NATIONAL ACCIDENT SAMPLING SYSTEM (NASS)

Analytical User's Manual

1985 File

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SECTION 1

INTRODUCTION

The National Accident Sampling System (NASS) is a continuous
nationwide accident data collection program sponsored by the U.S.
Department of Transportion. It is operated by the National
Center for Statistics and Analysis (NCSA) of the National Highway
Traffic Safety Administration (NHTSA).

NASS provides an automated, comprehensive national traffic
accident data base. Data collection began in 1979 in 10
geographic sites, called Primary Sampling Units (PSU's). The
1985 NASS file contains data from 50 sites, which are monitored
by 4 Zone (Quality Control) Centers. These data are weighted to
represent all police reported motor vehicle accidents occurring
in the USA during the year.

Some variables have been added and structure of others has
been changed between the 1984 and 1985 files. Consequently
combining the 1985 file with ones from previous years requires
extreme care. Also, several sampling changes occurred in the
second half of 1985 and are discussed in Chapter 2 of this
manual.

The 1985 NASS file is available in two automated formats:
either as a sequential data set, or as a Statistical Analysis
System (SAS) data set. Hardcopy data collection records,
sanitized to protect privacy, are available for review. These
records contain photographic slides, scene diagrams, and vehicle
damage diagrams.

This Manual and the NASS Data Collection, Coding and Editing
Manual - 1985 Continuous Sampling System are the primary
documentation supporting the automated file. File adjustments
are described in Appendix C. In addition, the user may find the
following documents helpful:

Injury Coding Manual 1985 (Revised Edition)

CRASH3 User's Guide and Technical Manual (DOT-HS-805-732)

National Accident Sampling System Sample Design, Phases 2
and 3 (DOT-HS-805-273,274,275)

Collision Deformation Classification (SAE J224 MAR 80)

Truck Deformation Classification (SAE J1301)

The first document is available from the DOT/Transportation Systems Center (DTS-32), Kendall Square, Cambridge, Massachusetts 02142. The next two documents are available through the National Technical Information Service (NTIS), Springfield, Virginia 22161. The last two are available from the Society of Automotive Engineers (SAE), Warrendale, Pennsylvania 15096.

Comments on the content and utility of the files and primary documentation are appreciated. Please address them to the National Center for Statistics and Analysis – NRD-30, National Highway Traffic Safety Administration, U.S. Department of Transportation, 400 Seventh St., S.W., Washington, D.C. 20590.

SECTION 2

THE SAMPLING SYSTEM AND SAMPLE DESIGN

The accidents investigated in NASS are a probability sample
of all police-reported accidents in the U.S. A NASS accident must
fulfill the following requirements: must be police-reported,
must involve a- harmful event (property damage and/or personal
injury) resulting from an accident, and must involve a motor
vehicle in transport on a trafficway.   Every accident which meets
these conditions has a chance of being selected.   This type of
sample design makes it possible to compute estimates which
are representative of the entire country.

The selection of sample accidents in NASS is accomplished in
three stages: (1) selection of PSU's, (2) selection of police
jurisdictions, and (3) selection of accidents.

Stage 1 - Select PSU's

For the first stage of selection, the country was divided
into 1279 geographic areas called Primary Sampling Units (PSU's).
Each PSU consisted either of a large city, a county, a group of
contiguous counties, a central city or the balance of a county
which was not part of a central city. The PSU's were defined so
that their minimum population was approximatly 50,000.

The 1,279 PSU's were grouped into 75 strata based on
geographic region, percent of urban population, per capita
service station sales, and per capita road miles.   The strata
were formed to be about equal in population; however, five PSU's
had total population approaching or exceeding that of some
strata. These were identified as self-representing and included
in the sample with certainty.   From each of the remaining 70
strata, containing at least two PSU's, one PSU was selected
randomly with probability proportional to its 1977 population.
The 75 selected sample PSU's are the first stage in the selection
of NASS sample accidents and the inverse of the probability of
selecting the PSU is the first stage expansion factor for all
accidents in that PSU.

The NASS PSU sample also was designed to be implemented in
stages; that is, not all 75 PSU's became operational at once.
Three probability subsamples of the selected PSU's which would
provide valid estimates during a period of staged implementation

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were defined. The stages provided for growth from an original 10 PSU's, to 30 PSU's, to 50 PSU's, and finally to 75 PSU's.

Stage 2 - Select Police Jurisdictions

If every accident in each PSU were investigated, a national estimate could be obtained by weighting each accident by the inverse of the probability of selecting the PSU. Because it is uneconomical and impractical to investigate every accident in each sample PSU, a second and third stage of sampling are performed. Each PSU contains a number of police jurisdictions which process reports of accidents that occur within the PSU's boundaries. These police jurisdictions form the frame of the second stage of sampling. Each jurisdiction is assigned a measure of size based on the number, severity, and type of its accidents. A sample of jurisdictions is selected which oversamples those having a larger measure of size.

Stage 3 - Select Accidents

The final stage of sampling is the selection of accidents which occurred within the sampled jurisdictions. On specified days of the week, the selected police jurisdictions are contacted and all accidents for which a police accident report has been filed since the last date that jurisdiction was contacted are listed. All qualifying accidents are listed, except in a few of the largest police jurisdictions. In these jurisdictions only accidents with either even or odd number police reports are listed.

While being listed, each accident is classified into a stratum based on accident severity. Low severity accidents, accidents resulting in only minor property damage and little or no injury, constitute a large majority of the accident population. Thus, a large proportion of a sample in which each accident had an equal chance of being selected would be low severity and would not effective in providing detailed and accurate information to lp mitigate serious accident consequences. Stratification by severity allows procedures to be used by which more serious accidents are selected for investigation.

In 1985 two procedures were used to stratify and select accidents for investigation. The first procedure described below was used to select from accidents listed during the months of January through June. The second procedure was used for the remainder of the year. It was implemented to reduce the variability between weights assigned to the sampled accidents.

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Procedure Used in the First Half of 1985

Before July 1, accidents were stratified first by vehicle
type or nonmotorist involvement and the most severe accidents
were further stratified by the transported (to a medical
facility) status of the less severely injured accident victims
and by the towaway status for accidents involving only light
trucks, vans, or passenger cars. Table 2.1 shows the specific
strata and the codes used for accidents listed during months of
January through June. Classification was hierarchical. For
example, an accident involving a light truck whose driver was
killed and a motorcycle whose driver was uninjured would have
been classified as Stratum E because of the involvement of the
motorcycle.

The more serious accidents, Strata A - W, were separated
from less serious, nontoway accidents, Strata Y and Z. On each
contact day a team was assigned a fixed number of accidents to
select from strata A - W for investigation. One accident was
selected from Strata Y and Z only on periodic contact days. This
period was fixed for each PSU.

To select the sample each accident was assigned a weight.
This weight was the product of several other weights: the
sampling weight (inverse of the probability of selection) for the
police jurisdiction in which the accident was listed, a weight
for any subsampling within the jurisdiction, and an
"oversampling" weight for the stratum in which the accident was
classified. Any accidents with weights high enough to assure
their selection were chosen with certainty. The remaining
accidents were then sorted by stratum, jurisdiction, accident
date and time. Next the sum of the weights of these remaining
accidents was divided by the number of accidents still needed in
the sample. The resulting quotient, called a "sampling
interval", together with a preassigned random start generated a
systematic sample proportional to the sampling weight of each
accident.

Table 2.1

First Half of 1985 NASS Accident Strata

ACCIDENT TYPE		Most Severe Police Reported Injury			
		K	A	B,C,O or U	
				TRANS-PORTED	NOT TRANS-PORTED
Ped or Nonmotorist		A	B	C	D
Motorcycle		E	F	G	H
Medium or Heavy Truck		J	K	L	M
Light Truck or Van	TOWAWAY	N	P	Q	R
	NONTOWAWAY	N	P	Y	Y
Other Motor Vehicle	TOWAWAY	S	T	V	W
	NONTOWAWAY	S	T	Z	Z

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Procedure Used in the Second Half of 1985

After June 30, accidents were stratified based only on the
most severe injury level in the accident and the transported and
towaway status for the less severe accidents. The new strata are
shown in Table 2.2. The accident cited above involving a light
truck whose driver was killed and a motorcycle whose driver was
uninjured would be classified as Stratum A. The involvement of
the light truck and motorcycle no longer affects its stratum.

Under this procedure, teams were no longer assigned a fixed
number of cases to select on each contact day. Rather, each team
was assigned a fixed sampling interval for each of the five
strata. The number of accidents a team now selects for
investigation is governed by the number the team lists and the
sampling intervals. Sampling intervals for the strata are
assigned so that a larger percentage of the higher severity
accidents is selected than of the lower severity accidents. Also,
accidents in the same stratum have a similar probability of being
selected, regardless of their PSU. However, because the number
of listed accidents varys greatly between PSUs and because of the
operational restrictions of the current investigator assignments,
equal probabilities within each stratum could not be achieved and
the resulting sampling weights may vary by as much as a factor of
three.

To select the sample, each accident is assigned a weight
equal to the inverse of the probability of selecting the police
jurisdiction in which it was listed. Within each stratum the
weighted accidents are sorted by police jurisdiction, accident
date and time. A systematic sample then is selected within each
stratum. Except for the first contact day when a random number
is used, the starting point for each contact day is equal to the
carry over from the previous contact day, that is, the sum of the
weights of the listed accidents from last selected accident to
the end of the previous contact day.

Table 2.2
Second Half of 1985 NASS Accident Strata

Nonmotorist		Most Severe Police Reported Injury				
		Fatal	Serious Injury	Minor Injury, Not Injured, or Unknown		
or				Trans-ported	Nontransported	
Vehicle					Towaway	Nontowaway
Involvement						
All Types		A	B	C	D	E

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Sampling Weights

Because the accidents selected in NASS are a probability sample of all accidents occurring in the survey year, the data from these accidents can be "weighted" to produce either FSU or National Estimates. The weights or "Inflation Factors" result from the stages of selection, reflecting that accident's probability of selection. There are three weights on this analysis file.

FSU Inflation Factor

The FSU Inflation Factor is the within PSU sampling weight for each accident in that FSU's sample and is equal to the inverse of that accident's probability of selection within the FSU. It is equal to the product of the inverse of the probability of selecting that accident from the other accidents in the same accident stratum and police jurisdiction on the day it was selected (Stage 3) and the inverse of the probability of selecting the police jurisdiction in which the accident occurred from among all police jurisdictions listed in the FSU (Stage 2).

The sum of the PSU Inflation Factors for all accidents sampled within a FSU is an unbiased estimate of the number of accidents which occurred during the year in that FSU. If restricted to an accident stratum, the sum is an estimate of the number of that type of accident which occurred in that FSU. Unbiased estimates of accident characteristics for a FSU can be obtained by multiplying the value of the characteristic for each accident sampled in the FSU by that accident's FSU Inflation Factor and summing.

National Inflation Factor

The National Inflation Factor is the overall sampling weight for each accident selected in the NASS Sample and the inverse of the probability of selection of that accident. It is equal to the product of the FSU Inflation Factor and the inverse of the probability of selection of the PSU (Stage 1).

The sum of the National Inflation Factors for all sampled
NASS accidents in a year is an unbiased estimate of the total
number of accidents which occurred during the year in the U.S. If
restricted to an accident stratum, the sum is an estimate of the
total number of that type of accident which occurred in that
year. Unbiased estimates of National totals of accident
characteristics can be obtained by multiplying the value of the
characteristic for each accident in the NASS sample by the
National Inflation Factor for that accident.

Ratio Inflation Factor

The Ratio Inflation Factor is the product of the National
Inflation Factor and a ratio which adjusts for differences
between actual and estimated totals. This ratio is calculated
using accident totals for both sampled and nonsampled police
jurisdictions. The totals for the sampled jurisdictions come from
the Stage 3 frame. The totals for the nonsampled jurisdictions
are collected periodically. The PSU's are grouped into
predetermined sets. Ratios are formed by dividing the total
accidents in each accident stratum and in each set of PSU's by
the estimated total. These estimated totals are sums of the PSU
Inflation Factors for each accident in the accident strata and
set of PSU's. In some cases, a small sample in an accident
stratum may produce an unstable ratio. In these situations
accident strata may be combined prior to producing a single
ratio.

Estimates of National totals for accident characteristics
can be obtained using the Ratio Inflation Factors as they were
obtained using the National Inflation Factors. However, because
the Ratio Inflation Factors have been adjusted to actual accident
counts, some of the sampling variation has been removed.
Therefore, they will produce more precise estimates than the
National Inflation Factors.

SECTION 3

DERIVED VARIABLES

Most of the data presented in the NASS record layout can be identified easily as coming from accident investigation and other activities of NASS field teams. The following data elements, however, are by-products of sampling procedures used by NASS or are derived from data processing applications, such as totaling the number of injured persons in a given accident. The following list identifies the specific data elements, gives their location in the Sequential File Record Layout, and explains their derivation:

| VARIABLE NAME AND LOCATION | DESCRIPTION |
|===========================|==|

PSU INFLATION FACTOR
(A47-54)

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This eight place numeric value has three implied decimal places. Its purpose and derivation are described in Section 2 of this Manual.

NATIONAL INFLATION FACTOR `.`
(A55-62)

This eight place numeric value has three implied decimal places. Its purpose and derivaion are described in Section 2 of this Manual.

RATIO INFLATION FACTOR
(A63-70)

This eight place numeric value has three implied decimal places. Its purpose and derivation are described in Section 2 of this Manual.

MAXIMUM TREATMENT
(A71)

This single place numeric value indicates the most intensive treatment given to any occupant, pedestrian or other non-motorist in the accident. using the following order of codes:
   1 FATAL
   3 HOSPITALIZATION
   4 TREATED AND RELEASED
   5 TREATMENT AT SCENE
   6 TREATMENT LATER
   8 TREATMENT - OTHER
   2 FATAL - RULED DISEASE
   9 UNKNOWN
   0 NO TREATMENT
This variable is derived by scanning the TREATMENT - MORTALITY variable in each occupant record and each pedestrian/non-motorist record in the accident.

MAXIMUM KNOWN A.I.S.
(A72)

This single place numeric value indicates the single most severe injury level reported for any occupant, pedestrian or other non-motorist in the accident. using the following order of codes:
   6 MAXIMUM (UNTREATABLE) INJURY
   5 CRITICAL INJURY
   4 SERIOUS INJURY
   3 SEVERE INJURY
   2 MODERATE INJURY
   1 MINOR INJURY
   7 INJURY, UNKNOWN SEVERITY
   9 UNKNOWN IF INJURED
   0 NOT INJURED

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| VARIABLE NAME AND LOCATION | DESCRIPTION |
| ========================= | === |

ALCOHOL INVOLVED
(A73)

This single place numeric value
indicates if any involved driver,
pedestrian or other non-motorist
were reported to have had some
alcohol involvement at the time of
the accident, using the following
codes:
   1 YES
   2 NO
   9 UNKNOWN
This variable is derived by scanning
the POLICE REPORTED ALCOHOL PRESENCE
and ALCOHOL TEST RESULT variables on
the driver & pedestrian/non-motorist
form and the TRAFFIC VIOLATION
CHARGED AGAINST THIS DRIVER on the
driver form. The ALCOHOL INVOLVED
codes are derived as follows:

  (YES) 1 - If POLICE REPORTED ALCOHOL
      PRESENCE equals 1 (YES) or
      ALCOHOL TEST RESULT equals 01-49
      (positive result) or either
      TRAFFIC VIOLATION CHARGED AGAINST
      THIS DRIVER equals 02.

  (NO) 2 - If POLICE REPORTED ALCOHOL
      PRESENCE equals 0 (NO) and
      ALCOHOL TEST RESULT equals 00
      (NONE) or 96 (NONE GIVEN) and
      both first and second TRAFFIC
      VIOLATION CHARGED AGAINST THIS
      DRIVER are not equal to 02 or 99.

  (UNKNOWN) 9 - If the variables shown
      above have any other combination
      of values.

| VARIABLE NAME AND LOCATION | DESCRIPTION |
| ========================= | ================================= |

NUMBER OF SERIOUSLY INJURED
PERSONS
(A74-75)

This two place numeric value
indicates the total number of
fatally and other seriously injured
individuals involved in the accident.
It is derived by totaling the
number of pedestrian/non-motorist and
occupant records in which either the
TREATMENT - MORTALITY value is coded
"1" (Fatal) or the A.I.S. SEVERITY
value is coded "3-6".

NUMBER OF INJURED PERSONS
(A76-77)

This two place numeric value
indicates the total number of
injured individuals in the
accident. It is derived by totaling
the number of pedestrian/nonmotorist
and occupant records in which either
the TREATMENT-MORTALITY value is
coded "1" (fatal) or the A.I.S.
SEVERITY value is coded "1-7".

DAY OF WEEK
(A78-79)

This two place numeric
value indicates on which day
of the week the accident
occured.
To protect the confidentiality of
records concerning specific accidents
used by NASS, the accident date is
not provided. Instead, the accident
record indicates year, month, and DAY
OF WEEK of accident occurrence. DAY
OF WEEK values are coded as follows:

01 Sunday   05 Thursday
02 Monday   06 Friday
03 Tuesday   07 Saturday
04 Wednesday

| VARIABLE NAME AND LOCATION | DESCRIPTION |
| ========================== | === |

MAXIMUM KNOWN PEDESTRIAN A.I.S.
(P102)

This single place numeric value indicates the single most severe injury level reported for this pedestrian or other non-motorist in the accident. Order of coding is the same as for the accident variable MAXIMUM KNOWN A.I.S. (A72).

PEDESTRIAN I.S.S.
(P103-104)

This two place numeric value provides an index score indicating the relative severity of overall injury to the individual pedestrian. It is derived by adding the squares of the highest A.I.S. SEVERITY entries in each of the three most severely injured body regions. For example:

A Pedestrian suffered severe injury (A.I.S.=3) to the legs (Body Region 5), moderate injury (A.I.S.=2) to the pelvic area (Body Region 4), and moderate to minor injuries elsewhere (A.I.S.=2). The resulting I.S.S. is the sum of the squares of these three A.I.S. Severity scores: (3**2)+(2**2)+(2**2) or 17.

VIN LENGTH
(V203-204)

This two place numeric value indicates the number of characters in the Vehicle Identification Number (VIN) as originally recorded. 99 denotes unknown.

VARIABLE NAME AND LOCATION	DESCRIPTION
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VEHICLE SHORT FORM
(V205)

This one place numeric value indicates the use or nonuse of the "Vehicle Short Form". When no vehicle in an accident has suffered sufficient damage to require towing from the accident scene and there are no serious injuries e.g.. accident types 'Y' or 'Z' in 1st half of year; accident type "E". in 2nd half of year. investigators use an abbreviated version of the data collection form for the Vehicle level records.
Its value are as follows:
  0 NO [full-length form used]
  1 YES [Vehicle Short Form used]
If the case includes a special study. a full length vehicle form is completed.

NUMBER SERIOUSLY INJURED
IN THIS VEHICLE
(V206-207)

This two place numeric value indicates the total number of fatally and other seriously injured occupants of the vehicle. It is derived by totaling the number of occupant records for the vehicle in which either the TREATMENT- MORTALITY value is coded "1" (fatal) or the A.I.S. SEVERITY value is coded "3-6".

NUMBER INJURED
IN THIS VEHICLE
(V208-209)

This two place numeric value indicates the total number of injured occupants of the vehicle. It is derived by totaling the number of occupant records for the vehicle in which either the TREATMENT-MORTALITY value is coded "1" (fatal) or the A.I.S SEVERITY value is coded "1-7".

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VARIABLE NAME AND LOCATION	DESCRIPTION
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WHEELBASE SHORT (V210-213)	These four place numeric values with one implied decimal indicate the shortest and longest number of inches between a passenger car's axles for a given make, model and model year. 9999 denotes unknown. These variables are derived from the VIN using the VINA program. NOTE: If a model has only one length value, it will be coded in the WHEELBASE SHORT variable and the WHEELBASE LONG variable will be coded 9999 (UNKNOWN).
WHEELBASE LONG (V214-217)	
FRONT/REAR WHEEL DRIVE (V218)	This single place numeric value indicates which wheels of a passenger car are powered. Values are coded as follows: 1 REAR WHEEL DRIVE 2 FRONT WHEEL DRIVE 8 NOT APPLICABLE, NOT A PASSENGER CAR 9 UNKNOWN This variable is derived by scanning a coded table consisting of vehicle make, vehicle model and vehicle model year, to which a "drive" code has been appended.
MAXIMUM TREATMENT IN THIS VEHICLE (V219)	This single place numeric value indicates the most intensive treatment given to an occupant in this vehicle. Order of coding is the same as for the accident variable MAXIMUM TREATMENT (A71).

VARIABLE NAME AND LOCATION	DESCRIPTION
==========================	===
WEIGHT OF THE OTHER VEHICLE (V220-222)	This three place numeric value indicates the weight (in pounds) of the other vehicle. if the most severe impact is with another vehicle. Values are coded as follows: 001 LESS THAN 150 POUNDS 002 – 996 150-99,649 POUNDS 997 99,650 OR MORE 998 NOT APPLICABLE (MOST SEVERE IMPACT NOT WITH ANOTHER VEHICLE OR WITH VEHICLE HITTING ITSELF) 999 UNKNOWN This variable is derived from the VEHICLE CURB WEIGHT as coded for the other vehicle.
BODY TYPE OF THE OTHER VEHICLE (V223-224)	This two place numeric value indicates the body type of the other vehicle if the most severe impact is with another vehicle. If not, the value is coded as follows: 98 – NOT APPLICABLE (Most severe impact not with another vehicle or with vehicle hitting itself). This variable is derived from the BODY TYPE as coded for the other vehicle.
MAXIMUM KNOWN A.I.S. in this Vehicle (V225)	This single place numeric value indicates the most severe injury level reported for an occupant in this vehicle. Order of codes is the same as for the accident variable MAXIMUM KNOWN AIS (A72).
MAXIMUM KNOWN OCCUPANT A.I.S. (O108)	This single place numeric value indicates the most severe injury level reported for this occupart. Order of codes is the same as for the accident variable MAXIMUM KNOWN A.I.S. (A72).

VARIABLE NAME AND LOCATION   DESCRIPTION
========================   ===

OCCUPANT I.S.S.   This two place numeric value
(0109-110)   provides an index score indicating
                                    the relative severity of overall
                                    injury to the individual vehicle
                                    occupant. It is derived identically
                                    to PEDESTRIAN I.S.S., using data from
                                    the Occupant level record.

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	IDENTIFICATION
1, 2	PSU NUMBER
3, 4, 5, 6	CASE NUMBER
7	RECORD NUMBER
8	///////////////////////////////
9	VERSION NUMBER
10	///////////////////////////////
11	TYPE OF CASE
12, 13	MONTH OF ACCIDENT
14, 15	///////////////////////////////
16, 17	YEAR OF ACCIDENT
18	FINAL STRATIFICATION
19, 20	NUMBER OF VEHICLE FORMS SUBMITTED
21, 22	NO. OF PEDESTRIAN & NON-OCCUPANT FORMS SUBMITTED
23, 24	FIRST HARMFUL EVENT
25	MANNER OF COLLISION
26	RELATION TO ROADWAY

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31	LIGHT CONDITIONS
32	ATMOSPHERIC CONDITIONS
33, 34	RELATION TO JUNCTION
35	INTERCHANGE GEOMETRY
36	SCHOOL ZONE
37	SCHOOL BUS RELATED
38	RIGHT OR LEFT TURN ON RED
39, 40	DRIVER LEVEL ENVIRONMENTAL DATA

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41	LONGITUDINAL BARRIER
42	CRASH CUSHION SPEC.STUDY
43	///////////////////////////////
44	///////////////////////////////
45, 46	///////////////////////////////

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55, 56, 57, 58, 59, 60, 61, 62	NATIONAL INFLATION FACTOR
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72	MAXIMUM KNOWN AIS
73	ALCOHOL INVOLVEMENT
74, 75	NUMBER OF SERIOUSLY INJURED PERSONS
76, 77	NUMBER OF INJURED PERSONS
78, 79	DAY OF WEEK OF ACCIDENT

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1 2	PSU NUMBER		
3 4 5	CASE NUMBER-STRATIFICATION		
7	RECORD NUMBER		
8	/////////////////////////////////		
9	VERSION NUMBER		
10	/////////////////////////////////////		
11 12	PEDESTRIAN OR NONMOTOR- IST'S NUMBER		
13	PEDESTRIAN/NONMOTORIST TYPE		

IDENTIFICATION

14 15	PEDESTRIAN/NONMOTORIST AGE
16	PEDESTRIAN/NONMOTORIST'S SEX
17 18	PEDESTRIAN/NONMOTORIST'S HEIGHT
19 20 21	PEDESTRIAN/NONMOTORIST'S WEIGHT
22 23	PEDESTRIAN/NONMOTORIST'S LOCATION
24	DISTANCE FROM INTER.
25	PEDESTRIAN ACTIVITY
27	TREATMENT-MORTALITY
28 29	HOSPITAL STAY
30 31	WORKING DAYS LOST
32	VEH. CONTACTED PED.

INTERVIEW

33	BODY REGION	
34	ASPECT	
35	LESION	
36	SYSTEM/ORGAN	
37	AIS SEVERITY	
38 39	INJURY SOURCE	
40	DIR./INDIR,INJ.	
41 42	SOURCE OF DATA	

1ST INJURY

43	BODY REGION
44	ASPECT
	LESION
46	SYSTEM/ORGAN
47	AIS SEVERITY

2ND INJURY

PEDESTRIAN INJURY CLASSIFICATION

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48 49	INJURY SOURCE	
50	DIR./INDIR,INJ.	
51 52	SOURCE OF DATA	

2ND INJURY CONT.

