TRUCKS INVOLVED IN FATAL ACCIDENTS CODEBOOK 1990
(Version July 23, 1992)

Kathleen P. Sullivan

Daniel Blower

Leslie Pettis

Center for National Truck Statistics

University of Michigan Transportation Research Institute

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16. Abstract

This report provides weighted and unweighted one-way frequencies for all the vehicles in UMTRI's file of Trucks Involved in Fatal Accidents, 1990. 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.

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

Tractors accounted for 68.2% of the power units. Tractors with twin trailers made up only 3.9% of the involvements. Only 22.5% of the accidents occurred on Interstate highways. Night and twilight comprised 34.9% of the accidents. This dataset has 5,003 cases, down 5.4% from 5,288 last year.

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EXECUTIVE SUMMARY

The UMTRI dataset of Trucks Involved in Fatal Accidents, 1990, (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 1990. For the fourth 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 1,498 cases, or 30 percent, of the 5,003 medium and heavy trucks involved in fatal accidents in 1990, and that 3,413 power units, or 68.2 percent, were tractors. A determination of power unit type could not be made for 92 trucks, or 1.8 percent.

The type of company operating the vehicle was also ascertained: 3,467, or 69.3 percent, of the involved medium and heavy trucks were found to be operated by interstate carriers, and 1,184 trucks, or 23.7 percent, by intrastate-only carriers. The rest, 352, or 7.0 percent, were either owned by some government entity, used for daily rental, or of unknown company type. For hire carriers accounted for 2,779, or 55.5 percent, of the involved vehicles, private carriers for 1,924, or 38.5 percent. ICC authorized carriers operated 2,209 or 44.2 percent of the involved vehicles.

In comparing the 1990 TIFA file to 1989, there were 5,003 trucks involved in fatal accidents in 1990, which was a 5.4 percent decrease from the 5,288 involved in 1989. The number of straight truck involvements in 1990 dropped less than one percent from 1989, while the number of tractor-semitrailers was down 7.7 percent from the previous year. The number of bobtail involvements decreased from 150 in 1989 to 110 in 1990. The number of doubles involvements decreased 7.1 percent from the previous year. There were two triples involved in fatal accidents in 1990.[1]

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[1]There were three cases with three trailers (variable 1064) in the 1990 TIFA file; two were triples, and the other was a heavy equipment hauler with a jeep, lowboy, booster dolly combination.

INTRODUCTION

Overview

This report documents the July 23, 1992, version of the Trucks Involved in Fatal Accidents, 1990, 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 1990. All pickups and trucks with a gross vehicle weight rating of ten thousand pounds or less are excluded. All the vehicles described are from the "July 3, 1991" version of the Fatal Accident Reporting System (FARS) file for 1990 accidents, developed by the National Highway Traffic Safety Administration (NHTSA).

Survey cases were sampled for the 1990 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 98 FARS cases for Mississippi. After matching with the MCS 50-T reports, 84 cases from Mississippi were left for sampling. The sampled Mississippi cases are included in the file but with all the interview fields left

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unknown. There were two missing police reports from Maryland. 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.

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 <u>vehicle</u> 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 contains 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.

This dataset is substantially similar in detail and coverage to the Trucks Involved in Fatal Accidents files for 1980 through 1989. For the most part, variable numbers and code values remain the same.

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[2]This 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.

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 1990.

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 2,440 MCS 50-T reports for fatal accidents. Each of these should match one of the 5,154 FARS cases in the original subset. The results of the matching procedures are shown in the following table. Overall 80.9 percent of the MCS 50-T reports were matched, but this meant completion of only 38.3 percent of the FARS cases.

COMPUTER AND HAND MATCHES BETWEEN 1990 FARS AND OMC

Data Source	No. of Cases in Subset	Computer Matched		Hand Matched		Total Matched	
		N	%	N	%	N	%
FARS	5,154	1,555	30.2	420	8.1	1,975	38.3
OMC	2,440	1,555	63.7	420	17.2	1,975	80.9

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

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, 2,048 cases were selected for interview.

Information was collected primarily by telephone interview. The person or company contacted was, where possible, the owner of the vehicle as listed in the police report. If no contact could be made with the owner, then an attempt was made to reach the driver. If neither the owner nor the driver could be reached, as much information as possible was collected from other parties, such as the police officer who investigated the accident or the tow truck operator if the vehicle was towed from the scene. Finally, if no knowledgeable respondent could be found, as much information as possible was coded from the police report. Variable 1085 documents the source of the information supplementing FARS, while variable 1084 shows whether or not an interview was made and, if made, whether it was completed.

Of the cases that could not be matched with OMC reports, 2,048 were sampled for interview. Interviews were completed for 1,815 of the sampled cases, or 88.6 percent. Partial interviews were done for 63 cases, or 3.1 percent. Unable to contact (no police report sent or coded from police report) accounted for 86 cases, or 4.2 percent. The remaining 84, or 4.1 percent were determined to be nonsample vehicles.

The telephone interviews produced a completion rate of 95.6 percent (1,878 cases) for the 1,964 sample cases. No cases ended in refusal, and the remaining 86 cases, or 4.4 percent, were cases where we were unable to locate the owner, the driver, or some other informant.

Number of Cases

The July 3, 1991, version of the 1990 FARS file has 5,154 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 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 legally parked at the side of the road. In total, 49 vehicles, mostly light trucks, were deleted from the file as nonsample vehicles before interview cases were sampled.

Matching with OMC accounted for 1,975 cases. The sampling procedure produced an additional 1,964 cases, so the column headed "N" sums to 3,939. When the sampling weights are applied, a total of 5,003 cases is estimated for the number of trucks involved in fatal accidents in 1990.[4] The column headed "WGHT" sums to 5,003.[5]

Cases where the data, as received from OMC, contained "wild" or inconsistent codes in vehicle related variables have been reviewed and corrected. In addition one variable in the version of the 1990 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.

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[4]The original FARS file had 5,154 cases. Forty-nine 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 152. Subtracting the 152 (weighted) nonsample vehicles from the original 5,154 cases leaves 5,002, which should be the number of cases in the file, i.e., the number of trucks involved in fatal accidents in 1990. There is one extra case in the file because of the weights applied during the sampling procedure.

[5]Variables 43, 137, and 223 are multiple response variables. For these variables, the tabulated frequencies sum to 5,003 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 14, code level 1) is 35.6% ± 1.6. The proportion of cases with fires (variable 134, code level 1) is 4.4% ± 0.7. Six other representative proportions were checked. The widest confidence interval for any of the proportions was ± 1.6%.

The accuracy of the population estimates from the sampled file is comparable to that of previous years and to what would have been obtained had no sampling been done.[6] Confidence intervals were calculated for the same proportions as in the previous paragraph but using a technique that treats the data as a simple random sample of all 5,154 cases. The confidence intervals for the stratified random sample are only 23% wider than they would have been, had all cases been taken. For example, the 95% confidence interval for the proportion of urban cases would have been ± 1.3 rather than ± 1.6. This difference is to be expected, since a larger number of cases results in tighter estimates, but the difference is not large enough to be of any concern.

Obtaining Information from the Dataset

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

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[6] If 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 1990 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.

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

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
104	VEHICLE NUMBER	2	Numeric		35
106	VEHICLE MAKE	2	Numeric		35
107	VEHICLE MAKE-MODEL	4	Numeric		36
108	BODY TYPE	2	Numeric		39
109	MODEL YEAR	2	Numeric		41
110	VIN	10	Alpha		41
121	REGISTRATION STATE	2	Numeric		41
122	ROLLOVER	1	Numeric		43
123	JACKKNIFE	1	Numeric		43
124	TRAVEL SPEED	2	Numeric		43
125	HAZARDOUS CARGO	1	Numeric		44
126	VEHICLE TRAILERING	1	Numeric		44
127	SPECIAL USE	1	Numeric		44
128	EMERGENCY USE	1	Numeric		45
129	IMPACT POINT - INITIAL	2	Numeric		45
130	IMPACT POINT - PRINCIPAL	2	Numeric		45
131	EXTENT OF DEFORMATION	1	Numeric		46
132	VEHICLE ROLE	1	Numeric		46
133	MANNER OF LEAVING SCENE	1	Numeric		46
134	FIRE OCCURRENCE	1	Numeric		47
135	NUMBER OF OCCUPANTS	2	Numeric		47
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		49
145	VIN TRUCK FUEL CODE	1	Numeric		50
146	VIN TRUCK WEIGHT CODE	1	Numeric		50
147	VIN TRUCK SERIES	3	Alpha		51
149	LENGTH OF VIN	2	Numeric		51
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, 1990
                           FARS VEHICLE VARIABLES

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

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
305	OCCUPANT NUMBER	2	Numeric		63
307	OCCUPANT AGE	2	Numeric		63
308	OCCUPANT SEX	1	Numeric		63
309	OCCUPANT TYPE	1	Numeric		64
310	OCC SEATING POSITION	2	Numeric		64
311	MANUAL RESTRAINT SYS	1	Numeric		64
312	AIR BAG AVAIL/FUNCTION	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 - HOUR	2	Numeric		67
324	OCC DEATH TIME - MINUTE	2	Numeric		68
325	LAG TIME ACC/DEATH - HRS	3	Numeric		68
326	LAG TIME ACC/DEATH - MIN	2	Numeric		68

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
1001	OMC ID	5	Numeric		69
1002	STATE OF CARRIER	2	Numeric		69
1003	AREA OF OPERATION	1	Numeric		70
1004	OPERATING AUTHORITY	1	Numeric		71
1005	CARRIER TYPE	1	Numeric		71
1006	OWNER OPERATOR	1	Numeric		71
1007	TRIP TYPE	1	Numeric		72
1008	TIFA GVWR	1	Numeric		72
1009	DISTRICT TYPE	1	Numeric		72
1010	MONTH	2	Numeric		73
1011	DAY	2	Numeric		73
1012	HOUR	2	Numeric		73
1013	MINUTE	2	Numeric		74
1014	ACCIDENT TYPE	1	Numeric		74
1015	OTHER OBJECT INVOLVED	2	Numeric		75
1016	VEHICLE #1 ACTION	2	Numeric		75
1017	VEHICLE #2 ACTION	2	Numeric		76
1018	VEHICLE #3 ACTION	2	Numeric		76
1019	PRIMARY EVENT	1	Numeric		77
1020	ASSOC. ACCIDENT EVENT	1	Numeric		78
1022	YEARS DRIVER EMPLOYED	2	Numeric		78
1023	HOURS DRIVING	2	Numeric		79
1024	SCHEDULED HOURS	2	Numeric		79
1025	DRIVER CONDITION	1	Numeric		80
1026	POWER UNIT TYPE	1	Numeric		80
1027	STRT. TRUCK BODY STYLE	1	Numeric		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	STRT. 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

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	NUMBER 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. MATERIAL 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		105
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	Prcnt	WGHT	Prcnt	CASE STATE
112	2.8	152	3.0	01. Alabama
0	0.0	0	0.0	02. Alaska
53	1.3	70	1.4	04. Arizona
64	1.6	79	1.6	05. Arkansas
336	8.5	450	9.0	06. California
36	0.9	47	0.9	08. Colorado
31	0.8	40	0.8	09. Connecticut
14	0.4	16	0.3	10. Delaware
2	0.1	3	0.1	11. District of Columbia
244	6.2	282	5.6	12. Florida
162	4.1	218	4.4	13. Georgia
0	0.0	0	0.0	15. Hawaii
18	0.5	27	0.5	16. Idaho
159	4.0	213	4.3	17. Illinois
131	3.3	152	3.0	18. Indiana
50	1.3	67	1.3	19. Iowa
52	1.3	70	1.4	20. Kansas
92	2.3	127	2.5	21. Kentucky
90	2.3	117	2.3	22. Louisiana
16	0.4	23	0.5	23. Maine
60	1.5	81	1.6	24. Maryland
45	1.1	49	1.0	25. Massachusetts
107	2.7	135	2.7	26. Michigan
51	1.3	69	1.4	27. Minnesota
98	2.5	99	2.0	28. Mississippi
109	2.8	142	2.8	29. Missouri
18	0.5	21	0.4	30. Montana
36	0.9	45	0.9	31. Nebraska
18	0.5	22	0.4	32. Nevada
8	0.2	10	0.2	33. New Hampshire
77	2.0	98	2.0	34. New Jersey
29	0.7	35	0.7	35. New Mexico
159	4.0	224	4.5	36. New York
152	3.9	194	3.9	37. North Carolina
6	0.2	8	0.2	38. North Dakota
240	6.1	250	5.0	39. Ohio
59	1.5	71	1.4	40. Oklahoma
50	1.3	63	1.3	41. Oregon
155	3.9	199	4.0	42. Pennsylvania

N	Prcnt	WGHT	Prcnt	Var 1 CASE STATE
0	0.0	0	0.0	43. Puerto Rico
6	0.2	7	0.1	44. Rhode Island
110	2.8	143	2.9	45. South Carolina
9	0.2	11	0.2	46. South Dakota
105	2.7	131	2.6	47. Tennessee
238	6.0	321	6.4	48. Texas
17	0.4	23	0.5	49. Utah
3	0.1	4	0.1	50. Vermont
113	2.9	133	2.7	51. Virginia
57	1.4	76	1.5	53. Washington
46	1.2	65	1.3	54. West Virginia
79	2.0	102	2.0	55. Wisconsin
17	0.4	19	0.4	56. Wyoming

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

N	Prcnt	WGHT	Prcnt	CASE NUMBER ASSIGNED WITHIN STATES
2	0.1			0001.
				- . Case number
0	0.0			9999.

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

N	Prcnt	WGHT	Prcnt	CITY - GSA GEOGRAPHIC LOCATION CODE
2606	66.2	3265	65.3	0000. Not applicable
0	0.0	0	0.0	0001.
				- . GSA code
0	0.0	0	0.0	9996.
9	0.2	13	0.3	9997. Other
0	0.0	0	0.0	9999. Unknown

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

N	Prcnt	WGHT	Prcnt	COUNTY - GSA GEOGRAPHIC LOCATION CODE
0	0.0	0	0.0	000. Not applicable
50	1.3	62	1.2	001.
				- . GSA code
0	0.0	0	0.0	996.
2	0.1	3	0.1	997. Other

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

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

N	Prcnt	WGHT	Prcnt	ACCIDENT DATE - MONTH
323	8.2	412	8.2	01. January
276	7.0	354	7.1	02. February
340	8.6	437	8.7	03. March
297	7.5	379	7.6	04. April
341	8.7	418	8.4	05. May
362	9.2	462	9.2	06. June
323	8.2	411	8.2	07. July
384	9.7	480	9.6	08. August
321	8.1	411	8.2	09. September
363	9.2	453	9.1	10. October
324	8.2	424	8.5	11. November
285	7.2	362	7.2	12. December

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

N	Prcnt	WGHT	Prcnt	ACCIDENT DATE - DAY
114	2.9	144	2.9	01.
				- . Day of month
76	1.9	98	2.0	31.

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

N	Prcnt	WGHT	Prcnt	ACCIDENT DATE - YEAR
3939	100.0	5003	100.0	90. 1990

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

MD2:   None   Type: Numeric

N	Prcnt	WGHT	Prcnt	ACCIDENT TIME - HOUR
114	2.9	135	2.7	00. 12:01 am - 12:59 am
124	3.1	135	2.7	01. 1:00 am - 1:59 am
121	3.1	146	2.9	02. 2:00 am - 2:59 am
107	2.7	134	2.7	03. 3:00 am - 3:59 am
101	2.6	118	2.4	04. 4:00 am - 4:59 am
155	3.9	194	3.9	05. 5:00 am - 5:59 am
190	4.8	248	5.0	06. 6:00 am - 6:59 am
189	4.8	248	5.0	07. 7:00 am - 7:59 am
182	4.6	233	4.7	08. 8:00 am - 8:59 am
184	4.7	248	5.0	09. 9:00 am - 9:59 am
221	5.6	289	5.8	10. 10:00 am - 10:59 am
212	5.4	289	5.8	11. 11:00 am - 11:59 am
203	5.2	265	5.3	ˊ12. 12:00 pm - 12:59 pm
233	5.9	302	6.0	13. 1:00 pm - 1:59 pm
224	5.7	298	6.0	14. 2:00 pm - 2:59 pm
236	6.0	305	6.1	15. 3:00 pm - 3:59 pm
190	4.8	246	4.9	16. 4:00 pm - 4:59 pm
177	4.5	211	4.2	17. 5:00 pm - 5:59 pm
133	3.4	172	3.4	18. 6:00 pm - 6:59 pm
135	3.4	165	3.3	19. 7:00 pm - 7:59 pm
115	2.9	137	2.7	20. 8:00 pm - 8:59 pm
133	3.4	162	3.2	21. 9:00 pm - 9:59 pm
134	3.4	165	3.3	22. 10:00 pm - 10:59 pm
123	3.1	152	3.0	23. 11:00 pm - 11:59 pm
0	0.0	0	0.0	24. 12:00 midnight
3	0.1	6	0.1	99. Unknown

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

MD2:   None   Type: Numeric

N	Prcnt	WGHT	Prcnt	ACCIDENT TIME - MINUTE
356	9.0	437	8.7	00.
				- . Minute
20	0.5	25	0.5	59.
3	0.1	6	0.1	99. Unknown

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

N	Prcnt	WGHT	Prcnt	NUMBER OF MOTOR VEHICLES IN ACCIDENT
695	17.6	892	17.8	01. 1 form
2598	66.0	3292	65.8	02. 2 forms
443	11.2	557	11.1	03. 3 forms
121	3.1	152	3.0	04. 4 forms
33	0.8	45	0.9	05. 5 forms
14	0.4	19	0.4	06. 6 forms
12	0.3	14	0.3	07. 7 forms
6	0.2	8	0.2	08. 8 forms
4	0.1	5	0.1	09. 9 forms
4	0.1	7	0.1	10. 10 forms
2	0.1	4	0.1	11. 11 forms
1	0.0	1	0.0	12. 12 forms
3	0.1	4	0.1	15. 15 forms
1	0.0	1	0.0	17. 17 forms
2	0.1	2	0.0	38. 38 forms

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

N	Prcnt	WGHT	Prcnt	NUMBER OF PERSONS INVOLVED IN ACCIDENT
294	7.5	370	7.4	01.
				- . Number submitted
0	0.0	0	0.0	99.

