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**Center for
National Truck Statistics**

TRUCKS INVOLVED IN FATAL ACCIDENTS **CODEBOOK 1989**

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February 1992

UMTRI

The University of Michigan
Transportation Research Institute

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

1. Report No. UMTRI-92-10		2. Government Accession No.		3. Recipient's Catalog No.	
4. Title and Subtitle TRUCKS INVOLVED IN FATAL ACCIDENTS CODEBOOK 1989 (Version December 19, 1991)				5. Report Date February 1992	
				6. Performing Organization Code	
7. Author(s) Kathleen P. Sullivan, Daniel Blower, and Leslie Pettis				8. Performing Organization Report No. UMTRI-92-10	
9. Performing Organization Name and Address The University of Michigan Transportation Research Institute 2901 Baxter Road, Ann Arbor, Michigan 48109-2150				10. Work Unit No.	
				11. Contract or Grant No. 2164	
12. Sponsoring Agency Name and Address Motor Vehicle Manufacturers Association 7430 Second Avenue, Suite 300 Detroit, Michigan 48202				13. Type of Report and Period Covered Special Report	
				14. Sponsoring Agency Code	
15. Supplementary Notes					
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, 1989. This file combines the coverage of the Fatal Accident Reporting System (FARS) data with the detail of the Office of Motor Carriers (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 70.0% of the power units. Tractors with twin trailers made up only 4.0% of the involvements. Only 21.0% of the accidents occurred on Interstate highways. Night and twilight comprised 38.3% of the accidents. This dataset has 5,288 cases, down 3.3% from 5,467 last year.</p>					
17. Key Words Medium trucks, heavy trucks, fatal accident data			18. Distribution Statement Unlimited		
19. Security Classif. (of this report) None		20. Security Classif. (of this page) None		21. No. of Pages 123	22. Price

Acknowledgments

The data documented in this report are the product of the dedicated efforts of many people. The project originated under the direction of James O'Day. Ken Campbell and Oliver Carsten developed the TIFA survey. Raymond Masters, Jonathon Brenner, Michele Periord, Shirley Heydlauff, Cecil Lockard, John Preston, Christine Schmidt, and many interviewers and editors made the accuracy of the data a matter of personal pride. The project would not have been possible without the willing cooperation of thousands of truck owners, operators, and police officers across the country.

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, 1989, (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 1989. For the third time in the TIFA series of data files, the file is not a census of all cases. A stratified simple random sample of 50 percent 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 FARS data, 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 1,510 cases, or 29 percent, of the 5,288 medium and heavy trucks involved in fatal accidents in 1989, and that 3,697 power units, or 70 percent, were tractors. A determination of power unit type could not be made for 81 trucks, or 1.5 percent.

The type of company operating the vehicle was also ascertained: 3,590, or 67.9 percent, of the involved medium and heavy trucks were found to be operated by interstate carriers, and 1,326 trucks, or 25.1 percent, by intrastate-only carriers. The rest, 372, or 7.0 percent, were either owned by some government entity, were used for daily rental, or were of unknown company type. For hire carriers accounted for 2,935, or 55.5 percent, of the involved vehicles, private carriers for 2,022, or 38.2 percent. ICC authorized carriers operated 2,298 or 43.5 percent of the involved vehicles.

In comparing the 1989 TIFA file to 1988, there were 5,288 trucks involved in fatal accidents in 1989, which was a 3.3 percent decrease from the 5,467 involved in 1988. The number of straight truck involvements in 1989 dropped 1.4 percent from 1988, while the number of tractor-semitrailers was down 3.4 percent from the previous year. The number of bobtail involvements decreased from 153 in 1988 to 150 in 1989. The number of doubles involvements decreased 7.9 percent from the previous year. There were two triples involved in fatal accidents in 1989.¹

¹There were four cases with three trailers in the 1989 TIFA file; two were triples, and the other two were heavy equipment haulers with a jeep, lowboy, booster dolly combination.

INTRODUCTION

Overview

This report documents the December 19, 1991, version of the Trucks Involved in Fatal Accidents, 1989, 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 1989. 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 8, 1990" version of the Fatal Accident Reporting System (FARS) file for 1989 accidents, developed by the National Highway Traffic Safety Administration (NHTSA).

Survey cases were sampled for the 1989 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 nonsample 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 105 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. There were three missing police reports from Maryland, New Jersey and South Carolina. For these cases, as well as the Mississippi cases, Interview Status (variable 1084) has been coded "unable to contact" (4), and Source of Information (variable 1085) has been coded "none" (9). 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. This information was used to contact those owners and drivers for interviews.

Fortunately, a reinterpretation of California's confidentiality law again allows us to contact parties named in the police reports. 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 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.² Another variable, "Vehicle Trailering," indicates whether the truck was pulling any trailers and, if so, whether it was pulling a single trailer or two or more trailers. However, there are some configurations that FARS does not identify accurately, and FARS contains no information as to cargo body style, cargo type and weight, or the weights of any of the units. It is the 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.

²This 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.

This dataset is substantially similar in detail and coverage to the Trucks Involved in Fatal Accidents files for 1980 through 1988. 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. 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 1989.

The preferred source of information to supplement FARS was an 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.³ 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 2,551 MCS 50-T reports for fatal accidents. Each of these should match one of the 5,520 FARS cases in the original subset. The results of the matching procedures are shown in the following table. Overall 79.5 percent of the MCS 50-T reports were matched, but this meant completion of only 36.8 percent of the FARS cases.

Once the FARS cases were matched with MCS 50-T reports and the obvious (by vehicle identification number) nonsample vehicles were removed, the sampling procedure described above was followed. As a result, 2,156 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

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

COMPUTER AND HAND MATCHES BETWEEN 1989 FARS AND OMC

Data Source	No. of Cases in Subset	Computer Matched		Hand Matched		Total Matched	
		N	%	N	%	N	%
FARS	5,520	1,525	27.6	504	9.1	2,029	36.8
OMC	2,551	1,525	59.8	504	19.8	2,029	79.5

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, 2,156 were sampled for interview. Interviews were completed for 1,955 of the sampled cases, or 90.7 percent. Partial interviews were done for 69 cases, or 3.2 percent. Unable to contact (no police report sent or coded from police report) accounted for 77 cases, or 3.6 percent. The remaining 43, or 1.9 percent were determined to be nonsample vehicles.

The combination of telephone interviews and coding from police accident reports produced a completion rate of 96.6 percent (2,030 cases) for the 2,101 survey cases. No cases ended in refusal, and the remaining 71 cases, or 3.4 percent, were cases where we were unable to locate the owner, the driver, or some other informant.

Number of Cases

The June 8, 1990, version of the 1989 FARS file has 5,520 vehicles (excluding fire trucks) involved in fatal accidents in the United States, excluding Alaska and Hawaii, with a Body Type code of 70 through 78, or with a VIN Truck Weight code of 3 through 8. 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 "nonsample vehicles." Also designated nonsample 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, 177 vehicles, mostly light trucks, were deleted from the file as nonsample vehicles before interview cases were sampled.

Matching with OMC accounted for 2,029 cases.⁴ The sampling procedure produced an additional 2,101 cases, so the column headed "N" sums to 4,126. When the sampling weights are applied, a total of 5,288 cases is estimated for the number of trucks involved in fatal accidents in 1989.⁵ The column headed "WGHT" sums to 5,288.⁶

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 1989 OMC file built by UMTRI has been subjected to special review for accuracy and consistency with other data elements. This is the Vehicle Combination Code (variable 1063). All cases where the OMC file reports two or more trailers being pulled were confirmed either by a review of the police report or by telephone contact with the owner. Similarly, all cases where the OMC file showed fewer trailers than reported by FARS were checked by the same methods. The file documented here contains the corrected combination code. Other variables have been corrected to conform to the new combination code when changes were made.

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.

⁴Four of these matched OMC cases were subsequently identified as nonsample so 2,025 cases remain in the file.

⁵The original FARS file had 5,520 cases. One hundred seventy seven 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 nonsample after the sampling procedure had been applied, so there were some nonsample vehicles with valid sample weights. When the weights are applied, the weighted total of nonsample vehicles is 232. Subtracting the 232 (weighted) nonsample vehicles from the original 5,520 cases leaves 5,288, which should be the number of cases in the file, i.e., the number of trucks involved in fatal accidents in 1989.

⁶Variables 43, 137, and 223 are multiple response variables. For these variables, the tabulated frequencies sum to 5,288 times the number of responses indicated for the variable.

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 l4, code level 1) is 33.3% \pm 1.5. The proportion of cases with fires (variable l34, code level 1) is 4.2% \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.⁷ Confidence intervals were calculated for the same proportions as in the previous paragraph but using a technique that treats the data as a simple random sample of all 5,288 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 \pm 1.3 rather than \pm 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.

⁷If all cases had been taken, the file would have been a census file. Calculating confidence intervals for census data is appropriate and frequently done. It is true that if the proportion of urban accidents in a census file from a particular year is 0.33, then that is the proportion of urban accidents for that year. But in another sense, interest typically is not narrowly in any particular year of accident data but in the relationship between certain factors and the probability of an accident. In that sense, any particular accident year constitutes a sample of accidents, so confidence intervals are properly calculated for the resulting estimates. The point of calculating confidence intervals for the sample actually taken and confidence intervals as if all accidents were taken is to see whether the sampling procedure significantly degrades our ability to discern relationships in the factors of interest. Since the accuracy of the population estimates from the sampled file is comparable to that which would have been obtained had no sampling been done, we can safely assume that the effects of sampling are not significant. Similarly, the estimates calculated from the 1989 file are comparable to figures from previous TIFA files.

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.

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
FARS ACCIDENT VARIABLES

Page 9

<u>Variable Number</u>	<u>Variable Name</u>	<u>Field Width</u>	<u>Character Type</u>	<u>Mult Resp</u>	<u>Page Number</u>
1	CASE STATE	2	Numeric		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, 1989
FARS VEHICLE VARIABLES

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<u>Variable Number</u>	<u>Variable Name</u>	<u>Field Width</u>	<u>Character Type</u>	<u>Mult Resp</u>	<u>Page Number</u>
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		43
124	TRAVEL SPEED	2	Numeric		43
125	HAZARDOUS CARGO	1	Numeric		43
126	VEHICLE TRAILERING	1	Numeric		43
127	SPECIAL USE	1	Numeric		44
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		46
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		47
137	VEHICLE RELATED FACTORS	2	Numeric	2	47
138	VEHICLE MANEUVER	2	Numeric		48
139	MOST HARMFUL EVENT	2	Numeric		48
145	VIN TRUCK FUEL CODE	1	Numeric		50
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		52
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, 1989
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		58
223	DRIVER RELATED FACTORS	2	Numeric	3	59

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
 FARS PERSON VARIABLES

<u>Variable Number</u>	<u>Variable Name</u>	<u>Field Width</u>	<u>Character Type</u>	<u>Mult Resp</u>	<u>Page Number</u>
305	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, 1989
 OMC and SURVEY VARIABLES

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
1001	OMC ID	5	Numeric		69
1002	STATE OF CARRIER	2	Numeric		69
1003	AREA OF OPERATION	1	Numeric		70
1004	OPERATING AUTHORITY	1	Numeric		71
1005	CARRIER TYPE	1	Numeric		71
1006	OWNER OPERATOR	1	Numeric		71
1007	TRIP TYPE	1	Numeric		72
1008	TIFA GVWR	1	Numeric		72
1009	DISTRICT TYPE	1	Numeric		72
1010	MONTH	2	Numeric		73
1011	DAY	2	Numeric		73
1012	HOUR	2	Numeric		73
1013	MINUTE	2	Numeric		74
1014	ACCIDENT TYPE	1	Numeric		74
1015	OTHER OBJECT INVOLVED	2	Numeric		75
1016	VEHICLE #1 ACTION	2	Numeric		75
1017	VEHICLE #2 ACTION	2	Numeric		76
1018	VEHICLE #3 ACTION	2	Numeric		76
1019	PRIMARY EVENT	1	Numeric		77
1020	ASSOC. ACCIDENT EVENT	1	Numeric		78
1022	YEARS DRIVER EMPLOYED	2	Numeric		78
1023	HOURS DRIVING	2	Numeric		79
1024	SCHEDULED HOURS	2	Numeric		79
1025	DRIVER CONDITION	1	Numeric		80
1026	POWER UNIT TYPE	1	Numeric		80
1027	STRT. TRUCK BODY STYLE	1	Numeric		80
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, 1989
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
90	2.2	125	2.4	01. Alabama
0	0.0	0	0.0	02. Alaska
53	1.3	72	1.4	04. Arizona
100	2.4	121	2.3	05. Arkansas
370	9.0	486	9.2	06. California
44	1.1	52	1.0	08. Colorado
32	0.8	37	0.7	09. Connecticut
13	0.3	17	0.3	10. Delaware
2	0.0	3	0.1	11. District of Columbia
290	7.0	339	6.4	12. Florida
158	3.8	216	4.1	13. Georgia
0	0.0	0	0.0	15. Hawaii
18	0.4	24	0.5	16. Idaho
161	3.9	207	3.9	17. Illinois
120	2.9	149	2.8	18. Indiana
64	1.6	83	1.6	19. Iowa
58	1.4	65	1.2	20. Kansas
72	1.7	97	1.8	21. Kentucky
100	2.4	126	2.4	22. Louisiana
17	0.4	26	0.5	23. Maine
71	1.7	93	1.8	24. Maryland
45	1.1	51	1.0	25. Massachusetts
132	3.2	159	3.0	26. Michigan
52	1.3	71	1.3	27. Minnesota
94	2.3	96	1.8	28. Mississippi
102	2.5	132	2.5	29. Missouri
19	0.5	24	0.5	30. Montana
43	1.0	57	1.1	31. Nebraska
18	0.4	21	0.4	32. Nevada
13	0.3	18	0.3	33. New Hampshire
99	2.4	127	2.4	34. New Jersey
44	1.1	55	1.0	35. New Mexico
152	3.7	227	4.3	36. New York
168	4.1	212	4.0	37. North Carolina
7	0.2	8	0.2	38. North Dakota
181	4.4	205	3.9	39. Ohio
58	1.4	78	1.5	40. Oklahoma
72	1.7	91	1.7	41. Oregon
206	5.0	268	5.1	42. Pennsylvania

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
FARS ACCIDENT VARIABLES

N	Prct	WGHT	Prct	Var 1	CASE STATE
0	0.0	0	0.0	43.	Puerto Rico
7	0.2	10	0.2	44.	Rhode Island
82	2.0	110	2.1	45.	South Carolina
13	0.3	18	0.3	46.	South Dakota
92	2.2	122	2.3	47.	Tennessee
265	6.4	364	6.9	48.	Texas
22	0.5	29	0.5	49.	Utah
11	0.3	16	0.3	50.	Vermont
100	2.4	112	2.1	51.	Virginia
49	1.2	70	1.3	53.	Washington
50	1.2	68	1.3	54.	West Virginia
83	2.0	114	2.2	55.	Wisconsin
14	0.3	17	0.3	56.	Wyoming

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

N	Prct	WGHT	Prct	CASE NUMBER ASSIGNED WITHIN STATES
2	0.0			0001.
				- . Case number
0	0.0			9999.

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

N	Prct	WGHT	Prct	CITY - GSA GEOGRAPHIC LOCATION CODE
2729	66.1	3499	66.2	0000. Not applicable
0	0.0	0	0.0	0001.
				- . GSA code
0	0.0	0	0.0	9996.
9	0.2	13	0.2	9997. Other
2	0.0	3	0.1	9999. Unknown

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

N	Prct	WGHT	Prct	COUNTY - GSA GEOGRAPHIC LOCATION CODE
0	0.0	0	0.0	000. Not applicable
86	2.1	116	2.2	001.
				- . GSA code
0	0.0	0	0.0	996.
0	0.0	0	0.0	997. Other

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
FARS ACCIDENT VARIABLES

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

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

N	Prcnt	WGHT	Prcnt	ACCIDENT DATE - MONTH
295	7.1	365	6.9	01. January
280	6.8	353	6.7	02. February
334	8.1	422	8.0	03. March
303	7.3	390	7.4	04. April
312	7.6	403	7.6	05. May
357	8.7	465	8.8	06. June
380	9.2	486	9.2	07. July
415	10.1	534	10.1	08. August
364	8.8	470	8.9	09. September
382	9.3	493	9.3	10. October
357	8.7	455	8.6	11. November
347	8.4	452	8.5	12. December

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

N	Prcnt	WGHT	Prcnt	ACCIDENT DATE - DAY
131	3.2	166	3.1	01.
				- . Day of month
74	1.8	92	1.7	31.

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

N	Prcnt	WGHT	Prcnt	ACCIDENT DATE - YEAR
4126	100.0	5288	100.0	89. 1989

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
FARS ACCIDENT VARIABLES

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

	N Prcnt	WGHT Prcnt	ACCIDENT TIME - HOUR
	128	3.1	154 2.9
	128	3.1	155 2.9
	132	3.2	155 2.9
	120	2.9	145 2.7
	125	3.0	153 2.9
	140	3.4	185 3.5
	195	4.7	242 4.6
	180	4.4	229 4.3
	204	4.9	279 5.3
	199	4.8	263 5.0
	197	4.8	259 4.9
	232	5.6	311 5.9
	235	5.7	293 5.5
	239	5.8	322 6.1
	270	6.5	355 6.7
	245	5.9	329 6.2
	200	4.8	257 4.9
	179	4.3	233 4.4
	161	3.9	201 3.8
	105	2.5	132 2.5
	133	3.2	169 3.2
	105	2.5	131 2.5
	141	3.4	169 3.2
	125	3.0	155 2.9
	5	0.1	8 0.2
	3	0.1	4 0.1

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

	N Prcnt	WGHT Prcnt	ACCIDENT TIME - MINUTE
	391	9.5	501 9.5
	19	0.5	26 0.5
	3	0.1	4 0.1

00. . Minute
59.
99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
FARS ACCIDENT VARIABLES

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

N	Prct	WGHT	Prct	NO. OF MOTOR VEHICLES IN ACCIDENT
786	19.0	1009	19.1	01. 1 form
2675	64.8	3417	64.6	02. 2 forms
455	11.0	589	11.1	03. 3 forms
121	2.9	152	2.9	04. 4 forms
38	0.9	55	1.0	05. 5 forms
19	0.5	22	0.4	06. 6 forms
13	0.3	17	0.3	07. 7 forms
3	0.1	4	0.1	08. 8 forms
6	0.1	7	0.1	09. 9 forms
4	0.1	6	0.1	10. 10 forms
6	0.1	10	0.2	43. 43 forms

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

N	Prct	WGHT	Prct	NO. OF PERSONS INVOLVED IN ACCIDENT
326	7.9	419	7.9	01. - . Number submitted
0	0.0	0	0.0	99.