53	BODY REGION
54	ASPECT
55	LESION
56	SYSTEM/ORGAN
57	AIS SEVERITY
58 59	INJURY SOURCE
60	DIR./INDIR,INJ.
61 62	SOURCE OF DATA

3RD INJURY

63	BODY REGION
64	ASPECT
65	LESION
66	SYSTEM/ORGAN
67	AIS SEVERITY
68 69	INJURY SOURCE
70	DIR./INDIR,INJ.
71 72	SOURCE OF DATA

4TH INJURY

73	BODY REGION
74	ASPECT
75	LESION
76	SYSTEM/ORGAN
77	AIS SEVERITY
78 79	INJURY SOURCE
80	DIR./INDIR,INJ.
81 82	SOURCE OF DATA

5TH INJURY

83	BODY REGION
84	ASPECT
85	LESION
86	SYSTEM/ORGAN
87	AIS SEVERITY
88 89	INJURY SOURCE
90	DIR./INDIR,INJ.
91 92	SOURCE OF DATA

6TH INJURY

PEDESTRIAN INJURY CLASSIFICATION (CONTINUED)

93	INJURY SEVERITY
94 95	TIME TO DEATH
96	TRAFFIC VIOLATION
97	ALCOHOL PRESENCE
98 99	ALCOHOL TEST RESULT

OFFICIAL RECORDS

100 101	PEDESTRIAN RELATED FACTORS

102	MAXIMUM KNOWN AIS
103 104	INJURY SEVERITY SCORE

DERIVED

#	Item	Group
1	PSU NUMBER	IDENTIFICATION
2		
3	CASE NUMBER-STRATIFICATION	
4		
5		
6		
7	RECORD NUMBER	
8	/////////////////////////////	
9	VERSION NUMBER	
10	/////////////////////////////	
11	VEHICLE NUMBER	
12		
13	NUMBER OF OCCUPANT FORMS	
14	SUBMITTED	
15	VEHICLE ROLE	
16	MANNER OF LEAVING SCENE	
17	HIT AND RUN INVOLVEMENT	
18	VEHICLE MODEL YEAR	EXTERIOR ITEMS
19		
20	VEHICLE MAKE	
21		
22	VEHICLE MODEL	
23		
24	REGISTRATION OF VEHICLE	
25	VEHICLE IDENTIFICATION	
26	NUMBER	
27		
28		
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36	/////////////////////////////	
37	/////////////////////////////	
38	/////////////////////////////	
39	/////////////////////////////	
40	/////////////////////////////	
41	/////////////////////////////	
42	BODY TYPE	
43		
44	TOWED TRAILING UNIT	
45	SEATING CAPACITY/TRUCK VOCATION	
46		
47	AXLE	1ST TIRE
48	TIRE	
49	CONDITION	
50	AXLE	2ND TIRE
51	TIRE	
52	CONDITION	
53	AXLE	3RD TIRE

#	Item	Group
54	TIRE	3RD TIRE CONT. (EXTERIOR ITEMS CONT.)
55	CONDITION	
56	AXLE	4TH TIRE
57	TIRE	
58	CONDITION	
59	LEFT OUTSIDE MIRROR	
60	RIGHT OUTSIDE MIRROR	
61	OVERRIDE/UNDERRIDE	
62	REAR TURN SIGNAL COLOR	
63	CAB CONFIGURATION	
64	NUMBER OF AXLES-POWER UNIT	MEDIUM/HEAVY TRUCK & BUS DATA
65	NUMBER OF AXLES-1ST TRAILER	
66	NUMBER OF AXLES-2ND TRAILER	
67	NUMBER OF AXLES-3RD TRAILER	
68	FIRST TRAILER LENGTH	
69	SECOND TRAILER LENGTH	
70	THIRD TRAILER LENGTH	
71	MAXIMUM	
72	OVERALL	
73	WIDTH	
74	MAXIMUM	
75	OVERALL	
76	LENGTH	
77	TYPE OF BRAKES	
78	GROSS VEHICLE WEIGHT RATING (GVWR)	
79	VEHICLE SEQUENCE NUMBER	CDC/TDC HIGHEST DELTA "V" (DEFORMATION CLASSIFICATION)
80	OBJECT	
81	CONTACTED	
82	DIRECTION	
83	OF FORCE	
84	DEFORMATION LOCATION	
85	LONG./LATERAL LOCATION	
86	VERT./LATERAL LOCATION	
87	TYPE OF DAMAGE DISTRIBUTION	
88	DEFORMATION	
89	EXTENT GUIDE	
90	ACCIDENT SEQUENCE NUMBER	
91	VEHICLE SEQUENCE NUMBER	CDC/TDC FOURTH HIGHEST DELTA "V"
92	OBJECT	
93	CONTACTED	
94	DIRECTION	
95	OF FORCE	
96	DEFORMATION LOCATION	
97	LONG./LATERAL LOCATION	

VEHICLE RECORD

<table>
<tr><td>98</td><td>VERT./LATERAL LOCATION</td><td rowspan="5">CDC/TDC SECOND HIGHEST DELTA "V"</td></tr>
<tr><td>99</td><td>TYPE OF DAMAGE DISTRIBUTION</td></tr>
<tr><td>100
101</td><td>DEFORMATION
EXTENT GUIDE</td></tr>
<tr><td>102</td><td>ACCIDENT SEQUENCE NUMBER</td></tr>
<tr><td>103
104
105
106</td><td>CRASH DAMAGE DATA
FOR HIGHEST DELTA "V" - L</td></tr>
</table>

No.	Description	
107 108 109	CRASH DAMAGE DATA FOR HIGHEST DELTA "V" - C1	
110 111 112	CRASH DAMAGE DATA FOR HIGHEST DELTA "V" - C2	
113 114 115	CRASH DAMAGE DATA FOR HIGHEST DELTA "V" - C3	
116 117 118	CRASH DAMAGE DATA FOR HIGHEST DELTA "V" - C4	
119 120 121	CRASH DAMAGE DATA FOR HIGHEST DELTA "V" - C5	
122 123 124	CRASH DAMAGE DATA FOR HIGHEST DELTA "V" - C6	
125 126 127 128	CRASH DAMAGE DATA FOR HIGHEST DELTA "V" - D	CRASH PROFILE
129 130 131 132	CRASH DAMAGE DATA FOR 2ND HIGHEST DELTA "V" - L	
133 134 135	CRASH DAMAGE DATA FOR 2ND HIGHEST DELTA "V" - C1	
136 137 138	CRASH DAMAGE DATA FOR 2ND HIGHEST DELTA "V" - C2	
139 140 141	CRASH DAMAGE DATA FOR 2ND HIGHEST DELTA "V" - C3	
142 143 144	CRASH DAMAGE DATA FOR 2ND HIGHEST DELTA "V" - C4	
145 146 147	CRASH DAMAGE DATA FOR 2ND HIGHEST DELTA "V" - C5	
148 149 150	CRASH DAMAGE DATA FOR 2ND HIGHEST DELTA "V" - C6	
151 152 153 154	CRASH DAMAGE DATA FOR 2ND HIGHEST DELTA "V" - D	
155	MORE THAN 2 CDC/TDC	

No.	Description		
156	VEHICLE SPECIAL USE		
157 158 159	ODOMETER READING		
160	PASSENGER COMPARTMENT INTEGRITY		
161 162	INTRUDING COMPONENT	DRIVER AREA PRIMARY	FRONT OCCUPANT AREA INTRUSION
163	MAG. OF INTRUSION		
164 165	INTRUDING COMPONENT	DRIVER AREA OTHER	
166	MAG. OF INTRUSION		
167 168	INTRUDING COMPONENT	PASSENGER AREA PRIMARY	
169	MAG. OF INTRUSION		
170 171	INTRUDING COMPONENT	PASSENGER AREA OTHER	
172	MAG. OF INTRUSION		
173	STEERING COL. SEPARATION		
174	STEERING RIM DEFORMATION		
175	FIRE OCCURRENCE		
176	MOST SEVERE IMPACT ROLE		
177	ROLE OF OTHER CONTACTED PARTY		
178	ROLLOVER		
179	JACKKNIFE		
180	HAZARDOUS CARGO		
181 182 183	VEHICLE CURB WEIGHT		VEHICLE WEIGHT (LBS)
184 185 186	VEHICLE CARGO WEIGHT		
187	CARGO WEIGHT INFO SOURCE		
188	BASIS FOR TOTAL DELTA "V"		RECONSTRUCTION RESULTS
189 190	TOTAL DELTA "V"		
191 192 193	LONGITUDINAL COMPONENT OF DELTA "V"		
194 195 196	LATERAL COMPONENT OF DELTA "V"		
197 198 199 200	ENERGY ABSORPTION		
201 202	TRAVEL SPEED		RHR
203 204	VIN LENGTH		DERIVED
205	VEHICLE SHORT FORM		

206 207	NUMBER OF SERIOUSLY INJURED IN THIS VEHICLE	
208 209	NUMBER INJURED IN THIS VEHICLE	
210 211 212 213	WHEELBASE - SHORT	DERIVED (CONTINUED)
214 215 216 217	WHEELBASE - LONG	
218	FRONT/REAR WHEEL DRIVE	
219	MAXIMUM TREATMENT	
220 221 222	WEIGHT OF THE OTHER VEHICLE	
223 224	BODY TYPE OF THE OTHER VEHICLE	
225	MAXIMUM KNOWN AIS	

VEHICLE RECORD (CONTINUED)

DRIVER RECORD

Field	Description	Section
1, 2	PSU NUMBER	IDENTIFICATION
3, 4, 5, 6	CASE NUMBER-STRATIFICATION	
7	RECORD NUMBER	
8	/////////////////////////////	
9	VERSION NUMBER	
10	/////////////////////////////	
11, 12	VEHICLE NUMBER	
13, 14	NUMBER OF OCCUPANTS THIS MOTOR VEHICLE	
15	DRIVER PRESENCE IN VEHICLE	
16, 17	MONTHS DRIVING EXPERIENCE THIS CLASS OF VEHICLE	INTERVIEW
18, 19, 20	ESTIMATED MILEAGE THIS VEHICLE	
21, 22, 23	TOTAL MILEAGE ALL VEHICLES	
24	DRIVER EDUCATION	
25	TIME SINCE LAST DR.TRAIN	
?	FREQUENCY DRIVING ROAD	
27	TYPE OF OPERATION/CARRIER	
28	FEDERAL SAFETY REGULATED	
29	DRIVER'S CLASSIFICATION	
30, 31	ACCIDENT TYPE	PRE-CRASH
32, 33	ATTEMPTED AVOIDANCE MANEUVER	
34, 35	DRIVER RELATED FACTOR	
36, 37	1ST VIOLATION CHARGED	
38, 39	2ND VIOLATION CHARGED	
40	ALCOHOL PRESENCE	OFFICIAL RECORDS
41, 42	ALCOHOL TEST RESULTS	
43	DRIVER LICENSE STATUS	
44	DRIVER LIC. TYPE COMPLIANCE	
45	DRIVER LIC. RESTRICTION	
46	PREVIOUS SPEEDING CONVICTION	
47	PREVIOUS OTHER HARMFUL MOVING	
48	PREVIOUS DWI CONVICTIONS	

(continued)

Field	Description	Section
49	PREVIOUS SUSPENSION/REVOC	CONT.
50	PREVIOUS RECORDED ACCIDENTS	
51	FEDERAL AID SYSTEM	ADMINISTRATIVE
52	CLASS TRAFFICWAY	
53, 54	ROADWAY FUNCTION CLASS	
55	NUMBER OF TRAVEL LANES	ENVIRONMENTAL DATA
56, 57, 58	LANE WIDTH	
59	MEDIAN TYPE	
60, 61	MEDIAN WIDTH	
62	ACESS CONTROL	
63	TRAFFICWAY FLOW	
64	LEFT SHOULDER TYPE	
65	RIGHT SHOULDER TYPE	
66	ROADWAY ALIGNMENT	
67	CROSS SLOPE	
68, 69, 70	SUPERELEVATION	
71, 72, 73	DEGREE OF CURVATURE	
74, 75, 76	GRADE MEASUREMENT	
77	ROADWAY PROFILE	
78	ROADWAY SURFACE TYPE	
79	ROADWAY SURFACE CODITION	
80, 81	SPEED LIMIT	
82	RESTR. OF ROADWAY	
83, 84	TRAFFIC CONTROL DEVICE	
85	TRAF. CNTL FUNC	
86	DESIGNATED TRUCK SYSTEM	
87, 88	ENVIRONMENTAL RELATED FACTORS	

#	Field	Section
1,2	PSU NUMBER	IDENTIFICATION
3,4,5,6	CASE NUMBER-STRATIFICATION	
7	RECORD NUMBER	
8	////////////////////////////////	
9	VERSION NUMBER	
10	////////////////////////////////	
11,12	VEHICLE NUMBER	
13,14	OCCUPANT NUMBER	
15,16	OCCUPANT'S AGE	INTERVIEW
17	OCCUPANT'S SEX	
18,19	OCCUPANT'S HEIGHT	
20,21,22	OCCUPANT'S WEIGHT	
23	OCCUPANT'S ROLE	
24,25	OCCUPANT'S SEAT POSITION	
26	ENTRAPMENT	
27	EJECTION	
28	EJECTION AREA	
29	EJECTION MEDIUM	
30	MEDIUM STATUS	
31	TREATMENT - MORTALITY	
32,33	HOSPITAL STAY	
34,35	WORKING DAYS LOST	
36,37	CHILD RESTRAINT MAKE/MODEL	OCCUPANT INJURY CLASSIFICATION
38	TYPE OF CHILD RESTRAINT	
39	CHILD SEAT ORIENTATION	
40	CHILD RESTRAINT HARNESS	
41	MANUAL RESTRAINT SYSTEM AVAIL.	
42	MANUAL RESTRAINT SYSTEM USE	
43	AUTOMATIC RESTRAINT SYSTEM AVAIL.	
44	AUTOMATIC RESTRAINT FUNCTION	
45	BODY REGION	1ST INJURY
46	ASPECT	
47	LESION	

#	Field	Section
48	SYSTEM/ORGAN	1ST INJURY CONT.
49	AIS SEVERITY	
50,51	INJURY SOURCE	
52	DIR./INDIR, INJ.	
53,54	SOURCE OF DATA	
55	BODY REGION	2ND INJURY
56	ASPECT	
57	LESION	
58	SYSTEM/ORGAN	
59	AIS SEVERITY	
60,61	INJURY SOURCE	
62	DIR./INDIR, INJ.	
63,64	SOURCE OF DATA	
65	BODY REGION	3RD INJURY
66	ASPECT	
67	LESION	
68	SYSTEM/ORGAN	
69	AIS SEVERITY	
70,71	INJURY SOURCE	
72	DIR./INDIR, INJ.	
73,74	SOURCE OF DATA	
75	BODY REGION	4TH INJURY
76	ASPECT	
77	LESION	
78	SYSTEM/ORGAN	
79	AIS SEVERITY	
80,81	INJURY SOURCE	
82	DIR./INDIR, INJ.	
83,84	SOURCE OF DATA	
85	BODY REGION	5TH INJURY
86	ASPECT	
87	LESION	
88	SYSTEM/ORGAN	
89	AIS SEVERITY	
90,91	INJURY SOURCE	

OCCUPANT INJURY CLASSIFICATION (CONTINUED)

#	Field	Section
92	DIR./INDIR, INJ.	5TH INJURY CONT.
93,94	SOURCE OF DATA	
95	BODY REGION	6TH INJURY
96	ASPECT	
97	LESION	
98	SYSTEM/ORGAN	
99	AIS SEVERITY	
100,101	INJURY SOURCE	
102	DIR./INDIR, INJ.	
103,104	SOURCE OF DATA	
105	INJURY SEVERITY	OTHER
106,107	TIME TO DEATH	
108	MAXIMUM KNOWN AIS	DERIVED
109,110	INJURY SEVERITY SCORE	

OCCUPANT INJURY CLASSIFICATION (CONTINUED)

SECTION 5

SAS FILE

NASS data are available in the form of a Statistical Analysis System (SAS) file. SAS is a highly flexible statistical package that provides a high level programming language for effective matrix manipulation, and data management facilities.

SAS is a non-hierarchial data base. The SAS data base for NASS consists of five individual data sets, one for each of the five NASS record levels, i.e. Accident, Pedestrian, Vehicle, Driver, and Occupant. Using modified relational database concepts, SAS allows the natural hierarchial structure of NASS data to be fully explored by the analyst. An analyst can create a new SAS data set by merging data from several levels of the NASS hierarchy--e.g., vehicle and driver levels--through use of an appropriate set of SAS commands within the DATA step.

SAS Data Base Contents

The variable names in the NASS/SAS data base are from the data collection forms and are limited to eight characters. The SAS data base is generally an exact representation of the data contained on the NASS master file. The only exceptions are the following:

- Numeric variables for which 9, 99, etc. represent "unknown" are recoded to the SAS special missing value .U ("dot-u");

- The value of 95 ("test refused") for Pedestrian/non-motorists and Driver Alcohol Test Results (ALCTEST) has been recoded to .B; the value of 96 ("not given") has been recoded .C; the value of 97 ("performed, results unknown") has been recoded .D; and the value 99 ("unknown") has been recoded .U;

- Missing data for numeric values are recoded as "." in SAS and are not included in percentage tabulations;

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- Numeric variables not present on the short vehicle form
for nontowaway accidents and numeric variables not coded on
the pedestrian, vehicle, driver and occupant forms for
source documents only accidents have been recoded to .N (Not
Collected):

- Character variables not present on the short vehicle form
or not coded for source documents only accidents have been
recoded to 8 or 98(Not Collected):

- Hour of Day (Time) is stored as a SAS time value, and has
an output format of HHMMS.

FSU NUMBER (FSU), CASE NUMBER-STRATIFICATION (CASEID) and
SEQUENCE NUMBER (CASENO) are identical variables across all NASS
records. CASENO is the first three digits of CASEID. Therefore,
FSU and either CASENO or CASEID can be used to merge NASS record
levels. Similarly, VEHICLE NUMBER (VEHNO) is identical in the
Vehicle, Driver, and Occupant record levels and can be used to
merge these records in the DATA step.

The remainder of this Section presents the SAS layout for
the 1985 NASS. In general, the order of variables in the SAS
data sets follows the order of data fields on the master file
(and thus the order of items on the data collection forms used by
NASS investigation teams). The user can invoke PROC CONTENTS to
produce the following list of SAS variables:

CONTENTS OF SAS DATA SET NASSANL.ACCIDENT

ALPHABETIC LIST OF VARIABLES

#	VARIABLE	TYPE	LENGTH	POSITION	FORMAT	INFORMAT	LABEL
35	AAIS	NUM	2	87			MAXIMUM KNOWN AIS IN ACCIDENT
37	AINJSER	NUM	2	91			NUMBER OF SERIOUSLY INJURED PERSONS
38	AINJURED	NUM	2	93			TOTAL NUMBER OF INJURED PERSONS
36	ALCINV	NUM	2	89			ALCOHOL INVOLVED ACCIDENT
34	ATREAT	NUM	2	85			MAXIMUM TREATMENT IN ACCIDENT
2	CASEID	CHAR	4	6			CASE NUMBER - STRATIFICATION
3	CASENO	NUM	2	10			SEQUENCE NUMBER
39	DAYWEEK	NUM	2	95			DAY OF WEEK
24	ENVIRON	NUM	2	53			ENVIRONMENTAL DATA
10	FINSTRT	CHAR	1	24			FINAL STRATIFICATION
20	GEOMETRY	NUM	2	45			INTERCHANGE GEOMETRY
11	HARMEV1	NUM	2	25			FIRST HARMFUL EVENT
17	LGTCOND	NUM	2	39			LIGHT CONDITIONS
12	MANCOLL	NUM	2	27			MANNER OF COLLISION (BASED ON F.H.E.)
8	MONTH	NUM	2	20	9.3		MONTH OF ACCIDENT
32	NATWGT	NUM	6	73			NATIONAL INFLATION FACTOR
14	PEDFORMS	NUM	2	31			NUMBER OF PED/NONMOTOR FORMS SUBMITTED
1	PSU	NUM	2	4			PSU NUMBER
31	PSUWGT	NUM	6	67	9.3		PSU INFLATION FACTOR
33	RATWGT	NUM	6	79	9.3		RATIO INFLATION FACTOR
5	RECNO	NUM	2	14			RECORD NUMBER
19	RELJUNC	NUM	2	43			RELATION TO JUNCTION
15	RELROAD	NUM	2	33			RELATION TO ROADWAY (LOCATION OF F.H.E.)
22	SCHBUS	NUM	2	49			SCHOOL BUS-RELATED
21	SCHZONE	NUM	2	47			ACCIDENT OCCURRENCE IN SCHOOL ZONE
28	SS13	NUM	2	61			SS13 (S.S. INDICATOR)
29	SS14	NUM	2	63			SS14 (S.S. INDICATOR)
30	SS15	NUM	2	65			SS15 (S.S. INDICATOR)
26	SSCC	NUM	2	57			CRASH CUSHION (S.S. INDICATOR)
25	SSLB	NUM	2	55			LONGITUDINAL BARRIER (S.S. INDICATOR)
27	SSPC	NUM	2	59			PRE-CRASH (S.S. INDICATOR)
4	STRATIF	CHAR	1	13			INITIAL STRATIFICATION
16	TIME	NUM	4	35		HHMM5.	TIME OF ACCIDENT
23	TURNRED	NUM	2	51			TURN ON RED RELATED
6	TYPECASE	NUM	2	16			TYPE OF CASE
13	VEHFORMS	NUM	2	29			NUMBER OF VEHICLE FORMS SUBMITTED
7	VERSION	NUM	2	18			VERSION NUMBER
18	WEATHER	NUM	2	41			ATMOSPHERIC CONDITIONS
9	YEAR	NUM	2	22			YEAR OF ACCIDENT

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CONTENTS OF SAS DATA SET NASSANL.PEDES

ALPHABETIC LIST OF VARIABLES

#	VARIABLE	TYPE	LENGTH	POSITION	FORMAT	INFORMAT	LABEL
9	AGE	NUM	2	22			AGE OF PERSON
44	AIS1	NUM	2	69			AIS SEVERITY (FIRST)
45	AIS2	NUM	2	71			AIS SEVERITY (SECOND)
72	AIS3	NUM	2	131			AIS SEVERITY (THIRD)
73	AIS4	NUM	2	139			AIS SEVERITY (FOURTH)
74	AIS5	NUM	2	147			AIS SEVERITY (FIFTH)
75	AIS6	NUM	2	155			AIS SEVERITY (SIXTH)
67	ALCTEST	NUM	8	115			MEASURED BLOOD ALCOHOL LEVEL
26	ASPECT1	CHAR	1	51			ASPECT (FIRST)
27	ASPECT2	CHAR	1	52			ASPECT (SECOND)
28	ASPECT3	CHAR	1	53			ASPECT (THIRD)
29	ASPECT4	CHAR	1	54			ASPECT (FOURTH)
30	ASPECT5	CHAR	1	55			ASPECT (FIFTH)
31	ASPECT6	CHAR	1	56			ASPECT (SIXTH)
20	BODYREG1	CHAR	1	44			OIC BODY REGION (FIRST)
21	BODYREG2	CHAR	1	45			OIC BODY REGION (SECOND)
22	BODYREG3	CHAR	1	46			OIC BODY REGION (THIRD)
23	BODYREG4	CHAR	1	47			OIC BODY REGION (FOURTH)
24	BODYREG5	CHAR	2	49			OIC BODY REGION (FIFTH)
25	BODYREG6	CHAR	1	50			OIC BODY REGION (SIXTH)
3	CASEID	CHAR	4	6			CASE NUMBER - STRATIFICATION
2	CASENO	NUM	3	10			SEQUENCE NUMBER
19	CONTACT	NUM	2	42			VEHICLE WHICH CONTACTED PEDESTRIAN
64	DEATH	NUM	2	109			TIME TO DEATH
57	DIRINJ1	NUM	2	95			DIRECT/INDIRECT INJURY (FIRST)
58	DIRINJ2	NUM	2	97			DIRECT/INDIRECT INJURY (SECOND)
59	DIRINJ3	NUM	2	99			DIRECT/INDIRECT INJURY (THIRD)
60	DIRINJ4	NUM	2	101			DIRECT/INDIRECT INJURY (FOURTH)
61	DIRINJ5	NUM	2	103			DIRECT/INDIRECT INJURY (FIFTH)
62	DIRINJ6	NUM	2	105			DIRECT/INDIRECT INJURY (SIXTH)
14	DISTANCE	NUM	2	113			DISTANCE FROM INTERSECTION
66	DRINKING	NUM	2	32			ALCOHOL PRESENCE
11	HEIGHT	NUM	2	26			HEIGHT OF PERSON
17	HOSPSTAY	NUM	2	38			HOSPITAL STAY
63	INJSEV	NUM	2	107			INJURY SEVERITY (POLICE RATING)
71	INJSOU1	NUM	8	123			INJURY SOURCE (FIRST)
46	INJSOU2	NUM	2	73			INJURY SOURCE (SECOND)
47	INJSOU3	NUM	2	75			INJURY SOURCE (THIRD)
48	INJSOU4	NUM	2	77			INJURY SOURCE (FOURTH)
49	INJSOU5	NUM	2	79			INJURY SOURCE (FIFTH)
50	INJSOU6	NUM	2	81			INJURY SOURCE (SIXTH)
70	ISS	NUM	2	121			ISS
32	LESION1	CHAR	1	57			LESION (FIRST)
33	LESION2	CHAR	1	58			LESION (SECOND)
34	LESION3	CHAR	1	59			LESION (THIRD)
35	LESION4	CHAR	1	60			LESION (FOURTH)

#	Variable	Type	Width	Start	Description
36	LESION5	CHAR	1	61	LESION (FIFTH)
37	LESION6	CHAR	1	62	LESION (SIXTH)
69	MAIS	NUM	2	119	MAXIMUM KNOWN OCC/PED/NM AIS
15	PEDACT	NUM	2	34	PEDESTRIAN ACTIVITY
13	PEDLOC	NUM	2	30	PEDESTRIAN LOCATION
68	PEDRF	NUM	2	117	PEDESTRIAN RELATED FACTORS
7	PERNO	NUM	2	18	PEDESTRIAN/NONMOTORIST'S NUMBER
8	PERTYPE	NUM	2	20	PEDESTRIAN/NONMOTORIST'S TYPE
1	PSU	NUM	2	4	PSU NUMBER
5	RECNO	NUM	2	14	RECORD NUMBER
10	SEX	NUM	2	24	SEX OF PERSON
51	SOUDAT1	NUM	2	83	SOURCE OF DATA (FIRST)
52	SOUDAT2	NUM	2	85	SOURCE OF DATA (SECOND)
53	SOUDAT3	NUM	2	87	SOURCE OF DATA (THIRD)
54	SOUDAT4	NUM	2	89	SOURCE OF DATA (FOURTH)
55	SOUDAT5	NUM	2	91	SOURCE OF DATA (FIFTH)
56	SOUDAT6	NUM	2	93	SOURCE OF DATA (SIXTH)
4	STRATIF	CHAR	1	13	INITIAL STRATIFICATION
38	SYSORG1	CHAR	1	63	SYSTEM/ORGAN (FIRST)
39	SYSORG2	CHAR	1	64	SYSTEM/ORGAN (SECOND)
40	SYSORG3	CHAR	1	65	SYSTEM/ORGAN (THIRD)
41	SYSORG4	CHAR	1	66	SYSTEM/ORGAN (FOURTH)
42	SYSORG5	CHAR	1	67	SYSTEM/ORGAN (FIFTH)
43	SYSORG6	CHAR	1	68	SYSTEM/ORGAN (SIXTH)
16	TREATMNT	NUM	1	36	TREATMENT - MORTALITY
6	VERSION	NUM	2	16	VERSION NUMBER
65	VIOLCHG	NUM	2	111	TRAFFIC VIOLATION CHARGED - PED/NONMOTOR
12	WEIGHT	NUM	2	28	WEIGHT OF PERSON
18	WORKDAYS	NUM	2	40	WORKING DAYS LOST

ALPHABETIC LIST OF VARIABLES

#	VARIABLE	TYPE	LENGTH	POSITION	FORMAT	INFORMAT	LABEL
63	ACCSEQ1	NUM	2	130			EVENT NUMBER IN ACCIDENT (HIGHEST)
64	ACCSEQ2	NUM	2	132			EVENT NUMBER IN ACCIDENT (2ND HIGHEST)
36	AXLESP	NUM	2	84			NUMBER OF AXLES (POWER UNIT)
37	AXLEST1	NUM	2	86			NUMBER OF AXLES (1ST TRAILER)
38	AXLEST2	NUM	2	88			NUMBER OF AXLES(2ND TRAILER)
39	AXLEST3	NUM	2	90			NUMBER OF AXLES(3RD TRAILER)
16	BODYTYPE	NUM	2	44			BODY TYPE
45	BRAKETY	NUM	2	102			TYPE OF BRAKES
35	CABCONF	NUM	2	82			CAB CONFIGURATION
102	CARGOWGT	NUM	3	226			VEHICLE CARGO WEIGHT
2	CASEID	CHAR	4	6			CASE NUMBER - STRATIFICATION
3	CASENO	NUM	3	10			SEQUENCE NUMBER
101	CURBWGT	NUM	3	223			VEHICLE CURB WEIGHT
81	DOCCDC	NUM	2	182			DOCUMENTATION MORE THAN TWO CDC/TDC
87	DOCOMPNT	NUM	2	195			DRIVER OTHER (INTRUDING COMPONENT)
51	DOF1	NUM	2	114			DIRECTION OF FORCE (HIGHEST)
52	DOF2	NUM	2	116			DIRECTION OF FORCE(2ND HIGHEST)
88	DOINTRSN	NUM	2	197			DRIVER OTHER (MAGNITUDE OF INTRUSION)
85	DPCOMPNT	NUM	2	191			DRIVER PRIMARY (INTRUDING COMPONENT)
86	DPINTRSN	NUM	2	193			DRIVER PRIMARY (MAGNITUDE OF INTRUSION)
115	DRIVE	NUM	2	254			FRONT/REAR WHEEL DRIVE
104	DVBASIS	NUM	2	231			BASIS FOR TOTAL DELTA V (HIGHEST)
66	DVC1	NUM	3	137			*CRASH* DAMAGE DATA MAX DELTA V - C1
67	DVC2	NUM	3	140			*CRASH* DAMAGE DATA MAX DELTA V - C2
68	DVC3	NUM	3	143			*CRASH* DAMAGE DATA MAX DELTA V - C3
69	DVC4	NUM	3	146			*CRASH* DAMAGE DATA MAX DELTA V - C4
70	DVC5	NUM	3	149			*CRASH* DAMAGE DATA MAX DELTA V - C5
71	DVC6	NUM	3	152			*CRASH* DAMAGE DATA MAX DELTA V - C6
72	DVD	NUM	3	155			*CRASH* DAMAGE DATA MAX DELTA V - D
65	DVL	NUM	2	134			*CRASH* DAMAGE DATA MAX DELTA V - L
107	DVLAT	NUM	2	237			LATERAL COMPONENT OF DELTA V
106	DVLONG	NUM	2	235			LONGITUDINAL COMPONENT OF DELTA V
105	DVTOTAL	NUM	2	233			TOTAL DELTA V
108	ENERGY	NUM	2	239			ENERGY ABSORPTION
61	EXTENT1	CHAR	2	126			DEFORMATION EXTENT GUIDE (HIGHEST)
62	EXTENT2	CHAR	2	128			DEFORMATION EXTENT GUIDE(2ND HIGHEST)
95	FIRE	NUM	2	211			FIRE OCCURRENCE
53	GAD1	CHAR	1	118			DEFORMATION LOCATION (HIGHEST)
54	GAD2	CHAR	1	119			DEFORMATION LOCATION(2ND HIGHEST)
46	GVWR	NUM	2	104			GROSS VEHICLE WEIGHT RATING
100	HAZCARGO	NUM	2	221			HAZARDOUS CARGO
121	HITRUN	NUM	8	269			INVOLVEMENT OF HIT & RUN IN ACCIDENT
96	IMPTYPE	NUM	2	213			TYPE OF MOST SEVERE IMPACT
99	JACKNIFE	NUM	2	219			JACKKNIFE INVOLVEMENT
32	LMIRROR	NUM	2	76			TYPE OUTSIDE MIRROR (LE
12	MAKE	NUM	2	28			VEHICLE MAKE

