NATIONAL ACCIDENT SAMPLING SYSTEM (NASS)

CRASHWORTHINESS DATA SYSTEM

Analytical User's Manual

1995 File

U.S. Department of Transportation
National Highway Traffic Safety Administration
National Center for Statistics and Analysis
Washington, D.C. 20590

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SECTION 1

INTRODUCTION

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

The NASS CDS 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 1995 NASS CDS file contains data from 24 PSU's. These data are weighted to represent all police reported motor vehicle accidents occurring in the USA during the year involving passenger cars, light trucks and vans that were towed due to damage.

The NASS program was re-evaluated in the mid-1980's. This re-evaluation resulted in changes which were implemented by NHTSA in January 1988. NASS now has two major operating components: (1) the General Estimates System (GES) which collects data on a sample of police traffic crash reports; and (2) the Crashworthiness Data System (CDS) which collects additional detailed information on a sample of police reported traffic crashes.

Comparing the 1988-1995 files with files from years prior to 1988 is not recommended. The principal attributes of the NASS CDS 1988-1995 files include: focusing on accidents involving automobiles and automobile derivatives, light trucks and vans with gross vehicle weight less than 10,000 pounds; giving special consideration to late model year vehicles (the five most recent model years); emphasizing the more serious injury accidents; eliminating the pedestrian and non-motorist record, the driver record and vehicle registration information. A revised set of data collection forms was designed in 1988 for the crashworthiness data system. Some features are: the introduction of an Accident Event Record to capture all events in the accident; the creation of three new vehicle records (General Vehicle, Exterior Vehicle, Interior Vehicle); and the separation of occupant records into an Occupant Assessment Record and an Occupant Injury Record, wherein all injuries are coded.

The NASS CDS file is available in two automated formats: a sequential data set or a Statistical Analysis System (SAS) data set. Hard copy 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 1995 Crashworthiness Data System's Data Collection, Coding and Editing Manual are the primary documentation supporting the automated file. When using this file one should be careful to understand the coding conventions of all variables used thoroughly. In addition, the user may find the following documents helpful:

CRASH3 Technical Manual, July 1986

Collision Deformation Classification (SAE J224 MAR 80)

Injury Coding Manual 1988

NASS Design for Crashworthiness Research, April 1986
(Internal Working Paper)

General Description of the NASS Crashworthiness Data System
Sample Design, April 1987 (Internal Working Paper)

The first document is available from the DOT/Volpe National Transportation Systems Center (VNTSC), DTS-44, Kendall Square, Cambridge, Massachusetts 02142. The second document is available from the Society of Automotive Engineers (SAE), Warrendale, Pennsylvania 15096. The last three documents are available from the National Highway Traffic Safety Administration at the address below.

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

CHANGES IN 1995

A formerly coded non-automated data collection record, the Case Summary, has been automated---from which four new records have been created, the TYPE ACCIDENT, ACCIDENT DESCRIPTION, VEHICLE PROFILE and PERSON PROFILE. Extensive changes have been made to all the record types this year. Many previous data elements have been modified, renumbered or deleted. In addition, a number of new data elements have been added. The Class of Vehicle data element on the ACCIDENT EVENT RECORD has been modified extensively. Sixteen Drug data elements have been deleted and Precrash Environmental, Air Bag, Speed Results data elements have been added, as have 20 items decoded from the VIN and extracted by PC VINA, to the GENERAL VEHICLE RECORD. Additional Measurement data elements have been added to the EXTERIOR VEHICLE RECORD. Steering Column data elements have been added to the INTERIOR VEHICLE RECORD. Many new Air Bag data elements have been added to the OCCUPANT ASSESSMENT RECORD. Many new attributes have been added to the Injury Source data element and three AIS-85 data elements have been have been translated and added to the OCCUPANT INJURY RECORD.

ACCIDENT RECORD

One data element has been added

UNSAFE DRIVER ACTIONS SPECIAL STUDY INDICATOR (AC09)

ACCIDENT EVENT RECORD

One attribute has been deleted, one has been modified, four have been renumbered and three have been added in the data element

VEHICLE NUMBER OR OBJECT CONTACTED (AC16...AC44)

Deleted:

MOTOR VEHICLE NOT IN-TRANSPORT(71)

Modified:

OVERTURN - ROLLOVER(EXCLUDES END-OVER-END)(31)

Renumbered:

FIRE OR EXPLOSION(33)
JACKKNIFE(34)
OTHER INTRAUNIT DAMAGE (SPECIFY)(35)
NONCOLLISION INJURY(36)

Added:

ROLLOVER - END-OVER-END(32)
PASSENGER CAR, LIGHT TRUCK, VAN OR OTHER VEHICLE NOT IN-TRANSPORT(70)
MEDIUM/HEAVY TRUCK OR BUS NOT IN-TRANSPORT(71)

Two attributes have been deleted, two have been modified, ten have been renumbered and fourteen have been added to the data element

CLASS OF VEHICLE (AC14...AC42 & AC17...AC45)

Deleted:

PASSENGER VAN(13)
PICKUP TRUCK(15)

Modified:

OTHER VAN TYPE(28)
SCHOOL BUS(EXCLUDES VAN BASED)(50)

Renumbered:

COMPACT UTILITY VEHICLE(14)
LARGE UTILITY VEHICLE(15)
OTHER LIGHT TRUCK(45)
UNKNOWN LIGHT TRUCK TYPE(48)
OTHER BUS(58)
TRUCK(>4,500 KGS GVWR)(60)
TRACTOR WITHOUT TRAILER(67)
TRACTOR-TRAILER(S)(68)
MOTORED CYCLE(80)
OTHER VEHICLE(90)

Added:

UTILITY STATION WAGON(16)
UNKNOWN UTILITY TYPE(19)
MINIVAN(20)
LARGE VAN(21)
VAN BASED SCHOOL BUS(24)
UNKNOWN VAN TYPE(29)
COMPACT PICKUP TRUCK(30)
LARGE PICKUP TRUCK(31)
OTHER PICKUP TRUCK(38)
UNKNOWN PICKUP TRUCK TYPE(39)
UNKNOWN LIGHT VEHICLE TYPE(49)
UNKNOWN BUS TYPE(59)
UNKNOWN MEDIUM/HEAVY TRUCK TYPE(78)
UNKNOWN LIGHT/MEDIUM/HEAVY TRUCK TYPE(79)

GENERAL VEHICLE RECORD

The following data elements have been deleted:

POLICE REPORTED DRUG EVALUATION CLASSIFICATION(GV38)
OTHER DRUG SPECIMEN TEST TYPE FOR DRIVER(GV39)
NARCOTIC DRUG DEC TEST RESULTS(GV40)

NARCOTIC DRUG SPECIMEN TEST RESULTS(GV41)
DEPRESSANT DRUG DEC TEST RESULTS(GV42)
DEPRESSANT DRUG SPECIMEN TEST RESULTS(GV43)
STIMULANT DRUG DEC TEST RESULTS(GV44)
STIMULANT DRUG SPECIMEN TEST RESULTS(GV45)
HALLUCINOGEN DRUG DEC TEST RESULTS(GV46)
HALLUCINOGEN DRUG SPECIMEN TEST RESULTS(GV47)
CANNABINOID DRUG DEC TEST RESULTS(GV48)
CANNABINOID DRUG SPECIMEN TEST RESULTS(GV49)
PHENCYCLIDNE (PCP) DEC TEST RESULTS(GV50)
PHENCYCLIDNE (PCP) SPECIMEN TEST RESULTS(GV51)
INHALANT DRUG DEC TEST RESULTS(GV52)
INHALANT DRUG SPECIMEN TEST RESULTS(GV53)
OTHER DRUG DEC TEST RESULTS(GV54)
OTHER DRUG SPECIMEN TEST RESULTS(GV55)

The following data elements have been renumbered but the attributes have not been changed:

VEHICLE SPECIAL USE (THIS TRIP)(GV09)
POLICE REPORTED VEHICLE DISPOSITION(GV10)
POLICE REPORTED TRAVEL SPEED(GV11)
SPEED LIMIT(GV12)
POLICE REPORTED ALCOHOL PRESENCE FOR DRIVER(GV13)
ALCOHOL TEST RESULT FOR DRIVER(GV14)
POLICE REPORTED OTHER DRUG PRESENCE FOR DRIVER(GV15)
ACCIDENT TYPE(GV36)
DRIVER PRESENCE IN VEHICLE(GV37)
NUMBER OF OCCUPANTS THIS VEHICLE(GV38)
NUMBER OF OCCUPANT FORMS SUBMITTED(GV39)
IS THIS AN AOPS VEHICLE?(GV40)
VEHICLE CURB WEIGHT(GV43)
VEHICLE CARGO WEIGHT(GV44)
FRONT OVERRIDE/UNDERRIDE(THIS VEHICLE)(GV51)
REAR OVERRIDE/UNDERRIDE(THIS VEHICLE)(GV52)
HEADING ANGLE FOR THIS VEHICLE(GV53)
HEADING ANGLE FOR OTHER VEHICLE(GV54)
TOWED TRAILING UNIT(GV55)
DOCUMENTATION OF TRAJECTORY DATA(GV56)
POST COLLISION CONDITION OF TREE OR POLE(GV57)
TOTAL DELTA V(GV59)
LONGITUDINAL COMPONENT OF DELTA V(GV60)
LATERAL COMPONENT OF DELTA V(GV61)

ENERGY ABSORPTION(GV62)
CONFIDENCE IN RECONSTRUCTION PROGRAM RESULTS(GV64)

The following data elements have been renumbered and some of their attributes have been deleted, modified, renumbered or added:

DRIVER'S ZIP CODE(GV17)

Renumbered:

NO DRIVER PRESENT(99998)
DRIVER'S RACE/ETHNIC ORIGIN(GV18)

Renumbered:

OTHER(SPECIFY)(7)
NO DRIVER PRESENT(8)
PRE-EVENT MOVEMENT(GV31)

Renumbered:

NO DRIVER PRESENT(00)
STARTING IN TRAFFIC LANE(04)
STOPPED IN TRAFFIC LANE(05)
PASSING OR OVERTAKING ANOTHER VEHICLE(06)
DISABLED OR PARKED IN TRAVEL LANE(07)
LEAVING A PARKING POSITION(08)
ENTERING A PARKING POSITION(09)
TURNING RIGHT(10)
TURNING LEFT(11)
MAKING A U-TURN(12)
BACKING UP(OTHER THAN FOR PARKING POSITION)(13)
NEGOTIATING A CURVE(14)
CHANGING LANES(15)
MERGING(16)
SUCCESSFUL AVOIDANCE MANEUVER TO A PREVIOUS CRITICAL EVENT(17)

Added:

DECELERATING IN TRAFFIC LANE(02)
ACCELERATING IN TRAFFIC LANE(03)
CRITICAL PRECRASH EVENT(GV32)

Renumbered:

TRAVELING IN SAME DIRECTION WITH HIGHER SPEED(53)
TRAVELING IN OPPOSITE DIRECTION(54)
IN CROSSOVER(55)
BACKING(56)

Added:

THIS VEHICLE DECELERATING(18)

TRAVELING IN SAME DIRECTION WHILE DECELERATING(52)
ATTEMPTED AVOIDANCE MANEUVER(GV33)

Renumbered:

NO DRIVER PRESENT(00)
PRE-IMPACT STABILITY(GV34)(Title Changed)

Deleted:

NO AVOIDANCE MANEUVER(0)

Renumbered:

NO DRIVER PRESENT(0)
PRE-IMPACT LOCATION(GV35)(Title Changed)

Deleted:

NO AVOIDANCE MANEUVER(0)

Modified:

REMAINED OFF ROADWAY(5)

Renumbered:

NO DRIVER PRESENT(0)

Added:

RETURNED TO ROADWAY(6)
ENTERED ROADWAY(7)
ROLLOVER(GV45)(Size changed from one to two digits)

Deleted:

ROLLOVER, 4 OR MORE QUARTER TURNS(4)

Renumbered:

ROLLOVER--END-OVER-END(98)

Added:

CODE NUMBER OF QUARTER TURNS(01-16)
ROLLOVER, 17 OR MORE QUARTER TURNS(17)
ROLLOVER INITIATION TYPE(GV46)(Size changed from one to two digits)

Added:

ROLLOVER--END-OVER-END(98)
LOCATION OF ROLLOVER INITIATION(GV47)

Added:

ROLLOVER--END-OVER-END(8)
ROLLOVER INITIATION OBJECT CONTACTED(GV48)

Deleted:

MOTOR VEHICLE NOT IN-TRANSPORT(71)

Renumbered:

JACKKNIFE(34)

Added:

NO ROLLOVER IMPACT INITIATION(END-OVER-END)(32)
PASSENGER CAR, LIGHT TRUCK, VAN OR OTHER VEHICLE NOT IN-TRANSPORT(70)

MEDIUM/HEAVY TRUCK OR BUS NOT IN-TRANSPORT(71)
LOCATION ON VEHICLE WHERE INITIAL PRINCIPAL TRIPPING FORCE IS APPLIED(GV49)

Renumbered:

NON-CONTACT ROLLOVER FORCES(SPECIFY)(6)

Added:

ROLLOVER--END-OVER-END(8)
DIRECTION OF INITIAL ROLL(GV50)

Renumbered:

ROLLOVER--END-OVER-END(8)(Title Changed)
BASIS FOR TOTAL (RESULTANT) DELTA V (HIGHEST)(GV58)(Size changed from one to two digits)

Title Changed:

RECONSTRUCTION PROGRAM-DAMAGE ONLY ROUTINE(01)
RECONSTRUCTION PROGRAM-DAMAGE AND TRAJECTORY ROUTINE(02)

Renumbered:

ALL VEHICLES AND COLLISION CONDITIONS ARE WITHIN SCOPE OF ONE OF THE ACCEPTABLE RECONSTRUCTION PROGRAMS, BUT THERE IS INSUFFICIENT DATA AVAILABLE,(SPECIFY)(11)

Added:

NO VEHICLE INSPECTION(00)
ROLLOVER(05)
OTHER NON-HORIZONTAL FORCES(06)
SIDESWIPE TYPE DAMAGE(07)
SEVERE OVERRIDE(08)
YIELDING OBJECT(09)
OVERLAPPING DAMAGE(10)
OTHER,(SPECIFY)(98)
TYPE OF VEHICLE INSPECTION(GV67)

Renumbered:

PARTIAL INSPECTION(SPECIFY)(2)
COMPLETE INSPECTION(3)

Added:

VEHICLE FULLY REPAIRED-NO DAMAGE EVIDENT(1)

The following new data elements have been added:

OTHER DRUG SPECIMEN TEST RESULT FOR DRIVER(GV16)
RELATION TO INTERCHANGE OR JUNCTION(GV19)
TRAFFICWAY FLOW(GV20)
NUMBER OF TRAVEL LANES(GV21)
ROADWAY ALIGNMENT(GV22)
ROADWAY PROFILE(GV23)

ROADWAY SURFACE TYPE(GV24)
ROADWAY SURFACE CONDITION(GV25)
LIGHT CONDITIONS(GV26)
ATMOSPHERIC CONDITIONS(GV27)
TRAFFIC CONTROL DEVICE(GV28)
TRAFFIC CONTROL DEVICE FUNCTIONING(GV29)
DRIVER'S DISTRACTION/INATTENTION TO DRIVING(GV30)
AIR BAG(S) DEPLOYMENT, FIRST SEAT FRONTAL(GV41)
AIR BAG(S) DEPLOYMENT, OTHER THAN FIRST SEAT FRONTAL(GV42)
IMPACT SPEED(GV63)
BARRIER EQUIVALENT SPEED(GV65)
ESTIMATED HIGHEST DELTA V(RESEARCH DETERMINED)(GV66)

The following new data elements have been extracted from the VIN by the PC VINA translation program:

VINA MAKE
VINA MODEL (PASSENGER VEHICLES)
VINA SERIES (TRUCKS)
VINA BODY TYPE
VINA ROOF TYPE
VINA ROOF TYPE (OPTIONAL 1)
VINA ROOF TYPE (OPTIONAL 2)
VINA ANTI-LOCK BRAKES
VINA FRONT WHEEL DRIVE
VINA FOUR WHEEL DRIVE
VINA RESTRAINT TYPE
VINA CARBURETION (PASSENGER VEHICLES)
VINA FUEL CODE
VINA WEIGHT CODE (TRUCKS)
VINA VEHICLE TYPE
VINA WHEELS/DRIVING WHEELS (TRUCKS)
VINA DAYLIGHT RUNNING LIGHTS
VINA BASE SHIPPING WEIGHT (PASSENGER VEHICLES & M/C)
VINA MOTORCYCLE CC'S ENGINE DISPLACEMENT
VINA MODEL YEAR

EXTERIOR VEHICLE RECORD

One attribute has been deleted, one has been modified, four have been renumbered and three have been added in the following data elements:

1ST CDC - OBJECT CONTACTED (EV05)
2ND CDC - OBJECT CONTACTED (EV13)

Deleted:

MOTOR VEHICLE NOT IN-TRANSPORT(71)

Modified:

OVERTURN-ROLLOVER(EXCLUDES END-OVER-END)(31)

Renumbered:

FIRE OR EXPLOSION(33)
JACKKNIFE(34)
OTHER INTRAUNIT DAMAGE(SPECIFY)(35)
NONCOLLISION INJURY(36)

Added:

ROLLOVER--END-OVER-END(32)
PASSENGER CAR, LIGHT TRUCK, VAN OR OTHER VEHICLE NOT IN-TRANSPORT(70)
MEDIUM/HEAVY TRUCK OR BUS NOT IN-TRANSPORT(71)

The following data elements have been renumbered but the attributes have not been changed:

ARE CDCS DOCUMENTED BUT NOT CODED ON THE AUTOMATED FILE?(EV30)
RESEARCHER'S ASSESSMENT OF VEHICLE DAMAGE(EV31)
IS THIS A MULTI-STAGE MANUFACTURED VEHICLE AND/OR A CERTIFIED ALTERED VEHICLE?(EV32)
FIRE OCCURRENCE(EV33)
ORIGIN OF FIRE(EV34)
LOCATION OF FUEL TANK-1 FILLER CAP(EV35)(Title Changed)
LOCATION OF FUEL TANK-2 FILLER CAP(EV36)(Title Changed)
TYPE OF FUEL TANK-1(EV37)
TYPE OF FUEL TANK-2(EV38)
LOCATION OF FUEL TANK-1(EV39)(Title Changed)
LOCATION OF FUEL TANK-2(EV40)(Title Changed)
DAMAGE TO FUEL TANK-1(EV41)(Title Changed)
DAMAGE TO FUEL TANK-2(EV42)(Title Changed)
LEAKAGE LOCATION OF FUEL SYSTEM-1(EV43)(Title Changed)
LEAKAGE LOCATION OF FUEL SYSTEM-2(EV44)(Title Changed)
FUEL TYPE-1(EV45)
FUEL TYPE-2(EV46)
IS THIS VEHICLE EQUIPPED WITH MORE THAN TWO FUEL TANKS?(EV47)

The following new data elements have been added:

UNDEFORMED END WIDTH(EV26)
DIRECT DAMAGE WIDTH(EV27)

ORIGINAL AVERAGE TRACK WIDTH(EV29)

INTERIOR VEHICLE RECORD

The following data elements have been renumbered and attributes have been deleted, modified, renumbered or added:

TYPE OF WINDOW/WINDSHIELD GLAZING(IV15-IV22)

Deleted:

AS-3 - TEMPERED-TINTED(3)

Modified:

NO GLAZING(0)

Renumbered:

AS-14 - GLASS/PLASTIC(6)

Added:

AS-3 - TEMPERED-TINTED(ORIGINAL)(3)
AS-2 - TEMPERED-WITH AFTER MARKET TINT(4)
AS-3 - TEMPERED-TINTED(WITH ADDITIONAL AFTER MARKET TINT)(5)
GLAZING REMOVED PRIOR TO ACCIDENT(7)
WINDOW PRECRASH GLAZING STATUS(IV23-IV30)

Modified:

NO GLAZING(0)

Added:

GLAZING REMOVED PRIOR TO ACCIDENT(7)
GLAZING DAMAGE FROM IMPACT FORCES(IV31-IV38)

Renumbered:

NO GLAZING(0)
NO GLAZING DAMAGE FROM IMPACT FORCES(1)
GLAZING DAMAGE FROM OCCUPANT CONTACT(IV39-IV46)

Modified:

NO GLAZING(0)
NO OCCUPANT CONTACT TO GLAZING(1)

Renumbered:

GLAZING CONTACTED BY OCCUPANT BUT NO GLAZING DAMAGE(2)
GLAZING IN PLACE AND CRACKED BY OCCUPANT CONTACT(3)
GLAZING IN PLACE AND HOLED BY OCCUPANT CONTACT(4)
GLAZING OUT-OF-PLACE(CRACKED OR NOT) BY OCCUPANT CONTACT AND NOT HOLED BY OCCUPANT CONTACT(5)
GLAZING OUT-OF-PLACE BY OCCUPANT CONTACT AND HOLED BY OCCUPANT CONTACT(6)
GLAZING DISINTEGRATED BY OCCUPANT CONTACT(8)

Added:

GLAZING REMOVED PRIOR TO ACCIDENT(7)
KNEE BOLSTERS DEFORMED FROM OCCUPANT CONTACT?(IV95)

Renumbered:

NO KNEE BOLSTER(0)
NO DEFORMATION(1)
YES - DEFORMATION(2)
DID GLOVE COMPARTMENT DOOR OPEN DURING COLLISION(S)(IV96)

Renumbered:

NO GLOVE COMPARTMENT DOOR(0)
NO - DOOR DID NOT OPEN(1)
YES - DOOR OPENED(2)

The following attributes of these data elements were renumbered:

INTRUDING COMPONENT (1ST-10TH)(IV48...IV84)

Renumbered:

SIDE PANEL-FORWARD OF THE A1/A2-PILLAR(10)
DOOR PANEL(SIDE)(11)
SIDE PANEL-REAR OF THE B-PILLAR(12)
ROOF(OR CONVERTIBLE TOP)(13)
ROOF SIDE RAIL(14)
WINDSHIELD(15)
WINDSHIELD HEADER(16)
WINDOW FRAME(17)
FLOOR PAN(INCLUDES SILL)(18)
BACKLIGHT HEADER(19)
FRONT SEAT BACK(20)
SECOND SEAT BACK(21)
THIRD SEAT BACK(22)
FOURTH SEAT BACK(23)
FIFTH SEAT BACK(24)
SEAT CUSHION(25)
BACK DOOR/PANEL(E.G., TAILGATE)(26)
OTHER INTERIOR COMPONENT(SPECIFY)(27)

The following data elements have been renumbered but the attributes have not been changed:

STEERING RIM/SPOKE DEFORMATION(IV90)
LOCATION OF STEERING RIM/SPOKE DEFORMATION(IV91)
ODOMETER READING(IV92)
INSTRUMENT PANEL DAMAGE FROM OCCUPANT CONTACT?(IV93)

The following new data elements have been added:

TILT STEERING COLUMN ADJUSTMENT(IV88)
TELESCOPING STEERING COLUMN ADJUSTMENT(IV89)
TYPE OF KNEE BOLSTER COVERING(IV94)
ADAPTIVE(ASSISTIVE) DRIVING EQUIPMENT(IV97)

OCCUPANT ASSESSMENT RECORD

The following data elements have been deleted:

AIR BAG SYSTEM AVAILABILITY/FUNCTION(OA21)
AIR BAG SYSTEM DEPLOYMENT(OA22)

Attributes have been deleted or added in the following data elements:

OCCUPANT'S SEX(OA06)

Deleted:

FEMALE(2)

Added:

FEMALE-NOT REPORTED PREGNANT(2)
FEMALE-PREGNANT-1ST TRIMESTER(1ST-3RD MONTH)(3)
FEMALE-PREGNANT-2ND TRIMESTER(4TH-6TH MONTH)(4)
FRMALE-PREGNANT-3RD TRIMESTER(7TH-9TH MONTH)(5)
FEMALE-PREGNANT-TERM UNKNOWN(6)
ENTRAPMENT(OA16)

Added:

COULD NOT EXIT VEHICLE DUE TO JAMMED DOORS, FIRE, ETC.(2)

The following data elements have been renumbered but the attributes have not been changed:

MANUAL(ACTIVE) BELT SYSTEM AVAILABILITY(OA18)
MANUAL (ACTIVE) BELT SYSTEM USE(OA19)
PROPER USE OF MANUAL (ACTIVE) BELTS(OA20)
MANUAL (ACTIVE) BELT FAILURE MODES DURING ACCIDENT(OA21)
AUTOMATIC (PASSIVE) BELT SYSTEM AVAILABILITY/FUNCTION(OA23)
AUTOMATIC (PASSIVE) BELT SYSTEM USE(OA24)
AUTOMATIC (PASSIVE) BELT SYSTEM TYPE(OA25)
PROPER USE OF AUTOMATIC (PASSIVE) BELT SYSTEM(OA26)
AUTOMATIC (PASSIVE) BELT FAILURE MODES DURING ACCIDENT(OA27)
ARE THERE INDICATIONS OF AIR BAG SYSTEM FAILURE?(OA34)
HEAD RESTRAINT TYPE/DAMAGE BY OCCUPANT(OA49)
SEAT ORIENTATION (THIS OCCUPANT POSITION)(OA51)
SEAT PERFORMANCE (THIS OCCUPANT POSITION)(OA54)
CHILD SAFETY SEAT MAKE/MODEL(OA56)