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

N	Prct	WGHT	Prct	LAND USE - FHWA CLASSIFICATION
1373	33.3	1760	33.3	1. Urban area
2747	66.6	3520	66.6	2. Rural area
6	0.1	8	0.2	9. Unknown

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

N	Prct	WGHT	Prct	ROADWAY FUNCTION CLASS
Rural:				
542	13.1	644	12.2	01. Principal arterial - interstate
888	21.5	1118	21.1	02. Principal arterial - other
604	14.6	786	14.9	03. Minor arterial
478	11.6	651	12.3	04. Major collector
82	2.0	115	2.2	05. Minor collector
146	3.5	197	3.7	06. Local road or street

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
FARS ACCIDENT VARIABLES

N	Prct	WGHT	Prct	Var 15	ROADWAY FUNCTION CLASS
7	0.2	9	0.2	09.	Unknown rural
Urban:					
365	8.8	455	8.6	11.	Principal arterial - interstate
151	3.7	189	3.6	12.	Principal arterial - other
461	11.2	596	11.3	13.	Other principal arterial
231	5.6	305	5.8	14.	Minor arterial
49	1.2	65	1.2	15.	Collector
115	2.8	149	2.8	16.	Local road or street
1	0.0	1	0.0	19.	Unknown urban
6	0.1	8	0.2	99.	Unknown

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

N	Prct	WGHT	Prct	TA-1 CLASS - FHWA CLASSIFICATION
907	22.0	1099	20.8	1. Interstate
1915	46.4	2442	46.2	2. Federal-Aid primary (other than interstate)
442	10.7	581	11.0	3. Federal-Aid urban
463	11.2	627	11.9	4. Federal-Aid secondary (rural only)
384	9.3	520	9.8	5. Nonfederal-Aid
15	0.4	19	0.4	9. Unknown

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

N	Prct	WGHT	Prct	ROUTE SIGNING
917	22.2	1113	21.0	1. Interstate
1153	27.9	1446	27.3	2. U.S. highway
1235	29.9	1621	30.7	3. State highway
389	9.4	532	10.1	4. County road or local street
67	1.6	93	1.8	5. Township
293	7.1	379	7.2	6. Municipality
56	1.4	83	1.6	8. Other
16	0.4	21	0.4	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
FARS ACCIDENT VARIABLES

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
4105 99.5 5264 99.5 0. No special jurisdiction
7 0.2 8 0.2 1. National Park Service
0 0.0 0 0.0 2. Military
14 0.3 16 0.3 3. Indian reservation
0 0.0 0 0.0 4. College/university campus
0 0.0 0 0.0 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 1ST EVENT CAUSING INJURY/PROP. DAMAGE
NonCollision Event:
148 3.6 198 3.7 01. Overturn
2 0.0 2 0.0 02. Fire/explosion
1 0.0 1 0.0 03. Immersion
0 0.0 0 0.0 04. Gas inhalation
18 0.4 24 0.5 05. Fell from vehicle
0 0.0 0 0.0 06. Injured in vehicle
21 0.5 31 0.6 07. Other noncollision

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
FARS ACCIDENT VARIABLES

N	Prcnt	WGHT	Prcnt	Var 21	FIRST HARMFUL EVENT
Collision With Object Not Fixed:					
299	7.2	385	7.3	08.	Pedestrian
63	1.5	86	1.6	09.	Pedalcycle
41	1.0	54	1.0	10.	Railway train
13	0.3	15	0.3	11.	Animal
3038	73.6	3898	73.7	12.	Motor vehicle in transport
108	2.6	126	2.4	13.	Motor vehicle in transport in other roadway
49	1.2	54	1.0	14.	Parked motor vehicle
2	0.0	2	0.0	15.	Other type nonmotorist
2	0.0	2	0.0	16.	Thrown or falling object
4	0.1	5	0.1	17.	Boulder
13	0.3	18	0.3	18.	Other object (not fixed)
Collision With Fixed Object:					
2	0.0	3	0.1	19.	Building
2	0.0	2	0.0	20.	Impact attenuator/crash cushion
11	0.3	14	0.3	21.	Bridge pier or abutment
0	0.0	0	0.0	22.	Bridge parapet end
14	0.3	16	0.3	23.	Bridge rail
94	2.3	122	2.3	24.	Guardrail
19	0.5	21	0.4	25.	Concrete traffic barrier
3	0.1	4	0.1	26.	Other longitudinal barrier type
8	0.2	11	0.2	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
7	0.2	12	0.2	30.	Utility pole
15	0.4	16	0.3	31.	Other post, pole or supports
10	0.2	15	0.3	32.	Culvert
8	0.2	12	0.2	33.	Curb
18	0.4	20	0.4	34.	Ditch
11	0.3	15	0.3	35.	Embankment - earth
4	0.1	5	0.1	36.	Embankment - rock, stone or concrete
12	0.3	15	0.3	37.	Embankment - material type unknown
9	0.2	12	0.2	38.	Fence
5	0.1	6	0.1	39.	Wall
0	0.0	0	0.0	40.	Fire hydrant
4	0.1	7	0.1	41.	Shrubbery
32	0.8	38	0.7	42.	Tree
15	0.4	19	0.4	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, 1989
FARS ACCIDENT VARIABLES

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

N	Prcnt	WGHT	Prcnt	MANNER OF COLLISION
980	23.8	1264	23.9	0. Not a collision with a motor vehicle in transport
723	17.5	921	17.4	1. Rear-end
927	22.5	1183	22.4	2. Head-on
2	0.0	2	0.0	3. Rear-to-rear
1273	30.9	1641	31.0	4. Angle
107	2.6	132	2.5	5. Sideswipe - same direction
106	2.6	137	2.6	6. Sideswipe - opposite direction
8	0.2	8	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
2740	66.4	3471	65.6	1. Nonjunction
931	22.6	1224	23.1	2. Intersection
204	4.9	279	5.3	3. Intersection related
72	1.7	88	1.7	4. Interchange area
113	2.7	142	2.7	5. Driveway, alley, access, etc.
14	0.3	16	0.3	6. Entrance/exit ramp
42	1.0	55	1.0	7. Rail grade crossing
5	0.1	8	0.2	8. In crossover
5	0.1	5	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
3602	87.3	4631	87.6	1. On roadway
120	2.9	143	2.7	2. Shoulder
70	1.7	84	1.6	3. Median
205	5.0	271	5.1	4. Roadside
25	0.6	32	0.6	5. Outside right-of-way
92	2.2	114	2.2	6. Off roadway - location unknown
1	0.0	2	0.0	7. In parking lane
6	0.1	6	0.1	8. Gore
5	0.1	5	0.1	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
FARS ACCIDENT VARIABLES

Variable	25	<u>TRAFFICWAY FLOW</u>	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
2394	58.0	3141	59.4	1. Not physically divided (two way trafficway)
1291	31.3	1584	30.0	2. Divided highway, median strip (without traffic barrier)
362	8.8	459	8.7	3. Divided highway, median strip (with traffic barrier)
60	1.5	81	1.5	4. One-way trafficway
19	0.5	23	0.4	9. Unknown

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

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

N	Prct	WGHT	Prct	NUMBER OF TRAVEL LANES
37	0.9	49	0.9	1. 1 lane
3127	75.8	4047	76.5	2. 2 lanes
277	6.7	359	6.8	3. 3 lanes
544	13.2	664	12.6	4. 4 lanes
31	0.8	38	0.7	5. 5 lanes
65	1.6	75	1.4	6. 6 lanes
12	0.3	13	0.2	7. 7 or more lanes
33	0.8	43	0.8	9. Unknown

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

N	Prct	WGHT	Prct	SPEED LIMIT
6	0.1	6	0.1	00. No statutory limit
1	0.0	1	0.0	05. 5 mph
0	0.0	0	0.0	10. 10 mph
5	0.1	6	0.1	15. 15 mph
7	0.2	8	0.2	20. 20 mph

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
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N	Prcnt	WGHT	Prcnt	Var 27	SPEED LIMIT
82	2.0	113	2.1	25.	25 mph
172	4.2	231	4.4	30.	30 mph
236	5.7	303	5.7	35.	35 mph
178	4.3	231	4.4	40.	40 mph
432	10.5	547	10.3	45.	45 mph
224	5.4	304	5.7	50.	50 mph
2273	55.1	2924	55.3	55.	55 mph
3	0.1	4	0.1	60.	60 mph
466	11.3	556	10.5	65.	65 mph
41	1.0	54	1.0	99.	Unknown

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

N	Prcnt	WGHT	Prcnt	ROADWAY ALIGNMENT
3393	82.2	4345	82.2	1. Straight
731	17.7	941	17.8	2. Curve
2	0.0	2	0.0	9. Unknown

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

N	Prcnt	WGHT	Prcnt	ROADWAY PROFILE
2906	70.4	3701	70.0	1. Level
1063	25.8	1389	26.3	2. Grade
102	2.5	132	2.5	3. Hillcrest
13	0.3	14	0.3	4. Sag
42	1.0	52	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
625	15.1	785	14.8	1. Concrete
3370	81.7	4332	81.9	2. Blacktop or bituminous or asphalt
1	0.0	2	0.0	3. Brick or block
30	0.7	42	0.8	4. Slag, gravel or stone
10	0.2	16	0.3	5. Dirt
3	0.1	4	0.1	8. Other
87	2.1	107	2.0	9. Unknown

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

N Prcnt		WGHT Prcnt		ROADWAY SURFACE CONDITION
3180	77.1	4081	77.2	1. Dry
705	17.1	898	17.0	2. Wet
101	2.4	129	2.4	3. Snow or slush
129	3.1	166	3.1	4. Ice
3	0.1	4	0.1	5. Sand, dirt, oil
2	0.0	2	0.0	8. Other
6	0.1	8	0.2	9. Unknown

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

N Prcnt		WGHT Prcnt		TRAFFIC CONTROL DEVICE
3051	73.9	3868	73.1	00. No controls
Not At Railroad Grade Crossing				
Highway traffic signals:				
29	0.7	36	0.7	01. Traffic control signal (on colors) without pedestrian signal
21	0.5	31	0.6	02. Traffic control (on colors) with pedestrian signal
293	7.1	377	7.1	03. Traffic control signal (on colors) not known whether or not pedestrian signal
22	0.5	29	0.5	04. Flashing traffic control signal
19	0.5	26	0.5	05. Flashing beacon
8	0.2	11	0.2	06. Flashing highway traffic signal, type unknown or other than traffic control or beacon
5	0.1	8	0.2	07. Lane use control signal
2	0.0	3	0.1	08. Other highway traffic signal
1	0.0	2	0.0	09. Unknown highway traffic signal
Regulatory signs:				
467	11.3	619	11.7	20. Stop sign
23	0.6	30	0.6	21. Yield sign
22	0.5	28	0.5	28. Other regulatory sign
5	0.1	8	0.2	29. Unknown type regulatory sign
School zone signs:				
1	0.0	1	0.0	30. School speed limit sign
0	0.0	0	0.0	31. School advance or crossing sign

N	Prcnt	WGHT	Prcnt	Var 32	TRAFFIC CONTROL DEVICE
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:					
95	2.3	128	2.4	40.	Warning sign
Miscellaneous:					
15	0.4	22	0.4	50.	Officer, crossing guard, flagman, etc.
At Railroad Grade Crossing					
Active devices:					
5	0.1	7	0.1	60.	Gates
6	0.1	6	0.1	61.	Flashing lights
5	0.1	5	0.1	62.	Traffic control signal
0	0.0	0	0.0	63.	Wigwags
0	0.0	0	0.0	64.	Bells
0	0.0	0	0.0	68.	Other train activated device
3	0.1	3	0.1	69.	Active device, type unknown
Passive devices:					
15	0.4	22	0.4	70.	Cross bucks
2	0.0	3	0.1	71.	Stop sign
4	0.1	6	0.1	72.	Other railroad crossing sign
0	0.0	0	0.0	73.	Special warning device - watchman, flagged by crew
0	0.0	0	0.0	78.	Other passive device
0	0.0	0	0.0	79.	Passive device, type unknown
Miscellaneous devices:					
2	0.0	3	0.1	80.	Grade crossing controlled, type unknown
Whether Or Not At RR Grade Crossing					
4	0.1	5	0.1	98.	Other
0	0.0	0	0.0	99.	Unknown

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

N Prcnt		WGHT Prcnt		TRAFFIC CONTROL FUNCTIONING
3051	73.9	3868	73.1	0. No controls
8	0.2	10	0.2	1. Device not functioning
6	0.1	8	0.2	2. Device functioning improperly
1056	25.6	1395	26.4	3. Device functioning properly
5	0.1	7	0.1	9. Unknown

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

N Prcnt		WGHT Prcnt		HIT AND RUN
4073	98.7	5220	98.7	0. No hit and run
28	0.7	37	0.7	1. Hit motor vehicle in transport
25	0.6	31	0.6	2. Hit pedestrian or nonmotorist
0	0.0	0	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
2485	60.2	3261	61.7	1. Daylight
1132	27.4	1390	26.3	2. Dark
364	8.8	442	8.4	3. Dark but lighted
94	2.3	128	2.4	4. Dawn
50	1.2	66	1.2	5. Dusk
1	0.0	1	0.0	9. Unknown

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

N Prcnt		WGHT Prcnt		ATMOSPHERIC CONDITIONS
3353	81.3	4304	81.4	1. No adverse atmospheric conditions
502	12.2	634	12.0	2. Rain
24	0.6	28	0.5	3. Sleet
100	2.4	135	2.6	4. Snow
118	2.9	153	2.9	5. Fog
10	0.2	10	0.2	6. Rain and fog
2	0.0	2	0.0	7. Sleet and fog
13	0.3	17	0.3	8. Other (smog, smoke, blowing sand, or dust)

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N Prcnt	WGHT Prcnt	Var	36	ATMOSPHERIC CONDITIONS
4	0.1	5	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		
4001	97.0	5127	97.0	0. None
99	2.4	127	2.4	1. Construction
12	0.3	14	0.3	2. Maintenance
2	0.0	3	0.1	3. Utility
12	0.3	17	0.3	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		
266	6.4	331	6.3	00. Not notified or 12:01-12:59 am
94	2.3	113	2.1	01. - . Hour
1	0.0	2	0.0	24.
1188	28.8	1504	28.4	99. Unknown

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

N Prcnt	WGHT Prcnt	EMS NOTIFIED - MINUTE		
291	7.1	372	7.0	00. Not notified or on hour
38	0.9	47	0.9	01. - . Minute
37	0.9	50	0.9	59.
1188	28.8	1504	28.4	99. Unknown

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

N	Prct	WGHT	Prct	EMS ARRIVAL - HOUR
264	6.4	330	6.2	00. Not notified or 12:01-12:59 am
102	2.5	124	2.3	01.
				- . Hour
4	0.1	4	0.1	24.
1043	25.3	1315	24.9	99. Unknown

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

N	Prct	WGHT	Prct	EMS ARRIVAL - MINUTE
273	6.6	353	6.7	00. Not notified or on hour
29	0.7	38	0.7	01.
				- . Minute
45	1.1	59	1.1	59.
1056	25.6	1331	25.2	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	Prct	WGHT	Prct	SCHOOL BUS RELATED
4119	99.8	5279	99.8	0. No
7	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	Prct	WGHT	Prct	RELATED FACTORS AT ACCIDENT LEVEL
12268	99.1	15720	99.1	00. None
1	0.0	1	0.0	01. Inadequate warning of exits, lanes narrowing, traffic controls, etc.
4	0.0	6	0.0	02. Shoulder related
8	0.1	11	0.1	03. Other construction created condition

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
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N	Prcnt	WGHT	Prcnt	Var 43	ACCIDENT RELATED FACTORS
4	0.0	5	0.0	04.	No (or obscured) pavement marking
0	0.0	0	0.0	05.	Surface under water
0	0.0	0	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:

17	0.1	22	0.1	14.	Motor vehicle in transport struck by falling cargo, or something that was set in motion by a vehicle
9	0.1	10	0.1	15.	Nonoccupant struck by falling cargo or something that came loose from or was set in motion by a vehicle
7	0.1	11	0.1	16.	Nonoccupant struck vehicle
0	0.0	0	0.0	17.	Vehicle set in motion by nondriver
5	0.0	7	0.0	18.	Date of accident and date of EMS notification were not the same day
34	0.3	44	0.3	19.	Recent previous accident scene nearby
21	0.2	27	0.2	99.	Unknown

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

N Prcnt WGHT Prcnt RAIL GRADE CROSSING ID - FRA CODE

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

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

N	Prcnt	WGHT	Prcnt	NUMBER FATALITIES IN ACC
0	0.0	0	0.0	00. 0 killed
3581	86.8	4593	86.9	01. 1 killed
418	10.1	537	10.2	02. 2 killed
83	2.0	101	1.9	03. 3 killed
21	0.5	26	0.5	04. 4 killed
15	0.4	18	0.3	05. 5 killed
7	0.2	11	0.2	06. 6 killed
1	0.0	2	0.0	07. 7 killed

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N	Prcnt	WGHT	Prcnt	Var	45	NUMBER FATALITIES IN ACC
0	0.0	0	0.0	08.		8 killed
0	0.0	0	0.0	09.		9 killed

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

N	Prcnt	WGHT	Prcnt	DAY OF WEEK
230	5.6	276	5.2	1. Sunday
634	15.4	824	15.6	2. Monday
651	15.8	837	15.8	3. Tuesday
681	16.5	892	16.9	4. Wednesday
753	18.3	955	18.1	5. Thursday
768	18.6	996	18.8	6. Friday
409	9.9	508	9.6	7. Saturday

Variable	47	<u>NUMBER DRINKING DRIVERS</u>	MD1:	9	Field Width:	1
			MD2:	None	Type:	Numeric

N	Prcnt	WGHT	Prcnt	NUMBER DRINKING DRIVERS
3133	75.9	4059	76.8	0. 0 drivers
943	22.9	1161	22.0	1. 1 driver
48	1.2	65	1.2	2. 2 drivers
2	0.0	3	0.1	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)
2091	50.7	2685	50.8	01. Vehicle #1
1787	43.3	2273	43.0	02. Vehicle #2
197	4.8	260	4.9	03. Vehicle #3
27	0.7	35	0.7	04. Vehicle #4
12	0.3	17	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	1	0.0	03. AM General
13	0.3	16	0.3	07. Dodge
519	12.6	675	12.8	12. Ford
132	3.2	181	3.4	20. Chevrolet
315	7.6	423	8.0	23. GMC
3	0.1	4	0.1	35. Datsun
12	0.3	12	0.2	38. Isuzu
12	0.3	18	0.3	42. Mercedes Benz
23	0.6	28	0.5	51. Volvo
4	0.1	4	0.1	52. Mitsubishi
6	0.1	7	0.1	80. Brockway
4	0.1	8	0.2	81. Diamond Reo
553	13.4	677	12.8	82. Freightliner
876	21.2	1122	21.2	84. International
420	10.2	520	9.8	85. Kenworth
532	12.9	713	13.5	86. Mack
360	8.7	442	8.4	87. Peterbilt
235	5.7	292	5.5	88. White
67	1.6	96	1.8	95. Other truck or bus
39	0.9	49	0.9	99. Unknown

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<u>Variable</u>	<u>107</u>	<u>VEHICLE MAKE-MODEL</u>	MD1: 9900	Field Width: 4
			MD2: 9900	Type: Numeric