Num	Variable	Type	Len	Pos	Description
44	MAXLEN	NUM	2	100	MAXIMUM OVERALL LENGTH
43	MAXWIDTH	NUM	2	98	MAXIMUM OVERALL WIDTH
11	MODEL	NUM	2	30	VEHICLE MODEL
13	MODELYR	NUM	2	26	VEHICLE MODEL YEAR
49	OBJCONT1	NUM	2	110	OBJECT CONTACTED (HIGHEST)
50	OBJCONT2	NUM	2	112	OBJECT CONTACTED(2ND HIGHEST)
8	OCCFORMS	NUM	2	20	NUMBER OF OCCUPANT FORMS SUBMITTED
83	ODOMETER	NUM	3	186	ODOMETER READING
119	OTBDYTYP	NUM	2	265	BODY TYPE OF THE OTHER VEHICLE
97	OTHROLE	NUM	2	215	ROLE OF OTHER CONTACTED VEH, OBJ, PER
118	OTVEHWGT	NUM	3	262	HEIGHT OF THE OTHER VEHICLE
33	OVERRIDE	NUM	2	78	OVERRIDE/UNDERRIDE THIS VEHICLE
84	PCINTEG	NUM	2	189	PASSENGER COMPARTMENT INTEGRITY
91	POCMPNT	NUM	2	203	PASSENGER OTHER (INTRUDING COMPONENT)
92	POINTRSN	NUM	2	205	PASSENGER OTHER (MAGNITUDE OF INTRUSION)
89	PPCOMPNT	NUM	2	199	PASSENGER PRIMARY (INTRUDING COMPONENT)
90	PPINTRSN	NUM	2	201	PASSENGER PRIMARY (MAGN. OF INTRUSION)
1	PSU	NUM	2	4	PSU NUMBER
34	REARTURN	NUM	2	80	REAR TURN SIGNAL COLOR
5	RECNO	NUM	2	14	RECORD NUMBER
14	REGISTRA	NUM	2	32	REGISTRATION OF VEHICLE
31	RMIRROR	NUM	2	74	TYPE OUTSIDE MIRROR (RIGHT)
98	ROLLOVER	NUM	2	217	ROLLOVER INVOLVEMENT
74	SDVC1	NUM	3	161	*CRASH* DAMAGE DATA 2ND DELTA V - C1
75	SDVC2	NUM	3	164	*CRASH* DAMAGE DATA 2ND DELTA V - C2
76	SDVC3	NUM	3	167	*CRASH* DAMAGE DATA 2ND DELTA V - C3
77	SDVC4	NUM	3	170	*CRASH* DAMAGE DATA 2ND DELTA V - C4
78	SDVC5	NUM	3	173	*CRASH* DAMAGE DATA 2ND DELTA V - C5
79	SDVC6	NUM	3	176	*CRASH* DAMAGE DATA 2ND DELTA V - C6
80	SDVD	NUM	3	179	*CRASH* DAMAGE DATA 2ND DELTA V - D
73	SDVL	NUM	2	158	*CRASH* DAMAGE DATA 2ND DELTA V - L
18	SEATCAP	NUM	2	48	SEATING CAPACITY/TRUCK VOCATION
55	SHL1	CHAR	2	120	SPECIFIC HORIZONTAL LOCATION (HIGHEST)
56	SHL2	CHAR	2	121	SPECIFIC HORIZONTAL LOCATION(2ND HIGHEST)
111	SHORT	NUM	1	246	VEHICLE SHORT FORM
103	SOURCWGT	NUM	2	229	REPORTED SOURCE OF CARGO HEIGHT
82	SPECUSE	NUM	2	184	VEHICLE SPECIAL USE (THIS TRIP)
94	STEERDEF	NUM	2	209	STEERING COLUMN SEPERATION
93	STEERSEP	NUM	2	207	STEERING RIM DEFORMATION
4	STRATIF	CHAR	1	13	INITIAL STRATIFICATION
57	SVL1	CHAR	1	122	SPECIFIC VERTICAL LOCATION (HIGHEST)
58	SVL2	CHAR	1	123	SPECIFIC VERTICAL LOCATION(2ND HIGHEST)
19	TCAXLE1	NUM	2	50	TIRE CONDITION (AXLE - 1)
20	TCAXLE2	NUM	2	52	TIRE CONDITION (AXLE - 2)
21	TCAXLE3	NUM	2	54	TIRE CONDITION (AXLE - 3)
22	TCAXLE4	NUM	2	56	TIRE CONDITION (AXLE - 4)
27	TCCOND1	NUM	2	66	TIRE CONDITION (CONDITION - 1)
28	TCCOND2	NUM	2	68	TIRE CONDITION (CONDITION - 2)
29	TCCOND3	NUM	2	70	TIRE CONDITION (CONDITION - 3)
30	TCCOND4	NUM	2	72	TIRE CONDITION (CONDITION - 4)
23	TCTIRE1	NUM	2	58	TIRE CONDITION (TIRE - 1)
24	TCTIRE2	NUM	2	60	TIRE CONDITION (TIRE - 2)
25	TCTIRE3	NUM	2	62	TIRE CONDITION (TIRE - 3)
26	TCTIRE4	NUM	2	64	TIRE CONDITION (TIRE - 4)
59	TDD1	CHAR	1	124	TYPE OF DAMAGE DISTRIBUTION (HIGHEST)
60	TDD2	CHAR	1	125	TYPE OF DAMAGE DISTRIBUTION(2ND HIGHEST

10	TOWAWAY	NUM	2	24		POLICE INDICATED MANNER OF LEAVING SCENE
17	TOWHITCH	NUM	2	46		TOWED TRAILING UNIT
40	TRAILER1	NUM	2	92		LENGTH OF TRAILER - 1
41	TRAILER2	NUM	2	94		LENGTH OF TRAILER - 2
42	TRAILER3	NUM	2	96		LENGTH OF TRAILER - 3
109	TRAVELSP	NUM	2	242		TRAVEL SPEED
120	VAIS	NUM	2	267		MAXIMUM KNOWN AIS IN THIS VEHICLE
7	VEHNO	NUM	2	18		VEHICLE NUMBER
9	VEHROLE	NUM	2	22		VEHICLE ROLE
47	VEHSEQ1	NUM	2	106		EVENT NUMBER THIS VEHICLE (HIGHEST)
48	VEHSEQ2	NUM	2	108		EVENT NUMBER THIS VEHICLE (2ND HIGHEST)
6	VERSION	NUM	2	16		VERSION NUMBER
15	VIN	CHAR	10	34		VEHICLE IDENTIFICATION NUMBER
112	VINJSER	NUM	2	248		NUMBER OF SERIOUS INJ THIS VEHICLE
113	VINJURED	NUM	2	250		TOTAL NUMBER INJURIES THIS VEHICLE
110	VINLNGTH	NUM	2	244		VIN LENGTH
114	VTREAT	NUM	2	252		MAXIMUM TREATMENT(THIS VEH)
117	WHEELLNG	NUM	3	259	5.1	WHEELBASE LONG
116	WHEELSHT	NUM	3	256	5.1	WHEELBASE SHORT

CONTENTS OF SAS DATA SET NASSANL.DRIVER

ALPHABETIC LIST OF VARIABLES

#	VARIABLE	TYPE	LENGTH	POSITION	FORMAT	INFORMAT	LABEL
41	ACCESS	NUM	2	89			ACCESS CONTROL
21	ACCTYPE	NUM	2	48			ACCIDENT TYPE
8	ALCTEST	NUM	2	20			MEASURED BLOOD ALCOHOL LEVEL
45	ALIGNMNT	NUM	2	97			ROADWAY ALIGNMENT
22	AVOIDMAN	NUM	2	50			ATTEMPTED AVOIDANCE MANEUVER
19	BMCSREG	NUM	2	44			BUREAU OF MOTOR CARRIER SAFETY REGULATED
2	CASEID	CHAR	4	6			CASE NUMBER - STRATIFICATION
3	CASENO	NUM	4	10			SEQUENCE NUMBER
35	CLASTRAF	NUM	2	76			CLASS TRAFFICWAY
48	CURVE	NUM	3	104			DEGREE OF CURVATURE
20	DRCLASS	NUM	2	46			DRIVER'S CLASSIFICATION
7	DRINKING	NUM	2	18			ALCOHOL PRESENCE
11	DRPRES	NUM	2	26			DRIVER PRESENCE IN VEHICLE
15	DRTRAIN	NUM	2	36			DRIVER EDUCATION
58	ENVRF	NUM	2	126			ENVIRONMENTAL RELATED FACTORS
34	FEDAID	NUM	2	74			ROAD TA-1 CLASSIFICATION
17	FREQDRIV	NUM	2	40			FREQUENCY DRIVING ROAD
49	GRADE	NUM	3	107			GRADE MEASUREMENT
37	LANES	NUM	2	80			NUMBER OF TRAVEL LANES
38	LANEWIDT	NUM	3	82			LANE WIDTH
16	LASTRAIN	NUM	2	38			TIME SINCE LAST DRIVER EDUCATION
28	LREST	NUM	2	62			LICENSE RESTRICTION
26	LSTATUS	NUM	2	58			LICENSE STATUS THIS CLASS VEHICLE
27	LTYPCOMP	NUM	2	60			LICENSE TYPE COMPLIANCE
39	MEDIANT	NUM	2	85			MEDIAN TYPE
40	MEDIANW	NUM	2	87			MEDIAN WIDTH
14	MILETOT	NUM	2	33			TOTAL MILEAGE ALL VEHICLES
13	MILEVEH	NUM	3	30			ESTIMATED MILEAGE THIS VEHICLE
12	MONDRIVE	NUM	2	28			MONTHS DRIVING EXP. THIS VEHICLE
10	OCUPANTS	NUM	2	24			NUMBER OF OCCUPANTS THIS CLASS VEHICLE
33	PREVACC	NUM	2	72			NUMBER OF ACCIDENTS
31	PREVDWI	NUM	2	68			PREVIOUS D.W.I. CONVICTIONS
30	PREVMOTH	NUM	2	66			PREVIOUS MOVING VIOLATIONS CONVICTIONS
29	PREVSPD	NUM	2	64			PREVIOUS SPEEDING CONVICTIONS
32	PREVSUS	NUM	2	70			PREVIOUS SUSPENSIONS AND REVOCATIONS
50	PROFILE	NUM	2	110			ROADWAY PROFILE
1	PSU	NUM	2	4			PSU NUMBER
5	RECNO	NUM	2	14			RECORD NUMBER
23	RELFACT	NUM	2	52			DRIVER RELATED FACTORS
54	RESTRICT	NUM	2	118			RESTRICTION OF ROADWAY AT SCENE
36	ROADFUNC	NUM	2	78			ROADWAY FUNCTION CLASS
43	SHOULDLT	NUM	2	93			LEFT SHOULDER TYPE
44	SHOULDRT	NUM	2	95			RIGHT SHOULDER TYPE
46	SLOPE	NUM	2	99			CROSS SLOPE
53	SPLIMIT	NUM	2	116			SPEED LIMIT
4	STRATIF	CHAR	1	13			INITIAL STRATIFICATION

47	SUPELEV	NUM	3	101	SUPERELEVATION
52	SURCOND	NUM	2	114	ROADWAY SURFACE CONDITION
51	SURTYPE	NUM	2	112	ROADWAY SURFACE TYPE
55	TRAFCONT	NUM	2	120	TRAFFIC CONTROLS
42	TRAFFLOW	NUM	2	91	TRAFFICWAY FLOW
56	TRCTLFCT	NUM	2	122	TRAFFIC CONTROL DEVICE FUNCTIONING
57	TRUCKSYS	NUM	2	124	DESIGNATED TRUCK SYSTEM
18	TYPEOP	NUM	2	42	TYPE OF OPERATION OR CARRIER
9	VEHNO	NUM	2	22	VEHICLE NUMBER
6	VERSION	NUM	2	16	VERSION NUMBER
24	VIOCHAR1	NUM	2	54	VIOLATION CHARGED (FIRST)
25	VIOCHAR2	NUM	2	56	VIOLATION CHARGED (SECOND)

ALPHABETIC LIST OF VARIABLES

#	VARIABLE	TYPE	LENGTH	POSITION	FORMAT	INFORMAT	LABEL
7	AGE	NUM	2	18			AGE OF PERSON
38	AIS1	NUM	2	57			AIS SEVERITY (FIRST)
39	AIS2	NUM	2	59			AIS SEVERITY (SECOND)
79	AIS3	NUM	8	145			AIS SEVERITY (THIRD)
80	AIS4	NUM	8	153			AIS SEVERITY (FOURTH)
81	AIS5	NUM	8	161			AIS SEVERITY (FIFTH)
82	AIS6	NUM	8	169			AIS SEVERITY (SIXTH)
20	ASPECT1	CHAR	1	39			ASPECT (FIRST)
21	ASPECT2	CHAR	1	40			ASPECT (SECOND)
22	ASPECT3	CHAR	1	41			ASPECT (THIRD)
23	ASPECT4	CHAR	1	42			ASPECT (FOURTH)
24	ASPECT5	CHAR	1	43			ASPECT (FIFTH)
25	ASPECT6	CHAR	1	44			ASPECT (SIXTH)
75	AUTAVAIL	CHAR	2	131			PASSIVE RESTRAINT SYSTEM - AVAILABILITY
76	AUTFNCT	CHAR	2	133			PASSIVE RESTRAINT SYSTEM - FUNCTION
14	BODYREG1	CHAR	1	32			OIC BODY REGION (FIRST)
15	BODYREG2	CHAR	1	33			OIC BODY REGION (SECOND)
16	BODYREG3	CHAR	1	34			OIC BODY REGION (THIRD)
17	BODYREG4	CHAR	2	35			OIC BODY REGION (FOURTH)
18	BODYREG5	CHAR	1	37			OIC BODY REGION (FIFTH)
19	BODYREG6	CHAR	1	38			OIC BODY REGION (SIXTH)
2	CASEID	CHAR	4	6			CASE NUMBER - STRATIFICATION
3	CASENO	CHAR	3	10			SEQUENCE NUMBER
77	DEATHDT	NUM	2	135			TIME OF DEATH
51	DIRINJ1	NUM	2	83			DIRECT/INDIRECT INJURY (FIRST)
52	DIRINJ2	NUM	2	85			DIRECT/INDIRECT INJURY (SECOND)
53	DIRINJ3	NUM	2	87			DIRECT/INDIRECT INJURY (THIRD)
54	DIRINJ4	NUM	2	89			DIRECT/INDIRECT INJURY (FOURTH)
55	DIRINJ5	NUM	2	91			DIRECT/INDIRECT INJURY (FIFTH)
56	DIRINJ6	NUM	2	93			DIRECT/INDIRECT INJURY (SIXTH)
66	EJCTAREA	NUM	2	113			EJECTION AREA
67	EJCTMED	NUM	2	115			EJECTION MEDIUM
65	EJECTION	NUM	2	111			EJECTION
64	ENTRAP	NUM	2	109			ENTRAPMENT
9	HEIGHT	NUM	2	22			HEIGHT OF PERSON
12	HOSPSTAY	NUM	2	28			HOSPITAL STAY
71	INFSEAT	NUM	2	123			INFANT SEAT ORIENTATION
72	INFUSAGE	NUM	2	125			INFANT RESTRAINT USAGE
57	INJSEV	NUM	2	95			INJURY SEVERITY (POLICE RATING)
78	INJSOU1	NUM	8	137			INJURY SOURCE (FIRST)
40	INJSOU2	NUM	2	61			INJURY SOURCE (SECOND)
41	INJSOU3	NUM	2	63			INJURY SOURCE (THIRD)
42	INJSOU4	NUM	2	65			INJURY SOURCE (FOURTH)
43	INJSOU5	NUM	2	67			INJURY SOURCE (FIFTH)
44	INJSOU6	NUM	2	69			INJURY SOURCE (SIXTH)
5?	ISS	NUM	2	99			ISS

#	NAME	TYPE	LEN	POS	LABEL
26	LESION1	CHAR	1	45	LESION (FIRST)
27	LESION2	CHAR	1	46	LESION (SECOND)
28	LESION3	CHAR	1	47	LESION (THIRD)
29	LESION4	CHAR	1	48	LESION (FOURTH)
30	LESION5	CHAR	1	49	LESION (FIFTH)
31	LESION6	CHAR	1	50	LESION (SIXTH)
58	MAIS	NUM	2	97	MAXIMUM KNOWN OCC/PED/NM AIS
73	MANAVAIL	NUM	2	127	ACTIVE RESTRAINT SYSTEM - AVAILABILITY
74	MANUSE	NUM	2	129	ACTIVE RESTRAINT SYSTEM - USE
68	MEDSTA	NUM	2	117	MEDIUM STATUS
61	OCCNO	NUM	2	103	OCCUPANT NUMBER
1	PSU	NUM	2	4	PSU NUMBER
5	RECNO	NUM	2	14	RECORD NUMBER
69	RESTMAKE	NUM	2	119	CHILD RESTRAINT MAKE/MODEL
62	ROLE	NUM	2	105	OCCUPANT'S ROLE
63	SEATPOS	NUM	2	107	OCCUPANT'S SEAT POSITION
8	SEX	NUM	2	20	SEX OF PERSON
45	SOUDAT1	NUM	2	71	SOURCE OF DATA (FIRST)
46	SOUDAT2	NUM	2	73	SOURCE OF DATA (SECOND)
47	SOUDAT3	NUM	2	75	SOURCE OF DATA (THIRD)
48	SOUDAT4	NUM	2	77	SOURCE OF DATA (FOURTH)
49	SOUDAT5	NUM	2	79	SOURCE OF DATA (FIFTH)
50	SOUDAT6	NUM	2	81	SOURCE OF DATA (SIXTH)
4	STRATIF	CHAR	1	13	INITIAL STRATIFICATION
32	SYSORG1	CHAR	1	51	SYSTEM/ORGAN (FIRST)
33	SYSORG2	CHAR	1	52	SYSTEM/ORGAN (SECOND)
34	SYSORG3	CHAR	1	53	SYSTEM/ORGAN (THIRD)
35	SYSORG4	CHAR	1	54	SYSTEM/ORGAN (FOURTH)
36	SYSORG5	CHAR	1	55	SYSTEM/ORGAN (FIFTH)
37	SYSORG6	CHAR	1	56	SYSTEM/ORGAN (SIXTH)
11	TREATMNT	NUM	2	26	TREATMENT - MORTALITY
70	TYPEREST	NUM	2	121	TYPE CHILD RESTRAINT
60	VEHNO	NUM	2	101	VEHICLE NUMBER
6	VERSION	NUM	2	16	VERSION NUMBER
10	WEIGHT	NUM	2	24	WEIGHT OF PERSON
13	WORKDAYS	NUM	2	30	WORKING DAYS LOST

APPENDIX A

DATA COLLECTION FORMS

US Department of Transportation
National Highway Traffic Safety
Administration

Accident Data

NATIONAL ACCIDENT SAMPLING SYSTEM
CONTINUOUS SAMPLING SUBSYSTEM

1. Primary Sampling Unit Number ___ ___
   _{1 2}

2. Case Number-Stratification ___ ___ ___ ___
   _{3 4 5 6}

3. Record Number 1
   ₇

4. Transaction Code ___
   ₈

5. Version Number 8
   ₉

6. Investigator I.D. Number ___
   ₁₀

IDENTIFICATION

7. Type of Case
___ (1) Full data collection
___ (2) Nontowaway (Strata Y or Z)
     (Reduced data collection)
___ (3) Source document only

___
₁₁

8. Date (Month, Day, Year) ___ / ___ / 8 5
   _{12 13 14 15 16 17}

9. Final Stratification
Choose the classification which indicates
this accident's final stratum. Code the
letter in the space provided. See the
coding manual for stratification codes.

___
₁₈

10. Number of Vehicle Forms Submitted
_____ Code the number of motor vehicles in trans-
port for which a VEHICLE FORM was submitted ___ ___
   _{19 20}

11. Number of Pedestrian & Nonmotorist
    Forms Submitted
_____ Code the number of pedestrians and/or non-
motorists for which a PEDESTRIAN & NON-
MOTORISTS FORM was submitted ___ ___
   _{21 22}

12. First Harmful Event
Non-collision
___ (01) Fire or explosion
___ (02) Immersion
___ (03) Gas Inhalation
___ (04) Fell from vehicle
___ (05) Injured in vehicle
___ (06) Other noncollision (specify): _____

___ (07) Overturn
___ (08) Jackknife with intraunit damage
Collision With
___ (09) Pedestrian
___ (10) Pedalcyclist
___ (11) Railway train
___ (12) Animal
___ (13) Motor vehicle in transport (same roadway)
___ (14) Motor vehicle in transport (other roadway)
___ (15) Parked motor vehicle
___ (16) Other type nonmotorist (specify _____

___ (17) Thrown or falling object
___ (18) Boulder
___ (19) Other object (not fixed) (specify) _____

Collision with Fixed Object
___ (20) Building
___ (21) Impact attenuator/Crash Cushion
___ (22) Bridge pier or abutment
___ (23) Bridge parapet end
___ (24) Bridge rail
___ (25) Guardrail
___ (26) Concrete traffic barrier
___ (27) Median barrier
___ (28) Other longitudinal barrier (specify) _____

___ (29) Highway/Traffic sign post
___ (30) Overhead sign support
___ (31) Luminaire/Light support
___ (32) Utility pole
___ (33) Other post, pole, or support (specify) _____

___ (34) Culvert
___ (35) Curb
___ (36) Ditch
___ (37) Embankment-earth
___ (38) Embankment-rock, stone or concrete
___ (39) Fence (wooden, wire, chain link, etc.)
___ (40) Wall (stone, rock, metal, etc.)
___ (41) Fire hydrant
___ (42) Shrubbery
___ (43) Tree
___ (44) Other fixed object (specify) _____

___ (45) Pavement surface irregularity (pothole, grooved, grates)
___ (99) Unknown

___ ___
_{23 24}

13 Manner of Collision (Based on First Harmful Event)

____ (0) Not collision with vehicle in transport
____ (1) Rear-end
____ (2) Head-on
____ (3) Rear-to-rear
____ (4) Angle
____ (5) Sideswipe, same direction
____ (6) Sideswipe, opposite direction
____ (9) Unknown   25

14 Relation to Roadway (location of first harmful event)
____ (1) On roadway
____ (2) On shoulder
____ (3) In median
____ (4) On roadside
____ (5) Outside right-of-way
____ (6) Off roadway - location unknown
____ (7) In parking lane
____ (8) Gore or channel island
____ (9) Unknown   26

AMBIENT CONDITIONS

15. Time
__:__ Code reported military time of accident
       (NOTE midnight = 2400)
____ (9999) Unknown   27 28 29 30

16. Light Conditions
____ (1) Daylight
____ (2) Dark
____ (3) Dark, but lighted
____ (4) Dawn
____ (5) Dusk
____ (9) Unknown   31

17. Atmospheric Conditions
____ (1) No adverse atmospheric related/driving
         conditions
____ (2) Rain
____ (3) Sleet
____ (4) Snow
____ (5) Fog
____ (6) Rain and fog
____ (7) Sleet and fog
____ (8) Other (e.g., smog, smoke, blowing sand or
         dust, etc.) (specify):_____
____ (9) Unknown   32

ADMINISTRATIVE ITEMS

18 Relation to Junction
____ (01) Non-junction
____ (02) Three leg intersection
____ (03) Four leg intersection
____ (04) More than four leg intersection
____ (05) Rotary or traffic circle
____ (06) Intersection related
____ (07) Channel
____ (08) Area of mergence related
____ (09) Area of divergence related
____ (10) Entrance ramp
____ (11) Exit ramp
____ (12) Driveway, alley access related
____ (13) Railroad grade crossing related
____ (14) Crossover related
____ (99) Unknown   33 34

19. Interchange Geometry
____ (0) No interchange
____ (1) Full diamond
____ (2) Partial diamond
____ (3) Full cloverleaf
____ (4) Partial cloverleaf
____ (5) Trumpet
____ (6) Directional
____ (8) Other (specify):_____
____ (9) Unknown   35

20. Accident Occurrence in School Zone
____ (0) No
____ (1) Yes
____ (9) Unknown   36

21. School Bus Related
____ (0) No
____ (1) Yes   37

22. Right or Left Turn on Red Related
____ (0) No

Right turn related
____ (1) Yes - turn permitted
____ (2) Yes - turn prohibited
Left turn related
____ (3) Yes - turn permitted
____ (4) Yes - turn prohibited
____ (9) Unknown   38

39

ENVIRONMENTAL DATA	SPECIAL STUDIES - INDICATORS

ENVIRONMENTAL DATA

23 Driver Level Environmental Data That Is
Most Representative of this Accident Location

_____ Code the driver level number (the vehicle
number coded in variable D07) that best
describes the accident's environmental
conditions   ‾39‾ ‾40‾

SPECIAL STUDIES - INDICATORS

Information Collected From This Accident As A Part of
the Special Studies Subsystem

◯ NO - Code 0 for each of questions 24 through 29

If YES - Check (✔) each of the studies from the
list below that were indicated. code 1 for the
checked studies and 0 for the studies not checked

24 __ SS8-Longitudinal Barrier   ‾41‾

25 __ SS9-Crash Cushion   ‾42‾

26 __ SS12 Pre-Crash   ‾43‾

27 __ SS13   ‾44‾

28. __ SS14   ‾45‾

29 __ SS15   ‾46‾

PEDESTRIAN AND NONMOTORIST

US Department of Transportation
National Highway Traffic Safety
Administration

1. Primary Sampling Unit Number
$\overline{1}$ $\overline{2}$

2. Case Number – Stratification
$\overline{3}$ $\overline{4}$ $\overline{5}$ $\overline{6}$

3. Record Number
$\frac{2}{7}$

4. Transaction Code
$\overline{8}$

5. Version Number
$\frac{8}{9}$

6. Investigator I.D. Number
$\overline{10}$

IDENTIFICATION

7. Pedestrian or Nonmotorist's Number
$\overline{11}$ $\overline{12}$

8. Pedestrian or Nonmotorist's Type

__ (1) Pedestrian
__ (2) Bicyclist
__ (3) Other cyclist (specify)
_____

__ (4) Occupant of vehicle not in transport
__ (8) Other nonmotorist (specify)
_____
_____

__ (9) Unknown
$\overline{13}$

PEDESTRIAN OR NONMOTORIST INTERVIEW

9. Pedestrian or Nonmotorist's Age

____ year(s) – Code actual age at time of
accident
__ (00) Less than one year old
__ (97) 97 years and older
__ (99) Unknown
$\overline{14}$ $\overline{15}$

10. Pedestrian or Nonmotorist's Sex

__ (1) Male
__ (2) Female
__ (9) Unknown
$\overline{16}$

11. Pedestrian or Nonmotorist's Height

____ inches – Code actual height to the nearest
inch.
__ (99) Unknown
$\overline{17}$ $\overline{18}$

12. Pedestrian or Nonmotorist's Weight

____ pounds – Code actual weight to the nearest
pound.
__ (999) Unknown
$\overline{19}$ $\overline{20}$ $\overline{21}$

13. Pedestrian or Nonmotorist's Location

__ (01) Intersection related – in crosswalk
__ (02) Intersection related – on roadway, not
in crosswalk
__ (03) Intersection related – on roadway,
crosswalk not available
__ (04) Intersection related – on roadway,
crosswalk availability unknown
__ (05) Intersection related – on sidewalk
__ (06) Intersection related – not on roadway or
sidewalk
__ (09) Intersection related – unknown
__ (10) Nonintersection – in crosswalk
__ (11) Nonintersection – on roadway,
not in crosswalk
__ (12) Nonintersection – on roadway,
crosswalk not available
__ (13) Nonintersection – on roadway,
crosswalk availability unknown
__ (14) Nonintersection – in parking lane
__ (15) Nonintersection – on road shoulder
__ (16) Nonintersection – on sidewalk
__ (17) Nonintersection – bike path
__ (18) Nonintersection – other, not on
roadway (specify)
__ (19) Nonintersection – outside trafficway
__ (20) Nonintersection – unknown

__ (99) Unknown
$\overline{22}$ $\overline{23}$

14. Distance From Intersection

__ (0) Not on roadway

On roadway
__ (1) Impact within 50 feet of intersection
__ (2) Impact between 51 and 500 feet of intersection
__ (3) Impact more than 500 feet from intersection
__ (9) Unknown
$\overline{24}$

HS Form 428   This report is authorized by P.L. 89-563, Title 1, Sections 106, 108, and 112. While you are not required to respond, your cooperation is
(Rev. 1/85)   needed to make the results of this data collection effort comprehensive, accurate, and timely.