CHILD SAFETY SEAT ORIENTATION(OA57)
CHILD SAFETY SEAT HARNESS USAGE(OA58)
CHILD SAFETY SEAT SHIELD USAGE(OA59)
CHILD SAFETY SEAT TETHER USAGE(OA60)
INJURY SEVERITY (POLICE RATING)(OA61)
TYPE OF MEDICAL FACILITY (FOR INITIAL TREATMENT)(OA63)
HOSPITAL STAY(OA64)
WORKING DAYS LOST(OA65)
TIME TO DEATH(OA66)
1ST MEDICALLY REPORTED CAUSE OF DEATH(OA67)
2ND MEDICALLY REPORTED CAUSE OF DEATH(OA68)
3RD MEDICALLY REPORTED CAUSE OF DEATH(OA69)
NUMBER OF RECORDED INJURIES FOR THIS OCCUPANT(OA70)
GLASGOW COMA SCALE (GCS) SCORE(OA71)
WAS THE OCCUPANT GIVEN BLOOD?(OA72)
ARTERIAL BLOOD GASES (ABG) -HCO_3(OA73)
PRIMARY SOURCE OF BELT USE DETERMINATION(OA74)

The following data elements have been renumbered and some of their attributes have been deleted, modified, renumbered or added:

POLICE REPORTED BELT USE(OA28)

Deleted:

RESTRAINED, TYPE UNKNOWN(8)

Modified:

POLICE DID NOT INDICATE BELT USE(1)
OTHER TYPE BELT, (SPECIFY)(8)

Added:

AUTOMATIC BELT(7)
SEAT TYPE (THIS OCCUPANT POSITION)(OA50)

Renumbered:

BOX MOUNTED SEAT(I.E., VAN TYPE)(09)
OTHER SEAT TYPE (SPECIFY)(10)
TYPE OF CHILD SAFETY SEAT(OA56)

Deleted:

BOOSTER SEAT(4)

Added:

BOOSTER SEAT - WITH SHIELD(4)
BOOSTER SEAT - WITHOUT SHIELD(5)
TREATMENT -MORTALITY(OA62)

Renumbered:

TREATMENT - OTHER(SPECIFY)(7)

Added:

TRANSPORTED TO A MEDICAL FACILITY-UNKNOWN IF TREATED(8)

The following new data elements have been added:

OCCUPANT MOBILITY(OA17)
SHOULDER BELT UPPER ANCHORAGE ADJUSTMENT(OA22)
POLICE REPORTED AIR BAG AVAILABILITY/FUNCTION(OA29)
FRONTAL AIR BAG SYSTEM AVAILABILITY/FUNCTION(THIS OCCUPANT POSITION)(OA30)
FRONTAL AIR BAG SYSTEM DEPLOYMENT(THIS OCCUPANT POSITION)(OA31)
OTHER THAN FIRST SEAT FRONTAL AIR BAG AVAILABILITY/FUNCTION(THIS OCCUPANT POSITION)(OA32)
AIR BAG(S) DEPLOYMENT, OTHER THAN FIRST SEAT FRONTAL (THIS OCCUPANT POSITION(OA33)
HAD VEHICLE BEEN IN PREVIOUS ACCIDENT(S)?(OA35)
TYPE OF AIR BAG(OA36)
HAD ANY PRIOR MAINTENANCE/SERVICE BEEN PERFORMED ON THIS AIR BAG SYSTEM?(OA37)
AIR BAG DEPLOYMENT ACCIDENT EVENT SEQUENCE NUMBER(OA38)
CDC FOR AIR BAG DEPLOYMENT IMPACT(OA39)
LONGITUDINAL COMPONENT OF DELTA V FOR AIR BAG DEPLOYMENT IMPACT(OA40)
DID AIR BAG MODULE COVER FLAP(S) OPEN AT DESIGNATED TEAR POINTS?(OA41)
WERE AIR BAG MODULE COVER FLAP(S) DAMAGED?(OA42)
WAS THERE DAMAGE TO THE AIR BAG?(OA43)
SOURCE OF AIR BAG DAMAGE(OA44)
WAS THE AIR BAG TETHERED?(OA45)
DID THE AIR BAG HAVE VENT PORTS?(OA46)
WAS THE AIR BAG IN THIS OCCUPANT'S POSITION CONTACTED BY ANOTHER OCCUPANT?(OA47)
WAS THIS OCCUPANT WEARING EYE-WEAR?(OA48)
SEAT TRACK ADJUSTED POSITION PRIOR TO IMPACT(OA52)
SEAT BACK INCLINE PRIOR AND POST IMPACT(OA53)

OCCUPANT INJURY RECORD

The field size of the following data element (INJURY SOURCE) has been changed from two to three positions and some of its attributes have been deleted, modified, renumbered or added:

INJURY SOURCE(OI012...OI111)

Deleted:

LEFT SIDE WINDOW GLASS OR FRAME(25)
RIGHT SIDE WINDOW GLASS OR FRAME(35)
AIR BAG(45)

Modified:

ADD ON EQUIPMENT(E.G.,TAPE DECK, AIR CONDITIONER(009)

Renumbered:

LEFT INSTRUMENT PANEL AND BELOW(010)
CENTER INSTRUMENT PANEL AND BELOW(011)
RIGHT INSTRUMENT PANEL AND BELOW(012)
GLOVE COMPARTMENT DOOR(013)
KNEE BOLSTER(014)
WINDSHIELD INCLUDING ONE OR MORE OF THE FOLLOWING: FRONT HEADER, A(A1/A2)-PILLAR, INSTRUMENT PANEL, MIRROR OR STEERING ASSEMBLY(DRIVER SIDE ONLY)(015)
WINDSHIELD INCLUDING ONE OR MORE OF THE FOLLOWING: A(A1/A2)-PILLAR, INSTRUMENT PANEL OR MIRROR (PASSENGER SIDE ONLY)(016)
WINDSHIELD REINFORCED BY EXTERIOR OBJECT(SPECIFY)(017)
OTHER FRONT OBJECT(SPECIFY)(019)
LEFT SIDE INTERIOR SURFACE, EXCLUDING HARDWARE OR ARMRESTS(051)
LEFT SIDE HARDWARE OR ARMREST(052)
LEFT A(A1/A2)-PILLAR(053)
LEFT B-PILLAR(054)
OTHER LEFT PILLAR(SPECIFY)(055)
LEFT SIDE WINDOW SILL(058)
LEFT SIDE WINDOW GLASS INCLUDING ONE OR MORE OF THE FOLLOWING: FRAME, WINDOW SILL, A(A1/A2)-PILLAR, B-PILLAR OR ROOF SIDE RAIL(059)
OTHER LEFT SIDE OBJECT(SPECIFY)(060)
RIGHT SIDE INTERIOR SURFACE, EXCLUDING HARDWARE OR ARMRESTS(101)
RIGHT SIDE HARDWARE OR ARMREST(102)
RIGHT A(A1/A2)-PILLAR(103)
RIGHT B-PILLAR(104)
OTHER RIGHT PILLAR(SPECIFY)(105)
RIGHT SIDE WINDOW SILL(108)
RIGHT SIDE WINDOW GLASS INCLUDING ONE OR MORE OF THE FOLLOWING: FRAME, WINDOW SILL, A(A1/A2)-PILLAR, B-PILLAR OR ROOF SIDE RAIL(109)
OTHER RIGHT SIDE OBJECT(SPECIFY)(110)

SEAT, BACK SUPPORT(151)
BELT RESTRAINT WEBBING/BUCKLE(152)
BELT RESTRAINT B-PILLAR OR DOOR FRAME ATTACHMENT POINT(153)
OTHER RESTRAINT SYSTEM COMPONENT(SPECIFY)(154)
HEAD RESTRAINT SYSTEM(155)
OTHER OCCUPANTS(SPECIFY)(160)
INTERIOR LOOSE OBJECTS(161)
CHILD SAFETY SEAT(SPECIFY)(162)
OTHER INTERIOR OBJECT(SPECIFY)(163)
AIR BAG COMPARTMENT COVER-DRIVER SIDE(175)
AIR BAG COMPARTMENT COVER-PASSENGER SIDE(185)
FRONT HEADER(201)
REAR HEADER(202)
ROOF LEFT SIDE RAIL(203)
ROOF RIGHT SIDE RAIL(204)
ROOF OR CONVERTIBLE TOP(205)
FLOOR(INCLUDING TOE PAN)(251)
FLOOR OR CONSOLE MOUNTED TRANSMISSION LEVER, INCLUDING CONSOLE(252)
PARKING BRAKE HANDLE(253)
FOOT CONTROLS INCLUDING PARKING BRAKE(254)
BACKLIGHT(REAR WINDOW)(301)
BACKLIGHT STORAGE RACK, DOOR, ETC(302)
OTHER REAR OBJECT(SPECIFY)(303)
HOOD(451)
OUTSIDE HARDWARE(E.G., OUTSIDE MIRROR, ANTENNA)(452)
OTHER EXTERIOR SURFACE OR TIRES(SPECIFY)(453)
UNKNOWN EXTERIOR OBJECTS(454)
FRONT BUMPER(501)
HOOD EDGE(502)
OTHER FRONT OF VEHICLE(SPECIFY)(503)
HOOD(504)
HOOD ORNAMENT(505)
WINDSHIELD, ROOF RAIL, A-PILLAR(506)
SIDE SURFACE(507)
SIDE MIRRORS(508)
OTHER SIDE PROTRUSIONS(SPECIFY)(509)
REAR SURFACE(510)
UNDERCARRIAGE(511)
TIRES AND WHEELS(512)
OTHER EXTERIOR OF OTHER MOTOR VEHICLE(SPECIFY)(513)

UNKNOWN EXTERIOR OF OTHER MOTOR VEHICLE(514)
GROUND(551)
OTHER VEHICLE OR OBJECT(SPECIFY)(598)
UNKNOWN VEHICLE OR OBJECT(599)
FIRE IN VEHICLE(601)
FLYING GLASS(602)
OTHER NONCONTACT INJURY SOURCE(SPECIFY)(603)
AIR BAG EXHAUST GASES(604)
INJURED, UNKNOWN SOURCE(697)

Added:

CELLULAR TELEPHONE OR CB RADIO(008)
LEFT SIDE WINDOW GLASS(056)
LEFT SIDE WINDOW FRAME(057)
RIGHT SIDE WINDOW GLASS(106)
RIGHT SIDE WINDOW FRAME(107)
AIR BAG-DRIVER SIDE(170)
AIR BAG-DRIVER SIDE AND EYEWEAR(171)
AIR BAG-DRIVER SIE AND JEWELRY(172)
AIR BAG-DRIVER SIDE AND OBJECT HELD(173)
AIR BAG-DRIVER SIDE AND OBJECT IN MOUTH(174)
AIR BAG COMPARTMENT COVER-DRIVER SIDE AND EYEWEAR(176)
AIR BAG COMPARTMENT COVER-DRIVER SIDE AND JEWELRY(177)
AIR BAG COMPARTMENT COVER-DRIVER SIDE AND OBJECT HELD(178)
AIR BAG COMPARTMENT COVER-DRIVER SIDE AND OBJECT IN MOUTH(179)
AIR BAG-PASSENGER SIDE(180)
AIR BAG-PASSENGER SIDE AND EYEWEAR(181)
AIR BAG-PASSENGER SIDE AND JEWELRY(182)
AIR BAG-PASSENGER SIDE AND OBJECT HELD(183)
AIR BAG-PASSENGER SIDE AND OBJECT IN MOUTH(184)
AIR BAG COMPARTMENT COVER-PASSENGER SIDE AND EYEWEAR(186)
AIR BAG COMPARTMENT COVER-PASSENGER SIDE AND JEWELRY(187)
AIR BAG COMPARTMENT COVER-PASSENGER SIDE AND OBJECT HELD(188)
AIR BAG COMPARTMENT COVER-PASSENGER SIDE AND OBJECT IN MOUTH(189)
OTHER AIR BAG(SPECIFY)(190)
OTHER AIR BAG COMPARTMENT COVER(SPECIFY)(195)
HAND CONTROLS FOR BRAKING/ACCELERATION(401)

STEERING CONTROL DEVICES(ATTACHED TO OEM STEERING WHEEL)(402)
STEERING KNOB ATTACHED TO STEERING WHEEL(403)
REPLACEMENT STEERING WHEEL(I.E., REDUCED DIAMETER)(405)
JOY STICK STEERING CONTROLS(406)
WHEELCHAIR TIE-DOWNS(407)
MODIFICATION TO SEAT BELTS(SPECIFY)(408)
ADDITIONAL OR RELOCATED SWITCHES,(SPECIFY)(409)
RAISED ROOF(410)
WALL MOUNTED HEAD REST(USED BEHIND WHEEL CHAIR)(411)
OTHER ADAPTIVE DEVICE(SPECIFY)(412)

The following new AIS-85 data elements have been derived by translation from theAIS-90 codes:

BODY REGION - AIS85
LESION - AIS85
SYSTEM ORGAN - AIS85

UNWEIGHTED CASES

Sixteen Impact Fires Special Study cases, which were oversampled, have been retained on the file with zero weight. Cases qualify for this special study if a vehicle fire occurs from an impact with another vehicle or object and the case is not selected as part of the CDS case sample. As of April 1, 1995, these accidents are limited to fires originating in late model year vehicles (1991-1996). All case numbers are in the 500 series e.g., 04-501G.

ERRATA SHEET FOR 1995 SAS AND FLAT FILES (Corrected 6/1/99)

GENERAL VEHICLE FILE

1. The VINA derived data element, VINA MODEL (SAS Label: VINAMOD;
   Flat File Position: Record 23, Positions 17-19 in 1995&1996
   Record 23, Positions 18-20 in 1997), contains the following:
   Passenger Car Model
   Truck Series

2. The VINA derived data element, VINA SERIES (SAS Label: SERTR;
   Flat File Position: Record 23, Positions 20-22 in 1995&1996
   Record 23, Positions 21-23 in 1997), contains the following:
   Truck Model

SECTION 3

THE SAMPLING SYSTEM AND SAMPLE DESIGN

The accidents investigated in NASS CDS are a probability sample of all police reported accidents in the U.S. A NASS CDS 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 at least one towed passenger car or light truck or van 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 1195 geographic areas called Primary Sampling Units (PSU's). Each PSU consisted of either a central city, a county surrounding a central city, an entire county or a group of contiguous counties. The PSU's were defined so that their minimum population was approximately 50,000.

The 1195 PSU's were grouped into 12 strata based on geographic region and type, e.g., central cities, suburban counties, and other PSU's. The 24 PSU's to be sampled were allocated to each stratum roughly proportional to the number of accidents in each stratum. Two PSU's were selected from each stratum.

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 over-samples those having a larger measure of size.

Stage 3 - Select Accidents

The final stage of sampling is the selection of accidents within the sampled jurisdictions. Each week, the

police jurisdictions are contacted and all accidents that qualify for the NASS CDS for which a police accident report has been filed since the last date that jurisdiction was contacted are listed. While being listed, each accident is classified into a stratum based on type of vehicle, most severe police reported injury, disposition of the injured, tow status of the vehicles and model year of the vehicles. All qualifying accidents are listed, except in a few of the largest police jurisdictions. In these jurisdictions only accidents with either an even or an odd police accident report number are listed.

To select accidents, each team is assigned a fixed number of accidents to investigate each week. The number of accidents a team selects for investigation is governed by the number of researchers on a team. Sampling weights 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 the same probability of being selected, regardless of the PSU.

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.

SAMPLING VARIABLES

The stratification category (1) by type of vehicle is "CDS applicable"---passenger cars, light trucks and vans and "other vehicles"---all other vehicle types; (2) by injury is "fatal injury"---K, "serious injury"---A or "minor injury, not injured or unknown"---B,C,O,U; (3) by disposition of the injured is "transported to a medical facility" or "not transported"; (4) by hospitalization is "occupant admitted at least overnight"; (5) by tow status is "towed due to damage" or "not towed"; (6) by model year of the vehicle is "late model year"---1991 through 1996 or "non-late model year"---1990 or before.

SAMPLING STRATA

The ten PAR sampling Strata used by the CDS are listed below and shown in Table 2-1:

Stratum A-NASS accidents in which at least one occupant of a towed CDS applicable late model year vehicle had a police reported injury of "K" (fatal injury).

Stratum B-NASS accidents not qualifying for Stratum A in which at least one occupant of a towed CDS applicable non-late model year vehicle had a police reported injury of "K" (fatal injury).

Stratum J-NASS accidents not qualifying for Strata A or B in which at least one occupant of a towed CDS applicable late model year vehicle had a police reported injury of "A" (incapacitating injury) AND was transported to a treatment facility for treatment AND was admitted overnight to the hospital. If the accident involved more than one CDS applicable vehicle, at least two CDS applicable vehicles must be towed.

Stratum K-NASS accidents not qualifying for Strata A, B or J in which at least one occupant of a towed

CDS applicable nonlate model year vehicle had a police reported injury of "A" (incapacitating injury) AND was transported to a treatment facility for treatment AND was admitted overnight to the hospital. If the accident involved more than one CDS applicable vehicle, at least two CDS applicable vehicles must be towed.

Stratum C-NASS accidents not qualifying for Strata A, B, J or K in which at least one occupant of a towed CDS applicable late model year vehicle had a police reported injury of "A" (incapacitating injury) AND was transported to a treatment facility for treatment. If the accident involved more than one CDS applicable vehicle, then at least two CDS applicable vehicles must be towed.

Stratum D-NASS accidents not qualifying for Strata A, B, J, K or C in which at least one occupant of a towed CDS applicable non-late model year vehicle had a police reported injury of "A" (incapacitating injury) AND was transported to a treatment facility for treatment. If the accident involved more than one CDS applicable vehicle, then at least two CDS applicable vehicles must be towed.

Stratum E-NASS accidents not qualifying for Strata A, B, J, K, C or D in which at least one occupant of towed CDS applicable late model vehicle was transported from the scene to a treatment facility for treatment.

Stratum F-NASS accidents not qualifying for Strata A, B, J, K, C, D or E in which at least one occupant of a towed CDS applicable non-late model vehicle was transported from the scene to a treatment facility for treatment.

Stratum G-NASS accidents not qualifying for Strata A, B, J, K, C, D, E or F which involve at least one CDS applicable late model vehicle that was towed, according to the police report, from the scene due to damage.

Stratum H-NASS accidents not qualifying for Strata A, B, J, K, C, D, E, F or G which involve at least one CDS applicable non-late model vehicle that was towed, according to the police report, from the scene due to damage.

Example of Accident Stratification: A CDS applicable non-late model year vehicle and a bicycle crash. The CDS applicable vehicle is towed with minor injuries to the occupants, who are not transported. The bicyclist receives a serious injury---"A". The accident is classified as Stratum H because of the minor injuries to the occupants of the towed CDS applicable non-late model year vehicle.

Table 3-1
1995 NASS CDS Strata

Late Model Year (LMV) Vehicle Involvement	Most Severe Police Reported Injury								
	Fatal Injury "K"	Transported						Nontransported	
		Serious Injury "A"					Minor Injury or Unk. "B", "C", or "U"	Minor Injury, Not Injured or Unknown	
		Single CDS Veh.		Multiple CDS Applicable Vehicles				At Least One Towed CDS Veh.	No Towed CDS Appli. Veh.
		Towed		Two or More Towed		Only One Towed			
		Hospitalized	Not Hospitalized	Hospitalized	Not Hospitalized				
Injury in Towed, LMY, CDS Veh.	A	J	C	J	C	E		G	Not In Scope
Injury not in Towed, LMY, CDS Vehicle	B	K	D	K	D	F		H	

Note: Late Model Year refers to 1991 through 1996 model years.

Sampling

Because the accidents selected in NASS CDS are a probability sample of all accidents occurring in the survey year, the data from these accidents are "weighted" to produce National Estimates. The weights result from the stages of selection, reflecting that accident's probability of selection. The analysis file contains only one weight.

PSU Inflation Factor

The PSU Inflation Factor is the within PSU sampling weight for each accident in that PSU's sample and is equal to the inverse of that accident's probability of selection within the PSU. It is equal to the product of the inverse of the probability of selecting that accident from the other accidents and the inverse of the

probability of selecting the police jurisdiction in which the accident occurred from among all police jurisdictions listed in the PSU (Stage 2).

The sum of the PSU Inflation Factors for all accidents sampled within a PSU is an unbiased estimate of the number of accidents which occurred during the year in that PSU. Unbiased estimates of accident characteristics for a PSU can be obtained by multiplying the value of the characteristic for each accident sampled in the PSU by that accident's PSU 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 product of the PSU 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 rate which adjusts for differences between actual and estimated totals. This ratio is calculated using accident totals from both the sampled and non-sampled police jurisdictions. The totals for the sampled jurisdictions come from the Stage 3 frame. The totals for the non-sampled jurisdictions are collected annually. The PSU's are grouped into predetermined sets. Ratios are formed by dividing the total accidents in each stratum and in each set of PSU's by the estimated total. Those estimated totals are sums of the National Inflation Factors for each accident in the accident strata and set of PSU's.

Estimates of National totals for accident characteristics can be obtained using the Ratio Inflation Factor (RIF). However, because the RIFs 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 Factor. It is for this reason that the RIF or Ratio Weight is the only weight on the analysis file. Less than one percent of the cases have RIFs greater than 5000. This is the result of listing at least twice the number of expected serious injury crashes on a given sampling day.

SECTION 4

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, gives their SAS Variable Name and explains their derivation:

MAXIMUM TREATMENT IN THIS ACCIDENT (AC29) (SAS Label: ATREAT)

This single place numeric value indicates the most intensive treatment given to any occupant of a towed CDS applicable vehicle in the accident, using the following order of codes:

1	FATAL
3	HOSPITALIZED
4	TRANSPORTED AND RELEASED
5	TREATMENT AT SCENE
6	TREATMENT LATER
7	TREATMENT - OTHER
8	TRANSPORTED TO A MEDICAL FACILITY - UNKNOWN IF TREATED
2	FATAL - RULED DISEASE
9	UNKNOWN
0	NO TREATMENT
.	NOT COLLECTED

This variable is derived by scanning the TREATMENT-MORTALITY (OA62) variable in each occupant assessment record in the accident.

Source: TREATMENT-MORTALITY (OA62).
Missing Values: Occupant assessment records will be missing for: (1) Non CDS applicable vehicles-BODY TYPE (GV07) equals 50-99; (2) Non-towed CDS applicable vehicles-BODY TYPE (GV07) equals 01-49 and POLICE REPORTED VEHICLE DISPOSITION (GV10) equals 0 or 9; (3) Towed CDS applicable vehicles with no occupants-BODY TYPE (GV07) equals 01-49 and POLICE REPORTED VEHICLE DISPOSITION (GV10) equals 1 and NUMBER OF OCCUPANT FORMS SUBMITTED (GV39) equals 0. If there are no occupants in any towed CDS applicable vehicle in the accident, then use code "BLANK" (Not Collected) on the Flat file and ".N" (Not Collected) on the SAS file.
SAS Codes: .N for Blank (Not Collected) and .U for 9 (Unknown).

MAXIMUM KNOWN A.I.S. IN THIS ACCIDENT (AC30) (SAS Label: AAIS)

This single place numeric value indicates the single most severe injury level reported for any occupant of a towed CDS applicable vehicle in the accident, using the following order of codes:

6	MAXIMUM (UNTREATABLE) INJURY
5	CRITICAL INJURY
4	SEVERE INJURY

3 SERIOUS INJURY
2 MODERATE INJURY
1 MINOR INJURY
7 INJURY, UNKNOWN SEVERITY
9 UNKNOWN IF INJURED
0 NOT INJURED
. NOT COLLECTED

This variable is derived by scanning the A.I.S. SEVERITY (OI010...OI100) variable on each occupant injury record in the accident. If none of the occupants in the accident has an occupant injury record, then scan the NUMBER OF RECORDED INJURIES FOR THIS OCCUPANT (OA70) variable on the occupant assessment record. Use the following order of codes: if "97", then code "7"; if "99", then code "9"; if "00", then code "0".

Source: A.I.S. SEVERITY (OI010...OI100) and NUMBER OF RECORDED INJURIES FOR THIS OCCUPANT (OA70).
Missing Values: Occupant injury and occupant assessment records will be missing for: (1) Non CDS applicable vehicles-BODY TYPE (GV07) equals 50-99; (2) Non-towed CDS applicable vehicles-BODY TYPE (GV07) equals 01-49 and POLICE REPORTED VEHICLE DISPOSITION (GV10) equals 0 or 9; (3) Towed CDS applicable vehicles with no occupants-BODY TYPE (GV07) equals 01-49, POLICE REPORTED VEHICLE DISPOSITION (GV10) equals 1 and NUMBER OF OCCUPANT FORMS SUBMITTED (GV39) equals 0. Occupant injury records will be missing for: (1) Towed CDS applicable vehicles with no known occupant injuries-BODY TYPE (GV07) equals 01-49, POLICE REPORTED VEHICLE DISPOSITION (GV10) equals 1 and NUMBER OF RECORDED INJURIES THIS OCCUPANT (OA70) equals 97, 99 or 00; (2) Non-towed CDS applicable vehicles with no known occupant injuries-BODY TYPE (GV07) equals 01-49, POLICE REPORTED VEHICLE DISPOSITION (GV10) equals 0 or 9 and NUMBER OF RECORDED INJURIES THIS OCCUPANT (OA70) equals 97, 99 or 00. If there are no occupants in any towed CDS applicable vehicle in the accident, then use code "BLANK" (Not Collected) on the Flat file and ".N" (Not Collected) on the SAS file.
SAS Codes: .N for Blank (Not Collected) and .U for 9 (Unknown).