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

N	Prcnt	WGHT	Prcnt	LAND USE - FHWA CLASSIFICATION
1379	35.0	1780	35.6	1. Urban area
2546	64.6	3206	64.1	2. Rural area
14	0.4	17	0.3	9. Unknown

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

N	Prcnt	WGHT	Prcnt	ROADWAY FUNCTION CLASS
				Rural:
527	13.4	634	12.7	01. Principal arterial - interstate

N	Prcnt	WGHT	Prcnt	Var 15 ROADWAY FUNCTION CLASS
776	19.7	956	19.1	02. Principal arterial - other
647	16.4	828	16.6	03. Minor arterial
402	10.2	522	10.4	04. Major collector
68	1.7	96	1.9	05. Minor collector
125	3.2	169	3.4	06. Local road or street
. 1	0.0	1	0.0	09. Unknown rural

Urban:

N	Prcnt	WGHT	Prcnt	
385	9.8	484	9.7	11. Principal arterial - interstate
155	3.9	194	3.9	12. Principal arterial - other
467	11.9	617	12.3	13. Other principal arterial
226	5.7	299	6.0	14. Minor arterial
41	1.0	51	1.0	15. Collector
105	2.7	135	2.7	16. Local road or street
0	0.0	0	0.0	19. Unknown urban
14	0.4	17	0.3	99. Unknown

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

N	Prcnt	WGHT	Prcnt	TA-1 CLASS - FHWA CLASSIFICATION
912	23.2	1118	22.3	1. Interstate
1839	46.7	2325	46.5	2. Federal-Aid primary (other than interstate)
455	11.6	592	11.8	3. Federal-Aid urban
389	9.9	508	10.2	4. Federal-Aid secondary (rural only)
331	8.4	445	8.9	5. Nonfederal-Aid
13	0.3	15	0.3	9. Unknown

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

N	Prcnt	WGHT	Prcnt	ROUTE SIGNING
916	23.3	1124	22.5	1. Interstate
1110	28.2	1373	27.4	2. U.S. highway
1182	30.0	1519	30.4	3. State highway
349	8.9	464	9.3	4. County road or local street
50	1.3	73	1.5	5. Township
278	7.1	374	7.5	6. Municipality
43	1.1	61	1.2	8. Other
11	0.3	15	0.3	9. Unknown

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

N Prcnt   WGHT Prcnt   TRAFFICWAY IDENTIFIER

9999999999. Unknown

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

N Prcnt   WGHT Prcnt   MILEPOINT

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

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

N	Prcnt	WGHT	Prcnt	SPECIAL JURISDICTION
3921	99.5	4982	99.6	0. No special jurisdiction
6	0.2	7	0.1	1. National Park Service
4	0.1	5	0.1	2. Military
6	0.2	7	0.1	3. Indian reservation
0	0.0	0	0.0	4. College/university campus
2	0.1	2	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:

N	Prcnt	WGHT	Prcnt	
149	3.8	197	3.9	01. Overturn
0	0.0	0	0.0	02. Fire/explosion
0	0.0	0	0.0	03. Immersion
0	0.0	0	0.0	04. Gas inhalation
8	0.2	12	0.2	05. Fell from vehicle
3	0.1	3	0.1	06. Injured in vehicle
16	0.4	24	0.5	07. Other noncollision

N	Prcnt	WGHT	Prcnt	Var 21 FIRST HARMFUL EVENT
				Collision With Object Not Fixed:
295	7.5	380	7.6	08. Pedestrian
52	1.3	66	1.3	09. Pedalcycle
19	0.5	24	0.5	10. Railway train
1	0.0	1	0.0	11. Animal
2951	74.9	3744	74.8	12. Motor vehicle in transport
132	3.4	159	3.2	13. Motor vehicle in transport in other roadway
23	0.6	27	0.5	14. Parked motor vehicle
2	0.1	2	0.0	15. Other type nonmotorist
1	0.0	2	0.0	16. Thrown or falling object
0	0.0	0	0.0	17. Boulder
11	0.3	13	0.3	18. Other object (not fixed)
				Collision With Fixed Object:
2	0.1	3	0.1	19. Building
2	0.1	2	0.0	20. Impact attenuator/crash cushion
13	0.3	17	0.3	21. Bridge pier or abutment
1	0.0	1	0.0	22. Bridge parapet end
18	0.5	21	0.4	23. Bridge rail
102	2.6	127	2.5	24. Guardrail
14	0.4	19	0.4	25. Concrete traffic barrier
2	0.1	3	0.1	26. Other longitudinal barrier type
15	0.4	21	0.4	27. Highway/traffic sign post
0	0.0	0	0.0	28. Overhead sign support
1	0.0	1	0.0	29. Luminaire/light support
10	0.3	11	0.2	30. Utility pole
10	0.3	12	0.2	31. Other post, pole or supports
4	0.1	5	0.1	32. Culvert
9	0.2	14	0.3	33. Curb
16	0.4	22	0.4	34. Ditch
11	0.3	14	0.3	35. Embankment - earth
1	0.0	2	0.0	36. Embankment - rock, stone or concrete
6	0.2	7	0.1	37. Embankment - material type unknown
3	0.1	5	0.1	38. Fence
3	0.1	3	0.1	39. Wall
0	0.0	0	0.0	40. Fire hydrant
1	0.0	1	0.0	41. Shrubbery
25	0.6	29	0.6	42. Tree
7	0.2	9	0.2	43. Other fixed object
0	0.0	0	0.0	44. Pavement surface irregularity (pothole, grooved, grates)
0	0.0	0	0.0	99. Unknown

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

N	Prcnt	WGHT	Prcnt	MANNER OF COLLISION
856	21.7	1100	22.0	0. Not a collision with a motor vehicle in transport
721	18.3	918	18.3	1. Rear-end
865	22.0	1064	21.3	2. Head-on
13	0.3	14	0.3	3. Rear-to-rear
1277	32.4	1656	33.1	4. Angle
95	2.4	116	2.3	5. Sideswipe - same direction
93	2.4	112	2.2	6. Sideswipe - opposite direction
19	0.5	23	0.5	9. Unknown

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

N	Prcnt	WGHT	Prcnt	RELATION TO JUNCTION
2636	66.9	3276	65.5	1. Nonjunction
914	23.2	1225	24.5	2. Intersection
163	4.1	226	4.5	3. Intersection related
82	2.1	105	2.1	4. Interchange area
95	2.4	113	2.3	5. Driveway, alley, access, etc.
16	0.4	18	0.4	6. Entrance/exit ramp
21	0.5	27	0.5	7. Rail grade crossing
8	0.2	9	0.2	8. In crossover
4	0.1	4	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
3474	88.2	4410	88.1	1. On roadway
99	2.5	124	2.5	2. Shoulder
64	1.6	82	1.6	3. Median
191	4.8	253	5.1	4. Roadside
29	0.7	32	0.6	5. Outside right-of-way
71	1.8	89	1.8	6. Off roadway - location unknown
0	0.0	0	0.0	7. In parking lane
6	0.2	8	0.2	8. Gore
5	0.1	5	0.1	9. Unknown

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

---

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

N	Prcnt	WGHT	Prcnt	TRAFFICWAY FLOW
2186	55.5	2827	56.5	1. Not physically divided (two way trafficway)
1320	33.5	1618	32.3	2. Divided highway, median strip (without traffic barrier)
333	8.5	427	8.5	3. Divided highway, median strip (with traffic barrier)
62	1.6	84	1.7	4. One-way trafficway
38	1.0	47	0.9	9. Unknown

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

---

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

N	Prcnt	WGHT	Prcnt	NUMBER OF TRAVEL LANES
32	0.8	40	0.8	1. 1 lane
2968	75.3	3799	75.9	2. 2 lanes
276	7.0	347	6.9	3. 3 lanes
536	13.6	661	13.2	4. 4 lanes
24	0.6	29	0.6	5. 5 lanes
48	1.2	54	1.1	6. 6 lanes
7	0.2	9	0.2	7. 7 or more lanes
48	1.2	64	1.3	9. Unknown

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

---

N	Prcnt	WGHT	Prcnt	SPEED LIMIT
5	0.1	6	0.1	00. No statutory limit
0	0.0	0	0.0	05. 5 mph
0	0.0	0	0.0	10. 10 mph
4	0.1	5	0.1	15. 15 mph
9	0.2	14	0.3	20. 20 mph

N	Prcnt	WGHT	Prcnt	Var 27	SPEED LIMIT
80	2.0	110	2.2	25.	25 mph
152	3.9	215	4.3	30.	30 mph
228	5.8	300	6.0	35.	35 mph
152	3.9	193	3.9	40.	40 mph
372	9.4	479	9.6	45.	45 mph
221	5.6	271	5.4	50.	50 mph
2175	55.2	2748	54.9	55.	55 mph
4	0.1	5	0.1	60.	60 mph
481	12.2	585	11.7	65.	65 mph
56	1.4	72	1.4	99.	Unknown

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

N	Prcnt	WGHT	Prcnt	ROADWAY ALIGNMENT
3249	82.5	4137	82.7	1. Straight
686	17.4	860	17.2	2. Curve
4	0.1	6	0.1	9. Unknown

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

N	Prcnt	WGHT	Prcnt	ROADWAY PROFILE
2764	70.2	3524	70.4	1. Level
994	25.2	1244	24.9	2. Grade
111	2.8	148	3.0	3. Hillcrest
15	0.4	20	0.4	4. Sag
55	1.4	67	1.3	9. Unknown

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

N	Prcnt	WGHT	Prcnt	ROADWAY SURFACE TYPE
651	16.5	827	16.5	1. Concrete
3154	80.1	4013	80.2	2. Blacktop or bituminous or asphalt
2	0.1	3	0.1	3. Brick or block
22	0.6	31	0.6	4. Slag, gravel or stone
10	0.3	15	0.3	5. Dirt
1	0.0	1	0.0	8. Other
99	2.5	113	2.3	9. Unknown

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

N	Prcnt	WGHT	Prcnt	ROADWY SURFACE CONDITION
3144	79.8	4003	80.0	1. Dry
623	15.8	790	15.8	2. Wet
72	1.8	90	1.8	3. Snow or slush
88	2.2	106	2.1	4. Ice
3	0.1	3	0.1	5. Sand, dirt, oil
3	0.1	3	0.1	8. Other
6	0.2	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
2880	73.1	3619	72.3	00. No controls

Not At Railroad Grade Crossing

Highway traffic signals:

N	Prcnt	WGHT	Prcnt	
18	0.5	26	0.5	01. Traffic control signal (on colors) without pedestrian signal
14	0.4	20	0.4	02. Traffic control (on colors) with pedestrian signal
286	7.3	390	7.8	03. Traffic control signal (on colors) not known whether or not pedestrian signal
27	0.7	38	0.8	04. Flashing traffic control signal
16	0.4	20	0.4	05. Flashing beacon
20	0.5	26	0.5	06. Flashing highway traffic signal, type unknown or other than traffic control or beacon
3	0.1	3	0.1	07. Lane use control signal
4	0.1	6	0.1	08. Other highway traffic signal
1	0.0	2	0.0	09. Unknown highway traffic signal

Regulatory signs:

N	Prcnt	WGHT	Prcnt	
477	12.1	618	12.4	20. Stop sign
18	0.5	20	0.4	21. Yield sign
28	0.7	36	0.7	28. Other regulatory sign
5	0.1	6	0.1	29. Unknown type regulatory sign

School zone signs:

N	Prcnt	WGHT	Prcnt	
0	0.0	0	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
0	0.0	0	0.0	38. Other school related sign
0	0.0	0	0.0	39. Unknown type school zone sign

Warning signs:

N	Prcnt	WGHT	Prcnt	
103	2.6	123	2.5	40. Warning sign

Miscellaneous:

10	0.3	14	0.3	50. Officer, crossing guard, flagman, etc.

At Railroad Grade Crossing

Active devices:

1	0.0	1	0.0	60. Gates
7	0.2	9	0.2	61. Flashing lights
1	0.0	2	0.0	62. Traffic control signal
0	0.0	0	0.0	63. Wigwags
0	0.0	0	0.0	64. Bells
0	0.0	0	0.0	68. Other train activated device
1	0.0	1	0.0	69. Active device, type unknown

Passive devices:

6	0.2	7	0.1	70. Cross bucks
0	0.0	0	0.0	71. Stop sign
3	0.1	4	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:

1	0.0	1	0.0	80. Grade crossing controlled, type unknown

Whether Or Not At RR Grade Crossing

5	0.1	7	0.1	98. Other
4	0.1	4	0.1	99. Unknown

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

MD2:   None   Type: Numeric

N	Prcnt	WGHT	Prcnt	TRAFFIC CONTROL FUNCTIONING
2880	73.1	3619	72.3	0. No controls
3	0.1	4	0.1	1. Device not functioning
11	0.3	12	0.2	2. Device functioning improperly
1036	26.3	1358	27.1	3. Device functioning properly
9	0.2	10	0.2	9. Unknown

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

MD2:   None   Type: Numeric

N	Prcnt	WGHT	Prcnt	HIT AND RUN
3883	98.6	4934	98.6	0. No hit and run
28	0.7	34	0.7	1. Hit motor vehicle in transport
28	0.7	35	0.7	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
2371	60.2	3097	61.9	1. Daylight
1038	26.4	1240	24.8	2. Dark
357	9.1	445	8.9	3. Dark but lighted
117	3.0	154	3.1	4. Dawn
52	1.3	61	1.2	5. Dusk
4	0.1	6	0.1	9. Unknown

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

MD2:   None   Type: Numeric

N	Prcnt	WGHT	Prcnt	ATMOSPHERIC CONDITIONS
3275	83.1	4164	83.2	1. No adverse atmospheric conditions
418	10.6	527	10.5	2. Rain
15	0.4	21	0.4	3. Sleet
96	2.4	115	2.3	4. Snow
108	2.7	139	2.8	5. Fog
5	0.1	9	0.2	6. Rain and fog
2	0.1	3	0.1	7. Sleet and fog
12	0.3	16	0.3	8. Other (smog, smoke, blowing sand, or dust)

N	Prcnt	WGHT	Prcnt	Var 36 ATMOSPHERIC CONDITIONS
8	0.2	9	0.2	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
3805	96.6	4834	96.6	0. None
102	2.6	128	2.6	1. Construction
16	0.4	21	0.4	2. Maintenance
2	0.1	2	0.0	3. Utility
14	0.4	18	0.4	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
202	5.1	254	5.1	00. Not notified or 12:01-12:59 am
84	2.1	92	1.8	01.
				- . Hour
0	0.0	0	0.0	24.
1279	32.5	1601	32.0	99. Unknown

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

N	Prcnt	WGHT	Prcnt	EMS NOTIFIED - MINUTE
196	5.0	248	5.0	00. Not notified or on hour
28	0.7	41	0.8	01.
				- . Minute
29	0.7	31	0.6	59.
1280	32.5	1603	32.0	99. Unknown

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

MD2:   None   Type: Numeric

N	Prcnt	WGHT	Prcnt	EMS ARRIVAL - HOUR
209	5.3	265	5.3	00. Not notified or 12:01-12:59 am
87	2.2	98	2.0	01.
				- . Hour
1	0.0	1	0.0	24.
1111	28.2	1379	27.6	99. Unknown

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

MD2:   None   Type: Numeric

N	Prcnt	WGHT	Prcnt	EMS ARRIVAL - MINUTE
203	5.2	265	5.3	00. Not notified or on hour
33	0.8	41	0.8	01.
				- . Minute
44	1.1	52	1.0	59.
1118	28.4	1388	27.7	99. Unknown

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

MD2:   None   Type: Numeric

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

N	Prcnt	WGHT	Prcnt	SCHOOL BUS RELATED
3931	99.8	4994	99.8	0. No
8	0.2	9	0.2	1. Yes

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

MD2:   None   Type: Numeric
Multiple Responses: 3

N	Prcnt	WGHT	Prcnt	RELATED FACTORS AT ACCIDENT LEVEL
11637	98.5	14767	98.4	00. None
4	0.0	5	0.0	01. Inadequate warning of exits, lanes narrowing, traffic controls, etc.
3	0.0	4	0.0	02. Shoulder related
14	0.1	15	0.1	03. Other construction created condition

N	Prcnt	WGHT	Prcnt	Var 43 ACCIDENT RELATED FACTORS
2	0.0	2	0.0	04. No (or obscured) pavement marking
3	0.0	4	0.0	05. Surface under water
3	0.0	5	0.0	06. Inadequate construction or poor design of roadway, bridge, etc.
0	0.0	0	0.0	07. Surface washed out (caved in, road slippage)

Special circumstances:

N	Prcnt	WGHT	Prcnt	
22	0.2	31	0.2	14. Motor vehicle in transport struck by falling cargo, or somethingthat was set in motion by a vehicle
3	0.0	3	0.0	15. Nonoccupant struck by falling cargo or something that came loose from or was set in motion by a vehicle
16	0.1	23	0.2	16. Nonoccupant struck vehicle
0	0.0	0	0.0	17. Vehicle set in motion by nondriver
7	0.1	8	0.1	18. Date of accident and date of EMS notification were not the same day
58	0.5	73	0.5	19. Recent previous accident scene nearby
45	0.4	69	0.5	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 ACCIDENT
0	0.0	0	0.0	00. 0 killed
3421	86.8	4355	87.0	01. 1 killed
392	10.0	481	9.6	02. 2 killed
90	2.3	119	2.4	03. 3 killed
27	0.7	37	0.7	04. 4 killed
4	0.1	5	0.1	05. 5 killed
1	0.0	1	0.0	06. 6 killed
1	0.0	2	0.0	07. 7 killed

N	Prcnt	WGHT	Prcnt	Var 45	NUMBER FATALITIES IN ACC
3	0.1	3	0.1	08.	8 killed

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

N	Prcnt	WGHT	Prcnt	DAY OF WEEK
223	5.7	271	5.4	1. Sunday
604	15.3	778	15.6	2. Monday
683	17.3	880	17.6	3. Tuesday
623	15.8	792	15.8	4. Wednesday
669	17.0	852	17.0	5. Thursday
731	18.6	934	18.7	6. Friday
406	10.3	496	9.9	7. Saturday

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

N	Prcnt	WGHT	Prcnt	NUMBER DRINKING DRIVERS
2998	76.1	3839	76.7	0. 0 drivers
894	22.7	1104	22.1	1. 1 driver
46	1.2	59	1.2	2. 2 drivers
1	0.0	1	0.0	3. 3 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.                   │
└─────────────────────────────────────────────────────────────────────┘
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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)
1924	48.8	2460	49.2	01. Vehicle #1
1761	44.7	2216	44.3	02. Vehicle #2
197	5.0	249	5.0	03. Vehicle #3
35	0.9	45	0.9	04. Vehicle #4
10	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
2	0.1	4	0.1	03. AM General
15	0.4	16	0.3	07. Dodge
536	13.6	699	14.0	12. Ford
104	2.6	139	2.8	20. Chevrolet
235	6.0	304	6.1	23. GMC
11	0.3	14	0.3	35. Datsun
15	0.4	16	0.3	38. Isuzu
14	0.4	18	0.4	42. Mercedes Benz
24	0.6	29	0.6	51. Volvo
9	0.2	9	0.2	52. Mitsubishi
3	0.1	4	0.1	80. Brockway
10	0.3	15	0.3	81. Diamond Reo
567	14.4	680	13.6	82. Freightliner
3	0.1	5	0.1	83. FWD
857	21.8	1075	21.5	84. International
413	10.5	526	10.5	85. Kenworth
467	11.9	616	12.3	86. Mack
365	9.3	466	9.3	87. Peterbilt
190	4.8	228	4.6	88. White
64	1.6	94	1.9	95. Other truck or bus
1	0.0	1	0.0	98. Other make

N	Prcnt	WGHT	Prcnt	Var 106 VEHICLE MAKE
34	0.9	45	0.9	99. Unknown

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

N	Prcnt	WGHT	Prcnt	VEHICLE MAKE-MODEL
2	0.1	4	0.1	0389. AM General unknown (truck)
1	0.0	1	0.0	0771. Dodge Ramcharger
5	0.1	5	0.1	0773. Dodge D, W-Series Pickup
1	0.0	1	0.0	0774. Dodge Van
2	0.1	2	0.0	0779. Dodge unknown (light truck)
1	0.0	2	0.0	0781. Dodge medium/heavy: CBE
3	0.1	3	0.1	0784. Dodge medium/heavy: unknown engine location
1	0.0	1	0.0	0789. Dodge unknown (truck)
1	0.0	1	0.0	0799. Dodge unknown (automobile)
1	0.0	1	0.0	1200. Ford unknown
55	1.4	55	1.1	1273. Ford F-Series Pickup
17	0.4	17	0.3	1274. Ford Van
10	0.3	10	0.2	1275. Ford Van derivative
2	0.1	2	0.0	1277. Ford Ranger
3	0.1	3	0.1	1278. Ford other (light truck)
23	0.6	23	0.5	1279. Ford unknown (light truck)
157	4.0	223	4.5	1281. Ford medium/heavy: CBE
3	0.1	6	0.1	1282. Ford medium/heavy: COE low entry
17	0.4	23	0.5	1283. Ford medium/heavy: COE high entry
183	4.6	254	5.1	1284. Ford medium/heavy: unknown engine location
3	0.1	6	0.1	1288. Ford other (truck)
53	1.3	64	1.3	1289. Ford unknown (truck)
6	0.2	9	0.2	1290. Ford medium/heavy: COE, entry position unknown
3	0.1	3	0.1	1299. Ford unknown (automobile)
1	0.0	1	0.0	2000. Chevrolet unknown
14	0.4	14	0.3	2073. Chevrolet C, K-Series pickup
2	0.1	2	0.0	2074. Chevrolet G-Series Van
4	0.1	4	0.1	2075. Chevrolet Van derivative
2	0.1	2	0.0	2077. Chevrolet S-10
4	0.1	4	0.1	2078. Chevrolet other (light truck)
4	0.1	4	0.1	2079. Chevrolet unknown (light truck)
28	0.7	49	1.0	2081. Chevrolet medium/heavy: CBE
1	0.0	1	0.0	2083. Chevrolet medium/heavy: COE high entry
25	0.6	35	0.7	2084. Chevrolet medium/heavy: unknown engine location
4	0.1	7	0.1	2088. Chevrolet other (truck)
11	0.3	12	0.2	2089. Chevrolet unknown (truck)
1	0.0	1	0.0	2090. Chevrolet medium/heavy: COE, entry position unknown