N	Prcnt	WGHT	Prcnt	VEHICLE MAKE-MODEL
1	0.0	1	0.0	0388. AM General other (truck)
1	0.0	1	0.0	0771. Dodge Ramcharger
1	0.0	1	0.0	0773. Dodge D, W-Series Pickup
1	0.0	1	0.0	0774. Dodge Van
4	0.1	4	0.1	0779. Dodge unknown (light truck)
1	0.0	1	0.0	0781. Dodge medium/heavy: CBE
5	0.1	8	0.2	0784. Dodge medium/heavy: unknown engine location
42	1.0	42	0.8	1273. Ford F-Series Pickup
16	0.4	16	0.3	1274. Ford Van
5	0.1	5	0.1	1275. Ford Van derivative
1	0.0	1	0.0	1277. Ford Ranger
2	0.0	2	0.0	1278. Ford other (light truck)
28	0.7	28	0.5	1279. Ford unknown (light truck)
83	2.0	123	2.3	1281. Ford medium/heavy: CBE
3	0.1	5	0.1	1282. Ford medium/heavy: COE low entry
6	0.1	7	0.1	1283. Ford medium/heavy: COE high entry
228	5.5	321	6.1	1284. Ford medium/heavy: unknown engine location
7	0.2	10	0.2	1288. Ford other (truck)
86	2.1	97	1.8	1289. Ford unknown (truck)
9	0.2	14	0.3	1290. Ford medium/heavy: COE, entry position unknown
3	0.1	4	0.1	1299. Ford unknown (automobile)
1	0.0	1	0.0	2000. Chevrolet unknown
15	0.4	15	0.3	2073. Chevrolet C, K-Series pickup
4	0.1	4	0.1	2074. Chevrolet G-Series Van
4	0.1	4	0.1	2075. Chevrolet Van derivative
2	0.0	2	0.0	2078. Chevrolet other (light truck)
9	0.2	9	0.2	2079. Chevrolet unknown (light truck)
26	0.6	42	0.8	2081. Chevrolet medium/heavy: CBE
2	0.0	3	0.1	2083. Chevrolet medium/heavy: COE high entry
44	1.1	72	1.4	2084. Chevrolet medium/heavy: unknown engine location
2	0.0	3	0.1	2088. Chevrolet other (truck)
19	0.5	21	0.4	2089. Chevrolet unknown (truck)
3	0.1	4	0.1	2090. Chevrolet medium/heavy: COE, entry position unknown
1	0.0	1	0.0	2099. Chevrolet unknown (automobile)
1	0.0	1	0.0	2370. GMC Jimmy (S-15 based)
7	0.2	7	0.1	2373. GMC C, K-Series Pickup
5	0.1	5	0.1	2374. GMC G Van/Vandura, Rally Van
10	0.2	10	0.2	2375. GMC Van derivatives
1	0.0	1	0.0	2378. GMC other (light truck)
6	0.1	7	0.1	2379. GMC unknown (light truck)
40	1.0	56	1.1	2381. GMC medium/heavy: CBE
1	0.0	2	0.0	2382. GMC medium/heavy: COE low entry

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N	Prcnt	WGHT	Prcnt	Var 107	VEHICLE MAKE-MODEL
15	0.4	22	0.4	2383.	GMC medium/heavy: COE high entry
169	4.1	234	4.4	2384.	GMC medium/heavy: unknown engine location
2	0.0	4	0.1	2388.	GMC other (truck)
49	1.2	60	1.1	2389.	GMC unknown (truck)
7	0.2	12	0.2	2390.	GMC medium/heavy: COE, entry position unknown
2	0.0	2	0.0	2399.	GMC unknown (automobile)
2	0.0	2	0.0	3577.	Datsun Pickup
1	0.0	2	0.0	3588.	Datsun other truck
2	0.0	2	0.0	3800.	Isuzu unknown
2	0.0	2	0.0	3877.	Isuzu P'up (pickup)
3	0.1	3	0.1	3878.	Isuzu other (light truck)
5	0.1	5	0.1	3879.	Isuzu unknown (light truck)
1	0.0	1	0.0	4200.	Mercedes Benz unknown
1	0.0	1	0.0	4275.	Mercedes Benz Van Derivative
4	0.1	8	0.2	4284.	Mercedes Benz medium/heavy: unknown engine location
1	0.0	2	0.0	4288.	Mercedes Benz other (truck)
5	0.1	6	0.1	4289.	Mercedes Benz unknown (truck)
17	0.4	22	0.4	5184.	Volvo medium/heavy: unknown engine location
5	0.1	5	0.1	5189.	Volvo unknown (truck)
1	0.0	1	0.0	5199.	Volvo unknown (automobile)
1	0.0	1	0.0	5272.	Mitsubishi Mini-Van
1	0.0	1	0.0	5277.	Mitsubishi Pickup
2	0.0	2	0.0	5278.	Mitsubishi other (light truck)
3	0.1	4	0.1	8084.	Brockway medium/heavy: unknown engine location
2	0.0	2	0.0	8089.	Brockway unknown (truck)
1	0.0	1	0.0	8090.	Brockway medium/heavy: COE, entry position unknown
1	0.0	2	0.0	8181.	Diamond Reo medium/heavy: CBE
3	0.1	6	0.1	8184.	Diamond Reo medium/heavy: unknown engine location
18	0.4	19	0.4	8281.	Freightliner medium/heavy: CBE
3	0.1	3	0.1	8282.	Freightliner medium/heavy: COE low entry
23	0.6	28	0.5	8283.	Freightliner medium/heavy: COE high entry
448	10.9	552	10.4	8284.	Freightliner medium/heavy: unknown engine location
2	0.0	2	0.0	8288.	Freightliner other (truck)
41	1.0	50	0.9	8289.	Freightliner unknown (truck)
18	0.4	23	0.4	8290.	Freightliner medium/heavy: COE, entry position unknown
1	0.0	1	0.0	8400.	International unknown
1	0.0	1	0.0	8471.	International Scout
1	0.0	1	0.0	8473.	International Pickup/Panel
1	0.0	1	0.0	8475.	International Multistop
1	0.0	1	0.0	8478.	International other (light truck)

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N	Prcnt	WGHT	Prcnt	Var 107	VEHICLE MAKE-MODEL
11	0.3	11	0.2	8479.	International unknown (light truck)
52	1.3	84	1.6	8481.	International medium/heavy: CBE
9	0.2	13	0.2	8482.	International medium/heavy: COE low entry
56	1.4	63	1.2	8483.	International medium/heavy: COE high entry
635	15.4	819	15.5	8484.	International medium/heavy: unknown engine location
4	0.1	6	0.1	8488.	International other (truck)
94	2.3	109	2.1	8489.	International unknown (truck)
10	0.2	12	0.2	8490.	International medium/heavy: COE, entry position unknown
29	0.7	33	0.6	8581.	Kenworth medium/heavy: CBE
1	0.0	1	0.0	8582.	Kenworth medium/heavy: COE low entry
10	0.2	12	0.2	8583.	Kenworth medium/heavy: COE high entry
338	8.2	424	8.0	8584.	Kenworth medium/heavy: unknown engine location
1	0.0	2	0.0	8588.	Kenworth other (truck)
32	0.8	36	0.7	8589.	Kenworth unknown (truck)
9	0.2	12	0.2	8590.	Kenworth medium/heavy: COE, entry position unknown
28	0.7	40	0.8	8681.	Mack medium/heavy: CBE
2	0.0	3	0.1	8682.	Mack medium/heavy: COE low entry
7	0.2	12	0.2	8683.	Mack medium/heavy: COE high entry
413	10.0	559	10.6	8684.	Mack medium/heavy: unknown engine location
7	0.2	10	0.2	8688.	Mack other (truck)
69	1.7	80	1.5	8689.	Mack unknown (truck)
6	0.1	9	0.2	8690.	Mack medium/heavy: COE, entry position unknown
11	0.3	12	0.2	8781.	Peterbilt medium/heavy: CBE
1	0.0	1	0.0	8782.	Peterbilt medium/heavy: COE low entry
8	0.2	11	0.2	8783.	Peterbilt medium/heavy: COE high entry
303	7.3	372	7.0	8784.	Peterbilt medium/heavy: unknown engine location
2	0.0	2	0.0	8788.	Peterbilt other (truck)
27	0.7	32	0.6	8789.	Peterbilt unknown (truck)
8	0.2	12	0.2	8790.	Peterbilt medium/heavy: COE, entry position unknown
8	0.2	11	0.2	8881.	White medium/heavy: CBE
1	0.0	1	0.0	8882.	White medium/heavy: COE low entry
184	4.5	229	4.3	8884.	White medium/heavy: unknown engine location
35	0.8	41	0.8	8889.	White unknown (truck)
7	0.2	10	0.2	8890.	White medium/heavy: COE, entry position unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
FARS VEHICLE VARIABLES

N	Prcnt	WGHT	Prcnt	Var 107	VEHICLE MAKE-MODEL
18	0.4	26	0.5	9501.	Other (truck or bus) Autocar
1	0.0	1	0.0	9502.	Other (truck or bus) Auto-Union-DKW
19	0.5	31	0.6	9504.	Other (truck or bus) Western Star
29	0.7	38	0.7	9588.	Other (truck or bus) other (truck)
2	0.0	3	0.1	9900.	Unknown (as to automobile, motored cycle, light truck, or truck)
1	0.0	1	0.0	9979.	Unknown make, unknown light truck
31	0.8	39	0.7	9989.	Unknown make, unknown truck
5	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 Lt. Truck (GVWR <10,001 lbs):				
29	0.7	29	0.5	40. Van (Mini Vans, VW bus, Vanagon, Kombi, Beauville, Chateau, Club Wagon, Sportsman; excludes moving van)
22	0.5	22	0.4	41. Van - commercial cutaway (includes box van, multi-stop, parcel, van pickups, step van)
1	0.0	1	0.0	48. Other van type
3	0.1	3	0.1	49. Unknown van type
Light Truck (GVWR <10,001 lbs):				
89	2.2	89	1.7	50. Pickup (includes open box and caps)
24	0.6	24	0.5	53. Cab chassis based (includes light stake, light dump, light tow, rescue vehicles)
3	0.1	3	0.1	54. Truck based panel
2	0.0	2	0.0	56. Truck based utility (2-door; inc. Blazer, Bronco-78 on, Jimmy, Ramcharger, Cherokee, Trailduster, Scout)
2	0.0	2	0.0	58. Other light conventional truck (includes stretched suburban limousine)
10	0.2	10	0.2	59. Unknown light conventional truck
3	0.1	3	0.1	68. Utility, base body unknown
11	0.3	11	0.2	69. Unknown light truck (van based or conventional)

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
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N	Prcnt	WGHT	Prcnt	Var 108	BODY TYPE
Medium/Heavy Truck (GVWR >10,000 lbs):					
130	3.2	210	4.0	70.	Single unit straight truck (10,000<GVWR<19,500) (includes step vans)
61	1.5	95	1.8	71.	Single unit straight truck (19,501<GVWR<26,000)
242	5.9	419	7.9	72.	Single unit straight truck (GVWR>26,001)
2999	72.7	3777	71.4	74.	Truck-tractor
27	0.7	27	0.5	75.	Unknown medium truck (10,000<GVWR<26,000)
58	1.4	58	1.1	76.	Unknown heavy truck (GVWR>26,001)
141	3.4	234	4.4	78.	Single unit straight truck (GVWR unknown)
264	6.4	264	5.0	79.	Unknown truck type (light, medium, or heavy)
5	0.1	5	0.1	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.
				- .
8	0.2	8	0.2	66. 1966
16	0.4	23	0.4	67. 1967
23	0.6	35	0.7	68. 1968
39	0.9	53	1.0	69. 1969
28	0.7	38	0.7	70. 1970
28	0.7	41	0.8	71. 1971
46	1.1	64	1.2	72. 1972
87	2.1	120	2.3	73. 1973
108	2.6	152	2.9	74. 1974
80	1.9	116	2.2	75. 1975
67	1.6	87	1.6	76. 1976
149	3.6	194	3.7	77. 1977
177	4.3	241	4.6	78. 1978
255	6.2	343	6.5	79. 1979
208	5.0	277	5.2	80. 1980
187	4.5	253	4.8	81. 1981
150	3.6	198	3.7	82. 1982
164	4.0	206	3.9	83. 1983
338	8.2	428	8.1	84. 1984
388	9.4	475	9.0	85. 1985
337	8.2	424	8.0	86. 1986
365	8.8	447	8.5	87. 1987

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N Prcnt		WGHT Prcnt		Var 109	MODEL YEAR
459	11.1	549	10.4	88.	1988
316	7.7	378	7.1	89.	1989
40	1.0	51	1.0	90.	1990
33	0.8	42	0.8	99.	Unknown

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

VEHICLE ID NUMBER - 1ST 10 POSITIONS

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

N Prcnt		WGHT Prcnt		REGISTRATION STATE
1	0.0	1	0.0	00. Not applicable
113	2.7	148	2.8	01. Alabama
0	0.0	0	0.0	02. Alaska
15	0.4	24	0.5	04. Arizona
43	1.0	57	1.1	05. Arkansas
341	8.3	437	8.3	06. California
29	0.7	36	0.7	08. Colorado
15	0.4	17	0.3	09. Connecticut
5	0.1	7	0.1	10. Delaware
1	0.0	2	0.0	11. District of Columbia
278	6.7	326	6.2	12. Florida
139	3.4	195	3.7	13. Georgia
0	0.0	0	0.0	15. Hawaii
21	0.5	28	0.5	16. Idaho
121	2.9	155	2.9	17. Illinois
115	2.8	133	2.5	18. Indiana
27	0.7	40	0.8	19. Iowa
26	0.6	31	0.6	20. Kansas
42	1.0	64	1.2	21. Kentucky
74	1.8	92	1.7	22. Louisiana
13	0.3	18	0.3	23. Maine
58	1.4	82	1.6	24. Maryland
44	1.1	50	0.9	25. Massachusetts
109	2.6	132	2.5	26. Michigan
54	1.3	73	1.4	27. Minnesota
83	2.0	93	1.8	28. Mississippi
31	0.8	51	1.0	29. Missouri
18	0.4	21	0.4	30. Montana
24	0.6	32	0.6	31. Nebraska
22	0.5	26	0.5	32. Nevada
11	0.3	16	0.3	33. New Hampshire
119	2.9	153	2.9	34. New Jersey

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N	Prcnt	WGHT	Prcnt	Var 121	REGISTRATION STATE
10	0.2	15	0.3	35.	New Mexico
115	2.8	175	3.3	36.	New York
208	5.0	261	4.9	37.	North Carolina
11	0.3	14	0.3	38.	North Dakota
192	4.7	220	4.2	39.	Ohio
88	2.1	110	2.1	40.	Oklahoma
70	1.7	93	1.8	41.	Oregon
148	3.6	197	3.7	42.	Pennsylvania
0	0.0	0	0.0	43.	Puerto Rico
7	0.2	10	0.2	44.	Rhode Island
66	1.6	89	1.7	45.	South Carolina
22	0.5	28	0.5	46.	South Dakota
85	2.1	113	2.1	47.	Tennessee
243	5.9	339	6.4	48.	Texas
31	0.8	39	0.7	49.	Utah
17	0.4	24	0.5	50.	Vermont
83	2.0	94	1.8	51.	Virginia
43	1.0	61	1.2	53.	Washington
23	0.6	35	0.7	54.	West Virginia
38	0.9	57	1.1	55.	Wisconsin
7	0.2	9	0.2	56.	Wyoming
84	2.0	115	2.2	92.	No registration
303	7.3	362	6.8	93.	Multiple state registration - in state
135	3.3	150	2.8	94.	Multiple state registration - out-of-state
3	0.1	4	0.1	95.	U.S. government tag
4	0.1	5	0.1	96.	Military vehicle
28	0.7	39	0.7	97.	Foreign country
5	0.1	8	0.2	98.	Other registration
65	1.6	82	1.6	99.	Unknown

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

N	Prcnt	WGHT	Prcnt	ROLLOVER
3591	87.0	4594	86.9	0. No rollover
143	3.5	187	3.5	1. First event
392	9.5	507	9.6	2. Subsequent event

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
FARS VEHICLE VARIABLES

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
1562	37.9	1946	36.8	0. Not an articulated vehicle
2310	56.0	3017	57.1	1. No
74	1.8	97	1.8	2. First event
180	4.4	228	4.3	3. Subsequent event

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

N Prcnt		WGHT Prcnt		TRAVEL SPEED
210	5.1	280	5.3	00. Stopped vehicle
3	0.1	5	0.1	01.
				- . Actual miles per hour
0	0.0	0	0.0	96.
0	0.0	0	0.0	97. 97 mph or greater
1959	47.5	2553	48.3	99. Unknown

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

N Prcnt		WGHT Prcnt		HAZARDOUS CARGO
3941	95.5	5051	95.5	0. No
120	2.9	150	2.8	1. Yes
65	1.6	87	1.6	9. Unknown

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

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

N Prcnt		WGHT Prcnt		VEHICLE TRAILERING
1437	34.8	1821	34.4	0. No
2468	59.8	3246	61.4	1. Yes, one trailing unit

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
FARS VEHICLE VARIABLES

N Prcnt		WGHT Prcnt		Var 126	VEHICLE TRAILERING
187	4.5	187	3.5	2.	Yes, two trailing units
4	0.1	4	0.1	3.	Yes, three or more trailing units
22	0.5	22	0.4	4.	Yes, number of trailing units unknown
8	0.2	8	0.2	9.	Unknown

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

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

N Prcnt		WGHT Prcnt		SPECIAL USE
4119	99.8	5280	99.8	0. No special use
0	0.0	0	0.0	1. Taxi
0	0.0	0	0.0	2. Vehicle used as school bus
0	0.0	0	0.0	3. Vehicle used as other bus
3	0.1	4	0.1	4. Military
0	0.0	0	0.0	5. Police
0	0.0	0	0.0	6. Ambulance
0	0.0	0	0.0	7. Firetruck
4	0.1	4	0.1	9. Unknown

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

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

N Prcnt		WGHT Prcnt		EMERGENCY USE
4119	99.8	5280	99.8	0. No
7	0.2	8	0.2	1. Yes

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

N Prcnt		WGHT Prcnt		IMPACT POINT - INITIAL
116	2.8	154	2.9	00. Noncollision
266	6.4	318	6.0	01. 1 o'clock
88	2.1	120	2.3	02. 2 o'clock
111	2.7	142	2.7	03. 3 o'clock
70	1.7	93	1.8	04. 4 o'clock

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
FARS VEHICLE VARIABLES

N	Prcnt	WGHT	Prcnt	Var 129	IMPACT POINT - INITIAL
75	1.8	97	1.8	05.	5 o'clock
398	9.6	526	9.9	06.	6 o'clock
139	3.4	172	3.3	07.	7 o'clock
150	3.6	185	3.5	08.	8 o'clock
157	3.8	199	3.8	09.	9 o'clock
105	2.5	130	2.5	10.	10 o'clock
495	12.0	638	12.1	11.	11 o'clock
1747	42.3	2231	42.2	12.	12 o'clock
18	0.4	22	0.4	13.	Top
130	3.2	177	3.3	14.	Undercarriage
0	0.0	0	0.0	15.	Underride
8	0.2	12	0.2	16.	Override
53	1.3	72	1.4	99.	Unknown