NUMBER OF SERIOUSLY INJURED OCCUPANTS IN THIS ACCIDENT (AC31-32) (SAS Label: AINJSER)

This two place numeric value indicates the total number of fatally and other seriously injured occupants of towed CDS applicable vehicles involved in the accident. It is derived by totaling for the accident either the number of occupant assessment records in which the TREATMENT-MORTALITY (OA62) value is coded "1" (Fatal) or the number of occupant injury records in which the A.I.S. SEVERITY (OI010...OI100) value is coded "3-6". (Add together "1"s in OA62 and if the code in OA62 is not equal to "1", add one injury per occupant where OI010...OI100 is "3-6").

Source: TREATMENT-MORTALITY (OA62) and A.I.S. SEVERITY (OI010...OI100).
Missing Values: Occupant injury and occupant assessment records will be missing for: (1) Non CDS applicable vehicles-BODY TYPE (GV07) equals 50-99; (2) Non-towed CDS applicable

vehicles-BODY TYPE (GV07) equals 01-49 and POLICE REPORTED VEHICLE DISPOSITION (GV10) equals 0 or 9; (3) Towed CDS applicable vehicles with no occupants-BODY TYPE (GV07) equals 01-49, POLICE REPORTED VEHICLE DISPOSITION (GV10) equals 1 and NUMBER OF OCCUPANT FORMS SUBMITTED (GV39) equals 0. Occupant injury records will be missing for: (1) Towed CDS applicable vehicles with no known occupant injuries-BODY TYPE (GV07) equals 01-49, POLICE REPORTED VEHICLE DISPOSITION (GV10) equals 1 and NUMBER OF RECORDED INJURIES THIS OCCUPANT (OA70) equals 97, 99 or 00; (2) Non-towed CDS applicable vehicles with no known occupant injuries-BODY TYPE (GV07) equals 01-49, POLICE REPORTED VEHICLE DISPOSITION (GV10) equals 0 or 9 and NUMBER OF RECORDED INJURIES THIS OCCUPANT (OA70) equals 97, 99 or 00. If none of the occupants in the accident has an occupant injury record or if, on all the occupant assessment records the only codes in OA70 are equal to "97, 99 or 00", then use code "00" (None) for this derived variable. If there are no occupants in any towed CDS applicable vehicle in the accident, then use code "BLANK" (Not Collected) on the Flat file and ".N" (Not Collected) on the SAS file.

SAS Codes: .N for Blank (Not Collected). Unknown is not a valid code.

NUMBER OF INJURED OCCUPANTS IN THIS ACCIDENT (AC33-34) (SAS Label: AINJURED)

This two place numeric value indicates the total number of injured occupants of towed CDS applicable vehicles vehicles involved in the accident. It is derived by totaling the number of occupant assessment records in which the variable NUMBER OF RECORDED INJURIES FOR THIS OCCUPANT (OA70) has a value of 01-97.

Source: NUMBER OF RECORDED INJURIES FOR THIS OCCUPANT (OA70).

Missing Values: Occupant assessment records will be missing for: (1) Non CDS applicable vehicles-BODY TYPE (GV07) equals 50-99; (2) Non-towed CDS applicable vehicles-BODY TYPE (GV07) equals 01-49 and POLICE REPORTED VEHICLE DISPOSITION (GV10) equals 0 or 9; (3) Towed CDS applicable vehicles with no occupants-BODY TYPE (GV07) equals 01-49, POLICE REPORTED VEHICLE DISPOSITION (GV10) equals 1 and NUMBER OF OCCUPANT FORMS SUBMITTED (GV39) equals 0. Towed CDS applicable vehicles with no known occupant injuries will have codes-BODY TYPE (GV07) equals 01-49, POLICE REPORTED VEHICLE DISPOSITION (GV10) equals 1 and NUMBER OF RECORDED INJURIES THIS OCCUPANT (OA70) equals 99 or 00. Non-towed CDS applicable vehicles with no known occupant injuries will have codes-BODY TYPE (GV07) equals 01-49, POLICE REPORTED VEHICLE DISPOSITION (GV10) equals 0 or 9 and NUMBER OF RECORDED INJURIES THIS OCCUPANT (OA70) equals 99 or 00. If, on all the occupant assessment records in the accident, the only codes in OA70 are equal to "99 or 00", then use code "00" (None) for this derived variable. If there are no occupants in any towed CDS applicable vehicle in the accident, then use code "BLANK" (Not Collected) on the Flat file and ".N" (Not Collected) on the SAS file.

SAS Codes: .N for Blank (Not Collected). Unknown is not a valid code.

ALCOHOL INVOLVEMENT IN THIS ACCIDENT (AC35) (SAS Label: ALCINV)

This single place numeric value indicates if any involved driver were reported to have had some

alcohol involvement at the time of the accident, using the following order of codes:

1 YES
2 NO
9 UNKNOWN

This variable is derived by scanning the POLICE REPORTED ALCOHOL PRESENCE FOR DRIVER (GV13) and ALCOHOL TEST RESULT FOR DRIVER (GV14) variables on each general vehicle record in the accident. The ALCOHOL INVOLVEMENT codes are derived as follows:

(YES) 1 - If POLICE REPORTED ALCOHOL PRESENCE FOR DRIVER equals 1 (YES-ALCOHOL PRESENT) or ALCOHOL TEST RESULT FOR DRIVER equals 01-49 (positive result).

(NO) 2 - If POLICE REPORTED ALCOHOL PRESENCE FOR DRIVER equals 0 (NO ALCOHOL PRESENT) and ALCOHOL TEST RESULT FOR DRIVER equals 00 (NONE) or 96 (NONE GIVEN).

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

Source: POLICE REPORTED ALCOHOL PRESENCE FOR DRIVER (GV13) and ALCOHOL TEST RESULT FOR DRIVER (GV14).
Missing Values: None (must have at least one general vehicle record coded through the variable ACCIDENT TYPE (GV36) in the accident).
SAS Codes: .U for 9 (Unknown).

DAY OF WEEK (AC36-37) (SAS Label: DAYWEEK)

This two place numeric value indicates on which day of the week the accident occurred. 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		

Source: DATE OF ACCIDENT (AC04).
Missing Values: None.
SAS codes: None. Unknown is not a valid code.

PSU INFLATION FACTOR (SAS Label: PSUWGT)

This eight place numeric value has three implied decimal places. It indicates the within PSU sampling weight for each accident in that PSU's sample.
This weight is not on the current year file.

Source: Computed by NHTSA Headquarters.
Missing Values: None.
SAS Codes: None.

NATIONAL INFLATION FACTOR (SAS Label: NATWGT)

This eight place numeric value has three implied decimal places. It indicates the overall sampling weight for each accident selected in the NASS sample.
This weight is not on the current year file.

Source: Computed by NHTSA Headquarters.
Missing Values: None.
SAS Codes: None.

RATIO INFLATION FACTOR (AC54-61) (SAS Label: RATWGT)

This eight place numeric value has three implied decimal places. It is the product of the National Inflation Factor and a ratio which adjusts for differences between actual and estimated totals.

Source: Computed by NHTSA Headquarters.
Missing Values: None.
SAS Codes: None.

DRUG INVOLVEMENT IN THIS ACCIDENT (AC62) (SAS Label: DRGINV)

This single place numeric value indicates if any involved driver were reported to have had some drug involvement at the time of the accident, using the following order of codes:

1 YES
2 NO
9 UNKNOWN

This variable is derived by scanning the POLICE REPORTED OTHER DRUG PRESENCE FOR DRIVER (GV15) and OTHER DRUG SPECIMEN TEST RESULT (GV16) variables on each general vehicle record in the accident. The DRUG INVOLVEMENT codes are derived as follows:

(YES) 1 - If POLICE REPORTED OTHER DRUG PRESENCE FOR DRIVER equals 1 (YES - OTHER DRUG PRESENT) or OTHER DRUG SPECIMEN TEST RESULT equals 2 (DRUG FOUND IN SPECIMEN).

(NO) 2 -If POLICE REPORTED OTHER DRUG PRESENCE FOR DRIVER equals 0 (NO

OTHER DRUGS PRESENT) and OTHER DRUG SPECIMEN TEST RESULT equals 0 (NO SPECIMEN TEST GIVEN) or 1 (DRUG NOT FOUND IN SPECIMEN).

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

Source: POLICE REPORTED OTHER DRUG PRESENCE FOR DRIVER (GV15) and OTHER DRUG SPECIMEN TEST RESULT (GV16).
Missing Values: None (must have at least one general vehicle record coded through the variable ACCIDENT TYPE (GV36) in the accident).
SAS Codes: .U for 9 (Unknown).

MANNER OF COLLISION (AC63) (SAS Label: MANCOLL)

This single place numeric value indicates the configuration of the accident based on the first harmful event, using the following codes:

0	NOT COLLISION WITH VEHICLE IN TRANSPORT
1	REAR-END
2	HEAD-ON
4	ANGLE
5	SIDESWIPE, SAME DIRECTION
6	SIDESWIPE, OPPOSITE DIRECTION
9	UNKNOWN

This variable is derived by scanning the OBJECT CONTACTED (AC16) variable on the accident event record and the ACCIDENT TYPE (GV36) variable on the general vehicle record, where VEHICLE NUMBER (AC13) equals VEHICLE NUMBER (GV03). The MANNER OF COLLISION codes are derived as follows:

0 (NOT COLLISION WITH VEHICLE IN TRANSPORT) - If OBJECT CONTACTED equals 31-99.
1 (REAR-END) - If OBJECT CONTACTED equals 01-30 and ACCIDENT TYPE equals 20-43.
2 (HEAD-ON) - If OBJECT CONTACTED equals 01-30 and ACCIDENT TYPE equals 50-63.
4 (ANGLE) - If OBJECT CONTACTED equals 01-30 and ACCIDENT TYPE equals 68-91.
5 (SIDESWIPE, SAME DIRECTION) - If OBJECT CONTACTED equals 01-30 and ACCIDENT TYPE equals 44-49.
6 (SIDESWIPE, OPPOSITE DIRECTION) - If OBJECT CONTACTED equals 01-30 and ACCIDENT TYPE equals 64-67.
9 (UNKNOWN) - If OBJECT CONTACTED equals 01-30 and ACCIDENT TYPE equals 92-99.

Source: OBJECT CONTACTED (AC16) and ACCIDENT TYPE (GV36).
Missing Values: None (must have at least one general vehicle record coded through the variable

ACCIDENT TYPE (GV36) in the accident.
SAS Codes: .U for 9 (Unknown).

PSU STRATA (AC64-65) (SAS Label: PSUSTRAT)

This two place numeric variable indicates the stratum into which each PSU is grouped in the first stage of selection of sample accidents. It is used for calculating variance by analysts using the SUDAAN statistical system. Values are coded as follows:

01 - 12

This variable is derived by scanning a coded table consisting of psu number and stratum number.

Source: PSU NUMBER (AC01) and coded table.
Missing Values: None.
SAS Codes: None.

MAXIMUM TREATMENT IN THIS VEHICLE (GV72-REC22) (SAS Label: VTREAT)

This single place numeric value indicates the most intensive treatment given to any occupant of this towed CDS applicable vehicle using the following order of codes:

1	FATAL
3	HOSPITALIZED
4	TRANSPORTED AND RELEASED
5	TREATMENT AT SCENE
6	TREATMENT LATER
7	TREATMENT - OTHER
8	TRANSPORTED TO A MEDICAL FACILITY - UNKNOWN IF TREATED
2	FATAL - RULED DISEASE
9	UNKNOWN
0	NO TREATMENT
.	NOT COLLECTED

This variable is derived by scanning the TREATMENT-MORTALITY (OA62) variable in each occupant assessment record in this vehicle.

Source: TREATMENT-MORTALITY (OA62).
Missing Values: Occupant assessment records will be missing for: (1) Non CDS applicable vehicles-BODY TYPE (GV07) equals 50-99; (2) Non-towed CDS applicable vehicles-BODY TYPE (GV07) equals 01-49 and POLICE REPORTED VEHICLE DISPOSITION (GV10) equals 0 or 9; (3) Towed CDS applicable vehicles with no occupants-BODY TYPE (GV07) equals 01-49, POLICE REPORTED VEHICLE DISPOSITION (GV10) equals 1 and NUMBER OF OCCUPANT FORMS SUBMITTED (GV39) equals 0. If none of the occupants in the vehicle has an occupant assessment record, then use code "BLANK" (Not Collected) on

the Flat file and ".N" (Not Collected) on the SAS file.
SAS Codes: .N for Blank (Not Collected) and .U for 9 (Unknown).

MAXIMUM KNOWN A.I.S. IN THIS VEHICLE (GV73-REC22) (SAS Label: VAIS)

This single place numeric value indicates the single most severe injury level reported for any occupant in this towed CDS applicable vehicle using the following order of codes:

6	MAXIMUM (UNTREATABLE) INJURY
5	CRITICAL INJURY
4	SEVERE INJURY
3	SERIOUS INJURY
2	MODERATE INJURY
1	MINOR INJURY
7	INJURY, UNKNOWN SEVERITY
9	UNKNOWN IF INJURED
0	NOT INJURED
.	NOT COLLECTED

This variable is derived by scanning the A.I.S. SEVERITY (OI010...OI100) variable on each occupant injury record in this towed CDS applicable vehicle. If none of the occupants in this vehicle has an occupant injury record, then scan the NUMBER OF RECORDED INJURIES FOR THIS OCCUPANT (OA70) variable on the occupant assessment record. Use the following order of codes: if "97", then code "7"; if "99", then code "9"; if "00", then code "0".

Source: A.I.S. SEVERITY (OI010...OI100) and NUMBER OF RECORDED INJURIES FOR THIS OCCUPANT (OA70).
Missing Values: Occupant injury and occupant assessment records will be missing for: (1) Non CDS applicable vehicles-BODY TYPE (GV07) equals 50-99; (2) Non-towed CDS vehicles-BODY TYPE (GV07) equals 01-49 and POLICE REPORTED VEHICLE DISPOSITION (GV10) equals 0 or 9; (3) Towed CDS applicable vehicles with no occupants-BODY TYPE (GV07) equals 01-49, POLICE REPORTED VEHICLE DISPOSITION (GV10) equals 1 and NUMBER OF OCCUPANT FORMS SUBMITTED (GV39) equals 0. Occupant injury records will be missing for: (1) Towed CDS applicable vehicles with no known occupant injuries-BODY TYPE (GV07) equals 01-49, POLICE REPORTED VEHICLE DISPOSITION (GV10) equals 1 and NUMBER OF RECORDED INJURIES THIS OCCUPANT (OA70) equals 97, 99 or 00; (2) Non-towed CDS applicable vehicles with no known occupant injuries-BODY TYPE (GV07) equals 01-49, POLICE REPORTED VEHICLE DISPOSITION (GV10) equals 0 or 9 and NUMBER OF RECORDED INJURIES THIS OCCUPANT (OA70) equals 97, 99 or 00. If none of the occupants in the vehicle has an occupant assessment record, then use code "BLANK" (Not Collected) on the Flat file and use ".N" (Not Collected) on the SAS file.
SAS Codes: .N for Blank (Not Collected) and .U for 9 (Unknown).

NUMBER SERIOUSLY INJURED IN THIS VEHICLE (GV74&75-REC22) (SAS Label: VINJSER)

This two place numeric value indicates the total number of fatally and other seriously injured occupants of this towed CDS applicable vehicle. It is derived by totaling for the vehicle either the number of occupant assessment records in which the TREATMENT-MORTALITY (OA62) value is coded "1" (Fatal) or the number of occupant injury records in which the A.I.S. SEVERITY (OI010...OI100) value is coded "3-6". (Add together "1"s in OA62 and if the code in OA62 is not equal to "1", add one injury per occupant where OI010...OI100 is "3-6").

Source: TREATMENT-MORTALITY (OA62) and A.I.S. SEVERITY (OI010...OI100).
Missing Values: Occupant injury and occupant assessment records will be missing for: (1) Non CDS applicable vehicles-BODY TYPE (GV07) equals 50-99; (2) Non towed CDS applicable vehicles-BODY TYPE (GV07) equals 01-49 and POLICE REPORTED VEHICLE DISPOSITION (GV10) equals 0 or 9; (3) Towed CDS applicable vehicles with no occupants-BODY TYPE (GV07) equals 01-49, POLICE REPORTED VEHICLE DISPOSITION (GV10) equals 1 and NUMBER OF OCCUPANT FORMS SUBMITTED (GV39) equals 0. Occupant injury records will be missing for: (1)Towed CDS applicable vehicles with no known occupant injuries-BODY TYPE (GV07) equals 01-49, POLICE REPORTED VEHICLE DISPOSITION (GV10) equals 1 and NUMBER OF RECORDED INJURIES THIS OCCUPANT (OA70) equals 97, 99 or 00; (2) Non towed CDS applicable vehicles with no known occupant injuries-BODY TYPE (GV07) equals 01-49, POLICE REPORTED VEHICLE DISPOSITION (GV10) equals 0 or 9 and NUMBER OF RECORDED INJURIES THIS OCCUPANT (OA70) equals 97, 99 or 00.

If none of the occupants in the vehicle has an occupant assessment record, then use code "BLANK" (Not Collected) on the Flat file and use ".N" (Not Collected) on the SAS file. If, on all the occupant assessment records in the vehicle, the only codes in OA70 are equal to "97, 99 or 00", then use code "00" (None) for this derived variable.
SAS Codes: .N for Blank (Not Collected). Unknown is not a valid code.

NUMBER INJURED IN THIS VEHICLE (GV76&77-REC22) (SAS Label: VINJURED)

This two place numeric value indicates the total number of injured occupants of this towed CDS applicable vehicle. It is derived by totaling the number of occupant assessment records in which the variable NUMBER OF RECORDED INJURIES FOR THIS OCCUPANT (OA70) has a value of 01-97.

Source: NUMBER OF RECORDED INJURIES FOR THIS OCCUPANT (OA70).
Missing Values: Occupant assessment records will be missing for: (1) Non CDS applicable vehicles-BODY TYPE (GV07) equals 50-99; (2) Non-towed CDS applicable vehicles-BODY TYPE (GV07) equals 01-49 and POLICE REPORTED VEHICLE DISPOSITION (GV10) equals 0 or 9; (3) Towed CDS applicable vehicles with no occupants-BODY TYPE (GV07) equals 01-49, POLICE REPORTED VEHICLE DISPOSITION (GV10) equals 1 and NUMBER OF OCCUPANT FORMS SUBMITTED (GV39) equals 0. Towed CDS applicable vehicles with no known occupant injuries will have codes-BODY TYPE (GV07) equals 01-49, POLICE REPORTED VEHICLE DISPOSITION (GV10) equals 1 and NUMBER OF RECORDED INJURIES THIS OCCUPANT (OA70) equals 99 or 00. Non-towed CDS applicable vehicles with no known occupant injuries will have codes-BODY TYPE (GV07) equals

01-49, POLICE REPORTED VEHICLE DISPOSITION (GV10) equals 0 or 9 and NUMBER OF RECORDED INJURIES THIS OCCUPANT (OA70) equals 99 or 00. If none of the occupants in the vehicle has an occupant assessment record, then use code "BLANK" (Not Collected) on the Flat file and ".N" (Not Collected) on the SAS file. If, on all the occupant assessment records in the vehicle, the only codes in OA70 are equal to "99 or 00", then use code "00" (None) for this derived variable.
SAS Codes: .N for Blank (Not Collected). Unknown is not a valid code.

FRONT/REAR WHEEL DRIVE (GV78-REC22) (SAS Label: DRIVE)

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 (FOUR WHEEL DRIVE POTENTIAL)

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.

Source: VEHICLE MODEL YEAR (GV04), VEHICLE MAKE (GV05), VEHICLE MODEL (GV06), BODY TYPE (GV07) and coded table.
Missing Values: None.
SAS Codes: .U for 9 (Unknown).

VIN LENGTH (GV79&80-REC22) (SAS Label: VINLNGTH)

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

Source: VEHICLE IDENTIFICATION NUMBER (GV08).
Missing Values: None.
SAS Codes: .U for 99 (Unknown).

WEIGHT OF THE OTHER VEHICLE (GV81-83;REC22) (SAS Label: OTVEHWGT)

This three place numeric value indicates the weight (in pounds) of the other vehicle, if the most severe impact is with another CDS applicable vehicle. (This vehicle must be an inspected CDS applicable vehicle, the other vehicle need only be a CDS applicable vehicle). Values are coded as follows:

045	LESS THAN 450 KILOGRAMS
046 - 609	460-6,090 KILOGRAMS
610	6,100 KILOGRAMS OR MORE
998	NOT APPLICABLE (MOST SEVERE IMPACT NOT WITH ANOTHER VEHICLE OR WITH VEHICLE HITTING ITSELF)

999 UNKNOWN
. NOT COLLECTED

This variable is derived by scanning the OBJECT CONTACTED (EV05) variable from the HIGHEST DELTA "V" as coded on the exterior vehicle record. If the object contacted is another CDS applicable vehicle, then the weight is derived by scanning the VEHICLE CURB WEIGHT (GV43) variable as coded on the general vehicle record for the other CDS applicable vehicle.
Source: OBJECT CONTACTED (EV05), BODY TYPE (GV07) & VEHICLE CURB WEIGHT (GV43).
Missing Values: Exterior vehicle records will be missing and variables GV37-67 on general vehicle records will not be coded for Non CDS applicable vehicles-BODY TYPE (GV07) equals 50-99. If the most severe impact is between an inspected CDS applicable vehicle and a non CDS applicable vehicle, then use code "BLANK" (Not Collected) on the Flat file and use ".N" (Not Collected) on the SAS file. Exterior vehicle records will be missing for CDS applicable vehicles which are not inspected- BODY TYPE (GV07) equals 01-49 and TYPE OF VEHICLE INSPECTION (GV67) equals 0. Use code "BLANK" (Not Collected) on the Flat file and use ".N" (Not Collected) on the SAS file. If the OBJECT CONTACTED (EV05) variable is blank (non collision event) for an inspected CDS applicable vehicle, then use code 998 (Not Applicable).
SAS Codes: .N for Blank (Not Collected) and .U for 999 (Unknown)

BODY TYPE OF THE OTHER VEHICLE (GV84&85-REC22) (SAS Label: OTBDYTYP)

This two place numeric value indicates the body type of the other vehicle if the most severe impact is with another vehicle. (This vehicle must be an inspected CDS applicable vehicle, the other vehicle may be any vehicle type). If the impact is not with another vehicle, the value is coded as follows:

98 NOT APPLICABLE (MOST SEVERE IMPACT NOT WITH ANOTHER VEHICLE OR WITH VEHICLE HITTING ITSELF)
. NOT COLLECTED

This variable is derived by scanning the OBJECT CONTACTED (EV05) variable from the HIGHEST DELTA "V" as coded on the exterior vehicle record. If the object contacted is another vehicle, then the body type is derived by scanning the BODY TYPE (GV07) variable as coded on the general vehicle record for the other vehicle.

Source: OBJECT CONTACTED (EV05) and BODY TYPE (GV07).
Missing Values: Exterior vehicle records will be missing for:
(1) Non CDS applicable vehicles-BODY TYPE (GV07) equals 50-99;
(2) Not Inspected CDS applicable vehicles-BODY TYPE (GV07) equals 01-49 and TYPE OF VEHICLE INSPECTION (GV67) equals 0. For these vehicle types, use code "BLANK" (Not Collected) on the Flat file and ".N" (Not Collected) on the SAS file. If the OBJECT CONTACTED (EV05) variable is blank (non collision event) for an inspected CDS applicable vehicle, then use code 98 (Not Applicable).
SAS Codes: .N for Blank (Not Collected) and .U for 99 (Unknown).

VINA MAKE (GV12-16;REC23) (SAS Label: VINMAKE)

This five place alphanumeric value indicates the National Crime Information Center (NCIC) code for vehicle make. 99999 denotes unknown.

This variable is derived by the VINA analysis system scanning the VEHICLE IDENTIFICATION NUMBER (GV08).

Source: VEHICLE IDENTIFICATION NUMBER (GV08).
Missing Values: If VINA VEHICLE TYPE is unknown (U), then VIN MAKE will be blank.
SAS Codes: None.

VINA MODEL (PASS. VEH.) (GV17-19;REC23) (SAS Label: VINAMOD)

This three place alphanumeric value contains a Polk series code for the model of passenger vehicles. For a listing of these codes please refer to the Polk PC VINA manual.

This variable is derived by the VINA analysis system scanning the VEHICLE IDENTIFICATION NUMBER (GV08).

