114	26.2	1907	34.9	8.	Not applicable (not a straight truck)
110	2.6	121	2.2	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
322	7.6	468	8.6	000000. - . Weight in pounds
0	0.0	0	0.0	999994.
2097	49.4	2097	38.4	999995. Not applicable (OMC case)
1123	26.4	1921	35.1	999996. Not applicable (not a straight truck)
57	1.3	85	1.6	999997. Some cargo (weight unknown)
12	0.3	16	0.3	999998. Full (weight unknown)
165	3.9	204	3.7	999999. Unknown

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.
2097	49.4	2097	38.4	999998. Not applicable (OMC case)
226	5.3	302	5.5	999999. Unknown

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
2869	67.6	3646	66.7	1. Semitrailer
47	1.1	63	1.2	2. Full trailer
82	1.9	97	1.8	3. Other
1145	27.0	1547	28.3	4. None

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
OMC and SURVEY VARIABLES

N	Prcnt	WGHT	Prcnt	Var 1037	1ST TRAILER TYPE
103	2.4	114	2.1	9.	Unknown

Variable 1038	<u>1ST TRAILER YEAR</u>	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	47. 1947
1	0.0	1	0.0	53. 1953
1	0.0	1	0.0	55. 1955
1	0.0	1	0.0	59. 1959
2	0.0	2	0.0	62. 1962
5	0.1	5	0.1	63. 1963
4	0.1	4	0.1	64. 1964
7	0.2	7	0.1	65. 1965
5	0.1	5	0.1	66. 1966
5	0.1	5	0.1	67. 1967
7	0.2	7	0.1	68. 1968
17	0.4	17	0.3	69. 1969
8	0.2	8	0.1	70. 1970
20	0.5	20	0.4	71. 1971
28	0.7	28	0.5	72. 1972
40	0.9	40	0.7	73. 1973
43	1.0	43	0.8	74. 1974
19	0.4	19	0.3	75. 1975
34	0.8	34	0.6	76. 1976
58	1.4	58	1.1	77. 1977
76	1.8	76	1.4	78. 1978
101	2.4	101	1.8	79. 1979
74	1.7	74	1.4	80. 1980
72	1.7	72	1.3	81. 1981
65	1.5	65	1.2	82. 1982
96	2.3	96	1.8	83. 1983
158	3.7	158	2.9	84. 1984
178	4.2	178	3.3	85. 1985
186	4.4	186	3.4	86. 1986
192	4.5	192	3.5	87. 1987
168	4.0	168	3.1	88. 1988
10	0.2	10	0.2	89. 1989
0	0.0	0	0.0	96. Unknown if had 1st trailer
2149	50.6	3370	61.6	97. Not applicable (Survey case)
252	5.9	252	4.6	98. Not applicable (no 1st trailer)
163	3.8	163	3.0	99. Unknown

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

Both SURVEY and OMC cases

N	Prcnt	WGHT	Prcnt	1ST TRAILER NO. OF AXLES
242	5.7	277	5.1	01. 1 axle
2581	60.8	3286	60.1	02. 2 axles
93	2.2	124	2.3	03. 3 axles
16	0.4	23	0.4	04. 4 or more axles
103	2.4	114	2.1	97. Unknown if had 1st trailer
1150	27.1	1552	28.4	98. Not applicable (no 1st trailer)
61	1.4	91	1.7	99. Unknown

Variable 1040 1ST TRAILER BODY MD1: 9 Field Width: 1
 MD2: None Type: Numeric

Both SURVEY and OMC cases

N	Prcnt	WGHT	Prcnt	1ST TRAILER BODY
1253	29.5	1666	30.5	0. None or unknown if had 1st trailer
1411	33.2	1673	30.6	1. Van
663	15.6	846	15.5	2. Flat
268	6.3	339	6.2	3. Tank
43	1.0	52	1.0	4. Auto carrier
152	3.6	254	4.6	6. Dump
0	0.0	0	0.0	7. Dolly
387	9.1	539	9.9	8. Other
69	1.6	98	1.8	9. Unknown