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

N	Prcnt	WGHT	Prcnt	IMPACT POINT - PRINCIPAL
116	2.8	154	2.9	00. Noncollision
272	6.6	323	6.1	01. 1 o'clock
83	2.0	111	2.1	02. 2 o'clock
116	2.8	147	2.8	03. 3 o'clock
71	1.7	91	1.7	04. 4 o'clock
101	2.4	126	2.4	05. 5 o'clock
389	9.4	516	9.8	06. 6 o'clock
140	3.4	174	3.3	07. 7 o'clock
151	3.7	188	3.6	08. 8 o'clock
156	3.8	196	3.7	09. 9 o'clock
86	2.1	113	2.1	10. 10 o'clock
392	9.5	508	9.6	11. 11 o'clock
1731	42.0	2208	41.8	12. 12 o'clock
53	1.3	65	1.2	13. Top
187	4.5	254	4.8	14. Undercarriage
0	0.0	0	0.0	15. Underride
26	0.6	37	0.7	16. Override
56	1.4	77	1.5	99. Unknown

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

N	Prcnt	WGHT	Prcnt	EXTENT OF DEFORMATION
260	6.3	353	6.7	0. None
700	17.0	890	16.8	2. Other (minor)
1032	25.0	1335	25.2	4. Functional (moderate)
2008	48.7	2537	48.0	6. Disabling (severe)

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
FARS VEHICLE VARIABLES

N	Prct	WGHT	Prct	Var	131	EXTENT OF DEFORMATION
126	3.1	173	3.3	9.	Unknown	

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

N	Prct	WGHT	Prct	VEHICLE ROLE
120	2.9	159	3.0	0. Noncollision
2794	67.7	3589	67.9	1. Striking
1136	27.5	1440	27.2	2. Struck
72	1.7	95	1.8	3. Both
4	0.1	5	0.1	9. Unknown

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

N	Prct	WGHT	Prct	MANNER OF LEAVING SCENE
1216	29.5	1585	30.0	1. Driven
2792	67.7	3553	67.2	2. Towed away
12	0.3	18	0.3	3. Abandoned
106	2.6	132	2.5	9. Unknown

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

N	Prct	WGHT	Prct	FIRE OCCURRENCE
3962	96.0	5064	95.8	0. No fire
164	4.0	224	4.2	1. Fire occurred in vehicle during accident

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

N	Prct	WGHT	Prct	NUMBER OF OCCUPANTS
60	1.5	80	1.5	00. 0 occupants
3404	82.5	4377	82.8	01. 1 occupant
				- .
0	0.0	0	0.0	95. 95 occupants
0	0.0	0	0.0	96. 96 or more occupants
56	1.4	62	1.2	97. Unknown - only injured reported

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
FARS VEHICLE VARIABLES

N Prcnt	WGHT Prcnt	Var	135	NUMBER OF OCCUPANTS
20	0.5	27	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
3462	83.9	4448 84.1 00. 0 deaths
624	15.1	790 14.9 01. 1 death
36	0.9	45 0.9 02. 2 deaths
3	0.1	4 0.1 03. 3 deaths
1	0.0	1 0.0 04. 4 deaths

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

N Prcnt	WGHT Prcnt	RELATED FACTORS AT VEHICLE LEVEL
7793	94.4	9964 94.2 00. None

Defective:

45	0.5	65	0.6	01. Tires
115	1.4	155	1.5	02. Brake system
8	0.1	9	0.1	03. Steering system - tie rod, kingpin, ball joint, etc.
6	0.1	8	0.1	04. Suspension - springs, shock absorbers, MacPherson struts, control arms, etc.
9	0.1	13	0.1	05. Power train - universal joint, drive shaft, transmission, etc.
0	0.0	0	0.0	06. Exhaust system
6	0.1	8	0.1	07. Headlights
6	0.1	9	0.1	08. Signal lights
13	0.2	18	0.2	09. Other lights
1	0.0	2	0.0	10. Horn
0	0.0	0	0.0	11. Mirrors
0	0.0	0	0.0	12. Wipers
0	0.0	0	0.0	13. Driver seating and control
2	0.0	3	0.0	14. Body, doors, other
4	0.0	4	0.0	15. Trailer hitch
4	0.0	5	0.0	16. Wheels
22	0.3	30	0.3	18. Other vehicle defects

Other:

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
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N	Prct	WGHT	Prct	Var 137	VEHICLE RELATED FACTORS
40	0.5	51	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
178	2.2	232	2.2	99.	Unknown

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

N	Prct	WGHT	Prct	VEHICLE MANEUVER
2812	68.2	3568	67.5	01. Going straight
84	2.0	113	2.1	02. Slowing or stopping in traffic lane
39	0.9	52	1.0	03. Starting in traffic lane
206	5.0	274	5.2	04. Stopped in traffic lane
71	1.7	94	1.8	05. Passing or overtaking another vehicle
7	0.2	8	0.2	06. Leaving a parked position
1	0.0	1	0.0	07. Parked
5	0.1	6	0.1	08. Entering a parked position
104	2.5	135	2.6	09. Maneuvering to avoid an animal, pedestrian, object, another vehicle, etc.
1	0.0	2	0.0	10. Turning right: right turn on red (RTOR) permitted
1	0.0	1	0.0	11. Turning right: RTOR not permitted
64	1.6	91	1.7	12. Turning right: RTOR not known if permitted or n/a
180	4.4	230	4.3	13. Turning left
17	0.4	20	0.4	14. Making a U-turn
56	1.4	74	1.4	15. Backing up (other than for parking purposes)
60	1.5	80	1.5	16. Changing lanes or merging
393	9.5	507	9.6	17. Negotiating a curve
18	0.4	23	0.4	98. Other
7	0.2	9	0.2	99. Unknown

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

N	Prct	WGHT	Prct	MOST HARMFUL EVENT
NonCollision Event:				
240	5.8	308	5.8	01. Overturn
51	1.2	72	1.4	02. Fire/explosion
12	0.3	13	0.2	03. Immersion

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N	Prcnt	WGHT	Prcnt	Var 139	MOST HARMFUL EVENT
0	0.0	0	0.0	04.	Gas inhalation
15	0.4	20	0.4	05.	Fell from vehicle
0	0.0	0	0.0	06.	Injured in vehicle
13	0.3	20	0.4	07.	Other noncollision
Collision with object not fixed:					
319	7.7	408	7.7	08.	Pedestrian
63	1.5	86	1.6	09.	Pedalcycle
39	0.9	51	1.0	10.	Railway train
2	0.0	2	0.0	11.	Animal
3084	74.7	3961	74.9	12.	Motor vehicle in transport
59	1.4	73	1.4	13.	Motor vehicle in transport in other roadway
31	0.8	36	0.7	14.	Parked motor vehicle
2	0.0	2	0.0	15.	Other type nonmotorist
3	0.1	3	0.1	16.	Thrown or falling object
3	0.1	3	0.1	17.	Boulder
7	0.2	9	0.2	18.	Other object (not fixed)
Collision with fixed object:					
2	0.0	2	0.0	19.	Building
1	0.0	1	0.0	20.	Impact attenuator/crash cushion
21	0.5	26	0.5	21.	Bridge pier or abutment
0	0.0	0	0.0	22.	Bridge parapet end
8	0.2	9	0.2	23.	Bridge rail
34	0.8	41	0.8	24.	Guardrail
5	0.1	5	0.1	25.	Concrete traffic barrier
2	0.0	3	0.1	26.	Other longitudinal barrier type
0	0.0	0	0.0	27.	Highway/traffic sign post
0	0.0	0	0.0	28.	Overhead sign support
0	0.0	0	0.0	29.	Luminaire/light support
16	0.4	23	0.4	30.	Utility pole
4	0.1	4	0.1	31.	Other post, pole or supports
9	0.2	12	0.2	32.	Culvert
0	0.0	0	0.0	33.	Curb
13	0.3	15	0.3	34.	Ditch
5	0.1	6	0.1	35.	Embankment - earth
2	0.0	3	0.1	36.	Embankment - rock, stone, or concrete
9	0.2	13	0.2	37.	Embankment - material type unknown
2	0.0	2	0.0	38.	Fence
3	0.1	4	0.1	39.	Wall
0	0.0	0	0.0	40.	Fire hydrant
0	0.0	0	0.0	41.	Shrubbery
40	1.0	45	0.9	42.	Tree
7	0.2	7	0.1	43.	Other fixed object
0	0.0	0	0.0	44.	Pavement surface irregularity (potholes, grooved, grates)

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
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N	Prct	WGHT	Prct	Var	139 MOST HARMFUL EVENT
0	0.0	0	0.0	99.	Unknown

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

N	Prct	WGHT	Prct	VIN TRUCK FUEL CODE
0	0.0	0	0.0	1. (E) Electric operated
364	8.8	490	9.3	2. (G) Gas
2631	63.8	3308	62.6	3. (D) Diesel
2	0.0	4	0.1	4. (P) Propane
0	0.0	0	0.0	7. (*) Not available from VIN
29	0.7	39	0.7	8. (b) Unknown
1100	26.7	1447	27.4	9. (9) No VIN

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

N	Prct	WGHT	Prct	VIN TRUCK WEIGHT CODE
5	0.1	8	0.2	0. Value not returned
2	0.0	2	0.0	1. 6,000 or less
1	0.0	1	0.0	2. 6,001 - 10,000
81	2.0	88	1.7	3. 10,001 - 14,000
28	0.7	36	0.7	4. 14,001 - 16,000
35	0.8	46	0.9	5. 16,001 - 19,500
261	6.3	366	6.9	6. 19,501 - 26,000
399	9.7	511	9.7	7. 26,001 - 33,000
2214	53.7	2783	52.6	8. 33,001 or more
1100	26.7	1447	27.4	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
3	0.1	4	0.1	00.
0	0.0	0	0.0	01.
				- . Actual value
2574	62.4	3191	60.3	17.

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N Prcnt	WGHT Prcnt	Var 149	LENGTH OF VIN
252 6.1	321 6.1	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	
1746 42.3	2253 42.6	00.	0 uninjured
2112 51.2	2694 50.9	01.	1 uninjured
245 5.9	309 5.8	02.	2 uninjured
19 0.5	27 0.5	03.	3 uninjured
3 0.1	4 0.1	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	
3656 88.6	4676 88.4	00.	0 C-injured
429 10.4	559 10.6	01.	1 C-injured
37 0.9	48 0.9	02.	2 C-injured
2 0.0	3 0.1	03.	3 C-injured
1 0.0	1 0.0	05.	5 C-injured
1 0.0	1 0.0	08.	8 C-injured

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<u>Variable</u>	152	<u>NUMBER B-INJURED IN VEH</u>	MD1: None	Field Width: 2
			MD2: None	Type: Numeric

N	Prct	WGHT	Prct	NUMBER B-INJURED IN VEH
3644	88.3	4662	88.2	00. 0 B-injured
452	11.0	585	11.1	01. 1 B-injured
28	0.7	38	0.7	02. 2 B-injured
1	0.0	1	0.0	03. 3 B-injured
1	0.0	2	0.0	04. 4 B-injured

<u>Variable</u>	153	<u>NUMBER A-INJURED IN VEH</u>	MD1: None	Field Width: 2
			MD2: None	Type: Numeric

N	Prct	WGHT	Prct	NUMBER A-INJURED IN VEH
3860	93.6	4952	93.6	00. 0 A-injured
249	6.0	316	6.0	01. 1 A-injured
16	0.4	19	0.4	02. 2 A-injured
1	0.0	1	0.0	03. 3 A-injured

<u>Variable</u>	154	<u>NUMBER K-INJURED IN VEH</u>	MD1: None	Field Width: 2
			MD2: None	Type: Numeric

N	Prct	WGHT	Prct	NUMBER K-INJURED IN VEH
3462	83.9	4448	84.1	00. 0 killed
624	15.1	790	14.9	01. 1 killed
36	0.9	45	0.9	02. 2 killed
3	0.1	4	0.1	03. 3 killed
1	0.0	1	0.0	04. 4 killed

<u>Variable</u>	155	<u>NUM UNK INJURED IN VEH</u>	MD1: None	Field Width: 2
			MD2: None	Type: Numeric

N	Prct	WGHT	Prct	NUM UNK INJURED IN VEH
4108	99.6	5268	99.6	00. 0 unknown injured
18	0.4	20	0.4	01. 1 unknown injured

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

N	Prcnt	WGHT	Prcnt	DRIVER PRESENCE
4057	98.3	5196	98.3	1. Driver operated vehicle
64	1.6	85	1.6	2. Driverless
5	0.1	7	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
3932	95.3	5046	95.4	0. No drinking reported
194	4.7	242	4.6	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
110	2.7	145	2.7	01. Alabama
2	0.0	3	0.1	02. Alaska
41	1.0	53	1.0	04. Arizona
108	2.6	132	2.5	05. Arkansas
314	7.6	415	7.8	06. California
50	1.2	58	1.1	08. Colorado
22	0.5	26	0.5	09. Connecticut
9	0.2	11	0.2	10. Delaware
7	0.2	9	0.2	11. District of Columbia
278	6.7	331	6.3	12. Florida
149	3.6	201	3.8	13. Georgia
1	0.0	1	0.0	15. Hawaii
22	0.5	29	0.5	16. Idaho
140	3.4	186	3.5	17. Illinois
111	2.7	132	2.5	18. Indiana
61	1.5	81	1.5	19. Iowa
48	1.2	55	1.0	20. Kansas
89	2.2	122	2.3	21. Kentucky
99	2.4	119	2.3	22. Louisiana
15	0.4	20	0.4	23. Maine
58	1.4	79	1.5	24. Maryland
48	1.2	54	1.0	25. Massachusetts
134	3.2	161	3.0	26. Michigan
56	1.4	75	1.4	27. Minnesota
95	2.3	110	2.1	28. Mississippi

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N	Prcnt	WGHT	Prcnt	Var 208	LICENSE STATE
110	2.7	137	2.6	29.	Missouri
17	0.4	21	0.4	30.	Montana
50	1.2	65	1.2	31.	Nebraska
18	0.4	22	0.4	32.	Nevada
12	0.3	17	0.3	33.	New Hampshire
82	2.0	108	2.0	34.	New Jersey
30	0.7	39	0.7	35.	New Mexico
125	3.0	189	3.6	36.	New York
187	4.5	238	4.5	37.	North Carolina
10	0.2	13	0.2	38.	North Dakota
195	4.7	217	4.1	39.	Ohio
72	1.7	94	1.8	40.	Oklahoma
57	1.4	76	1.4	41.	Oregon
179	4.3	232	4.4	42.	Pennsylvania
0	0.0	0	0.0	43.	Puerto Rico
9	0.2	12	0.2	44.	Rhode Island
83	2.0	111	2.1	45.	South Carolina
12	0.3	17	0.3	46.	South Dakota
89	2.2	117	2.2	47.	Tennessee
279	6.8	377	7.1	48.	Texas
26	0.6	32	0.6	49.	Utah
10	0.2	15	0.3	50.	Vermont
84	2.0	99	1.9	51.	Virginia
60	1.5	79	1.5	53.	Washington
37	0.9	48	0.9	54.	West Virginia
90	2.2	123	2.3	55.	Wisconsin
11	0.3	14	0.3	56.	Wyoming
2	0.0	2	0.0	94.	Military
25	0.6	35	0.7	95.	Canada
2	0.0	3	0.1	96.	Mexico
3	0.1	4	0.1	97.	Other foreign country
93	2.3	124	2.3	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 VEH.)
12	0.3	17	0.3	0. Not licensed
2	0.0	2	0.0	1. No license required for this class vehicle
140	3.4	194	3.7	2. No valid license for this class vehicle
3838	93.0	4901	92.7	3. Valid license for this class vehicle
134	3.2	174	3.3	9. Unknown

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

N	Prcnt	WGHT	Prcnt	LICENSE STATUS REGARDLESS OF VEH. DRIVEN
No valid license:				
12	0.3	17	0.3	0. Not licensed
65	1.6	87	1.6	1. Suspended
9	0.2	13	0.2	2. Revoked
14	0.3	19	0.4	3. Expired
8	0.2	9	0.2	4. Cancelled or denied
Valid license:				
535	13.0	702	13.3	5. Single class license
3346	81.1	4262	80.6	6. Multiple class license
2	0.0	3	0.1	7. Learner's permit
1	0.0	2	0.0	8. Temporary
134	3.2	174	3.3	9. Unknown

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

N	Prcnt	WGHT	Prcnt	COMPLIANCE WITH LICENSE RESTRICTIONS
3231	78.3	4162	78.7	0. No restrictions or not applicable
144	3.5	179	3.4	1. Restrictions complied with
4	0.1	6	0.1	2. Restrictions not complied with
599	14.5	751	14.2	3. Restrictions, compliance unknown
148	3.6	190	3.6	9. Unknown

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

N	Prcnt	WGHT	Prcnt	VIOLATIONS CHARGED
3451	83.6	4409	83.4	0. None
27	0.7	33	0.6	1. Alcohol or drugs
45	1.1	58	1.1	2. Speeding
4	0.1	4	0.1	3. Alcohol or drugs and speeding
38	0.9	46	0.9	4. Reckless driving
5	0.1	6	0.1	5. Driving with a suspended or revoked license.
270	6.5	351	6.6	6. Other moving violation
61	1.5	86	1.6	7. Nonmoving violation
52	1.3	72	1.4	8. Violation, type unknown or other violation
173	4.2	223	4.2	9. Unknown

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

N	Prct	WGHT	Prct	NO. OF PREVIOUS RECORDED ACCIDENTS
3078	74.6	3909	73.9	00. 0 accidents
690	16.7	910	17.2	01. 1 accident
160	3.9	210	4.0	02. 2 accidents
34	0.8	41	0.8	03. 3 accidents
12	0.3	18	0.3	04. 4 accidents
4	0.1	6	0.1	05. 5 accidents
1	0.0	2	0.0	06. 6 accidents
1	0.0	1	0.0	08. 8 accidents
146	3.5	191	3.6	99. Unknown

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

N	Prct	WGHT	Prct	NO. OF PREVIOUS SUSPENSIONS/REVOCATIONS
3566	86.4	4549	86.0	00. 0 suspensions
257	6.2	338	6.4	01. 1 suspension
90	2.2	118	2.2	02. 2 suspensions
34	0.8	46	0.9	03. 3 suspensions
13	0.3	15	0.3	04. 4 suspensions
13	0.3	19	0.4	05. 5 suspensions
2	0.0	3	0.1	06. 6 suspensions
1	0.0	2	0.0	07. 7 suspensions
2	0.0	4	0.1	08. 8 suspensions
1	0.0	1	0.0	10. 10 suspensions
1	0.0	2	0.0	13. 13 suspensions
146	3.5	191	3.6	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
3902	94.6	4989	94.3	00. 0 DWI convictions
69	1.7	98	1.9	01. 1 DWI conviction
8	0.2	8	0.2	02. 2 DWI convictions
1	0.0	2	0.0	04. 4 DWI convictions
146	3.5	191	3.6	99. Unknown