Source: VEHICLE IDENTIFICATION NUMBER (GV08).
Missing Value: If VINA VEHICLE TYPE is unknown (U), then VINA MODEL (PASS. VEH.) will be blank.
SAS Codes: None.

VINA SERIES (TRUCKS) (GV20-22;REC23) (SAS Label: SERTR)

This three place alphanumeric value contains a Polk series code. For a listing of these codes please refer to the Polk PC VINA manual.

This variable is derived by the VINA analysis system scanning the VEHICLE IDENTIFICATION NUMBER (GV08).

Source: VEHICLE IDENTIFICATION NUMBER (GV08).
Missing Value: If VINA VEHICLE TYPE is equal to Passenger Vehicle (P), Motorcycle (M) or Unknown (U), then VINA SERIES (TRUCKS) will be blank.
SAS Codes: None.

VINA BODY TYPE (GV23&24;REC23) (SAS Label: VINBT)

This two place alphanumeric value indicates the vehicle's body type. The applicable codes and their descriptors are listed in the following table:

Body Type Codes

Passenger Vehicles			
AM	Ambulance	UT	Utility **
CB	Cab & Chassis (Luv)	WW	Wide Wheel Wagon
CP	Coupe	2D	Sedan 2 Dr.
CV	Convertible	2F	Formal Hardtop 2 Dr.
HP	Hatchback*	2H (81-03)	Hatchback 2 Dr.
HR	Hearse	2L	Liftback 3 Dr.
HT	Hardtop *	2P	Pillard Hardtop 2 Dr.
LB	Liftback	2T	Hardtop 2 Dr.
LM	Limousine	2W	Wagon 2 Dr.
NB	Notchback	3D	Runabout 3 Dr.
PK	Pickup **	4D	Sedan 4 Dr.
PN	Panel **	4H (81-03)	Hatchback 4 Dr.
RD	Roadster	4L	Liftback 5 Dr.
SB	Sport Hatchback	4P	Pillard Hardtop 4 Dr.
SC	Sport Coupe	4T	Hardtop 4 Dr.
SD	Sedan *	4W	Wagon 4 Dr.
SV	Sport Van	5D	Sedan 5 Dr.
SW	Station Wagon		

* Used only when number of doors is unknown

** To code trucks commonly registered as passenger vehicles

Trucks			
AC	Auto Carrier	MV	Maxi Van
AR	Armored Truck	MY	Motorized Cutaway

BU	Bus	PC	Club Cab Pickup
CB	Chassis and Cab	PD	Parcel Delivery
CC	Conventional Cab	PK	Pickup
CG	Cargo Van	PM	Pickup with Camper mounted on bed
CH	Crew Chassis	PN	Panel
CL	Club Chassis	PS	Super Cab Pickup
CM	Concrete or Transit Mixer	RD	Roadster (Jeep, Jeep Commando)
CR	Crane	SN	Step Van
CS	Super Cab/Chassis Pickup	SP	Sport Pickup
CU	Custom Pickup	ST	Stake or Rack
CV	Convertible (Jeep Commando, Suzuki Samarai, Dodge Dakota)	SV	Sports Van
CW	Crew Pickup	SW	Station Wagon (Jeep Wagonneer, Dodge Sportsman A100, Toyota Landcruiser)
CY	Cargo Cutaway	S1	One Seat
DP	Dump	S2	Two Seat
DS	Tractor Truck (diesel)	TB	Tilt Cab
EC	Extended Cargo Van	TL	Tilt Tandem
ES	Extended Sport Van	TM	Tandem
EV	Ext Van	TN	Tank
EW	Extended Window Van	TR	Tractor Truck (Gasoline)
FB	Flat-bed or Platform	UT	Utility (Blazer, Jimmy, Scout, etc.)
FC	Forward Control	VC	Van Camper
FT	Fire Truck	VD	Display Van
GG	Garbage or Refuse	VN	Van
GL	Gliders	VT	Vanette (including Metro and Handy Van)
GN	Grain	VW	Window Van

HO	Hopper	WK	Tow Truck Wrecker
IC	Incomplete Chassis	WW	Wide Wheel Wagon
IE	Incomplete Ext Van	XT	Travelall
LG	Logger	YY	Cutaway
LL	Suburban & Carry All	2W	2 Dr. Wagon
MH	Motorized Home	4W	4 Dr. Wagon
MP	Multi-purpose	8V	8 Passenger Sport Van

Motorcycles			
AT	All terrain	MY	Mini Cycle
EN	Enduro	RC	Racer
MK	Mini Bike	RS	Road/Street
MM	Mini Moto Cross	RT	Road/Trail
MP	Moped	T	Dirt
MR	Mini Road/Trail	TL	Trail/Dirt
MS	Motor Scooter	TR	Trails
MX	Moto Cross		

This variable is derived by the VINA analysis system scanning the VEHICLE IDENTIFICATION NUMBER (GV08).

Source: VEHICLE IDENTIFICATION NUMBER (GV08).
Missing Value: If VINA VEHICLE TYPE is unknown (U), then VINA BODY TYPE will be blank.
SAS Codes: None.

VINA ROOF TYPE (GV25;REC23) (SAS Label: ROOF1)

This single place numeric value indicates the type of roof on the vehicle using the following codes:

1 None/not available
2 Manual sun/moon roof

3 Power sun/moon roof
4 Removable panels
5 Removable roof
6 Retractable roof panel
7 Other/unknown

This variable is derived by the VINA analysis system scanning the VEHICLE IDENTIFICATION NUMBER (GV08).

Source: VEHICLE IDENTIFICATION NUMBER (GV08).
Missing Value: If VINA VEHICLE TYPE is unknown (U), then VINA ROOF TYPE will be blank.
SAS Codes: "." for Blank.

VINA ROOF TYPE (OPTIONAL 1) (GV26;REC23) (SAS Label: ROOF2)

This single place numeric value indicates the an optional type of roof for the vehicle using the following codes:

1 None/not available
2 Manual sun/moon roof
3 Power sun/moon roof
4 Removable panels
5 Removable roof
6 Retractable roof panel
7 Other/unknown

This variable is derived by the VINA analysis system scanning the VEHICLE IDENTIFICATION NUMBER (GV08).

Source: VEHICLE IDENTIFICATION NUMBER (GV08).
Missing Value: If VINA VEHICLE TYPE is unknown (U), then VINA ROOF TYPE (OPTIONAL 1) will be blank.
SAS Codes: "." for Blank.

VINA ROOF TYPE (OPTIONAL 2) (GV27;REC23) (SAS Label: ROOF3)

This single place numeric value indicates the an optional type of roof for the vehicle using the following codes:

1 None/not available
2 Manual sun/moon roof
3 Power sun/moon roof
4 Removable panels
5 Removable roof
6 Retractable roof panel

7 Other/unknown

This variable is derived by the VINA analysis system scanning the VEHICLE IDENTIFICATION NUMBER (GV08).

Source: VEHICLE IDENTIFICATION NUMBER (GV08).
Missing Value: If VINA VEHICLE TYPE is unknown (U), then VINA ROOF TYPE (OPTIONAL 2) will be blank.
SAS Codes: "." for Blank.

VINA ANTI-LOCK BRAKES (GV28;REC23) (SAS Label: ANTILOCK)

This single place numeric value indicates if anti-lock brakes are available in the vehicle and if so, which axles have the system (if known). The following codes are used:

1 Not Available
2 4 wheel standard
3 Rear only standard
4 ABS standard, wheels unknown
5 4 wheel optional
6 Rear only optional
7 ABS optional, wheels unknown
8 Unknown

This variable is derived by the VINA analysis system scanning the VEHICLE IDENTIFICATION NUMBER (GV08).

Source: VEHICLE IDENTIFICATION NUMBER (GV08).
Missing Value: If VINA VEHICLE TYPE is unknown (U), then VINA ANTI-LOCK BRAKES will be blank.
SAS Codes: "." for Blank.

VINA FRONT WHEEL DRIVE (GV29;REC23) (SAS Label: FRTWHLDR)

This single place alphanumeric value indicates if the vehicle is front wheel drive using the following codes.

N No
Y Yes
* Some vehicles of this series

This variable is derived by the VINA analysis system scanning the VEHICLE IDENTIFICATION NUMBER (GV08).

Source: VEHICLE IDENTIFICATION NUMBER (GV08).
Missing Value: If VINA VEHICLE TYPE is unknown (U), then VINA FRONT WHEEL

DRIVE will be blank.
SAS Codes: None.

VINA FOUR WHEEL DRIVE (GV30;REC 23) (SAS Label: FOURWHDR)

This single place alphnumeric value indicates if the vehicle is four wheel drive using the following codes.

N	No
Y	Yes
*	Some vehicles of this series

This variable is derived by the VINA analysis system scanning the VEHICLE IDENTIFICATION NUMBER (GV08).

Source: VEHICLE IDENTIFICATION NUMBER (GV08).
Missing Value: If VINA VEHICLE TYPE is unknown (U), then VINA FOUR WHEEL DRIVE will be blank.
SAS Codes: None.

VINA RESTRAINT TYPE (GV31;REC23) (SAS Label: RESTYPE)

This single place alphanumeric value indicates the actual presence of the restraint type in the vehicle. The code cannot be used to determine whether the restraint is an optional or a standard feature of the vehicle. The codes are valid for model years 1985 to the current model year. The following codes are used:

A	Active (manual) belts
B	Driver front air bag/passenger side belt unknown
C	Dual front air bags/belt system unknown
D	Dual front air bag/passenger side passive belts
E	Dual front air bags/active belts
F	Dual front air bags/passive belts
G	Dual air bags front and side/belts unknown
H	Dual air bags front, head and sides/belts unknown
I	Dual air bags front, head and sides/passive belts
J	Dual air bags front and sides/passive belts
K	Dual air bags front and sides/active belts
L	Dual air bags front, head and sides/active belt
M	Driver front air bag/passenger side active belt
P	Passive (automatic) belts

This variable is derived by the VINA analysis system scanning the VEHICLE IDENTIFICATION NUMBER (GV08).

Source: VEHICLE IDENTIFICATION NUMBER (GV08).

Missing Value: If VINA VEHICLE TYPE is unknown (U), then VINA RESTRAINT TYPE will be blank.
SAS Codes: None.

VINA CARBURETION (PASS VEH) (GV 32;REC23) (SAS Label: CARBUR)

This single place alphanumeric value contains the number of barrels for the engine or a descriptive code indicating that the engine is high performance, fuel-injected, turbo, or electronically controlled. The codes are for passenger vehicles only. The codes and their meanings are listed in the following table:

Carburetion Codes and Meanings		
Code	Number of BBL	Description of Engine
(a number)	Number specified by the code	Number of barrels for the engine (e.g. 4)
A*	1	Lower HP
B*	1	Higher HP
C	1	Turbo
D*	1	Turbo Low HP
E*	1	Turbo High HP
F	Unknown	A fuel injection rating code used when the manufacturer's specifications do not show the number of barrels.
G	1	Electronically controlled
H	Unknown	A high performance rating code used when the manufacturer's specifications do not show the number of barrels.
J*	2	Lower HP
K*	2	Higher HP
L	2	Turbo
M*	2	Turbo Low HP
N*	2	Turbo High HP
P	2	Electronically controlled
Q	Unknown	Electronically controlled

R	4	Electronically controlled
S*	4	Lower HP
T	1,2 or 4	Turbo Fuel Injected
U*	4	Higher HP
V	4	Turbo
W*	4	Turbo Low HP
X*	4	Turbo High HP
Y	Unknown	Turbo
Z	Unknown	Super Charged

*NOTE: These values are coded only when necessary to apply correct insurance symbol.

This variable is derived by the VINA analysis system scanning the VEHICLE IDENTIFICATION NUMBER (GV08).

Source: VEHICLE IDENTIFICATION NUMBER (GV08).
Missing Value: If VINA VEHICLE TYPE is equal to Trucks (T), Motorcycle (M) or unknown (U), then VINA CARBURETION (PASS VEH) will be blank.
SAS Codes: None.

VINA FUEL CODE (GV33;REC23) (SAS Label: FUELCODE)

This single place alphanumeric value indicates the type of fuel suggested by the manufacturer for the engine. The descriptive codes and their meanings are as follows:

D Diesel
E Electric
F Flexible Fuel
G Gas
N Compressed Natural Gas
P Propane

This variable is derived by the VINA analysis system scanning the VEHICLE IDENTIFICATION NUMBER (GV08).

Source: VEHICLE IDENTIFICATION NUMBER (GV08).
Missing Value: If VINA VEHICLE TYPE is unknown (U), then VINA FUEL CODE will be blank.
SAS Codes: None.

VINA WEIGHT CODE (TRUCKS) (GV34;REC23) (SAS Label: WGTCDTR)

This single place numeric value indicates the manufacturer's Gross Vehicle Weight (GVW) rating. The descriptive codes and their meanings are as follows:

1	6,000 and less
2	6,001 - 10,000
3	10,001 - 14,000
4	14,001 - 16,000
5	16,001 - 19,500
6	19,501 - 26,000
7	26,001 - 33,000
8	33,001 - and more
9	weight unknown

This variable is derived by the VINA analysis system scanning the VEHICLE IDENTIFICATION NUMBER (GV08).

Source: VEHICLE IDENTIFICATION NUMBER (GV08).
Missing Value: If VINA VEHICLE TYPE is equal to Passenger Vehicle (P), Motorcycle (M) or unknown (U), then VINA WEIGHT CODE (TRUCKS) will be blank.
SAS Codes: "." for Blank.

VINA VEHICLE TYPE (GV35;REC23) (SAS Label: VEHTYPE)

This single place alphanumeric value indicates the type of vehicle using the following values:

P	Passenger Vehicle
T	Truck
M	Motorcycle
U	Unknown

This variable is derived by the VINA analysis system scanning the VEHICLE IDENTIFICATION NUMBER (GV08).

Source: VEHICLE IDENTIFICATION NUMBER (GV08).
Missing Value: None.
SAS Codes: None.

VINA WHEELS/DRIVING WHEELS (TRUCKS) (GV36&37;REC23) (SAS Label: WHLDRWHL)

This two place numeric value contains information about truck wheels. The first position contains the total number of wheels. The second position contains the number of driving wheels.

This variable is derived by the VINA analysis system scanning the VEHICLE IDENTIFICATION NUMBER (GV08).

Source: VEHICLE IDENTIFICATION NUMBER (GV08).
Missing Value: If VINA VEHICLE TYPE is equal to Passenger Vehicle (P), Motorcycle (M) or unknown (U), then VINA WHEELS/DRIVING WHEELS (TRUCKS) will be blank.
SAS Codes: "." for Blank.

VINA DAYLIGHT RUN LIGHTS (GV38;REC23) (SAS Label: DAYRUNLT)

This single place alphanumeric value indicates the availability of Daytime Running Lights. Values are coded as follows:

S	Standard
O	Optional
N	Not Available
U	Unknown

This variable is derived by the VINA analysis system scanning the VEHICLE IDENTIFICATION NUMBER (GV08).

Source: VEHICLE IDENTIFICATION NUMBER (GV08).
Missing Value: If VINA VEHICLE TYPE is unknown (U), then VINA DAYLIGHT RUN LIGHTS will be blank.
SAS Codes: None.

VINA BASE SHIPPING WEIGHT (PASS VEH & M/C) (GV39-42;REC23) (SAS Label: VEHWGT)

This four place numeric value indicates the base shipping weight (dry weight) of passenger vehicles and motorcycles.

This variable is derived by the VINA analysis system scanning the VEHICLE IDENTIFICATION NUMBER (GV08).

Source: VEHICLE IDENTIFICATION NUMBER (GV08).
Missing Value: If VINA VEHICLE TYPE is unknown (U), then VINA BASE SHIPPING WEIGHT (PASS VEH & M/C) will be blank.
SAS Codes: "." for Blank.

VINA MOTORCYCLE CC's ENGINE DISPLACEMENT (GV43-46;REC23) (SAS Label: MCYCLDS)

This four place numeric value indicates the manufacturer's cubic centimeter (CC) displacement of the model.

This variable is derived by the VINA analysis system scanning the VEHICLE IDENTIFICATION NUMBER (GV08).

Source: VEHICLE IDENTIFICATION NUMBER (GV08).
Missing Value: If VINA VEHICLE TYPE is equal to Passenger Vehicle (P), Truck (T) or unknown (U), then VINA MOTORCYCLE CC's ENGINE DISPLACEMENT will be blank.
SAS Codes: "." for Blank.

VINA MODEL YEAR (GV47&48;REC23) (SAS Label: VINMODYR)

This two place numeric value indicates the last two digits of the vehicle's model year.

This variable is derived by the VINA analysis system scanning the VEHICLE IDENTIFICATION NUMBER (GV08).

Source: VEHICLE IDENTIFICATION NUMBER (GV08).
Missing Value: If VINA VEHICLE TYPE is unknown (U), then VINA MODEL YEAR will be blank.
SAS Codes: "." for Blank.

MAXIMUM KNOWN OCCUPANT A.I.S. (OA114) (SAS Label: MAIS)

This single place numeric value indicates the single most severe injury level reported for this occupant of a towed CDS applicable vehicle using the following order of codes:

6	MAXIMUM (UNTREATABLE) INJURY
5	CRITICAL INJURY
4	SEVERE INJURY
3	SERIOUS INJURY
2	MODERATE INJURY
1	MINOR INJURY
7	INJURY, UNKNOWN SEVERITY
9	UNKNOWN IF INJURED
0	NOT INJURED

This variable is derived by scanning the A.I.S. SEVERITY (OI010...OI100) variable on the occupant injury record. If this occupant does not have an occupant injury record, then scan the NUMBER OF RECORDED INJURIES FOR THIS OCCUPANT (OA70) variable on the occupant assessment record. Use the following order of codes: if "97", then code "7"; if "99", then code "9"; if "00", then code "0".

Source: A.I.S. SEVERITY (OI010...OI100) and NUMBER OF RECORDED INJURIES FOR THIS OCCUPANT (OA70).
Missing Values: None (if you do not have an occupant injury record, you will have an occupant assessment record for each occupant of a towed CDS applicable vehicle). Occupant injury and occupant assessment records will be missing for: (1) Non CDS applicable vehicles-

BODY TYPE (GV07) equals 50-99; (2) Non-towed CDS applicable vehicles-BODY TYPE (GV07) equals 01-49 and POLICE REPORTED VEHICLE DISPOSITION (GV10) equals 0 or 9. Occupant injury records will be missing for: (1)Towed CDS applicable vehicles with no known occupant injuries-BODY TYPE (GV07) equals 01-49, POLICE REPORTED VEHICLE DISPOSITION (GV10) equals 1 and NUMBER OF RECORDED INJURIES THIS OCCUPANT (OA70) equals 97, 99 or 00; (2)Non-towed CDS applicable vehicles with no known occupant injuries-BODY TYPE (GV07) equals 01-49, POLICE REPORTED VEHICLE DISPOSITION (GV10) equals 0 or 9 and NUMBER OF REPORTED INJURIES THIS OCCUPANT (OA70) equals 97, 99 or 00.
SAS Codes: .U for 9 (Unknown).

OCCUPANT I.S.S. (OA115-116) (SAS Label: ISS)

This two place numeric value provides an index score indicating the relative severity of overall injury to the individual vehicle occupant of a towed CDS applicable vehicle using the following order of codes:

6	MAXIMUM (UNTREATABLE) INJURY
5	CRITICAL INJURY
4	SEVERE INJURY
3	SERIOUS INJURY
2	MODERATE INJURY
1	MINOR INJURY
0	NOT INJURED

It is derived by scanning the BODY REGION (OI006...OI096) and the A.I.S. SEVERITY (OI010...OI100) variables on the occupant injury record. The I.S.S. score is calculated by adding the squares of the highest A.I.S. SEVERITY entries for each of the three most severely injured body regions. For A.I.S. Code "7" (Injury, Unknown Severity), use code "0". If the occupant injury record is missing, scan the NUMBER OF RECORDED INJURIES FOR THIS OCCUPANT (OA70) variable on the occupant assessment record. If the codes in OA70 are "97, 99 or 00", then use code "0". An example of calculating an I.S.S. score is the following:

> An Occupant suffered serious 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.

Source: BODY REGION (OI006...OI096) and A.I.S. SEVERITY (OI010...OI100).
Missing Values: None (if you do not have an occupant injury record, you will have an occupant assessment record for each occupant of a towed CDS applicable vehicle). Occupant injury and occupant assessment records will be missing for: (1) Non CDS applicable vehicles-BODY TYPE (GV07) equals 50-99; (2) Non-towed CDS applicable vehicles-BODY TYPE (GV07) equals 01-49 and POLICE REPORTED VEHICLE DISPOSITION (GV10) equals

0 or 9. Occupant injury records will be missing for: (1)Towed CDS applicable vehicles with no known occupant injuries-BODY TYPE (GV07) equals 01-49, POLICE REPORTED VEHICLE DISPOSITION (GV10) equals 1 and NUMBER OF RECORDED INJURIES THIS OCCUPANT (OA70) equals 97, 99 or 00; (2)Non-towed CDS applicable vehicles with no known occupant injuries-BODY TYPE (GV07) equals 01-49, POLICE REPORTED VEHICLE DISPOSITION (GV10) equals 0 or 9 and NUMBER OF RECORDED INJURIES THIS OCCUPANT (OA70) equals 97, 99 or 00.

SAS Codes: None.

SECTION 5
SEQUENTIAL ANALYTICAL FILE RECORD LAYOUTS

ACCIDENT RECORD

1 PSU NUMBER	38
2	39
	40
3	41
4 CASE NUMBER	42
5	43
6	44
	45
7 RECORD NUMBER (11)	
8	46
	47
9 VERSION NUMBER	48
	49
10 NUMBER OF GENERAL	50
11 VEHICLE FORMS SUBMITTED	51
	52
12 MONTH OF ACCIDENT	53
13	
	54
14	55
15	56
	57 RATIO INFLATION FACTOR
16 YEAR OF ACCIDENT	58
17	59
	60
18	61
19 TIME OF ACCIDENT	
20	62 DRUG INVOLVED
21	
	63 MANNER OF COLLISION
22 ADMINISTRATIVE USE	
	64 PSU STRATA
23 PEDESTRIAN STUDY	65
24 IMPACT FIRE	
25 UNSAFE DRIVER ACTIONS	
26 NOT ACTIVE	
27 NUMBER OF RECORDED	
28 EVENTS IN THIS ACCIDENT	
29 MAXIMUM TREATMENT	
30 MAXIMUM KNOWN AIS	
31 NUMBER OF SERIOUSLY	
32 INJURED OCCUPANTS	
33 NUMBER OF INJURED OCCUPANTS	
34	
35 ALCOHOL INVOLVED	
36 DAY OF WEEK OF ACCIDENT	
37	

ACCIDENT EVENT RECORD

1	PSU NUMBER
2	
3	
4	CASE NUMBER
5	
6	
7	RECORD NUMBER (12)
8	
9	VERSION NUMBER
10	ACCIDENT EVENT
11	SEQUENCE NUMBER
12	VEHICLE NUMBER (1)
13	
14	CLASS OF VEHICLE (1)
15	
16	GENERAL AREA OF DAMAGE (1)
17	VEHICLE NUMBER (2) OR
18	OBJECT CONTACTED
19	CLASS OF VEHICLE (2)
20	
21	GENERAL AREA OF DAMAGE (2)

GENERAL VEHICLE FORM

1 PSU NUMBER 2	56 DRIVER'S RACE
3 4 CASE NUMBER 5 6	57 RELATION TO INTERCHANGE 58 TRAFFICWAY FLOW 59 NUMBER OF TRAVEL LANES
7 RECORD NUMBER (21) 8	60 ROADWAY ALIGNMENT
9 VERSION NUMBER	61 ROADWAY PROFILE
10 VEHICLE NUMBER 11	62 ROADWAY SURFACE TYPE 63 ROADWAY SURFACE CONDITION
12 VEHICLE MODEL YEAR 13	64 LIGHT CONDITIONS
14 VEHICLE MAKE 15	65 ATMOSPHERIC CONDITIONS 66 TRAFFIC CONTROL DEVICE
16 17 VEHICLE MODEL 18	67 TRAF. CONTROL FUNCTIONING 68 DRIVER'S DISTRACTION/ 69 INATTENTION TO DRIVING
19 BODY TYPE 20	70 PRE-EVENT MOVEMENT 71
21 22 23 24 25 VEHICLE IDENTIFICATION 26 NUMBER 27 28 29 30	72 CRITICAL PRECRASH EVENT 73 74 ATTEMPTED 75 AVOIDANCE MANEUVER 76 PRE-IMPACT STABILITY 77 PRE-IMPACT LOCATION
31 32 33 34 35 36 37	78 ACCIDENT TYPE 79 80 VIN CHECK
38 VEHICLE SPECIAL USE	
39 VEHICLE DISPOSITION	
40 TRAVEL SPEED 41 42	
43 SPEED LIMIT 44 45	
46 ALCOHOL PRESENCE	
47 ALCOHOL TEST RESULT 48	
49 DRUG PRESENCE	
50 OTHER DRUG SPECIMEN TEST	
51 52 53 DRIVER'S ZIP CODE 54 55	

GENERAL VEHICLE FORM
(CONTINUED)