41

15. Pedestrian Activity
    (Note code the first attribute that applies)

    __ (00) Not a pedestrian
    __ (01) Near a motor vehicle *(specify)*
    _____

    __ (02) Near a bus stop or mass transit entrance
             *(specify)*_____
    __ (03) Near a mobile vendor *(specify)*
    _____

    __ (04) Near an entrance *(specify)*
    _____

    __ (05) Darting or running into roadway
    __ (06) Crossing or attempting to cross roadway
    __ (07) Walking in the same direction as traffic
    __ (08) Walking in the opposite direction of traffic
    __ (09) Walking, direction unknown
    __ (10) Jogging or running in the same direction as
             traffic
    __ (11) Jogging or running in the opposite direction
             of traffic
    __ (12) Jogging or running, direction unknown
    __ (13) Playing
    __ (14) Working
    __ (15) Stationary *(specify)* _____
    __ (98) Other *(specify)*_____
    __ (99) Unknown
                                            __ __
                                            25 26

16.–19. Omitted *(These variables are omitted so that
         numbering consistency can be maintained
         with comparable variables on the Occupant
         Data Form.)*

INTERVIEW AND OFFICIAL SOURCES

	Official Sources
r- ..-wee	

20. Treatment – Mortality
    __(0) No treatment   __
    __(1) Fatal   __
    __(2) Fatal – ruled disease   __

Nonfatal
    __(3) Hospitalization   __
    __(4) Transported and released   __
    __(5) Treatment at scene – nontransported __
    __(6) Treatment later   __
    __(8) Treatment – Other *(specify)* __

    __(9) Unknown   __
                                          __
                                          27

Inter- viewee	Official Sources

21. Hospital Stay
    __ (00) Not hospitalized   __
    ____ day(s) – Code the number of days __
             (up through 60) that the pedestrian
             nonmotorist stayed in hospital
    __ (61) 61 days or more   __
    __ (99) Unknown   __
                                           __ __
                                           28 29

22. Working Days Lost
    __ (00) No working days lost
    ____ day(s) – Code the number of days
             (up through 60) that the pedestrian
             nonmotorist lost from work due to
             the accident.
    __ (61) 61 days or more
    __ (62) Fatally injured
    __ (97) Not working prior to accident
    __ (99) Unknown
                                           __ __
                                           30 31

23. Vehicle Which Contacted Pedestrian
    or Nonmotorist

    __ (0) No injury
    __ (1) Vehicle number 01
    __ (2) Vehicle number 02
    __ (3) Vehicle number 03
    __ (4) Vehicle number 04
    __ (5) Vehicle number 05
    __ (6) Vehicle number 06
    __ (7) Multivehicle contact
    __ (8) Other vehicle number
            (specify):_____
    __ (9) Unknown
                                           __
                                           32

24.–30. Omitted *(These variables are omitted so that
         numbering consistency can be maintained
         with compatible variables on the Occupant
         Data Form.)*

CI

OCCUPANT INJURY CLASSIFICATION
(FOR PEDESTRIAN AND NONMOTORIST)

Consider all injuries which are reported from both *unofficial* and *official* sources. The information from official sources takes precedence over similar injuries reported by any other source. In other words, do not list the same injury twice, supercede the interview data with official data in the case of similar injuries. List all injuries by official medical sources first. Police reported injuries may be used, but only when no other source of injury information is available.

Were more than ten (10) injuries sustained? _____ Unknown, _____ No, _____ Yes – If more than ten dissimilar injuries were identified during the interview, from collection of official data, and from other unofficial sources *(excluding police)*, list those from the official records first, exhausting that level of data before listing those from the interviewee or other sources.

	L.S.S Body Region	O.I.C. Body Region	Aspect	Lesion	System/ Organ	A.I.S Severity	Injury Source	Direct/ Indirect Injury	Source of Data
1	—	—	—	—	—	—	—	— —	— —
2	—	—	—	—	—	—	—	— —	— —
3	—	—	—	—	—	—	—	— —	— —
4	—	—	—	—	—	—	—	— —	— —
5	—	—	—	—	—	—	—	— —	— —
6	—	—	—	—	—	—	—	— —	— —
7	—	—	—	—	—	—	—	— —	— —
8	—	—	—	—	—	—	—	— —	— —
9	—	—	—	—	—	—	—	— —	— —
10	—	—	—	—	—	—	—	— —	— —

Source of Data

Official
(01) Autopsy records with or without hospital/medical records
(02) Hospital medical records other than emergency room (e.g., discharge summary)
(03) Emergency room records only (including associated x-rays or other lab reports)
(04) Private physician, walk-in or emergency clinic

Unofficial
(05) Lay coroner report
(06) E.M.S personnel
(07) Interviewee
(08) Other source

(09) Police
(99) Unknown if injured
(00) Not injured

Reduction Section

L.S.S. Body Region

(1) Head or neck
(2) Face
(3) Chest
(4) Abdominal or pelvic contents
(5) Extremities or pelvic girdle
(6) General *(external)*
(0) Not injured
(9) Unknown

O.I.C. Body Region

(M) Abdomen
(Q) Ankle-foot
(A) Arm (upper)
(B) Back – thoracolumbar spine
(C) Chest
(E) Elbow
(F) Face
(R) Forearm
(H) Head – skull
(U) Injured, unknown region
(K) Knee
(L) Leg (lower)
(Y) Lower limb(s) (whole or unknown part)
(N) Neck – cervical spine
(P) Pelvic – hip
(S) Shoulder
(T) Thigh
(X) Upper Limb(s) (whole or unknown part)
(O) Whole body
(W) Wrist – hand
(0) Not injured
(9) Unknown if injured

Aspect of Injury

(A) Anterior – front
(C) Central
(I) Inferior – lower
(U) Injured, unknown aspect
(L) Left
(P) Posterior – back
(R) Right
(S) Superior – upper
(W) Whole region
(0) Not injured
(9) Unknown if injured

Lesion

(A) Abrasion
(M) Amputation
(V) Avulsion
(B) Burn
(K) Concussion
(C) Contusion
(N) Crush
(G) Detachment, separation
(D) Dislocation
(F) Fracture
(Z) Fracture and dislocation
(U) Injured unknown lesion
(L) Laceration
(O) Other
(P) Perforation, puncture
(R) Rupture
(S) Sprain
(T) Strain
(E) Total Severence, transection
(0) Not injured
(9) Unknown if injured

System/Organ

(W) All systems in region
(A) Arteries – veins
(B) Brain
(D) Digestive
(E) Ears
(O) Eye
(H) Heart
(U) Injured, unknown system
(I) Integumentary
(J) Joints
(K) Kidneys
(L) Liver
(M) Muscles
(N) Nervous system
(P) Pulmonary – lungs
(R) Respiratory
(S) Skeletal
(C) Spinal cord
(Q) Spleen
(T) Thyroid, other endocrine gland
(G) Urogenital
(V) Vertebrae
(0) Not injured
(9) Unknown if injured

Abbreviated Injury Scale

(1) Minor injury
(2) Moderate injury
(3) Severe injury
(4) Serious injury
(5) Critical injury
(6) Maximum *(untreatable)*
(7) Injured, unknown severity
(0) Not injured
(9) Unknown if injured

Injury Source
(00) No Injury

FRONT
(01) Windshield
(02) Mirror
(03) Sunvisor
(04) Steering wheel rim
(05) Steering wheel hub/spoke
(06) Steering wheel (combination of codes 04 and 05)
(07) Steering column, transmission selector lever, other attachment
(08) Add on equipment (e.g. CB, tape deck, air conditioner)
(09) Left instrument panel and below
(10) Center instrument panel and below
(11) Right instrument panel and below
(12) Other front object (specify)

SIDE
(13) Side interior surface, excluding hardware or armrests
(14) Side hardware or armrest
(15) A pillar
(16) B pillar
(17) Other pillar (specify)

(18) Window glass or frame
(19) Other side object (specify)

INTERIOR
(21) Seat, back support
(22) Belt restraint system
(23) Head restraint system
(24) Air cushion
(25) Other occupants (specify)

(26) Interior loose objects
(29) Other interior object (specify)

ROOF
(31) Front header
(32) Rear header
(33) Roof side rails
(34) Roof or convertible top

FLOOR
(41) Floor
(42) Floor or console mounted transmission lever, including console
(43) Parking brake handle
(44) Foot controls including parking brake

REAR
(45) Backlight (rear window)
(46) Backlight storage rack, door, etc.
(49) Other rear object (specify)

EXTERIOR of NONMOTORIST'S VEHICLE
Noncycle
(51) Hood
(52) Outside hardware (e.g., outside mirror, antenna)
(53) Other exterior surface or tires (specify)
(59) Unknown exterior objects

Cycle
(61) Handle bars or attachments
(62) Frame or suspension component or fender
(63) Seat
(64) Foot pedal, foot rest, foot pegs
(65) Wheel or tire
(66) Engine or transmission
(67) Gas tank, gas tank filler cap or neck
(69) Other cycle part (specify)

EXTERIOR of STRIKING MOTOR VEHICLE
(71) Front bumper
(72) Hood edge
(73) Other front of vehicle (specify)

(74) Hood
(75) Hood ornament
(76) Windshield, roof rail, A-pillar
(77) Side surface
(78) Side mirror
(79) Other side protrusions (specify)

(80) Rear surface
(81) Undercarriage
(82) Tires and wheels
(83) Other exterior of striking motor vehicle (specify)

(84) Unknown exterior of striking motor vehicle

OTHER VEHICLE or OBJECT in the ENVIRONMENT
(86) Ground
(87) Other vehicle or object (specify)

(89) Unknown vehicle or object

NONCONTACT INJURY
(90) Noncontact injury source
(97) Injured, unknown source
(99) Unknown if injured

DIRECT/INDIRECT INJURY
(0) No injury
(1) Direct contact injury
(2) Indirect contact injury
(3) Noncontact injury
(7) Injured, unknown source
(9) Unknown if injured

OCCUPANT INJURY CLASSIFICATION
(FOR PEDESTRIAN AND NONMOTORIST)

If there are six or less injuries listed in the O.I.C. reduction section, code all of the injuries ordered by Source of Data (1st-autopsy, 2nd-hospital/medical, 3rd-emergency room, 4th-private physician, or 5th-unofficial sources) and by A.I.S. severity within source

If there are more than six injuries order the injuries by source and by A.I.S. severity within source. Code this ordering, injury by injury. If a group of ordered injuries has the same source, the same A.I.S., and the group includes at least the sixth and seventh injuries in the ordering, then a choice must be made as to which injury or injuries to code.

Choose the injury or injuries that will enable the maximum number of different I.S.S. body regions to be represented in the coded data. If no new I.S.S. body region can be added then simply code in accordance with the original ordering.

If the pedestrian or nonmotorist has less than six injuries, then the number of rows required to be completed is equal to the number of injuries plus one (e.g., no injuries requires one row, i.e., columns 33 to 42). In the additional row "No Injury" will be coded for all variables including A.I.S. severity.

If you cannot increase the number of different I.S.S. body regions or if you can choose between two or more injuries of the same source and A.I.S. severity any of which would constitute an additional I.S.S. region, then choose the injury that has a known injury source.

Update Candidate   ◯ Yes   ◯ No

	I.S.S. Body Region	O.I.C. Body Region		Aspect		Lesion		System/ Organ		A.I.S. Severity		Injury Source			Direct/ Indirect Injury		Source of Data	
1st	__	31	__ (33)	32.	__ (34)	33	__ (35)	34.	__ (36)	35.	__ (37)	36.	__ (38)	__ (39)	37.	__ (40)	38	__ (41)	__ (42)
2nd	__	39.	__ (43)	40.	__ (44)	41.	__ (45)	42.	__ (46)	43.	__ (47)	44.	__ (48)	__ (49)	45.	__ (50)	46	__ (51)	__ (52)
3rd	__	47.	__ (53)	48.	__ (54)	49.	__ (55)	50.	__ (56)	51.	__ (57)	52.	__ (58)	__ (59)	53.	__ (60)	54	__ (61)	__ (62)
4th	__	55.	__ (63)	56.	__ (64)	57.	__ (65)	58.	__ (66)	59.	__ (67)	60.	__ (68)	__ (69)	61.	__ (70)	62	__ (71)	__ (72)
5th	__	63	__ (73)	64.	__ (74)	65.	__ (75)	66.	__ (76)	67.	__ (77)	68.	__ (78)	__ (79)	69.	__ (80)	70	__ (81)	
6th	__	71.	__ (83)	72	__ (84)	73	__ (85)	74.	__ (86)	75.	__ (87)	76.	__ (88)	__ (89)	77.	__ (90)	78	__ (91)	__ (92)

OFFICIAL RECORDS	INVESTIGATOR DETERMINED

OFFICIAL RECORDS

79. Injury Severity *(Police Rating)*
___ (0) No injury *(O)*
___ (1) Possible injury *(C)*
___ (2) Nonincapacitating injury *(B)*
___ (3) Incapacitating injury *(A)*
___ (4) Killed *(K)*
___ (5) Injury, severity unknown
___ (6) Died prior to accident
___ (9) Unknown
                                    ‾93‾

80. Time to Death
___ (00) Not fatal
_____ Code number of hours from time of accident
     to time of death up through 24 hours. If
     time of death is greater than 24 hours,
     code number of days. *(Note 1 day = 31,
     2 days = 32, . . . n days = 30 +n up through
     30 days = 60)*
___ (96) Fatal – ruled disease
___ (99) Unknown
                              ‾94‾ ‾95‾

81. Traffic Violation Charged Against This
    Pedestrian or Nonmotorist
___ (0) No
___ (1) Yes *(specify)* _____
___ (9) Unknown
                                    ‾96‾

82. Police Reported Alcohol Presence
___ (0) No *(alcohol not present)*
___ (1) Yes *(alcohol present)*
___ (8) Not reported
___ (9) Unknown
                                    ‾97‾

83. Alcohol Test Result

_____ Actual value *(decimal implied before first
     digit) (0.xx)*
___ (95) Test refused
___ (96) Non given
___ (97) AC test performed, results unknown
___ (99) Unknown
                              ‾98‾ ‾99‾

INVESTIGATOR DETERMINED

84. Pedestrian/Nonmotorist Related Factors
___ (00) No pedestrian/nonmotorist related factors
___ (01) Non-physical *(i.e., mental or emotional factor)*

Physical impairments
___ (02) Blind
___ (03) Restricted sight
___ (04) Walking cane/crutches required
___ (05) Deaf
___ (06) Restricted to wheelchair
___ (07) Paraplegic
___ (08) Previous injury
___ (09) Other physical impairments *(specify)*:
_____

Drug Impairments
___ (10) Drugs – medication *(prescription, over-the-counter)*
___ (11) Other drugs *(excludes alcohol, includes
     uncontrolled substances) (specify)*:

Pedalcyclist Related *(Includes Animal Related)*
___ (12) Inattention
___ (13) Interference with operator by other passenger
___ (14) Operator inexperience
___ (15) Erratic lane changing – cutting in and
     out of traffic
___ (16) Not yielding right-of-way
___ (17) Failure to yield to an emergency vehicle
___ (18) Disobeying stop sign
___ (19) Disobeying traffic signal
___ (20) Failure to obey other traffic sign or signal
     (specify):_____
___ (21) Riding over or on the centerline
___ (22) Riding over or on the median
___ (23) Riding wrong way on 1-way street or
     extrance/exit ramp
___ (24) Pulling in front of traffic from a roadway
     or driveway
___ (25) Turning left or U-turning in front of
     oncoming traffic
___ (26) Making right turn from left lane,
     or left turn from right lane
___ (27) Making other improper turn *(specify)*:
_____
___ (28) Proceeding despite view obstruction
___ (29) Wrong signal given for manuever executed
___ (30) Turning without giving a turn signal
___ (31) Hazard lights not used when appropriate
     or required
___ (32) Operator unfamiliar with roadway
___ (33) Overloading or improper loading of
     passengers and/or cargo
___ (38) Other pedalcyclist related factors *(specify)*:
_____

___ (99) Unknown
                              ‾100‾ ‾101‾

ATTACH TO THIS FORM ANY SUPPORTING MEDICAL DOCUMENTATION FOR THIS PEDESTRIAN OR NONMOTORIST

US Department of Transportation
National Highway Traffic Safety
Administration

Vehicle Data

NATIONAL ACCIDENT SAMPLING SYSTEM
CONTINUOUS SAMPLING SUBSYSTEM

1. Primary Sampling Unit Number ___ ___
   1 2

2. Case Number-Stratification ___ ___ ___ ___
   3 4 5 6

3. Record Number $\frac{3}{7}$

4. Transaction Code ___
   8

5. Version Number $\frac{8}{9}$

6. Investigator I D Number ___
   10

IDENTIFICATION

7. Vehicle Number ___ ___
   11 12

8. Number of Occupant Forms Submitted
   ___ Code only the number of occupants in this
   vehicle for which an OCCUPANT FORM
   was submitted
   ___ (97) 97 or more ___ ___
                        13 14

9. Vehicle Role
   ___ (0) Noncollision
   ___ (1) Striking unit
   ___ (2) Struck unit
   ___ (3) Both striking and struck
   ___ (9) Unknown ___
                    15

10 Manner of Leaving Scene (Determined by Investigator)
   ___ (1) Driven
   ___ (2) Towed - due to vehicle damage
   (3) Towed - not due to vehicle damage
   (4) Towed - details unknown
   ___ (5) Abandoned
   ___ (9) Unknown ___
                   16

11 Hit and Run Involvement
   ___ (0) No hit-and-run
   ___ (1) Yes - hit-and-run involved vehicle ___
                                                17

EXTERIOR ITEMS

12 Vehicle Model Year
   _____ Code the last two digits of the model year
   ___ (99) Unknown ___ ___
                     18 19

13. Vehicle Make (specify):
   _____
   Applicable codes are found in your NASS Data
   Collection, Coding and Editing Manual
   ___ (99) Unknown ___ ___
                     20 21

14 Vehicle Model (specify).
   _____
   Applicable codes are found in your NASS Data
   Collection, Coding and Editing Manual
   ___ (99) Unknown ___ ___
                     22 23

15 Registration of Vehicle
   ___ (0) Not registered
   ___ (1) In-state (at least)
   ___ (2) Out-of-state (only)
   ___ (8) Other registration (e.g , federal, foreign,
   military) (specify):
   _____
   ___ (9) Unknown ___
                    24

16 Vehicle Identification Number
   ___ No VIN - Code all Zeros
   ___ Unknown - Code all nines

   Left justify·
   Slash zeros. 0

___ ___ ___ ___ ___ ___ ___ ___ ___ ___ ___ ___ ___ ___ ___ ___
25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41

Delete seq. rial production number

17 Body Type

Automobiles

____ (01) Convertible (excludes sun-roof. t-bar)

____ (02) 2-door sedan. hardtop coupe

____ (03) 3-door/2-door hatchback

____ (04) 4-door sedan hardtop

____ (05) 5-door/4-door hatchback

____ (06) Station wagon (excluding van and truck based)

____ (08) Other automobile type (specify)

_____

____ (09) Unknown automobile type

Automobile Derivatives and Short Utility Vehicles

____ (10) Auto based pickup (includes El Camino. Caballero. Ranchero and Brat)

____ (11) Auto based panel (cargo station wagon. includes auto based ambulance/hearse)

____ (12) Short utility – not truck based (includes Jeep CJ-5 Jeep CJ-7. Renegade Landrover Pre 78 Bronco. Landcruiser Thing)

____ (13) Large limousine – more than four side doors or stretched chassis

Motorcycles

____ (20) Motorcycle

____ (21) Mopeds (motorized bicyles)

____ (28) Other motorcycle (minibikes. motorscooters) (specify)

____ (29) Unknown motorcycle type

Bus (excludes van based)

____ (30) School bus (designed to carry students. not cross country or transit)

____ (31) Cross country/intercity (designed for long distance)

____ (32) Transit bus (includes short ride city bus and medium range suburban bus)

____ (38) Other bus (e g . bus based motorhome) (specify) _____

____ (39) Unknown bus type

Van Based Light Truck (< 10.000 lbs GVWR)

____ (40) Van (includes VW bus. Vanagon. Kombi. Beauville. Chateau. Club Wagon. Sportsman. excludes moving van)

____ (41) Van-commercial cutaway (includes box van. multi-stop. parcel. van pickups)

____ (42) Van based motorhome

____ (48) Other van type (specify)·

_____

____ (49) Unknown van type

Light Conventional Truck (Pickup style cab. < 10.000 lbs GVWR)

____ (50) Pickup (includes open box and caps)

____ (51) Pickup with slide-in camper

____ (52) Pickup based motorhome (chassis mounted)

____ (53) Cab chassis based (includes rescue vehicles. light stake. dump. and tow trucks)

____ (54) Truck based panel

____ (55) Truck based station wagon (4-door. includes Suburban. Travelall. Wagoneer)

____ (56) Truck based utility (2-door. includes Blazer. Bronco – 78 on. Jimmy. Ramcharger. Cherokee. Trailduster. Scout)

____ (58) Other light conventional truck (e.g . stretched Suburban limousine) (specify)

_____

____ (59) Unknown light conventional truck

____ (69) Unknown light truck (van or pickup)

Medium Heavy Truck (> 10.000 lbs GVWR)

____ (70) Step vans

____ (71) Single unit straight truck (10.000 lbs < GVWR ≤ 26.000 lbs)

____ (72) Single unit straight truck (> 26.000 lbs GVWR)

____ (73) Medium/heavy truck based motorhome

____ (74) Truck-tractor with no cargo trailer

____ (75) Truck-tractor pulling one or more trailers

____ (77) Truck-tractor (unknown if pulling trailer)

____ (78) Unknown medium/heavy truck type

____ (79) Unknown truck type (light/medium/heavy)

Other Vehicles

____ (80) Snowmobile

____ (81) Farm equipment other than trucks

____ (82) ATV. all terrain vehicle (e.g., dune/swamp buggy)

____ (83) Construction equipment other than trucks (e g.. grader. off road)

____ (88) Other (e.g., go cart, fork lift, city street sweeper) (specify):

_____

____ (89) Unknown other vehicle (specify):

_____

____ (99) Unknown body type

42 43

18. Towed Trailing Unit

_____ (0) No towed unit

Yes,
towed trailing unit hitch type

_____ (1) Clamp on (temporary)

_____ (2) Bumper hitch (bolted)

_____ (3) Frame   -

_____ (4) Fifth wheel

_____ (5) Converter dolly - with 1 towbar

_____ (6) Converter dolly - with 2 towbars

_____ (8) Other (specify) _____

_____ (9) Unknown hitch type

19. Seating Capacity/Truck Vocation
Passenger Vehicle by Designated Seating Capacity

Motorcycle/Automobile/Van/Bus (exclude pickups)

_____ (01) One seat position

_____ (02) Two seat positions

_____ (03) Three seat positions

_____ (04) Four seat positions

_____ (05) Five seat positions

_____ (06) Six seat positions

_____ (07) Seven seat positions

_____ (08) Eight seat positions

_____ (09) Nine seat positions

_____ (10) 10 to 19 seat positions

_____ (11) 20 to 49 seat positions

_____ (12) 50 or more seat positions

_____ (13) Motorhome (any light or medium truck based)

_____ (14) Ambulance/EMS (any auto or truck based)

_____ (19) Unknown passenger vehicle seating capacity

Cargo Vehicle by Vocation (Cargo Configuration)

Platform

_____ (20) Platform, flatbed

_____ (21) Platform with device (e g , self-loader, spreader)

_____ (22) Stake

_____ (23) Drop frame, low bed, lowboy

_____ (24) Livestock carrier

_____ (28) Other platform (specify)

Open

_____ (30) Pickup box (non-dump, includes open box and caps)

_____ (31) Pickup with slide-in camper

_____ (32) Dump (any light, medium, or heavy truck based)

_____ (33) Dump with blade (front or undercarriage)

_____ (34) Hopper (grain)

_____ (35) Auto carrier/transport (includes boat)

_____ (36) Van - open top

_____ (38) Other open (specify):

Closed

_____ (40) Van - closed top (any light, medium or heavy truck based, e.g., multi-stop)

_____ (41) Low bed van (e.g., moving van)

_____ (42) Refrigerated or insulated

_____ (43) Mobile home

_____ (44) Beverage, bottler

_____ (45) Container (e g., piggy back)

_____ (46) Tank - liquid and gaseous

_____ (47) Tank - dry bulk

_____ (48) Other closed (specify).

Services/Utility

_____ (50) Garbage, refuse (including dumpster)

_____ (51) Fire apparatus

_____ (52) Concrete mixer

_____ (53) Wrecker, tow

_____ (54) Crane, aerial basket

_____ (55) Service, mobile repair (e.g., phone line truck)

_____ (56) Pole (e.g., pipe or log)

_____ (57) Armored truck

_____ (58) Other service/utility (specify):

_____ (71) Truck-tractor - no trailer

_____ (72) Chassis, incomplete vehicle

_____ (88) Other cargo vehicle (specify):

_____ (97) Other nontruck (e.g., construction paver, farm tractor) (specify):

_____ (98) Unknown cargo configuration

_____ (99) Unknown if passenger or cargo vehicle

20 21 22. 23 Tire Condition (at time of or
resulting from accident)
Code up to four tires - front to rear, left to
right See manual for tire numbering scheme

AXLE
____ (0) No abnormal tire condition
____ (1-7) Code actual axle number
____ (8) Axle number eight or greater (specify)

_____

____ (9) Unknown axle

TIRE
____ (0) No abnormal tire condition
____ (1) Left outer most tire
____ (2) Left inner tire (if present)
____ (3) Right inner tire (if present)
____ (4) Right outer most tire
____ (9) Unknown tire position

CONDITION
____ (0) No abnormal tire condition
____ (1) Evidence of tread separation (with no
     sign of collision damage)
____ (2) Carcass failure
____ (3) Wear bars exposed
____ (4) Damaged as a result of the accident
____ (9) Unknown tire condition

	Axle	Tire	Condition
(20)	47	48	49
(21)	50	51	52
(22)	53	54	55
(23)	56	57	58

24. 25 Type of Outside Mirror
L   R

____ ____ (0) Mirror not present
____ ____ (1) Plane mirror
____ ____ (2) Convex mirror
____ ____ (3) Plane plus stick-on convex mirror
____ ____ (4) Plane plus separate convex mirror
____ ____ (8) Other type mirror (specify):   24   25

_____

                                               L   R

____ ____ (9) Unknown   59   60

26 Override/Underride (this vehicle)
____ (0) No override/underride or not applicable
     to CDC/TDC

Override (see specific CDC/TDC)
____ (1) 1st CDC
____ (2) 2nd CDC
____ (3) Other not automated CDC (specify):

_____

Underride (see specific CDC/TDC)
____ (4) 1st CDC
____ (5) 2nd CDC
____ (6) Other not automated CDC (specify)

_____

____ (7) Medium/heavy truck override/underride
____ (9) Unknown   61

27. Rear Turn Signal Color
____ (0) No turn signals
____ (1) Red
____ (2) Amber
____ (8) Other (specify):

_____

____ (9) Unknown   62

49

MEDIUM/HEAVY TRUCK AND BUS DATA (V17 = 30-39 OR 70-78)

28 Cab Configuration
____ (0) Not a medium/heavy truck or bus
          (V17 ≠ 30-39 or 70-78)

Cab Over Engine (COE)
____ (1) COE, high entry
____ (2) COE, low entry
____ (3) COE, unknown entry

Conventional (CBE-Cab Behind Engine)
____ (4) 2-door (standard)
____ (5) 2-door extended cab/4-door crew cab
____ (6) Unknown number of doors
____ (7) Cab alongside engine (CAE)

____ (8) Other (specify): _____
____ (9) Unknown   ‾63‾

29 30 31 32 Number of Axles

Power   Trailer
Unit 1st 2nd 3rd
‾‾   ‾‾   ‾‾   ‾‾

___ ___ ___ ___ (0) Not a medium/heavy truck or
                       bus (V17 ≠ 30-39 or 70-78)
___ ___ ___ ___ (1) One
___ ___ ___ ___ (2) Two
___ ___ ___ ___ (3) Three
___ ___ ___ ___ (4) Four
___ ___ ___ ___ (5) Five
___ ___ ___ ___ (6) Six
___ ___ ___ ___ (7) Seven   P 1 2 3
                       or more   __ __ __ __
___ ___ ___ ___ (8) No trailer
___ ___ ___ ___ (9) Unknown
                                    ‾64‾ ‾65‾ ‾66‾ ‾67‾

33 34 35 Length of Trailing Units

    Trailer
1st 2nd 3rd
‾‾   ‾‾   ‾‾

___ ___ ___ (0) Not a medium/heavy truck or bus.
                  (V17 ≠ 30-39 or 70-78)
___ ___ ___ (1) Less than 26 feet
___ ___ ___ (2) 26 - 28 feet
___ ___ ___ (3) 29 - 31 feet
     ___ ___ (4) 32 - 40 feet
     ___ ___ (5) 41 - 45 feet
     ___ ___ (6) 46 - 48 feet
___ ___ ___ (7) More than 48 feet   1st 2nd 3rd
___ ___ ___ (8) No trailer
___ ___ ___ (9) Unknown
                                        ‾68‾ ‾69‾ ‾70‾

36 Maximum Overall Width
____ (000) Not a medium/heavy truck or bus
           (V17 ≠ 30-39 or 70-78)
_____ Code the actual value to the nearest inch
____ (998) 998 inches or more
____ (999) Unknown
                                    ‾71‾ ‾72‾ ‾73‾

37. Maximum Overall Length
     (Includes the power unit and all trailers)
____ (000) Not a medium/heavy truck or bus
           (V17 ≠ 30-39 or 70-78)
_____ Code the actual value to the nearest foot
____ (998) 998 feet or more
____ (999) Unknown
                                    ‾74‾ ‾75‾ ‾76‾

38 Type of Brake Actuation
____ (0) Not a medium/heavy truck or bus
         (V17 ≠ 30-39 or 70-78)
____ (1) Air
____ (2) Hydraulic
____ (3) Other (specify):

         _____

____ (9) Unknown   ‾77‾

39. Gross Vehicle Weight Rating (GVWR)
____ (0) Not a medium/heavy truck or bus
         (V17 ≠ 30-39 or 70-78)
____ (1) 10,001 - 14,000 lbs.
____ (2) 14,001 - 16,000 lbs
____ (3) 16,001 - 19,500 lbs
____ (4) 19,501 - 26,000 lbs.
____ (5) 26,001 - 33,000 lbs.
____ (6) 33,001 - lbs and above
____ (9) Unknown   ‾78‾

         Specify GVWR. _____

NCI

OBJECT CONTACTED

(00) Noncollision
(01) through (30)
If the object contacted by the vehicle under consideration
was a motor vehicle in transport code the Vehicle
Number assigned to that vehicle

Collision with Stationary Object

(31) Motor vehicle not in transport*
(32) Tree (<6 inches in diameter)
(33) Tree (>6 inches in diameter)

Highway/Traffic Supports

(34) Luminaire - breakaway
(35) Luminaire - nonbreakaway
(36) Large sign - breakaway
(37) Large sign - nonbreakaway
(38) Small sign - breakaway
(39) Small sign - nonbreakaway
(40) Utility pole
(41) Traffic signal pole
(42) Delineator
(43) Other post, pole or support
(specify) _____
(44) Fence
(45) Mail box
(46) Other movable object (specify)
_____
(47) Culvert
(48) Railroad tracks
(49) Curb
(50) Abutment
(51) Wall (stone, rock metal, etc)
(52) Embankment - earth
(53) Embankment - rock stone or concrete
(54) Building, rigid
(55) Building, nonrigid
(56) Bridge pier or abutment

(57) Bridge rail
(58) Bridge parapet end
(59) Guardrail - bridge rail transition
(60) Guardrail end (non-median)
(61) Guardrail end (median)
(62) Guardrail (non-median)
(63) Guardrail (median)
(64) Concrete barrier (non-median)
(65) Concrete barrier (median)
(66) Other median barrier (specify)
_____
(67) Other longitudinal barrier
(non-median) (specify)
_____
(68) Impact attenuator/Crash cushion
(69) Ground
(70) Train
(71) Ditch
(72) Other stationary/fixed object
(specify) _____

Collision with Nonstationary Objects

(73) Animal
(74) Trailer, disconnected in transport
(75) Train
(76) Other nonstationary objects (specify)
_____
(81) through (95)
If the object contacted by the vehicle under consideration
was pedestrian or nonmotorist, add eighty (80) to the
assigned Pedestrian & Nonmotorist Number, and code
the resultant sum
(96) Vehicle occupant
(97) Other object (specify)
_____
(99) Unknown

*NOTE   For coding CDC or TDC investigators must refer to appropriate reference documents for accurate coding. If this
vehicle impacted a vehicle not in transport, fill in the information for that vehicle at the end of the CRASH Pro-
gram Summary.