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

N Prcnt		WGHT Prcnt		NO. OF PREVIOUS SPEEDING CONVICTIONS	
2588	62.7	3297	62.3	00.	0 speed convictions
836	20.3	1077	20.4	01.	1 speed conviction
358	8.7	468	8.9	02.	2 speed convictions
120	2.9	155	2.9	03.	3 speed convictions
46	1.1	58	1.1	04.	4 speed convictions
20	0.5	27	0.5	05.	5 speed convictions
8	0.2	11	0.2	06.	6 speed convictions
3	0.1	3	0.1	07.	7 speed convictions
1	0.0	1	0.0	09.	9 speed convictions
146	3.5	191	3.6	99.	Unknown

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

N Prcnt		WGHT Prcnt		NO. PREVIOUS OTHER HARMFUL MV CONVICTIONS	
3049	73.9	3901	73.8	00.	0 other convictions
667	16.2	840	15.9	01.	1 other conviction
164	4.0	216	4.1	02.	2 other convictions
60	1.5	85	1.6	03.	3 other convictions
20	0.5	28	0.5	04.	4 other convictions
12	0.3	15	0.3	05.	5 other convictions
1	0.0	1	0.0	06.	6 other convictions
4	0.1	5	0.1	07.	7 other convictions
2	0.0	4	0.1	08.	8 other convictions
1	0.0	2	0.0	16.	16 other convictions
146	3.5	191	3.6	99.	Unknown

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

N Prcnt		WGHT Prcnt		LAST ACC./SUSPENSION/CONVICTION - MONTH	
1705	41.3	2140	40.5	00.	No record
185	4.5	233	4.4	01.	January
151	3.7	190	3.6	02.	February
172	4.2	226	4.3	03.	March
192	4.7	256	4.8	04.	April
195	4.7	256	4.8	05.	May
236	5.7	304	5.7	06.	June
214	5.2	278	5.3	07.	July
191	4.6	247	4.7	08.	August
184	4.5	241	4.6	09.	September
202	4.9	270	5.1	10.	October

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N Prcnt		WGHT Prcnt		Var 219	LAST ACCIDENT - MONTH
187	4.5	246	4.7	11.	November
166	4.0	210	4.0	12.	December
146	3.5	191	3.6	99.	Unknown

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

N Prcnt		WGHT Prcnt		LAST ACC./SUSPENSION/CONVICTION - YEAR	
1705	41.3	2140	40.5	00.	No record
180	4.4	227	4.3	86.	1986
507	12.3	680	12.9	87.	1987
961	23.3	1229	23.2	88.	1988
627	15.2	821	15.5	89.	1989
146	3.5	191	3.6	99.	Unknown

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

N Prcnt		WGHT Prcnt		1ST ACC./SUSPENSION/CONVICTION - MONTH	
1705	41.3	2140	40.5	00.	No record
183	4.4	229	4.3	01.	January
179	4.3	231	4.4	02.	February
196	4.8	253	4.8	03.	March
181	4.4	240	4.5	04.	April
182	4.4	241	4.6	05.	May
215	5.2	267	5.0	06.	June
207	5.0	276	5.2	07.	July
196	4.8	249	4.7	08.	August
174	4.2	235	4.4	09.	September
207	5.0	279	5.3	10.	October
181	4.4	238	4.5	11.	November
174	4.2	219	4.1	12.	December
146	3.5	191	3.6	99.	Unknown

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

N Prcnt		WGHT Prcnt		1ST ACCIDENT/SUSPENSION/CONVICTION - YEAR	
1705	41.3	2140	40.5	00.	No record
577	14.0	755	14.3	86.	1986
890	21.6	1150	21.7	87.	1987
603	14.6	783	14.8	88.	1988

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N	Prcnt	WGHT	Prcnt	Var 222	FIRST ACCIDENT - YEAR
205	5.0	269	5.1	89.	1989
146	3.5	191	3.6	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
9415	76.1	12029	75.8	00. None

Physical/Mental Condition:

74	0.6	88	0.6	01. Drowsy, sleepy, asleep, fatigued
5	0.0	7	0.0	02. Ill, blackout
0	0.0	0	0.0	03. Emotional (e.g., depression, angry, disturbed)
5	0.0	7	0.0	04. Drugs - medication
13	0.1	17	0.1	05. Other drugs
227	1.8	295	1.9	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
1	0.0	1	0.0	10. Deaf
1	0.0	2	0.0	11. Other physical impairment
0	0.0	0	0.0	12. Mother of dead fetus

Miscellaneous Causes:

3	0.0	3	0.0	19. Illegally driving on suspended or revoked license
51	0.4	66	0.4	20. Leaving vehicle unattended with engine running, leaving vehicle unattended in roadway
26	0.2	37	0.2	21. Overloading or improper loading of vehicle with passengers or cargo
2	0.0	2	0.0	22. Towing or pushing vehicle improperly
8	0.1	10	0.1	23. Failing to dim or to have lights on when required
56	0.5	77	0.5	24. Operating without required equipment
1	0.0	1	0.0	25. Creating unlawful noise or using equipment prohibited by law
67	0.5	83	0.5	26. Following improperly
30	0.2	41	0.3	27. Improper or erratic lane changing
455	3.7	596	3.8	28. Failure to keep in proper lane or running off road
4	0.0	4	0.0	29. Illegal driving on road shoulder, in ditch, on sidewalk or on median

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N	Prcnt	WGHT	Prcnt	Var 223	DRIVER RELATED FACTORS
9	0.1	15	0.1	30.	Making improper entry to or exit from trafficway
32	0.3	40	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
6	0.0	8	0.1	33.	Passing where prohibited by signs, markings, hill or curve, or school bus displaying warning not to pass
4	0.0	5	0.0	34.	Passing on wrong side
27	0.2	33	0.2	35.	Passing with insufficient distance or inadequate visibility, or failing to yield to overtaking vehicle
162	1.3	188	1.2	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
243	2.0	312	2.0	38.	Failure to yield right-of-way
177	1.4	230	1.4	39.	Failure to obey traffic signs, control devices or traffic officers, or failure to observe safety zone
1	0.0	1	0.0	40.	Passing through or around barrier
8	0.1	8	0.1	41.	Failure to observe warnings or instructions on vehicles displaying them
3	0.0	3	0.0	42.	Failure to signal intentions
1	0.0	2	0.0	43.	Giving wrong signal
438	3.5	574	3.6	44.	Driving too fast for conditions or in excess of posted maximum
20	0.2	26	0.2	45.	Driving less than posted minimum
2	0.0	2	0.0	46.	Operating at erratic or suddenly changing speeds
3	0.0	3	0.0	47.	Making right turn from left turn lane, making left turn from right turn lane
32	0.3	38	0.2	48.	Making other improper turn
0	0.0	0	0.0	49.	Failure to comply with physical restrictions of license
4	0.0	4	0.0	50.	Driving wrong way on one-way trafficway
54	0.4	63	0.4	51.	Driving on wrong side of road
4	0.0	6	0.0	52.	Operator inexperience
3	0.0	4	0.0	53.	Unfamiliar with roadway
47	0.4	62	0.4	54.	Stopping in roadway (vehicle not abandoned)
0	0.0	0	0.0	55.	Underriding a parked truck
1	0.0	1	0.0	56.	Low tire pressure
2	0.0	2	0.0	57.	Locked wheel

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
 FARS VEHICLE VARIABLES

N	Prcnt	WGHT	Prcnt	Var 223	DRIVER RELATED FACTORS
16	0.1	19	0.1	58.	Overcorrecting
2	0.0	2	0.0	59.	Getting off/out of or on/in to moving vehicle
0	0.0	0	0.0	60.	Getting off/out of or on/in to nonmoving vehicle
Vision obscured by:					
68	0.5	89	0.6	61.	Rain, snow, fog, smoke, sand, dust
6	0.0	6	0.0	62.	Reflected glare, bright sunlight, headlights
7	0.1	9	0.1	63.	Curve, hill, or other design features (including traffic signs, embankment)
3	0.0	5	0.0	64.	Building, billboard, etc.
7	0.1	10	0.1	65.	Trees, crops, vegetation
10	0.1	14	0.1	66.	Moving vehicle (including load)
4	0.0	7	0.0	67.	Parked vehicle
2	0.0	3	0.0	68.	Splash or spray of passing vehicle
0	0.0	0	0.0	69.	Inadequate defrost or defog system
1	0.0	1	0.0	70.	Inadequate lighting system
13	0.1	20	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
1	0.0	1	0.0	75.	Broken or improperly cleaned windshield
5	0.0	8	0.1	76.	Other obstruction
Avoiding or swerving due to:					
2	0.0	4	0.0	77.	Severe crosswind
0	0.0	0	0.0	78.	Wind from passing truck
23	0.2	30	0.2	79.	Slippery or loose surface
12	0.1	18	0.1	80.	Tire blowout or flat
2	0.0	3	0.0	81.	Debris or objects in road
3	0.0	4	0.0	82.	Ruts, holes, bumps in road
2	0.0	2	0.0	83.	Animals in road
56	0.5	74	0.5	84.	Vehicle in road
1	0.0	2	0.0	85.	Phantom vehicle
2	0.0	3	0.0	86.	Pedestrian, pedalcyclist, or other nonmotorist in road
37	0.3	48	0.3	87.	Water, snow, oil slick on road
Other miscellaneous factors:					
36	0.3	47	0.3	90.	Hit-and-run vehicle driver
138	1.1	175	1.1	91.	Nontraffic violation charged - manslaughter or other homicide (offense committed without malice)
86	0.7	125	0.8	92.	Other nonmoving traffic violations

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
FARS VEHICLE VARIABLES

N	Prct	WGHT	Prct	Var 223	DRIVER RELATED FACTORS
105	0.8	138	0.9	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
65	1.6	86	1.6	00. None
4059	98.4	5199	98.3	01. Person #1
2	0.0	3	0.1	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
91	2.2	121	2.3	99. Unknown

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

N Prcnt		WGHT Prcnt		OCCUPANT SEX
3977	96.4	5094	96.3	1. Male
63	1.5	81	1.5	2. Female
86	2.1	113	2.1	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
FARS PERSON VARIABLES

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

N	Prct	WGHT	Prct	OCCUPANT TYPE
4061	98.4	5202	98.4	1. Driver of a motor vehicle in transport
65	1.6	86	1.6	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
4060	98.4	5201	98.4	11. Front seat - left side (driver's side)
66	1.6	87	1.6	99. Unknown

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

N	Prct	WGHT	Prct	MANUAL (ACTIVE) RESTRAINT SYSTEM
1719	41.7	2263	42.8	0. None used (vehicle occupant) or not applicable (nonmotorist or passive system)
2	0.0	3	0.1	1. Shoulder belt
930	22.5	1167	22.1	2. Lap belt
377	9.1	464	8.8	3. Lap and shoulder belt
0	0.0	0	0.0	4. Child safety seat
0	0.0	0	0.0	5. Motorcycle helmet
407	9.9	493	9.3	8. Restraint used - type unknown or other (including other helmet)
691	16.7	898	17.0	9. Unknown

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

N	Prct	WGHT	Prct	AUTOMATIC (PASSIVE) RESTRAINT SYSTEM
3434	83.2	4375	82.7	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
692	16.8	913	17.3	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
FARS PERSON VARIABLES

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

N	Prct	WGHT	Prct	OCCUPANT EJECTION
3825	92.7	4903	92.7	0. Not ejected; not applicable
174	4.2	225	4.3	1. Totally ejected
50	1.2	61	1.2	2. Partially ejected
77	1.9	99	1.9	9. Unknown

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

N	Prct	WGHT	Prct	OCCUPANT EXTRICATION
3894	94.4	4991	94.4	0. Not extricated; not applicable
133	3.2	169	3.2	1. Extricated
99	2.4	128	2.4	9. Unknown

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

N	Prct	WGHT	Prct	OCC ALCOHOL INVOLVEMENT
2836	68.7	3624	68.5	0. No (alcohol not involved)
155	3.8	189	3.6	1. Yes (alcohol involved)
774	18.8	1010	19.1	8. Not reported
361	8.7	465	8.8	9. Unknown (police reported)

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

N	Prct	WGHT	Prct	OCC ALCOHOL TEST RESULT
1048	25.4	1338	25.3	00. - . Result value (grams/100 ml%)
0	0.0	0	0.0	94.
2	0.0	2	0.0	95. Test refused
2754	66.7	3535	66.8	96. None given
83	2.0	98	1.9	97. AC test performed, results unknown
133	3.2	180	3.4	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
FARS PERSON VARIABLES

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

N	Prct	WGHT	Prct	OCCUPANT INJURY SEVERITY
2332	56.5	2978	56.3	0. 0 - no injury
436	10.6	570	10.8	1. C - possible injury
439	10.6	569	10.8	2. B - nonincapacitating evident injury
230	5.6	292	5.5	3. A - incapacitating injury
587	14.2	744	14.1	4. K - fatal injury
18	0.4	20	0.4	5. Injured, severity unknown
0	0.0	0	0.0	6. Died prior to accident
84	2.0	115	2.2	9. Unknown

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

N	Prct	WGHT	Prct	TAKEN TO HOSPITAL OR TREATMENT FACILITY
2937	71.2	3762	71.1	0. No
1029	24.9	1315	24.9	1. Yes
160	3.9	211	4.0	9. Unknown

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

N	Prct	WGHT	Prct	OCC DEATH DATE - MONTH
3474	84.2	4458	84.3	00. Not applicable
38	0.9	46	0.9	01. January
32	0.8	36	0.7	02. February
54	1.3	70	1.3	03. March
52	1.3	60	1.1	04. April
50	1.2	69	1.3	05. May
48	1.2	62	1.2	06. June
58	1.4	77	1.5	07. July
60	1.5	73	1.4	08. August
51	1.2	65	1.2	09. September
57	1.4	74	1.4	10. October
43	1.0	54	1.0	11. November
40	1.0	53	1.0	12. December
69	1.7	91	1.7	99. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
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
3474	84.2	4458	84.3	00. Not applicable
18	0.4	23	0.4	01.
				- . Day of month
14	0.3	18	0.3	31.
69	1.7	91	1.7	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
3474	84.2	4458	84.3	00. Not applicable
585	14.2	742	14.0	89. 1989
67	1.6	88	1.7	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
3492	84.6	4481	84.7	00. 12:01 am - 12:59 am
22	0.5	27	0.5	01. 1:00 am - 1:59 am
23	0.6	25	0.5	02. 2:00 am - 2:59 am
24	0.6	31	0.6	03. 3:00 am - 3:59 am
28	0.7	33	0.6	04. 4:00 am - 4:59 am
29	0.7	38	0.7	05. 5:00 am - 5:59 am
33	0.8	41	0.8	06. 6:00 am - 6:59 am
26	0.6	29	0.5	07. 7:00 am - 7:59 am
27	0.7	35	0.7	08. 8:00 am - 8:59 am
29	0.7	36	0.7	09. 9:00 am - 9:59 am
19	0.5	26	0.5	10. 10:00 am - 10:59 am
30	0.7	36	0.7	11. 11:00 am - 11:59 am
32	0.8	44	0.8	12. 12:00 pm - 12:59 pm
34	0.8	43	0.8	13. 1:00 pm - 1:59 pm
31	0.8	40	0.8	14. 2:00 pm - 2:59 pm
25	0.6	37	0.7	15. 3:00 pm - 3:59 pm
23	0.6	32	0.6	16. 4:00 pm - 4:59 pm
17	0.4	22	0.4	17. 5:00 pm - 5:59 pm
20	0.5	24	0.5	18. 6:00 pm - 6:59 pm
11	0.3	15	0.3	19. 7:00 pm - 7:59 pm
11	0.3	13	0.2	20. 8:00 pm - 8:59 pm
14	0.3	18	0.3	21. 9:00 pm - 9:59 pm
8	0.2	12	0.2	22. 10:00 pm - 10:59 pm
17	0.4	21	0.4	23. 11:00 pm - 11:59 pm

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
FARS PERSON VARIABLES

N	Prct	WGHT	Prct	Var	323	OCC DEATH TIME - HOURS
101	2.4	129	2.4	99.	Unknown	

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

N	Prct	WGHT	Prct	OCC DEATH TIME - MINUTES
3542	85.8	4537	85.8	00.
				- . Minute
6	0.1	6	0.1	59.
102	2.5	130	2.5	99. Unknown

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

N	Prct	WGHT	Prct	LAG TIME ACC/DEATH - HRS
384	9.3	493	9.3	000.
				- . Actual time in hours
0	0.0	0	0.0	998.
3575	86.6	4587	86.7	999. Unknown

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

N	Prct	WGHT	Prct	LAG TIME ACC/DEATH - MIN
262	6.3	334	6.3	00.
				- . Minute
1	0.0	1	0.0	59.
3576	86.7	4588	86.8	99. Unknown

The OMC and SURVEY Variables

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

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

N Prcnt		WGHT Prcnt		OMC ID
2156	51.6	3263	61.7	00000. Unknown
1	0.0	1	0.0	00022.
				- . OMC case ID #
1	0.0	1	0.0	34490.