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

SURVEY cases only

N	Prcnt	WGHT	Prcnt	1ST TRAILER CARGO
168	4.0	295	5.4	01. General freight
8	0.2	13	0.2	02. Household goods
43	1.0	79	1.4	03. Metal: coils, sheets, etc
72	1.7	113	2.1	04. Heavy machinery
6	0.1	11	0.2	05. Motor vehicles
0	0.0	0	0.0	06. Driveaway/towaway
3	0.1	6	0.1	07. Gases in bulk
126	3.0	220	4.0	08. Solids in bulk
48	1.1	86	1.6	09. Liquids in bulk
0	0.0	0	0.0	10. Explosives

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
OMC and SURVEY VARIABLES

N	Prct	WGHT	Prct	Var 1041	1ST TRAILER CARGO
83	2.0	145	2.7	11.	Logs/poles/lumber
332	7.8	566	10.4	12.	None (empty)
45	1.1	82	1.5	13.	Refrigerated food
2	0.0	3	0.1	14.	Mobile home
75	1.8	120	2.2	15.	Farm products
12	0.3	22	0.4	16.	Other
103	2.4	114	2.1	96.	Unknown if had 1st trailer
2097	49.4	2097	38.4	97.	Not applicable (OMC case)
898	21.1	1300	23.8	98.	Not applicable (no 1st trailer)
125	2.9	195	3.6	99.	Unknown

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

SURVEY cases only

N	Prct	WGHT	Prct	1ST TRAILER HAZ. CARGO
32	0.8	62	1.1	1. Hazardous cargo
1083	25.5	1840	33.7	2. Nonhazardous cargo
103	2.4	114	2.1	6. Unknown if had 1st trailer
2097	49.4	2097	38.4	7. Not applicable (OMC case)
898	21.1	1300	23.8	8. Not applicable (no 1st trailer)
33	0.8	54	1.0	9. Unknown

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

SURVEY cases only

N	Prct	WGHT	Prct	1ST TRAILER CARGO WEIGHT
330	7.8	561	10.3	000000. - . Weight in pounds
0	0.0	0	0.0	999993.
103	2.4	114	2.1	999994. Unknown if had 1st trailer
2097	49.4	2097	38.4	999995. Not applicable (OMC case)
898	21.1	1300	23.8	999996. Not applicable (no 1st trailer)
66	1.6	110	2.0	999997. Some cargo (weight unknown)
44	1.0	67	1.2	999998. Full (weight unknown)
121	2.8	192	3.5	999999. Unknown

Variable 1044 1ST TRAILER EMPTY WEIGHT MD1: 999999 Field Width: 6
 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.
103	2.4	114	2.1	999996. Unknown if had 1st trailer
2097	49.4	2097	38.4	999997. Not applicable (OMC case)
898	21.1	1300	23.8	999998. Not applicable (no 1st trailer)
160	3.8	242	4.4	999999. Unknown

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

SURVEY cases only

N	Prcnt	WGHT	Prcnt	1ST TRAILER LENGTH
1	0.0	1	0.0	004. 4 feet
2	0.0	3	0.1	005. 5 feet
3	0.1	4	0.1	006. 6 feet
1	0.0	1	0.0	007. 7 feet
3	0.1	4	0.1	008. 8 feet
2	0.0	2	0.0	010. 10 feet
3	0.1	3	0.1	011. 11 feet
7	0.2	9	0.2	012. 12 feet
1	0.0	1	0.0	013. 13 feet
3	0.1	5	0.1	014. 14 feet
2	0.0	2	0.0	015. 15 feet
5	0.1	8	0.1	016. 16 feet
3	0.1	3	0.1	017. 17 feet
8	0.2	10	0.2	018. 18 feet
2	0.0	4	0.1	019. 19 feet
29	0.7	36	0.7	020. 20 feet
7	0.2	10	0.2	021. 21 feet
10	0.2	15	0.3	022. 22 feet
4	0.1	4	0.1	023. 23 feet
26	0.6	37	0.7	024. 24 feet
14	0.3	23	0.4	025. 25 feet
22	0.5	30	0.5	026. 26 feet
35	0.8	40	0.7	027. 27 feet
87	2.0	107	2.0	028. 28 feet
9	0.2	15	0.3	029. 29 feet
34	0.8	57	1.0	030. 30 feet
7	0.2	12	0.2	031. 31 feet
15	0.4	26	0.5	032. 32 feet
7	0.2	12	0.2	033. 33 feet