DEFORMATION CLASSIFICATION BY EVENT NUMBER

Event Number (this vehicle)	Object Contacted	(1) (2) Direction of Force (degrees)	Incremental Value of Shift	(3) Deformation Location	(4) Specific Longitudinal or Lateral Location	(5) Specific Vertical or Lateral Location	(6) Type of Damage Distribution	(19) Deformation Extent Guide	Event Number (in accident)
1	— —	— — —	— —	—	—	—	—	— —	—
2	— —	— — —	— —	—	—	—	—	— —	—
3	— —	— — —	— —	—	—	—	—	— —	—
4	— —	— — —	— —	—	—	—	—	— —	—
5	— —	— — —	— —	—	—	—	—	— —	—
6	— —	— — —	— —	—	—	—	—	— —	—
7	— —	— — —	— —	—	—	—	—	— —	—

DEFORMATION CLASSIFICATION

HIGHEST DELT\ ''V''

Event Number (this vehicle)	Object Contacted	(1) (2) Direction of Force	(3) Deformation Location	(4) Specific Longitudinal or Lateral Location	(5) Specific Vertical or Lateral Location	(6) Type of Damage Distribution	(7) Deformation Extent Guide	Event Number (in accident)
40 ___ 79	41 ___ ___ 80 81	42 ___ ___ 82 83	43 ___ 84	44 ___ 85	45 ___ 86	46 ___ 87	47 ___ ___ 88 89	48 ___ 90

Second Highest Delta ''V''

49 ___ 91	50 ___ ___ 92 93	51 ___ ___ 94 95	52 ___ 96	53 ___ 97	54 ___ 98	55 ___ 99	56 ___ ___ 100 101	57 ___ 102

CRUSH PROFILE

(The crush profile for the damage described in the CDC/TDC
above should be documented in the appropriate space below)

Highest

58   59
      L   C1   C2   C3   C4   C5   C6   60 + - D

103 104 105 106   107 108 109   110 111 112   113 114 115   116 117 118   119 120 121   122 123 124   125 126 127 128

Second Highest

61   62
      L   C1   C2   C3   C4   C5   C6   63 + - D

129 130 131 132   133 134 135   136 137 138   139 140 141   142 143 144   145 146 147   148 149 150   151 152 153 154

CODES FOR FRONT OCCUPANT AREA INTRUSION

Magnitude of Intrusion

____ (0) No passenger compartment or no intrusion

____ (1) Less than 2 inches

____ (2) ≥ 2 inches but < 6 inches

____ (3) ≥ 6 inches but < 12 inches

____ (4) ≥ 12 inches

____ (9) Unknown

Intruding Component

____ (00) No passenger compartment or no intrusion

____ (01) Steering column

____ (02) Instrument panel left

____ (03) Instrument panel center

____ (04) Instrument panel right

____ (05) A-pillar

____ (06) B-pillar

____ (07) Door panel or side panel/kick panel

____ (08) Roof

____ (09) Roof side rail

____ (10) Windshield header

____ (20) Steering column and instrument panel

____ (21) Steering column instrument panel and A-pillar

____ (22) Instrument panel and A-pillar

____ (23) A-pillar and roof

____ (24) A-pillar and any of the following door panel, side panel, or B-pillar

____ (25) A-pillar, roof, and windshield header

____ (26) Roof and any of the following door panel, side panel, or B-pillar

____ (27) Roof and windshield header

____ (97) Other combination of the above components (specify):

_____

____ (98) Intrusion of nonlisted component(s)

____ (99) Unknown

64. Documentation of More Than Two CDC/TDC's
___ (1) Two or less coded CDC/TDC's
___ (2) More than two coded CDC/TDC's
$\overline{155}$

65. Vehicle Special Use (this trip)
___ (0) No special use
___ (1) Taxi
___ (2) Vehicle used as school bus
___ (3) Vehicle used as other bus
___ (4) Military
___ (5) Police
___ (6) Ambulance
___ (7) Fire
___ (9) Unknown
$\overline{156}$

66. Odometer Reading
_____ miles - Code mileage to the nearest 1,000 miles
___ (000) No odometer
___ (001) Less than 1,500 miles
   (997) 996,500 miles or more
___ (999) Unknown
$\overline{157}$ $\overline{158}$ $\overline{159}$

67. Passenger Compartment Integrity
___ (0) No passenger compartment
___ (1) No integrity loss

Yes, integrity was lost through
___ (2) Windshield
___ (3) Door (side)
___ (4) Door (rear)
___ (5) Roof
___ (6) Windshield and door (side)
___ (7) Side or rear window breakage
___ (8) Other combination of above (specify):
_____
___ (9) Unknown
$\overline{160}$

FRONT OCCUPANT AREA INTRUSION
See reverse of preceding page for list of codes)

	Intruding Component		Magnitude of Intrusion
Driver Area Primary	68. $\overline{161}$	$\overline{162}$	69. $\overline{163}$
Driver Area Other	70. $\overline{164}$	$\overline{165}$	71. $\overline{166}$
Passenger Area Primary	72. $\overline{167}$	$\overline{168}$	73. $\overline{169}$
Passenger Area Other	74. $\overline{170}$	$\overline{171}$	75. $\overline{172}$

76. Steering Column Separation
___ (0) No - steering column did not separate
___ (1) Yes - steering column separated
___ (9) Unknown
$\overline{173}$

77. Steering Rim Deformation
___ (0) No steering rim deformation
___ (1) Yes - steering rim deformation
___ (9) Unknown
$\overline{174}$

78. Fire Occurrence
___ (0) No fire

Yes, fire occurred
___ (1) Started in vehicle, minor
___ (2) Started in vehicle, major
___ (3) Started external to vehicle, minor
___ (4) Started external to vehicle, major
___ (5) Origin unknown
___ (9) Unknown
$\overline{175}$

79. Type of Most Severe Impact This Vehicle
This Vehicle's Role
___ (0) Nonimpact
___ (1) Front of this vehicle
___ (2) Left side of this vehicle
___ (3) Right side of this vehicle
___ (4) Rear of this vehicle
___ (5) Other impact location (specify):
_____
___ (9) Unknown impact type
$\overline{176}$

80 Role of Other Contacted Vehicle, Object or
Person (for same impact as above)
___ (0) Nonimpact
___ (1) Front of other vehicle
___ (2) Side of other vehicle
___ (3) Rear of other vehicle
___ (4) Intraunit damage
___ (5) Other location on other vehicle (specify):
_____
___ (6) Object (stationary and nonstationary)
___ (7) Pedestrian or nonmotorist
___ (8) Motorcycle or moped
___ (9) Unknown impact type
$\overline{177}$

Vehicle No _____

National Accident Sampling System—Continuous Sampling Subsystem. Vehicle Data   Page 12

81 Rollover

____ (0) No rollover (no overturning)

Rollover primarily about the longitudinal axis

____ (1) Rollover, 1 quarter turn only

____ (2) Rollover, 2 quarter turns

____ (3) Rollover, 3 quarter turns

____ (4) Rollover, 4 or more quarter turns
(specify) _____

____ (5) Rollover primarily about the lateral axis

____ (9) Rollover (Overturn), details unknown $\overline{178}$

82. Jackknife

____ (0) Not an articulated vehicle

____ (1) No jackknife

____ (2) Yes - prior to first impact for this
vehicle

____ (3) Yes - after first impact but prior to last
impact for this vehicle

____ (4) Yes - details unknown $\overline{179}$

83. Hazardous Cargo

____ (0) No hazardous cargo

____ (1) Load of hazardous materials only
(specify) _____

____ (2) Load of hazardous and nonhazardous
materials (specify).

_____

____ (9) Unknown $\overline{180}$

NOTE (See coding manual for definitions and
examples of hazardous materials)

VEHICLE WEIGHT ITEMS

84 Vehicle Curb Weight

_____ pounds - Code weight to nearest 100 pounds

____ (001) Less than 150 pounds

____ (997) 99,650 lbs or more

____ (999) Unknown $\overline{181}$ $\overline{182}$ $\overline{183}$

Source _____

85 Vehicle Cargo Weight

_____ pounds - Code weight to nearest 100 pounds.

____ (000) Less than 50 pounds

____ (997) 99,650 lbs or more

____ (999) Unknown $\overline{184}$ $\overline{185}$ $\overline{186}$

86 Investigator Reported Source of Cargo Weight

____ (0) No cargo

____ (1) Measured

____ (2) Estimated

____ (3) Rated capacity

____ (9) Unknown, source or weight $\overline{187}$

Source _____

RECONSTRUCTION RESULTS

87. Basis for Total Delta V (highest)

Delta V Calculated

____ (1) CRASH program - damage only routine

____ (2) CRASH program - damage and trajectory routine

____ (3) Missing vehicle algorithm

____ (4) Yielding object algorithm

____ (5) Other technique used (specify)

_____

Delta V Not Calculated

____ (6) At least one vehicle (which may be this vehicle) is beyond the scope of an acceptable reconstruction program regardless of collision conditions

____ (7) All vehicles within scope (CDC applicable) of CRASH program but one of the collision conditions is beyond the scope of the CRASH program or other acceptable reconstruction technique, regardless of adequacy of damage data

____ (8) All vehicle and collision conditions are within scope of one of the acceptable reconstruction programs, but there is insufficient data available   ‾‾188‾‾

HIGHEST   Secondary   HIGHEST
                                 ‾‾‾‾‾‾‾‾‾   ‾‾‾‾‾‾‾

88 Total Delta V

____ nearest m p h   _____

(NOTE: 00 means less than

0.5 m p h)

____ (97) 96 5 m.p h. and above

____ (99) Unknown
                                          ‾‾189‾‾ ‾‾190‾‾

89. Longitudinal Component of Delta V

____ nearest m p.h.   _____

(NOTE. 00 means greater than

-0.5 and less than 0.5 m p h.)

____ (97) 96 5 m p h. and above

____ (99) Unknown $\frac{+}{-}$ ‾‾ ‾‾ ‾‾
                                          191 192 193

90. Lateral Component of Delta V

____ nearest m p.h.   _____

(NOTE 00 means greater than

-0.5 and less than 0.5 m p h.)

____ (97) 96.5 m.p.h. and above

____ (99) Unknown $\frac{+}{-}$ ‾‾ ‾‾ ‾‾
                                          194 195 196

91 Energy Absorption

____ nearest 100 foot-lbs   _____

(NOTE. 0000 means less than

50 foot-lbs)

____ (9997) 999,650 foot-lbs or more

____ (9999) Unknown
                                     ‾‾ ‾‾ ‾‾ ‾‾
                                     197 198 199 200

POLICE REPORT

92. Police Reported Travel Speed

____ nearest m.p h.

(NOTE: 00 means less than

0.5 m p.h.)

____ (97) 96 5 m p h and above

____ (99) Unknown
                                          ‾‾201‾‾ ‾‾202‾‾

O M B No 2127-0021

NATIONAL ACCIDENT SAMPLING SYSTEM
CONTINUOUS SAMPLING SUBSYSTEM

US Department of Transportation
National Highway Traffic Safety
Administration

Driver Data

1. Primary Sampling Unit Number ___ ___ — — $\frac{}{1}$ $\frac{}{2}$

2. Case Number-Stratification — — — — $\frac{}{3}$ $\frac{}{4}$ $\frac{}{5}$ $\frac{}{6}$

3. Record Number $\frac{4}{7}$

4. Transaction Code $\frac{}{8}$

5. Version Number $\frac{8}{9}$

6. Investigator I.D. Number $\frac{}{10}$

IDENTIFICATION

7. Vehicle Number $\frac{}{11}$ $\frac{}{12}$

8. Number of Occupants This Vehicle

_____ occupant(s) – Code the actual number
f persons (including the driver if
present) that were occupants of this
vehicle. The number of OCCUPANT
FORMS does not have to equal this
value
____ (97) 97 or more
____ (99) Unknown $\frac{}{13}$ $\frac{}{14}$

9. Driver Presence In Vehicle
____ (1) Driver Present
____ (2) Driver not present $\frac{}{15}$

(NOTE: If no driver was present in this vehicle,
indicate and subsequently leave blank the remain-
ing nonenvironmental questions (variables
D10–D33) on this form. Do code the environmen-
tal elements No OCCUPANT FORM for the
driver is required. Remember, if the person who
had been driving this motor vehicle prior to the
accident was injured outside of this vehicle, that
person is handled on the PEDESTRIAN & NON-
MOTORIST FORM)

DRIVER INTERVIEW

10. Months Driving Experience This Class of
Vehicle (e.g., passenger car, light truck,
motorcycle, etc.)
_____ months – Code actual months of
previous driving experience up to 60.
(NOTE: 44 days or less equals 1
month; a month and a half equals 2
months)
____ (61) Greater than five years
____ (99) Unknown $\frac{}{16}$ $\frac{}{17}$

11. Estimated Mileage This Vehicle
(Estimated total mileage that driver has
driven in this specific accident involved
vehicle.)
_____ miles to the nearest 100
____ (001) Less than 150 miles
____ (997) 99,650 miles or more
____ (999) Unknown $\frac{}{18}$ $\frac{}{19}$ $\frac{}{20}$

12. Total Mileage All Vehicles
(Past Twelve Months)
_____ miles to the nearest 100
____ (001) Less than 150 miles
____ (997) 99,650 miles or more
____ (999) Unknown $\frac{}{21}$ $\frac{}{22}$ $\frac{}{23}$

13. Driver Education
Automobile or Light Truck Driver Training
____ (0) No formal driver training
____ (1) High school driver training
____ (2) Commercial driver training
____ (8) Other formal driver training
(e.g., college, military, etc.) (specify):
_____
— (9) Unknown

Motorcycle Driver Training
____ (0) No formal driver training
____ (5) Motorcycle driver training
____ (8) Other formal driver training
(e.g., college, military, etc.) (specify):
_____
____ (9) Unknown

Medium/Heavy Vehicle Driver Training (>10,000 lbs.
GVWR)
____ (0) No formal driver training
____ (1) High school driver training
____ (2) Commercial driver training
____ (3) Motor carrier program –
On-the-Job-Training
____ (4) Vocational training (CETA, Job Corps
other government sponsored training,
etc.)
____ (8) Other formal driver training
(e.g., college, military, etc.) (specify):
_____
____ (9) Unknown $\frac{}{24}$

ACCIDENT TYPES (Includes Intent)

I. Single Driver	**A** Right Roadside Departure	**01** DRIVE OFF ROAD	**02** CONTROL/ TRACTION LOSS	**03** AVOID COLLISION WITH VEH., PED., ANIM	**04** SPECIFICS OTHER	**05** SPECIFICS UNKNOWN
	B Left Roadside Departure	**06** DRIVE OFF ROAD	**07** CONTROL/ TRACTION LOSS	**08** AVOID COLLISION WITH VEH., PED., ANIM	**09** SPECIFICS OTHER	**10** SPECIFICS UNKNOWN
	C Forward Impact	**11** PARKED VEH.	**12** STA. OBJECT	**13** PEDESTRIAN/ ANIMAL	**14** END DEPARTURE	**15** SPECIFICS OTHER / **16** SPECIFICS UNKNOWN
II. Same Trafficway Same Direction	**D** Rear-End	**20 / 22 / 21 / 23** STOPPED 21, 22, 23	**24 / 26 / 25 / 27** SLOWER 25, 26, 27	**28 / 30 / 29 / 31** DECEL. 29, 30, 31	**(EACH • 32)** SPECIFICS UNKNOWN	**(EACH • 33)** SPECIFICS UNKNOWN
	E. Forward Impact	**34 / 35** CONTROL/ TRACTION LOSS	**36 / 37** CONTROL/ TRACTION LOSS	**38 / 39** AVOID COLLISION WITH VEH	**40 / 41** AVOID COLLISION WITH OBJECT	**(EACH • 42)** SPECIFICS OTHER / **(EACH • 43)** SPECIFICS UNKNOWN
	F Sideswipe/ Angle	**44 / 45**	**(EACH • 46)** SPECIFICS OTHER	**(EACH • 47)** SPECIFICS UNKNOWN		
III. Same Trafficway Opposite Direction	**G** Head-On	**50 / 51** LATERAL MOVE	**(EACH • 52)** SPECIFICS OTHER	**(EACH • 53)** SPECIFICS UNKNOWN		
	H Forward Impact	**54 / 55** CONTROL/ TRACTION LOSS	**56 / 57** CONTROL/ TRACTION LOSS	**58 / 59** AVOID COLLISION WITH VEH.	**60 / 61** AVOID COLLISION WITH OBJECT	**(EACH • 62)** SPECIFICS OTHER / **(EACH • 63)** SPECIFICS UNKNOWN
	I. Sideswipe/ Angle	**64 / 65** LATERAL MOVE	**(EACH • 66)** SPECIFICS OTHER	**(EACH • 67)** SPECIFICS UNKNOWN		
IV. Change Trafficway Vehicle Turning	**J** Turn Across Path	**68 / 69 / 70** INITIAL OPPOSITE DIRECTIONS	**71 / 73 / 72** INITIAL SAME DIRECTIONS		**(EACH • 74)** SPECIFICS OTHER	**(EACH • 75)** SPECIFICS UNKNOWN
	K Turn Into Path	**76 / 77 / 79 / 78** TURN INTO SAME DIRECTION	**80 / 81 / 83 / 82** TURN INTO OPPOSITE DIRECTIONS		**(EACH • 84)** SPECIFICS OTHER	**(EACH • 85)** SPECIFICS UNKNOWN
V. Intersecting Paths (Vehicle Damage)	**L** Straight Paths	**86 / 87**	**88 / 89**	**(EACH • 90)** SPECIFICS OTHER	**(EACH • 91)** SPECIFICS UNKNOWN	
VI. Miscellaneous	**M** Backing Etc	**92** BACKING VEH	**93** OTHER VEH OR OBJECT	**98** Other Accident Type **99** Unknown Accident Type **00** No Impact		

14 Time Since Last Driver Training

__ (0) No formal driver training

__ (1) In training at time of accident

____ (2) Less than five years

____ (3) Five to ten years

____ (4) More than ten years

____ (9) Unknown   25

15. Frequency Driving Road

Familiar with Road

____ (1) Daily

____ (2) Weekly

____ (3) Monthly

____ (4) Less than once a month

____ (5) Unfamiliar with road

____ (9) Unknown   26

TRUCK/BUS OPERATIONS

16. Type of Operation or Carrier

____ (0) Noncommercial or automobile, motorcycle, or other vehicle (V17=01-29, 80-89)

____ (1) For hire/common carrier

____ (2) For hire/contract carrier

____ (3) Private carrier of property or passengers

____ (4) Carrier of ICC exempt commodities

____ (5) U.S mail carrier

____ (8) Other (specify) _____

____ (9) Unknown   27

17. Federal Safety Regulated

____ (0) Noncommercial or automobile, motorcycle, or other vehicle (V17=01-29, 80-89)

____ (1) Motor carrier not subject to U.S. DOT (BMCS) regulations

Motor Carrier Subject to U.S DOT (BMCS) regulations

____ (2) Intercity operations

____ (3) Local pickup or delivery

____ (9) Unknown   28

18 Driver's Classification

____ (0) Noncommercial or automobile, motorcycle, other vehicle (V17=01-29, 80-89)

____ (1) Full time employee

____ (2) Part time employee

____ (3) Owner operator

____ (4) Leased (from labor contractor)

____ (8) Other (specify) _____

____ (9) Unknown   29

ACCIDENT PRE-CRASH INFORMATION

19. Accident Type

____ (00) No impact

_____ Code the number of the diagram that best describes the accident circumstance (See reverse of preceding page for diagrams)

____ (98) Other accident type (specify):

_____

____ (99) Unknown   30 31

	Interviewee	Investigator
20. Attempted Avoidance Maneuver		
____ (00) No impact		—
____ (01) No avoidance actions		—
____ (02) Braking (no lockup)		—
____ (03) Braking (lockup)		—
____ (04) Braking (lockup unknown)		—
____ (05) Releasing brakes		—
____ (06) Steering left		—
____ (07) Steering right		—
____ (08) Braking and steering left		—
____ (09) Braking and steering right		—
____ (10) Accelerating		—
____ (11) Accelerating and steering left		—
____ (12) Accelerating and steering right		—
____ (98) Other action (specify):		—

_____

____ (99) Unknown   —   32 33

INVESTIGATOR DETERMINED	OFFICIAL RECORDS

INVESTIGATOR DETERMINED

21. Driver Related Factors
___ (00) No impact
___ (01) No driver related factors - inappropriate
___ (02) Being pursued by police - police chase
___ (03) Over speed limit
___ (04) Too fast for conditions
___ (05) Excessive or erratic acceleration
___ (06) Erratic lane changing - cutting in and out of traffic
___ (07) Following too closely (tailgating)
___ (08) Passing in no passing zone
___ (09) Not yielding right-of-way
___ (10) Failure to yield to an emergency vehicle
___ (11) Disobeying stop sign
___ (12) Disobeying traffic signal
___ (13) Failure to obey other traffic sign or signal (specify)

_____

___ (14) Driving over or on the centerline
___ (15) Driving over or on the median
___ (16) Driving on road shoulder
___ (17) Driving wrong way on 1-way street or entrance/exit ramp
___ (18) Driving in parking lane
___ (19) Pulling in front of traffic from a roadway or driveway
___ (20) Turning left or U-turning in front of oncoming traffic
___ (21) Improper lane change - cutting into another vehicle's path
___ (22) Making right turn from left lane, or left turn from right lane
___ (23) Making other improper turn (specify)

_____

___ (24) Passing with close oncoming traffic
___ (25) Proceeding despite view obstruction
___ (26) Passing on blind curve or hill
___ (27) Passing on wrong side of vehicle being overtaken
___ (28) Illegally parked
___ (29) Driving too slow or less than minimum speed
___ (30) Braking rapidly and unnecessarily (slowing but not to stop)
___ (31) An abrupt stop without warning
___ (32) Wrong signal given for maneuver executed
___ (33) Turning without giving a turn signal
___ (34) Headlights not used when required
___ (35) Hazard lights not used when appropriate or required
___ (36) Failure to dim lights for oncoming traffic
___ (37) Operator inexperience with vehicle
___ (38) Operator unfamiliar with roadway
___ (39) Overloading or improper loading of passengers and/or cargo
___ (98) Other driver related factor (specify)

_____

___ (99) Unknown   34 35

OFFICIAL RECORDS

22 23. Traffic Violation Charged Against This Driver
1st 2nd
__ __ (00) No violation charged
__ __ (01) Speeding
__ __ (0.) Driving while intoxicated (or DUIL)
__ __ (03) Reckless Driving
__ __ (04) Driving with suspended or revoked license
__ __ (05) Failure to yield right-of-way
__ __ (06) Following too closely
__ __ (07) Running a traffic signal or stop sign
__ __ (08) License restriction not complied with
__ __ (98) Other violation charged (specify) _____
__ __ (99) Unknown   (1st) 36 37

                                       (2nd) 38 39

24 Police Reported Alcohol Presence
___ (0) No (alcohol not present)
___ (1) Yes (alcohol present)
___ (8) Not reported
___ (9) Unknown   40

25 Alcohol Test Result
_____ Actual value (decimal implied before first digital - 0.xx)
___ (95) Test refused
___ (96) None given
___ (97) AC test performed, results unknown
___ (99) Unknown   41 42

26 Driver License Status (Irrespective of Vehicle being Driven)
No Valid License
___ (0) Not licensed
___ (1) Suspended
___ (2) Revoked
___ (3) Expired
___ (4) Canceled or denied

Valid License
___ (5) Single class license (specify):

_____

___ (6) Multiple class license (specify).

_____

___ (7) Learner's permit
___ (8) Temporary
___ (9) Unknown   43

60

27. Driver License Type Compliance (For This Class Vehicle)

____ (0) Not licensed
____ (1) No license required for this class vehicle
____ (2) No valid license for this class vehicle
____ (3) Valid license for this class vehicle
____ (9) Unknown   ‾44‾

28. Driver License Restriction
____ (0) No license restrictions
____ (1) Corrective (or contact) lenses only
____ (2) Corrective lenses and outside mirror
____ (3) Corrective lenses and limited to daylight
____ (4) Corrective lenses and other (specify)
    _____
____ (5) Outside mirror only
____ (6) Limited to daylight only
____ (7) Limited to employment only
____ (8) Other (specify) _____
____ (9) Unknown   ‾45‾

Code in the space provided the actual number of recorded convictions/suspensions/accidents that occurred within the last three (3) years (as measured from the date of the accident). If 8 or more convictions/suspensions or accidents, then code 8. If unknown, code 9.

(NOTE: The coded value. 8, indicates that the actual recorded value was eight or more, be sure that the actual value is recorded in the space provided near the question number.)