N	Prcnt	WGHT	Prcnt	Var 107	VEHICLE MAKE-MODEL
3	0.1	3	0.1	2099.	Chevrolet unknown (automobile)
5	0.1	5	0.1	2373.	GMC C, K-Series Pickup
6	0.2	6	0.1	2374.	GMC G Van/Vandura, Rally Van
5	0.1	5	0.1	2375.	GMC Van derivatives
6	0.2	6	0.1	2379.	GMC unknown (light truck)
62	1.6	89	1.8	2381.	GMC medium/heavy: CBE
2	0.1	3	0.1	2382.	GMC medium/heavy: COE low entry
11	0.3	15	0.3	2383.	GMC medium/heavy: COE high entry
111	2.8	140	2.8	2384.	GMC medium/heavy: unknown engine location
4	0.1	5	0.1	2388.	GMC other (truck)
20	0.5	26	0.5	2389.	GMC unknown (truck)
2	0.1	3	0.1	2390.	GMC medium/heavy: COE, entry position unknown
1	0.0	1	0.0	2399.	GMC unknown (automobile)
2	0.1	2	0.0	3577.	Datsun Pickup
4	0.1	4	0.1	3579.	Datsun unknown (light truck)
2	0.1	3	0.1	3583.	Datsun C.O.E., Lg. truck
2	0.1	4	0.1	3588.	Datsun other truck
1	0.0	1	0.0	3599.	Datsun unknown (automobile)
1	0.0	1	0.0	3800.	Isuzu unknown
1	0.0	1	0.0	3877.	Isuzu P'up (pickup)
2	0.1	2	0.0	3878.	Isuzu other (light truck)
9	0.2	9	0.2	3879.	Isuzu unknown (light truck)
1	0.0	2	0.0	3881.	
1	0.0	1	0.0	3898.	Isuzu other (automobile)
1	0.0	1	0.0	4275.	Mercedes Benz Van Derivative
5	0.1	7	0.1	4281.	Mercedes Benz medium/heavy: CBE
1	0.0	2	0.0	4282.	Mercedes Benz medium/heavy: COE low entry
3	0.1	4	0.1	4284.	Mercedes Benz medium/heavy: unknown engine location
2	0.1	2	0.0	4289.	Mercedes Benz unknown (truck)
1	0.0	1	0.0	4290.	Mercedes Benz medium/heavy: COE, entry position unknown
1	0.0	1	0.0	4299.	Mercedes Benz unknown (automobile)
5	0.1	6	0.1	5181.	Volvo medium/heavy: CBE
1	0.0	1	0.0	5183.	Volvo medium/heavy: COE high entry
12	0.3	16	0.3	5184.	Volvo medium/heavy: unknown engine location
2	0.1	2	0.0	5188.	Volvo other (truck)
1	0.0	1	0.0	5189.	Volvo unknown (truck)
3	0.1	3	0.1	5199.	Volvo unknown (automobile)
1	0.0	1	0.0	5200.	Mitsubishi unknown
2	0.1	2	0.0	5272.	Mitsubishi Mini-Van
4	0.1	4	0.1	5277.	Mitsubishi Pickup
2	0.1	2	0.0	5299.	Mitsubishi unknown (automobile)
1	0.0	1	0.0	8081.	Brockway medium/heavy: CBE
1	0.0	2	0.0	8084.	Brockway medium/heavy: unknown engine location

N	Prcnt	WGHT	Prcnt	Var 107	VEHICLE MAKE-MODEL
1	0.0	1	0.0	8089.	Brockway unknown (truck)
1	0.0	2	0.0	8181.	Diamond Reo medium/heavy: CBE
1	0.0	2	0.0	8183.	Diamond Reo medium/heavy: COE high entry
8	0.2	11	0.2	8184.	Diamond Reo medium/heavy: unknown engine location
86	2.2	109	2.2	8281.	Freightliner medium/heavy: CBE
2	0.1	2	0.0	8282.	Freightliner medium/heavy: COE low entry
93	2.4	107	2.1	8283.	Freightliner medium/heavy: COE high entry
358	9.1	427	8.5	8284.	Freightliner medium/heavy: unknown engine location
1	0.0	1	0.0	8288.	Freightliner other (truck)
17	0.4	22	0.4	8289.	Freightliner unknown (truck)
10	0.3	12	0.2	8290.	Freightliner medium/heavy: COE, entry position unknown
1	0.0	2	0.0	8383.	FWD medium heavy: COE high entry
1	0.0	2	0.0	8384.	FWD medium heavy: unknown engine location
1	0.0	1	0.0	8389.	FWD unknown (truck)
4	0.1	4	0.1	8478.	International other (light truck)
6	0.2	6	0.1	8479.	International unknown (light truck)
146	3.7	198	4.0	8481.	International medium/heavy: CBE
13	0.3	18	0.4	8482.	International medium/heavy: COE low entry
108	2.7	129	2.6	8483.	International medium/heavy: COE high entry
485	12.3	601	12.0	8484.	International medium/heavy: unknown engine location
7	0.2	10	0.2	8488.	International other (truck)
77	2.0	93	1.9	8489.	International unknown (truck)
11	0.3	16	0.3	8490.	International medium/heavy: COE, entry position unknown
71	1.8	84	1.7	8581.	Kenworth medium/heavy: CBE
3	0.1	5	0.1	8582.	Kenworth medium/heavy: COE low entry
28	0.7	35	0.7	8583.	Kenworth medium/heavy: COE high entry
280	7.1	362	7.2	8584.	Kenworth medium/heavy: unknown engine location
3	0.1	5	0.1	8588.	Kenworth other (truck)
26	0.7	32	0.6	8589.	Kenworth unknown (truck)
2	0.1	3	0.1	8590.	Kenworth medium/heavy: COE, entry position unknown
81	2.1	119	2.4	8681.	Mack medium/heavy: CBE
14	0.4	20	0.4	8682.	Mack medium/heavy: COE low entry
23	0.6	27	0.5	8683.	Mack medium/heavy: COE high entry
290	7.4	376	7.5	8684.	Mack medium/heavy: unknown engine location

N	Prcnt	WGHT	Prcnt	Var 107	VEHICLE MAKE-MODEL
4	0.1	6	0.1	8688.	Mack other (truck)
47	1.2	55	1.1	8689.	Mack unknown (truck)
8	0.2	13	0.3	8690.	Mack medium/heavy: COE, entry position unknown
56	1.4	75	1.5	8781.	Peterbilt medium/heavy: CBE
2	0.1	2	0.0	8782.	Peterbilt medium/heavy: COE low entry
20	0.5	28	0.6	8783.	Peterbilt medium/heavy: COE high entry
258	6.5	323	6.5	8784.	Peterbilt medium/heavy: unknown engine location
21	0.5	28	0.6	8789.	Peterbilt unknown (truck)
8	0.2	10	0.2	8790.	Peterbilt medium/heavy: COE, entry position unknown
33	0.8	38	0.8	8881.	White medium/heavy: CBE
1	0.0	2	0.0	8882.	White medium/heavy: COE low entry
12	0.3	12	0.2	8883.	White medium/heavy: COE high entry
123	3.1	149	3.0	8884.	White medium/heavy: unknown engine location
20	0.5	26	0.5	8889.	White unknown (truck)
1	0.0	1	0.0	8890.	White medium/heavy: COE, entry position unknown
14	0.4	19	0.4	9501.	Other (truck or bus) Autocar
15	0.4	22	0.4	9504.	Other (truck or bus) Western Star
1	0.0	1	0.0	9578.	Other (truck or bus) other (light truck)
33	0.8	51	1.0	9588.	Other (truck or bus) other (truck)
1	0.0	1	0.0	9599.	
1	0.0	1	0.0	9899.	Other make, unknown (automobile)
3	0.1	5	0.1	9900.	Unknown (as to automobile, motored cycle, light truck, or truck)
25	0.6	33	0.7	9989.	Unknown make, unknown truck
6	0.2	7	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	0.6	40. Van (Mini Vans, VW bus, Vanagon, Kombi, Beauville, Chateau, Club Wagon, Sportsman; excludes moving van)
22	0.6	22	0.4	41. Van - commercial cutaway (includes box van, multi-stop, parcel, van pickups, step van)

N	Prcnt	WGHT	Prcnt	Var 108 BODY TYPE
1	0.0	1	0.0	48. Other van type
4	0.1	4	0.1	49. Unknown van type
				Light Truck (GVWR <10,001 lbs):
90	2.3	90	1.8	50. Pickup (includes open box and caps)
46	1.2	46	0.9	53. Cab chassis based (includes light stake, light dump, light tow, rescue vehicles)
2	0.1	2	0.0	54. Truck based panel
2	0.1	2	0.0	56. Truck based utility (2-door; inc. Blazer, Bronco-78 on, Jimmy, Ramcharger, Cherokee, Trailduster, Scout)
1	0.0	1	0.0	58. Other light conventional truck (includes stretched suburban limousine)
6	0.2	6	0.1	59. Unknown light conventional truck
3	0.1	3	0.1	68. Utility, base body unknown
10	0.3	10	0.2	69. Unknown light truck (van based or conventional)
				Medium/Heavy Truck (GVWR >10,000 lbs):
114	2.9	190	3.8	70. Single unit straight truck (10,000<GVWR<19,500) (includes step vans)
105	2.7	176	3.5	71. Single unit straight truck (19,501<GVWR<26,000)
271	6.9	439	8.8	72. Single unit straight truck (GVWR>26,001)
2906	73.8	3595	71.9	74. Truck-tractor
34	0.9	34	0.7	75. Unknown medium truck (10,000<GVWR<26,000)
35	0.9	35	0.7	76. Unknown heavy truck (GVWR>26,001)
100	2.5	160	3.2	78. Single unit straight truck (GVWR unknown)
154	3.9	154	3.1	79. Unknown truck type (light, medium, or heavy)
4	0.1	4	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.
				- .
6	0.2	10	0.2	66. 1966
9	0.2	11	0.2	67. 1967
17	0.4	23	0.5	68. 1968
20	0.5	26	0.5	69. 1969
22	0.6	34	0.7	70. 1970
22	0.6	30	0.6	71. 1971
47	1.2	63	1.3	72. 1972
74	1.9	110	2.2	73. 1973
57	1.4	83	1.7	74. 1974
72	1.8	103	2.1	75. 1975
54	1.4	80	1.6	76. 1976
97	2.5	131	2.6	77. 1977
121	3.1	164	3.3	78. 1978
195	5.0	269	5.4	79. 1979
158	4.0	204	4.1	80. 1980
175	4.4	234	4.7	81. 1981
109	2.8	139	2.8	82. 1982
141	3.6	175	3.5	83. 1983
276	7.0	345	6.9	84. 1984
337	8.6	439	8.8	85. 1985
317	8.0	389	7.8	86. 1986
400	10.2	485	9.7	87. 1987
412	10.5	507	10.1	88. 1988
431	10.9	509	10.2	89. 1989
286	7.3	334	6.7	90. 1990
30	0.8	34	0.7	91. 1991
38	1.0	51	1.0	99. Unknown

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

VEHICLE ID NUMBER - 1ST 10 POSITIONS

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

N	Prcnt	WGHT	Prcnt	REGISTRATION STATE
0	0.0	0	0.0	00. Not applicable
106	2.7	145	2.9	01. Alabama
0	0.0	0	0.0	02. Alaska
23	0.6	36	0.7	04. Arizona

N	Prcnt	WGHT	Prcnt	Var 121	REGISTRATION STATE
30	0.8	42	0.8	05.	Arkansas
304	7.7	409	8.2	06.	California
17	0.4	24	0.5	08.	Colorado
21	0.5	27	0.5	09.	Connecticut
18	0.5	20	0.4	10.	Delaware
0	0.0	0	0.0	11.	District of Columbia
207	5.3	244	4.9	12.	Florida
165	4.2	214	4.3	13.	Georgia
0	0.0	0	0.0	15.	Hawaii
21	0.5	29	0.6	16.	Idaho
86	2.2	114	2.3	17.	Illinois
110	2.8	126	2.5	18.	Indiana
32	0.8	44	0.9	19.	Iowa
29	0.7	38	0.8	20.	Kansas
57	1.4	84	1.7	21.	Kentucky
52	1.3	69	1.4	22.	Louisiana
13	0.3	19	0.4	23.	Maine
53	1.3	70	1.4	24.	Maryland
32	0.8	37	0.7	25.	Massachusetts
93	2.4	119	2.4	26.	Michigan
55	1.4	70	1.4	27.	Minnesota
76	1.9	82	1.6	28.	Mississippi
44	1.1	67	1.3	29.	Missouri
15	0.4	17	0.3	30.	Montana
17	0.4	23	0.5	31.	Nebraska
24	0.6	27	0.5	32.	Nevada
12	0.3	15	0.3	33.	New Hampshire
84	2.1	108	2.2	34.	New Jersey
12	0.3	15	0.3	35.	New Mexico
118	3.0	169	3.4	36.	New York
186	4.7	237	4.7	37.	North Carolina
19	0.5	25	0.5	38.	North Dakota
208	5.3	224	4.5	39.	Ohio
85	2.2	105	2.1	40.	Oklahoma
47	1.2	59	1.2	41.	Oregon
133	3.4	182	3.6	42.	Pennsylvania
1	0.0	1	0.0	43.	Puerto Rico
6	0.2	6	0.1	44.	Rhode Island
87	2.2	113	2.3	45.	South Carolina
18	0.5	24	0.5	46.	South Dakota
119	3.0	142	2.8	47.	Tennessee
220	5.6	294	5.9	48.	Texas
36	0.9	44	0.9	49.	Utah
12	0.3	14	0.3	50.	Vermont
89	2.3	108	2.2	51.	Virginia
49	1.2	64	1.3	53.	Washington
31	0.8	43	0.9	54.	West Virginia
33	0.8	47	0.9	55.	Wisconsin
5	0.1	5	0.1	56.	Wyoming
79	2.0	105	2.1	92.	No registration

N	Prcnt	WGHT	Prcnt	Var 121 REGISTRATION STATE
336	8.5	390	7.8	93. Multiple state registration - in state
113	2.9	131	2.6	94. Multiple state registration - out-of-state
5	0.1	7	0.1	95. U.S. government tag
3	0.1	5	0.1	96. Military vehicle
26	0.7	36	0.7	97. Foreign country
1	0.0	2	0.0	98. Other registration
66	1.7	87	1.7	99. Unknown

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

N	Prcnt	WGHT	Prcnt	ROLLOVER
3454	87.7	4380	87.5	0. No rollover
146	3.7	191	3.8	1. First event
339	8.6	432	8.6	2. Subsequent event

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

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

N	Prcnt	WGHT	Prcnt	JACKKNIFE
1589	40.3	1964	39.3	0. Not an articulated vehicle
2154	54.7	2806	56.1	1. No
56	1.4	67	1.3	2. First event
140	3.6	166	3.3	3. Subsequent event

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

N	Prcnt	WGHT	Prcnt	TRAVEL SPEED
211	5.4	287	5.7	00. Stopped vehicle
5	0.1	6	0.1	01.
				- . Actual miles per hour
1	0.0	1	0.0	96.
1	0.0	2	0.0	97. 97 mph or greater
1794	45.5	2314	46.3	99. Unknown

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

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N	Prcnt	WGHT	Prcnt	HAZARDOUS CARGO
3733	94.8	4751	95.0	0. No
126	3.2	152	3.0	1. Yes
80	2.0	100	2.0	9. Unknown

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

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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
1434	36.4	1809	36.2	0. No
2288	58.1	2977	59.5	1. Yes, one trailing unit
173	4.4	173	3.5	2. Yes, two trailing units
5	0.1	5	0.1	3. Yes, three or more trailing units
30	0.8	30	0.6	4. Yes, number of trailing units unknown
9	0.2	9	0.2	9. Unknown

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

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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
3929	99.7	4992	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
1	0.0	1	0.0	4. Military
0	0.0	0	0.0	5. Police
1	0.0	1	0.0	6. Ambulance
0	0.0	0	0.0	7. Firetruck
8	0.2	9	0.2	9. Unknown

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

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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
3935	99.9	4998	99.9	0. No
4	0.1	5	0.1	1. Yes

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

N	Prcnt	WGHT	Prcnt	IMPACT POINT - INITIAL
113	2.9	157	3.1	00. Noncollision
282	7.2	357	7.1	01. 1 o'clock
79	2.0	102	2.0	02. 2 o'clock
123	3.1	157	3.1	03. 3 o'clock
56	1.4	69	1.4	04. 4 o'clock
73	1.9	89	1.8	05. 5 o'clock
408	10.4	534	10.7	06. 6 o'clock
127	3.2	163	3.3	07. 7 o'clock
131	3.3	164	3.3	08. 8 o'clock
145	3.7	180	3.6	09. 9 o'clock
92	2.3	113	2.3	10. 10 o'clock
413	10.5	505	10.1	11. 11 o'clock
1704	43.3	2164	43.3	12. 12 o'clock
11	0.3	13	0.3	13. Top
109	2.8	146	2.9	14. Undercarriage
0	0.0	0	0.0	15. Underride
8	0.2	10	0.2	16. Override
65	1.7	80	1.6	99. Unknown

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

N	Prcnt	WGHT	Prcnt	IMPACT POINT - PRINCIPAL
113	2.9	157	3.1	00. Noncollision
257	6.5	324	6.5	01. 1 o'clock
83	2.1	107	2.1	02. 2 o'clock
131	3.3	168	3.4	03. 3 o'clock
53	1.3	65	1.3	04. 4 o'clock
84	2.1	100	2.0	05. 5 o'clock
404	10.3	525	10.5	06. 6 o'clock
127	3.2	169	3.4	07. 7 o'clock
130	3.3	156	3.1	08. 8 o'clock

N	Prcnt	WGHT	Prcnt	Var 130	IMPACT POINT - PRINCIPAL
149	3.8	185	3.7	09.	9 o'clock
85	2.2	108	2.2	10.	10 o'clock
345	8.8	424	8.5	11.	11 o'clock
1688	42.9	2142	42.8	12.	12 o'clock
28	0.7	34	0.7	13.	Top
161	4.1	211	4.2	14.	Undercarriage
0	0.0	0	0.0	15.	Underride
36	0.9	49	1.0	16.	Override
65	1.7	79	1.6	99.	Unknown

Variable 131   EXTENT OF DEFORMATION   MD1:   9   Field Width: 1

MD2:   None   Type: Numeric

N	Prcnt	WGHT	Prcnt	EXTENT OF DEFORMATION
255	6.5	353	7.1	0. None
679	17.2	891	17.8	2. Other (minor)
905	23.0	1141	22.8	4. Functional (moderate)
1952	49.6	2434	48.7	6. Disabling (severe)
148	3.8	184	3.7	9. Unknown

Variable 132   VEHICLE ROLE   MD1:   9   Field Width: 1

MD2:   None   Type: Numeric

N	Prcnt	WGHT	Prcnt	VEHICLE ROLE
122	3.1	168	3.4	0. Noncollision
2633	66.8	3334	66.6	1. Striking
1104	28.0	1399	28.0	2. Struck
79	2.0	101	2.0	3. Both
1	0.0	1	0.0	9. Unknown

Variable 133   MANNER OF LEAVING SCENE   MD1:   9   Field Width: 1

MD2:   None   Type: Numeric

N	Prcnt	WGHT	Prcnt	MANNER OF LEAVING SCENE
1151	29.2	1500	30.0	1. Driven
2645	67.1	3327	66.5	2. Towed away
17	0.4	25	0.5	3. Abandoned
126	3.2	151	3.0	9. Unknown

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

N	Prcnt	WGHT	Prcnt	FIRE OCCURRENCE
3762	95.5	4784	95.6	0. No fire
177	4.5	219	4.4	1. Fire occurred in vehicle during accident

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

N	Prcnt	WGHT	Prcnt	NUMBER OF OCCUPANTS
42	1.1	57	1.1	00. 0 occupants
3238	82.2	4102	82.0	01. 1 occupant
				- .
0	0.0	0	0.0	95. 95 occupants
0	0.0	0	0.0	96. 96 or more occupants
65	1.7	77	1.5	97. Unknown - only injured reported
24	0.6	33	0.7	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 VEHICLE
3401	86.3	4321	86.4	00. 0 deaths
509	12.9	643	12.9	01. 1 death
27	0.7	36	0.7	02. 2 deaths
2	0.1	3	0.1	03. 3 deaths

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

N	Prcnt	WGHT	Prcnt	RELATED FACTORS AT VEHICLE LEVEL
7491	95.1	9482	94.8	00. None
				Defective:
43	0.5	62	0.6	01. Tires
102	1.3	150	1.5	02. Brake system
9	0.1	13	0.1	03. Steering system - tie rod, kingpin, ball joint, etc.
0	0.0	0	0.0	04. Suspension - springs, shock absorbers, MacPherson struts, control arms, etc.