1 PSU NUMBER 2	46 BASIS FOR TOTAL DELTA V 47
3 4 CASE NUMBER 5 6	48 49 TOTAL DELTA V 50
7 RECORD NUMBER (22) 8	51 52 LONGITUDINAL COMPONENT OF 53 DELTA V 54
9 VERSION NUMBER	55
10 VEHICLE NUMBER 11	56 LATERAL COMPONENT OF 57 58
12 DRIVER PRESENCE	59 ENERGY ABSORPTION
13 NUMBER OF OCCUPANTS 14 THIS VEHICLE	60 61 62
15 NUMBER OF OCCUPANT FORMS 16 SUBMITTED	63 IMPACT SPEED 64
17 AOPS VEHICLE	65
18 BAG DEPLOYMENT-1ST SEAT FR	66 CONFIDENCE IN RECONS. PGM.
19 BAG DEPLOYMENT-0THER	67 BARRIER EQUIVALENT SPEED 68
20 VEHICLE CURB WEIGHT 21 22	69 70 ESTIMATED HIGHEST DELTA V
23 VEHICLE CARGO WEIGHT 24	71 TYPE OF VEHICLE INSPECTION
25	72 MAXIMUM TREATMENT
26 ROLLOVER 27	73 MAXIMUM KNOWN AIS
28 ROLLOVER INITIATION TYPE 29	74 NUMBER OF SERIOUSLY INJURED 75 IN THIS VEHICLE
30 LOCATION OF ROLLOVER INIT.	76 NUMBER OF INJURED 77 IN THIS VEHICLE
31 ROLLOVER 32 OBJECT CONTACTED	78 FRONT/REAR WHEEL DRIVE
33 LOCATION OF TRIPPING FORCE	79 VIN LENGTH 80
34 DIRECTION OF INITIAL ROLL	81 WEIGHT OF THE 82 OTHER VEHICLE
35 FRONT OVERRIDE/UNDERRIDE	83
36 REAR OVERRIDE/UNDERRIDE	84 BODY TYPE OF 85 THE OTHER VEHICLE
37 HEADING ANGLE FOR 38 THIS VEHICLE 39	
40 HEADING ANGLE FOR 41 OTHER VEHICLE 42	
43 TOWED TRAILING UNIT	
44 DOC. OF TRAJECTORY DATA	
45 CONDITION OF TREE OR POLE	

GENERAL VEHICLE FORM
(CONTINUED)

1	PSU NUMBER
2	
3	
4	CASE NUMBER
5	
6	
7	RECORD NUMBER (23)
8	
9	VERSION NUMBER
10	VEHICLE NUMBER
11	
12	
13	
14	VINA MAKE
15	
16	
17	VINA MODEL
18	(PASS. VEH.)
19	
20	VINA SERIES
21	(TRUCKS)
22	
23	VINA BODY TYPE
24	
25	VINA ROOF TYPE
26	VINA ROOF TYPE (OPTIONAL 1)
27	VINA ROOF TYPE (OPTIONAL 2)
28	VINA ANTI-LOCK BRAKES
29	VINA FRONT WHEEL DRIVE
30	VINA FOUR WHEEL DRIVE
31	VINA RESTRAINT TYPE
32	VINA CARBURETION (PASS VEH)
33	VINA FUEL CODE
34	VINA WEIGHT CODE (TRUCKS)
35	VINA VEHICLE TYPE
36	VINA WHEELS/DRIVING WHEELS
37	(TRUCKS)
38	VINA DAYLIGHT RUN LIGHTS
39	VINA BASE SHIPPING WEIGHT
40	(PASS VEH & M/C)
41	
42	
43	VINA MOTORCYCLE CC's
44	ENGINE DISPLACEMENT
45	
46	
47	VINA MODEL YEAR
48	

EXTERIOR VEHICLE FORM

1 PSU NUMBER	48 CRASH DAMAGE DATA FOR	100 ALTERED VEHICLE
2	49 HIGHEST DELTA "V" - C4	
	50	101 FIRE OCCURRENCE
3		
4 CASE NUMBER	51 CRASH DAMAGE DATA FOR	102 ORIGIN OF FIRE
5	52 HIGHEST DELTA “V” - C5	
6	53	103 FILLER CAP TANK-1
7 RECORD NUMBER (31)	54 CRASH DAMAGE DATA FOR	104 FILLER CAP TANK-2
8	55 HIGHEST DELTA “V” - C6	
	56	105 TYPE OF TANK-1
9 VERSION NUMBER		
	57 CRASH DAMAGE DATA FOR	106 TYPE OF TANK-2
10 VEHICLE NUMBER	58 HIGHEST DELTA "V" - D	
11	59	107 LOCATION TANK-1
	60	
12 ACCIDENT SEQUENCE - 1		108 LOCATION TANK-2
13	61 CRASH DAMAGE DATA	
	62 FOR 2ND HIGHEST	109 DAMAGE TANK-1
14 OBJECT	63 DELTA "V" - L	
15 CONTACTED - 1		110 DAMAGE TANK-2
	64 CRASH DAMAGE DATA FOR	
16 DIRECTION	65 2ND HIGHEST DELTA "V" - C1	111 LEAKAGE TANK-1
17 OF FORCE - 1	66	
		112 LEAKAGE TANK-2
18 DEFORMATION LOCATION - 1	67 CRASH DAMAGE DATA FOR	
	68 2ND HIGHEST DELTA “V” - C2	113 FUEL TYPE TANK-1
19 LONG./LATERAL LOCATION - 1	69	114
20 VERT./LATERAL LOCATION - 1	70 CRASH DAMAGE DATA FOR	115 FUEL TYPE TANK-2
	71 2ND HIGHEST DELTA “V” - C3	116
21 TYPE OF DAMAGE DIST. - 1	72	
		117 MORE THAN TWO TANKS
22 DEFORMATION	73 CRASH DAMAGE DATA FOR	
23 EXTENT - 1	74 2ND HIGHEST DELTA “V” - C4	
	75	
24 ACCIDENT SEQUENCE - 2		
25	76 CRASH DAMAGE DATA FOR	
	77 2ND HIGHEST DELTA “V” - C5	
26 OBJECT	78	
27 CONTACTED - 2		
	79 CRASH DAMAGE DATA FOR	
28 DIRECTION	80 2ND HIGHEST DELTA “V” - C6	
29 OF FORCE - 2	81	
30 DEFORMATION LOCATION - 2	82 CRASH DAMAGE DATA	
	83 FOR 2ND HIGHEST	
31 LONG./LATERAL LOCATION - 2	84 DELTA “V” - D	
	85	
32 VERT./LATERAL LOCATION - 2		
	86 UNDEFORMED END WIDTH	
33 TYPE OF DAMAGE DIST. - 2	87	
	88	
34 DEFORMATION		
35 EXTENT - 2	89 DIRECT DAMAGE WIDTH	
	90	
36 CRASH DAMAGE DATA FOR	91	
37 HIGHEST DELTA "V" - L		
38	92 ORIGINAL WHEELBASE	
	93	
39 CRASH DAMAGE DATA FOR	94	
40 HIGHEST DELTA "V" - C1		
41	95 ORIGINAL AVERAGE	
	96 TRACK WIDTH	
42 CRASH DAMAGE DATA FOR	97	
43 HIGHEST DELTA "V" - C2		
44	98 CDCS DOCUMENTED-NOT CODED	
45 CRASH DAMAGE DATA FOR	99 VEHICLE DISPOSITION (RES.)	
46 HIGHEST DELTA "V" - C3		
47		

INTERIOR VEHICLE FORM

1 PSU NUMBER 2	40 GLAZING DAMAGE-IMPACT-WS
3 4 CASE NUMBER 5 6	41 GLAZING DAMAGE-IMPACT-LF
7 RECORD NUMBER (41) 8	42 GLAZING DAMAGE-IMPACT-RF
9 VERSION NUMBER	43 GLAZING DAMAGE-IMPACT-LR
10 VEHICLE NUMBER 11	44 GLAZING DAMAGE-IMPACT-RR
12 PASSENGER COMPARTMENT 13 INTEGRITY	45 GLAZING DAMAGE-IMPACT-BL
14 DOOR/GATE/HATCH OPENING-LF	46 GLAZING DAMAGE-IMPACT-RO
15 DOOR/GATE/HATCH OPENING-RF	47 GLAZING DAMAGE-IMPACT-OT
16 DOOR/GATE/HATCH OPENING-LR	48 GLAZING DAMAGE-CONTACT-WS
17 DOOR/GATE/HATCH OPENING-RR	49 GLAZING DAMAGE-CONTACT-LF
18 DOOR/GATE/HATCH OPENING-TG	50 GLAZING DAMAGE-CONTACT-RF
19 DOOR/GATE/HATCH DAMAGE-LF	51 GLAZING DAMAGE-CONTACT-LR
20 DOOR/GATE/HATCH DAMAGE-RF	52 GLAZING DAMAGE-CONTACT-RR
21 DOOR/GATE/HATCH DAMAGE-LR	53 GLAZING DAMAGE-CONTACT-BL
22 DOOR/GATE/HATCH DAMAGE-RR	54 GLAZING DAMAGE-CONTACT-RO
23 DOOR/GATE/HATCH DAMAGE-TG	55 GLAZING DAMAGE-CONTACT-OT
24 TYPE OF GLAZING-WS	
25 TYPE OF GLAZING-LF	
26 TYPE OF GLAZING-RF	
27 TYPE OF GLAZING-LR	
28 TYPE OF GLAZING-RR	
29 TYPE OF GLAZING-BL	
30 TYPE OF GLAZING-RO	
31 TYPE OF GLAZING-OT	
32 PRECRASH GLAZING STATUS-WS	
33 PRECRASH GLAZING STATUS-LF	
34 PRECRASH GLAZING STATUS-RF	
35 PRECRASH GLAZING STATUS-LR	
36 PRECRASH GLAZING STATUS-RR	
37 PRECRASH GLAZING STATUS-BL	
38 PRECRASH GLAZING STATUS-RO	
39 PRECRASH GLAZING STATUS-OT	

INTERIOR VEHICLE FORM (CONTINUED)

1	PSU NUMBER
2	
3	
4	CASE NUMBER
5	
6	
7	RECORD NUMBER (42)
8	
9	VERSION NUMBER
10	VEHICLE NUMBER
11	
12	LOCATION OF INTRUSION-1ST
13	
14	INTRUDING COMPONENT-1ST
15	
16	MAGNITUDE OF INTRUSION-1ST
17	CRUSH DIRECTION-1ST
18	LOCATION OF INTRUSION-2ND
19	
20	INTRUDING COMPONENT-2ND
21	
22	MAGNITUDE OF INTRUSION-2ND
23	CRUSH DIRECTION-2ND
24	LOCATION OF INTRUSION-3RD
25	
26	INTRUDING COMPONENT-3RD
27	
28	MAGNITUDE OF INTRUSION-3RD
29	CRUSH DIRECTION-3RD
30	LOCATION OF INTRUSION-4TH
31	
32	INTRUDING COMPONENT-4TH
33	
34	MAGNITUDE OF INTRUSION-4TH
35	CRUSH DIRECTION-4TH
36	LOCATION OF INTRUSION-5TH
37	
38	INTRUDING COMPONENT-5TH
39	
40	MAGNITUDE OF INTRUSION-5TH
41	CRUSH DIRECTION-5TH
42	LOCATION OF INTRUSION-6TH
43	
44	INTRUDING COMPONENT-6TH
45	
46	MAGNITUDE OF INTRUSION-6TH
47	CRUSH DIRECTION-6TH
48	LOCATION OF INTRUSION-7TH
49	
50	INTRUDING COMPONENT-7TH
51	
52	MAGNITUDE OF INTRUSION-7TH
53	CRUSH DIRECTION-7TH
54	LOCATION OF INTRUSION-8TH
55	
56	INTRUDING COMPONENT-8TH
57	
58	MAGNITUDE OF INTRUSION-8TH
59	CRUSH DIRECTION-8TH
60	LOCATION OF INTRUSION-9TH
61	
62	INTRUDING COMPONENT-9TH
63	
64	MAGNITUDE OF INTRUSION-9TH
65	CRUSH DIRECTION-9TH
66	LOCATION OF INTRUSION-10TH
67	
68	INTRUDING COMPONENT-10TH
69	
70	MAGNITUDE OF INTRUSION-10TH
71	CRUSH DIRECTION-10TH
72	STEERING COLUMN TYPE
73	
74	
75	
76	
77	
78	
79	
80	
81	
82	
83	
84	TILT STEERING COLUMN ADJ.
85	TELESCOPING STEER COL ADJ.
86	STEERING RIM/SPOKE
87	DEFORMATION
88	LOCATION OF STEERING
89	RIM/SPOKE DEFORMATION
90	ODOMETER READING
91	
92	
93	INSTRUMENT PANEL DAMAGE
94	TYPE KNEE BOLSTER COVERING
95	KNEE BOLSTERS DEFORMED
96	GLOVE COMPARTMENT DR OPEN
97	ADAPTIVE DRIVING EQUIPMENT

OCCUPANT ASSESSMENT FORM

1 PSU NUMBER
2
3
4 CASE NUMBER
5
6
7 RECORD NUMBER (51)
8
9 VERSION NUMBER
10 VEHICLE NUMBER
11
12 OCCUPANT NUMBER
13
14 OCCUPANT'S AGE
15
16 OCCUPANT'S SEX
17 OCCUPANT'S HEIGHT
18
19
20 OCCUPANT'S WEIGHT
21
22
23 OCCUPANT'S ROLE
24 OCCUPANT'S SEAT POSITION
25
26 OCCUPANT'S POSTURE
27 EJECTION
28 EJECTION AREA
29 EJECTION MEDIUM
30 MEDIUM STATUS
31 ENTRAPMENT
32 OCCUPANT MOBILITY
33 MANUAL BELT AVAILITY
34 MANUAL BELT USE
35
36 PROPER USE OF MANUAL BELT
37 MANUAL BELT FAILURE
38 SHOULDER BELT ANCHORAGE ADJ
39 AUTOMATIC BELT AVAILABILITY
40 AUTOMATIC BELT USE
41 AUTOMATIC BELT TYPE
42 PROPER USE - AUTOMATIC BELT
43 AUTOMATIC BELT FAILURE MODE
44 POLICE REPORTED BELT USE
45 POLICE REPORTED AIR BAG USE
46 AIR BAG AVAILABILITY-FRONT
47 AIR BAG DEPLOYMENT-FRONTAL
48 AIR BAG AVAILABILITY-OTHER
49 AIR BAG DEPLOYMENT-OTHER
50 DID AIR BAG FAIL?
51 VEHICLE IN PREVIOUS ACC.?
52 TYPE OF AIR BAG
53 PRIOR MAINTENANCE ON BAG?
54 AIR BAG DEPLOYMENT
55 ACCIDENT EVENT SEQUENCE NO.
56 CDC FOR AIR BAG DEPLOYMENT
57 LONGITUDINAL COMPONENT OF
58 DELTA “V” FOR AIR BAG
59 DEPLOYMENT IMPACT
60
61 DID AIR BAG FLAPS OPEN?
62 WERE AIR BAG FLAPS DAMAGED?
63 WAS THERE DAMAGE TO
64 THE AIR BAG?
65 SOURCE OF AIR BAG DAMAGE
66
67 WAS THE AIR BAG TETHERED?
68 DID AIRBAG HAVE VENT PORTS?
69 AIR BAG CONTACT BY OTH OCC?
70 WAS OCC. WEARING EYE-WEAR?
71 HEAD REST. TYPE/DAMAGE
72 SEAT TYPE
73
74 SEAT ORIENTATION
75 SEAT TRACK POSITION-PRIOR
76 SEAT BACK INCLINE
77 PRIOR AND POST IMPACT
78 SEAT PERFORMANCE
79 CHILD SAFETY SEAT
80 MAKE/MODEL
81
82 TYPE OF CHILD SEAT
83 CHILD SAFETY SEAT
84 ORIENTATION
85 CHILD SAFETY SEAT
86 HARNESS USAGE
87 CHILD SAFETY SEAT
88 SHIELD USAGE
89 CHILD SAFETY SEAT
90 TETHER USAGE
91 INJURY SEVERITY
92 TREATMENT - MORTALITY
93 TYPE OF MEDICAL FACILITY
94 HOSPITAL STAY
95
96 WORKING DAYS LOST
97
98 TIME TO DEATH
99
100 1ST MEDICALLY REPORTED
101 CAUSE OF DEATH
102 2ND MEDICALLY REPORTED
103 CAUSE OF DEATH
104 3RD MEDICALLY REPORTED
105 CAUSE OF DEATH
106 # OF RECORDED INJURIES
107 FOR THIS OCCUPANT
108 GLASGOW SCORE
109
110 BLOOD GIVEN
111 ABG BICARBONATE
112
113 BELT USE DETERMINATION
114 MAXIMUM KNOWN AIS
115 INJURY SEVERITY SCORE
116

OCCUPANT INJURY FORM

1	PSU NUMBER
2	
3	
4	CASE NUMBER
5	
6	
7	RECORD NUMBER (61)
8	
9	VERSION NUMBER
10	VEHICLE NUMBER
11	
12	OCCUPANT NUMBER
13	
14	INJURY NUMBER
15	
16	SOURCE OF INJURY DATA
17	BODY REGION - AIS90
18	TYPE OF ANATOMIC STRUCTURE
19	SPECIFIC ANATOMIC STRUCTURE
20	
21	LEVEL OF INJURY
22	
23	AIS SEVERITY
24	ASPECT - AIS90
25	INJURY SOURCE
26	
27	
28	CONFIDENCE LEVEL
29	DIRECT/INDIRECT INJURY
30	OCCUPANT AREA
31	INTRUSION NUMBER
32	BODY REGION - AIS85
33	LESION - AIS85
34	SYSTEM ORGAN - AIS85

TYPE ACCIDENT FORM

```
--------------------------------
1   PSU NUMBER
2
--------------------------------
3
4   CASE NUMBER
5
6
--------------------------------
7   RECORD NUMBER (66)
8
--------------------------------
9   VERSION
--------------------------------
10  LINE NUMBER
11
--------------------------------
12
.
.
.   TEXT66
.
.
91
--------------------------------
```

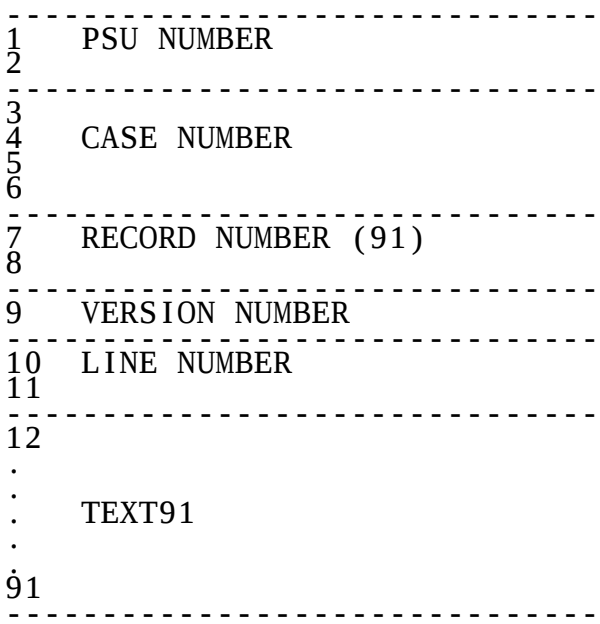
ACCIDENT DESCRIPTION FORM

```
-------------------------------
1    PSU NUMBER
2
-------------------------------
3
4    CASE NUMBER
5
6
-------------------------------
7    RECORD NUMBER (71)
8
-------------------------------
9    VERSION NUMBER
-------------------------------
10   LINE NUMBER
11
-------------------------------
12
.
.
.    TEXT71
.
.
91
-------------------------------
```

VEHICLE PROFILE FORM

```
--------------------------------
1   PSU NUMBER
2
--------------------------------
3
4   CASE NUMBER
5
6
--------------------------------
7   RECORD NUMBER (81)
8
--------------------------------
9   VERSION NUMBER
--------------------------------
10  LINE NUMBER
11
--------------------------------
12
.
.
.   TEXT81
.
.
91
--------------------------------
```

PERSON PROFILE FORM



SECTION 6
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 seven individual data sets, corresponding to the six NASS CDS data collection records. The exception is the Accident record which is broken into Accident and Accident Event data sets. The other data sets are General Vehicle, Exterior Vehicle, Interior Vehicle, Occupant Assessment and Occupant Injury. 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 occupant levels--through use of an appropriate set of SAS commands within the DATA step.

SAS Date Base Contents

The variable names in the NASS/SAS data base are from the data collection forms or derived variables 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") and are not included in percentage tabulations;

- The value of 95 ("test refused") for Alcohol Test Result For Driver (ALCTEST) has been recoded to .B; the value of 96 ("none given") has been recoded to .C; the value of 97 ("performed, results unknown") has been recoded to .D; the value of 98 ("no driver present") has been recoded to .E; and the value of 99 ("unknown") has been recoded to .U; these values are not included in percentage tabulations;

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

- Values for derived variables which cannot be computed due to conditions where a form is not completed e.g., non CDS applicable vehicle, have been recoded to .N ("not coded");

- Hour of Day (Time) is stored as a SAS time value and has an output format of HHMM5.

PSU NUMBER (PSU), CASE NUMBER-STRATUM (CASEID) and CASE SEQUENCE NUMBER (CASENO) are identical variables across all NASS records. CASENO is the first three digits of CASEID. Therefore, PSU and either CASENO or CASEID can be used to merge NASS record levels. Similarly, VEHICLE NUMBER (VEHNO) is identical in the General Vehicle, Exterior Vehicle, Interior Vehicle, Occupant Assessment and Occupant Injury 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 current year NASS Analysis file. 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:

The SAS System

CONTENTS PROCEDURE

-----Directory-----

Libref: NASS95
Engine: V610
Physical Name: M:\NASSDB\NASS95

#	Name	Memtype	Indexes
1	ACCIDENT	DATA	
2	ACC_DESC	DATA	
3	EVENT	DATA	
4	GV	DATA	
5	OA	DATA	
6	OI	DATA	
7	PERS_PRO	DATA	
8	TYP_ACC	DATA	
9	VE	DATA	
10	VEH_PRO	DATA	
11	VI	DATA	

Data Set Name:	NASS95.ACCIDENT	Observations:	4552
Member Type:	DATA	Variables:	24
Engine:	V610	Indexes:	0
Created:	9:07 Friday, October 11, 1996	Observation Length:	76

-----Alphabetic List of Variables and Attributes-----

#	Variable	Type	Len	Pos	Label
1	AAIS	Num	3	0	MAXIMUM KNOWN AIS IN ACCIDENT
24	ADMINSS	Num	3	73	ADMINISTRATIVE USE
2	AINJSER	Num	3	3	NUMBER OF SERIOUSLY INJURED OCCUPANTS
3	AINJURED	Num	3	6	TOTAL NUMBER OF INJURED OCCUPANTS
4	ALCINV	Num	3	9	ALCOHOL INVOLVED IN ACCIDENT
5	ATREAT	Num	3	12	MAXIMUM TREATMENT IN ACCIDENT
6	CASEID	Char	4	15	CASE NUMBER - STRATUM
7	CASENO	Num	3	19	CASE SEQUENCE NUMBER
8	DAYWEEK	Num	3	22	DAY OF WEEK OF ACCIDENT
9	DRGINV	Num	3	25	DRUG INVOLVED
10	DRVRACT	Num	3	28	UNSAFE DRIVER ACTIONS
11	EVENTS	Num	3	31	NUMBER OF RECORDED EVENTS IN ACCIDENT
12	FIRESTDY	Num	3	34	IMPACT FIRES
13	MANCOLL	Num	3	37	MANNER OF COLLISION
14	MONTH	Num	3	40	MONTH OF ACCIDENT
15	PEDSTUDY	Num	3	43	PEDESTRIAN CRASH DATA STUDY
16	PSU	Num	3	46	PRIMARY SAMPLING UNIT NUMBER
17	PSUSTRAT	Num	3	49	PRIMARY SAMPLING UNIT STRATIFICATION
18	RATWGT	Num	6	52	RATIO INFLATION FACTOR
19	STRATIF	Char	1	58	CASE STRATUM
20	TIME	Num	4	59	TIME OF ACCIDENT
21	VEHFORMS	Num	3	63	NUMBER GENERAL VEHICLE FORMS SUBMITTED
22	VERSION	Num	4	66	VERSION NUMBER
23	YEAR	Num	3	70	YEAR OF ACCIDENT