__ Unknown - Code 9 for each of questions 29 through 33

29. __ Previous Speeding Convictions   ‾46‾

30. __ Previous Other Harmful Moving Viola-
        tions or Convictions (specify)·
        _____   ‾47‾

31. __ Previous Driving While Intoxicated Con-
        victions (or DUIL)   ‾48‾

32 __ Previous Recorded Suspensions and
        Revocations   ‾49‾

33. __ Previous Recorded Accidents   ‾50‾

ADMINISTRATIVE ITEMS

34. Federal Aid System
____ (1) Interstate
____ (2) Federal-aid primary (other than
         interstate)
____ (3) Federal-aid urban
____ (4) Federal-aid secondary (rural only)
____ (5) Nonfederal-aid
____ (9) Unknown   ‾51‾

35. Class Trafficway
____ (1) Interstate
____ (2) U.S. Highway
____ (3) State Highway
____ (4) County road

Local Street
____ (5) Township
____ (6) Municipality

____ (8) Other (specify): _____
____ (9) Unknown   ‾52‾

36. Roadway Function Class
Rural
____ (01) Principal arterial-interstate
____ (02) Principal arterial-other
____ (03) Minor arterial
____ (04) Major collector
____ (05) Minor collector
____ (06) Local road or street
____ (09) Unknown rural

Urban
____ (11) Principal arterial-interstate
____ (12) Principal arterial-other freeways or
          expressways
____ (13) Other principal arterial
____ (14) Minor arterial
____ (15) Collector
____ (16) Local road or street
____ (19) Unknown urban

____ (99) Unknown   ‾53‾ ‾54‾

WAS THE DRIVER'S VEHICLE IN A SCHOOL ZONE?
(FOR USE IN CODING A20)

Yes ____
No ____

ENVIRONMENTAL DATA

37. Number of Travel Lanes
____ (1) One   ____ (5) Five
____ (2) Two   ____ (6) Six
____ (3) Three   ____ (7) Seven or more
____ (4) Four   ____ (9) Unknown $\overline{55}$

38. Lane Width
____.__ Code actual measured value to nearest
        tenth of a foot
____ (999) Unknown $\overline{56}$ $\overline{57}$ $\overline{58}$

39. Median Type
____ (0) No median
____ (1) Curbed with positive barrier
____ (2) Positive barrier
____ (3) Curbed
____ (4) Unprotected
____ (9) Unknown $\overline{59}$

40. Median Width
____ (00) No median
_____ Code actual measured value up to
        96 feet
____ (97) 96 5 feet or above
____ (99) Unknown $\overline{60}$ $\overline{61}$

41. Access Control
____ (1) Full
____ (2) Partial
____ (3) Uncontrolled
____ (9) Unknown $\overline{62}$

42. Trafficway Flow
____ (0) Not physically divided (two way traffic)
____ (1) Divided trafficway - median strip
        without positive barrier
____ (2) Divided trafficway - median strip with
        positive barrier
____ (3) One way trafficway
____ (9) Unknown $\overline{63}$

43 44. Shoulder Type
L   R
__ __ (0) No shoulder
__ __ (1) Surfaced 2-6 feet
__ __ (2) Surfaced > 6 feet
__ __ (3) Gravel or other granular material
         2-6 feet
__ __ (4) Gravel or other granular material
         > 6 feet
__ __ (5) Natural earth, with or without turf
         2-6 feet
__ __ (6) Natural earth, with or without turf   L   R
         > 6 feet
__ __ (9) Unknown $\overline{64}$ $\overline{65}$

45 Roadway Alignment
____ (1) Straight
____ (2) Curve right
____ (3) Curve left
____ (9) Unknown $\overline{66}$

46 Cross Slope
____ (1) Flat
____ (2) Normal crown
____ (3) Superelevation
____ (4) Negative superelevation
____ (8) Other (specify). _____
____ (9) Unknown $\overline{67}$

47 Superelevation
____ (+00) Normal crown/flat
_____ Code actual value to the nearest hundredth
____ (_98) Not a curve   +
____ (_99) Unknown $\overline{68}$ $\overline{69}$ $\overline{70}$

48 Degree of Curvature
____ (000) Not curved - straight

_____ Code calculated value to nearest
        degree (See coding manual for
        formula)
____ (997) 99 65 degrees or more
____ (999) Unknown $\overline{71}$ $\overline{72}$ $\overline{73}$

Length of chord _____ ft

Middle ordinate ____.__ inches

Vehicle No

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49 Grade Measurement

____ (+00) No grade - level

_____ Code actual value to the nearest hundredth

____ (_99) Unknown

$\overline{74}$ $\overline{75}$ $\overline{76}$

slope
measurement   (v = ____)/(h = ____)

50 Roadway Profile

____ (1) Level

____ (2) Grade (>2%)

____ (3) Hillcrest

____ (4) Sag

____ (9) Unknown

$\overline{77}$

51. Roadway Surface Type

____ (1) Concrete

____ (2) Bituminous

____ (3) Brick or block

____ (4) Slag, gravel or stone

____ (5) Dirt

____ (8) Other (specify) _____.

____ (9) Unknown

$\overline{78}$

52 Roadway Surface Condition

____ (1) Dry

____ (2) Wet

____ (3) Snow or slush

____ (4) Ice

____ (5) Sand, dirt or oil

____ (8) Other (specify) _____

____ (9) Unknown

$\overline{79}$

53 Speed Limit

____ (00) No statutory limit

_____ m.p.h - Code actual posted or
             statutory speed limit

____ (99) Unknown

$\overline{80}$ $\overline{81}$

54 Restriction of Roadway at Scene (NOTE: The
    restriction must have existed prior to this acci-
    dent)

____ (0) No restrictions

____ (1) Narrow bridge (as defined)

____ (2) Previous accident on roadway

____ (3) Maintenance, repair or construction ac-
           tivity on roadway.

____ (4) Roadway immersion (e.g., standing
           water)

____ (5) Vehicle stopped on roadway

____ (6) Snow

____ (8) Other roadway obstruction (specify):

_____

____ (9) Unknown

$\overline{82}$

(NOTE If more than one restriction exists, choose
the restriction in the order in which they are
numbered)

55. Traffic Control Device
____ (00) No controls

Not at railroad grade crossing
Highway traffic signals (Active)
____ (01) Traffic control signal (on colors)
        without pedestrian signal
____ (02) Traffic control signal (on colors) with
        pedestrian signal
____ (03) Traffic control signal (on colors) not
        known whether or not pedestrian signal
____ (04) Flashing traffic control signal
____ (05) Flashing beacon
____ (06) Flashing highway traffic signal, type
        unknown or other than traffic control or
        beacon
____ (07) Lane use control signal
____ (08) Other highway traffic signal (specify)

_____

Regulatory signs (Passive)
____ (20) Stop sign
____ (21) Yield sign
____ (28) Other regulatory sign (specify).

_____

____ (29) Unknown type regulatory sign

School zone signs (Passive)
____ (30) School speed limit sign
____ (31) School advance or crossing sign
____ (38) Other school related sign (specify)

_____

____ (39) Unknown type school zone sign

Warning signs (Passive)
____ (40) Construction warning sign
____ (41) Other warning sign (specify).

_____

Miscellaneous (Active)
____ (50) Officer, crossing guard, flagman, etc

At railroad grade crossing
Active Devices
____ (60) Gates
____ (61) Flashing lights
____ (62) Traffic control signal
____ (63) Wigwags
____ (64) Bells
____ (65) Special warning device - watchman,
        flagged by crew.
____ (68) Other active device (specify).

_____

____ (69) Active device, type unknown

Passive Devices
____ (70) Crossbucks
____ (71) Stop sign
____ (72) Other railroad crossing sign (specify):

_____ _____

____ (78) Other passive device (specify)·

_____

____ (79) Passive device, type unknown

Miscellaneous controls
____ (80) Grade crossing control type unknown

Whether or Not at Railroad Grade Crossing
Pavement marking (Passive)
____ (90) Lane line
____ (91) Center line
____ (92) No passing line
____ (93) Edge line
____ (94) Other pavement marking (specify).

_____

____ (95) Unknown pavement marking type

____ (98) Other
____ (99) Unknown

83 84

56. Traffic Control Device Functioning
Active Device (D55 = 01-08, 50-69)
____ (0) No traffic control
____ (1) Traffic control not functioning
____ (2) Traffic control functioning - functioning
        improperly
____ (3) Traffic control functioning properly

Passive Device (D55 = 20-41, 70-95)
____ (4) Traffic control device defaced, badly
        worn, etc.
____ (5) Traffic control device obscured (e.g.,
        covered with snow)
____ (6) No abnormal condition of traffic control
        device
____ (9) Unknown

85

57. Designated Truck System
____ (0) No
____ (1) Yes
____ (9) Unknown

86

64

INVESTIGATOR DETERMINED

58. Environmental Related Factors
____ (00) No environmental related factors

Vision Obscured By
____ (01) Rain, snow, fog, smoke, sand, dust
____ (02) Reflected glare, bright sunlight, headlights
____ (03) Curve, hill or other design features (including traffic signs, embankment)
____ (04) Building, billboard, etc.
____ (05) Trees, crops, vegetation
____ (06) Moving vehicle (including load)
____ (07) Splash or spray of passing vehicle
____ (08) Parked vehicle
____ (09) Other object not classifiable above (specify) _____

Swerving or Loss of Control Due to
____ (20) Severe crosswind
____ (21) Wind from passing truck
____ (22) Slippery surface
____ (23) Avoiding debris or objects in roadway
____ (24) Ruts, holes, bumps in roadway
____ (25) Avoiding animals in roadway
____ (26) Avoiding vehicle in roadway
____ (27) Avoiding pedestrian, pedalcyclist, or other nonmotorist in roadway
____ (28) Avoiding standing water, snow, oilslick or ice patch on roadway

Roadway Features
____ (30) Inadequate warning of exits, lanes narrowing, traffic controls, etc.
____ (31) Pavement marking obscured or absent
____ (32) Surface washed out (caved in, road slippage)
____ (33) Shoulder too low or high
____ (34) Inadequate construction or poor design of roadway, bridge, etc.
____ (35) Vehicle unattended in roadway

____ (98) Other (specify): _____
____ (99) Unknown

87   88

Occupant Data

U S Department of Transportation
National Highway Traffic Safety
Administration

1. Primary Sampling Unit Number $\overline{1}$ $\overline{2}$

2. Case Number-Stratification $\overline{3}$ $\overline{4}$ $\overline{5}$ $\overline{6}$

3 Record Number $\frac{5}{7}$

4 Transaction Code $\overline{8}$

5 Version Number $\frac{8}{9}$

6 Investigator I D Number $\overline{10}$

IDENTIFICATION

7 Vehicle Number $\overline{11}$ $\overline{12}$

8 Occupant Number $\overline{13}$ $\overline{14}$

OCCUPANT INTERVIEW

9 Occupant's Age
_____ year(s) - Code actual age at time of accident
____ (00) Less than one year old
____ (97) 97 years and older
____ (99) Unknown $\overline{15}$ $\overline{16}$

10 Occupant's Sex
____ (1) Male
____ (2) Female
____ (9) Unknown $\overline{17}$

11 Occupant's Height
_____ inches - Code actual height to the nearest inch
____ (99) Unknown $\overline{18}$ $\overline{19}$

12 Occupant's Weight
_____ pounds - Code actual weight to the nearest pound
__ (999) Unknown $\overline{20}$ $\overline{21}$ $\overline{22}$

13 Occupant's Role
____ (1) Driver
____ (2) Passenger
____ (9) Unknown $\overline{23}$

14 Occupant's Seat Position
____ (01) Front seat - left side
____ (02) Front seat - middle
____ (03) Front seat - right side
____ (04) Second seat - left side
____ (05) Second seat - middle
____ (06) Second seat - right side
____ (07) Third seat - left side
____ (08) Third seat - middle
____ (09) Third seat - right side
____ (10) Front seat - additional passenger
____ (11) Second seat or beyond - additional
passenger
____ (12) Truck-tractor sleeping section
____ (13) Other enclosed area (specify)
_____
____ (14) In or on unenclosed area (specify
area type) _____
____ (15) In or on trailing unit (specify
unit type) _____
____ (99) Unknown $\overline{24}$ $\overline{25}$

INVESTIGATOR DETERMINED

(NOTE INVESTIGATOR as used below refers to
the product of individual observation. police reports.
and any other sources used that culminated in the
assessment which represents the final opinion of he
investigator)

Inter-   Inves-
viewee   tigator

15 Entrapment

(NOTE Entrapped means that part of the occupant
was in the vehicle and mechanically restrained.
jammed doors and immobilizing injuries by
themselves are not sufficient to constitute
entrapment)

____ (0) Not entrapped —
____ (1) Entrapped —
____ (9) Unknown — $\overline{26}$

$\overline{19}$
(68
thru
75)

HS Form 433
(Rev 1 86)

This report is authorized by P L 89 564 Title I Sections 106 108 and 112 While you are not required to respond
your cooperation is needed to make the results of this data collection effort comprehensive accurate and timely

66

Vehicle No _____
Occupant No _____

	Inter-viewee	Inves-tigator

16 Ejection

V9
(67)

____ (0) None   —
____ (1) Complete ejection   —
____ (2) Partial ejection   —

V10

____ (3) Ejection, unknown degree   —
____ (9) Unknown   —   27

17. Ejection Area

____ (0) No ejection   —
____ (1) Windshield   —
____ (2) Left front   —
____ (3) Right front   —
____ (4) Left rear   —
____ (5) Right rear   —
____ (6) Rear   —
____ (7) Roof   —
____ (8) Other area (e.g , sidecar, back pickup, etc.) (specify)   —

____ (9) Unknown   —   28

18 Ejection Medium

____ (0) No ejection   —
____ (1) Door   —
____ (2) Open roof structure   —
____ (3) Fixed windows   —

V10

Operable windows

____ (4) Roll down type   —
____ (5) Hinged type   —
____ (6) Sliding type   —
____ (7) Other type (specify)   —

____ (8) Other medium (specify)   —

____ (9) Unknown   —   29

19 Medium Status

____ (0) No ejection   —
____ (1) Open   —

V10

____ (2) Separation   —
____ (3) Closed, closed when damaged   —
____ (4) Integral structure ripped open   —
____ (9) Unknown   —   30

INTERVIEW AND OFFICIAL SOURCES

	Inter-viewee	Official Sources

20 Treatment – Mortality

____ (0) No treatment   —
____ (1) Fatal   —
____ (2) Fatal – ruled disease   —

Nonfatal

____ (3) Hospitalization   —
____ (4) Transported and released   —
____ (5) Treatment at scene – non-transported   —
____ (6) Treatment later   —
____ (8) Treatment – other (specify):   —

____ (9) Unknown   —   31

21 Hospital Stay

____ (00) Not Hospitalized   —
_____ day(s) – Code the number of days (up through 60) that the occupant stayed in hospital   —
____ (61) 61 days or more   —
_ __ (99) Unknown   —   32   33

22 Working Days Lost

____ (00) No working days lost
_____ day(s) – Code the number of days (up through 60) that the occupant lost from work due to the accident
____ (61) 61 days or more
____ (62) Fatally injured
____ (97) Not working prior to accident
____ (99) Unknown   34   35

INVESTIGATOR DETERMINED

	Inter-viewee	Inves-tigator

23. Infant or Child Restraint Make/Model

____ (00) No infant or child restraint   —   V10

Applicable codes are found in your NASS Data Collection, Coding and Editing Manual

____ (97) Other make/model (specify):   —

____ (98) Unknown make/model   —
____ (99) Unknown if restraint available   —   36   37

	Inter-viewee	Inves-tigator			Inter-viewee	Police	Inves-tigator	

24 Type of Infant or Child Restraint
____ (0) No infant or child restraint —
____ (1) Infant seat —
V10 ____ (2) Child seat —
____ (3) Convertible seat —
____ (4) Booster seat —
____ (7) Other type seat (specify) —
_____
____ (8) Unknown type restraint —
____ (9) Unknown if restraint available —   38

25. Infant or Child Seat Orientation
____ (0) No infant or child seat —
V10 ____ (1) Rear facing —
____ (2) Forward facing —
____ (7) Other orientation (specify) —
_____
____ (8) Unknown orientation —
____ (9) Unknown if restraint available —   39

26 Infant or Child Restraint Harness/Shield Usage
____ (0) No infant or child restraint —
V10 ____ (1) Harness/shield used —
____ (2) Harness/shield not used —
____ (8) Unknown harness/shield usage —
____ (9) Unknown if restraint available —   40

27. Manual (Active) Restraint System Availability
____ (0) None available —
____ (1) Shoulder belt —
____ (2) Lap belt —
____ (3) Lap and shoulder belt —
____ (4) Motorcycle helmet —
V10 ____ (5) Child safety seat (designed without —
tether or unknown design)
____ (6) Child safety seat (designed —
with tether - tether not used)
(specify reason not used - i.e.,
defeated or destroyed).
_____
____ (7) Child safety seat (designed —
with tether - tether used)
____ (8) Restraint available - type —
unknown or other (specify)·
_____
____ (9) Unknown —   41

28. Manual (Active) Restraint System Use
____ (0) None used — —
____ (1) Shoulder belt — —
____ (2) Lap belt — —
____ (3) Lap and shoulder — —
belt
____ (4) Motorcycle helmet — —
____ (5) Child safety seat - — —
car lap belt used
properly
____ (6) Child safety seat - — —
car lap belt used
improperly (specify
how used
improperly).
_____
____ (7) Child safety seat — —
- unknown if car
lap belt used
properly
____ (8) Restraint used - — —
type unknown or
other (specify)
_____
____ (9) Unknown — —   42

29 Automatic (Passive) Restraint System Availability
____ (0) Not equipped —
____ (1) Airbag —
____ (2) Airbag disconnected —
____ (3) Airbag not —
reinstalled
____ (4) 2 point automatic —
belts
____ (5) 3 point automatic —
belts
____ (6) Automatic belts —
destroyed or
rendered inoperable
____ (9) Unknown —   43

30 Automatic (Passive) Restraint Function
____ (0) Not equipped —
____ (1) Automatic belt in —
use
____ (2) Automatic belt not —
in use
____ (3) Deployed airbag —
____ (4) Nondeployed airbag —
____ (9) Unknown —   44

CI

OCCUPANT INJURY CLASSIFICATION

Consider all injuries which are reported from both unofficial and official sources. The information from official sources takes precedence over similar injuries reported by any other source. In other words, do not list the same injury twice; supersede the interview data with official data in the case of similar injuries. List all injuries by official medical sources first. Police reported injuries may be used, but only when no other source of injury information is available.

Were more than ten (10) injuries sustained? ____ Unknown, ____ No, ____ Yes — If more than ten dissimilar injuries were identified during the interview, from collection of official data, and from other unofficial sources (excluding police), list those from the official records first, exhausting that level of data before listing those from the interviewee or other sources.

	I.S.S Body Region	O.I.C. Body Region	Aspect	Lesion	System/ Organ	A.I.S. Severity	Injury Source	Direct/ Indirect Injury	Source of Data
1	—	—	—	—	—	—	— —	—	— —
2	—	—	—	—	—	—	— —	—	— —
3	—	—	—	—	—	—	— —	—	— —
4	—	—	—	—	—	—	— —	—	— —
5	—	—	—	—	—	—	— —	—	— —
6	—	—	—	—	—	—	— —	—	— —
7	—	—	—	—	—	—	— —	—	— —
8	—	—	—	—	—	—	— —	—	— —
9	—	—	—	—	—	—	— —	—	— —
10	—	—	—	—	—	—	— —	—	— —

Source of Data

Official
(01) Autopsy records with or without hospital/medical records
(02) Hospital medical records other than emergency room (e.g. discharge summary)
(03) Emergency room records only (including associated x-rays or other lab reports)
(04) Private physician, walk-in or emergency clinic

Unofficial
(05) Lay coroner report
(06) E M S personnel
(07) Interviewee
(08) Other source

(09) Police
(99) Unknown if injured
(00) Not injured

I.S.S Body Region

(1) Head or neck
(2) Face
(3) Chest
(4) Abdominal or pelvic contents
(5) Extremities or pelvic girdle
(6) General (external)
(0) Not injured
(9) Unknown

O I C Body Region

(M) Abdomen
(Q) Ankle - foot
(A) Arm (upper)
(B) Back - thoracolumbar spine
(C) Chest
(E) Elbow
(F) Face
(R) Forearm
(H) Head - skull
(U) Injured, unknown region
(K) Knee
(L) Leg (lower)
(Y) Lower limb(s) (whole or unknown part)
(N) Neck - cervical spine
(P) Pelvic - hip
(S) Shoulder
(T) Thigh
(X) Upper limb(s) (whole or unknown part)
(O) Whole body
(W) Wrist - hand
(0) Not injured
(9) Unknown if injured

Aspect of Injury

(A) Anterior - front
(C) Central
(I) Inferior - lower
(U) Injured, unknown aspect
(L) Left
(P) Posterior - back
(R) Right
(S) Superior - upper
(W) Whole region
(0) Not injured
(9) Unknown if injured

Lesion

(A) Abrasion
(M) Amputation
(V) Avulsion
(B) Burn
(K) Concussion
(C) Contusion
(N) Crush
(G) Detachment, separation
(D) Dislocation
(F) Fracture
(Z) Fracture and dislocation
(U) Injured unknown lesion
(L) Laceration
(O) Other
(P) Perforation, puncture
(R) Rupture
(S) Sprain
(T) Strain
(E) Total severance, transection
(0) Not injured
(9) Unknown if injured

System/Organ

(W) All systems in region
(A) Arteries - veins
(B) Brain
(D) Digestive
(E) Ears
(O) Eye
(H) Heart
(U) Injured, unknown system
(I) Integumentary
(J) Joints
(K) Kidneys
(L) Liver
(M) Muscles
(N) Nervous system
(P) Pulmonary - lungs
(R) Respiratory
(S) Skeletal
(C) Spinal cord
(Q) Spleen
(T) Thyroid, other endocrine gland
(G) Urogenital
(V) Vertebrae
(0) Not injured
(9) Unknown if injured

Abbreviated Injury Scale

(1) Minor injury
(2) Moderate injury
(3) Severe injury
(4) Serious injury
(5) Critical injury
(6) Maximum (untreatable)
(7) Injured, unknown severity
(0) Not injured
) Unknown if injured

Injury Source
(00) No injury

FRONT
(01) Windshield
(02) Mirror
(03) Sun visor
(04) Steering wheel rim
(05) Steering wheel hub spoke
(06) Steering wheel (combination of codes 04 and 05)
(07) Steering column, transmission selector lever, other attachments
(08) Add on equipment (e.g. CB, tape deck, air conditioner)
(09) Left instrument panel and below
(10) Center instrument panel and below
(11) Right instrument panel and below
(12) Other front object (specify)

SIDE
(13) Side interior surface, excluding hardware or armrests
(14) Side hardware or armrest
(15) A pillar
(16) B pillar
(17) Other pillar (specify)

(18) Window glass or frame
(19) Other side object (specify)

INTERIOR
(21) Seat back support
(22) Belt restraint system
(23) Head restraint system
(24) Air cushion
(25) Other occupants (specify)

(26) Interior loose objects
(29) Other interior object (specify)

ROOF
(31) Front header
(32) Rear header
(33) Roof side rails
(34) Roof or convertible top

FLOOR
(41) Floor
(42) Floor or console mounted transmission lever, excluding console
(43) Parking brake handle
(44) Foot controls including parking brake

REAR
(45) Backlight (rear window)
(46) Backlight storage rack, door, etc.
(49) Other rear object (specify)

EXTERIOR of NON-MOTORIST'S VEHICLE
Non-cycle
(51) Hood
(52) Outside hardware (e.g. outside mirror, antenna)
(53) Other exterior surface or tires (specify)
(59) Unknown exterior objects

Cycle
(61) Handle bars or attachments
(62) Frame or suspension components or fender
(63) Seat
(64) Foot pedal, foot rest, foot pegs
(65) Wheel or tire
(66) Engine or transmission
(67) Gas tank, gas tank filler cap or neck
(69) Other cycle part (specify)

EXTERIOR of STRIKING MOTOR VEHICLE
(71) Front bumper
(72) Hood edge
(73) Other front of vehicle (specify)

(74) Hood
(75) Hood ornament
(76) Windshield, roof rail, A-pillar
(77) Side surface
(78) Side mirror
(79) Other side protrusions (specify)

(80) Rear surface
(81) Undercarriage
(82) Tires and wheels
(83) Other exterior of striking motor vehicle (specify)

(84) Unknown exterior of striking motor vehicle

OTHER VEHICLE or OBJECT in the ENVIRONMENT
(86) Ground
(87) Other vehicle or object (specify)

(89) Unknown vehicle or object

NONCONTACT INJURY
(90) Noncontact injury source
(97) Injured, unknown source
(99) Unknown if injured

DIRECT INDIRECT INJURY
(0) No injury
(1) Direct contact injury
(2) Indirect contact injury
(3) Noncontact injury
(7) Injured, unknown source
(9) Unknown if injured

OCCUPANT INJURY CLASSIFICATION

If there are six or less injuries listed in the OIC reduction section, code all of the injuries ordered by Source of Data (1 is autopsy, 2nd hospital medical, 3rd emergency room, 4th private physician, or 5th unofficial sources) and by AIS severity within source.

If there are more than six injuries, order the injuries by source and by AIS severity within source. Code this ordered, injury by injury. If a group of ordered injuries has the same source, the same AIS, and the group includes at least the sixth and seventh injuries in the ordering, then a choice must be made as to which injury or injuries to code.

Choose the injury or injuries that will enable the maximum number of different ISS body regions to be represented in the coded data. If no new ISS body region can be added, then simply code in accordance with the original ordering.

If the occupant has less than six injuries, then the number of rows required to be completed is equal to the number of injuries plus one (e.g. no injuries requires one row, i.e. columns 45 to 54). In the additional row 'no injury' will be coded for all variables including AIS severity.

If you cannot increase the number of different ISS body regions or if you can choose between two or more injuries of the same source and AIS severity any of which would constitute an additional ISS region, then choose the injury that has a known injury source.

Update Candidate ___ Yes ___ No

ISS Body Region	OIC Body Region	Aspect	Lesion	System/Organ	AIS Severity	Injury Source	Direct Indirect Injury	Source of Data
1st ___	31 __	32 __	33 __	34 __	35 __	36 __ __	37 __	38 __ __
2nd ___	39 __	40 __	41 __	42 __	43 __	44 __ __	45 __	46 __ __
3rd ___	47 __	48 __	49 __	50 __	51 __	52 __ __	53 __	54 __ __
4th ___	55 __	56 __	57 __	58 __	59 __	60 __ __	61 __	62 __ __
5th ___	63 __	64 __	65 __	66 __	67 __	68 __ __	69 __	70 __ __
6th ___	71 __	72 __	73 __	74 __	75 __	76 __ __	77 __	78 __ __

OFFICIAL RECORDS

79 Injury Severity (Police Rating)
____ (0) No injury (O)
____ (1) Possible injury (C)
____ (2) Nonincapacitating injury (B)
____ (3) Incapacitating injury (A)
____ (4) Killed (K)
____ (5) Injury, severity unknown
____ (6) Died prior to accident
____ (9) Unknown

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80. Time to Death
____ (00) Not fatal

_____ Code number of hours from time of
        accident to time of death up through 24
        hours. If time of death is greater than 24
        hours, code number of days. (Note
        1 day = 31, 2 days = 32,
        ... n days = 30 + n up through
        30 days = 60)
____ (96) Fatal - ruled disease
____ (99) Unknown

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APPENDIX B

CODING INFORMATION FOR VEHICLE MAKE/MODEL

The primary source of information on vehicle make and model
is vehicle inspection; the VIN provides vehicle make data.
Secondary sources include the police report, interviewees and
vehicle registration.

If the make of the vehicle is known, but if the model is
not known, then Vehicle Model is coded as "99" (Unknown).

If the make of the vehicle is not known but the body type
is known (e.g., a hit-and-run vehicle), then Vehicle Make and
Vehicle Model are coded "99" (Unknown), and the body type is
coded with the appropriate value.

If no information is available for a vehicle, then Vehicle
Make, Vehicle Model and Body Type are all coded "99" (Unknown).