N	Prcnt	WGHT	Prcnt	Var 137	VEHICLE RELATED FACTORS
7	0.1	10	0.1	05.	Power train - universal joint, drive shaft, transmission, etc.
0	0.0	0	0.0	06.	Exhaust system
2	0.0	3	0.0	07.	Headlights
3	0.0	5	0.0	08.	Signal lights
9	0.1	13	0.1	09.	Other lights
1	0.0	1	0.0	10.	Horn
0	0.0	0	0.0	11.	Mirrors
0	0.0	0	0.0	12.	Wipers
0	0.0	0	0.0	13.	Driver seating and control
2	0.0	3	0.0	14.	Body, doors, other
12	0.2	15	0.1	15.	Trailer hitch
3	0.0	3	0.0	16.	Wheels
26	0.3	33	0.3	18.	Other vehicle defects

Other:

N	Prcnt	WGHT	Prcnt		
36	0.5	45	0.4	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
132	1.7	168	1.7	99.	Unknown

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

N	Prcnt	WGHT	Prcnt	VEHICLE MANEUVER	
2805	71.2	3531	70.6	01.	Going straight
86	2.2	113	2.3	02.	Slowing or stopping in traffic lane
46	1.2	58	1.2	03.	Starting in traffic lane
218	5.5	294	5.9	04.	Stopped in traffic lane
69	1.8	88	1.8	05.	Passing or overtaking another vehicle
3	0.1	5	0.1	06.	Leaving a parked position
2	0.1	3	0.1	07.	Parked
1	0.0	1	0.0	08.	Entering a parked position
62	1.6	76	1.5	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
0	0.0	0	0.0	11.	Turning right: RTOR not permitted
45	1.1	59	1.2	12.	Turning right: RTOR not known if permitted or n/a
144	3.7	189	3.8	13.	Turning left
14	0.4	17	0.3	14.	Making a U-turn
50	1.3	66	1.3	15.	Backing up (other than for parking purposes)

N	Prcnt	WGHT	Prcnt	Var 138 VEHICLE MANEUVER
49	1.2	63	1.3	16. Changing lanes or merging
337	8.6	430	8.6	17. Negotiating a curve
6	0.2	7	0.1	98. Other
1	0.0	1	0.0	99. Unknown

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

N	Prcnt	WGHT	Prcnt	MOST HARMFUL EVENT
				Noncollision Event:
236	6.0	308	6.2	01. Overturn
60	1.5	70	1.4	02. Fire/explosion
4	0.1	4	0.1	03. Immersion
0	0.0	0	0.0	04. Gas inhalation
9	0.2	12	0.2	05. Fell from vehicle
3	0.1	3	0.1	06. Injured in vehicle
10	0.3	16	0.3	07. Other noncollision
				Collision with object not fixed:
322	8.2	413	8.3	08. Pedestrian
52	1.3	66	1.3	09. Pedalcycle
17	0.4	22	0.4	10. Railway train
1	0.0	1	0.0	11. Animal
2999	76.1	3804	76.0	12. Motor vehicle in transport
66	1.7	85	1.7	13. Motor vehicle in transport in other roadway
11	0.3	12	0.2	14. Parked motor vehicle
3	0.1	4	0.1	15. Other type nonmotorist
0	0.0	0	0.0	16. Thrown or falling object
0	0.0	0	0.0	17. Boulder
6	0.2	9	0.2	18. Other object (not fixed)
				Collision with fixed object:
1	0.0	1	0.0	19. Building
0	0.0	0	0.0	20. Impact attenuator/crash cushion
12	0.3	16	0.3	21. Bridge pier or abutment
0	0.0	0	0.0	22. Bridge parapet end
9	0.2	10	0.2	23. Bridge rail
28	0.7	30	0.6	24. Guardrail
4	0.1	6	0.1	25. Concrete traffic barrier
0	0.0	0	0.0	26. Other longitudinal barrier type
6	0.2	10	0.2	27. Highway/traffic sign post
1	0.0	1	0.0	28. Overhead sign support
1	0.0	1	0.0	29. Luminaire/light support
11	0.3	13	0.3	30. Utility pole

N	Prcnt	WGHT	Prcnt	Var 139 MOST HARMFUL EVENT
3	0.1	5	0.1	31. Other post, pole or supports
1	0.0	1	0.0	32. Culvert
1	0.0	2	0.0	33. Curb
12	0.3	14	0.3	34. Ditch
10	0.3	14	0.3	35. Embankment - earth
3	0.1	5	0.1	36. Embankment - rock, stone, or concrete
6	0.2	8	0.2	37. Embankment - material type unknown
2	0.1	3	0.1	38. Fence
4	0.1	4	0.1	39. Wall
0	0.0	0	0.0	40. Fire hydrant
0	0.0	0	0.0	41. Shrubbery
22	0.6	26	0.5	42. Tree
3	0.1	4	0.1	43. Other fixed object
0	0.0	0	0.0	44. Pavement surface irregularity (potholes, grooved, grates)
0	0.0	0	0.0	99. Unknown

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

MD2:   None   Type: Numeric

N	Prcnt	WGHT	Prcnt	VIN TRUCK FUEL CODE
0	0.0	0	0.0	1. (E) Electric operated
310	7.9	423	8.5	2. (G) Gas
2809	71.3	3498	69.9	3. (D) Diesel
7	0.2	7	0.1	4. (P) Propane
3	0.1	3	0.1	7. (*) Not available from VIN
32	0.8	42	0.8	8. (b) Unknown
778	19.8	1030	20.6	9. (9) No VIN

Variable 146 VIN TRUCK WEIGHT CODE   MD1:   9   Field Width: 1

MD2:   None   Type: Numeric

N	Prcnt	WGHT	Prcnt	VIN TRUCK WEIGHT CODE
0	0.0	0	0.0	1. 6,000 or less
2	0.1	3	0.1	2. 6,001 - 10,000
119	3.0	125	2.5	3. 10,001 - 14,000
43	1.1	52	1.0	4. 14,001 - 16,000
32	0.8	46	0.9	5. 16,001 - 19,500
240	6.1	336	6.7	6. 19,501 - 26,000
388	9.9	497	9.9	7. 26,001 - 33,000
2330	59.2	2906	58.1	8. 33,001 or more
785	19.9	1038	20.7	9. Unknown

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

MD2:   None   Type: Alphabetic

Variable 149 **LENGTH OF VIN**   MD1:   99   Field Width: 2

MD2:   None   Type: Numeric

N	Prcnt	WGHT	Prcnt	LENGTH OF VIN
1	0.0	1	0.0	00.
0	0.0	0	0.0	01.
				- . Actual value
2743	69.6	3382	67.6	17.
223	5.7	274	5.5	99. Unknown VIN length

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

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

MD2:   None   Type: Numeric

N	Prcnt	WGHT	Prcnt	NUMBER OF UNINJURED IN VEHICLE
1593	40.4	2002	40.0	00. 0 uninjured
2075	52.7	2652	53.0	01. 1 uninjured
243	6.2	309	6.2	02. 2 uninjured
23	0.6	35	0.7	03. 3 uninjured
4	0.1	4	0.1	04. 4 uninjured
1	0.0	1	0.0	78. 78 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 VEHICLE
3366	85.5	4291	85.8	00. 0 C-injured
530	13.5	652	13.0	01. 1 C-injured
41	1.0	58	1.2	02. 2 C-injured
1	0.0	1	0.0	03. 3 C-injured

N	Prcnt	WGHT	Prcnt	Var 151	NUMBER C-INJURED IN VEH.
1	0.0	1	0.0	12. 12	C-injured

Variable 152	**NUMBER B-INJURED IN VEH.**	MD1:	None	Field Width:	2
		MD2:	None	Type:	Numeric

N	Prcnt	WGHT	Prcnt	NUMBER B-INJURED IN VEHICLE	
3515	89.2	4457	89.1	00.	0 B-injured
393	10.0	507	10.1	01.	1 B-injured
27	0.7	34	0.7	02.	2 B-injured
4	0.1	5	0.1	03.	3 B-injured

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

N	Prcnt	WGHT	Prcnt	NUMBER A-INJURED IN VEHICLE	
3731	94.7	4749	94.9	00.	0 A-injured
198	5.0	242	4.8	01.	1 A-injured
10	0.3	12	0.2	02.	2 A-injured

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

N	Prcnt	WGHT	Prcnt	NUMBER K-INJURED IN VEHICLE	
3401	86.3	4321	86.4	00.	0 killed
509	12.9	643	12.9	01.	1 killed
27	0.7	36	0.7	02.	2 killed
2	0.1	3	0.1	03.	3 killed

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

N	Prcnt	WGHT	Prcnt	NUMBER UNKNOWN INJURED IN VEHICLE	
3928	99.7	4990	99.7	00.	0 unknown injured
10	0.3	12	0.2	01.	1 unknown injured
1	0.0	1	0.0	02.	2 unknown injured

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

N	Prcnt	WGHT	Prcnt	DRIVER PRESENCE
3885	98.6	4930	98.5	1. Driver operated vehicle
48	1.2	64	1.3	2. Driverless
6	0.2	9	0.2	3. Driver left scene
0	0.0	0	0.0	9. Unknown

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

N	Prcnt	WGHT	Prcnt	DRIVER DRINKING
3789	96.2	4818	96.3	0. No drinking reported
150	3.8	185	3.7	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
127	3.2	168	3.4	01. Alabama
1	0.0	1	0.0	02. Alaska
36	0.9	53	1.1	04. Arizona
71	1.8	89	1.8	05. Arkansas
293	7.4	402	8.0	06. California
38	1.0	48	1.0	08. Colorado
24	0.6	32	0.6	09. Connecticut
12	0.3	13	0.3	10. Delaware
3	0.1	5	0.1	11. District of Columbia
235	6.0	275	5.5	12. Florida
171	4.3	221	4.4	13. Georgia
0	0.0	0	0.0	15. Hawaii
23	0.6	33	0.7	16. Idaho
133	3.4	172	3.4	17. Illinois
118	3.0	136	2.7	18. Indiana
69	1.8	95	1.9	19. Iowa
41	1.0	53	1.1	20. Kansas
102	2.6	132	2.6	21. Kentucky
76	1.9	95	1.9	22. Louisiana
14	0.4	20	0.4	23. Maine
53	1.3	70	1.4	24. Maryland
35	0.9	39	0.8	25. Massachusetts
105	2.7	130	2.6	26. Michigan
60	1.5	73	1.5	27. Minnesota

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1990
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N	Prcnt	WGHT	Prcnt	Var 208	LICENSE STATE
96	2.4	104	2.1	28.	Mississippi
119	3.0	156	3.1	29.	Missouri
13	0.3	15	0.3	30.	Montana
28	0.7	36	0.7	31.	Nebraska
13	0.3	13	0.3	32.	Nevada
10	0.3	12	0.2	33.	New Hampshire
68	1.7	91	1.8	34.	New Jersey
23	0.6	28	0.6	35.	New Mexico
135	3.4	189	3.8	36.	New York
180	4.6	228	4.6	37.	North Carolina
15	0.4	20	0.4	38.	North Dakota
205	5.2	224	4.5	39.	Ohio
69	1.8	86	1.7	40.	Oklahoma
40	1.0	51	1.0	41.	Oregon
152	3.9	197	3.9	42.	Pennsylvania
0	0.0	0	0.0	43.	Puerto Rico
10	0.3	13	0.3	44.	Rhode Island
98	2.5	126	2.5	45.	South Carolina
18	0.5	22	0.4	46.	South Dakota
.114	2.9	138	2.8	·47.	Tennessee
250	6.3	331	6.6	48.	Texas
18	0.5	25·	0.5	49.	Utah
10	0.3	11	0.2	50.	Vermont
98	2.5	117	2.3	51.	Virginia
67	1.7	88	1.8	53.	Washington
40	1.0	52	1.0	54.	West Virginia
91	2.3	116	2.3	55.	Wisconsin
7	0.2	7	0.1	56.	Wyoming
2	0.1	4	0.1	94.	Military
25	0.6	33	0.7	95.	Canada
1	0.0	2	0.0	96.	Mexico
3	0.1	4	0.1	97.	Other foreign country
81	2.1	109	2.2	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.)
10	0.3	12	0.2	0. Not licensed
3	0.1	5	0.1	1. No license required for this class vehicle
150	3.8	207	4.1	2. No valid license for this class vehicle
3600	91.4	4547	90.9	3. Valid license for this class vehicle
176	4.5	232	4.6	9. Unknown

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:

10	0.3	12	0.2	0. Not licensed
68	1.7	91	1.8	1. Suspended
14	0.4	23	0.5	2. Revoked
24	0.6	30	0.6	3. Expired
3	0.1	4	0.1	4. Cancelled or denied

Valid license:

510	12.9	646	12.9	5. Single class license
3134	79.6	3965	79.3	6. Multiple class license
3	0.1	3	0.1	7. Learner's permit
0	0.0	0	0.0	8. Temporary
173	4.4	229	4.6	9. Unknown

Variable 211	**LICENSE RESTRICTIONS MET**	MD1:	9	Field Width:	1

				MD2:	None	Type:	Numeric

N	Prcnt	WGHT	Prcnt	COMPLIANCE WITH LICENSE RESTRICTIONS

3048	77.4	3885	77.7	0. No restrictions or not applicable
126	3.2	167	3.3	1. Restrictions complied with
2	0.1	3	0.1	2. Restrictions not complied with
575	14.6	698	14.0	3. Restrictions, compliance unknown
188	4.8	250	5.0	9. Unknown

Variable 213	**VIOLATIONS CHARGED**	MD1:	9	Field Width:	1

				MD2:	None	Type:	Numeric

N	Prcnt	WGHT	Prcnt	VIOLATIONS CHARGED

3308	84.0	4191	83.8	0. None
23	0.6	31	0.6	1. Alcohol or drugs
39	1.0	53	1.1	2. Speeding
4	0.1	6	0.1	3. Alcohol or drugs and speeding
43	1.1	56	1.1	4. Reckless driving
7	0.2	11	0.2	5. Driving with a suspended or revoked license
212	5.4	276	5.5	6. Other moving violation
71	1.8	92	1.8	7. Nonmoving violation
58	1.5	68	1.4	8. Violation, type unknown or other violation
174	4.4	219	4.4	9. Unknown

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

N	Prcnt	WGHT	Prcnt	NUMBER OF PREVIOUS RECORDED ACCIDENTS
2924	74.2	3704	74.0	00. 0 accidents
635	16.1	804	16.1	01. 1 accident
159	4.0	204	4.1	02. 2 accidents
31	0.8	42	0.8	03. 3 accidents
7	0.2	10	0.2	04. 4 accidents
1	0.0	1	0.0	05. 5 accidents
182	4.6	238	4.8	99. Unknown

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

N	Prcnt	WGHT	Prcnt	NUMBER OF PREVIOUS SUSPENSIONS/REVOCATION
3380	85.8	4262	85.2	00. 0 suspensions
245	6.2	317	6.3	01. 1 suspension
72	1.8	99	2.0	02. 2 suspensions
31	0.8	48	1.0	03. 3 suspensions
9	0.2	11	0.2	04. 4 suspensions
9	0.2	11	0.2	05. 5 suspensions
4	0.1	6	0.1	06. 6 suspensions
2	0.1	3	0.1	07. 7 suspensions
1	0.0	2	0.0	08. 8 suspensions
2	0.1	3	0.1	10. 10 suspensions
1	0.0	1	0.0	11. 11 suspensions
1	0.0	2	0.0	12. 12 suspensions
182	4.6	238	4.8	99. Unknown

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

N	Prcnt	WGHT	Prcnt	NUMBER OF PREVIOUS DWI CONVICTIONS
3695	93.8	4674	93.4	00. 0 DWI convictions
55	1.4	82	1.6	01. 1 DWI conviction
6	0.2	8	0.2	02. 2 DWI convictions
1	0.0	1	0.0	03. 3 DWI convictions
182	4.6	238	4.8	99. Unknown

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

N	Prcnt	WGHT	Prcnt	NUMBER OF PREVIOUS SPEEDING CONVICTIONS
2455	62.3	3115	62.3	00. 0 speed convictions
814	20.7	1030	20.6	01. 1 speed conviction
268	6.8	336	6.7	02. 2 speed convictions
126	3.2	160	3.2	03. 3 speed convictions
58	1.5	76	1.5	04. 4 speed convictions
17	0.4	21	0.4	05. 5 speed convictions
11	0.3	14	0.3	06. 6 speed convictions
6	0.2	10	0.2	07. 7 speed convictions
1	0.0	2	0.0	08. 8 speed convictions
1	0.0	1	0.0	12. 12 speed convictions
182	4.6	238	4.8	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
2887	73.3	3643	72.8	00. 0 other convictions
588	14.9	745	14.9	01. 1 other conviction
177	4.5	233	4.7	02. 2 other convictions
55	1.4	73	1.5	03. 3 other convictions
25	0.6	38	0.8	04. 4 other convictions
11	0.3	15	0.3	05. 5 other convictions
4	0.1	5	0.1	06. 6 other convictions
2	0.1	3	0.1	07. 7 other convictions
2	0.1	2	0.0	08. 8 other convictions
2	0.1	2	0.0	09. 9 other convictions
3	0.1	4	0.1	11. 11 other convictions
1	0.0	2	0.0	13. 13 other convictions
182	4.6	238	4.8	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
1569	39.8	1967	39.3	00. No record
182	4.6	231	4.6	01. January
173	4.4	222	4.4	02. February
211	5.4	275	5.5	03. March
159	4.0	201	4.0	04. April
176	4.5	223	4.5	05. May
175	4.4	221	4.4	06. June
176	4.5	237	4.7	07. July

N	Prcnt	WGHT	Prcnt	Var 219 LAST ACCIDENT - MONTH
194	4.9	245	4.9	08. August
193	4.9	244	4.9	09. September
185	4.7	227	4.5	10. October
181	4.6	237	4.7	11. November
183	4.6	235	4.7	12. December
182	4.6	238	4.8	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
1569	39.8	1967	39.3	00. No record
167	4.2	220	4.4	87. 1987
538	13.7	682	13.6	88. 1988
890	22.6	1132	22.6	89. 1989
593	15.1	764	15.3	90. 1990
182	4.6	238	4.8	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
1569	39.8	1967	39.3	00. No record
177	4.5	222	4.4	01. January
165	4.2	216	4.3	02. February
218	5.5	278	5.6	03. March
179	4.5	227	4.5	04. April
171	4.3	212	4.2	05. May
201	5.1	260	5.2	06. June
153	3.9	199	4.0	07. July
194	4.9	244	4.9	08. August
190	4.8	240	4.8	09. September
186	4.7	235	4.7	10. October
184	4.7	242	4.8	11. November
169	4.3	222	4.4	12. December
183	4.6	239	4.8	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
1569	39.8	1967	39.3	00. No record
552	14.0	730	14.6	87. 1987
885	22.5	1114	22.3	88. 1988
567	14.4	716	14.3	89. 1989
183	4.6	237	4.7	90. 1990
183	4.6	239	4.8	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
9395	79.5	11892	79.2	00. None

Physical/Mental Condition:

N	Prcnt	WGHT	Prcnt	
68	0.6	90	0.6	01. Drowsy, sleepy, asleep, fatigued
6	0.1	8	0.1	02. Ill, blackout
0	0.0	0	0.0	03. Emotional (e.g., depression, angry, disturbed)
4	0.0	4	0.0	04. Drugs - medication
8	0.1	10	0.1	05. Other drugs
194	1.6	245	1.6	06. Inattentive (talking, eating, etc.)
0	0.0	0	0.0	07. Restricted to wheelchair
0	0.0	0	0.0	08. Paraplegic
0	0.0	0	0.0	09. Impaired due to previous injury
0	0.0	0	0.0	10. Deaf
0	0.0	0	0.0	11. Other physical impairment
0	0.0	0	0.0	12. Mother of dead fetus

Miscellaneous Causes:

N	Prcnt	WGHT	Prcnt	
1	0.0	2	0.0	19. Illegally driving on suspended or revoked license
36	0.3	50	0.3	20. Leaving vehicle unattended with engine running, leaving vehicle unattended in roadway
28	0.2	38	0.3	21. Overloading or improper loading of vehicle with passengers or cargo
7	0.1	7	0.0	22. Towing or pushing vehicle improperly
6	0.1	7	0.0	23. Failing to dim or to have lights on when required
37	0.3	52	0.3	24. Operating without required equipment

N	Prcnt	WGHT	Prcnt	Var 223	DRIVER RELATED FACTORS
0	0.0	0	0.0	25.	Creating unlawful noise or using equipment prohibited by law
60	0.5	76	0.5	26.	Following improperly
27	0.2	33	0.2	27.	Improper or erratic lane changing
384	3.2	490	3.3	28.	Failure to keep in proper lane or running off road
3	0.0	5	0.0	29.	Illegal driving on road shoulder, in ditch, on sidewalk or on median
14	0.1	15	0.1	30.	Making improper entry to or exit from trafficway
24	0.2	29	0.2	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	0.1	7	0.0	33.	Passing where prohibited by signs, markings, hill or curve, or school bus displaying warning not to pass
0	0.0	0	0.0	34.	Passing on wrong side
29	0.2	36	0.2	35.	Passing with insufficient distance or inadequate visibility, or failing to yield to overtaking vehicle
126	1.1	158	1.1	36.	Operating the vehicle in an erratic, reckless, careless or negligent manner
0	0.0	0	0.0	37.	High speed chase - police in pursuit
186	1.6	246	1.6	38.	Failure to yield right-of-way
123	1.0	166	1.1	39.	Failure to obey traffic signs, control devices or traffic officers, or failure to observe safety zone
1	0.0	2	0.0	40.	Passing through or around barrier
8	0.1	10	0.1	41.	Failure to observe warnings or instructions on vehicles displaying them
1	0.0	1	0.0	42.	Failure to signal intentions
0	0.0	0	0.0	43.	Giving wrong signal
323	2.7	413	2.8	44.	Driving too fast for conditions or in excess of posted maximum
23	0.2	31	0.2	45.	Driving less than posted minimum
0	0.0	0	0.0	46.	Operating at erratic or suddenly changing speeds
0	0.0	0	0.0	47.	Making right turn from left turn lane, making left turn from right turn lane
31	0.3	38	0.3	48.	Making other improper turn
0	0.0	0	0.0	49.	Failure to comply with physical restrictions of license
3	0.0	4	0.0	50.	Driving wrong way on one-way trafficway

N	Prcnt	WGHT	Prcnt	Var 223 DRIVER RELATED FACTORS
34	0.3	37	0.2	51. Driving on wrong side of road
9	0.1	11	0.1	52. Operator inexperience
4	0.0	5	0.0	53. Unfamiliar with roadway
39	0.3	52	0.3	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
1	0.0	1	0.0	57. Locked wheel
18	0.2	24	0.2	58. Overcorrecting
1	0.0	2	0.0	59. Getting off/out of or on/in to moving vehicle
1	0.0	2	0.0	60. Getting off/out of or on/in to nonmoving vehicle

Vision obscured by:

N	Prcnt	WGHT	Prcnt	
62	0.5	83	0.6	61. Rain, snow, fog, smoke, sand, dust
5	0.0	7	0.0	62. Reflected glare, bright sunlight, headlights
9	0.1	12	0.1	63. Curve, hill, or other design features (including traffic signs, embankment)
2	0.0	2	0.0	64. Building, billboard, etc.
7	0.1	12	0.1	65. Trees, crops, vegetation
9	0.1	14	0.1	66. Moving vehicle (including load)
2	0.0	2	0.0	67. Parked vehicle
0	0.0	0	0.0	68. Splash or spray of passing vehicle
0	0.0	0	0.0	69. Inadequate defrost or defog system
2	0.0	3	0.0	70. Inadequate lighting system
6	0.1	9	0.1	71. Obstructing angles on vehicle
1	0.0	1	0.0	72. Mirrors - rear view
0	0.0	0	0.0	73. Mirrors - other
0	0.0	0	0.0	74. Head restraints
0	0.0	0	0.0	75. Broken or improperly cleaned windshield
3	0.0	3	0.0	76. Other obstruction

Avoiding or swerving due to:

N	Prcnt	WGHT	Prcnt	
5	0.0	6	0.0	77. Severe crosswind
0	0.0	0	0.0	78. Wind from passing truck
16	0.1	20	0.1	79. Slippery or loose surface
10	0.1	15	0.1	80. Tire blowout or flat
2	0.0	3	0.0	81. Debris or objects in road
0	0.0	0	0.0	82. Ruts, holes, bumps in road
3	0.0	3	0.0	83. Animals in road
27	0.2	37	0.2	84. Vehicle in road
6	0.1	6	0.0	85. Phantom vehicle
2	0.0	2	0.0	86. Pedestrian, pedalcyclist, or other nonmotorist in road
26	0.2	30	0.2	87. Water, snow, oil slick on road

N	Prcnt	WGHT	Prcnt	Var 223	DRIVER RELATED FACTORS
				Other miscellaneous factors:	
33	0.3	42	0.3	90.	Hit-and-run vehicle driver
112	0.9	141	0.9	91.	Nontraffic violation charged – manslaughter or other homicide (offense committed without malice)
98	0.8	127	0.8	92.	Other nonmoving traffic violations
99	0.8	129	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
48	1.2	64	1.3	00. None
3889	98.7	4936	98.7	01. Person #1
2	0.1	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
77	2.0	104	2.1	99. Unknown

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

N	Prcnt	WGHT	Prcnt	OCCUPANT SEX
3793	96.3	4816	96.3	1. Male
72	1.8	87	1.7	2. Female
74	1.9	100	2.0	9. Unknown

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

---

N	Prcnt	WGHT	Prcnt	OCCUPANT TYPE
3891	98.8	4939	98.7	1. Driver of a motor vehicle in transport
48	1.2	64	1.3	9. Unknown occupant type in a motor vehicle in transport

---

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

---

N	Prcnt	WGHT	Prcnt	OCCUPANT SEATING POSITION
3890	98.8	4938	98.7	11. Front seat - left side (driver's side)
49	1.2	65	1.3	99. Unknown

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

---

N	Prcnt	WGHT	Prcnt	RESTRAINT SYSTEM USE
1414	35.9	1867	37.3	0. None used (vehicle occupant) or not applicable (nonmotorist or passive system)
5	0.1	7	0.1	1. Shoulder belt
849	21.6	1054	21.1	2. Lap belt
552	14.0	678	13.6	3. Lap and shoulder belt
0	0.0	0	0.0	4. Child safety seat
0	0.0	0	0.0	5. Motorcycle helmet
506	12.8	618	12.4	8. Restraint used - type unknown or other (including other helmet)
613	15.6	779	15.6	9. Unknown

Variable 312 **AIR BAG AVAIL/FUNCTION**   MD1:   9   Field Width: 1
                                              MD2: None   Type: Numeric

---

N	Prcnt	WGHT	Prcnt	AIR BAG AVAILABILITY - FUNCTION
108	2.7	113	2.3	0. Nonmotorist
1	0.0	1	0.0	3. Deployed
0	0.0	0	0.0	4. Nondeployed
3830	97.2	4889	97.7	9. Unknown or not applicable

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

N	Prcnt	WGHT	Prcnt	OCCUPANT EJECTION
3699	93.9	4694	93.8	0. Not ejected; not applicable
151	3.8	197	3.9	1. Totally ejected
30	0.8	35	0.7	2. Partially ejected
59	1.5	77	1.5	9. Unknown

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

N	Prcnt	WGHT	Prcnt	OCCUPANT EXTRICATION
3698	93.9	4701	94.0	0. Not extricated; not applicable
102	2.6	125	2.5	1. Extricated
139	3.5	177	3.5	9. Unknown

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

N	Prcnt	WGHT	Prcnt	OCCUPANT ALCOHOL INVOLVEMENT
2837	72.0	3581	71.6	0. No (alcohol not involved)
111	2.8	138	2.8	1. Yes (alcohol involved)
655	16.6	847	16.9	8. Not reported
336	8.5	437	8.7	9. Unknown (police reported)

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

N	Prcnt	WGHT	Prcnt	OCCUPANT ALCHOL TEST RESULT
931	23.6	1173	23.4	00.
				- . Result value (grams/100 ml%)
0	0.0	0	0.0	94.
2	0.1	2	0.0	95. Test refused
2630	66.8	3348	66.9	96. None given
92	2.3	114	2.3	97. AC test performed, results unknown
196	5.0	261	5.2	99. Unknown

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

       N Prcnt   WGHT Prcnt   OCCUPANT INJURY SEVERITY

    2294 58.2   2942 58.8   0. 0 - no injury
     536 13.6   665 13.3   1. C - possible injury
     384   9.7   492   9.8   2. B - nonincapacitating evident injury
     175   4.4   213   4.3   3. A - incapacitating injury
     478 12.1   595 11.9   4. K - fatal injury
      10   0.3   12   0.2   5. Injured, severity unknown
       1   0.0   2   0.0   6. Died prior to accident
      61   1.5   82   1.6   9. Unknown

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

       N Prcnt   WGHT Prcnt   TAKEN TO HOSPITAL OR TREATMENT FACILITY

    2856 72.5   3656 73.1   0. No
     907 23.0   1125 22.5   1. Yes
     176   4.5   222   4.4   9. Unknown

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

       N Prcnt   WGHT Prcnt   OCCUPANT DEATH DATE - MONTH

    3413 86.6   4344 86.8   00. Not applicable
      45   1.1   56   1.1   01. January
      26   0.7   36   0.7   02. February
      45   1.1   55   1.1   03. March
      44   1.1   55   1.1   04. April
      43   1.1   51   1.0   05. May
      39   1.0   51   1.0   06. June
      45   1.1   53   1.1   07. July
      39   1.0   45   0.9   08. August
      48   1.2   58   1.2   09. September
      38   1.0   51   1.0   10. October
      30   0.8   41   0.8   11. November
      29   0.7   36   0.7   12. December
      55   1.4   71   1.4   99. Unknown

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

N	Prcnt	WGHT	Prcnt	OCCUPANT DEATH DATE - DAY
3413	86.6	4344	86.8	00. Not applicable
11	0.3	12	0.2	01.
				- . Day of month
8	0.2	9	0.2	31.
55	1.4	71	1.4	99. Unknown

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

N	Prcnt	WGHT	Prcnt	OCCUPANT DEATH DATE - YEAR
3413	86.6	4344	86.8	00. Not applicable
478	12.1	595	11.9	90. 1990
48	1.2	64	1.3	99. Unknown

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

N	Prcnt	WGHT	Prcnt	OCCUPANT DEATH DATE - HOUR
3424	86.9	4358	87.1	00. 12:01 am - 12:59 am
14	0.4	14	0.3	01. 1:00 am - 1:59 am
11	0.3	14	0.3	02. 2:00 am - 2:59 am
13	0.3	16	0.3	03. 3:00 am - 3:59 am
17	0.4	19	0.4	04. 4:00 am - 4:59 am
30	0.8	33	0.7	05. 5:00 am - 5:59 am
30	0.8	44	0.9	06. 6:00 am - 6:59 am
22	0.6	28	0.6	07. 7:00 am - 7:59 am
19	0.5	21	0.4	08. 8:00 am - 8:59 am
20	0.5	25	0.5	09. 9:00 am - 9:59 am
37	0.9	52	1.0	10. 10:00 am - 10:59 am
22	0.6	27	0.5	11. 11:00 am - 11:59 am
22	0.6	32	0.6	12. 12:00 pm - 12:59 pm
17	0.4	22	0.4	13. 1:00 pm - 1:59 pm
20	0.5	25	0.5	14. 2:00 pm - 2:59 pm
25	0.6	29	0.6	15. 3:00 pm - 3:59 pm
21	0.5	27	0.5	16. 4:00 pm - 4:59 pm
19	0.5	22	0.4	17. 5:00 pm - 5:59 pm
14	0.4	18	0.4	18. 6:00 pm - 6:59 pm
15	0.4	18	0.4	19. 7:00 pm - 7:59 pm
4	0.1	5	0.1	20. 8:00 pm - 8:59 pm
12	0.3	14	0.3	21. 9:00 pm - 9:59 pm
13	0.3	14	0.3	22. 10:00 pm - 10:59 pm
10	0.3	13	0.3	23. 11:00 pm - 11:59 pm

N	Prcnt	WGHT	Prcnt	Var 323 OCC DEATH TIME - HOUR
1	0.0	1	0.0	24. 12:00 midnight
87	2.2	112	2.2	99. Unknown

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

N	Prcnt	WGHT	Prcnt	OCCUPANT DEATH DATE - MINUTE
3474	88.2	4417	88.3	00.
				- . Minute
3	0.1	4	0.1	59.
87	2.2	112	2.2	99. Unknown

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

N	Prcnt	WGHT	Prcnt	LAG TIME - ACCIDENT/DEATH - HOURS
329	8.4	408	8.2	000.
				- . Actual time in hours
0	0.0	0	0.0	998.
3501	88.9	4458	89.1	999. Unknown

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

N	Prcnt	WGHT	Prcnt	LAG TIME - ACCIDENT/DEATH - MINUTE
210	5.3	261	5.2	00.
				- . Minute
1	0.0	1	0.0	59.
3501	88.9	4458	89.1	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	
1964	49.9	3028	60.5	00000.	Unknown
1	0.0	0	0.0	00034.	
				-	. OMC case ID #
1	0.0	0	0.0	33049.	

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

OMC cases only

N	Prcnt	WGHT	Prcnt	STATE OF CARRIER
74	1.9	74	1.5	01. Alabama
1	0.0	1	0.0	02. Alaska
13	0.3	13	0.3	04. Arizona
56	1.4	56	1.1	05. Arkansas
65	1.7	65	1.3	06. California
24	0.6	24	0.5	08. Colorado
15	0.4	15	0.3	09. Connecticut
15	0.4	15	0.3	10. Delaware
0	0.0	0	0.0	11. District of Columbia
68	1.7	68	1.4	12. Florida
83	2.1	83	1.7	13. Georgia
13	0.3	13	0.3	16. Idaho
109	2.8	109	2.2	17. Illinois
87	2.2	87	1.7	18. Indiana
48	1.2	48	1.0	19. Iowa
38	1.0	38	0.8	20. Kansas
31	0.8	31	0.6	21. Kentucky
32	0.8	32	0.6	22. Louisiana
4	0.1	4	0.1	23. Maine
34	0.9	34	0.7	24. Maryland
24	0.6	24	0.5	25. Massachusetts
64	1.6	64	1.3	26. Michigan
51	1.3	51	1.0	27. Minnesota

N	Prcnt	WGHT	Prcnt	Var 1002 STATE OF CARRIER
18	0.5	18	0.4	28. Mississippi
88	2.2	88	1.8	29. Missouri
8	0.2	8	0.2	30. Montana
40	1.0	40	0.8	31. Nebraska
6	0.2	6	0.1	32. Nevada
3	0.1	3	0.1	33. New Hampshire
52	1.3	52	1.0	34. New Jersey
9	0.2	9	0.2	35. New Mexico
25	0.6	25	0.5	36. New York
86	2.2	86	1.7	37. North Carolina
10	0.3	10	0.2	38. North Dakota
105	2.7	105	2.1	39. Ohio
24	0.6	24	0.5	40. Oklahoma
15	0.4	15	0.3	41. Oregon
79	2.0	79	1.6	42. Pennsylvania
1	0.0	1	0.0	44. Rhode Island
47	1.2	47	0.9	45. South Carolina
17	0.4	17	0.3	46. South Dakota
73	1.9	73	1.5	47. Tennessee
107	2.7	107	2.1	48. Texas
16	0.4	16	0.3	49. Utah
3	0.1	3	0.1	50. Vermont
48	1.2	48	1.0	51. Virginia
29	0.7	29	0.6	53. Washington
16	0.4	16	0.3	54. West Virginia
82	2.1	82	1.6	55. Wisconsin
3	0.1	3	0.1	56. Wyoming
1964	49.9	3028	60.5	98. Not applicable (Survey case)
16	0.4	16	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
2887	73.3	3467	69.3	1. Interstate
788	20.0	1184	23.7	2. Intrastate
76	1.9	119	2.4	6. Government owned
22	0.6	29	0.6	7. Daily rental
166	4.2	204	4.1	9. Unknown

Variable 1004   **OPERATING AUTHORITY**   MD1:   9   Field Width: 1

MD2:   None   Type: Numeric

Both SURVEY and OMC cases

N	Prcnt	WGHT	Prcnt	OPERATING AUTHORITY
1402	35.6	1924	38.5	1. Private
2307	58.6	2779	55.5	2. For hire
76	1.9	119	2.4	6. Government owned
22	0.6	29	0.6	7. Daily rental
132	3.4	152	3.0	9. Unknown

Variable 1005   **CARRIER TYPE**   MD1:   9   Field Width: 1

MD2:   None   Type: Numeric

Both SURVEY and OMC cases

N	Prcnt	WGHT	Prcnt	CARRIER TYPE
824	20.9	1061	21.2	1. Interstate private
1918	48.7	2209	44.2	2. Interstate authorized
129	3.3	169	3.4	3. Interstate exempt
546	13.9	816	16.3	4. Intrastate private
242	6.1	368	7.4	5. Intrastate for hire
76	1.9	119	2.4	6. Government owned
22	0.6	29	0.6	7. Daily rental
182	4.6	232	4.6	9. Unknown

Variable 1006   **OWNER OPERATOR**   MD1:   9   Field Width: 1

MD2:   None   Type: Numeric

SURVEY cases only

N	Prcnt	WGHT	Prcnt	OWNER OPERATOR
48	1.2	81	1.6	1. Yes
700	17.8	1136	22.7	2. No
1975	50.1	1975	39.5	7. Not applicable (OMC)
1213	30.8	1805	36.1	8. Not applicable (Not for hire)
3	0.1	6	0.1	9. Unknown

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

Both SURVEY and OMC cases

N	Prcnt	WGHT	Prcnt	TRIP TYPE
1499	38.1	1499	30.0	1. OTR, (over-the-road) (OMC)
1500	38.1	2044	40.9	2. Local delivery
397	10.1	644	12.9	3. OTR, under 200 miles (Survey)
334	8.5	558	11.2	4. OTR, 200 miles and over (Survey)
14	0.4	21	0.4	5. OTR, unknown distance (Survey)
195	5.0	237	4.7	9. Unknown

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

Both SURVEY and OMC cases

N	Prcnt	WGHT	Prcnt	TIFA GVWR
0	0.0	0	0.0	1. 6,000 or less
0	0.0	0	0.0	2. 6,001 - 10,000
125	3.2	133	2.7	3. 10,001 - 14,000
47	1.2	56	1.1	4. 14,001 - 16,000
28	0.7	40	0.8	5. 16,001 - 19,500
226	5.7	318	6.4	6. 19,501 - 26,000
382	9.7	484	9.7	7. 26,001 - 33,000
3040	77.2	3861	77.2	8. 33,001 or more
91	2.3	111	2.2	9. Unknown

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

OMC cases only

N	Prcnt	WGHT	Prcnt	DISTRICT TYPE
101	2.6	101	2.0	1. Residential
1351	34.3	1351	27.0	2. Rural
477	12.1	477	9.5	3. Business
1964	49.9	3028	60.5	8. Not applicable (Survey case)
46	1.2	46	0.9	9. Unknown