-----Variables Ordered by Position-----

#	Variable	Type	Len	Pos	Label
1	AAIS	Num	3	0	MAXIMUM KNOWN AIS IN ACCIDENT
2	AINJSER	Num	3	3	NUMBER OF SERIOUSLY INJURED OCCUPANTS
3	AINJURED	Num	3	6	TOTAL NUMBER OF INJURED OCCUPANTS
4	ALCINV	Num	3	9	ALCOHOL INVOLVED IN ACCIDENT
5	ATREAT	Num	3	12	MAXIMUM TREATMENT IN ACCIDENT
6	CASEID	Char	4	15	CASE NUMBER - STRATUM
7	CASENO	Num	3	19	CASE SEQUENCE NUMBER
8	DAYWEEK	Num	3	22	DAY OF WEEK OF ACCIDENT
9	DRGINV	Num	3	25	DRUG INVOLVED
10	DRVRACT	Num	3	28	UNSAFE DRIVER ACTIONS
11	EVENTS	Num	3	31	NUMBER OF RECORDED EVENTS IN ACCIDENT
12	FIRESTDY	Num	3	34	IMPACT FIRES
13	MANCOLL	Num	3	37	MANNER OF COLLISION
14	MONTH	Num	3	40	MONTH OF ACCIDENT
15	PEDSTUDY	Num	3	43	PEDESTRIAN CRASH DATA STUDY
16	PSU	Num	3	46	PRIMARY SAMPLING UNIT NUMBER
17	PSUSTRAT	Num	3	49	PRIMARY SAMPLING UNIT STRATIFICATION
18	RATWGT	Num	6	52	RATIO INFLATION FACTOR
19	STRATIF	Char	1	58	CASE STRATUM
20	TIME	Num	4	59	TIME OF ACCIDENT
21	VEHFORMS	Num	3	63	NUMBER GENERAL VEHICLE FORMS SUBMITTED
22	VERSION	Num	4	66	VERSION NUMBER
23	YEAR	Num	3	70	YEAR OF ACCIDENT
24	ADMINSS	Num	3	73	ADMINISTRATIVE USE

-----Sort Information-----

Sortedby:	PSU CASENO
Validated:	YES
Character Set:	ANSI

CONTENTS PROCEDURE

Data Set Name:	NASS95.ACC_DESC	Observations:	30931
Member Type:	DATA	Variables:	7
Engine:	V610	Indexes:	0
Created:	9:05 Friday, October 11, 1996	Observation Length:	97

-----Alphabetic List of Variables and Attributes-----

#	Variable	Type	Len	Pos	Label
6	CASEID	Char	4	90	CASE NUMBER - STRATUM
3	CASENO	Num	3	83	CASE SEQUENCE NUMBER
5	LINENO	Num	3	87	LINE NUMBER
2	PSU	Num	3	80	PRIMARY SAMPLING UNIT NUMBER
4	STRATIF	Char	1	86	CASE STRATUM
1	TEXT	Char	80	0	SUMMARY TEXT
7	VERSION	Num	3	94	VERSION NUMBER

-----Variables Ordered by Position-----

#	Variable	Type	Len	Pos	Label
1	TEXT	Char	80	0	SUMMARY TEXT
2	PSU	Num	3	80	PRIMARY SAMPLING UNIT NUMBER
3	CASENO	Num	3	83	CASE SEQUENCE NUMBER
4	STRATIF	Char	1	86	CASE STRATUM
5	LINENO	Num	3	87	LINE NUMBER
6	CASEID	Char	4	90	CASE NUMBER - STRATUM
7	VERSION	Num	3	94	VERSION NUMBER

-----Sort Information-----

Sortedby: PSU CASENO LINENO
Validated: YES
Character Set: ANSI

CONTENTS PROCEDURE

Data Set Name:	NASS95.EVENT	Observations:	8546
Member Type:	DATA	Variables:	13
Engine:	V610	Indexes:	0
Created:	9:07 Friday, October 11, 1996	Observation Length:	38

-----Alphabetic List of Variables and Attributes-----

#	Variable	Type	Len	Pos	Label
1	ACCSEQ	Num	3	0	ACCIDENT EVENT SEQUENCE NUMBER
2	CASEID	Char	4	3	CASE NUMBER - STRATUM
3	CASENO	Num	3	7	CASE SEQUENCE NUMBER
5	CLASS1	Num	3	13	CLASS OF FIRST VEHICLE
4	CLASS2	Num	3	10	CLASS OF OTHER VEHICLE
6	GADEV1	Char	1	16	GENERAL AREA OF DAMAGE FIRST VEHICLE
7	GADEV2	Char	1	17	GENERAL AREA OF DAMAGE OTHER VEHICLE
8	OBJCONT	Num	3	18	OTHER VEHICLE NUMBER OR OBJECT CONTACTED
10	PSU	Num	3	27	PRIMARY SAMPLING UNIT NUMBER
9	RATWGT	Num	6	21	RATIO INFLATION FACTOR
11	STRATIF	Char	1	30	CASE STRATUM
12	VEHNUM	Num	3	31	VEHICLE NUMBER
13	VERSION	Num	4	34	VERSION NUMBER

-----Variables Ordered by Position-----

#	Variable	Type	Len	Pos	Label
1	ACCSEQ	Num	3	0	ACCIDENT EVENT SEQUENCE NUMBER
2	CASEID	Char	4	3	CASE NUMBER - STRATUM
3	CASENO	Num	3	7	CASE SEQUENCE NUMBER
4	CLASS2	Num	3	10	CLASS OF OTHER VEHICLE
5	CLASS1	Num	3	13	CLASS OF FIRST VEHICLE
6	GADEV1	Char	1	16	GENERAL AREA OF DAMAGE FIRST VEHICLE
7	GADEV2	Char	1	17	GENERAL AREA OF DAMAGE OTHER VEHICLE
8	OBJCONT	Num	3	18	OTHER VEHICLE NUMBER OR OBJECT CONTACTED
9	RATWGT	Num	6	21	RATIO INFLATION FACTOR
10	PSU	Num	3	27	PRIMARY SAMPLING UNIT NUMBER
11	STRATIF	Char	1	30	CASE STRATUM
12	VEHNUM	Num	3	31	VEHICLE NUMBER
13	VERSION	Num	4	34	VERSION NUMBER

-----Sort Information-----

Sortedby:	PSU CASENO ACCSEQ
Validated:	YES
Character Set:	ANSI

CONTENTS PROCEDURE

Data Set Name:	NASS95.GV	Observations:	7971
Member Type:	DATA	Variables:	100
Engine:	V610	Indexes:	0
Created:	9:07 Friday, October 11, 1996	Observation Length:	302

-----Alphabetic List of Variables and Attributes-----

#	Variable	Type	Len	Pos	Label
1	ACCTYPE	Num	3	0	ACCIDENT TYPE
2	ALCTEST	Num	3	3	ALCOHOL TEST RESULT FOR DRIVER
49	ALIGNMNT	Num	3	151	ROADWAY ALIGNMENT
4	ANGOTHER	Num	3	9	HEADING ANGLE FOR OTHER VEHICLE
3	ANGTHIS	Num	3	6	HEADING ANGLE FOR THIS VEHICLE
91	ANTILOCK	Num	3	286	ANTILOCK BRAKES
5	AOPSVEH	Num	3	12	AOPS VEHICLE
7	BAGDEPFV	Num	3	18	AIR BAG DEPLOYMENT, FIRST SEAT FRONTAL
8	BAGDEPOV	Num	3	21	AIR BAG DEPLOYMENT, OTHER
9	BAREQSP	Num	3	24	BARRIER EQUIVALENT SPEED
10	BODYTYPE	Num	3	27	VEHICLE BODY TYPE
95	CARBUR	Char	1	292	CARBURETION
11	CARGOWGT	Num	3	30	VEHICLE CARGO WEIGHT
12	CASEID	Char	4	33	CASE NUMBER - STRATUM
13	CASENO	Num	3	37	CASE SEQUENCE NUMBER
14	CONDTREE	Num	3	40	POST COLLISION CONDITION OF TREE OR POLE
15	CURBWGT	Num	4	43	VEHICLE CURB WEIGHT
100	DAYRUNLT	Char	1	301	DAYLIGHT RUNNING LIGHTS
17	DOCTRAJ	Num	3	50	DOCUMENTATION OF TRAJECTORY DATA
19	DRINKING	Num	3	56	POLICE REPORTED ALCOHOL PRESENCE
18	DRIVDIST	Num	3	53	DRIVER'S DISTRACTION/INATTENTION TO DRIV
20	DRIVE	Num	3	59	FRONT/REAR WHEEL DRIVE
21	DRPRES	Num	3	62	DRIVER PRESENCE IN VEHICLE
22	DRRACE	Num	3	65	DRIVER'S RACE/ETHNIC ORIGIN
81	DRUGS	Num	3	253	REPORTED OTHER DRUG
23	DRZIP	Num	4	68	DRIVER'S ZIP CODE
24	DVBASIS	Num	3	72	BASIS FOR TOTAL DELTA V (HIGHEST)
25	DVCONFID	Num	3	75	CONFIDENCE IN RECONSTRUCTION
16	DVEST	Num	3	47	ESTIMATED HIGHEST DELTA V
26	DVLAT	Num	3	78	LATERAL COMPONENT OF DELTA V
27	DVLONG	Num	3	81	LONGITUDINAL COMPONENT OF DELTA V
28	DVTOTAL	Num	3	84	TOTAL DELTA V
29	ENERGY	Num	4	87	ENERGY ABSORPTION
93	FOURWHDR	Char	1	290	FOUR WHEEL DRIVE
30	FOVERIDE	Num	3	91	FRONT OVERRIDE/UNDERRIDE THIS VEHICLE
92	FRTWHLDR	Char	1	289	FRONT WHEEL DRIVE
96	FUELCODE	Char	1	293	FUEL CODE
31	IMPACTSP	Num	3	94	IMPACT SPEED
32	INSPTYPE	Num	3	97	TYPE OF VEHICLE INSPECTION
33	LANES	Num	3	100	NUMBER OF LANES
34	LGTCOND	Num	3	103	LIGHT CONDITIONS
35	MAKE	Num	3	106	VEHICLE MAKE
36	MANEUVER	Num	3	109	ATTEMPTED AVOIDANCE MANEUVER
82	MCYCLDS	Num	4	256	MOTORCYCLE ENGINE DISPLACEMENT
37	MODEL	Num	3	112	VEHICLE MODEL
38	MODELYR	Num	3	115	VEHICLE MODEL YEAR
40	OCCFORMS	Num	3	124	NUMBER OF OCCUPANT FORMS SUBMITTED
41	OCUPANTS	Num	3	127	NUMBER OF OCCUPANTS THIS VEHICLE
42	OTBDYTYP	Num	3	130	BODY TYPE OF THE OTHER VEHICLE
43	OTVEHWGT	Num	3	133	WEIGHT OF THE OTHER VEHICLE
44	PREEVENT	Num	3	136	INITIAL CRITICAL (PRECRASH) EVENT
46	PREILOC	Num	3	142	PRE-IMPACT LOCATION
47	PREISTAB	Num	3	145	PRE-IMPACT STABILITY
45	PREMOVE	Num	3	139	PRE-EVENT MOVEMENT PRIOR REC CRIT EVENT
51	PROFILE	Num	3	157	ROADWAY PROFILE

48	PSU	Num	3	148	PRIMARY SAMPLING UNIT NUMBER
39	RATWGT	Num	6	118	RATIO INFLATION FACTOR
53	RELINTER	Num	3	163	RELATION TO JUNCTION
94	RESTYPE	Char	1	291	RESTRAINT TYPE
54	ROLINDIR	Num	3	166	DIRECTION OF INITIAL ROLL
55	ROLINLOC	Num	3	169	LOCATION OF ROLLOVER
56	ROLINTYP	Num	3	172	ROLLOVER INITIATION TYPE
57	ROLLOBJ	Num	3	175	ROLLOVER INITIATION OBJECT CONTACTED
58	ROLLOVER	Num	3	178	ROLLOVER
88	ROOF1	Num	3	277	ROOF
89	ROOF2	Num	3	280	OPTIONAL ROOF 1
90	ROOF3	Num	3	283	OPTIONAL ROOF 2
59	ROVERIDE	Num	3	181	REAR OVERRIDE/UNDERRIDE THIS VEHICLE
86	SERTR	Char	3	272	VINA SERIES TRUCK
60	SPECOTH	Num	3	184	OTHER DRUG: SPECIMEN TEST RESULTS
61	SPLIMIT	Num	3	187	SPEED LIMIT
62	STRATIF	Char	1	190	CASE STRATUM
50	SURCOND	Num	3	154	ROADWAY SURFACE CONDITION
52	SURTYPE	Num	3	160	ROADWAY SURFACE TYPE
63	TOWHITCH	Num	3	191	TOWED TRAILING UNIT
64	TOWPAR	Num	3	194	POLICE REPORTED VEHICLE DISPOSITION
65	TRAFCONT	Num	3	197	TRAFFIC CONTROL DEVICE
68	TRAFFLOW	Num	3	206	TRAFFICWAY FLOW
67	TRAVELSP	Num	3	203	POLICE REPORTED TRAVEL SPEED
66	TRCTLFCT	Num	3	200	TRAFFIC CONTROL DEVICE FUNCTIONING
69	TRIPLOC	Num	3	209	LOC. ON VEH. WHERE INIT TRIP FORCE APPL
70	VAIS	Num	3	212	MAXIMUM KNOWN AIS IN THIS VEHICLE
71	VEHNO	Num	3	215	VEHICLE NUMBER
98	VEHTYPE	Char	1	297	TYPE OF VEHICLE
72	VEHUSE	Num	3	218	VEHICLE SPECIAL USE
83	VEHWGT	Num	4	260	VIN VEHICLE WEIGHT - CAR
73	VERSION	Num	4	221	VERSION NUMBER
74	VIN	Char	10	225	VEHICLE IDENTIFICATION NUMBER
85	VINAMOD	Char	3	269	VIN MODEL CARS
87	VINBT	Char	2	275	VIN BODY TYPE
75	VINJSER	Num	3	235	NUMBER SERIOUSLY INJURED IN THIS VEHICLE
76	VINJURED	Num	3	238	NUMBER INJURED IN THIS VEHICLE
78	VINLNGTH	Num	3	244	VIN LENGTH
84	VINMAKE	Char	5	264	VIN MAKE
80	VINMODYR	Num	3	250	VIN MODEL YR
77	VINO	Num	3	241	VINO
79	VTREAT	Num	3	247	MAXIMUM TREATMENT IN THIS VEHICLE
6	WEATHER	Num	3	15	ATMOSPHERIC CONDITIONS
97	WGTCDTR	Num	3	294	TRUCK WEIGHT CODE
99	WHLDRWHL	Num	3	298	NUMBER WHEELS/NUMBER OF DRIVE WHEELS

-----Variables Ordered by Position-----

#	Variable	Type	Len	Pos	Label
1	ACCTYPE	Num	3	0	ACCIDENT TYPE
2	ALCTEST	Num	3	3	ALCOHOL TEST RESULT FOR DRIVER
3	ANGTHIS	Num	3	6	HEADING ANGLE FOR THIS VEHICLE
4	ANGOTHER	Num	3	9	HEADING ANGLE FOR OTHER VEHICLE
5	AOPSVEH	Num	3	12	AOPS VEHICLE
6	WEATHER	Num	3	15	ATMOSPHERIC CONDITIONS
7	BAGDEPFV	Num	3	18	AIR BAG DEPLOYMENT, FIRST SEAT FRONTAL
8	BAGDEPOV	Num	3	21	AIR BAG DEPLOYMENT, OTHER
9	BAREQSP	Num	3	24	BARRIER EQUIVALENT SPEED
10	BODYTYPE	Num	3	27	VEHICLE BODY TYPE
11	CARGOWGT	Num	3	30	VEHICLE CARGO WEIGHT
12	CASEID	Char	4	33	CASE NUMBER - STRATUM
13	CASENO	Num	3	37	CASE SEQUENCE NUMBER
14	CONDTREE	Num	3	40	POST COLLISION CONDITION OF TREE OR POLE
15	CURBWGT	Num	4	43	VEHICLE CURB WEIGHT
16	DVEST	Num	3	47	ESTIMATED HIGHEST DELTA V
17	DOCTRAJ	Num	3	50	DOCUMENTATION OF TRAJECTORY DATA
18	DRIVDIST	Num	3	53	DRIVER'S DISTRACTION/INATTENTION TO DRIV

19	DRINKING	Num	3	56	POLICE REPORTED ALCOHOL PRESENCE
20	DRIVE	Num	3	59	FRONT/REAR WHEEL DRIVE
21	DRPRES	Num	3	62	DRIVER PRESENCE IN VEHICLE
22	DRRACE	Num	3	65	DRIVER'S RACE/ETHNIC ORIGIN
23	DRZIP	Num	4	68	DRIVER'S ZIP CODE
24	DVBASIS	Num	3	72	BASIS FOR TOTAL DELTA V (HIGHEST)
25	DVCONFID	Num	3	75	CONFIDENCE IN RECONSTRUCTION
26	DVLAT	Num	3	78	LATERAL COMPONENT OF DELTA V
27	DVLONG	Num	3	81	LONGITUDINAL COMPONENT OF DELTA V
28	DVTOTAL	Num	3	84	TOTAL DELTA V
29	ENERGY	Num	4	87	ENERGY ABSORPTION
30	FOVERIDE	Num	3	91	FRONT OVERRIDE/UNDERRIDE THIS VEHICLE
31	IMPACTSP	Num	3	94	IMPACT SPEED
32	INSPTYPE	Num	3	97	TYPE OF VEHICLE INSPECTION
33	LANES	Num	3	100	NUMBER OF LANES
34	LGTCOND	Num	3	103	LIGHT CONDITIONS
35	MAKE	Num	3	106	VEHICLE MAKE
36	MANEUVER	Num	3	109	ATTEMPTED AVOIDANCE MANEUVER
37	MODEL	Num	3	112	VEHICLE MODEL
38	MODELYR	Num	3	115	VEHICLE MODEL YEAR
39	RATWGT	Num	6	118	RATIO INFLATION FACTOR
40	OCCFORMS	Num	3	124	NUMBER OF OCCUPANT FORMS SUBMITTED
41	OCUPANTS	Num	3	127	NUMBER OF OCCUPANTS THIS VEHICLE
42	OTBDYTYP	Num	3	130	BODY TYPE OF THE OTHER VEHICLE
43	OTVEHWGT	Num	3	133	WEIGHT OF THE OTHER VEHICLE
44	PREEVENT	Num	3	136	INITIAL CRITICAL (PRECRASH) EVENT
45	PREMOVE	Num	3	139	PRE-EVENT MOVEMENT PRIOR REC CRIT EVENT
46	PREILOC	Num	3	142	PRE-IMPACT LOCATION
47	PREISTAB	Num	3	145	PRE-IMPACT STABILITY
48	PSU	Num	3	148	PRIMARY SAMPLING UNIT NUMBER
49	ALIGNMNT	Num	3	151	ROADWAY ALIGNMENT
50	SURCOND	Num	3	154	ROADWAY SURFACE CONDITION
51	PROFILE	Num	3	157	ROADWAY PROFILE
52	SURTYPE	Num	3	160	ROADWAY SURFACE TYPE
53	RELINTER	Num	3	163	RELATION TO JUNCTION
54	ROLINDIR	Num	3	166	DIRECTION OF INITIAL ROLL
55	ROLINLOC	Num	3	169	LOCATION OF ROLLOVER
56	ROLINTYP	Num	3	172	ROLLOVER INITIATION TYPE
57	ROLLOBJ	Num	3	175	ROLLOVER INITIATION OBJECT CONTACTED
58	ROLLOVER	Num	3	178	ROLLOVER
59	ROVERIDE	Num	3	181	REAR OVERRIDE/UNDERRIDE THIS VEHICLE
60	SPECOTH	Num	3	184	OTHER DRUG: SPECIMEN TEST RESULTS
61	SPLIMIT	Num	3	187	SPEED LIMIT
62	STRATIF	Char	1	190	CASE STRATUM
63	TOWHITCH	Num	3	191	TOWED TRAILING UNIT
64	TOWPAR	Num	3	194	POLICE REPORTED VEHICLE DISPOSITION
65	TRAFCONT	Num	3	197	TRAFFIC CONTROL DEVICE
66	TRCTLFCT	Num	3	200	TRAFFIC CONTROL DEVICE FUNCTIONING
67	TRAVELSP	Num	3	203	POLICE REPORTED TRAVEL SPEED
68	TRAFFLOW	Num	3	206	TRAFFICWAY FLOW
69	TRIPLOC	Num	3	209	LOC. ON VEH. WHERE INIT TRIP FORCE APPL
70	VAIS	Num	3	212	MAXIMUM KNOWN AIS IN THIS VEHICLE
71	VEHNO	Num	3	215	VEHICLE NUMBER
72	VEHUSE	Num	3	218	VEHICLE SPECIAL USE
73	VERSION	Num	4	221	VERSION NUMBER
74	VIN	Char	10	225	VEHICLE IDENTIFICATION NUMBER
75	VINJSER	Num	3	235	NUMBER SERIOUSLY INJURED IN THIS VEHICLE
76	VINJURED	Num	3	238	NUMBER INJURED IN THIS VEHICLE
77	VINO	Num	3	241	VINO
78	VINLNGTH	Num	3	244	VIN LENGTH
79	VTREAT	Num	3	247	MAXIMUM TREATMENT IN THIS VEHICLE
80	VINMODYR	Num	3	250	VIN MODEL YR
81	DRUGS	Num	3	253	REPORTED OTHER DRUG
82	MCYCLDS	Num	4	256	MOTORCYCLE ENGINE DISPLACEMENT
83	VEHWGT	Num	4	260	VIN VEHICLE WEIGHT - CAR
84	VINMAKE	Char	5	264	VIN MAKE
85	VINAMOD	Char	3	269	VIN MODEL CARS
86	SERTR	Char	3	272	VINA SERIES TRUCK
87	VINBT	Char	2	275	VIN BODY TYPE

88	ROOF1	Num	3	277	ROOF
89	ROOF2	Num	3	280	OPTIONAL ROOF 1
90	ROOF3	Num	3	283	OPTIONAL ROOF 2
91	ANTILOCK	Num	3	286	ANTILOCK BRAKES
92	FRTWHLDR	Char	1	289	FRONT WHEEL DRIVE
93	FOURWHDR	Char	1	290	FOUR WHEEL DRIVE
94	RESTYPE	Char	1	291	RESTRAINT TYPE
95	CARBUR	Char	1	292	CARBURETION
96	FUELCODE	Char	1	293	FUEL CODE
97	WGTCDTR	Num	3	294	TRUCK WEIGHT CODE
98	VEHTYPE	Char	1	297	TYPE OF VEHICLE
99	WHLDRWHL	Num	3	298	NUMBER WHEELS/NUMBER OF DRIVE WHEELS
100	DAYRUNLT	Char	1	301	DAYLIGHT RUNNING LIGHTS

-----Sort Information-----

Sortedby: PSU CASENO VEHNO
Validated: YES
Character Set: ANSI

CONTENTS PROCEDURE

Data Set Name:	NASS95.OA	Observations:	10507
Member Type:	DATA	Variables:	80
Engine:	V610	Indexes:	0
Created:	9:08 Friday, October 11, 1996	Observation Length:	243
Last Modified:	9:08 Friday, October 11, 1996	Deleted Observations:	0
Protection:		Compressed:	NO
Data Set Type:		Sorted:	YES
Label:			

-----Engine/Host Dependent Information-----

Data Set Page Size:	7680
Number of Data Set Pages:	341
File Format:	607
First Data Page:	2
Max Obs per Page:	31
Obs in First Data Page:	20

-----Alphabetic List of Variables and Attributes-----

#	Variable	Type	Len	Pos	Label
1	ABELTAVL	Num	3	0	AUTOMATIC BELT SYSTEM AVAILABILITY/FUNC
2	ABELTUSE	Num	3	3	AUTOMATIC BELT (PASSIVE) SYSTEM USE
3	ABELTYPE	Num	3	6	AUTOMATIC (PASSIVE) BELT SYSTEM TYPE
4	ABLTFAIL	Num	3	9	AUTOMATIC (PASSIVE) BELT SYSTEM FAILURE
5	ABLTPROP	Num	3	12	PROPER USE OF AUTO (PASSIVE) BELT SYSTEM
6	AGE	Num	3	15	AGE OF OCCUPANT
7	BAGAVAIL	Num	3	18	AIR BAG SYSTEM AVAILABILITY
54	BAGAVOTH	Num	3	160	OTHER FRONTAL AIR BAG AVAILABILITY/FUNCT
8	BAGAVRPT	Num	3	21	POLICE REPORTED AIRBAG AVAILABILITY/FUNC
21	BAGCDC	Num	3	61	CDC FOR AIR BAG DEPLOYMENT IMPACT
28	BAGCONOT	Num	3	82	AIR BAG CONTACTED BY ANOTHER OCCUPANT
11	BAGDAMAG	Num	3	30	WAS THERE DAMAGE TO THE AIR BAG
67	BAGDAMSO	Num	3	202	SOURCE OF AIR BAG DAMAGE
9	BAGDEPLY	Num	3	24	AIR BAG SYSTEM DEPLOYED
55	BAGDEPOT	Num	3	163	OTHER AIR BAG SYSTEM DEPLOYMENT
10	BAGEVENT	Num	3	27	AIR BAG DEPLOYMENT ACCIDENT EVENT SEQUEN
12	BAGFAIL	Num	3	33	AIR BAG SYSTEM FAILURE
35	BAGFLDAM	Num	3	103	WERE AIR BAG MODULE COVER FLAPS DAMAGED
36	BAGFLOPN	Num	3	106	DID AIR BAG MODULE COVER FLAPS OPEN AT D
43	BAGMAINT	Num	3	127	PRIOR MAINTENANCE/SERVICE ON AIR BAG
13	BAGTETHR	Num	3	36	WAS THE AIR BAG TETHERED
14	BAGTYPE	Num	3	39	TYPE OF AIR BAG
72	BAGVENTS	Num	3	215	DID THE AIR BAG HAVE VENT PORTS
15	BELTANCH	Num	3	42	SHOULDER BELT UPPER ANCHORAGE ADJUSTMENT
57	BELTSOU	Num	3	169	PRIMARY SOURCE OF BELT USE DETERMINATION
80	BICARB	Num	3	240	ARTERIAL BLOOD GASES (ABG) HC03
79	BLOOD	Num	3	237	WAS THE OCCUPANT GIVEN BLOOD?
16	CASEID	Char	4	45	CASE NUMBER - STRATUM
17	CASENO	Num	3	49	CASE SEQUENCE NUMBER
18	CAUSE1	Num	3	52	1ST MEDICALLY REPORTED CAUSE OF DEATH
19	CAUSE2	Num	3	55	2ND MEDICALLY REPORTED CAUSE OF DEATH
20	CAUSE3	Num	3	58	3RD MEDICALLY REPORTED CAUSE OF DEATH
22	CHHARNES	Num	3	64	CHILD SAFETY SEAT HARNESS USAGE
23	CHMAKE	Num	3	67	CHILD SAFETY SEAT MAKE/MODEL
24	CHORIENT	Num	3	70	CHILD SAFETY SEAT ORIENTATION
25	CHSHIELD	Num	3	73	CHILD SAFETY SEAT SHIELD USAGE
26	CHTETHER	Num	3	76	CHILD SAFETY SEAT TETHER USAGE
27	CHTYPE	Num	3	79	TYPE OF CHILD SAFETY SEAT
29	DEATH	Num	3	85	TIME TO DEATH
30	DVBAG	Num	3	88	LONGITUDINAL COMPONENT OF DELTA V FOR AI
31	EJCTAREA	Num	3	91	EJECTION AREA