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
 OMC and SURVEY VARIABLES

N	Prcnt	WGHT	Prcnt	Var 1045	1ST TRAILER LENGTH
7	0.2	14	0.3	034.	34 feet
26	0.6	48	0.9	035.	35 feet
9	0.2	18	0.3	036.	36 feet
5	0.1	8	0.1	037.	37 feet
21	0.5	40	0.7	038.	38 feet
6	0.1	11	0.2	039.	39 feet
192	4.5	350	6.4	040.	40 feet
2	0.0	3	0.1	041.	41 feet
86	2.0	155	2.8	042.	42 feet
21	0.5	40	0.7	043.	43 feet
14	0.3	24	0.4	044.	44 feet
162	3.8	296	5.4	045.	45 feet
14	0.3	27	0.5	046.	46 feet
1	0.0	2	0.0	047.	47 feet
125	2.9	225	4.1	048.	48 feet
3	0.1	5	0.1	049.	49 feet
5	0.1	10	0.2	050.	50 feet
1	0.0	2	0.0	052.	52 feet
2	0.0	4	0.1	053.	53 feet
1	0.0	2	0.0	054.	54 feet
3	0.1	6	0.1	060.	60 feet
1	0.0	2	0.0	072.	72 feet
103	2.4	114	2.1	994.	Unknown if had 1st trailer
2009	47.3	2009	36.7	995.	Not applicable (OMC case)
898	21.1	1300	23.8	996.	Not applicable (no 1st trailer)
63	1.5	71	1.3	997.	Short (estimated under 35 feet)
38	0.9	74	1.4	998.	Long (estimated 35 feet and over)
76	1.8	123	2.2	999.	Unknown

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
224	5.3	234	4.3	2. Full trailer
1	0.0	2	0.0	3. Other
3920	92.3	5119	93.6	4. None
101	2.4	112	2.0	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
 OMC and SURVEY VARIABLES

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	55. 1955
1	0.0	1	0.0	62. 1962
2	0.0	2	0.0	64. 1964
1	0.0	1	0.0	71. 1971
1	0.0	1	0.0	72. 1972
1	0.0	1	0.0	73. 1973
1	0.0	1	0.0	74. 1974
3	0.1	3	0.1	76. 1976
3	0.1	3	0.1	77. 1977
1	0.0	1	0.0	78. 1978
1	0.0	1	0.0	79. 1979
6	0.1	6	0.1	80. 1980
1	0.0	1	0.0	81. 1981
1	0.0	1	0.0	82. 1982
2	0.0	2	0.0	83. 1983
13	0.3	13	0.2	84. 1984
16	0.4	16	0.3	85. 1985
13	0.3	13	0.2	86. 1986
16	0.4	16	0.3	87. 1987
4	0.1	4	0.1	88. 1988
0	0.0	0	0.0	96. Unknown if had 2nd trailer
2149	50.6	3370	61.6	97. Not applicable (Survey case)
2006	47.2	2006	36.7	98. Not applicable (no 2nd trailer)
3	0.1	3	0.1	99. Unknown

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
185	4.4	194	3.5	02. 2 axles
5	0.1	5	0.1	03. 3 axles
10	0.2	11	0.2	04. 4 or more axles
101	2.4	112	2.0	97. Unknown if had 2nd trailer
3920	92.3	5119	93.6	98. Not applicable (no 2nd trailer)
24	0.6	24	0.4	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
OMC and SURVEY VARIABLES

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

Both SURVEY and OMC cases

N	Prct	WGHT	Prct	2ND TRAILER BODY
4021	94.7	5231	95.7	0. None or unknown if had 2nd trailer
94	2.2	98	1.8	1. Van
47	1.1	48	0.9	2. Flat
16	0.4	17	0.3	3. Tank
0	0.0	0	0.0	4. Auto carrier
7	0.2	8	0.1	6. Dump
0	0.0	0	0.0	7. Dolly
34	0.8	35	0.6	8. Other
27	0.6	30	0.5	9. Unknown

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

SURVEY cases only

N	Prct	WGHT	Prct	2ND TRAILER CARGO
22	0.5	25	0.5	01. General freight
1	0.0	1	0.0	02. Household goods
1	0.0	2	0.0	03. Metal: coils, sheets, etc
1	0.0	1	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
16	0.4	17	0.3	08. Solids in bulk
5	0.1	5	0.1	09. Liquids in bulk
0	0.0	0	0.0	10. Explosives
6	0.1	6	0.1	11. Logs/poles/lumber
20	0.5	22	0.4	12. None (empty)
1	0.0	1	0.0	13. Refrigerated food
0	0.0	0	0.0	14. Mobile home
15	0.4	15	0.3	15. Farm products
1	0.0	1	0.0	16. Other
101	2.4	112	2.0	96. Unknown if had 2nd trailer
2097	49.4	2097	38.4	97. Not applicable (OMC case)
1914	45.1	3113	56.9	98. Not applicable (no 2nd trailer)
45	1.1	49	0.9	99. Unknown