Vehicle models are organized into general groups. These
groups are:

    01-28, 99 - domestic passenger car (automobile)
    31-58, 99 - foreign passenger car (automobile)
    60-68, 99 - motored cycles (including motorcycles,
                mini-bikes, motor scooters, dirt bikes,
                and mo-peds)
    70-78, 99 - light trucks (including truck based
                utility vehicles, light duty pickup
                trucks, standard pickup trucks, vans,
                van based station wagons, van based
                buses, van derivatives, and truck based
                station wagons)
    80-90, 99 - trucks and buses [includes all trucks over
                10,000 lbs. GVWR except those pickup type
                trucks mentioned under Body Type code
                "50" (Pickup), and all buses except those that
                are van based]

Within these groups, the model codes for automobiles and light
trucks generally are not ordered to give any indication of
vehicle size or type. However, the model codes for motored
cycles, trucks/buses, other and unknown have specific definition.
These definitions are:

                    Motored Cycles
                    ----
              61   0-50cc
              62   51-124cc
              63   125-349cc
              64   350-449cc
              65   450-749cc
              66   750cc or over
              99   Unknown

                    Trucks/Buses
                    ----
              80   Motor Home
              81   Medium/Heavy: CBE
              82   Medium/Heavy: COE, low entry
              83   Medium/Heavy: COE, high entry
              84   Medium/Heavy: unknown engine location
             +85   Bus: Conventional (engine out front)
              86   Bus: flat front, front engine
              87   Bus: flat front, rear engine
              88   Other (truck)
              90   Medium/Heavy: COE, unk. entry position
              99   unknown

+use code "85" (Bus) if the frontal plane or the engine location
is unknown.

                    Other make (98)
                    ----
              28   Other domestic automobile
              58   Other foreign automobile
              78   Other light truck
              88   Other truck
              97   Other (e.g., snowmobile, gocart)

                    Other make (99)
                    ----
              99   Unknown*

*Use this code even if you know more detail about the model than
this code indicates (e.g., unknown pickup truck, unknown CBE
tractor semtrailer, unknown bus, or unknown car pickup body).
Body Type, is available to code the additional information.

Vehicle Make, Vehicle Model and Body Type, have to be
used in conjunction; therefore refer to Remarks under the
data elements Vehicle Make and Body Type in the NASS Coding
and Editing Manual.

Variable Name: Vehicle Model

Format: 2 columns - numeric

Element Values:

Model Code	Vehicle Line	Includes	Model Years
American Motors (01)			
01	Rambler/American	Rogue, 220, 440, Scrambler	
02	Rebel/Matador	550,770,660, Classic, Brougham, Barcelona x, Marlin	
03	Ambassador	880,990, SST, DPL, Brougham	
04	Pacer	DL, Limited	
05	AMX	(2-seater)	68-70
06	Javelin	SST, AMX (1971-1974)	
07	Hornet/Concord	SST, Sportabout, AMX (1975-1978), Limited, DL, SC 360	
08	Spirit/Gremlin	Limited, DL, Custom, AMX (1979 on), GT (1983 on)	
09	Eagle	DL, Limited	80 or
10	SX4/Kammback	DL, Limited	81 or
*	Alliance/Encore		
28	Other (domestic automobile)		
72	Espace (Mini-Van)		
99	Unknown		

Model Code	Vehicle Line	Includes	Model Years
Jeep (02)			
01	CJ-2/CJ-3/CJ-4	Military·	
02	CJ-5/CJ-6/CJ-7/ CJ-8	Scrambler, Golden Eagle, Renegade, Laredo	
71	Cherokee	Wide Track Chief, Commando, Jeepster	
73	Pick-up	J-10, J-20, Honcho	
76	Wagoneer	Custom, Brougham Limited	
78	Other (light truck)		
28	Other (domestic automobile)		
99	Unknown		

See Renault

Variable Name: Vehicle Model (cont'd.)

Model Code	Vehicle Line	Includes	Model Years
AM General (03)			
01	Dispatcher	Post Office (Jeep)	
75	Dispatcher	DJ-Series, Post Office Delivery (Van)	
87	Bus (rear engine)	Transit	
88	Other (truck)	Military off-road	
28	Other (domestic automobile)		
99	Unknown		
Chrysler (06)			
07	LeBaron	S, Medallion, Salon	77 on
09	Cordoba	Crown, 300, LS	
10	Newport/New Yorker	Town and Country, Brougham, Custom, Royal, 300 (through 1971)	thru 82
14	E-Class	New Yorker, Fifth Ave.	83 on
15	Laser	Turbo	84 on
28	Other (domestic automobile)		
99	Unknown		
Dodge (07)			
01	Dart	170,270, Custom, GT, Swinger, Sport, Demon, 340,360, Special, Special Edition	
02	Coronet/Charger/ Magnum	Brougham, Custom, Super Bee, Crestwood, Deluxe, XE, R/T, 440,500	
03	Polara/Monaco	Custom, Special, Police, Taxi, Crestwood, Brougham	
04	Royal Monaco		
05	Challenger	R/T, T/A, Rallye	70-74
06	Aspen	Custom, Special Edition, Police	
07	Diplomat	Medallion, "S", Salon	
08	Omni	024, De Tomaso, Miser, Charger 2.2, Custom, Shelby	
09	Mirada		
10	St. Regis		
11	Aries (K)	Custom, SE	
12	400	LS	
13	Rampage (car based pick-up)	2.2	

Variable Name: Vehicle Model (cont'd.)

Model Code	Vehicle Line	Includes	Model Years
Dodge (07) (cont'd.)			
14	600	ES	83 on
15	Daytona	Turbo	84 on
16	Lancer		
33	Challenger-foreign		78 on
34	Colt	GT, Custom, Carousel, RS	
70	Caravan	S-Van, Mini Ram Van	84 on
71	Ramcharger	Ram	
72	D50/Colt Pickup (foreign), Vista Van	Power Ram, Ram50	
73	B, W-Series Pickup	Ram, Custom, Royal, Miser	
74	Van	Sportsman Van, Royal, Maxiwagon, Ram	
75	Van Derivative	Karivan	
81	Medium/Heavy: CBE		
82	Medium/Heavy: COE, low entry		
83	Medium/Heavy: COE, high entry		
84	Medium/Heavy: unk. engine location		
85	Medium: Bus (not van based)		
88	Other (truck)		
28	Other (domestic automobile)		
90	Medium/Heavy: COE, unk. entry position		
99	Unknown		

Imperial (08)			
10	Imperial	Imperial LeBaron	thru 75
18	Other (domestic automobile)		
19	Unknown		

Plymouth (09)			
1	Valiant/Duster, Scamp	100, 200, Taxi, Brougham, Signet, Custom, Special 340, Special 360 340, 360	thru 76

Variable Name: Vehicle Model (cont'd.)

Model Code	Vehicle Line	Includes	Model Years
Plymouth (09) (cont'd.)			
02	Satellite/ Belvedere	Belvedere I, II, GTX, Road Runner (through 1974), Brougham, Sebring, Sebring Plus, Superbird	
03	Fury	I, II, III, Road Runner (1975), Suburban, Salon, VIP, Sport	
04	Gran Fury	Sedan, Brougham, Custom, Sport, Suburban	
05	Barracuda	Formula "S", 340, Gran Coupe, AAR Cuda	
06	Volare	Custom, Premier, Road Runner (1976 on), Police	
07	Caravelle		
08	Horizon	TC-3, Turismo, Miser, Turismo 2.2, Custom	
11	Reliant (K)	Custom, SE	
13	Scamp (car based pick-up)	GT	82 on
31	Cricket		
32	Arrow	GS, GT, Fire Arrow	
33	Sapporo		
34	Champ/Colt	Custom	
35	Conquest		
70	Voyager	S-Van	84 on
71	Trailduster		
72	Arrow pickup (foreign)		
74	Van (Voyager)	Sport, Premier	
78	Other (light truck)		
28	Other (domestic automobile)		
99	Unknown		
Ford (12)			
01	Falcon	Falcon-Futura (through 1969)	thru 70
02	Fairlane	500, 500 XL, Fairlane-Torino (1968-70)	thru 70
03	Mustang/Mustang II	Mach I, Boss, Grande, Cobra, Cobra II, Ghia, SVO, GT	
04	Thunderbird	All sizes, Town Landau, Heritage	
05	LTD II	Squire, Brougham	77-79
06	LTD/Galaxy/ Custom	XL, Landau, Ranch Wagon, County Squire, S, 500, 500 XL, Brougham, Crown Victoria (81 and 82)	
07	Ranchero (car based pick-up)	500, GT, Squire, Custom	

Variable Name   Vehicle Model (cont'd.)

Model Code	Vehicle Line	Includes	Model Years
Ford (12) (cont'd.)			
08	Maverick	Grabber	70-77
09	Pinto	MPG, Pony, ESS	71-80
10	Torino/Gran Torino	Elite, GT, Cobra, Sport, Squire, Brougham	71-76
11	Granada	Ghia, L, GL, GLX	75 on
12	Fairmont	Fairmont-Futura (1978-1981)	78 on
13	Escort	L, GL, GLX, SS	81 on
14	EXP	Turbo	82 on
15	Tempo	L, GL, GLX	83 on
16	Crown Victoria		83 on
31	English Ford	(e.g., Cortina)	
32	Fiesta		78-80
33	Laser	GL Ghia, GL Sport	83 on
70	Bronco II	Ranger based	83 on
71	Bronco	Full size truck based	
72	Courier Pickup (foreign)	Aerostar	
73	F-Series Pickup	F-100 to F-350	
74	Van	E-Series, Econoline, Club Wagon, Chateau, Cutaway based (e.g., box van, van bus/RV)	
75	Van derivative	Parcel	
77	Ranger		82 on
78	Other (light truck)		
81	Medium/Heavy: CBE	F-500 through F-800, L/LN/LNT/LT/LS/LTS-series, FT8000, FT800D, FT800	
82	Medium/Heavy: COE low entry	C/CT-series	
83	Medium/Heavy: COE, high entry	C/CLT-series	
84	Medium/Heavy: unk. engine location		
85	Medium Bus	B-series (not van based)	
88	Other (truck)		
90	Medium/Heavy: COE, unk. entry position		
28	Other (domestic automobile)		
99	Unknown		

Variable Name: Vehicle Model (cont'd.)

Model Code	Vehicle Line	Includes	Model Years
Lincoln (13)			
01	Lincoln	Lincoln Continental (thru 81), Town Car (82 on)	
02	Mark	I, II, III, IV, V, VI, VII	
05	Continental		82 on
11	Versailles		77-80
28	Other (domestic automobile)		
99	Unknown		
Mercury (14)			
02	Cyclone	GT, CJ, Spoiler	thru 71
03	Capri-Domestic		79 on
04	Cougar	Villager, Brougham, XR7 (thru 80)	67 on
05	Cougar XR7		81 on
06	Marquis/Monterey	Marauder, X-100, Parklane, Colony Park, S-55, Custom, Brougham, Grand (thru 82), Montclair	67 on
08	Comet	Caliente, Capri (1966-1967), GT, Voyager, 202	
09	Bobcat		75-80
10	Montego	GT, MX, Villager, Brougham	67-76
11	Monarch	Ghia	75-81
12	Zephyr	Z7, GS	78 on
13	Lynx	L, LS, GS, RS	81 on
14	LN7		82-83
15	Topaz	L, LS, GS	83 on
16	Grand Marquis		83 on
31	Capri-foreign	Capri (1970-1978), Capri II	70-78
33	Pantera		
34	Merkur		
28	Other (domestic automobile)		
99	Unknown		
Buick (18)			
01	Regal/Century/ Special	GS, GS350, GS400, GS455, Luxus, Skylark, (thru 1972), Sportswagon, Wagon, Custom Special, Sport Coupe, Limited	thru 81
02	LeSabre/Wildcat/ Centurion	Estate Wagon, Custom, Luxus, Sport Coupe, Wagon, Limited, Invicta	

Variable Name: Vehicle Model (cont'd.)

Model Code	Vehicle Line	Includes	Model Years
Buick (18) (cont'd.)			
03	Electra/Electra 225	Custom, Limited, Park Avenue, Wagon	
05	Riviera	"S" Type, "T" Type	
08	Apollo	S/R, Skylark (1975)	73-75
10	Regal	G-car, "T" Type	82 on
12	Skyhawk	"S" Type, Road Hawk	75-31
15	Skylark	Limited, Sport, S/R, "S", Custom (see code 01), "T" Type, "T" Type Custom	76 on
16	Skyhawk	J-car, "T" Type	82 on
17	Century	A-car, "T" Type	82 on
18	Somerset Regal	N-car	85 on
31	Opel Kadett		thru 75
32	Opel Manta/1900	Luxus, Rallye, Sports Coupe	thru 75
33	Opel GT		thru 75
34	Opel Isuzu	Deluxe, Sport	76-79
28	Other (domestic automobile)		
99	Unknown		
Cadillac (19)			
03	DeVille/Brougham	Calais, 60-Special, Coupe, Sedan, Fleetwood	
04	Limousine	Fleetwood 75, Formal	
05	Eldorado	Touring Coupe, Biarritz	
05	Commercial Series	(e.g., ambulance, hearse)	thru 81
14	Seville	Elegante	76 on
16	Cimarron	J-car	82 on
28	Other (domestic automobile)		
99	Unknown		
Chevrolet (20)			
01	Malibu/Chevelle	Classic, Councours, Laguna, S-3, Nomad Greenbriar, Estate, 300, SS-396/454, Deluxe	64 on
02	Caprice/Impala	Classic, Kingswood, Townsman, Estate, Brookwood, Super Sport, Bel Air, Biscayne	
04	Corvette	Stingray	53 on
06	Corvair	Corvair Monza,500,Corvair Spyder,Corsa	thru 69
07	El Camino	Royal Knight	59 on

80

Variable Name: Vehicle Model (cont'd.)

Model Code	Vehicle Line	Includes	Model Years
Chevrolet (20) (cont'd.)			
08	Nova	Chevy II, Chevy Nova, LN, Concours	thru 79
09	Camaro	SS, LT, Z-28, Berlinetta	67 on
10	Monte Carlo	G-car	70 on
11	Vega	GT, Cosworth, Kammback	71-77
12	Monza	2 + 2, Spyder, Sport, Towne Coupe	75-80
13	Chevette	Scooter	76 on
15	Citation	X-car, X-11	80 on
16	Cavalier	J-car	82 on
17	Celebrity	A-car, Wagon, Eurosport	82 on
18	Sprint		
31	Spectrum (Isuzu made)		
70	Blazer	S-10 based	83 on
71	Blazer	Full size truck based	
72	LUV pickup (foreign)	Astro Van	
73	C, K-Series Pickup		
74	G-Series Van	Beauville, Chevy Van, Sport Var	
75	Van Derivatives	P-Series, Parcel Van	
76	Suburban		
77	S-10		82 on
78	Other (light truck)		
81	Medium/Heavy : CBE	C50, C60 and C65 series, M60 and M65 series, H70, H80 and H90 series, J70, J80 and J90 series, Bison 90	
82	Medium/Heavy: COE low entry	T60 and T65 series	
83	Medium/Heavy: COE high entry	Titan 90	
84	Medium/Heavy: unk. engine location	PS6500, P6T042	
85	Bus	S60 series	
88	Other (truck)		
90	Medium/Heavy. COE unk. entry position		
28	Other (domestic automobile)		
99	Unknown		

Variable Name: Vehicle Model (cont'd.)

Model Code	Vehicle Line	Includes	Model Years
Oldsmobile (21)			
01	Cutlass	Supreme, Calais, Cruiser,"S","LS", Salon, Brougham, Vista Cruiser, 442, F-85 (thru 1972), Rallye 350, Hurst Olds	
02	Delta 88	Royale, Custom, Custom Cruiser, Jetstar 88, Delmont 88, Delta, Starfire (thru 1966)	
03	Ninety-Eight	Regency, Luxury	
05	Toronado	Brougham, XSR, Custom	
06	Commercial Series	Chassis Cowl, CKD Chassis	
12	Starfire	"SX"	75-80
15	Omega	Brougham, Salon, F-87, F-85 (1975 on), X-car (1980 on)	73 on
16	Firenza	J-car	82 on
17	Ciera	A-car, Cutlass Ciera, ES, Brougham	82 on
18	Calais	N-car	85 on
28	Other (domestic automobile)		
99	Unknown		
Pontiac (22)			
01	LeMans/Tempest	Grand Am, Safari, T-37, Grand Sport, Luxury, Custom, GTO (thru 1973), Judge, GT-37, Sprint	
02	Bonneville/ Catalina/Parisienne	Brougham, Grand Safari, Safari, GrandVille, Executive, 2 + 2, Starchief	
05	Fiero	P-car, 2M4	84 on
08	Ventura	SJ, Custom, II, Sprint, GTO (1974 on)	71-77
09	Firebird/Trans Am	Esprit, Formula, Skybird, Redbird, Yellowbird, Spring	68 on
10	Grand Prix	LJ, SJ, Brougham, G-car	
11	Astre	Safari, Wagon, SJ, Custom	75-77
12	Sunbird	Sport, Safari, Wagon	76 on
13	T-1000/1000		81 on
15	Phoenix	LJ, SJ, X-car, (1980 on)	78 on
16	J-2000/2000	J-car, Sunbird Convertible, LE, SE	82 on
17	6000	A-car, STE	82 on
18	Grand Am	N-car	85 on
28	Other (domestic automobile)		
99	Unknown		
GMC (23)			
07	Caballero/Sprint		
70	Jimmy	S-15 based	83 on

Variable Name; Vehicle Model (cont'd.)

Model Code	Vehicle Line	Includes	Model Years
GMC (23) (cont'd.)			
71	Jimmy	Full sized truck based	
72	Safari (Mini-Van)		
73	C, K-Series Pickup		
74	G Van/Vandura, Rally Van		
75	Van Derivatives	P-series, Value Van, Magnavan	
76	Suburban		
77	S-15		82 on
78	Other (light truck)		
81	Medium/Heavy: CBE	C-5000, C-6000, C-7000 series, Brigadier 8000, Brigadier 9500, General 9500	
82	Medium/Heavy: COE low entry	W-6000, W-7000	
83	Medium/Heavy: COE high entry	Astro 95	
84	Medium/Heavy: unk. engine location	P56500, P68042	
85	Bus	B-6000	
88	Other (truck)		
90	Medium/Heavy: COE unk. entry position		
28	Other (domestic automobile)		
99	Unknown		

Other domestic (29)

01	Studebaker/Avanti
02	Checker
28	Other (domestic automobile (e.g., Desoto)

Volkswagen (30)

31	Karmann Ghia	
32	Beetle	
33	Super Beetle	
34	411/412	Squareback, Fastback

Variable Name: Vehicle Model (cont'd.)

Model Code	Vehicle Line	Includes	Model Years
Volkswagen (30) (cont'd.)			
35	Squareback/ Fastback	Type 3, 1600	
36	Rabbit	L, GTI Sport, LS Custom, GL Deluxe	
37	Dasher		
38	Scirocco		
39	The Thing		
40	Jetta		
41	Quantum		
42	Golf		85 on
43	Rabbit Pickup		
74	Van/Vanagon/Camper		
78	Other (light truck)		
58	Other (foreign automobile)		
99	Unknown		
Alfa Romero (31)			
31	Spider	Veloce, 2000/1750, all roadsters	
32	Sports Sedan	Alfetta, Berlina, 2000/1750, Giulia Super, 4 door sedans	
33	Sprint Veloce	Alfetta GT 2000 GTV, 1750 GTV, Giulia Sprint GT, all 2 door coupes	
34	GTV-6		
58	Other (foreign automobile)		
99	Unknown		
Audi (32)			
31	Super 90		
32	100	LS, GL	
33	Fox		
34	4000		
35	5000	Coupe	
36	Quattro		82 on
58	Other (foreign automobile)		
99	Unknown		
Austin/Austin Healey (33)			
31	Marina	GT	
32	America		

Variable Name: Vehicle Model (cont'd.)

Model Code	Vehicle Line	Includes	Model Years

Austin/Austin Healey (33) (cont'd.)

33	Healey Sprite		
34	Healey 3000	Healey 100	
35	Mini		
58	Other (foreign automobile)		
99	Unknown		

BMW (34)

31	1600, 2002	Tii	
32	Coupe	3.0CS, 2800 CS	
33	Bavaria Sedan	2500, 2800	
34	630, 633		
35	320i, 318i		
36	524i, 528i, 530i, 533i	TD, Automatic	83 on
37	733i		
61	0- 50 cc		
62	51-124 cc		
63	125-349 cc		
64	350-449 cc		
65	450-749 cc		
66	750 cc or over		
58	Other (foreign automobile)		
99	Unknown		

Datsun/Nissan (35)

31	F-10		
32	200 SX		
33	B210/210/1200	Honeybee	
34	240/260/280/300	Z, ZX, 2 \ 2	
35	310		
36	510	PL	
37	610	PL	
38	710	PL	
39	810/Maxima	Maxima	
40	Roadster (SPL 311/ SRL 311)	1600/2000 Convertible	thru 70

Variable Name: Vehicle Model (cont'd.)

Model Code	Vehicle Line	Includes	Model Years
Datsun/Nissan (35) (cont'd.)			
41	PL 411/RL 411		
42	Stanza	XE	82 on
43	Sentra		83 on
44	Pulsar	NX	83 on
72	Pickup		
78	Other (light truck)		
58	Other (foreign automobile)		
99	Unknown		
Fiat (36)			
31	124 (Coupe/Sedan)	Sport	
32	124 (Spider)	Spider 2000	
33	Brava/131		
34	850 (Coupe & Spyder)		
35	128		
36	X-1/9		
37	Strada		
58	Other (foreign automobile)		
99	Unknown		
Honda (37)			
31	Civic	1300, 1500, CVCC	
32	Accord	LX, CVCC	
33	Prelude		
34	600	Coupe, Sedan	
61	0- 50 cc		
62	51-124 cc		
63	125-349 cc		
64	350-449 cc		
65	450-749 cc		
66	750 cc or over		
58	Other (foreign automobile)		
99	Unknown		

Variable Name: Vehicle Model (cont'd.)

Model Code	Vehicle Line	Includes	Model Years
Isuzu (38)			
31	I Mark	Gemini	
32	Impulse		83 on
70	Trooper II		
72	P'up (Pick-up)	Rodeo	
78	Other (light truck)		
58	Other (foreign automobile)		
99	Unknown		
Jaguar (39)			
31	XJ-S Coupe		
32	XJ6/XJ12 Sedan/Coupe	L, XJ, C, 420/340 Sedans	
33	XK-E	2 + 2, V-12 Roadster, 120	
58	Other (foreign automobile)		
99	Unknown		
Lancia (40)			
31	Beta Sedan /HPE		
32	Beta Coupe/Zagato		
33	Scorpion		
58	Other (foreign automobile)		
99	Unknown		
Mazda (41)			
31	RX2		
32	RX3		
33	RX4		
34	RX7		
35	GLC		
36	Cosmo		
37	626		
38	808		
39	Mizer		thru 76
40	R-100		thru 72
41	618/616		
42	1800		
72	Pick-up	B-2200, B-2000, SE5	

Variable Name: Vehicle Model (cont'd.)

Model Code	Vehicle Line	Includes	Model Years

Mazda (41) (cont'd.)

78	Other (light truck)
58	Other (foreign automobile)
99	Unknown

Mercedes-Benz (42)

31	200/220/230/240/ 250/280/300 (Sedan and 5 passenger "C" only)	SE,CD,D,SD,TD,CE,E [excludes 280 S, 280 SE (1975 on), 300 SD Sedan (see Code 37]	
32	230 SL/280 SL (2 passenger)		
33	350 SL/450 SL/380 SL		
34	350 SLC/ 450 SLC/380 SLC		
35	300 SEL/280 SEL	TD-T, TD, CDT	
36	450 SEL/380 SEL/ 500 SEL		
37	450 SE/380 SE	280 S, 280 SE (1975 on), 300 SD Sedan	
38	600/6.9 Sedan	Pullman	
39	190		
75	Van Derivative	Kurbstar	82 on
81	Medium/Heavy: CBE		
82	Medium/Heavy: COE low entry		
83	Medium/Heavy: COE high entry		
84	Medium/Heavy: unk. engine location		
85	Medium: Bus		
88	Other (truck)		
90	Medium/Heavy: COE unk. entry position		
58	Other (foreign automobile)		
99	Unknown		

Variable Name: Vehicle Model (cont'd.)

Model Code	Vehicle Line	Includes	Model Years

MG (43)

31	MG Midget		
32	MGB		
33	MGB GT		
34	MGA		
35	TA/TC/TD/TF		
36	MGC	MGC/GT	
58	Other (foreign automobile)		
99	Unknown		

Mitsubishi   See V14 Code (52) listed after Volvo

Opel See Buick--(18)

Peugeot (44)

31	304		
32	403		
33	404		
34	505/504	STI	
35	604	SL, D	
58	Other (foreign automobile)		
99	Unknown		

Porsche (45)

31	911	S, E, T, SC, Carrera	
32	912/912E		
33	914	914/S	
34	924	Turbo	
35	928	S	
36	930/Turbo		82 on
37	944		
58	Other (foreign automobile)		
99	Unknown		

Renault (46)

31	LeCar	5	
32	10/Dauphine/ Caravelle/R-8		

Variable Name: Vehicle Model (cont'd.)

Model Code	Vehicle Line	Includes	Model Years
Renault (46) (cont'd.)			
33	12	R12	
34	15	R15TL	
35	16		
36	17	R17, Gordini Coupe	
37	R181		
38	Fuego	TL, TS, GTL, GTS	
39	Alliance	L, DL, Limited	83 on
40	Encore		
58	Other (foreign automobile)		
99	Unknown		
Saab (47)			
31	99/99E/900	Turbo	
32	Sonnet	Sonnet III, Sonnet 97	
33	95/96/97		
58	Other (foreign automobile)		
99	Unknown		
Subaru (48)			
31	FE/GF/DL/STD/GL/G/ GLF	4 wheel drive	
32	Star		
33	360		
43	Brat	DL, GL	
78	Other (light truck)		
58	Other (foreign automobile)		
99	Unknown		
Toyota (49)			
31	Corona	Custom, Deluxe, Mark II, 1900, 2000	
32	Corolla	1100, 1200, 1600, Deluxe, Custom, SR 5	
33	Celica	1900, 2000, GTS	
34	Celica Supra	Soarer	
35	Cressida		
36	Crown	2300, 2600	

Variable Name: Vehicle Model (cont'd.)

Model Code	Vehicle Line	Includes	Model Years
	Toyota (49) (cont'd.)		
37	Carina	2000	
38	Tercel	4WD Wagon	
39	Starlet		
40	Cambry		
41	MR2	(2-seater)	85 on
70	4-Runner		
71	Landcruiser		
72	Pick-up, Mini-Van	Chinooks, LN44	
78	Other (light truck)		
58	Other (foreign automobile)		
99	Unknown		
	Triumph (50)		
31	Spitfire	I, II, III, IV, 1500	
32	GT6		
33	TR4	TR3, TR2, TR4A	
34	TR6		
35	TR7/TR8		
36	Herald	Vitesse	
37	Stag		
61	0- 50 cc		
62	51-124 cc		
63	125-349 cc		
64	350-449 cc		
65	450-749 cc		
66	750 cc or more		
58	Other (foreign automobile)		
99	Unknown		
	Volvo (51)		
31	122	S	
32	142/144/145	S, Deluxe, GL, GLS, E	
33	164	S, E	
34	242/244/245	Deluxe, DL, GLE, GLT, GL	
35	262/264/265	GL	
36	1800	E, S, ES	
37	P-544		

Variable Name: Vehicle Model (cont'd.)

Model Code	Vehicle Line	Includes	Model Years
Volvo (51) (cont'd.)			
38	760	GLE	83 on
81	Medium/Heavy: CBE		
82	Medium/Heavy: COE, low entry		
83	Medium/Heavy: COE, high entry		
84	Medium/Heavy: unk. engine location		
85	Medium: Bus		
88	Other (truck)		
90	Medium/Heavy: COE, unk. entry position		
58	Other (foreign automobile)		
99	Unknown		
Mitsubishi (52)			
31	Starion	2 + 2	83 on
32	Tredia		83 on
33	Cordia		83 on
34	Galant		
70	Montero		
72	Pickup, Mini-Van		83 on
58	Other (foreign automobile)		
99	Unknown		
Suzuki (53)			
61	0- 50 cc		
62	51-124 cc		
63	125-349 cc		
64	350-449 cc		
65	450-749 cc		
66	750 cc or over		
70	SJ - 410		
99	Unknown		

Variable Name: Vehicle Model (cont'd.)

Model Code	Vehicle Line	Includes	Model Years

Other Import (59)

31	Aston Martin	
32	Bricklin	
33	Citroen	
34	Delorean	
35	Ferrari	
36	Hillman	
37	Jensen	
38	Lamborghini	
39	Lotus	
40	Maserati	
41	Morris	
42	Rolls Royce/Bentley	
43	Rover	
44	Simca	
45	Sunbeam	
46	TVR	
58	Other (foreign automobile) [e.g., Morgan, Singer]	

MOTORED CYCLE (60-69)

V13

BMW (34)
BSA (60)
Ducati (61)
Harley-Davidson (62)
Honda (37)
Kawasaki (63)
Moto-Guzzi (64)
Norton (65)
Suzuki (53)
Triumph (50)
Yamaha (67)
Other Motored Cycle (69)

V14

61	0- 50 cc
62	51-124 cc
63	125-349 cc
64	350-449 cc
65	450-749 cc
66	750 cc or over
99	Unknown

Variable Name: Vehicle Model (cont'd.)