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

OMC cases only

N	Prcnt	WGHT	Prcnt	MONTH OF ACCIDENT
162	4.1	162	3.2	01. January
141	3.6	141	2.8	02. February
165	4.2	165	3.3	03. March
147	3.7	147	2.9	04. April
174	4.4	174	3.5	05. May
176	4.5	176	3.5	06. June
159	4.0	159	3.2	07. July
206	5.2	206	4.1	08. August
157	4.0	157	3.1	09. September
183	4.6	183	3.7	10. October
154	3.9	154	3.1	11. November
151	3.8	151	3.0	12. December
1964	49.9	3028	60.5	98. Not applicable (Survey case)
0	0.0	0	0.0	99. Unknown

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

OMC cases only

N	Prcnt	WGHT	Prcnt	DAY OF ACCIDENT
63	1.6	63	1.3	01.
				- . Day of month
35	0.9	35	0.7	31.
1964	49.9	3028	60.5	98. Not applicable (Survey case)
0	0.0	0	0.0	99. Unknown

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

OMC cases only

N	Prcnt	WGHT	Prcnt	HOUR OF ACCIDENT
54	1.4	54	1.1	00. Midnight
85	2.2	85	1.7	01. 1 am
72	1.8	72	1.4	02. 2 am
78	2.0	78	1.6	03. 3 am
65	1.7	65	1.3	04. 4 am
73	1.9	73	1.5	05. 5 am
109	2.8	109	2.2	06. 6 am

N	Prcnt	WGHT	Prcnt	Var 1012	HOUR
71	1.8	71	1.4	07.	7 am
96	2.4	96	1.9	08.	8 am
78	2.0	78	1.6	09.	9 am
85	2.2	85	1.7	10.	10 am
92	2.3	92	1.8	11.	11 am
100	2.5	100	2.0	12.	Noon
96	2.4	96	1.9	13.	1 pm
101	2.6	101	2.0	14.	2 pm
109	2.8	109	2.2	15.	3 pm
85	2.2	85	1.7	16.	4 pm
86	2.2	86	1.7	17.	5 pm
75	1.9	75	1.5	18.	6 pm
73	1.9	73	1.5	19.	7 pm
70	1.8	70	1.4	20.	8 pm
62	1.6	62	1.2	21.	9 pm
86	2.2	86	1.7	22.	10 pm
74	1.9	74	1.5	23.	11 pm
1964	49.9	3028	60.5	98.	Not applicable (Survey case)
0	0.0	0	0.0	99.	Unknown

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

OMC cases only

N	Prcnt	WGHT	Prcnt	MINUTE OF ACCIDENT
1074	27.3	1074	21.5	00.
				- . Minute
2	0.1	2	0.0	59.
1964	49.9	3028	60.5	98. Not applicable (Survey case)
0	0.0	0	0.0	99. Unknown

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

OMC cases only

N	Prcnt	WGHT	Prcnt	ACCIDENT TYPE
136	3.5	136	2.7	1. Noncollision
1699	43.1	1699	34.0	2. Collision with moving object
136	3.5	136	2.7	3. Collision with fixed or parked object
1964	49.9	3028	60.5	8. Not applicable (Survey case)
4	0.1	4	0.1	9. Unknown

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

MD2:   None   Type: Numeric

OMC cases only

N	Prcnt	WGHT	Prcnt	OTHER OBJECT INVOLVED
133	3.4	133	2.7	01. Not applicable (noncollision)
174	4.4	174	3.5	02. Commercial truck
65	1.7	65	1.3	03. Fixed object
1288	32.7	1288	25.7	04. Automobile
110	2.8	110	2.2	05. Pedestrian
5	0.1	5	0.1	06. Bus
6	0.2	6	0.1	07. Train
22	0.6	22	0.4	08. Bicycle
5	0.1	5	0.1	09. Animal
59	1.5	59	1.2	10. Motorcycle
105	2.7	105	2.1	11. Other
1964	49.9	3028	60.5	98. Not applicable (Survey case)
3	0.1	3	0.1	99. Unknown

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

MD2:   None   Type: Numeric

OMC cases only

N	Prcnt	WGHT	Prcnt	VEHICLE #1 ACTION
104	2.6	104	2.1	01. Slowing/stopping
78	2.0	78	1.6	02. Stopped
17	0.4	17	0.3	03. Parked
52	1.3	52	1.0	04. Rear-end
21	0.5	21	0.4	05. Backing
25	0.6	25	0.5	06. Making right turn
64	1.6	64	1.3	07. Making left turn
8	0.2	8	0.2	08. Making U-turn
1126	28.6	1126	22.5	09. Proceeding straight
7	0.2	7	0.1	10. Merging
17	0.4	17	0.3	11. Entering traffic
43	1.1	43	0.9	12. Intersection
21	0.5	21	0.4	13. Passing
10	0.3	10	0.2	14. Changing lanes
10	0.3	10	0.2	15. Sideswipe - opposite direction
62	1.6	62	1.2	16. Head-on - crossed into opposing lane
8	0.2	8	0.2	17. Skidding
25	0.6	25	0.5	18. Vehicle out of control
0	0.0	0	0.0	19. Roll-away
0	0.0	0	0.0	20. Controlled railroad crossing
2	0.1	2	0.0	21. Uncontrolled railroad crossing
12	0.3	12	0.2	22. Other

N	Prcnt	WGHT	Prcnt	Var 1016 VEHICLE #1 ACTION
1964	49.9	3028	60.5	97. Not applicable (Survey case)
263	6.7	263	5.3	98. Not applicable (noncollision)
0	0.0	0	0.0	99. Unknown

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

OMC cases only

N	Prcnt	WGHT	Prcnt	VEHICLE #2 ACTION
36	0.9	36	0.7	01. Slowing/stopping
63	1.6	63	1.3	02. Stopped
17	0.4	17	0.3	03. Parked
120	3.0	120	2.4	04. Rear-end
4	0.1	4	0.1	05. Backing
12	0.3	12	0.2	06. Making right turn
77	2.0	77	1.5	07. Making left turn
16	0.4	16	0.3	08. Making U-turn
408	10.4	408	8.2	09. Proceeding straight
16	0.4	16	0.3	10. Merging
56	1.4	56	1.1	11. Entering traffic
106	2.7	106	2.1	12. Intersection
33	0.8	33	0.7	13. Passing
23	0.6	23	0.5	14. Changing lanes
46	1.2	46	0.9	15. Sideswipe - opposite direction
355	9.0	355	7.1	16. Head-on - crossed into opposing lane
26	0.7	26	0.5	17. Skidding
107	2.7	107	2.1	18. Vehicle out of control
0	0.0	0	0.0	19. Roll-away
2	0.1	2	0.0	20. Controlled railroad crossing
2	0.1	2	0.0	21. Uncontrolled railroad crossing
35	0.9	35	0.7	22. Other
1964	49.9	3028	60.5	97. Not applicable (Survey case)
415	10.5	415	8.3	98. Not applicable (noncollision)
0	0.0	0	0.0	99. Unknown

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

OMC cases only

N	Prcnt	WGHT	Prcnt	VEHICLE #3 ACTION
20	0.5	20	0.4	01. Slowing/stopping
30	0.8	30	0.6	02. Stopped

N	Prcnt	WGHT	Prcnt	Var 1018 VEHICLE #3 ACTION
14	0.4	14	0.3	03. Parked
21	0.5	21	0.4	04. Rear-end
0	0.0	0	0.0	05. Backing
1	0.0	1	0.0	06. Making right turn
5	0.1	5	0.1	07. Making left turn
1	0.0	1	0.0	08. Making U-turn .
120	3.0	120	2.4	09. Proceeding straight
0	0.0	0	0.0	10. Merging
2	0.1	2	0.0	11. Entering traffic
4	0.1	4	0.1	12. Intersection
4	0.1	4	0.1	13. Passing
3	0.1	3	0.1	14. Changing lanes
4	0.1	4	0.1	15. Sideswipe - opposite direction
13	0.3	13	0.3	16. Head-on - crossed into opposing lane
2	0.1	2	0.0	17. Skidding
14	0.4	14	0.3	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
6	0.2	6	0.1	22. Other
1964	49.9	3028	60.5	97. Not applicable (Survey case)
1711	43.4	1711	34.2	98. Not applicable (noncollision)
0	0.0	0	0.0	99. Unknown

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

Both SURVEY and OMC cases

N	Prcnt	WGHT	Prcnt	PRIMARY EVENT OTHER THAN COLLISION
59	1.5	59	1.2	0. Ran off road
8	0.2	9	0.2	1. Jackknife
134	3.4	180	3.6	2. Overturn
17	0.4	22	0.4	3. Separation of units
3	0.1	3	0.1	4. Fire
11	0.3	17	0.3	5. Loss or spillage of cargo
4	0.1	4	0.1	6. Cargo shift
7	0.2	7	0.1	7. Other
3604	91.5	4609	92.1	8. Not applicable (collision)
92	2.3	93	1.9	9. Unknown

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

                                              MD2:   None   Type: Numeric

Both SURVEY and OMC cases

N	Prcnt	WGHT	Prcnt	ASSOCIATED ACCIDENT EVENT
3233	82.1	4104	82.0	1. None
45	1.1	53	1.1	2. Spillage of hazardous cargo
123	3.1	123	2.5	3. Fire
411	10.4	576	11.5	4. Spillage of nonhazardous cargo
5	0.1	5	0.1	5. Explosion
122	3.1	142	2.8	9. Unknown

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

                                              MD2:   None   Type: Numeric

OMC cases only

N	Prcnt	WGHT	Prcnt	YEARS DRIVER EMPLOYED
282	7.2	282	5.6	00. 0 years
674	17.1	674	13.5	01. 1 year
258	6.5	258	5.2	02. 2 years
149	3.8	149	3.0	03. 3 years
116	2.9	116	2.3	04. 4 years
92	2.3	92	1.8	05. 5 years
59	1.5	59	1.2	06. 6 years
49	1.2	49	1.0	07. 7 years
19	0.5	19	0.4	08. 8 years
21	0.5	21	0.4	09. 9 years
38	1.0	38	0.8	10. 10 years
21	0.5	21	0.4	11. 11 years
25	0.6	25	0.5	12. 12 years
15	0.4	15	0.3	13. 13 years
18	0.5	18	0.4	14. 14 years
11	0.3	11	0.2	15. 15 years
18	0.5	18	0.4	16. 16 years
13	0.3	13	0.3	17. 17 years
12	0.3	12	0.2	18. 18 years
9	0.2	9	0.2	19. 19 years
12	0.3	12	0.2	20. 20 years
4	0.1	4	0.1	21. 21 years
5	0.1	5	0.1	22. 22 years
8	0.2	8	0.2	23. 23 years
4	0.1	4	0.1	24. 24 years
7	0.2	7	0.1	25. 25 years
7	0.2	7	0.1	26. 26 years
2	0.1	2	0.0	27. 27 years
5	0.1	5	0.1	28. 28 years
2	0.1	2	0.0	29. 29 years

N	Prcnt	WGHT	Prcnt	Var 1022	YEARS DRIVER EMPLOYED
3	0.1	3	0.1	30.	30 years
2	0.1	2	0.0	31.	31 years
2	0.1	2	0.0	32.	32 years
3	0.1	3	0.1	33.	33 years
3	0.1	3	0.1	34.	34 years
1	0.0	1	0.0	35.	35 years
1	0.0	1	0.0	36.	36 years
1	0.0	1	0.0	38.	38 years
1964	49.9	3028	60.5	98.	Not applicable (Survey case)
4	0.1	4	0.1	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	
900	22.8	1201	24.0	01.	1 hour
464	11.8	605	12.1	02.	2 hours
395	10.0	509	10.2	03.	3 hours
397	10.1	491	9.8	04.	4 hours
363	9.2	431	8.6	05.	5 hours
280	7.1	340	6.8	06.	6 hours
179	4.5	208	4.2	07.	7 hours
166	4.2	197	3.9	08.	8 hours
111	2.8	119	2.4	09.	9 hours
45	1.1	51	1.0	10.	10 hours
13	0.3	14	0.3	11.	11 hours
2	0.1	2	0.0	12.	12 hours
1	0.0	2	0.0	14.	14 hours
1	0.0	2	0.0	16.	16 hours
128	3.2	147	2.9	98.	Not applicable
494	12.5	684	13.7	99.	Unknown

Variable 1024 SCHEDULED HOURS   MD1:   99   Field Width: 2

MD2:   None   Type: Numeric

OMC cases only

N	Prcnt	WGHT	Prcnt	SCHEDULED HOURS	
215	5.5	215	4.3	01.	1 hour
151	3.8	151	3.0	02.	2 hours
144	3.7	144	2.9	03.	3 hours
151	3.8	151	3.0	04.	4 hours
178	4.5	178	3.6	05.	5 hours

N	Prcnt	WGHT	Prcnt	Var 1024 SCHEDULED HOURS
154	3.9	154	3.1	06. 6 hours
128	3.2	128	2.6	07. 7 hours
211	5.4	211	4.2	08. 8 hours
135	3.4	135	2.7	09. 9 hours
203	5.2	203	4.1	10. 10 hours
26	0.7	26	0.5	11. 11 hours
158	4.0	158	3.2	12. Not applicable (OMC case)
1964	49.9	3028	60.5	98. Not applicable (Survey case)
121	3.1	121	2.4	99. Unknown

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

OMC cases only

N	Prcnt	WGHT	Prcnt	DRIVER CONDITION
1897	48.2	1897	37.9	1. Apparently normal
6	0.2	6	0.1	2. Sick
11	0.3	11	0.2	3. Had been drinking
22	0.6	22	0.4	4. Dozed at wheel
2	0.1	2	0.0	5. Medical waiver
25	0.6	25	0.5	6. Other
1964	49.9	3028	60.5	8. Not applicable (Survey case)
12	0.3	12	0.2	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
91	2.3	92	1.8	0. Unknown
1095	27.8	1498	29.9	1. Straight truck
2753	69.9	3413	68.2	8. Tractor

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

Both SURVEY and OMC cases

N	Prcnt	WGHT	Prcnt	STRAIGHT TRUCK BODY STYLE
2754	69.9	3414	68.2	0. Not applicable (tractor)

N	Prcnt	WGHT	Prcnt	Var 1027 STRT. TRUCK BODY STYLE
304	7.7	395	7.9	1. Van
82	2.1	115	2.3	2. Flat
88	2.2	113	2.3	3. Tank
300	7.6	432	8.6	6. Dump
74	1.9	115	2.3	7. Refuse
244	6.2	325	6.5	8. Other
93	2.4	94	1.9	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
2531	64.3	3283	65.6	1. Conventional
1306	33.2	1611	32.2	2. Cabover or cab-forward
102	2.6	109	2.2	9. Unknown

Variable 1029 **POWER UNIT YEAR**

MD1: 99 Field Width: 2
MD2: None Type: Numeric

Both SURVEY and OMC cases

N	Prcnt	WGHT	Prcnt	POWER UNIT YEAR
1	0.0	1	0.0	50. 1950
1	0.0	1	0.0	53. 1953
1	0.0	1	0.0	54. 1954
1	0.0	2	0.0	60. 1960
1	0.0	1	0.0	61. 1961
3	0.1	4	0.1	63. 1963
5	0.1	6	0.1	64. 1964
5	0.1	7	0.1	65. 1965
7	0.2	11	0.2	66. 1966
9	0.2	11	0.2	67. 1967
19	0.5	26	0.5	68. 1968
19	0.5	25	0.5	69. 1969
25	0.6	39	0.8	70. 1970
20	0.5	28	0.6	71. 1971
47	1.2	64	1.3	72. 1972
74	1.9	108	2.2	73. 1973
55	1.4	81	1.6	74. 1974
63	1.6	91	1.8	75. 1975
48	1.2	74	1.5	76. 1976
100	2.5	134	2.7	77. 1977
122	3.1	165	3.3	78. 1978

N	Prcnt	WGHT	Prcnt	Var 1029 POWER UNIT YEAR
180	4.6	252	5.0	79. 1979
147	3.7	196	3.9	80. 1980
169	4.3	225	4.5	81. 1981
107	2.7	138	2.8	82. 1982
143	3.6	177	3.5	83. 1983
258	6.5	327	6.5	84. 1984
341	8.7	440	8.8	85. 1985
311	7.9	386	7.7	86. 1986
390	9.9	473	9.5	87. 1987
406	10.3	499	10.0	88. 1988
437	11.1	521	10.4	89. 1989
273	6.9	321	6.4	90. 1990
36	0.9	40	0.8	91. 1991
115	2.9	128	2.6	99. Unknown

Variable 1030 POWER UNIT NO. OF AXLES   MD1:   9   Field Width: 1

                                                MD2:   None   Type: Numeric

Both SURVEY and OMC cases

N	Prcnt	WGHT	Prcnt	POWER UNIT NUMBER OF AXLES
1042	26.5	1314	26.3	2. 2 axles
2732	69.4	3495	69.9	3. 3 axles
60	1.5	80	1.6	4. 4 or more axles
105	2.7	114	2.3	9. Unknown

Variable 1031 POWER UNIT MAKE   MD1:   99   Field Width: 2

                                        MD2:   None   Type: Numeric

Both SURVEY and OMC cases

N	Prcnt	WGHT	Prcnt	POWER UNIT MAKE
17	0.4	24	0.5	01. Autocar
3	0.1	4	0.1	02. Brockway
98	2.5	130	2.6	03. Chevrolet
10	0.3	15	0.3	04. Diamond Reo
13	0.3	14	0.3	05. Dodge
524	13.3	684	13.7	06. Ford
563	14.3	675	13.5	07. Freightliner
236	6.0	308	6.2	08. GMC
0	0.0	0	0.0	09. Hendrickson
827	21.0	1048	20.9	10. International Harvester
407	10.3	520	10.4	11. Kenworth
446	11.3	593	11.9	12. Mack
1	0.0	1	0.0	13. Marmon

N	Prcnt	WGHT	Prcnt	Var 1031 POWER UNIT MAKE
365	9.3	468	9.4	14. Peterbilt
166	4.2	199	4.0	15. White
15	0.4	19	0.4	16. Mercedes Benz
52	1.3	68	1.4	17. Volvo
21	0.5	30	0.6	18. Western Star
56	1.4	73	1.5	97. Other (Survey)
10	0.3	10	0.2	98. Other (OMC)
109	2.8	120	2.4	99. Unknown

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

SURVEY cases only

N	Prcnt	WGHT	Prcnt	POWER UNIT LENGTH
1	0.0	1	0.0	014. 14 feet
17	0.4	21	0.4	015. 15 feet
31	0.8	36	0.7	016. 16 feet
34	0.9	43	0.9	017. 17 feet
111	2.8	169	3.4	018. 18 feet
117	3.0	189	3.8	019. 19 feet
252	6.4	394	7.9	020. 20 feet
139	3.5	222	4.4	021. 21 feet
158	4.0	252	5.0	022. 22 feet
136	3.5	234	4.7	023. 23 feet
138	3.5	208	4.2	024. 24 feet
170	4.3	266	5.3	025. 25 feet
85	2.2	142	2.8	026. 26 feet
78	2.0	123	2.5	027. 27 feet
89	2.3	145	2.9	028. 28 feet
43	1.1	68	1.4	029. 29 feet
96	2.4	151	3.0	030. 30 feet
22	0.6	37	0.7	031. 31 feet
34	0.9	57	1.1	032. 32 feet
22	0.6	29	0.6	033. 33 feet
17	0.4	26	0.5	034. 34 feet
21	0.5	29	0.6	035. 35 feet
2	0.1	3	0.1	036. 36 feet
4	0.1	7	0.1	037. 37 feet
6	0.2	9	0.2	038. 38 feet
6	0.2	10	0.2	040. 40 feet
1	0.0	1	0.0	045. 45 feet
1	0.0	1	0.0	050. 50 feet
1975	50.1	1975	39.5	998. Not applicable (OMC case)
133	3.4	155	3.1	999. Unknown