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

OMC cases only

N Prcnt		WGHT Prcnt		STATE OF CARRIER
58	1.4	58	1.1	01. Alabama
0	0.0	0	0.0	02. Alaska
9	0.2	9	0.2	04. Arizona
83	2.0	83	1.6	05. Arkansas
84	2.0	84	1.6	06. California
30	0.7	30	0.6	08. Colorado
16	0.4	16	0.3	09. Connecticut
12	0.3	12	0.2	10. Delaware
0	0.0	0	0.0	11. District of Columbia
94	2.3	94	1.8	12. Florida
70	1.7	70	1.3	13. Georgia
16	0.4	16	0.3	16. Idaho
119	2.9	119	2.3	17. Illinois
113	2.7	113	2.1	18. Indiana
46	1.1	46	0.9	19. Iowa
51	1.2	51	1.0	20. Kansas
28	0.7	28	0.5	21. Kentucky
44	1.1	44	0.8	22. Louisiana
6	0.1	6	0.1	23. Maine
24	0.6	24	0.5	24. Maryland
20	0.5	20	0.4	25. Massachusetts
60	1.5	60	1.1	26. Michigan
50	1.2	50	0.9	27. Minnesota

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
OMC and SURVEY VARIABLES

N	Prcnt	WGHT	Prcnt	Var 1002	STATE OF CARRIER
31	0.8	31	0.6	28.	Mississippi
80	1.9	80	1.5	29.	Missouri
9	0.2	9	0.2	30.	Montana
31	0.8	31	0.6	31.	Nebraska
4	0.1	4	0.1	32.	Nevada
3	0.1	3	0.1	33.	New Hampshire
45	1.1	45	0.9	34.	New Jersey
6	0.1	6	0.1	35.	New Mexico
39	0.9	39	0.7	36.	New York
72	1.7	72	1.4	37.	North Carolina
7	0.2	7	0.1	38.	North Dakota
115	2.8	115	2.2	39.	Ohio
40	1.0	40	0.8	40.	Oklahoma
31	0.8	31	0.6	41.	Oregon
91	2.2	91	1.7	42.	Pennsylvania
2	0.0	2	0.0	44.	Rhode Island
36	0.9	36	0.7	45.	South Carolina
10	0.2	10	0.2	46.	South Dakota
50	1.2	50	0.9	47.	Tennessee
109	2.6	109	2.1	48.	Texas
12	0.3	12	0.2	49.	Utah
4	0.1	4	0.1	50.	Vermont
33	0.8	33	0.6	51.	Virginia
22	0.5	22	0.4	53.	Washington
13	0.3	13	0.2	54.	West Virginia
74	1.8	74	1.4	55.	Wisconsin
6	0.1	6	0.1	56.	Wyoming
2101	50.9	3263	61.7	98.	Not applicable (Survey case)
17	0.4	17	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
2969	72.0	3590	67.9	1. Interstate
884	21.4	1326	25.1	2. Intrastate
90	2.2	131	2.5	6. Government owned
28	0.7	39	0.7	7. Daily rental
155	3.8	202	3.8	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
 OMC and SURVEY VARIABLES

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

Both SURVEY and OMC cases

N	Prct	WGHT	Prct	OPERATING AUTHORITY
1463	35.5	2022	38.2	1. Private
2417	58.6	2935	55.5	2. For hire
90	2.2	131	2.5	6. Government owned
28	0.7	39	0.7	7. Daily rental
128	3.1	161	3.0	9. Unknown

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

Both SURVEY and OMC cases

N	Prct	WGHT	Prct	CARRIER TYPE
830	20.1	1070	20.2	1. Interstate private
1968	47.7	2298	43.5	2. Interstate authorized
153	3.7	194	3.7	3. Interstate exempt
605	14.7	906	17.1	4. Intrastate private
275	6.7	413	7.8	5. Intrastate for hire
90	2.2	131	2.5	6. Government owned
28	0.7	39	0.7	7. Daily rental
177	4.3	237	4.5	9. Unknown

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

SURVEY cases only

N	Prct	WGHT	Prct	OWNER OPERATOR
73	1.8	119	2.3	1. Yes
731	17.7	1202	22.7	2. No
2025	49.1	2025	38.3	7. Not applicable (OMC)
1295	31.4	1939	36.7	8. Not applicable (Not for hire)
2	0.0	3	0.1	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
 OMC and SURVEY VARIABLES

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

Both SURVEY and OMC cases

N	Prct	WGHT	Prct	TRIP TYPE
1582	38.3	1582	29.9	1. OTR, (over-the-road) (OMC)
1564	37.9	2151	40.7	2. Local delivery
395	9.6	649	12.3	3. OTR, under 200 miles (Survey)
379	9.2	643	12.2	4. OTR, 200 miles and over (Survey)
21	0.5	31	0.6	5. OTR, unknown distance (Survey)
185	4.5	232	4.4	9. Unknown

Variable 1008	TIFA GVWR	MD1: 9	Field Width: 1
		MD2: None	Type: Numeric

Both SURVEY and OMC cases

N	Prct	WGHT	Prct	TIFA GVWR
0	0.0	0	0.0	1. 6,000 or less
0	0.0	0	0.0	2. 6,001 - 10,000
84	2.0	92	1.7	3. 10,001 - 14,000
30	0.7	37	0.7	4. 14,001 - 16,000
34	0.8	44	0.8	5. 16,001 - 19,500
237	5.7	334	6.3	6. 19,501 - 26,000
392	9.5	498	9.4	7. 26,001 - 33,000
3223	78.1	4129	78.1	8. 33,001 or more
126	3.1	154	2.9	9. Unknown

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

OMC cases only

N	Prct	WGHT	Prct	DISTRICT TYPE
106	2.6	106	2.0	1. Residential
1426	34.6	1426	27.0	2. Rural
447	10.8	447	8.5	3. Business
2101	50.9	3263	61.7	8. Not applicable (Survey case)
46	1.1	46	0.9	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
 OMC and SURVEY VARIABLES

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

OMC cases only

N	Prct	WGHT	Prct	MONTH
151	3.7	151	2.9	01. January
150	3.6	150	2.8	02. February
169	4.1	169	3.2	03. March
151	3.7	151	2.9	04. April
154	3.7	154	2.9	05. May
162	3.9	162	3.1	06. June
190	4.6	190	3.6	07. July
189	4.6	189	3.6	08. August
168	4.1	168	3.2	09. September
190	4.6	190	3.6	10. October
175	4.2	175	3.3	11. November
176	4.3	176	3.3	12. December
2101	50.9	3263	61.7	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	Prct	WGHT	Prct	DAY
64	1.6	64	1.2	01. - . Day of month
34	0.8	34	0.6	31.
2101	50.9	3263	61.7	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	Prct	WGHT	Prct	HOUR
61	1.5	61	1.2	00. Midnight
88	2.1	88	1.7	01. 1 am
86	2.1	86	1.6	02. 2 am
80	1.9	80	1.5	03. 3 am
84	2.0	84	1.6	04. 4 am
73	1.8	73	1.4	05. 5 am
88	2.1	88	1.7	06. 6 am

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
OMC and SURVEY VARIABLES

N	Prct	WGHT	Prct	Var 1012	HOUR
85	2.1	85	1.6	07.	7 am
83	2.0	83	1.6	08.	8 am
94	2.3	94	1.8	09.	9 am
74	1.8	74	1.4	10.	10 am
93	2.3	93	1.8	11.	11 am
115	2.8	115	2.2	12.	Noon
82	2.0	82	1.6	13.	1 pm
115	2.8	115	2.2	14.	2 pm
98	2.4	98	1.9	15.	3 pm
91	2.2	91	1.7	16.	4 pm
82	2.0	82	1.6	17.	5 pm
87	2.1	87	1.6	18.	6 pm
64	1.6	64	1.2	19.	7 pm
80	1.9	80	1.5	20.	8 pm
52	1.3	52	1.0	21.	9 pm
71	1.7	71	1.3	22.	10 pm
99	2.4	99	1.9	23.	11 pm
2101	50.9	3263	61.7	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	Prct	WGHT	Prct	MINUTE
1139	27.6	1139	21.5	00.
				- . Minute
4	0.1	4	0.1	59.
2101	50.9	3263	61.7	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	Prct	WGHT	Prct	ACCIDENT TYPE
143	3.5	143	2.7	1. Noncollision
1714	41.5	1714	32.4	2. Collision with moving object
165	4.0	165	3.1	3. Collision with fixed or parked object
2101	50.9	3263	61.7	8. Not applicable (Survey case)
3	0.1	3	0.1	9. Unknown

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

OMC cases only

N	Prcnt	WGHT	Prcnt	OTHER OBJECT INVOLVED
133	3.2	133	2.5	01. Not applicable (noncollision)
208	5.0	208	3.9	02. Commercial truck
94	2.3	94	1.8	03. Fixed object
1227	29.7	1227	23.2	04. Automobile
127	3.1	127	2.4	05. Pedestrian
4	0.1	4	0.1	06. Bus
20	0.5	20	0.4	07. Train
25	0.6	25	0.5	08. Bicycle
7	0.2	7	0.1	09. Animal
30	0.7	30	0.6	10. Motorcycle
149	3.6	149	2.8	11. Other
2101	50.9	3263	61.7	98. Not applicable (Survey case)
1	0.0	1	0.0	99. Unknown

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

OMC cases only

N	Prcnt	WGHT	Prcnt	VEHICLE #1 ACTION
127	3.1	127	2.4	01. Slowing/stopping
83	2.0	83	1.6	02. Stopped
24	0.6	24	0.5	03. Parked
44	1.1	44	0.8	04. Rear-end
19	0.5	19	0.4	05. Backing
15	0.4	15	0.3	06. Making right turn
71	1.7	71	1.3	07. Making left turn
15	0.4	15	0.3	08. Making U-turn
1091	26.4	1091	20.6	09. Proceeding straight
4	0.1	4	0.1	10. Merging
16	0.4	16	0.3	11. Entering traffic
40	1.0	40	0.8	12. Intersection
26	0.6	26	0.5	13. Passing
16	0.4	16	0.3	14. Changing lanes
21	0.5	21	0.4	15. Sideswipe - opposite direction
67	1.6	67	1.3	16. Head-on - crossed into opposing lane
17	0.4	17	0.3	17. Skidding
36	0.9	36	0.7	18. Vehicle out of control
0	0.0	0	0.0	19. Roll-away
2	0.0	2	0.0	20. Controlled railroad crossing
2	0.0	2	0.0	21. Uncontrolled railroad crossing
23	0.6	23	0.4	22. Other

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N	Prct	WGHT	Prct	Var 1016	VEHICLE #1 ACTION
2101	50.9	3263	61.7		97. Not applicable (Survey case)
266	6.4	266	5.0		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	Prct	WGHT	Prct	VEHICLE #2 ACTION
42	1.0	42	0.8	01. Slowing/stopping
67	1.6	67	1.3	02. Stopped
25	0.6	25	0.5	03. Parked
120	2.9	120	2.3	04. Rear-end
1	0.0	1	0.0	05. Backing
2	0.0	2	0.0	06. Making right turn
78	1.9	78	1.5	07. Making left turn
11	0.3	11	0.2	08. Making U-turn
496	12.0	496	9.4	09. Proceeding straight
15	0.4	15	0.3	10. Merging
40	1.0	40	0.8	11. Entering traffic
79	1.9	79	1.5	12. Intersection
44	1.1	44	0.8	13. Passing
31	0.8	31	0.6	14. Changing lanes
45	1.1	45	0.9	15. Sideswipe - opposite direction
313	7.6	313	5.9	16. Head-on - crossed into opposing lane
19	0.5	19	0.4	17. Skidding
101	2.4	101	1.9	18. Vehicle out of control
0	0.0	0	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
44	1.1	44	0.8	22. Other
2101	50.9	3263	61.7	97. Not applicable (Survey case)
446	10.8	446	8.4	98. Not applicable (noncollision)
1	0.0	1	0.0	99. Unknown

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

OMC cases only

N	Prct	WGHT	Prct	VEHICLE #3 ACTION
26	0.6	26	0.5	01. Slowing/stopping
24	0.6	24	0.5	02. Stopped

N	Prcnt	WGHT	Prcnt	Var 1018	VEHICLE #3 ACTION
8	0.2	8	0.2	03.	Parked
19	0.5	19	0.4	04.	Rear-end
0	0.0	0	0.0	05.	Backing
0	0.0	0	0.0	06.	Making right turn
2	0.0	2	0.0	07.	Making left turn
1	0.0	1	0.0	08.	Making U-turn
121	2.9	121	2.3	09.	Proceeding straight
1	0.0	1	0.0	10.	Merging
5	0.1	5	0.1	11.	Entering traffic
4	0.1	4	0.1	12.	Intersection
6	0.1	6	0.1	13.	Passing
1	0.0	1	0.0	14.	Changing lanes
8	0.2	8	0.2	15.	Sideswipe - opposite direction
13	0.3	13	0.2	16.	Head-on - crossed into opposing lane
3	0.1	3	0.1	17.	Skidding
8	0.2	8	0.2	18.	Vehicle out of control
0	0.0	0	0.0	19.	Roll-away
0	0.0	0	0.0	20.	Controlled railroad crossing
0	0.0	0	0.0	21.	Uncontrolled railroad crossing
8	0.2	8	0.2	22.	Other
2101	50.9	3263	61.7	97.	Not applicable (Survey case)
1764	42.8	1764	33.4	98.	Not applicable (noncollision)
3	0.1	3	0.1	99.	Unknown

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

Both SURVEY and OMC cases

N	Prcnt	WGHT	Prcnt	PRIMARY EVENT OTHER THAN COLLISION
77	1.9	77	1.5	0. Ran off road
11	0.3	11	0.2	1. Jackknife
129	3.1	170	3.2	2. Overturn
5	0.1	7	0.1	3. Separation of units
2	0.0	2	0.0	4. Fire
7	0.2	10	0.2	5. Loss or spillage of cargo
1	0.0	1	0.0	6. Cargo shift
8	0.2	8	0.2	7. Other
3804	92.2	4917	93.0	8. Not applicable (collision)
82	2.0	85	1.6	9. Unknown

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

Both SURVEY and OMC cases

N	Prct	WGHT	Prct	ASSOCIATED ACCIDENT EVENT
3396	82.3	4333	81.9	1. None
38	0.9	50	0.9	2. Spillage of hazardous cargo
116	2.8	116	2.2	3. Fire
473	11.5	667	12.6	4. Spillage of nonhazardous cargo
2	0.0	2	0.0	5. Explosion
101	2.4	120	2.3	9. Unknown

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

OMC cases only

N	Prct	WGHT	Prct	YEARS DRIVER EMPLOYED
333	8.1	333	6.3	00. 0 years
714	17.3	714	13.5	01. 1 year
228	5.5	228	4.3	02. 2 years
160	3.9	160	3.0	03. 3 years
101	2.4	101	1.9	04. 4 years
86	2.1	86	1.6	05. 5 years
40	1.0	40	0.8	06. 6 years
31	0.8	31	0.6	07. 7 years
38	0.9	38	0.7	08. 8 years
22	0.5	22	0.4	09. 9 years
29	0.7	29	0.5	10. 10 years
18	0.4	18	0.3	11. 11 years
30	0.7	30	0.6	12. 12 years
18	0.4	18	0.3	13. 13 years
12	0.3	12	0.2	14. 14 years
14	0.3	14	0.3	15. 15 years
23	0.6	23	0.4	16. 16 years
10	0.2	10	0.2	17. 17 years
11	0.3	11	0.2	18. 18 years
7	0.2	7	0.1	19. 19 years
12	0.3	12	0.2	20. 20 years
11	0.3	11	0.2	21. 21 years
8	0.2	8	0.2	22. 22 years
12	0.3	12	0.2	23. 23 years
7	0.2	7	0.1	24. 24 years
5	0.1	5	0.1	25. 25 years
4	0.1	4	0.1	26. 26 years
1	0.0	1	0.0	27. 27 years
4	0.1	4	0.1	28. 28 years
4	0.1	4	0.1	29. 29 years

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
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N Prcnt		WGHT Prcnt		Var 1022	YEARS DRIVER EMPLOYED
6	0.1	6	0.1	30.	30 years
2	0.0	2	0.0	31.	31 years
3	0.1	3	0.1	34.	34 years
2	0.0	2	0.0	35.	35 years
1	0.0	1	0.0	36.	36 years
1	0.0	1	0.0	39.	39 years
1	0.0	1	0.0	41.	41 years
2101	50.9	3263	61.7	98.	Not applicable (Survey case)
16	0.4	16	0.3	99.	Unknown

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

Both SURVEY and OMC cases

N Prcnt		WGHT Prcnt		HOURS DRIVING	
922	22.3	1238	23.4	01.	1 hour
497	12.0	643	12.2	02.	2 hours
421	10.2	543	10.3	03.	3 hours
395	9.6	498	9.4	04.	4 hours
312	7.6	376	7.1	05.	5 hours
310	7.5	374	7.1	06.	6 hours
179	4.3	209	4.0	07.	7 hours
165	4.0	192	3.6	08.	8 hours
106	2.6	114	2.2	09.	9 hours
55	1.3	63	1.2	10.	10 hours
21	0.5	22	0.4	11.	11 hours
3	0.1	4	0.1	12.	12 hours
1	0.0	2	0.0	14.	14 hours
1	0.0	1	0.0	16.	16 hours
94	2.3	94	1.8	24.	24 hours
142	3.4	162	3.1	98.	Not applicable
502	12.2	753	14.2	99.	Unknown

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

OMC cases only

N Prcnt		WGHT Prcnt		SCHEDULED HOURS	
257	6.2	257	4.9	01.	1 hour
157	3.8	157	3.0	02.	2 hours
156	3.8	156	3.0	03.	3 hours
166	4.0	166	3.1	04.	4 hours
158	3.8	158	3.0	05.	5 hours

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
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N	Prcnt	WGHT	Prcnt	Var 1024	SCHEDULED HOURS
155	3.8	155	2.9	06.	6 hours
133	3.2	133	2.5	07.	7 hours
204	4.9	204	3.9	08.	8 hours
135	3.3	135	2.6	09.	9 hours
206	5.0	206	3.9	10.	10 hours
30	0.7	30	0.6	11.	11 hours
150	3.6	150	2.8	12.	Not applicable (OMC case)
2101	50.9	3263	61.7	98.	Not applicable (Survey case)
118	2.9	118	2.2	99.	Unknown

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

OMC cases only

N	Prcnt	WGHT	Prcnt	DRIVER CONDITION
1950	47.3	1950	36.9	1. Apparently normal
4	0.1	4	0.1	2. Sick
11	0.3	11	0.2	3. Had been drinking
19	0.5	19	0.4	4. Dozed at wheel
1	0.0	1	0.0	5. Medical waiver
24	0.6	24	0.5	6. Other
2101	50.9	3263	61.7	8. Not applicable (Survey case)
16	0.4	16	0.3	9. Unknown

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

Both SURVEY and OMC cases

N	Prcnt	WGHT	Prcnt	POWER UNIT TYPE
76	1.8	81	1.5	0. Unknown
1109	26.9	1510	28.6	1. Straight truck
2941	71.3	3697	69.9	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
2941	71.3	3697	69.9	0. Not applicable (tractor)

N Prcnt		WGHT Prcnt		Var 1027	STRT. TRUCK BODY STYLE
270	6.5	342	6.5	1.	Van
84	2.0	110	2.1	2.	Flat
106	2.6	142	2.7	3.	Tank
302	7.3	423	8.0	6.	Dump
94	2.3	133	2.5	7.	Refuse
251	6.1	358	6.8	8.	Other
78	1.9	83	1.6	9.	Unknown

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

Both SURVEY and OMC cases

N Prcnt		WGHT Prcnt		CAB STYLE
2570	62.3	3367	63.7	1. Conventional
1454	35.2	1811	34.2	2. Cabover or cab-forward
102	2.5	110	2.1	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	2	0.0	48. 1948
2	0.0	2	0.0	55. 1955
2	0.0	3	0.1	58. 1958
1	0.0	2	0.0	59. 1959
1	0.0	2	0.0	61. 1961
4	0.1	6	0.1	62. 1962
5	0.1	7	0.1	63. 1963
3	0.1	5	0.1	64. 1964
8	0.2	12	0.2	65. 1965
8	0.2	8	0.2	66. 1966
16	0.4	23	0.4	67. 1967
25	0.6	38	0.7	68. 1968
36	0.9	48	0.9	69. 1969
24	0.6	33	0.6	70. 1970
29	0.7	43	0.8	71. 1971
41	1.0	59	1.1	72. 1972
85	2.1	118	2.2	73. 1973
106	2.6	148	2.8	74. 1974
78	1.9	115	2.2	75. 1975
65	1.6	87	1.6	76. 1976
151	3.7	198	3.7	77. 1977