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
125	2.9	135	2.5	2. Nonhazardous cargo
101	2.4	112	2.0	6. Unknown if had 2nd trailer
2097	49.4	2097	38.4	7. Not applicable (OMC case)
1914	45.1	3113	56.9	8. Not applicable (no 2nd trailer)
7	0.2	8	0.1	9. Unknown

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	22	0.4	000000.
				- . Weight in pounds
0	0.0	0	0.0	999993.
101	2.4	112	2.0	999994. Unknown if had 2nd trailer
2097	49.4	2097	38.4	999995. Not applicable (OMC case)
1914	45.1	3113	56.9	999996. Not applicable (no 2nd trailer)
17	0.4	17	0.3	999997. Some cargo (weight unknown)
15	0.4	17	0.3	999998. Full (weight unknown)
42	1.0	46	0.8	999999. Unknown

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.
101	2.4	112	2.0	999996. Unknown if had 2nd trailer
2097	49.4	2097	38.4	999997. Not applicable (OMC case)
1914	45.1	3113	56.9	999998. Not applicable (no 2nd trailer)
62	1.5	65	1.2	999999. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
OMC and SURVEY VARIABLES

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	1	0.0	015. 15 feet
1	0.0	2	0.0	016. 16 feet
2	0.0	2	0.0	017. 17 feet
4	0.1	4	0.1	018. 18 feet
13	0.3	13	0.2	020. 20 feet
3	0.1	3	0.1	021. 21 feet
1	0.0	1	0.0	022. 22 feet
2	0.0	2	0.0	023. 23 feet
16	0.4	17	0.3	024. 24 feet
3	0.1	4	0.1	025. 25 feet
10	0.2	10	0.2	026. 26 feet
28	0.7	28	0.5	027. 27 feet
62	1.5	64	1.2	028. 28 feet
4	0.1	5	0.1	029. 29 feet
1	0.0	1	0.0	030. 30 feet
1	0.0	2	0.0	031. 31 feet
1	0.0	1	0.0	032. 32 feet
1	0.0	1	0.0	040. 40 feet
101	2.4	112	2.0	994. Unknown if had 2nd trailer
2009	47.3	2009	36.7	995. Not applicable (OMC case)
1914	45.1	3113	56.9	996. Not applicable (no 2nd trailer)
53	1.2	54	1.0	997. Short (estimated under 35 feet)
0	0.0	0	0.0	998. Long (estimated 35 feet and over)
15	0.4	18	0.3	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
2	0.0	2	0.0	2. Full trailer
1	0.0	1	0.0	3. Other
4143	97.6	5354	97.9	4. None
100	2.4	110	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
1	0.0	1	0.0	01. 1 axle
100	2.4	110	2.0	96. Unknown if had 3rd trailer
2097	49.4	2097	38.4	97. Not applicable (OMC case)
2048	48.2	3259	59.6	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
4243	99.9	5464	99.9	0. None or unknown if had 3rd trailer
1	0.0	1	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
1	0.0	1	0.0	8. Other
1	0.0	1	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
1	0.0	1	0.0	12. None (empty)

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
OMC and SURVEY VARIABLES

N	Prct	WGHT	Prct	Var 1058	3RD TRAILER CARGO
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
100	2.4	110	2.0	96.	Unknown if had 3rd trailer
2097	49.4	2097	38.4	97.	Not applicable (OMC case)
2048	48.2	3259	59.6	98.	Not applicable (no 3rd trailer)
0	0.0	0	0.0	99.	Unknown

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

SURVEY cases only

N	Prct	WGHT	Prct	3RD TRAILER HAZ. CARGO
0	0.0	0	0.0	1. Hazardous cargo
1	0.0	1	0.0	2. Nonhazardous cargo
100	2.4	110	2.0	6. Unknown if had 3rd trailer
2097	49.4	2097	38.4	7. Not applicable (OMC case)
2048	48.2	3259	59.6	8. Not applicable (no 3rd trailer)
0	0.0	0	0.0	9. Unknown