Variable 1033   **STRT. TRUCK CARGO**   MD1:   99   Field Width: 2

                                               MD2:   None   Type: Numeric

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SURVEY cases only

N	Prcnt	WGHT	Prcnt	STRAIGHT TRUCK CARGO
106	2.7	152	3.0	01. General freight
19	0.5	26	0.5	02. Household goods
9	0.2	12	0.2	03. Metal: coils, sheets, etc
20	0.5	28	0.6	04. Heavy machinery
0	0.0	0	0.0	05. Motor vehicles
18	0.5	27	0.5	06. Driveaway/towaway
3	0.1	3	0.1	07. Gases in bulk
208	5.3	320	6.4	08. Solids in bulk
39	1.0	59	1.2	09. Liquids in bulk
0	0.0	0	0.0	10. Explosives
19	0.5	27	0.5	11. Logs/poles/lumber
329	8.4	471	9.4	12. None (empty)
23	0.6	35	0.7	13. Refrigerated food
0	0.0	0	0.0	14. Mobile home
39	1.0	63	1.3	15. Farm products
64	1.6	78	1.6	16. Other
1975	50.1	1975	39.5	97. Not applicable (OMC case)
961	24.4	1613	32.2	98. Not applicable (not a straight truck)
107	2.7	114	2.3	99. Unknown

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

                                               MD2:   None   Type: Numeric

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SURVEY cases only

N	Prcnt	WGHT	Prcnt	STRAIGHT TRUCK HAZARDOUS CARGO
37	0.9	51	1.0	1. Hazardous cargo
870	22.1	1265	25.3	2. Nonhazardous cargo
1975	50.1	1975	39.5	7. Not applicable (OMC case)
961	24.4	1613	32.2	8. Not applicable (not a straight truck)
96	2.4	99	2.0	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
329	8.4	471	9.4	000000.
				- . Weight in pounds
0	0.0	0	0.0	999994.
1975	50.1	1975	39.5	999995. Not applicable (OMC case)
973	24.7	1633	32.6	999996. Not applicable (not a straight truck)
76	1.9	107	2.1	999997. Some cargo (weight unknown)
24	0.6	35	0.7	999998. Full (weight unknown)
112	2.8	119	2.4	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.
1975	50.1	1975	39.5	999998. Not applicable (OMC case)
157	4.0	187	3.7	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
2629	66.7	3268	65.3	1. Semitrailer
56	1.4	68	1.4	2. Full trailer
89	2.3	104	2.1	3. Other
1074	27.3	1471	29.4	4. None
91	2.3	92	1.8	9. Unknown

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	53. 1953
1	0.0	1	0.0	56. 1956
1	0.0	1	0.0	60. 1960
2	0.1	2	0.0	61. 1961
1	0.0	1	0.0	62. 1962
2	0.1	2	0.0	63. 1963
1	0.0	1	0.0	64. 1964
3	0.1	3	0.1	65. 1965
3	0.1	3	0.1	66. 1966
3	0.1	3	0.1	67. 1967
4	0.1	4	0.1	68. 1968
8	0.2	8	0.2	69. 1969
8	0.2	8	0.2	70. 1970
5	0.1	5	0.1	71. 1971
17	0.4	17	0.3	72. 1972
23	0.6	23	0.5	73. 1973
28	0.7	28	0.6	74. 1974
15	0.4	15	0.3	75. 1975
23	0.6	23	0.5	76. 1976
34	0.9	34	0.7	77. 1977
49	1.2	49	1.0	78. 1978
59	1.5	59	1.2	79. 1979
63	1.6	63	1.3	80. 1980
51	1.3	51	1.0	81. 1981
44	1.1	44	0.9	82. 1982
77	2.0	77	1.5	83. 1983
134	3.4	134	2.7	84. 1984
142	3.6	142	2.8	85. 1985
142	3.6	142	2.8	86. 1986
159	4.0	159	3.2	87. 1987
182	4.6	182	3.6	88. 1988
193	4.9	193	3.9	89. 1989
113	2.9	113	2.3	90. 1990
11	0.3	11	0.2	91. 1991
0	0.0	0	0.0	96. Unknown if had 1st trailer
1964	49.9	3028	60.5	97. Not applicable (Survey case)
222	5.6	222	4.4	98. Not applicable (no 1st trailer)
151	3.8	151	3.0	99. Unknown

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

                                             MD2:   None   Type: Numeric

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Both SURVEY and OMC cases

N	Prcnt	WGHT	Prcnt	1ST TRAILER NUMBER OF AXLES
240	6.1	265	5.3	01. 1 axle
2394	60.8	2988	59.7	02. 2 axles
96	2.4	126	2.5	03. 3 axles
26	0.7	33	0.7	04. 4 or more axles
91	2.3	92	1.8	97. Unknown if had 1st trailer
1074	27.3	1471	29.4	98. Not applicable (no 1st trailer)
18	0.5	28	0.6	99. Unknown

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

                                             MD2:   None   Type: Numeric

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Both SURVEY and OMC cases

N	Prcnt	WGHT	Prcnt	1ST TRAILER BODY STYLE
1165	29.6	1563	31.2	0. None or unknown if had 1st trailer
1399	35.5	1634	32.7	1. Van
588	14.9	742	14.8	2. Flat
217	5.5	253	5.1	3. Tank
21	0.5	27	0.5	4. Auto carrier
178	4.5	258	5.2	6. Dump
0	0.0	0	0.0	7. Dolly
357	9.1	506	10.1	8. Other
14	0.4	20	0.4	9. Unknown

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

                                             MD2:   None   Type: Numeric

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SURVEY cases only

N	Prcnt	WGHT	Prcnt	1ST TRAILER CARGO TYPE
158	4.0	270	5.4	01. General freight
10	0.3	15	0.3	02. Household goods
27	0.7	45	0.9	03. Metal: coils, sheets, etc
88	2.2	130	2.6	04. Heavy machinery
8	0.2	13	0.3	05. Motor vehicles
0	0.0	0	0.0	06. Driveaway/towaway
2	0.1	2	0.0	07. Gases in bulk
125	3.2	202	4.0	08. Solids in bulk
35	0.9	60	1.2	09. Liquids in bulk
0	0.0	0	0.0	10. Explosives

N	Prcnt	WGHT	Prcnt	Var 1041 1ST TRAILER CARGO
83	2.1	146	2.9	11. Logs/poles/lumber
332	8.4	543	10.9	12. None (empty)
57	1.4	102	2.0	13. Refrigerated food
2	0.1	3	0.1	14. Mobile home
61	1.5	102	2.0	15. Farm products
7	0.2	10	0.2	16. Other
91	2.3	92	1.8	96. Unknown if had 1st trailer
1975	50.1	1975	39.5	97. Not applicable (OMC case)
852	21.6	1249	25.0	98. Not applicable (no 1st trailer)
26	0.7	44	0.9	99. Unknown

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

SURVEY cases only

N	Prcnt	WGHT	Prcnt	1ST TRAILER HAZARDOUS CARGO
25	0.6	43	0.9	1. Hazardous cargo
978	24.8	1615	32.3	2. Nonhazardous cargo
91	2.3	92	1.8	6. Unknown if had 1st trailer
1975	50.1	1975	39.5	7. Not applicable (OMC case)
852	21.6	1249	25.0	8. Not applicable (no 1st trailer)
18	0.5	29	0.6	9. Unknown

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

SURVEY cases only

N	Prcnt	WGHT	Prcnt	1ST TRAILER CARGO WEIGHT
332	8.4	543	10.9	000000.
				- . Weight in pounds
0	0.0	0	0.0	999993.
91	2.3	92	1.8	999994. Unknown if had 1st trailer
1975	50.1	1975	39.5	999995. Not applicable (OMC case)
852	21.6	1249	25.0	999996. Not applicable (no 1st trailer)
45	1.1	67	1.3	999997. Some cargo (weight unknown)
37	0.9	63	1.3	999998. Full (weight unknown)
26	0.7	44	0.9	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.
91	2.3	92	1.8	999996. Unknown if had 1st trailer
1975	50.1	1975	39.5	999997. Not applicable (OMC case)
852	21.6	1249	25.0	999998. Not applicable (no 1st trailer)
63	1.6	94	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	0.1	3	0.1	005. 5 feet
2	0.1	3	0.1	006. 6 feet
4	0.1	4	0.1	008. 8 feet
3	0.1	4	0.1	009. 9 feet
6	0.2	6	0.1	010. 10 feet
2	0.1	2	0.0	011. 11 feet
10	0.3	13	0.3	012. 12 feet
3	0.1	3	0.1	013. 13 feet
3	0.1	3	0.1	014. 14 feet
8	0.2	11	0.2	015. 15 feet
4	0.1	6	0.1	016. 16 feet
3	0.1	3	0.1	017. 17 feet
7	0.2	8	0.2	018. 18 feet
2	0.1	2	0.0	019. 19 feet
31	0.8	38	0.8	020. 20 feet
2	0.1	2	0.0	021. 21 feet
15	0.4	20	0.4	022. 22 feet
4	0.1	6	0.1	023. 23 feet
39	1.0	46	0.9	024. 24 feet
17	0.4	23	0.5	025. 25 feet
13	0.3	18	0.4	026. 26 feet
22	0.6	24	0.5	027. 27 feet
113	2.9	134	2.7	028. 28 feet
17	0.4	25	0.5	029. 29 feet
33	0.8	54	1.1	030. 30 feet
3	0.1	5	0.1	031. 31 feet
20	0.5	31	0.6	032. 32 feet
5	0.1	9	0.2	033. 33 feet
17	0.4	26	0.5	034. 34 feet

N	Prcnt	WGHT	Prcnt	Var 1045	1ST TRAILER LENGTH
18	0.5	31	0.6	035.	35 feet
15	0.4	24	0.5	036.	36 feet
6	0.2	11	0.2	037.	37 feet
22	0.6	41	0.8	038.	38 feet
6	0.2	10	0.2	039.	39 feet
172	4.4	301	6.0	040.	40 feet
7	0.2	13	0.3	·041.	41 feet
60	1.5	108	2.2	042.	42 feet
15	0.4	28	0.6	043.	43 feet
10	0.3	16	0.3	044.	44 feet
156	4.0	273	5.5	045.	45 feet
5	0.1	8	0.2	046.	46 feet
7	0.2	14	0.3	047.	47 feet
162	4.1	291	5.8	048.	48 feet
3	0.1	6	0.1	049.	49 feet
1	0.0	2	0.0	050.	50 feet
1	0.0	2	0.0	052.	52 feet
7	0.2	13	0.3	053.	53 feet
1	0.0	1	0.0	054.	54 feet
2	0.1	3	0.1	060.	60 feet
1	0.0	2	0.0	065.	65 feet
91	2.3	92	1.8	994.	Unknown if had 1st trailer
1870	47.5	1870	37.4	995.	Not applicable (OMC case)
852	21.6	1249	25.0	996.	Not applicable (no 1st trailer)
8	0.2	12	0.2	997.	Short (estimated under 35 feet)
3	0.1	6	0.1	998.	Long (estimated 35 feet and over)
28	0.7	44	0.9	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
194	4.9	198	4.0	2. Full trailer
4	0.1	5	0.1	3. Other
3650	92.7	4708	94.1	4. None
91	2.3	92	1.8	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	64. 1964
2	0.1	2	0.0	68. 1968
2	0.1	2	0.0	69. 1969
2	0.1	2	0.0	72. 1972
1	0.0	1	0.0	73. 1973
1	0.0	1	0.0	76. 1976
3	0.1	3	0.1	77. 1977
1	0.0	1	0.0	78. 1978
1	0.0	1	0.0	79. 1979
2	0.1	2	0.0	80. 1980
2	0.1	2	0.0	81. 1981
2	0.1	2	0.0	82. 1982
4	0.1	4	0.1	83. 1983
13	0.3	13	0.3	84. 1984
7	0.2	7	0.1	85. 1985
9	0.2	9	0.2	86. 1986
12	0.3	12	0.2	87. 1987
11	0.3	11	0.2	88. 1988
11	0.3	11	0.2	89. 1989
5	0.1	5	0.1	90. 1990
0	0.0	0	0.0	96. Unknown if had 2nd trailer
1964	49.9	3028	60.5	97. Not applicable (Survey case)
1870	47.5	1870	37.4	98. Not applicable (no 2nd trailer)
12	0.3	12	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 NUMBER OF AXLES
1	0.0	1	0.0	01. 1 axle
184	4.7	188	3.8	02. 2 axles
3	0.1	3	0.1	03. 3 axles
7	0.2	7	0.1	04. 4 or more axles
91	2.3	92	1.8	97. Unknown if had 2nd trailer
3650	92.7	4708	94.1	98. Not applicable (no 2nd trailer)
3	0.1	4	0.1	99. Unknown

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

                                             MD2:   None   Type: Numeric

Both SURVEY and OMC cases

N	Prcnt	WGHT	Prcnt	2ND TRAILER BODY STYLE
3741	95.0	4800	95.9	0. None or unknown if had 2nd trailer
102	2.6	105	2.1	1. Van
29	0.7	30	0.6	2. Flat
9	0.2	9	0.2	3. Tank
0	0.0	0	0.0	4. Auto carrier
11	0.3	11	0.2	6. Dump
0	0.0	0	0.0	7. Dolly
43	1.1	43	0.9	8. Other
4	0.1	5	0.1	9. Unknown

Variable 1050 **2ND TRAILER CARGO**   MD1:   99   Field Width: 2

                                             MD2:   None   Type: Numeric

SURVEY cases only

N	Prcnt	WGHT	Prcnt	2ND TRAILER CARGO TYPE
20	0.5	23	0.5	01. General freight
0	0.0	0	0.0	02. Household goods
0	0.0	0	0.0	03. Metal: coils, sheets, etc
10	0.3	11	0.2	04. Heavy machinery
0	0.0	0	0.0	05. Motor vehicles
0	0.0	0	0.0	06. Driveaway/towaway
0	0.0	0	0.0	07. Gases in bulk
16	0.4	16	0.3	08. Solids in bulk
3	0.1	3	0.1	09. Liquids in bulk
0	0.0	0	0.0	10. Explosives
2	0.1	2	0.0	11. Logs/poles/lumber
30	0.8	30	0.6	12. None (empty)
0	0.0	0	0.0	13. Refrigerated food
0	0.0	0	0.0	14. Mobile home
10	0.3	11	0.2	15. Farm products
0	0.0	0	0.0	16. Other
91	2.3	92	1.8	96. Unknown if had 2nd trailer
1975	50.1	1975	39.5	97. Not applicable (OMC case)
1780	45.2	2838	56.7	98. Not applicable (no 2nd trailer)
2	0.1	2	0.0	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 HAZARDOUS CARGO
0	0.0	0	0.0	1. Hazardous cargo
91	2.3	96	1.9	2. Nonhazardous cargo
91	2.3	92	1.8	6. Unknown if had 2nd trailer
1975	50.1	1975	39.5	7. Not applicable (OMC case)
1780	45.2	2838	56.7	8. Not applicable (no 2nd trailer)
2	0.1	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
30	0.8	30	0.6	000000.
				- . Weight in pounds
0	0.0	0	0.0	999993.
91	2.3	92	1.8	999994. Unknown if had 2nd trailer
1975	50.1	1975	39.5	999995. Not applicable (OMC case)
1780	45.2	2838	56.7	999996. Not applicable (no 2nd trailer)
7	0.2	10	0.2	999997. Some cargo (weight unknown)
1	0.0	1	0.0	999998. Full (weight unknown)
2	0.1	2	0.0	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.
91	2.3	92	1.8	999996. Unknown if had 2nd trailer
1975	50.1	1975	39.5	999997. Not applicable (OMC case)
1780	45.2	2838	56.7	999998. Not applicable (no 2nd trailer)
10	0.3	12	0.2	999999. Unknown

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

                                             MD2:   None   Type: Numeric

SURVEY cases only

N	Prcnt	WGHT	Prcnt	2ND TRAILER LENGTH
1	0.0	1	0.0	015. 15 feet
1	0.0	1	0.0	016. 16 feet
5	0.1	5	0.1	018. 18 feet
20	0.5	20	0.4	020. 20 feet
1	0.0	1	0.0	021. 21 feet
6	0.2	6	0.1	022. 22 feet
2	0.1	2	0.0	023. 23 feet
20	0.5	20	0.4	024. 24 feet
5	0.1	5	0.1	025. 25 feet
4	0.1	4	0.1	026. 26 feet
19	0.5	19	0.4	027. 27 feet
86	2.2	88	1.8	028. 28 feet
9	0.2	9	0.2	029. 29 feet
3	0.1	3	0.1	030. 30 feet
2	0.1	2	0.0	032. 32 feet
1	0.0	1	0.0	035. 35 feet
1	0.0	1	0.0	036. 36 feet
1	0.0	2	0.0	040. 40 feet
91	2.3	92	1.8	994. Unknown if had 2nd trailer
1870	47.5	1870	37.4	995. Not applicable (OMC case)
1780	45.2	2838	56.7	996. Not applicable (no 2nd trailer)
4	0.1	5	0.1	997. Short (estimated under 35 feet)
1	0.0	1	0.0	998. Long (estimated 35 feet and over)
6	0.2	7	0.1	999. Unknown

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

                                             MD2:   None   Type: Numeric

Both SURVEY and OMC cases

N	Prcnt	WGHT	Prcnt	3RD TRAILER TYPE
0	0.0	0	0.0	1. Semitrailer
2	0.1	2	0.0	2. Full trailer
1	0.0	1	0.0	3. Other
3845	97.6	4908	98.1	4. None
91	2.3	92	1.8	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 NUMBER OF AXLES
3	0.1	3	0.1	02. 2 axles
91	2.3	92	1.8	96. Unknown if had 3rd trailer
1973	50.1	1973	39.4	97. Not applicable (OMC case)
1872	47.5	2935	58.7	98. Not applicable (no 3rd trailer)
0	0.0	0	0.0	99. Unknown

Variable 1057   **3RD TRAILER BODY**   MD1:   9   Field Width: 1

MD2:   None   Type: Numeric

Both SURVEY and OMC cases

N	Prcnt	WGHT	Prcnt	3RD TRAILER BODY STYLE
3936	99.9	5000	99.9	0. None or unknown if had 3rd trailer
2	0.1	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
1	0.0	1	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 TYPE
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)

N	Prcnt	WGHT	Prcnt	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
91	2.3	92	1.8	96. Unknown if had 3rd trailer
1975	50.1	1975	39.5	97. Not applicable (OMC case)
1872	47.5	2935	58.7	98. Not applicable (no 3rd trailer)
0	0.0	0	0.0	99. Unknown

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

SURVEY cases only

N	Prcnt	WGHT	Prcnt	3RD TRAILER HAZARDOUS CARGO
0	0.0	0	0.0	1. Hazardous cargo
1	0.0	1	0.0	2. Nonhazardous cargo
91	2.3	92	1.8	6. Unknown if had 3rd trailer
1975	50.1	1975	39.5	7. Not applicable (OMC case)
1872	47.5	2935	58.7	8. Not applicable (no 3rd trailer)
0	0.0	0	0.0	9. Unknown

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

SURVEY cases only

N	Prcnt	WGHT	Prcnt	3RD TRAILER CARGO WEIGHT
1	0.0	1	0.0	000000.
				- . Weight in pounds
0	0.0	0	0.0	999993.
91	2.3	92	1.8	999994. Unknown if had 3rd trailer
1975	50.1	1975	39.5	999995. Not applicable (OMC case)
1872	47.5	2935	58.7	999996. Not applicable (no 3rd trailer)
0	0.0	0	0.0	999997. Some cargo (weight unknown)
0	0.0	0	0.0	999998. Full (weight unknown)
0	0.0	0	0.0	999999. Unknown

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

SURVEY cases only

N	Prcnt	WGHT	Prcnt	3RD TRAILER EMPTY WEIGHT
0.	0.0	0	0.0	000000.
				– . Weight in pounds
0	0.0	0	0.0	999995.
91	2.3	92	1.8	999996. Unknown if had 3rd trailer
1975	50.1	1975	39.5	999997. Not applicable (OMC case)
1872	47.5	2935	58.7	999998. Not applicable (no 3rd trailer)
1	0.0	1	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
0	0.0	0	0.0	015. 15 feet
2	0.1	2	0.0	028. 28 feet
91	2.3	92	1.8	994. Unknown if had 3rd trailer
1973	50.1	1973	39.4	995. Not applicable (OMC case)
1872	47.5	2935	58.7	996. Not applicable (no 3rd trailer)
1	0.0	1	0.0	997. Short (estimated under 35 feet)
0	0.0	0	0.0	998. Long (estimated 35 feet and over)
0	0.0	0	0.0	999. Unknown