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N	Prcnt	WGHT	Prcnt	Var 1029	POWER UNIT YEAR
177	4.3	240	4.5	78.	1978
249	6.0	337	6.4	79.	1979
199	4.8	266	5.0	80.	1980
188	4.6	253	4.8	81.	1981
140	3.4	185	3.5	82.	1982
155	3.8	201	3.8	83.	1983
333	8.1	420	7.9	84.	1984
387	9.4	473	8.9	85.	1985
336	8.1	424	8.0	86.	1986
366	8.9	452	8.5	87.	1987
451	10.9	539	10.2	88.	1988
317	7.7	378	7.1	89.	1989
40	1.0	54	1.0	90.	1990
97	2.4	107	2.0	99.	Unknown

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

Both SURVEY and OMC cases

N	Prcnt	WGHT	Prcnt	POWER UNIT NO. OF AXLES
1041	25.2	1345	25.4	2. 2 axles
2948	71.4	3776	71.4	3. 3 axles
47	1.1	68	1.3	4. 4 or more axles
90	2.2	99	1.9	9. Unknown

Variable 1031	<u>POWER UNIT MAKE</u>	MD1:	99	Field Width:	2
		MD2:	None	Type:	Numeric

Both SURVEY and OMC cases

N	Prcnt	WGHT	Prcnt	POWER UNIT MAKE
21	0.5	29	0.5	01. Autocar
6	0.1	7	0.1	02. Brockway
124	3.0	171	3.2	03. Chevrolet
6	0.1	10	0.2	04. Diamond Reo
13	0.3	16	0.3	05. Dodge
510	12.4	665	12.6	06. Ford
569	13.8	699	13.2	07. Freightliner
310	7.5	419	7.9	08. GMC
2	0.0	3	0.1	09. Hendrickson
854	20.7	1099	20.8	10. International Harvester
420	10.2	520	9.8	11. Kenworth
516	12.5	701	13.3	12. Mack
6	0.1	8	0.2	13. Marmon

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
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N	Prcnt	WGHT	Prcnt	Var 1031	POWER UNIT MAKE
357	8.7	437	8.3	14.	Peterbilt
215	5.2	264	5.0	15.	White
12	0.3	18	0.3	16.	Mercedes Benz
20	0.5	26	0.5	17.	Volvo
31	0.8	46	0.9	18.	Western Star
38	0.9	45	0.9	97.	Other (Survey)
5	0.1	5	0.1	98.	Other (OMC)
91	2.2	100	1.9	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
3	0.1	5	0.1	014. 14 feet
11	0.3	13	0.2	015. 15 feet
41	1.0	55	1.0	016. 16 feet
35	0.8	53	1.0	017. 17 feet
95	2.3	141	2.7	018. 18 feet
110	2.7	176	3.3	019. 19 feet
310	7.5	509	9.6	020. 20 feet
168	4.1	273	5.2	021. 21 feet
152	3.7	249	4.7	022. 22 feet
163	4.0	268	5.1	023. 23 feet
155	3.8	257	4.9	024. 24 feet
175	4.2	275	5.2	025. 25 feet
103	2.5	160	3.0	026. 26 feet
65	1.6	100	1.9	027. 27 feet
95	2.3	137	2.6	028. 28 feet
29	0.7	44	0.8	029. 29 feet
104	2.5	165	3.1	030. 30 feet
28	0.7	37	0.7	031. 31 feet
47	1.1	70	1.3	032. 32 feet
29	0.7	45	0.9	033. 33 feet
13	0.3	16	0.3	034. 34 feet
20	0.5	29	0.5	035. 35 feet
9	0.2	11	0.2	036. 36 feet
1	0.0	1	0.0	037. 37 feet
5	0.1	7	0.1	038. 38 feet
1	0.0	1	0.0	039. 39 feet
4	0.1	7	0.1	040. 40 feet
1	0.0	2	0.0	041. 41 feet
1	0.0	1	0.0	042. 42 feet
1	0.0	1	0.0	045. 45 feet
1	0.0	2	0.0	048. 48 feet
2025	49.1	2025	38.3	998. Not applicable (OMC case)
126	3.1	153	2.9	999. Unknown

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

SURVEY cases only

N	Prct	WGHT	Prct	STRAIGHT TRUCK CARGO
105	2.5	139	2.6	01. General freight
21	0.5	30	0.6	02. Household goods
12	0.3	19	0.4	03. Metal: coils, sheets, etc
15	0.4	21	0.4	04. Heavy machinery
0	0.0	0	0.0	05. Motor vehicles
27	0.7	35	0.7	06. Driveaway/towaway
9	0.2	15	0.3	07. Gases in bulk
211	5.1	307	5.8	08. Solids in bulk
53	1.3	74	1.4	09. Liquids in bulk
0	0.0	0	0.0	10. Explosives
21	0.5	34	0.6	11. Logs/poles/lumber
353	8.6	503	9.5	12. None (empty)
23	0.6	31	0.6	13. Refrigerated food
0	0.0	0	0.0	14. Mobile home
37	0.9	57	1.1	15. Farm products
57	1.4	76	1.4	16. Other
2025	49.1	2025	38.3	97. Not applicable (OMC case)
1059	25.7	1808	34.2	98. Not applicable (not a straight truck)
98	2.4	114	2.2	99. Unknown

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

SURVEY cases only

N	Prct	WGHT	Prct	STRAIGHT TRUCK HAZARDOUS CARGO
34	0.8	50	0.9	1. Hazardous cargo
923	22.4	1310	24.8	2. Nonhazardous cargo
2025	49.1	2025	38.3	7. Not applicable (OMC case)
1059	25.7	1808	34.2	8. Not applicable (not a straight truck)
85	2.1	95	1.8	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
353	8.6	503	9.5	000000. - . Weight in pounds
0	0.0	0	0.0	999994.
2025	49.1	2025	38.3	999995. Not applicable (OMC case)
1078	26.1	1834	34.7	999996. Not applicable (not a straight truck)
75	1.8	106	2.0	999997. Some cargo (weight unknown)
28	0.7	40	0.8	999998. Full (weight unknown)
105	2.5	121	2.3	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.
2025	49.1	2025	38.3	999998. Not applicable (OMC case)
153	3.7	191	3.6	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
2777	67.3	3505	66.3	1. Semitrailer
50	1.2	59	1.1	2. Full trailer
72	1.7	86	1.6	3. Other
1150	27.9	1556	29.4	4. None
77	1.9	82	1.6	9. Unknown

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

OMC cases only

N	Prcnt	WGHT	Prcnt	1ST TRAILER YEAR
1	0.0	1	0.0	57. 1957
1	0.0	1	0.0	58. 1958
1	0.0	1	0.0	59. 1959
4	0.1	4	0.1	60. 1960
1	0.0	1	0.0	62. 1962
3	0.1	3	0.1	64. 1964
2	0.0	2	0.0	65. 1965
7	0.2	7	0.1	66. 1966
3	0.1	3	0.1	67. 1967
8	0.2	8	0.2	68. 1968
6	0.1	6	0.1	69. 1969
8	0.2	8	0.2	70. 1970
11	0.3	11	0.2	71. 1971
25	0.6	25	0.5	72. 1972
31	0.8	31	0.6	73. 1973
31	0.8	31	0.6	74. 1974
19	0.5	19	0.4	75. 1975
25	0.6	25	0.5	76. 1976
46	1.1	46	0.9	77. 1977
70	1.7	70	1.3	78. 1978
78	1.9	78	1.5	79. 1979
57	1.4	57	1.1	80. 1980
54	1.3	54	1.0	81. 1981
53	1.3	53	1.0	82. 1982
76	1.8	76	1.4	83. 1983
159	3.9	159	3.0	84. 1984
161	3.9	161	3.0	85. 1985
179	4.3	179	3.4	86. 1986
184	4.5	184	3.5	87. 1987
206	5.0	206	3.9	88. 1988
136	3.3	136	2.6	89. 1989
7	0.2	7	0.1	90. 1990
0	0.0	0	0.0	96. Unknown if had 1st trailer
2101	50.9	3263	61.7	97. Not applicable (Survey case)
214	5.2	214	4.0	98. Not applicable (no 1st trailer)
158	3.8	158	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
245	5.9	276	5.2	01. 1 axle
2511	60.9	3183	60.2	02. 2 axles
108	2.6	143	2.7	03. 3 axles
16	0.4	24	0.5	04. 4 or more axles
77	1.9	82	1.6	97. Unknown if had 1st trailer
1150	27.9	1556	29.4	98. Not applicable (no 1st trailer)
19	0.5	24	0.5	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
1227	29.7	1638	31.0	0. None or unknown if had 1st trailer
1417	34.3	1687	31.9	1. Van
599	14.5	746	14.1	2. Flat
247	6.0	301	5.7	3. Tank
23	0.6	26	0.5	4. Auto carrier
190	4.6	288	5.4	6. Dump
0	0.0	0	0.0	7. Dolly
410	9.9	585	11.1	8. Other
13	0.3	17	0.3	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
165	4.0	283	5.4	01. General freight
11	0.3	17	0.3	02. Household goods
26	0.6	43	0.8	03. Metal: coils, sheets, etc
63	1.5	94	1.8	04. Heavy machinery
8	0.2	11	0.2	05. Motor vehicles
1	0.0	1	0.0	06. Driveaway/towaway
1	0.0	2	0.0	07. Gases in bulk
154	3.7	258	4.9	08. Solids in bulk
41	1.0	72	1.4	09. Liquids in bulk
0	0.0	0	0.0	10. Explosives

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N	Prct	WGHT	Prct	Var 1041	1ST TRAILER CARGO
80	1.9	140	2.6	11.	Logs/poles/lumber
374	9.1	628	11.9	12.	None (empty)
51	1.2	95	1.8	13.	Refrigerated food
4	0.1	7	0.1	14.	Mobile home
62	1.5	111	2.1	15.	Farm products
11	0.3	19	0.4	16.	Other
77	1.9	82	1.6	96.	Unknown if had 1st trailer
2025	49.1	2025	38.3	97.	Not applicable (OMC case)
936	22.7	1342	25.4	98.	Not applicable (no 1st trailer)
36	0.9	58	1.1	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
27	0.7	50	0.9	1. Hazardous cargo
1043	25.3	1763	33.3	2. Nonhazardous cargo
77	1.9	82	1.6	6. Unknown if had 1st trailer
2025	49.1	2025	38.3	7. Not applicable (OMC case)
936	22.7	1342	25.4	8. Not applicable (no 1st trailer)
18	0.4	26	0.5	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
374	9.1	628	11.9	000000. - . Weight in pounds
0	0.0	0	0.0	999993.
77	1.9	82	1.6	999994. Unknown if had 1st trailer
2025	49.1	2025	38.3	999995. Not applicable (OMC case)
936	22.7	1342	25.4	999996. Not applicable (no 1st trailer)
45	1.1	75	1.4	999997. Some cargo (weight unknown)
41	1.0	66	1.2	999998. Full (weight unknown)
32	0.8	51	1.0	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.
77	1.9	82	1.6	999996. Unknown if had 1st trailer
2025	49.1	2025	38.3	999997. Not applicable (OMC case)
936	22.7	1342	25.4	999998. Not applicable (no 1st trailer)
63	1.5	98	1.9	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
2	0.0	2	0.0	005. 5 feet
2	0.0	4	0.1	006. 6 feet
1	0.0	1	0.0	007. 7 feet
8	0.2	10	0.2	008. 8 feet
7	0.2	8	0.2	010. 10 feet
1	0.0	2	0.0	011. 11 feet
7	0.2	7	0.1	012. 12 feet
4	0.1	5	0.1	014. 14 feet
3	0.1	3	0.1	015. 15 feet
4	0.1	5	0.1	016. 16 feet
3	0.1	3	0.1	017. 17 feet
9	0.2	9	0.2	018. 18 feet
2	0.0	3	0.1	019. 19 feet
26	0.6	30	0.6	020. 20 feet
5	0.1	7	0.1	021. 21 feet
10	0.2	14	0.3	022. 22 feet
4	0.1	5	0.1	023. 23 feet
43	1.0	54	1.0	024. 24 feet
13	0.3	15	0.3	025. 25 feet
12	0.3	17	0.3	026. 26 feet
20	0.5	25	0.5	027. 27 feet
124	3.0	150	2.8	028. 28 feet
8	0.2	10	0.2	029. 29 feet
37	0.9	60	1.1	030. 30 feet
2	0.0	2	0.0	031. 31 feet
19	0.5	31	0.6	032. 32 feet
2	0.0	3	0.1	033. 33 feet
7	0.2	12	0.2	034. 34 feet
39	0.9	64	1.2	035. 35 feet

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N	Prcnt	WGHT	Prcnt	Var 1045	1ST TRAILER LENGTH
11	0.3	19	0.4	036.	36 feet
2	0.0	4	0.1	037.	37 feet
27	0.7	50	0.9	038.	38 feet
2	0.0	4	0.1	039.	39 feet
229	5.6	407	7.7	040.	40 feet
8	0.2	12	0.2	041.	41 feet
67	1.6	120	2.3	042.	42 feet
22	0.5	39	0.7	043.	43 feet
15	0.4	30	0.6	044.	44 feet
171	4.1	311	5.9	045.	45 feet
14	0.3	27	0.5	046.	46 feet
7	0.2	13	0.2	047.	47 feet
133	3.2	241	4.6	048.	48 feet
2	0.0	3	0.1	049.	49 feet
6	0.1	12	0.2	050.	50 feet
1	0.0	2	0.0	051.	51 feet
1	0.0	2	0.0	052.	52 feet
5	0.1	10	0.2	053.	53 feet
1	0.0	2	0.0	054.	54 feet
1	0.0	1	0.0	066.	66 feet
1	0.0	2	0.0	070.	70 feet
1	0.0	2	0.0	080.	80 feet
77	1.9	82	1.6	994.	Unknown if had 1st trailer
1911	46.3	1911	36.1	995.	Not applicable (OMC case)
936	22.7	1342	25.4	996.	Not applicable (no 1st trailer)
9	0.2	11	0.2	997.	Short (estimated under 35 feet)
14	0.3	25	0.5	998.	Long (estimated 35 feet and over)
28	0.7	43	0.8	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
209	5.1	214	4.0	2. Full trailer
3	0.1	4	0.1	3. Other
3837	93.0	4989	94.3	4. None
77	1.9	81	1.5	9. Unknown

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	60. 1960
1	0.0	1	0.0	61. 1961
1	0.0	1	0.0	62. 1962
1	0.0	1	0.0	66. 1966
1	0.0	1	0.0	67. 1967
1	0.0	1	0.0	68. 1968
3	0.1	3	0.1	71. 1971
1	0.0	1	0.0	74. 1974
3	0.1	3	0.1	77. 1977
1	0.0	1	0.0	78. 1978
1	0.0	1	0.0	79. 1979
1	0.0	1	0.0	80. 1980
1	0.0	1	0.0	81. 1981
2	0.0	2	0.0	82. 1982
4	0.1	4	0.1	83. 1983
12	0.3	12	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
17	0.4	17	0.3	88. 1988
4	0.1	4	0.1	89. 1989
0	0.0	0	0.0	96. Unknown if had 2nd trailer
2101	50.9	3263	61.7	97. Not applicable (Survey case)
1911	46.3	1911	36.1	98. Not applicable (no 2nd trailer)
13	0.3	13	0.2	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
188	4.6	192	3.6	02. 2 axles
9	0.2	10	0.2	03. 3 axles
10	0.2	10	0.2	04. 4 or more axles
77	1.9	81	1.5	97. Unknown if had 2nd trailer
3837	93.0	4989	94.3	98. Not applicable (no 2nd trailer)
4	0.1	4	0.1	99. Unknown

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

Both SURVEY and OMC cases

N	Prct	WGHT	Prct	2ND TRAILER BODY
3914	94.9	5070	95.9	0. None or unknown if had 2nd trailer
117	2.8	120	2.3	1. Van
35	0.8	35	0.7	2. Flat
10	0.2	11	0.2	3. Tank
0	0.0	0	0.0	4. Auto carrier
10	0.2	10	0.2	6. Dump
0	0.0	0	0.0	7. Dolly
39	0.9	41	0.8	8. Other
1	0.0	1	0.0	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	23	0.4	01. General freight
0	0.0	0	0.0	02. Household goods
4	0.1	4	0.1	03. Metal: coils, sheets, etc
9	0.2	10	0.2	04. Heavy machinery
0	0.0	0	0.0	05. Motor vehicles
0	0.0	0	0.0	06. Driveaway/towaway
0	0.0	0	0.0	07. Gases in bulk
13	0.3	13	0.2	08. Solids in bulk
4	0.1	5	0.1	09. Liquids in bulk
0	0.0	0	0.0	10. Explosives
5	0.1	5	0.1	11. Logs/poles/lumber
32	0.8	35	0.7	12. None (empty)
0	0.0	0	0.0	13. Refrigerated food
0	0.0	0	0.0	14. Mobile home
5	0.1	5	0.1	15. Farm products
0	0.0	0	0.0	16. Other
77	1.9	81	1.5	96. Unknown if had 2nd trailer
2025	49.1	2025	38.3	97. Not applicable (OMC case)
1926	46.7	3078	58.2	98. Not applicable (no 2nd trailer)
4	0.1	4	0.1	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
0	0.0	0	0.0	1. Hazardous cargo
96	2.3	102	1.9	2. Nonhazardous cargo
77	1.9	81	1.5	6. Unknown if had 2nd trailer
2025	49.1	2025	38.3	7. Not applicable (OMC case)
1926	46.7	3078	58.2	8. Not applicable (no 2nd trailer)
2	0.0	2	0.0	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
32	0.8	35	0.7	000000.
				- . Weight in pounds
0	0.0	0	0.0	999993.
77	1.9	81	1.5	999994. Unknown if had 2nd trailer
2025	49.1	2025	38.3	999995. Not applicable (OMC case)
1926	46.7	3078	58.2	999996. Not applicable (no 2nd trailer)
6	0.1	6	0.1	999997. Some cargo (weight unknown)
5	0.1	5	0.1	999998. Full (weight unknown)
4	0.1	4	0.1	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.
77	1.9	81	1.5	999996. Unknown if had 2nd trailer
2025	49.1	2025	38.3	999997. Not applicable (OMC case)
1926	46.7	3078	58.2	999998. Not applicable (no 2nd trailer)
14	0.3	16	0.3	999999. Unknown