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

SURVEY cases only

N	Prct	WGHT	Prct	3RD TRAILER CARGO WEIGHT
1	0.0	1	0.0	000000.
				- . Weight in pounds
0	0.0	0	0.0	999993.
100	2.4	110	2.0	999994. Unknown if had 3rd trailer
2097	49.4	2097	38.4	999995. Not applicable (OMC case)
2048	48.2	3259	59.6	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.
100	2.4	110	2.0	999996. Unknown if had 3rd trailer
2097	49.4	2097	38.4	999997. Not applicable (OMC case)
2048	48.2	3259	59.6	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
100	2.4	110	2.0	994. Unknown if had 3rd trailer
2097	49.4	2097	38.4	995. Not applicable (OMC case)
2048	48.2	3259	59.6	996. Not applicable (no 3rd trailer)
1	0.0	1	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	2.4	116	2.1	00. Unknown
988	23.3	1368	25.0	01. Straight truck only
138	3.3	153	2.8	02. Bobtail tractor
44	1.0	59	1.1	03. Straight truck & full trailer
73	1.7	87	1.6	04. Straight truck & other (nonfull trailer)
2646	62.3	3411	62.4	05. Tractor & semitrailer
9	0.2	11	0.2	06. Tractor & other (nonsemitrailer)
219	5.2	228	4.2	07. Tractor & semi & full
1	0.0	2	0.0	08. Tractor & semi & other
2	0.0	2	0.0	09. Tractor & 3 trailers
20	0.5	27	0.5	11. Other (i.e., piggybacks, towing vehicles)

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
OMC and SURVEY VARIABLES

N	Prcnt	WGHT	Prcnt	Var 1063	VEHICLE COMBINATION CODE
2	0.0	3	0.1	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
1145	27.0	1547	28.3	0. No trailer
2772	65.3	3568	65.3	1. 1 trailer
222	5.2	233	4.3	2. 2 trailers
3	0.1	3	0.1	3. 3 trailers
104	2.4	116	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.
325	7.7	451	8.2	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
1	0.0	1	0.0	05. 5 feet
4	0.1	5	0.1	06. 6 feet
71	1.7	87	1.6	07. 7 feet
3119	73.5	4013	73.4	08. 8 feet
545	12.8	641	11.7	09. 9 feet
12	0.3	17	0.3	10. 10 feet
5	0.1	5	0.1	11. 11 feet
5	0.1	6	0.1	12. 12 feet
1	0.0	2	0.0	13. 13 feet
9	0.2	11	0.2	14. 14 feet
1	0.0	2	0.0	15. 15 feet

N	Prcnt	WGHT	Prcnt	Var 1066	TOTAL WIDTH
3	0.1	4	0.1	16.	16 feet
1	0.0	2	0.0	24.	24 feet
4	0.1	5	0.1	98.	> 8 feet but not specified
465	11.0	666	12.2	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
554	13.0	554	10.1	000000. - . Weight in pounds
0	0.0	0	0.0	999997.
2149	50.6	3370	61.6	999998. Not applicable (Survey case)
15	0.4	15	0.3	999999. Unknown

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

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.
479	11.3	695	12.7	999999. Unknown

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

Both SURVEY and OMC cases

N	Prcnt	WGHT	Prcnt	EMPTY COMBINATION WEIGHT
0	0.0	0	0.0	000000. - . Weight in pounds
0	0.0	0	0.0	999998.
1281	30.2	1776	32.5	999999. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
OMC and SURVEY VARIABLES

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

Both SURVEY and OMC cases

N	Prcnt	WGHT	Prcnt	FUEL TYPE
384	9.0	525	9.6	1. Gasoline
3725	87.7	4779	87.4	2. Diesel
3	0.1	3	0.1	3. L.P.G.
8	0.2	11	0.2	4. Other
126	3.0	149	2.7	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
119	2.8	119	2.2	1. Hazardous cargo
1977	46.6	1977	36.2	2. Nonhazardous cargo
2149	50.6	3370	61.6	8. Not applicable (Survey case)
1	0.0	1	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
349	8.2	349	6.4	1. Yes
1748	41.2	1748	32.0	2. No
2149	50.6	3370	61.6	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
504	11.9	504	9.2	1. Yes
1593	37.5	1593	29.1	2. No
2149	50.6	3370	61.6	8. Not applicable (Survey case)