32	EJCTMED	Num	3	94	EJECTION MEDIUM
33	EJECTION	Num	3	97	EJECTION
34	ENTRAP	Num	3	100	ENTRAPMENT
51	EYEWEAR	Num	3	151	WAS THE OCCUPANT WEARING EYE-WEAR
78	GLASGOW	Num	3	234	GLASGOW COMA SCALE (GCS) SCORE
37	HEADREST	Num	3	109	HEAD RESTRAINT TYPE/DAMAGE BY OCCUPANT
38	HEIGHT	Num	3	112	HEIGHT OF OCCUPANT
39	HOSPSTAY	Num	3	115	HOSPITAL STAY
40	INJNUM	Num	3	118	NUMBER RECORDED INJURIES THIS OCCUPANT
41	INJSEV	Num	3	121	INJURY SEVERITY (POLICE RATING)
42	ISS	Num	3	124	INJURY SEVERITY SCORE
44	MAIS	Num	3	130	MAXIMUM KNOWN OCCUPANT AIS
45	MANAVAIL	Num	3	133	MANUAL BELT SYSTEM AVAILABILITY
46	MANFAIL	Num	3	136	MANUAL BELT FAILURE MODE DURING ACCIDENT
47	MANPROPR	Num	3	139	PROPER USE OF MANUAL BELTS
48	MANUSE	Num	3	142	MANUAL BELT SYSTEM USE
50	MEDFACIL	Num	3	148	TYPE MEDICAL FACILITY INITIAL TREATMENT
49	MEDSTA	Num	3	145	MEDIUM STATUS (PRIOR TO IMPACT)
52	OCCMOBIL	Num	3	154	OCCUPANT MOBILITY
53	OCCNO	Num	3	157	OCCUPANT NUMBER
56	PARUSE	Num	3	166	POLICE REPORTED RESTRAINT USE
58	POSTURE	Num	3	172	OCCUPANT'S POSTURE
59	PREVACC	Num	3	175	HAD VEHICLE BEEN IN PREVIOUS ACCIDENTS
60	PSU	Num	3	178	PRIMARY SAMPLING UNIT NUMBER
61	RATWGT	Num	6	181	RATIO INFLATION FACTOR
62	ROLE	Num	3	187	OCCUPANT'S ROLE
63	SEATPERF	Num	3	190	SEAT PERFORMANCE (THIS POSITION)
64	SEATPOS	Num	3	193	OCCUPANT'S SEAT POSITION
70	SEATRACK	Num	3	209	SEAT TRACK ADJUSTED POSITION PRIOR TO IM
65	SEATTYPE	Num	3	196	SEAT TYPE (THIS OCCUPANT POSITION)
66	SEX	Num	3	199	OCCUPANT'S SEX
68	STBACINC	Num	3	205	SEAT BACK INCLINE PRIOR AND POST IMPACT
77	STORIENT	Num	3	231	SEAT ORIENTATION (THIS OCCUPANT POS.)
69	STRATIF	Char	1	208	CASE STRATUM
71	TREATMNT	Num	3	212	TREATMENT - MORTALITY
74	VEHNO	Num	3	222	VEHICLE NUMBER
73	VERSION	Num	4	218	VERSION NUMBER
75	WEIGHT	Num	3	225	OCCUPANT'S WEIGHT
76	WORKDAYS	Num	3	228	WORKING DAYS LOST

CONTENTS PROCEDURE

-----Variables Ordered by Position-----

#	Variable	Type	Len	Pos	Label
1	ABELTAVL	Num	3	0	AUTOMATIC BELT SYSTEM AVAILABILITY/FUNC
2	ABELTUSE	Num	3	3	AUTOMATIC BELT (PASSIVE) SYSTEM USE
3	ABELTYPE	Num	3	6	AUTOMATIC (PASSIVE) BELT SYSTEM TYPE
4	ABLTFAIL	Num	3	9	AUTOMATIC (PASSIVE) BELT SYSTEM FAILURE
5	ABLTPROP	Num	3	12	PROPER USE OF AUTO (PASSIVE) BELT SYSTEM
6	AGE	Num	3	15	AGE OF OCCUPANT
7	BAGAVAIL	Num	3	18	AIR BAG SYSTEM AVAILABILITY
8	BAGAVRPT	Num	3	21	POLICE REPORTED AIRBAG AVAILABILITY/FUNC
9	BAGDEPLY	Num	3	24	AIR BAG SYSTEM DEPLOYED
10	BAGEVENT	Num	3	27	AIR BAG DEPLOYMENT ACCIDENT EVENT SEQUEN
11	BAGDAMAG	Num	3	30	WAS THERE DAMAGE TO THE AIR BAG
12	BAGFAIL	Num	3	33	AIR BAG SYSTEM FAILURE
13	BAGTETHR	Num	3	36	WAS THE AIR BAG TETHERED
14	BAGTYPE	Num	3	39	TYPE OF AIR BAG
15	BELTANCH	Num	3	42	SHOULDER BELT UPPER ANCHORAGE ADJUSTMENT
16	CASEID	Char	4	45	CASE NUMBER - STRATUM
17	CASENO	Num	3	49	CASE SEQUENCE NUMBER
18	CAUSE1	Num	3	52	1ST MEDICALLY REPORTED CAUSE OF DEATH
19	CAUSE2	Num	3	55	2ND MEDICALLY REPORTED CAUSE OF DEATH
20	CAUSE3	Num	3	58	3RD MEDICALLY REPORTED CAUSE OF DEATH
21	BAGCDC	Num	3	61	CDC FOR AIR BAG DEPLOYMENT IMPACT

22	CHHARNES	Num	3	64	CHILD SAFETY SEAT HARNESS USAGE
23	CHMAKE	Num	3	67	CHILD SAFETY SEAT MAKE/MODEL
24	CHORIENT	Num	3	70	CHILD SAFETY SEAT ORIENTATION
25	CHSHIELD	Num	3	73	CHILD SAFETY SEAT SHIELD USAGE
26	CHTETHER	Num	3	76	CHILD SAFETY SEAT TETHER USAGE
27	CHTYPE	Num	3	79	TYPE OF CHILD SAFETY SEAT
28	BAGCONOT	Num	3	82	AIR BAG CONTACTED BY ANOTHER OCCUPANT
29	DEATH	Num	3	85	TIME TO DEATH
30	DVBAG	Num	3	88	LONGITUDINAL COMPONENT OF DELTA V FOR AI
31	EJCTAREA	Num	3	91	EJECTION AREA
32	EJCTMED	Num	3	94	EJECTION MEDIUM
33	EJECTION	Num	3	97	EJECTION
34	ENTRAP	Num	3	100	ENTRAPMENT
35	BAGFLDAM	Num	3	103	WERE AIR BAG MODULE COVER FLAPS DAMAGED
36	BAGFLOPN	Num	3	106	DID AIR BAG MODULE COVER FLAPS OPEN AT D
37	HEADREST	Num	3	109	HEAD RESTRAINT TYPE/DAMAGE BY OCCUPANT
38	HEIGHT	Num	3	112	HEIGHT OF OCCUPANT
39	HOSPSTAY	Num	3	115	HOSPITAL STAY
40	INJNUM	Num	3	118	NUMBER RECORDED INJURIES THIS OCCUPANT
41	INJSEV	Num	3	121	INJURY SEVERITY (POLICE RATING)
42	ISS	Num	3	124	INJURY SEVERITY SCORE
43	BAGMAINT	Num	3	127	PRIOR MAINTENANCE/SERVICE ON AIR BAG
44	MAIS	Num	3	130	MAXIMUM KNOWN OCCUPANT AIS
45	MANAVAIL	Num	3	133	MANUAL BELT SYSTEM AVAILABILITY
46	MANFAIL	Num	3	136	MANUAL BELT FAILURE MODE DURING ACCIDENT
47	MANPROPR	Num	3	139	PROPER USE OF MANUAL BELTS
48	MANUSE	Num	3	142	MANUAL BELT SYSTEM USE
49	MEDSTA	Num	3	145	MEDIUM STATUS (PRIOR TO IMPACT)
50	MEDFACIL	Num	3	148	TYPE MEDICAL FACILITY INITIAL TREATMENT
51	EYEWEAR	Num	3	151	WAS THE OCCUPANT WEARING EYE-WEAR
52	OCCMOBIL	Num	3	154	OCCUPANT MOBILITY
53	OCCNO	Num	3	157	OCCUPANT NUMBER
54	BAGAVOTH	Num	3	160	OTHER FRONTAL AIR BAG AVAILABILITY/FUNCT
55	BAGDEPOT	Num	3	163	OTHER AIR BAG SYSTEM DEPLOYMENT
56	PARUSE	Num	3	166	POLICE REPORTED RESTRAINT USE
57	BELTSOU	Num	3	169	PRIMARY SOURCE OF BELT USE DETERMINATION
58	POSTURE	Num	3	172	OCCUPANT'S POSTURE
59	PREVACC	Num	3	175	HAD VEHICLE BEEN IN PREVIOUS ACCIDENTS
60	PSU	Num	3	178	PRIMARY SAMPLING UNIT NUMBER
61	RATWGT	Num	6	181	RATIO INFLATION FACTOR
62	ROLE	Num	3	187	OCCUPANT'S ROLE
63	SEATPERF	Num	3	190	SEAT PERFORMANCE (THIS POSITION)
64	SEATPOS	Num	3	193	OCCUPANT'S SEAT POSITION
65	SEATTYPE	Num	3	196	SEAT TYPE (THIS OCCUPANT POSITION)
66	SEX	Num	3	199	OCCUPANT'S SEX
67	BAGDAMSO	Num	3	202	SOURCE OF AIR BAG DAMAGE
68	STBACINC	Num	3	205	SEAT BACK INCLINE PRIOR AND POST IMPACT
69	STRATIF	Char	1	208	CASE STRATUM
70	SEATRACK	Num	3	209	SEAT TRACK ADJUSTED POSITION PRIOR TO IM
71	TREATMNT	Num	3	212	TREATMENT - MORTALITY
72	BAGVENTS	Num	3	215	DID THE AIR BAG HAVE VENT PORTS
73	VERSION	Num	4	218	VERSION NUMBER
74	VEHNO	Num	3	222	VEHICLE NUMBER
75	WEIGHT	Num	3	225	OCCUPANT'S WEIGHT
76	WORKDAYS	Num	3	228	WORKING DAYS LOST
77	STORIENT	Num	3	231	SEAT ORIENTATION (THIS OCCUPANT POS.)
78	GLASGOW	Num	3	234	GLASGOW COMA SCALE (GCS) SCORE
79	BLOOD	Num	3	237	WAS THE OCCUPANT GIVEN BLOOD?
80	BICARB	Num	3	240	ARTERIAL BLOOD GASES (ABG) HC03

CONTENTS PROCEDURE

-----Sort Information-----

Sortedby: PSU CASENO VEHNO OCCNO
Validated: YES
Character Set: ANSI

CONTENTS PROCEDURE

Data Set Name:	NASS95.OI	Observations:	29638
Member Type:	DATA	Variables:	23
Engine:	V610	Indexes:	0
Created:	9:08 Friday, October 11, 1996	Observation Length:	66
Last Modified:	9:09 Friday, October 11, 1996	Deleted Observations:	0
Protection:		Compressed:	NO
Data Set Type:		Sorted:	YES
Label:			

-----Engine/Host Dependent Information-----

Data Set Page Size:	4096
Number of Data Set Pages:	487
File Format:	607
First Data Page:	1
Max Obs per Page:	61
Obs in First Data Page:	13

-----Alphabetic List of Variables and Attributes-----

#	Variable	Type	Len	Pos	Label
1	AIS	Num	3	0	A.I.S. SEVERITY
2	ASPECT90	Num	3	3	ASPECT90
22	BODYREG	Char	1	64	BODY REGION
3	CASEID	Char	4	6	CASE NUMBER - STRATUM
4	CASENO	Num	3	10	CASE SEQUENCE NUMBER
5	DIRINJ	Num	3	13	DIRECT/INDIRECT INJURY
6	INJLEVEL	Num	3	16	INJURY LEVEL
7	INJNO	Num	3	19	INJURY NUMBER
8	INJSOU	Num	3	22	INJURY SOURCE
9	INTRUNO	Num	3	25	OCCUPANT AREA INTRUSION NO.
23	LESION	Char	1	65	LESION (A.I.S. - O.I.C.)
10	OCCNO	Num	3	28	OCCUPANT NUMBER
11	PSU	Num	3	31	PRIMARY SAMPLING UNIT NUMBER
12	RATWGT	Num	6	34	RATIO INFLATION FACTOR
13	REGION90	Num	3	40	BODY REGION (O.I.C. - A.I.S.)
14	SOUCON	Num	3	43	INJURY SOURCE CONFIDENCE LEVEL
15	SOUDAT	Num	3	46	SOURCE OF INJURY DATA
16	STRATIF	Char	1	49	CASE STRATUM
17	STRUSPEC	Num	3	50	SPECIFIC ANATOMIC STRUCTURE
18	STRUTYPE	Num	3	53	TYPE OF ANATOMIC STRUCTURE
21	SYSORG	Char	1	63	SYSTEM/ORGAN (O.I.C. - A.I.S.)
20	VEHNO	Num	3	60	VEHICLE NUMBER
19	VERSION	Num	4	56	VERSION NUMBER

CONTENTS PROCEDURE

-----Variables Ordered by Position-----

#	Variable	Type	Len	Pos	Label
1	AIS	Num	3	0	A.I.S. SEVERITY
2	ASPECT90	Num	3	3	ASPECT90
3	CASEID	Char	4	6	CASE NUMBER - STRATUM
4	CASENO	Num	3	10	CASE SEQUENCE NUMBER
5	DIRINJ	Num	3	13	DIRECT/INDIRECT INJURY
6	INJLEVEL	Num	3	16	INJURY LEVEL
7	INJNO	Num	3	19	INJURY NUMBER
8	INJSOU	Num	3	22	INJURY SOURCE
9	INTRUNO	Num	3	25	OCCUPANT AREA INTRUSION NO.
10	OCCNO	Num	3	28	OCCUPANT NUMBER
11	PSU	Num	3	31	PRIMARY SAMPLING UNIT NUMBER
12	RATWGT	Num	6	34	RATIO INFLATION FACTOR
13	REGION90	Num	3	40	BODY REGION (O.I.C. - A.I.S.)

14	SOUCON	Num	3	43	INJURY SOURCE CONFIDENCE LEVEL
15	SOUDAT	Num	3	46	SOURCE OF INJURY DATA
16	STRATIF	Char	1	49	CASE STRATUM
17	STRUSPEC	Num	3	50	SPECIFIC ANATOMIC STRUCTURE
18	STRUTYPE	Num	3	53	TYPE OF ANATOMIC STRUCTURE
19	VERSION	Num	4	56	VERSION NUMBER
20	VEHNO	Num	3	60	VEHICLE NUMBER
21	SYSORG	Char	1	63	SYSTEM/ORGAN (O.I.C. - A.I.S.)
22	BODYREG	Char	1	64	BODY REGION
23	LESION	Char	1	65	LESION (A.I.S. - O.I.C.)

-----Sort Information-----

Sortedby: PSU CASENO VEHNO OCCNO INJNO
Validated: YES
Character Set: ANSI

CONTENTS PROCEDURE

Data Set Name:	NASS95.PERS_PRO	Observations:	15354
Member Type:	DATA	Variables:	7
Engine:	V610	Indexes:	0
Created:	9:06 Friday, October 11, 1996	Observation Length:	94
Last Modified:	9:07 Friday, October 11, 1996	Deleted Observations:	0
Protection:		Compressed:	NO
Data Set Type:		Sorted:	YES
Label:			

-----Engine/Host Dependent Information-----

Data Set Page Size: 4096
Number of Data Set Pages: 358
File Format: 607
First Data Page: 1
Max Obs per Page: 43
Obs in First Data Page: 30

-----Alphabetic List of Variables and Attributes-----

#	Variable	Type	Len	Pos	Label
6	CASEID	Char	4	87	CASE NUMBER - STRATUM
3	CASENO	Num	3	80	CASE SEQUENCE NUMBER
5	LINENO	Num	3	84	LINE NUMBER
2	PSU	Num	3	77	PRIMARY SAMPLING UNIT NUMBER
4	STRATIF	Char	1	83	CASE STRATUM
1	TEXT	Char	77	0	SUMMARY TEXT
7	VERSION	Num	3	91	VERSION NUMBER

CONTENTS PROCEDURE

-----Variables Ordered by Position-----

#	Variable	Type	Len	Pos	Label
1	TEXT	Char	77	0	SUMMARY TEXT
2	PSU	Num	3	77	PRIMARY SAMPLING UNIT NUMBER
3	CASENO	Num	3	80	CASE SEQUENCE NUMBER
4	STRATIF	Char	1	83	CASE STRATUM
5	LINENO	Num	3	84	LINE NUMBER
6	CASEID	Char	4	87	CASE NUMBER - STRATUM
7	VERSION	Num	3	91	VERSION NUMBER

-----Sort Information-----

Sortedby: PSU CASENO LINENO
Validated: YES
Character Set: ANSI

CONTENTS PROCEDURE

Data Set Name:	NASS95.TYP_ACC	Observations:	4552
Member Type:	DATA	Variables:	7
Engine:	V610	Indexes:	0
Created:	9:05 Friday, October 11, 1996	Observation Length:	47
Last Modified:	9:05 Friday, October 11, 1996	Deleted Observations:	0
Protection:		Compressed:	NO
Data Set Type:		Sorted:	YES
Label:			

-----Engine/Host Dependent Information-----

Data Set Page Size: 4096
Number of Data Set Pages: 54
File Format: 607
First Data Page: 1
Max Obs per Page: 86
Obs in First Data Page: 61

-----Alphabetic List of Variables and Attributes-----

#	Variable	Type	Len	Pos	Label
6	CASEID	Char	4	40	CASE NUMBER - STRATUM
3	CASENO	Num	3	33	CASE SEQUENCE NUMBER
5	LINENO	Num	3	37	LINE NUMBER
2	PSU	Num	3	30	PRIMARY SAMPLING UNIT NUMBER
4	STRATIF	Char	1	36	CASE STRATUM
1	TEXT	Char	30	0	SUMMARY TEXT
7	VERSION	Num	3	44	VERSION NUMBER

CONTENTS PROCEDURE

-----Variables Ordered by Position-----

#	Variable	Type	Len	Pos	Label
1	TEXT	Char	30	0	SUMMARY TEXT
2	PSU	Num	3	30	PRIMARY SAMPLING UNIT NUMBER
3	CASENO	Num	3	33	CASE SEQUENCE NUMBER
4	STRATIF	Char	1	36	CASE STRATUM
5	LINENO	Num	3	37	LINE NUMBER
6	CASEID	Char	4	40	CASE NUMBER - STRATUM
7	VERSION	Num	3	44	VERSION NUMBER

-----Sort Information-----

Sortedby: PSU CASENO LINENO
Validated: YES
Character Set: ANSI

CONTENTS PROCEDURE

Data Set Name:	NASS95.VE	Observations:	5648
Member Type:	DATA	Variables:	61
Engine:	V610	Indexes:	0
Created:	9:07 Friday, October 11, 1996	Observation Length:	175
Last Modified:	9:07 Friday, October 11, 1996	Deleted Observations:	0
Protection:		Compressed:	NO
Data Set Type:		Sorted:	YES
Label:			

-----Engine/Host Dependent Information-----

Data Set Page Size:	5632
Number of Data Set Pages:	178
File Format:	607
First Data Page:	2
Max Obs per Page:	32
Obs in First Data Page:	18

-----Alphabetic List of Variables and Attributes-----

#	Variable	Type	Len	Pos	Label
1	ACCSEQ1	Num	3	0	ACCIDENT EVENT SEQUENCE (HIGHEST)
2	ACCSEQ2	Num	3	3	ACCIDENT EVENT SEQUENCE (2ND HIGHEST)
3	ALTVEH	Num	3	6	MULTI-STAGE MANUFACTURED/CERT. ALT. VEH.
5	CASEID	Char	4	12	CASE NUMBER - STRATUM
6	CASENO	Num	3	16	CASE SEQUENCE NUMBER
7	DIRDAMW	Num	3	19	DIRECT DAMAGE WIDTH
8	DOCCDC	Num	3	22	CDCs DOCUMENTED BUT NOT CODED ON FILE?
17	DOF1	Num	3	49	DIRECTION OF FORCE (HIGHEST)
18	DOF2	Num	3	52	DIRECTION OF FORCE (2ND HIGHEST)
9	DVC1	Num	3	25	CRUSH PROFILE C1 (HIGHEST)
10	DVC2	Num	3	28	CRUSH PROFILE C2 (HIGHEST)
11	DVC3	Num	3	31	CRUSH PROFILE C3 (HIGHEST)
12	DVC4	Num	3	34	CRUSH PROFILE C4 (HIGHEST)
13	DVC5	Num	3	37	CRUSH PROFILE C5 (HIGHEST)
14	DVC6	Num	3	40	CRUSH PROFILE C6 (HIGHEST)
15	DVD	Num	3	43	CRUSH PROFILE D (HIGHEST)
16	DVL	Num	3	46	CRUSH PROFILE L (HIGHEST)
20	EXTENT1	Num	3	58	DEFORMATION EXTENT (HIGHEST)
21	EXTENT2	Num	3	61	DEFORMATION EXTENT (2ND HIGHEST)
24	FIRE	Num	3	70	FIRE OCCURRENCE
25	FIREORIG	Num	3	73	ORIGIN OF FIRE
22	FUELCAP1	Num	3	64	LOCATION OF FUEL TANK-1 FILLER CAP
23	FUELCAP2	Num	3	67	LOCATION OF FUEL TANK-2 FILLER CAP
26	FUELDAM1	Num	3	76	DAMAGE TO FUEL TANK-1
27	FUELDAM2	Num	3	79	DAMAGE TO FUEL TANK-2
36	FUELEAK1	Num	3	102	LEAKAGE LOCATION OF FUEL SYSTEM-1
37	FUELEAK2	Num	3	105	LEAKAGE LOCATION OF FUEL SYSTEM-2
38	FUELGT2	Num	3	108	EQUIPPED WITH MORE THAN TWO FUEL TANKS
30	FUELLOC1	Num	3	84	LOCATION OF FUEL TANK-1
31	FUELLOC2	Num	3	87	LOCATION OF FUEL TANK-2
32	FUELTNK1	Num	3	90	TYPE OF FUEL TANK-1
33	FUELTNK2	Num	3	93	TYPE OF FUEL TANK-2
34	FUELTYP1	Num	3	96	FUEL TYPE-1
35	FUELTYP2	Num	3	99	FUEL TYPE-2
28	GAD1	Char	1	82	DEFORMATION LOCATION (HIGHEST)
29	GAD2	Char	1	83	DEFORMATION LOCATION (2ND HIGHEST)
39	OBJCONT1	Num	3	111	OBJECT CONTACTED (HIGHEST)
40	OBJCONT2	Num	3	114	OBJECT CONTACTED (2ND HIGHEST)
4	ORIGAVTW	Num	3	9	ORIGINAL AVERAGE TRACK WIDTH
41	PSU	Num	3	117	PRIMARY SAMPLING UNIT NUMBER
42	RATWGT	Num	6	120	RATIO INFLATION FACTOR
43	SDVC1	Num	3	126	CRUSH PROFILE C1 (2ND HIGHEST)
44	SDVC2	Num	3	129	CRUSH PROFILE C2 (2ND HIGHEST)
45	SDVC3	Num	3	132	CRUSH PROFILE C3 (2ND HIGHEST)