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

Both SURVEY and OMC cases

N	Prcnt	WGHT	Prcnt	VEHICLE COMBINATION CODE
91	2.3	92	1.8	00. Unknown
953	24.2	1331	26.6	01. Straight truck only
100	2.5	110	2.2	02. Bobtail tractor
55	1.4	67	1.3	03. Straight truck & full trailer
80	2.0	92	1.8	04. Straight truck & other (nonfull trailer)
2432	61.7	3066	61.3	05. Tractor & semitrailer
9	0.2	12	0.2	06. Tractor & other (nonsemitrailer)
191	4.8	195	3.9	07. Tractor & semi & full
3	0.1	4	0.1	08. Tractor & semi & other
2	0.1	2	0.0	09. Tractor & 3 trailers

N Prcnt	WGHT Prcnt	Var 1063 VEHICLE COMBINATION CODE
22 0.6	31 0.6	11. Other (i.e., piggybacks, towing vehicles)
1 0.0	1 0.0	13. Straight & two trailers

Variable 1064 NUMBER OF TRAILERS   MD1:   9   Field Width: 1
                                          MD2:   None   Type: Numeric

Both SURVEY and OMC cases

N Prcnt	WGHT Prcnt	NUMBER OF TRAILERS
1074 27.3	1471 29.4	0. No trailer
2576 65.4	3237 64.7	1. 1 trailer
195 5.0	200 4.0	2. 2 trailers
3 0.1	3 0.1	3. 3 trailers
91 2.3	92 1.8	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.
140 3.6	166 3.3	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
4 0.1	5 0.1	06. 6 feet
60 1.5	70 1.4	07. 7 feet
2893 73.4	3747 74.9	08. 8 feet
695 17.6	801 16.0	09. 9 feet
6 0.2	8 0.2	10. 10 feet
2 0.1	2 0.0	11. 11 feet
4 0.1	5 0.1	12. 12 feet
4 0.1	5 0.1	13. 13 feet
7 0.2	10 0.2	14. 14 feet

N	Prcnt	WGHT	Prcnt	Var 1066	TOTAL WIDTH
2	0.1	2	0.0	15.	15 feet
1	0.0	1	0.0	20.	20 feet
261	6.6	347	6.9	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
487	12.4	487	9.7	000000.
				- . Weight in pounds
0	0.0	0	0.0	999997.
1964	49.9	3028	60.5	999998. Not applicable (Survey case)
10	0.3	10	0.2	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.
331	8.4	448	9.0	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.
1016	25.8	1444	28.9	999999. Unknown

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

Both SURVEY and OMC cases

N	Prcnt	WGHT	Prcnt	FUEL TYPE
304	7.7	412	8.2	1. Gasoline
3500	88.9	4441	88.8	2. Diesel
6	0.2	6	0.1	3. L.P.G.
12	0.3	15	0.3	4. Other
117	3.0	129	2.6	9. Unknown

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

OMC cases only

N	Prcnt	WGHT	Prcnt	HAZARDOUS MATERIAL IN CARGO
128	3.2	128	2.6	1. Hazardous cargo
1845	46.8	1845	36.9	2. Nonhazardous cargo
1964	49.9	3028	60.5	8. Not applicable (Survey case)
2	0.1	2	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
238	6.0	238	4.8	1. Yes
1737	44.1	1737	34.7	2. No
1964	49.9	3028	60.5	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
496	12.6	496	9.9	1. Yes
1479	37.5	1479	29.6	2. No
1964	49.9	3028	60.5	8. Not applicable (Survey case)

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
1708	43.4	1708	34.1	00. 0 killed
216	5.5	216	4.3	01. 1 killed
50	1.3	50	1.0	02. 2 killed
1	0.0	1	0.0	03. 3 killed
1964	49.9	3028	60.5	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
1444	36.7	1444	28.9	00. 0 injured
421	10.7	421	8.4	01. 1 injured
92	2.3	92	1.8	02. 2 injured
9	0.2	9	0.2	03. 3 injured
8	0.2	8	0.2	04. 4 injured
1	0.0	1	0.0	05. 5 injured
1964	49.9	3028	60.5	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
1635	41.5	1635	32.7	01. 1 killed
253	6.4	253	5.1	02. 2 killed
67	1.7	67	1.3	03. 3 killed
13	0.3	13	0.3	04. 4 killed
4	0.1	4	0.1	05. 5 killed
1	0.0	1	0.0	06. 6 killed

N	Prcnt	WGHT	Prcnt	Var 1076 TOTAL KILLED IN ACCIDENT
1	0.0	1	0.0	08. 8 killed
1	0.0	1	0.0	09. 9 killed
1964	49.9	3028	60.5	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	TOTAL INJURED IN ACCIDENT
1067	27.1	1067	21.3	00. 0 injured
463	11.8	463	9.3	01. 1 injured
234	5.9	234	4.7	02. 2 injured
123	3.1	123	2.5	03. 3 injured
41	1.0	41	0.8	04. 4 injured
15	0.4	15	0.3	05. 5 injured
16	0.4	16	0.3	06. 6 injured
3	0.1	3	0.1	07. 7 injured
3	0.1	3	0.1	08. 8 injured
2	0.1	2	0.0	09. 9 injured
1	0.0	1	0.0	10. 10 injured
1	0.0	1	0.0	11. 11 injured
1	0.0	1	0.0	12. 12 injured
1	0.0	1	0.0	13. 13 injured
1	0.0	1	0.0	14. 14 injured
1	0.0	1	0.0	15. 15 injured
1	0.0	1	0.0	25. 25 injured
1	0.0	1	0.0	57. 57 injured
1964	49.9	3028	60.5	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
243	6.2	243	4.9	1. Rain
1395	35.4	1395	27.9	2. Clear
55	1.4	55	1.1	3. Snow
49	1.2	49	1.0	4. Fog/smog
181	4.6	181	3.6	5. Cloudy/overcast
10	0.3	10	0.2	6. Sleet
10	0.3	10	0.2	7. Other

N	Prcnt	WGHT	Prcnt	Var 1078 WEATHER
1964	49.9	3028	60.5	8. Not applicable (Survey case)
32	0.8	32	0.6	9. Unknown

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

OMC cases only

N	Prcnt	WGHT	Prcnt	LIGHT CONDITION
993	25.2	993	19.8	1. Daylight
83	2.1	83	1.7	2. Artificial lights
100	2.5	100	2.0	3. Dawn
6	0.2	6	0.1	4. Other
75	1.9	75	1.5	5. Dusk
686	17.4	686	13.7	6. Dark
1964	49.9	3028	60.5	8. Not applicable (Survey case)
32	0.8	32	0.6	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
1499	38.1	1499	30.0	1. Dry
337	8.6	337	6.7	2. Wet
42	1.1	42	0.8	3. Snowy
54	1.4	54	1.1	4. Icy
10	0.3	10	0.2	5. Other
1964	49.9	3028	60.5	8. Not applicable (Survey case)
33	0.8	33	0.7	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
37	0.9	37	0.7	1. 1 lane
978	24.8	978	19.5	2. 2 lanes
108	2.7	108	2.2	3. 3 lanes
797	20.2	797	15.9	4. 4 or more lanes

N	Prcnt	WGHT	Prcnt	Var 1081 NUMBER OF LANES
1964	49.9	3028	60.5	8. Not applicable (Survey case)
55	1.4	55	1.1	9. Unknown

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

OMC cases only

N	Prcnt	WGHT	Prcnt	HIGHWAY TYPE
885	22.5	885	17.7	1. Divided
1004	25.5	1004	20.1	2. Undivided
1964	49.9	3028	60.5	8. Not applicable (Survey case)
86	2.2	86	1.7	9. Unknown

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

OMC cases only

N	Prcnt	WGHT	Prcnt	OMC CARGO TYPE
682	17.3	682	13.6	01. General freight
36	0.9	36	0.7	02. Household goods
123	3.1	123	2.5	03. Metal: coils, sheets, etc
40	1.0	40	0.8	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
150	3.8	150	3.0	08. Solids in bulk
112	2.8	112	2.2	09. Liquids in bulk
5	0.1	5	0.1	10. Explosives
62	1.6	62	1.2	11. Logs/poles/lumber
487	12.4	487	9.7	12. None (empty)
171	4.3	171	3.4	13. Refrigerated food
4	0.1	4	0.1	14. Mobile home
59	1.5	59	1.2	15. Farm products
8	0.2	8	0.2	16. Other
1964	49.9	3028	60.5	98. Not applicable (Survey case)
5	0.1	5	0.1	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
1815	46.1	2846	56.9	1. Completed
0	0.0	0	0.0	2. Refusal
63	1.6	95	1.9	3. Partial
86	2.2	87	1.7	4. Unable to contact
1975	50.1	1975	39.5	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
0	0.0	0	0.0	1. Police report
1878	47.7	2941	58.8	2. Interview
1975	50.1	1975	39.5	4. Match with OMC
0	0.0	0	0.0	5. Mail Survey
86	2.2	87	1.7	9. None

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

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

SURVEY cases only

N	Prcnt	WGHT	Prcnt	1ST QUESTION DERIVED
1173	29.8	1768	35.3	00. None
21	0.5	33	0.7	07. Question 7
13	0.3	23	0.5	08. Question 8
31	0.8	47	0.9	13. Question 13
254	6.4	400	8.0	17. Question 17
33	0.8	49	1.0	18. Question 18
254	6.4	418	8.4	19. Question 19
147	3.7	236	4.7	20. Question 20
15	0.4	22	0.4	21. Question 21
1	0.0	1	0.0	22. Question 22
22	0.6	31	0.6	27. Question 27
1975	50.1	1975	39.5	99. Not applicable (OMC case)

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

SURVEY cases only

N	Prcnt	WGHT	Prcnt	2ND QUESTION DERIVED
1503	38.2	2291	45.8	00. None
2	0.1	4	0.1	07. Question 7
4	0.1	7	0.1	08. Question 8
15	0.4	23	0.5	13. Question 13
15	0.4	26	0.5	17. Question 17
9	0.2	12	0.2	18. Question 18
300	7.6	472	9.4	19. Question 19
55	1.4	96	1.9	20. Question 20
54	1.4	86	1.7	21. Question 21
1	0.0	2	0.0	22. Question 22
6	0.2	9	0.2	27. Question 27
1975	50.1	1975	39.5	99. Not applicable (OMC case)

Variable 1090 **3RD QUESTION DERIVED**   MD1:   0   Field Width: 2

MD2:   None   Type: Numeric

SURVEY cases only

N	Prcnt	WGHT	Prcnt	3RD QUESTION DERIVED
1832	46.5	2810	56.2	00. None
2	0.1	3	0.1	07. Question 7
1	0.0	1	0.0	08. Question 8
2	0.1	4	0.1	13. Question 13
6	0.2	10	0.2	17. Question 17
24	0.6	39	0.8	19. Question 19
59	1.5	97	1.9	20. Question 20
31	0.8	54	1.1	21. Question 21
3	0.1	3	0.1	22. Question 22
1	0.0	2	0.0	23. Question 23
3	0.1	5	0.1	27. Question 27
1975	50.1	1975	39.5	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
1925	48.9	2961	59.2	00. None
1	0.0	1	0.0	07. Question 7
1	0.0	2	0.0	13. Question 13
1	0.0	2	0.0	17. Question 17
1	0.0	1	0.0	19. Question 19
6	0.2	11	0.2	20. Question 20
28	0.7	48	1.0	21. Question 21
1	0.0	2	0.0	27. Question 27
1975	50.1	1975	39.5	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
1953	49.6	3011	60.2	00. None
2	0.1	4	0.1	08. Question 8
1	0.0	1	0.0	13. Question 13
1	0.0	1	0.0	20. Question 20
5	0.1	9	0.2	21. Question 21

```
    N Prcnt    WGHT Prcnt   Var 1092  5TH QUESTION DERIVED

    2   0.1       2   0.0   22. Question 22
 1975  50.1    1975  39.5   99. Not applicable (OMC case)
```

Variable 1093   6TH QUESTION DERIVED   MD1:   0   Field Width: 2

                                                MD2:   None   Type: Numeric

SURVEY cases only

```
    N Prcnt    WGHT Prcnt   6TH QUESTION DERIVED

 1962  49.8    3025  60.5   00. None
    1   0.0       1   0.0   08. Question 8
    1   0.0       2   0.0   22. Question 22
 1975  50.1    1975  39.5   99. Not applicable (OMC case)
```

Variable 1094   7TH QUESTION DERIVED   MD1:   0   Field Width: 2

                                                MD2:   None   Type: Numeric

SURVEY cases only

```
    N Prcnt    WGHT Prcnt   7TH QUESTION DERIVED

 1964  49.9    3028  60.5   00. None
 1975  50.1    1975  39.5   99. Not applicable (OMC case)
```

Variable 1095   8TH QUESTION DERIVED   MD1:   0   Field Width: 2

                                                MD2:   None   Type: Numeric

SURVEY cases only

```
    N Prcnt    WGHT Prcnt   8TH QUESTION DERIVED

 1964  49.9    3028  60.5   00. None
 1975  50.1    1975  39.5   99. Not applicable (OMC case)
```


Variable 1096   9TH QUESTION DERIVED   MD1:   0   Field Width: 2

                                                MD2:   None   Type: Numeric

SURVEY cases only

```
    N Prcnt    WGHT Prcnt   9TH QUESTION DERIVED

 1964  49.9    3028  60.5   00. None
```

N Prcnt   WGHT Prcnt   Var 1096   9TH QUESTION DERIVED

1975 50.1   1975 39.5   99. Not applicable (OMC case)

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

SURVEY cases only

N Prcnt   WGHT Prcnt   10TH QUESTION DERIVED

1964 49.9   3028 60.5   00. None
1975 50.1   1975 39.5   99. Not applicable (OMC case)

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

TRUCKS INVOLVED IN FATAL ACCIDENTS, 1990
OMC and SURVEY VARIABLES

APPENDIX
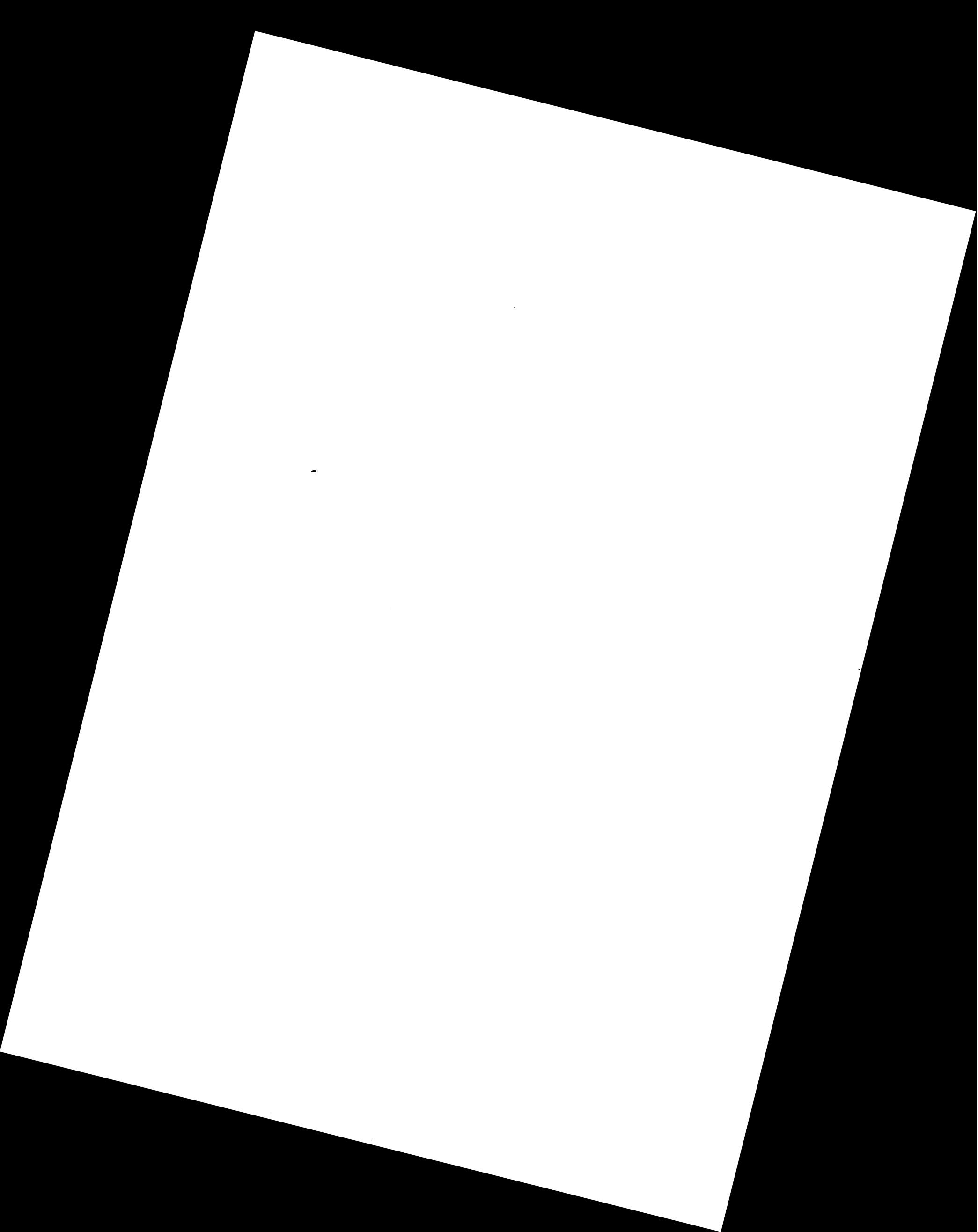
ACCIDENT IDENTIFICATION *(FILL OUT PRIOR TO INTERVIEW)*

1. FARS State of Crash _____ Code __ __
   ‾1‾ ‾2‾

2. FARS Case No. __ __ __ __
   ‾3‾ ‾4‾ ‾5‾ ‾6‾

3. FARS Vehicle No. __ __ .
   ‾7‾ ‾8‾

4. Date ___/___/___
   Month Day Year

NOTE: Put all information/calculations on this form.

START HERE:

5. Owner Name _____

6. Owner's Business Type _____

VEHICLE USE

7. Operating Authority at the Time of the Accident

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

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

   [ ]1 YES➝ Were you operating
   PRIVATE [ ]1 ──────────➝ [ ]1
   (Carry own goods)

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

   [ ]2 NO➝ Were you operating
   PRIVATE [ ]1 ──────────➝ [ ]4
   (Carry own goods)

   FOR HIRE [ ]2 ──────────➝ [ ]5   Was the driver the   YES[ ]1
   (Carry other   operating authority? NO[ ]2
   people's goods)   11

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

8. Type of Trip

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

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

POWER UNIT

9. Power Unit Make

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

(Specify)   14-15

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

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

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

12. Power Unit Cab Style

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

13. Fuel

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

VEHICLE CONFIGURATION

		POWER UNIT	FIRST TRAILER	SECOND TRAILER	THIRD TRAILER
14.	TYPE:	Tractor [ ]8 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 23	One [ ]1 Two [ ]2 Three [ ]3 Four + [ ]4 28	One [ ]1 Two [ ]2 Three [ ]3 Four + [ ]4 31
	(How many lift axles?)	___	___	___	___

LENGTH AND WEIGHT

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

18. What was the CARGO WEIGHT?

    ST. TRK. _ _ _ _ _ _ Lbs.
    38 39 40 41 42 43
    (% Full: _ _ _)

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

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

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

19. What are the EMPTY WEIGHTS of the units?

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

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

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

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

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

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

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

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

— — —

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

    _ _ Ft.
    36 37

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

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

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

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

50

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

Spillage of non-hazardous cargo [ ]4
Spillage of hazardous cargo   [ ]2
None   [ ]1

51

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

52 53

*** END OF INTERVIEW ***

Thank you for your cooperation.

REMAINDER TO BE COMPLETED BY EDITOR.

28. GVWR __ __.

54 55

29. Interview Status

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

56

30. Source

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

57

DERIVED INFORMATION (Insert question numbers.)

__ __	__ __
58 59	68 69
60 61	70 71
62 63	72 73
64 65	74 75
66 67	76 77

[2]

80