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

SURVEY cases only

N	Prct	WGHT	Prct	2ND TRAILER LENGTH
1	0.0	2	0.0	006. 6 feet
1	0.0	1	0.0	014. 14 feet
1	0.0	1	0.0	015. 15 feet
4	0.1	4	0.1	018. 18 feet
2	0.0	2	0.0	019. 19 feet
19	0.5	20	0.4	020. 20 feet
3	0.1	3	0.1	021. 21 feet
6	0.1	6	0.1	022. 22 feet
1	0.0	1	0.0	023. 23 feet
24	0.6	25	0.5	024. 24 feet
7	0.2	7	0.1	025. 25 feet
6	0.1	6	0.1	026. 26 feet
14	0.3	15	0.3	027. 27 feet
95	2.3	97	1.8	028. 28 feet
5	0.1	5	0.1	029. 29 feet
4	0.1	4	0.1	030. 30 feet
3	0.1	3	0.1	032. 32 feet
1	0.0	1	0.0	033. 33 feet
1	0.0	1	0.0	034. 34 feet
1	0.0	1	0.0	035. 35 feet
1	0.0	1	0.0	040. 40 feet
1	0.0	1	0.0	054. 54 feet
1	0.0	1	0.0	056. 56 feet
77	1.9	81	1.5	994. Unknown if had 2nd trailer
1911	46.3	1911	36.1	995. Not applicable (OMC case)
1926	46.7	3078	58.2	996. Not applicable (no 2nd trailer)
4	0.1	4	0.1	997. Short (estimated under 35 feet)
0	0.0	0	0.0	998. Long (estimated 35 feet and over)
6	0.1	6	0.1	999. Unknown

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

Both SURVEY and OMC cases

N	Prct	WGHT	Prct	3RD TRAILER TYPE
0	0.0	0	0.0	1. Semitrailer
2	0.0	2	0.0	2. Full trailer
2	0.0	2	0.0	3. Other
4050	98.2	5209	98.5	4. None
72	1.7	75	1.4	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
3	0.1	3	0.1	02. 2 axles
72	1.7	75	1.4	96. Unknown if had 3rd trailer
2022	49.0	2022	38.2	97. Not applicable (OMC case)
2028	49.2	3187	60.3	98. Not applicable (no 3rd trailer)
1	0.0	1	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
4122	99.9	5284	99.9	0. None or unknown if had 3rd trailer
2	0.0	2	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
2	0.0	2	0.0	8. Other
0	0.0	0	0.0	9. Unknown

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

SURVEY cases only

N	Prcnt	WGHT	Prcnt	3RD TRAILER CARGO
0	0.0	0	0.0	01. General freight
0	0.0	0	0.0	02. Household goods
0	0.0	0	0.0	03. Metal: coils, sheets, etc
0	0.0	0	0.0	04. Heavy machinery
0	0.0	0	0.0	05. Motor vehicles
0	0.0	0	0.0	06. Driveaway/towaway
0	0.0	0	0.0	07. Gases in bulk
0	0.0	0	0.0	08. Solids in bulk
0	0.0	0	0.0	09. Liquids in bulk
0	0.0	0	0.0	10. Explosives
0	0.0	0	0.0	11. Logs/poles/lumber
1	0.0	1	0.0	12. None (empty)

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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
72	1.7	75	1.4	96.	Unknown if had 3rd trailer
2025	49.1	2025	38.3	97.	Not applicable (OMC case)
2028	49.2	3187	60.3	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
72	1.7	75	1.4	6. Unknown if had 3rd trailer
2025	49.1	2025	38.3	7. Not applicable (OMC case)
2028	49.2	3187	60.3	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.
72	1.7	75	1.4	999994. Unknown if had 3rd trailer
2025	49.1	2025	38.3	999995. Not applicable (OMC case)
2028	49.2	3187	60.3	999996. Not applicable (no 3rd trailer)
0	0.0	0	0.0	999997. Some cargo (weight unknown)
0	0.0	0	0.0	999998. Full (weight unknown)
0	0.0	0	0.0	999999. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
 OMC and SURVEY VARIABLES

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.
72	1.7	75	1.4	999996. Unknown if had 3rd trailer
2025	49.1	2025	38.3	999997. Not applicable (OMC case)
2028	49.2	3187	60.3	999998. Not applicable (no 3rd trailer)
0	0.0	0	0.0	999999. Unknown

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

SURVEY cases only

N	Prcnt	WGHT	Prcnt	3RD TRAILER LENGTH
1	0.0	1	0.0	015. 15 feet
2	0.0	2	0.0	028. 28 feet
72	1.7	75	1.4	994. Unknown if had 3rd trailer
2022	49.0	2022	38.2	995. Not applicable (OMC case)
2028	49.2	3187	60.3	996. Not applicable (no 3rd trailer)
0	0.0	0	0.0	997. Short (estimated under 35 feet)
0	0.0	0	0.0	998. Long (estimated 35 feet and over)
1	0.0	1	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
78	1.9	83	1.6	00. Unknown
988	23.9	1369	25.9	01. Straight truck only
133	3.2	150	2.8	02. Bobtail tractor
50	1.2	59	1.1	03. Straight truck & full trailer
63	1.5	73	1.4	04. Straight truck & other (nonfull trailer)
2564	62.1	3286	62.1	05. Tractor & semitrailer
9	0.2	13	0.2	06. Tractor & other (nonsemitrailer)
205	5.0	210	4.0	07. Tractor & semi & full
3	0.1	4	0.1	08. Tractor & semi & other
2	0.0	2	0.0	09. Tractor & 3 trailers

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
OMC and SURVEY VARIABLES

N	Prcnt	WGHT	Prcnt	Var 1063	VEHICLE COMBINATION CODE
31	0.8	39	0.7	11.	Other (i.e., piggybacks, towing vehicles)

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
1150	27.9	1556	29.4	0. No trailer
2686	65.1	3431	64.9	1. 1 trailer
208	5.0	214	4.0	2. 2 trailers
4	0.1	4	0.1	3. 3 trailers
78	1.9	83	1.6	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.
142	3.4	181	3.4	999. Unknown

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

Both SURVEY and OMC cases

N	Prcnt	WGHT	Prcnt	TOTAL WIDTH
3	0.1	3	0.1	06. 6 feet
60	1.5	77	1.5	07. 7 feet
3130	75.9	4079	77.1	08. 8 feet
663	16.1	769	14.5	09. 9 feet
6	0.1	11	0.2	10. 10 feet
3	0.1	5	0.1	11. 11 feet
8	0.2	12	0.2	12. 12 feet
1	0.0	2	0.0	13. 13 feet
5	0.1	6	0.1	14. 14 feet
1	0.0	2	0.0	16. 16 feet

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
 OMC and SURVEY VARIABLES

N	Prcnt	WGHT	Prcnt	Var 1066	TOTAL WIDTH
1	0.0	1	0.0	28.	28 feet
2	0.0	2	0.0	98.	> 8 feet but not specified
243	5.9	319	6.0	99.	Unknown

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

OMC cases only

N	Prcnt	WGHT	Prcnt	TOTAL CARGO WEIGHT
529	12.8	529	10.0	000000. - . Weight in pounds
0	0.0	0	0.0	999997.
2101	50.9	3263	61.7	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.
345	8.4	491	9.3	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.
1078	26.1	1519	28.7	999999. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
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
361	8.7	498	9.4	1. Gasoline
3647	88.4	4659	88.1	2. Diesel
8	0.2	8	0.2	3. L.P.G.
15	0.4	19	0.4	4. Other
95	2.3	104	2.0	9. Unknown

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

OMC cases only

N	Prcnt	WGHT	Prcnt	HAZ. MAT. IN CARGO
116	2.8	116	2.2	1. Hazardous cargo
1908	46.2	1908	36.1	2. Nonhazardous cargo
2101	50.9	3263	61.7	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
315	7.6	315	6.0	1. Yes
1710	41.4	1710	32.3	2. No
2101	50.9	3263	61.7	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
471	11.4	471	8.9	1. Yes
1554	37.7	1554	29.4	2. No
2101	50.9	3263	61.7	8. Not applicable (Survey case)

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
 OMC and SURVEY VARIABLES

N	Prcnt	WGHT	Prcnt	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	Prcnt	WGHT	Prcnt	TOTAL KILLED IN VEHICLE
1667	40.4	1667	31.5	00. 0 killed
280	6.8	280	5.3	01. 1 killed
74	1.8	74	1.4	02. 2 killed
3	0.1	3	0.1	03. 3 killed
1	0.0	1	0.0	04. 4 killed
2101	50.9	3263	61.7	98. Not applicable (Survey case)
0	0.0	0	0.0	99. Unknown

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

OMC cases only

N	Prcnt	WGHT	Prcnt	TOTAL INJURED IN VEHICLE
1518	36.8	1518	28.7	00. 0 injured
418	10.1	418	7.9	01. 1 injured
80	1.9	80	1.5	02. 2 injured
7	0.2	7	0.1	03. 3 injured
1	0.0	1	0.0	04. 4 injured
1	0.0	1	0.0	05. 5 injured
2101	50.9	3263	61.7	98. Not applicable (Survey case)
0	0.0	0	0.0	99. Unknown

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

OMC cases only

N	Prcnt	WGHT	Prcnt	TOTAL KILLED IN ACCIDENT
1618	39.2	1618	30.6	01. 1 killed
294	7.1	294	5.6	02. 2 killed
80	1.9	80	1.5	03. 3 killed
16	0.4	16	0.3	04. 4 killed
12	0.3	12	0.2	05. 5 killed

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
 OMC and SURVEY VARIABLES

N	Prcnt	WGHT	Prcnt	Var 1076	TOTAL KILLED IN ACCIDENT
4	0.1	4	0.1	06.	6 killed
1	0.0	1	0.0	07.	7 killed
2101	50.9	3263	61.7	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
1056	25.6	1056	20.0	00. 0 injured
522	12.7	522	9.9	01. 1 injured
240	5.8	240	4.5	02. 2 injured
96	2.3	96	1.8	03. 3 injured
52	1.3	52	1.0	04. 4 injured
29	0.7	29	0.5	05. 5 injured
13	0.3	13	0.2	06. 6 injured
3	0.1	3	0.1	07. 7 injured
4	0.1	4	0.1	08. 8 injured
3	0.1	3	0.1	09. 9 injured
5	0.1	5	0.1	10. 10 injured
1	0.0	1	0.0	25. 25 injured
1	0.0	1	0.0	36. 36 injured
2101	50.9	3263	61.7	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
282	6.8	282	5.3	1. Rain
1364	33.1	1364	25.8	2. Clear
72	1.7	72	1.4	3. Snow
64	1.6	64	1.2	4. Fog/smog
181	4.4	181	3.4	5. Cloudy/overcast
18	0.4	18	0.3	6. Sleet
23	0.6	23	0.4	7. Other
2101	50.9	3263	61.7	8. Not applicable (Survey case)
21	0.5	21	0.4	9. Unknown

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

OMC cases only

N	Prcnt	WGHT	Prcnt	LIGHT CONDITION
1007	24.4	1007	19.0	1. Daylight
81	2.0	81	1.5	2. Artificial lights
95	2.3	95	1.8	3. Dawn
5	0.1	5	0.1	4. Other
64	1.6	64	1.2	5. Dusk
772	18.7	772	14.6	6. Dark
2101	50.9	3263	61.7	8. Not applicable (Survey case)
1	0.0	1	0.0	9. Unknown

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

OMC cases only

N	Prcnt	WGHT	Prcnt	ROAD SURFACE CONDITION
1490	36.1	1490	28.2	1. Dry
360	8.7	360	6.8	2. Wet
49	1.2	49	0.9	3. Snowy
86	2.1	86	1.6	4. Icy
13	0.3	13	0.2	5. Other
2101	50.9	3263	61.7	8. Not applicable (Survey case)
27	0.7	27	0.5	9. Unknown

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

OMC cases only

N	Prcnt	WGHT	Prcnt	NUMBER OF LANES
40	1.0	40	0.8	1. 1 lane
1046	25.4	1046	19.8	2. 2 lanes
112	2.7	112	2.1	3. 3 lanes
771	18.7	771	14.6	4. 4 or more lanes
2101	50.9	3263	61.7	8. Not applicable (Survey case)
56	1.4	56	1.1	9. Unknown

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
 OMC and SURVEY VARIABLES

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

OMC cases only

N	Prcnt	WGHT	Prcnt	HIGHWAY TYPE
879	21.3	879	16.6	1. Divided
1070	25.9	1070	20.2	2. Undivided
2101	50.9	3263	61.7	8. Not applicable (Survey case)
76	1.8	76	1.4	9. Unknown

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

OMC cases only

N	Prcnt	WGHT	Prcnt	CARGO (OMC)
675	16.4	675	12.8	01. General freight
52	1.3	52	1.0	02. Household goods
120	2.9	120	2.3	03. Metal: coils, sheets, etc
54	1.3	54	1.0	04. Heavy machinery
15	0.4	15	0.3	05. Motor vehicles
4	0.1	4	0.1	06. Driveaway/towaway
12	0.3	12	0.2	07. Gases in bulk
136	3.3	136	2.6	08. Solids in bulk
117	2.8	117	2.2	09. Liquids in bulk
2	0.0	2	0.0	10. Explosives
61	1.5	61	1.2	11. Logs/poles/lumber
529	12.8	529	10.0	12. None (empty)
182	4.4	182	3.4	13. Refrigerated food
3	0.1	3	0.1	14. Mobile home
49	1.2	49	0.9	15. Farm products
13	0.3	13	0.2	16. Other
2101	50.9	3263	61.7	98. Not applicable (Survey case)
1	0.0	1	0.0	99. Unknown

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

Both SURVEY and OMC cases

N	Prcnt	WGHT	Prcnt	INTERVIEW STATUS
1955	47.4	3077	58.2	1. Completed
0	0.0	0	0.0	2. Refusal
69	1.7	103	1.9	3. Partial
77	1.9	83	1.6	4. Unable to contact

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
 OMC and SURVEY VARIABLES

N	Prcnt	WGHT	Prcnt	Var	1084	INTERVIEW STATUS
2025	49.1	2025	38.3	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
6	0.1	9	0.2	1. Police report
2024	49.1	3180	60.1	2. Interview
2025	49.1	2025	38.3	4. Match with OMC
0	0.0	0	0.0	5. Mail Survey
71	1.7	74	1.4	9. None

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
 OMC and SURVEY VARIABLES

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

SURVEY cases only

N	Prcnt	WGHT	Prcnt	3RD QUESTION DERIVED
1918	46.5	2956	55.9	00. None
3	0.1	4	0.1	08. Question 8
3	0.1	5	0.1	13. Question 13
9	0.2	15	0.3	17. Question 17
1	0.0	2	0.0	18. Question 18
22	0.5	35	0.7	19. Question 19
58	1.4	93	1.8	20. Question 20
77	1.9	139	2.6	21. Question 21
10	0.2	14	0.3	27. Question 27
2025	49.1	2025	38.3	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
2040	49.4	3163	59.8	00. None
3	0.1	6	0.1	07. Question 7
4	0.1	8	0.2	08. Question 8
1	0.0	2	0.0	17. Question 17
1	0.0	1	0.0	18. Question 18
1	0.0	2	0.0	19. Question 19
8	0.2	13	0.2	20. Question 20
42	1.0	66	1.2	21. Question 21
1	0.0	2	0.0	27. Question 27
2025	49.1	2025	38.3	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
2090	50.7	3243	61.3	00. None
3	0.1	5	0.1	08. Question 8
2	0.0	4	0.1	17. Question 17
1	0.0	2	0.0	20. Question 20
5	0.1	9	0.2	21. Question 21
2025	49.1	2025	38.3	99. Not applicable (OMC case)

OMC and SURVEY VARIABLES

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

SURVEY cases only

N	Prct	WGHT	Prct	6TH QUESTION DERIVED
2099	50.9	3260	61.6	00. None
1	0.0	1	0.0	13. Question 13
1	0.0	2	0.0	20. Question 20
2025	49.1	2025	38.3	99. Not applicable (OMC case)

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

SURVEY cases only

N	Prct	WGHT	Prct	7TH QUESTION DERIVED
2100	50.9	3261	61.7	00. None
1	0.0	2	0.0	21. Question 21
2025	49.1	2025	38.3	99. Not applicable (OMC case)

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

SURVEY cases only

N	Prct	WGHT	Prct	8TH QUESTION DERIVED
2101	50.9	3263	61.7	00. None
2025	49.1	2025	38.3	99. Not applicable (OMC case)

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

SURVEY cases only

N	Prct	WGHT	Prct	9TH QUESTION DERIVED
2101	50.9	3263	61.7	00. None
2025	49.1	2025	38.3	99. Not applicable (OMC case)

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1989
 OMC and SURVEY VARIABLES

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

SURVEY cases only

N	Prcnt	WGHT	Prcnt	10TH QUESTION DERIVED
2101	50.9	3263	61.7	00. None
2025	49.1	2025	38.3	99. Not applicable (OMC case)

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

APPENDIX

MVMA HEAVY TRUCK PROGRAM
1989 FARS SUPPLEMENT DATA ELEMENTS

ACCIDENT IDENTIFICATION (FILL OUT PRIOR TO INTERVIEW)

1. FARS State of Crash _____ Code
2. FARS Case No.
3. FARS Vehicle No. 4. Date / /
 Month Day Year

NOTE: Put all information/calculations on this form.

START HERE:

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

VEHICLE USE

7. Operating Authority at the Time of the Accident

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

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

[]1 YES → Were you operating	{ PRIVATE []1 → []1 (Carry own goods) FOR HIRE []2 → { ICC Authorized (Common, Contract) []2 (Carry other people's goods) { Exempt []3 }	→ Was the driver the operating authority? YES []1 NO []2
[]2 NO → Were you operating		PRIVATE []1 → []4 (Carry own goods) FOR HIRE []2 → []5 → Was the driver the operating authority? YES []1 NO []2 (Carry other people's goods)
[]9 UNKNOWN →	PRIVATE []1 FOR HIRE []2 → Was the driver the operating authority? YES []1 NO []2	

8. Type of Trip

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

POWER UNIT

9. Power Unit Make

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

10. Power Unit Model _____

(Name or No.)

11. Power Unit Model Year: 19 _____

(from registration)

16 17

12. Power Unit Cab Style

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

13. Fuel

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

*If response is WHITE, ask whether it is Autocar, Frtliner, 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

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]
80 Dup Col
 3RD TRLR. 80 81 82 83 84 85 Lbs.
 Empty Combination Weight: 86 87 88 89 90 Lbs.)

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

24. Hazardous Cargo
 Yes [] 1 [] 1 [] 1 [] 1
 No [] 2 [] 2 [] 2 [] 2

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.

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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

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27. At the time of the accident how many hours had the driver been driving? $\frac{\quad}{32} \frac{\quad}{33}$ Hr.

*** END OF INTERVIEW ***

Thank you for your cooperation.

REMAINDER TO BE COMPLETED BY EDITOR.

28. GVWR $\frac{\quad}{54} \frac{\quad}{55}$.

29. Interview Status

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

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30. Source

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

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DERIVED INFORMATION (Insert question numbers.)

$\frac{\quad}{38} \frac{\quad}{39}$

$\frac{\quad}{68} \frac{\quad}{69}$

$\frac{\quad}{60} \frac{\quad}{61}$

$\frac{\quad}{70} \frac{\quad}{71}$

$\frac{\quad}{62} \frac{\quad}{63}$

$\frac{\quad}{72} \frac{\quad}{73}$

$\frac{\quad}{64} \frac{\quad}{65}$

$\frac{\quad}{74} \frac{\quad}{75}$

$\frac{\quad}{66} \frac{\quad}{67}$

$\frac{\quad}{76} \frac{\quad}{77}$

[2]
80