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
 OMC and SURVEY VARIABLES

N	Prct	WGHT	Prct	Var 1073	DRIVER INJURED
0	0.0	0	0.0	9.	Unknown

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

OMC cases only

N	Prct	WGHT	Prct	TOTAL KILLED IN VEHICLE
1713	40.3	1713	31.3	00. 0 killed
347	8.2	347	6.3	01. 1 killed
37	0.9	37	0.7	02. 2 killed
2149	50.6	3370	61.6	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	Prct	WGHT	Prct	TOTAL INJURED IN VEHICLE
1541	36.3	1541	28.2	00. 0 injured
496	11.7	496	9.1	01. 1 injured
54	1.3	54	1.0	02. 2 injured
5	0.1	5	0.1	03. 3 injured
1	0.0	1	0.0	04. 4 injured
2149	50.6	3370	61.6	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	Prct	WGHT	Prct	TOTAL KILLED IN ACCIDENT
1738	40.9	1738	31.8	01. 1 killed
275	6.5	275	5.0	02. 2 killed
55	1.3	55	1.0	03. 3 killed
19	0.4	19	0.3	04. 4 killed
4	0.1	4	0.1	05. 5 killed
3	0.1	3	0.1	06. 6 killed
1	0.0	1	0.0	07. 7 killed
1	0.0	1	0.0	08. 8 killed

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
 OMC and SURVEY VARIABLES

N Prcnt		WGHT Prcnt		Var 1076	TOTAL KILLED IN ACCIDENT
1	0.0	1	0.0	11.	11 killed
2149	50.6	3370	61.6	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	
1112	26.2	1112	20.3	00.	0 injured
525	12.4	525	9.6	01.	1 injured
258	6.1	258	4.7	02.	2 injured
108	2.5	108	2.0	03.	3 injured
44	1.0	44	0.8	04.	4 injured
19	0.4	19	0.3	05.	5 injured
9	0.2	9	0.2	06.	6 injured
4	0.1	4	0.1	07.	7 injured
4	0.1	4	0.1	08.	8 injured
3	0.1	3	0.1	09.	9 injured
1	0.0	1	0.0	10.	10 injured
3	0.1	3	0.1	11.	11 injured
3	0.1	3	0.1	13.	13 injured
1	0.0	1	0.0	15.	15 injured
3	0.1	3	0.1	16.	16 injured
2149	50.6	3370	61.6	98.	Not applicable (Survey case)
0	0.0	0	0.0	99.	Unknown

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

OMC cases only

N Prcnt		WGHT Prcnt		WEATHER
245	5.8	245	4.5	1. Rain
1523	35.9	1523	27.9	2. Clear
93	2.2	93	1.7	3. Snow
51	1.2	51	0.9	4. Fog/smog
152	3.6	152	2.8	5. Cloudy/overcast
6	0.1	6	0.1	6. Sleet
17	0.4	17	0.3	7. Other
2149	50.6	3370	61.6	8. Not applicable (Survey case)
10	0.2	10	0.2	9. Unknown

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

OMC cases only

N	Prct	WGHT	Prct	LIGHT CONDITION
1058	24.9	1058	19.4	1. Daylight
97	2.3	97	1.8	2. Artificial lights
103	2.4	103	1.9	3. Dawn
2	0.0	2	0.0	4. Other
73	1.7	73	1.3	5. Dusk
764	18.0	764	14.0	6. Dark
2149	50.6	3370	61.6	8. Not applicable (Survey case)
0	0.0	0	0.0	9. Unknown

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

OMC cases only

N	Prct	WGHT	Prct	ROAD SURFACE CONDITION
1632	38.4	1632	29.9	1. Dry
311	7.3	311	5.7	2. Wet
61	1.4	61	1.1	3. Snowy
68	1.6	68	1.2	4. Icy
11	0.3	11	0.2	5. Other
2149	50.6	3370	61.6	8. Not applicable (Survey case)
14	0.3	14	0.3	9. Unknown

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

OMC cases only

N	Prct	WGHT	Prct	NUMBER OF LANES
55	1.3	55	1.0	1. 1 lane
1064	25.1	1064	19.5	2. 2 lanes
129	3.0	129	2.4	3. 3 lanes
837	19.7	837	15.3	4. 4 or more lanes
2149	50.6	3370	61.6	8. Not applicable (Survey case)
12	0.3	12	0.2	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
OMC and SURVEY VARIABLES