Model Code	Vehicle Line	Includes	Model Years

V13

Mo-ped (70)

    V14
    61   0- 50 cc
    62   51-124 cc
    99   Unknown

TRUCKS AND BUSSES (80-83, 85-88)

V13

Brockway (80)
Diamond Reo or Reo (81)
Freightliner or White Freightliner (82)
FWD (83)
Kenworth (85
Mack (86)
Peterbilt (87)
White (88)

    V14
    80   Motor Home
    81   Medium/Heavy: CBE
    82   Medium/Heavy: COE, low entry
    83   Medium/Heavy: COE, high entry
    84   Medium/Heavy: unknown engine location
   +85   Bus: conventional (engine out front)
    86   Bus: flat front, front engine
    87   Bus: flat front, rear engine
    88   Other (truck)
    90   Medium/Heavy: COE, unk. entry position
    99   (Unknown Model)

+Use code "85" (Bus) if the frontal plane or the engine location is unknown.

International Harvester (84)

71	Scout	Scout II, Utility Pickup, SS-2, Roadstar, Terra Traveltop, 800 Series, Traveler	
73	Pickup/Panel	R100, 900A-1500C, 1000D-1500D, 1010-1510, 100-500	
75	Multistop	Metro RM 120-160, MS1210, MS1510	
76	Travelall	1010-1210, 100-200	
78	Other (light truck)		
80	Motor Home	1310 MHC, 1500 MHC	

Variable Name: Vehicle Model (cont'd.)

Model Code	Vehicle Line	Includes	Model Years

International Harvestor (84) (cont'd.)

81	Medium/Heavy: CBE	Loadstar/Fleetstar, Paystar, CBE Transstar (4200), S-Series, Mixer	
82	Medium/Heavy: COE, low entry	CO, VCO, DCO (190-1950), Cargostar, LFM 5370 (Garbage)	
83	Medium/Heavy: COE, high entry	DCO, DCOT, UCO, VCOT, (405 Series), COE Transstar, Unistar, Conco 707B, 9600 Series	
84	Medium/Heavy: unk. engine location		
85	Bus: Conventional	R153-1853, Loadstar 1603-1853	
86	Bus: flat front, front engine	173 FC, 183 FC	
87	Bus: flat front, rear engine	183RE, 193RE, (transit)	
88	Other (truck)	Fire Truck - R140-R306, CO 8190	
90	Medium/Heavy: COE, unk. entry position		
99	Unknown		

Other (Truck or Bus) (95)

01	Autocar
02	Auto-Union-DKW
03	Divco
04	Western Star
05	IVECO/MAGIRUS
78	Other (light truck)*
88	Other (truck+) (e.g., Oshkosh, Grumman)

Other make (98)

97	Other (e.g., snowmobile, go-cart)
99	Unknown**

*	Use code "88" (other (truck)) if the vehicle's GVWR is unknown.
**	Occurs when make is not explicitly listed and it is unknown whether make is domestic or import.
+	Truck as used here includes (1) any truck of unknown GVWR, (2) medium or heavy trucks, and (3) buses.

APPENDIX C

FILE ADJUSTMENTS

Fatals for PSU 31:

Accidents involving a fatality were excluded from the sample
at PSU 31 because of local restrictions. Since the Fatal Accident
reporting system (FARS) data showed that fatalities had occurred
in this geographic area, an adjustment was needed. Two FARS cases
from this area were selected by simple random sampling. They
were added to the NASS file as SDO cases and given case numbers
601 and 602.

Source Documents Only (SDO):

Occasionally some accident investigation teams have had
personnel turnovers or other staffing problems which temporarily
reduced their data collection capacity. Reducing the number of
cases they investigate would contribute to more variation in the
national and ratio weights. Since more credible national
estimates are possible from weights with less variation, the
number of cases these teams investigate has not been reduced.
Instead, they collect less data for some cases.

These cases with less data were coded from official records
only i.e., Source Documents Only (SDO). To prevent potential
bias, scene measurement, vehicle inspections and interviews were
not performed for SDO cases. If part but not all of a team's data
collection capacity were lost, then only less severe cases were
designated as SDO cases. The potential bias introduced by this
practice has not been examined. SDO cases are identified by code
"3" in the variable "Type of Case". The numeric variables which
have been coded "9" (Unknown) because the case was SDO, have
been recoded as ".N" (Not Collected) on the SAS file. The
character variables which have been coded " " (Blank) or "9"
(Unknown) because the case was SDO, have been recoded as "8" or
"98" (Not Collected) on the SAS file. Coding conventions for
all variables in SDO cases are included on the following pages:

ACCIDENT FORM

Variable	Source	Or	Code
A01 - A06	Coding Manual		
A07			"3" (Source Document Only)
A08	PAR		
A09	Administrative Vehicle Registration PAR		
A10 - A18	PAR		
A19	PAR Maps		
A20, A22			(Unknowns)
A21	PAR		
A23	Coding Manual		Driver Form - Var. D07
A24 - A29			"0" (No)

PEDESTRIAN AND NONMOTORIST FORM

Variable	Source	Or	Code
P01 - P06	Coding Manual		
P07	Assigned by Investigator		
P08	PAR		
P09, P10	Par/Medical Report		
P11, P12			(Unknowns)
P13 - P15	PAR		
P16 - P19	Omitted		
P20	PAR/Medical Report		
P21	Medical report		"00" (Not hospitalized) If P20= 0,4-6,or 8
P22	Coding Manual		"97" (No working days lost) for persons over age 65 or under 17 unless fatally injured then code "62" "99" (unknown) for all others unless fatally injured
P23	Coding Manual		
P24 - P30	Omitted		
P31 - P78	Medical Report/PAR		
P79, P81, P82	PAR		
P80, P83, P84	PAR/Medical Report		

VEHICLE FORM

Variable	Source or Code
V01 - V06	Coding Manual
V07	Assigned by Investigator
V08 - V11	PAR
V12 - V14, V17	PAR Vehicle Registration Reference Manuals
V15, V16	PAR Vehicle Registration
V18, V19	PAR
V20 - V27	(Unknowns)
V28	PAR Reference Manuals Vehicle Registration
V29 - V32	PAR Vehicle Registration Reference Manuals
V33 - V35	"8" (no trailer) If V30-V32 ="8", otherwise.
V36 - V37	(Unknown) If V17 (Body Type) = 30-39, 70-78 (Zeros) for all others
V38	Vehicle Registration Reference Manuals
V39	PAR Reference Manuals Vehicle Registration
Page 6	Annotate with phrase, "SDO, no inspection"
Pages 6A-6F	(Blanks)
V40, V41, V48	PAR
V49, V50, V57	PAR
V42 - V47	Coding Manual (Blanks or Unknowns)
V51 - V56	Coding Manual (Blanks or Unknowns)
V58 - V63	(Blanks)
V64	"1"
V65	PAR
V66	(Unknown)
V67 - V75	(Zeros) If V17 (Body Type) = 20-29 (Motorcycles) (Unknowns) for all others
V76, V77	(Unknowns)
V78 - V83	PAR
Pages 10-11	Annotate with phrase, "SDO, no inspection"
V84	Reference Manuals
V85, V86	(Unknowns)
V87	"6, 7 or 8" (Delta V not calculated) as appropriate
V88 - V91	(Unknowns)
V92	PAR

DRIVER FORM

Variable	Source	Or	Code
---------	----------------------		
D01 - D06	Coding Manual		
D07	Assigned by Investigator		
D08, D09	PAR		
D10 - D15			(Unknowns)
			(Blanks) if driver not present (D09="2")
D16 - D18	PAR		(Blanks) if D09="2"
D19	Coding Manual		(Blank) if D09="2"
D20			(Unknown)
			(Blank) if D09="2"
D21	PAR/Medical Report		(Blank) if D09="2"
D22 - D24	PAR		(Blanks) if D09="2"
D25	PAR/Medical Report		(Blank) if D09="2"
D26 - D28	Driver Record/PAR		(Blanks) if D09="2"
D29 - D33	Driver Record		(Blanks) if D09="2"
D34	FHWA state maps		
D35	PAR/FHWA state maps		
D36	FHWA state maps		
D37 - D51			(Unknowns)
D52	PAR		
D53	Statutory law		
D54	PAR		
D55, D56			(Unknowns)
D57	FHWA state maps		
D58	PAR		

OCCPANT FORM

Variable	Source	Or	Code
-------	----------------------		
O01 - O06	Coding Manual		
O07, O08	Assigned by Investigator		
O09, O10	PAR/Medical Report Driver Record		
O11, O12			(Unknowns)
O13, O14	PAR		
O15 - O19	Coding Manual		(Unknowns) if V17 (Body Type) Not equal to 20-29 (Zeros) for V17=20-29
O20	PAR/Medical Report		
O21	Medical Report		"00" (Not hospitalized) if O20=0, 4-6, or 8
O22	Coding Manual		"97" (No working days lost) for persons over age 65 or under 17 unless fatally injured then code "62" "99" (Unknown) for all others unless fatally injured
O23 - O30	PAR		
O31 - O78	Medical Report/PAR		
O79	PAR		
O80	PAR/Medical Report		

APPENDIX D

CDC/TDC AND DELTA-V

This section gives an overview of the Collision Deformation
Classification (C.D.C.) for cars, vans, and light trucks, and the Truck
Deformation Classification (T.D.C.) for heavy trucks, in the 1985 NASS.
The C.D.C. and T.D.C. codes contain eight characters. If there is no
C.D.C./T.D.C., these codes are left blank. If there is a C.D.C./T.D.C.
these codes are as follows:

Direction of Force (2-character numeric). Sum of Clock Direction and
Incremental Value of Shift if both are known. If either is unknown,
direction of force is coded "99".

Clock Direction (C.D.C. or T.D.C.) is coded as follows:

00	Non-horizontal force	08	8 o'clock
01	1 o'clock	09	9 o'clock
02	2 o'clock	10	10 o'clock
03	3 o'clock	11	11 o'clock
04	4 o'clock	12	12 o'clock
05	5 o'clock	13	intra-unit
06	6 o'clock		force
07	7 o'clock		(T.D.C. only)
		99	Unknown

Incremental Value of Shift (C.D.C. only) i.e., change in direction of
the structure as opposed to crushing of the structure. It is coded
as follows:

00	No shift
20	End shift vertical--up; top shift forward
40	End shift vertical--down; top shift rearward
60	End or top shift lateral--right
80	End or top shift lateral--left
99	Unknown

Deformation Location (1 character alphanumeric) is coded as follows:

C.D.C

=====

F	Front
R	Right side
L	Left side
B	Back (rear)
T	Top
U	Undercarriage
9	Unknown

T.D.C.

======

F	Front
R	Right side
L	Left side
B	Back of unit with cargo area, rear of trailer or straight truck
D	Back (rear of tractor)
C	Rear of cab
V	Front of cargo area
T	Top
U	Undercarriage
9	Unknown

Specific Longitudinal or Lateral Location (1 character alphanumeric) is coded as follows:

C.D.C.

======

D	Distributed--side or end
L	Left--front or rear
C	Center--front or rear
R	Right--front or rear
F	Side front--left or right
P	Side center section--L or R
B	Side rear--left or right
Y	Side (F + P) or end (L + C)
Z	Side (P + B) or end (C + R)
9	Unknown

T.D.C

=====

D	Distributed--side or end
L	Left--front or rear
C	Center--front or rear
R	Right--front or rear
F	Side front (forward of windshield)
P	Side cab
W	Side rear of cab to rear of tractor
K	Side (P + W)
S	Side (F + P + W)
B	Side rear of cab to rear of trailer or cargo area
T	Side trailer (rear of tractor to rear of trailer)
Y	Side (F + P) or end (L + C)
Z	Side (B + P) or end (R + C)
9	Unknown

Specific Vertical or Lateral Location (1 character alphanumeric) is
coded as follows:

C.D.C. (Vertical - Front, Rear, or Side Impacts)
==

A   All
H   Top of frame to top
E   Everything below belt line
G   Belt line and above
M   Middle--top of frame to belt line or hood
L   Frame--top of frame, frame, bottom of frame (including
    undercarriage)
W   Below undercarriage level (wheel and tires only)
9   Unknown

T.D.C. (Vertical - Front, Rear, or Side Impacts)
==

A   Top of Vehicle to bottom of vehicle exclusive of wheels
H   Top of frame to top of vehicle
T   Everything above cab
G   Belt line and above
E   Belt line and below
M   Middle--top of frame to belt line or hood
L   Low--top of frame, frame, and bottom of frame (including
    undercarriage)
W   Below undercarriage level (wheel and tires only)
9   Unknown

C.D.C. or T.D.C. (Lateral - top and Undercarriage Impacts)
==

D   Distributed
L   Left
C   Center
R   Right
Y   Left and Center (L + C)
Z   Right and Center (R + C)
9   Unknown

Type of Damage Distribution (1 character alphanumeric) is coded as
follows:

W   Wide impact area   E   Corner
N   Narrow impact area   K   Conversion in impact type
S   Sideswipe   (C.D.C. only)
O   Rollover (including side)   U   No residual deformation
A   Overhanging structure   R   Override (T.D.C. only)
9   Unknown

Deformation Extent Guide (2 character alphanumeric) is coded as
follows:

01	One	08	Eight	
02	Two	09	Nine	
03	Three	0A	(T.D.C. only)	- minor
04	Four	0B	(T.D.C. only)	- moderate
05	Five	0C	(T.D.C. only)	- severe
06	Six	0D	(T.D.C. only)	- extremely severe
07	Seven	0X	(T.D.C. only)	- cargo/ impacts
		99	Unknown	

Delta V.

Delta-V is defined as the vector velocity change during the
collision phase of an accident, or in a simple accident, as
separation velocity minus approach velocity:

DELTA-V = V separation - V approach

The direction of the vector is determined by the investigator as the
direction of principal force. For each vehicle, the components of
its Delta-V are obtained by projecting on the longitudinal and
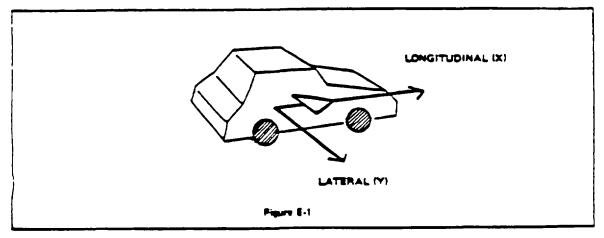lateral axis of that vehicle.

Figure E-1 shows the positive direction of the longitudinal and
lateral components of Delta-V. For example, in a head-on collision, a
vehicle is decelerated and the initial high positive longitudinal
velocity is reduced; thus it will have a negative longitudinal Delta-V.

APPENDIX E

SELECTED COUNTS

Users of the NASS Analysis file occasionally have requested that the manual include total counts for certain NASS statistics. These counts may help assure that the users are accessing the desired NASS tape. Further, such counts help to identify the source of apparent anomalies.

For this edition of the User's Manual, the following counts have been identified as potentially the most useful:

- Total Number of Accident Records   - 13,153
- Total Number of Pedestrian Records - 1,600
- Total Number of Vehicle Records   - 21,563
- Total Number of Driver Records   - 21,563
- Total Number of Occupant Records   - 32,954
- Total Number of Accident Records with neither Occupants nor Pedestrians - 15
- Total Number of Accident Records with at least One Pedestrian but no Occupants - 12
- Total Number of Vehicle Records with at least One Occupant but no Driver - 19
- Total Number of Vehicle records with no Occupant Record -- 146

(1). PSU Codes
(2). PSU Description
(3). Population (1980 & 1970)
(4). Land Area(Square Miles)
(5). Population (by Age Group)
(6). Means of Transportation to Work
(7). Travel Time to Work

Demographics data on the 50 PSU's are included to give researchers supplementry information on the nature of the PSU's when analyzing NASS data. The 1980 and 1970 population figures are from the decennial censuses. The land area figures are from the County and City Data Book, 1977. The figures on age distribution of the population in 1980 are from Tables 115 and 171, entitled "General Social and Economic Characteristics". The figures pertaining to means of transportation and travel time to work are from Tables 118 and 174 of the same report.

PRIMARY SAMPLING UNIT (FSU) CODES AND DESCRIPTION

VALUES	STRATA	DESCRIPTION
01, 03, 31, 34, 35	1	Central City, one of the 10 largest 1970 SMSA's
36, 51, 63, 78, 85	2	Central city, one of the 11th - 60th Larg-est 1970 SMSA'S
08, 09, 28, 32, 79	3	Suburban, one of the 17 largest 1970 SMSA'S; low gas sales
06, 29, 37, 38, 61	4	Suburban, one of the 17 largest 1970 SMSA'S; high gas sales
10, 33, 39, 52, 56, 80	5	Suburban, one of the 18th - 60 largest 1970 SMSA's, or PSU within 61st - 119th largest SMSA's not containing a central city
04, 27, 57, 82, 87	6	FSU within 61th - 119th largest SMSA's containing a central city
02, 30, 55, 58	7	PSU containing towns with 1977 population over 19,718; low gas sales
07, 11, 26, 59, 81	8	FSU containing towns with 1977 population over 19,718; high gas sales
12, 53, 54, 60, 62	9	FSU with no town with 1977 population over 19,718; low gas sales
05, 13, 14, 76, 83	10	FSU with no town with 1977 population over 19,718; high gas sales

Each of the ten strata comprises approximately one tenth of the 1977 U.S. population. they are not exactly the same size. Consequently when the ten strata are subdivided into fifty substrata, greater equality among the fifty is possible without requiring each of the ten strata to be divided into the same number of substrata. In the fifty FSU design one FSU has been selected from each of these approximately equal substrata.

POPULATION

PSU	1980	1970	LAND AREA
P01	3005078	3369357	223
P02	157589	157426	501
P03	453085	622236	61
P04	450449	445589	642
P05	171276	163940	580
P06	522965	546253	513
P07	102926	97250	678
P08	2248577	2124405	731
P09	1134552	1156305	467
P10	280326	231335	554
P11	264748	234103	771
P12	67226	63476	1990
P13	75067	64292	1881
P14	61638	60250	2883
P26	158158	141241	1141
P27	279780	263654	813
P28	555007	603456	184
P29	845385	897148	234
P30	227908	243131	454
P31	1688210	1949996	129
P32	1026147	1085044	673
P33	81974	83120	197
P34	2230936	2602012	70
P35	562994	641071	46
P36	357870	462768	41
P37	643621	624080	496
P38	737822	708760	944
P39	93317	85706	321
P51	274602	246463	56
P52	107503	65993	1438
P53	95370	89971	3702
P54	137222	119893	1031
P55	137541	116029	1333
P56	1278916	932933	2008
P57	319694	276293	508
P58	301327	229006	858
P59	107377	96303	2045
P60	74437	67551	2824
P61	652316	483294	589
P62	65528	50751	6200
P63	904074	844401	270
P76	116024	83248	2126
P78	397038	389455	335
P79	656380	555805	735
P80	374194	236572	931
P81	90554	60827	9983
P82	454499	333266	4883
P83	66698	61307	18859
P85	493846	530831	84
P87	531443	351667	9240

FSU	UNDER 5	5 TO 9	10 TO 14	15 TO 19	20 TO 24
F01	231181	224889	237173	268201	294060
F02	12460	12664	13504	15949	13839
F03	32252	30235	32667	39773	44586
F04	35990	37931	41977	45907	43818
F05	13055	14102	15207	16474	14107
F06	44372	43382	45081	51082	48654
F07	8342	8145	9138	10131	9289
F08	144239	152381	183059	204372	199470
F09	76380	83347	94403	107570	105764
F10	20048	22879	27981	29561	20640
F11	17143	17053	18338	27587	43336
F12	5402	5211	5867	6545	5369
F13	6308	6171	6533	7183	6219
F14	4360	3975	4751	5434	4716
F26	9584	10276	13384	14979	13805
F27	20596	21428	23355	27411	27254
F28	32902	33554	42946	53879	51317
F29	41972	47920	63313	72612	67470
F30	13169	14188	16910	19730	18592
F31	107673	109479	131006	151503	162120
F32	56862	62913	78991	88524	84170
F33	4550	5638	7153	7232	4974
F34	174080	161804	175955	192855	192876
F35	29982	29133	36363	55677	81189
F36	23395	22620	26449	31345	39199
F37	36137	40527	50219	58755	54051
38	52204	55492	67716	76732	79478
F39	6204	6366	7710	9983	10366
F51	12615	13539	16056	19154	22455
F52	8981	9298	9332	9976	9298
F53	8240	8245	8543	9661	7675
F54	9484	10719	12117	12653	10672
F55	9729	10599	10137	15116	18277
F56	74216	83200	91897	109826	104576
F57	19651	21140	23551	30217	35757
F58	18599	20931	23829	30119	35003
F59	8624	8654	9110	10364	9436
F60	6238	5971	6407	7593	6803
F61	52279	56302	59510	61574	59057
F62	6554	6683	7338	7255	4972
F63	66645	64556	67227	77012	102616
F76	8804	8502	8504	9616	9936
F78	30863	30088	32184	37568	39195
F79	44078	45079	54279	60086	52500
F80	26465	29978	33718	35310	30815
F81	8158	7779	7980	8235	9023
F82	35332	34190	37466	45052	46632
F83	6430	5442	5573	7018	6438
F85	24139	21106	24208	35215	59233
F87	37779	37586	39853	48720	56920

PSU	25 TO 29	30 TO 44	45 TO 64	65 & OVER
P01	276035	542471	589789	341279
P02	12982	27824	31523	16844
P03	~37872	64179	91594	79927
P04	37978	86480	84554	35814
P05	13602	31526	34306	18897
P06	43884	93060	107884	45566
P07	8271	18858	19640	11112
P08	187767	449567	497899	229823
P09	98794	213262	250933	104099
P10	20151	63151	55008	20907
P11	32757	53693	38149	16692
P12	5254	11424	13013	9141
P13	5783	13534	14280	9056
P14	4122	9681	12965	11634
P26	12569	31325	31739	20497
P27	23123	48695	57389	30529
P28	44024	94170	130934	71281
P29	61808	166438	218986	104866
P30	16138	37177	54780	37224
P31	141378	284943	363157	236951
P32	82228	187039	253672	131748
P33	5372	16325	20461	10269
P34	186722	415705	452338	278601
P35	63325	97346	98914	71065
P36	31527	54631	74977	53727
P37	50129	122915	149962	80926
P38	72495	169743	123628	40334
P39	8521	18132	16445	9590
P51	21679	47637	61779	59688
P52	9210	23139	18801	9468
P53	6874	16201	16906	13065
P54	10305	26654	28330	16288
P55	12174	23615	24540	13354
P56	99885	246046	273887	195383
P57	28818	62342	62441	35777
P58	30744	67390	52626	22086
P59	8423	18126	20284	14356
P60	5744	11506	13747	10428
P61	63128	157083	108001	35382
P62	4370	10071	11288	6997
P63	99279	175177	166351	85211
P76	10362	22325	23028	14947
P78	37978	74655	73099	41408
P79	53984	148568	137244	60562
P80	36126	93142	66394	22246
P81	7332	15451	16772	9824
P82	44802	91971	81880	37174
P83	5778	11125	11628	7266
P85	59383	96696	97826	76040
P87	49894	97917	100880	61894

MEANS OF TRANSPORTATION TO WORK

PSU	PRIVATE CAR	TRUCK OR VAN	MOTOR-CYCLE	PUBLIC TRANSIT	BI-CYCLE	WALKING	OTHER	WORK AT HOME
P01	661571	30691	492	385792	2114	93590	6067	11037
P02	45826	9209	176	542	158	2013	295	908
P03	115855	8597	156	31342	372	9366	892	1619
P04	131665	24404	202	1781	137	4258	610	1502
P05	49968	11308	98	262	358	3437	474	1717
P06	163295	21959	205	6506	261	8499	731	1709
P07	31763	5619	44	215	120	1893	233	1000
P08	841817	58241	603	123817	2944	45846	3866	12868
P09	394306	46325	228	9937	993	11630	1661	3443
P10	110643	12811	330	1246	428	4732	544	2737
P11	89936	11546	195	4848	1127	13732	673	2890
P12	16225	4089	94	39	125	4129	187	4944
P13	18986	6886	66	94	70	2084	181	1956
P14	13140	4836	72	61	100	2486	302	2702
P26	48344	7289	218	1305	236	5090	669	2007
P27	84377	13491	208	4298	323	8663	551	2121
P28	176075	14386	320	31823	662	13537	1153	3358
P29	321314	19144	621	43364	830	19177	1583	5752
P30	69585	6576	46	3375	43	7909	398	1384
P31	327866	19725	698	183432	2531	64005	2840	7294
P32	317743	37189	360	51635	237	21941	1791	4730
P33	29419	3385	103	9188	139	1051	84	4991
P34	212075	10761	440	483236	1894	72149	3702	7997
P35	112405	5951	331	84211	1629	41472	1362	2689
P36	84084	5551	119	21534	462	12620	497	1491
P37	240110	20784	545	19097	1080	15560	1191	5959
P38	281626	31894	1263	36697	1035	12007	1726	4286
P39	32132	5246	152	521	283	2118	355	626
P51	93207	12015	920	3782	1420	4853	1184	1950
P52	31266	9469	149	147	21	1129	250	453
P53	17144	10721	102	159	42	1859	420	524
P54	45568	11119	100	278	18	1845	430	820
P55	39462	9820	160	423	183	1892	284	444
P56	463193	47749	3108	27127	4236	17699	3195	6816
P57	107340	18351	405	4742	167	5045	538	1745
P58	122422	15836	587	4044	582	5330	984	2409
P59	29136	8559	137	692	53	2414	293	533
P60	15079	6895	100	282	23	1174	287	344
P61	261114	55952	2304	3870	507	5390	1730	4186
P62	10653	6265	70	212	31	1200	215	422
P63	349802	46521	1468	37771	688	10846	2232	5739
76	29108	9674	383	246	316	3437	573	1628
78	141623	19250	520	11255	268	8050	660	3137
P79	217141	35731	2294	25794	1625	6851	3684	5634
P80	141541	27475	723	7909	537	4380	1025	3733
P81	19860	8098	851	583	554	2893	582	547
P82	139134	35880	2113	4934	2103	7848	1567	3556
P83	12776	6154	171	200	149	4323	502	3253
P85	149979	17874	1595	47695	3120	19562	1742	5142
P87	151229	40899	3107	6691	3928	8733	1773	4549

TRAVEL TIME TO WORK (IN MINUTES)

FSU	LESS THAN 10	10 TO 19	20 TO 29	30 TO 44	45 AND OVER
P01	82020	227900	215965	329788	323755
P02	10908	26382	12891	5823	2453
P03	16084	54697	42654	36643	17511
P04	22400	62152	46992	25037	6884
P05	16374	26022	13466	6358	3007
P06	27311	62180	48837	41782	21004
P07	8860	17233	6868	4034	3148
P08	140781	298183	192209	224367	221639
P09	62112	145299	114940	103940	38361
P10	24013	41526	32681	24727	9022
P11	27121	49791	25439	15066	9382
P12	10717	7050	2666	2308	2187
P13	9370	7375	3741	3572	4289
P14	9083	6470	2506	1866	1511
P26	17550	21932	12080	9153	6450
P27	22518	47509	23719	13644	4605
P28	29314	66498	47815	53325	42254
P29	60077	127639	75668	66818	76359
P30	17218	38529	17233	9595	5216
P31	48031	129282	116974	159984	145474
P32	54103	126240	92373	96883	60846
P33	5267	13678	7901	6022	2020
P34	40190	101641	78442	180685	384253
P35	27481	67744	51335	60578	40579
P36	15774	47881	33036	20517	7484
P37	51334	102725	58015	50663	36077
P38	31050	76663	76133	98693	85650
P39	8901	13178	7679	6759	4110
P51	18138	43635	24463	21497	9960
P52	6393	9502	6685	10812	9155
P53	10291	11296	3476	3606	1820
P54	11308	24299	12363	7593	4137
P55	8726	23546	9690	6378	4041
P56	60751	166303	135519	140383	64132
P57	15980	48441	33451	28795	10971
P58	21024	56965	39393	24927	7966
P59	7511	17665	7574	5877	2690
P60	6521	8404	3253	2949	3023
P61	43847	100670	78269	76310	32532
P62	5771	6836	1646	2361	2061
P63	42477	132539	116744	111585	47360
P76	12723	17939	5576	3369	4340
P78	30774	74814	47999	21901	6811
P79	36189	83431	53667	57732	62725
P80	20725	49990	46967	45334	20639
P81	10337	13705	3851	3281	1482
P82	29097	77834	39870	26664	9330
P83	11147	7384	2171	2109	1397
P85	29060	82550	61333	46972	21055
P87	31065	75086	52118	40649	17205