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

OMC cases only

N	Prct	WGHT	Prct	HIGHWAY TYPE
1005	23.7	1005	18.4	1. Divided
1064	25.1	1064	19.5	2. Undivided
2149	50.6	3370	61.6	8. Not applicable (Survey case)
28	0.7	28	0.5	9. Unknown

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

OMC cases only

N	Prct	WGHT	Prct	CARGO (OMC)
554	13.0	554	10.1	01. General freight
34	0.8	34	0.6	02. Household goods
121	2.8	121	2.2	03. Metal: coils, sheets, etc
40	0.9	40	0.7	04. Heavy machinery
26	0.6	26	0.5	05. Motor vehicles
1	0.0	1	0.0	06. Driveaway/towaway
12	0.3	12	0.2	07. Gases in bulk
48	1.1	48	0.9	08. Solids in bulk
106	2.5	106	1.9	09. Liquids in bulk
1	0.0	1	0.0	10. Explosives
57	1.3	57	1.0	11. Logs/poles/lumber
555	13.1	555	10.2	12. None (empty)
140	3.3	140	2.6	13. Refrigerated food
7	0.2	7	0.1	14. Mobile home
56	1.3	56	1.0	15. Farm products
338	8.0	338	6.2	16. Other
2149	50.6	3370	61.6	98. Not applicable (Survey case)
1	0.0	1	0.0	99. Unknown

<u>Variable 1084</u>	<u>INTERVIEW STATUS</u>	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

Both SURVEY and OMC cases

N	Prct	WGHT	Prct	INTERVIEW STATUS
1720	40.5	2762	50.5	1. Completed
0	0.0	0	0.0	2. Refusal
48	1.1	81	1.5	3. Partial
381	9.0	527	9.6	4. Unable to contact

N	Prcnt	WGHT	Prcnt	Var 1084	INTERVIEW STATUS
2097	49.4	2097	38.4		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
288	6.8	425	7.8	1. Police report
1767	41.6	2841	52.0	2. Interview
2097	49.4	2097	38.4	4. Match with OMC
1	0.0	2	0.0	5. Mail Survey
93	2.2	102	1.9	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
1233	29.0	1876	34.3	00. None
18	0.4	31	0.6	07. Question 7
27	0.6	43	0.8	08. Question 8
7	0.2	10	0.2	13. Question 13
302	7.1	473	8.7	17. Question 17
38	0.9	63	1.2	18. Question 18
355	8.4	594	10.9	19. Question 19
127	3.0	211	3.9	20. Question 20
16	0.4	27	0.5	21. Question 21
26	0.6	42	0.8	27. Question 27
2097	49.4	2097	38.4	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
1584	37.3	2465	45.1	00. None
4	0.1	8	0.1	07. Question 7
3	0.1	5	0.1	08. Question 8
4	0.1	6	0.1	13. Question 13
1	0.0	2	0.0	16. Question 16
16	0.4	25	0.5	17. Question 17
35	0.8	58	1.1	18. Question 18
344	8.1	544	10.0	19. Question 19
70	1.6	119	2.2	20. Question 20
83	2.0	131	2.4	21. Question 21
5	0.1	7	0.1	27. Question 27
2097	49.4	2097	38.4	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
1984	46.7	3095	56.6	00. None
2	0.0	2	0.0	07. Question 7
4	0.1	8	0.1	17. Question 17
2	0.0	3	0.1	18. Question 18
25	0.6	42	0.8	19. Question 19
76	1.8	125	2.3	20. Question 20
50	1.2	84	1.5	21. Question 21
1	0.0	2	0.0	22. Question 22
5	0.1	9	0.2	27. Question 27
2097	49.4	2097	38.4	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
2086	49.1	3268	59.8	00. None
1	0.0	2	0.0	07. Question 7
1	0.0	1	0.0	08. Question 8
2	0.0	4	0.1	19. Question 19
3	0.1	5	0.1	20. Question 20
53	1.2	84	1.5	21. Question 21
1	0.0	2	0.0	23. Question 23
2	0.0	4	0.1	27. Question 27
2097	49.4	2097	38.4	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
2140	50.4	3356	61.4	00. None
3	0.1	5	0.1	08. Question 8
1	0.0	2	0.0	20. Question 20
3	0.1	5	0.1	21. Question 21
2	0.0	2	0.0	22. Question 22
2097	49.4	2097	38.4	99. Not applicable (OMC case)

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1988
OMC and SURVEY VARIABLES

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

SURVEY cases only

N	Prct	WGHT	Prct	6TH QUESTION DERIVED
2146	50.5	3365	61.6	00. None
1	0.0	2	0.0	21. Question 21
2	0.0	3	0.1	22. Question 22
2097	49.4	2097	38.4	99. Not applicable (OMC case)

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

SURVEY cases only

N	Prct	WGHT	Prct	7TH QUESTION DERIVED
2148	50.6	3369	61.6	00. None
1	0.0	1	0.0	07. Question 7
2097	49.4	2097	38.4	99. Not applicable (OMC case)

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

SURVEY cases only

N	Prct	WGHT	Prct	8TH QUESTION DERIVED
2149	50.6	3370	61.6	00. None
2097	49.4	2097	38.4	99. Not applicable (OMC case)

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

SURVEY cases only

N	Prct	WGHT	Prct	9TH QUESTION DERIVED
2149	50.6	3370	61.6	00. None
2097	49.4	2097	38.4	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
2149	50.6	3370	61.6	00. None
2097	49.4	2097	38.4	99. Not applicable (OMC case)

Variable 1098	SAMPLE WEIGHT	MD1: 99	Field Width: 2
		MD2: None	Type: Numeric

APPENDIX

POWER UNIT

9. Power Unit Make

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

10. Power Unit Model _____

(Name or No.)

11. Power Unit Model Year: 19 _____

(from registration) 16 17

12. Power Unit Cab Style

- Conventional [] 1
 - Cab-Over-Engine/Cab Forward [] 2
- (Sleeper? Yes or No) 18

13. Fuel

- Gas [] 1
 - Diesel [] 2
 - Other [] 4
- (Specify) 19

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

VEHICLE CONFIGURATION

	<u>POWER UNIT</u>	<u>FIRST TRAILER</u>	<u>SECOND TRAILER</u>	<u>THIRD TRAILER</u>
14. TYPE:	Tractor [] 8 St. Trk. [] 1 20	Semi [] 1 Full [] 2 Other [] 3 None [] 4 23	Full [] 2 Other [] 3 None [] 4 26	Full [] 2 Other [] 3 None [] 4 29
15. BODY STYLE:	Tractor [] 0 Van [] 1 Flatbed [] 2 Tanker [] 3 Dump [] 6 Refuse [] 7 Other [] 8 21	Van [] 1 Flatbed [] 2 Tank [] 3 Auto C. [] 4 Dump [] 6 Other [] 8 24	Van [] 1 Flatbed [] 2 Tank [] 3 Auto C. [] 4 Dump [] 6 Other [] 8 27	Van [] 1 Flatbed [] 2 Tank [] 3 Auto C. [] 4 Dump [] 6 Other [] 8 30
	(Specify)	(Specify)	(Specify)	(Specify)
16. NO. OF AXLES IN USE:	Two [] 2 Three [] 3 Four + [] 4 22	One [] 1 Two [] 2 Three [] 3 Four + [] 4 25	One [] 1 Two [] 2 Three [] 3 Four + [] 4 28	One [] 1 Two [] 2 Three [] 3 Four + [] 4 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? 32 33 34 35 36 37 Lbs.

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

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

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

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

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

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

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

3RD TRLR. 80 81 82 83 84 85 Lbs.

Empty Combination Weight: 86 87 88 89 90 Lbs.)

Dup Col 1-8

20. What was the TOTAL LENGTH of the truck and any trailers at the time of the accident? 91 92 93 Ft.

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

TRAC/ST TRK. 94 95 96 Ft.
1ST TRLR. 97 98 99 Ft.
2ND TRLR. 100 101 102 Ft.
3RD TRLR. 103 104 105 Ft.

22. What was the WIDTH of the truck or cargo at the time of the accident?
106 107 Ft.

23. Cargo
(Specify and code below)

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

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

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

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

INTERVIEWERS: Do not ask this question.

30

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

31

27. At the time of the accident how many hours had the driver been driving? Hrs.
32 33

*** 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

36

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

37

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