46	SDVC4	Num	3	135	CRUSH PROFILE C4 (2ND HIGHEST)
47	SDVC5	Num	3	138	CRUSH PROFILE C5 (2ND HIGHEST)
48	SDVC6	Num	3	141	CRUSH PROFILE C6 (2ND HIGHEST)
49	SDVD	Num	3	144	CRUSH PROFILE D (2ND HIGHEST)
50	SDVL	Num	3	147	CRUSH PROFILE L (2ND HIGHEST)
51	SHL1	Char	1	150	SPECIFIC LONGITUDINAL LOCATION (HIGHEST)
52	SHL2	Char	1	151	SPECIFIC LONGITUDINAL LOC. (2ND HIGHEST)
53	STRATIF	Char	1	152	CASE STRATUM
54	SVL1	Char	1	153	SPECIFIC VERTICAL LOCATION (HIGHEST)
55	SVL2	Char	1	154	SPECIFIC VERTICAL LOCATION (2ND HIGHEST)
56	TDD1	Char	1	155	TYPE OF DAMAGE DISTRIBUTION (HIGHEST)
57	TDD2	Char	1	156	TYPE OF DAMAGE DISTRIBUTION(2ND HIGHEST)
58	TOWRES	Num	3	157	RESEARCHER ASSESSMNT VEHICLE DISPOSITION
19	UNDENDW	Num	3	55	UNDEFORMED END WIDTH
59	VEHNO	Num	3	160	VEHICLE NUMBER
60	VERSION	Num	4	163	VERSION NUMBER
61	WHEELBAS	Num	8	167	ORIGINAL WHEELBASE

CONTENTS PROCEDURE

-----Variables Ordered by Position-----

#	Variable	Type	Len	Pos	Label
1	ACCSEQ1	Num	3	0	ACCIDENT EVENT SEQUENCE (HIGHEST)
2	ACCSEQ2	Num	3	3	ACCIDENT EVENT SEQUENCE (2ND HIGHEST)
3	ALTVEH	Num	3	6	MULTI-STAGE MANUFACTURED/CERT. ALT. VEH.
4	ORIGAVTW	Num	3	9	ORIGINAL AVERAGE TRACK WIDTH
5	CASEID	Char	4	12	CASE NUMBER - STRATUM
6	CASENO	Num	3	16	CASE SEQUENCE NUMBER
7	DIRDAMW	Num	3	19	DIRECT DAMAGE WIDTH
8	DOCCDC	Num	3	22	CDCs DOCUMENTED BUT NOT CODED ON FILE?
9	DVC1	Num	3	25	CRUSH PROFILE C1 (HIGHEST)
10	DVC2	Num	3	28	CRUSH PROFILE C2 (HIGHEST)
11	DVC3	Num	3	31	CRUSH PROFILE C3 (HIGHEST)
12	DVC4	Num	3	34	CRUSH PROFILE C4 (HIGHEST)
13	DVC5	Num	3	37	CRUSH PROFILE C5 (HIGHEST)
14	DVC6	Num	3	40	CRUSH PROFILE C6 (HIGHEST)
15	DVD	Num	3	43	CRUSH PROFILE D (HIGHEST)
16	DVL	Num	3	46	CRUSH PROFILE L (HIGHEST)
17	DOF1	Num	3	49	DIRECTION OF FORCE (HIGHEST)
18	DOF2	Num	3	52	DIRECTION OF FORCE (2ND HIGHEST)
19	UNDENDW	Num	3	55	UNDEFORMED END WIDTH
20	EXTENT1	Num	3	58	DEFORMATION EXTENT (HIGHEST)
21	EXTENT2	Num	3	61	DEFORMATION EXTENT (2ND HIGHEST)
22	FUELCAP1	Num	3	64	LOCATION OF FUEL TANK-1 FILLER CAP
23	FUELCAP2	Num	3	67	LOCATION OF FUEL TANK-2 FILLER CAP
24	FIRE	Num	3	70	FIRE OCCURRENCE
25	FIREORIG	Num	3	73	ORIGIN OF FIRE
26	FUELDAM1	Num	3	76	DAMAGE TO FUEL TANK-1
27	FUELDAM2	Num	3	79	DAMAGE TO FUEL TANK-2
28	GAD1	Char	1	82	DEFORMATION LOCATION (HIGHEST)
29	GAD2	Char	1	83	DEFORMATION LOCATION (2ND HIGHEST)
30	FUELLOC1	Num	3	84	LOCATION OF FUEL TANK-1
31	FUELLOC2	Num	3	87	LOCATION OF FUEL TANK-2
32	FUELTNK1	Num	3	90	TYPE OF FUEL TANK-1
33	FUELTNK2	Num	3	93	TYPE OF FUEL TANK-2
34	FUELTYP1	Num	3	96	FUEL TYPE-1
35	FUELTYP2	Num	3	99	FUEL TYPE-2
36	FUELEAK1	Num	3	102	LEAKAGE LOCATION OF FUEL SYSTEM-1
37	FUELEAK2	Num	3	105	LEAKAGE LOCATION OF FUEL SYSTEM-2
38	FUELGT2	Num	3	108	EQUIPPED WITH MORE THAN TWO FUEL TANKS
39	OBJCONT1	Num	3	111	OBJECT CONTACTED (HIGHEST)
40	OBJCONT2	Num	3	114	OBJECT CONTACTED (2ND HIGHEST)
41	PSU	Num	3	117	PRIMARY SAMPLING UNIT NUMBER
42	RATWGT	Num	6	120	RATIO INFLATION FACTOR
43	SDVC1	Num	3	126	CRUSH PROFILE C1 (2ND HIGHEST)

44	SDVC2	Num	3	129	CRUSH PROFILE C2 (2ND HIGHEST)
45	SDVC3	Num	3	132	CRUSH PROFILE C3 (2ND HIGHEST)
46	SDVC4	Num	3	135	CRUSH PROFILE C4 (2ND HIGHEST)
47	SDVC5	Num	3	138	CRUSH PROFILE C5 (2ND HIGHEST)
48	SDVC6	Num	3	141	CRUSH PROFILE C6 (2ND HIGHEST)
49	SDVD	Num	3	144	CRUSH PROFILE D (2ND HIGHEST)
50	SDVL	Num	3	147	CRUSH PROFILE L (2ND HIGHEST)
51	SHL1	Char	1	150	SPECIFIC LONGITUDINAL LOCATION (HIGHEST)
52	SHL2	Char	1	151	SPECIFIC LONGITUDINAL LOC. (2ND HIGHEST)
53	STRATIF	Char	1	152	CASE STRATUM
54	SVL1	Char	1	153	SPECIFIC VERTICAL LOCATION (HIGHEST)
55	SVL2	Char	1	154	SPECIFIC VERTICAL LOCATION (2ND HIGHEST)
56	TDD1	Char	1	155	TYPE OF DAMAGE DISTRIBUTION (HIGHEST)
57	TDD2	Char	1	156	TYPE OF DAMAGE DISTRIBUTION(2ND HIGHEST)
58	TOWRES	Num	3	157	RESEARCHER ASSESSMNT VEHICLE DISPOSITION
59	VEHNO	Num	3	160	VEHICLE NUMBER
60	VERSION	Num	4	163	VERSION NUMBER
61	WHEELBAS	Num	8	167	ORIGINAL WHEELBASE

-----Sort Information-----

Sortedby: PSU CASENO VEHNO
Validated: YES
Character Set: ANSI

CONTENTS PROCEDURE

Data Set Name:	NASS95.VEH_PRO	Observations:	12412
Member Type:	DATA	Variables:	7
Engine:	V610	Indexes:	0
Created:	9:06 Friday, October 11, 1996	Observation Length:	95
Last Modified:	9:06 Friday, October 11, 1996	Deleted Observations:	0
Protection:		Compressed:	NO
Data Set Type:		Sorted:	YES
Label:			

-----Engine/Host Dependent Information-----

Data Set Page Size:	4096
Number of Data Set Pages:	296
File Format:	607
First Data Page:	1
Max Obs per Page:	42
Obs in First Data Page:	30

-----Alphabetic List of Variables and Attributes-----

#	Variable	Type	Len	Pos	Label
6	CASEID	Char	4	88	CASE NUMBER - STRATUM
3	CASENO	Num	3	81	CASE SEQUENCE NUMBER
5	LINENO	Num	3	85	LINE NUMBER
2	PSU	Num	3	78	PRIMARY SAMPLING UNIT NUMBER
4	STRATIF	Char	1	84	CASE STRATUM
1	TEXT	Char	78	0	SUMMARY TEXT
7	VERSION	Num	3	92	VERSION NUMBER

CONTENTS PROCEDURE

-----Variables Ordered by Position-----

#	Variable	Type	Len	Pos	Label
1	TEXT	Char	78	0	SUMMARY TEXT
2	PSU	Num	3	78	PRIMARY SAMPLING UNIT NUMBER
3	CASENO	Num	3	81	CASE SEQUENCE NUMBER
4	STRATIF	Char	1	84	CASE STRATUM
5	LINENO	Num	3	85	LINE NUMBER
6	CASEID	Char	4	88	CASE NUMBER - STRATUM
7	VERSION	Num	3	92	VERSION NUMBER

-----Sort Information-----

Sortedby:	PSU CASENO LINENO
Validated:	YES
Character Set:	ANSI

CONTENTS PROCEDURE

Data Set Name:	NASS95.VI	Observations:	5070
Member Type:	DATA	Variables:	101
Engine:	V610	Indexes:	0
Created:	9:07 Friday, October 11, 1996	Observation Length:	306
Last Modified:	9:08 Friday, October 11, 1996	Deleted Observations:	0
Protection:		Compressed:	NO
Data Set Type:		Sorted:	YES
Label:			

-----Engine/Host Dependent Information-----

Data Set Page Size:	9216
Number of Data Set Pages:	171
File Format:	607
First Data Page:	2
Max Obs per Page:	30
Obs in First Data Page:	17

-----Alphabetic List of Variables and Attributes-----

#	Variable	Type	Len	Pos	Label
50	ADAPTEQ	Num	3	147	ADAPTIVE (ASSISTIVE) DRIVING EQUIPMENT
51	BOLSTDEF	Num	3	150	KNEE BOLSTER DEFORMED - OCCUPANT CONTACT
101	BOLSTYPE	Num	3	303	TYPE OF KNEE BOLSTER COVERING
1	CASEID	Char	4	0	CASE NUMBER - STRATUM
2	CASENO	Num	3	4	CASE SEQUENCE NUMBER
54	CDRIR1	Num	3	159	1ST DOMINANT CRUSH DIRECTION
58	CDRIR2	Num	3	171	2ND DOMINANT CRUSH DIRECTION
62	CDRIR3	Num	3	183	3RD DOMINANT CRUSH DIRECTION
66	CDRIR4	Num	3	195	4TH DOMINANT CRUSH DIRECTION
70	CDRIR5	Num	3	207	5TH DOMINANT CRUSH DIRECTION
74	CDRIR6	Num	3	219	6TH DOMINANT CRUSH DIRECTION
78	CDRIR7	Num	3	231	7TH DOMINANT CRUSH DIRECTION
82	CDRIR8	Num	3	243	8TH DOMINANT CRUSH DIRECTION
86	CDRIR9	Num	3	255	9TH DOMINANT CRUSH DIRECTION
90	CDRIR10	Num	3	267	10TH DOMINANT CRUSH DIRECTION
99	COLMTELE	Num	3	297	TELESCOPING STEERING COLUMN ADJUSTMENT
100	COLMTILT	Num	3	300	TILT STEERING COLUMN ADJUSTMENT
52	COLUMTYP	Num	3	153	STEERING COLUMN TYPE
3	FAILLF	Num	3	7	LF DAMAGE/FAILURE ASSOCIATED W
4	FAILLR	Num	3	10	LR DAMAGE/FAILURE - OPENING IN COLLISION
5	FAILRF	Num	3	13	RF DAMAGE/FAILURE - OPENING IN COLLISION
6	FAILRR	Num	3	16	RR DAMAGE/FAILURE - OPENING IN COLLISION
7	FAILTG	Num	3	19	TG DAMAGE/FAILURE - OPENING IN COLLISION
8	GLIMPBL	Num	3	22	BL GLAZING DAMAGE FROM IMPACT FORCES
9	GLIMPLF	Num	3	25	LF GLAZING DAMAGE FROM IMPACT FORCES
10	GLIMPLR	Num	3	28	LR GLAZING DAMAGE FROM IMPACT FORCES
11	GLIMPOTH	Num	3	31	OTHER GLAZING DAMAGE FROM IMPACT FORCES
12	GLIMPRF	Num	3	34	RF GLAZING DAMAGE FROM IMPACT FORCES
13	GLIMPRR	Num	3	37	RR GLAZING DAMAGE FROM IMPACT FORCES
14	GLIMPRUF	Num	3	40	ROOF GLAZING DAMAGE FROM IMPACT FORCES
15	GLIMPWS	Num	3	43	WS GLAZING DAMAGE FROM IMPACT FORCES
16	GLOCCBL	Num	3	46	BL GLAZING DAMAGE FROM OCCUPANT CONTACT
17	GLOCCLF	Num	3	49	LF GLAZING DAMAGE FROM OCCUPANT CONTACT
18	GLOCCLR	Num	3	52	LR GLAZING DAMAGE FROM OCCUPANT CONTACT
19	GLOCCOTH	Num	3	55	OTHER GLAZING DAMAGE FROM OCC. CONTACT
20	GLOCCRF	Num	3	58	RF GLAZING DAMAGE FROM OCCUPANT CONTACT
21	GLOCCRR	Num	3	61	RR GLAZING DAMAGE FROM OCCUPANT CONTACT
22	GLOCCRUF	Num	3	64	ROOF GLAZING DAMAGE FROM OCC. CONTACT
23	GLOCCWS	Num	3	67	WS GLAZING DAMAGE FROM OCCUPANT CONTACT
53	GLOVOPEN	Num	3	156	DID GLOVE COMPARTMENT DOOR OPEN
24	GLPREBL	Num	3	70	BL WINDOW PRECRASH GLAZING STATUS
25	GLPRELF	Num	3	73	LF WINDOW PRECRASH GLAZING STATUS
26	GLPRELR	Num	3	76	LR WINDOW PRECRASH GLAZING STATUS

27	GLPREOTH	Num	3	79	OTHER WINDOW PRECRASH GLAZING STATUS
28	GLPRERF	Num	3	82	RF WINDOW PRECRASH GLAZING STATUS
29	GLPRERR	Num	3	85	RR WINDOW PRECRASH GLAZING STATUS
30	GLPRERUF	Num	3	88	ROOF WINDOW PRECRASH GLAZING STATUS
31	GLPREWS	Num	3	91	WS WINDOW PRECRASH GLAZING STATUS
32	GLTYPBL	Num	3	94	BL TYPE OF WINDOW/WINDSHIELD GLAZING
33	GLTYPLF	Num	3	97	LF TYPE OF WINDOW/WINDSHIELD GLAZING
34	GLTYPLR	Num	3	100	LR TYPE OF WINDOW/WINDSHIELD GLAZING
35	GLTYPOTH	Num	3	103	OTHER TYPE OF WINDOW/WINDSHIELD GLAZING
36	GLTYPRF	Num	3	106	RF TYPE OF WINDOW/WINDSHIELD GLAZING
37	GLTYPRR	Num	3	109	RR TYPE OF WINDOW/WINDSHIELD GLAZING
38	GLTYPRUF	Num	3	112	ROOF TYPE OF WINDOW/WINDSHIELD GLAZING
39	GLTYPWS	Num	3	115	WS TYPE OF WINDOW/WINDSHIELD GLAZING
56	INCOMP1	Num	3	165	1ST INTRUDING COMPONENT
60	INCOMP2	Num	3	177	2ND INTRUDING COMPONENT
64	INCOMP3	Num	3	189	3RD INTRUDING COMPONENT
68	INCOMP4	Num	3	201	4TH INTRUDING COMPONENT
72	INCOMP5	Num	3	213	5TH INTRUDING COMPONENT
76	INCOMP6	Num	3	225	6TH INTRUDING COMPONENT
80	INCOMP7	Num	3	237	7TH INTRUDING COMPONENT
84	INCOMP8	Num	3	249	8TH INTRUDING COMPONENT
88	INCOMP9	Num	3	261	9TH INTRUDING COMPONENT
92	INCOMP10	Num	3	273	10TH INTRUDING COMPONENT
55	INLOC1	Num	3	162	1ST LOCATION OF INTRUSION
59	INLOC2	Num	3	174	2ND LOCATION OF INTRUSION
63	INLOC3	Num	3	186	3RD LOCATION OF INTRUSION
67	INLOC4	Num	3	198	4TH LOCATION OF INTRUSION
71	INLOC5	Num	3	210	5TH LOCATION OF INTRUSION
75	INLOC6	Num	3	222	6TH LOCATION OF INTRUSION
79	INLOC7	Num	3	234	7TH LOCATION OF INTRUSION
83	INLOC8	Num	3	246	8TH LOCATION OF INTRUSION
87	INLOC9	Num	3	258	9TH LOCATION OF INTRUSION
91	INLOC10	Num	3	270	10TH LOCATION OF INTRUSION
57	INMAG1	Num	3	168	1ST MAGNITUDE OF INTRUSION
61	INMAG2	Num	3	180	2ND MAGNITUDE OF INTRUSION
65	INMAG3	Num	3	192	3RD MAGNITUDE OF INTRUSION
69	INMAG4	Num	3	204	4TH MAGNITUDE OF INTRUSION
73	INMAG5	Num	3	216	5TH MAGNITUDE OF INTRUSION
77	INMAG6	Num	3	228	6TH MAGNITUDE OF INTRUSION
81	INMAG7	Num	3	240	7TH MAGNITUDE OF INTRUSION
85	INMAG8	Num	3	252	8TH MAGNITUDE OF INTRUSION
89	INMAG9	Num	3	264	9TH MAGNITUDE OF INTRUSION
93	INMAG10	Num	3	276	10TH MAGNITUDE OF INTRUSION
94	ODOMETER	Num	3	279	ODOMETER READING
40	OPENLF	Num	3	118	LF DOOR, TAILGATE OR HATCH OPENING
41	OPENLR	Num	3	121	LR DOOR, TAILGATE OR HATCH OPENING
42	OPENRF	Num	3	124	RF DOOR, TAILGATE OR HATCH OPENING
43	OPENRR	Num	3	127	RR DOOR, TAILGATE OR HATCH OPENING
44	OPENTG	Num	3	130	TG DOOR, TAILGATE OR HATCH OPENING
95	PANELDAM	Num	3	282	INSTRUMENT PANEL DAMAGE - OCC. CONTACT
45	PASINTEG	Num	3	133	PASSENGER COMPARTMENT INTEGRITY
46	PSU	Num	3	136	PRIMARY SAMPLING UNIT NUMBER
96	RATWGT	Num	6	285	RATIO INFLATION FACTOR
97	RDEFLOC	Num	3	291	LOCATION STEERING RIM/SPOKE DEFORMATION
98	RIMDEF	Num	3	294	STEERING RIM/SPOKE DEFORMATION
47	STRATIF	Char	1	139	CASE STRATUM
48	VEHNO	Num	3	140	VEHICLE NUMBER
49	VERSION	Num	4	143	VERSION NUMBER

CONTENTS PROCEDURE

-----Variables Ordered by Position-----

#	Variable	Type	Len	Pos	Label
1	CASEID	Char	4	0	CASE NUMBER - STRATUM
2	CASENO	Num	3	4	CASE SEQUENCE NUMBER

3	FAILLF	Num	3	7	LF DAMAGE/FAILURE ASSOCIATED W
4	FAILLR	Num	3	10	LR DAMAGE/FAILURE - OPENING IN COLLISION
5	FAILRF	Num	3	13	RF DAMAGE/FAILURE - OPENING IN COLLISION
6	FAILRR	Num	3	16	RR DAMAGE/FAILURE - OPENING IN COLLISION
7	FAILTG	Num	3	19	TG DAMAGE/FAILURE - OPENING IN COLLISION
8	GLIMPBL	Num	3	22	BL GLAZING DAMAGE FROM IMPACT FORCES
9	GLIMPLF	Num	3	25	LF GLAZING DAMAGE FROM IMPACT FORCES
10	GLIMPLR	Num	3	28	LR GLAZING DAMAGE FROM IMPACT FORCES
11	GLIMPOTH	Num	3	31	OTHER GLAZING DAMAGE FROM IMPACT FORCES
12	GLIMPRF	Num	3	34	RF GLAZING DAMAGE FROM IMPACT FORCES
13	GLIMPRR	Num	3	37	RR GLAZING DAMAGE FROM IMPACT FORCES
14	GLIMPRUF	Num	3	40	ROOF GLAZING DAMAGE FROM IMPACT FORCES
15	GLIMPWS	Num	3	43	WS GLAZING DAMAGE FROM IMPACT FORCES
16	GLOCCBL	Num	3	46	BL GLAZING DAMAGE FROM OCCUPANT CONTACT
17	GLOCCLF	Num	3	49	LF GLAZING DAMAGE FROM OCCUPANT CONTACT
18	GLOCCLR	Num	3	52	LR GLAZING DAMAGE FROM OCCUPANT CONTACT
19	GLOCCOTH	Num	3	55	OTHER GLAZING DAMAGE FROM OCC. CONTACT
20	GLOCCRF	Num	3	58	RF GLAZING DAMAGE FROM OCCUPANT CONTACT
21	GLOCCRR	Num	3	61	RR GLAZING DAMAGE FROM OCCUPANT CONTACT
22	GLOCCRUF	Num	3	64	ROOF GLAZING DAMAGE FROM OCC. CONTACT
23	GLOCCWS	Num	3	67	WS GLAZING DAMAGE FROM OCCUPANT CONTACT
24	GLPREBL	Num	3	70	BL WINDOW PRECRASH GLAZING STATUS
25	GLPRELF	Num	3	73	LF WINDOW PRECRASH GLAZING STATUS
26	GLPRELR	Num	3	76	LR WINDOW PRECRASH GLAZING STATUS
27	GLPREOTH	Num	3	79	OTHER WINDOW PRECRASH GLAZING STATUS
28	GLPRERF	Num	3	82	RF WINDOW PRECRASH GLAZING STATUS
29	GLPRERR	Num	3	85	RR WINDOW PRECRASH GLAZING STATUS
30	GLPRERUF	Num	3	88	ROOF WINDOW PRECRASH GLAZING STATUS
31	GLPREWS	Num	3	91	WS WINDOW PRECRASH GLAZING STATUS
32	GLTYPBL	Num	3	94	BL TYPE OF WINDOW/WINDSHIELD GLAZING
33	GLTYPLF	Num	3	97	LF TYPE OF WINDOW/WINDSHIELD GLAZING
34	GLTYPLR	Num	3	100	LR TYPE OF WINDOW/WINDSHIELD GLAZING
35	GLTYPOTH	Num	3	103	OTHER TYPE OF WINDOW/WINDSHIELD GLAZING
36	GLTYPRF	Num	3	106	RF TYPE OF WINDOW/WINDSHIELD GLAZING
37	GLTYPRR	Num	3	109	RR TYPE OF WINDOW/WINDSHIELD GLAZING
38	GLTYPRUF	Num	3	112	ROOF TYPE OF WINDOW/WINDSHIELD GLAZING
39	GLTYPWS	Num	3	115	WS TYPE OF WINDOW/WINDSHIELD GLAZING
40	OPENLF	Num	3	118	LF DOOR, TAILGATE OR HATCH OPENING
41	OPENLR	Num	3	121	LR DOOR, TAILGATE OR HATCH OPENING
42	OPENRF	Num	3	124	RF DOOR, TAILGATE OR HATCH OPENING
43	OPENRR	Num	3	127	RR DOOR, TAILGATE OR HATCH OPENING
44	OPENTG	Num	3	130	TG DOOR, TAILGATE OR HATCH OPENING
45	PASINTEG	Num	3	133	PASSENGER COMPARTMENT INTEGRITY
46	PSU	Num	3	136	PRIMARY SAMPLING UNIT NUMBER
47	STRATIF	Char	1	139	CASE STRATUM
48	VEHNO	Num	3	140	VEHICLE NUMBER
49	VERSION	Num	4	143	VERSION NUMBER
50	ADAPTEQ	Num	3	147	ADAPTIVE (ASSISTIVE) DRIVING EQUIPMENT
51	BOLSTDEF	Num	3	150	KNEE BOLSTER DEFORMED - OCCUPANT CONTACT
52	COLUMTYP	Num	3	153	STEERING COLUMN TYPE
53	GLOVOPEN	Num	3	156	DID GLOVE COMPARTMENT DOOR OPEN
54	CDRIR1	Num	3	159	1ST DOMINANT CRUSH DIRECTION
55	INLOC1	Num	3	162	1ST LOCATION OF INTRUSION
56	INCOMP1	Num	3	165	1ST INTRUDING COMPONENT
57	INMAG1	Num	3	168	1ST MAGNITUDE OF INTRUSION
58	CDRIR2	Num	3	171	2ND DOMINANT CRUSH DIRECTION
59	INLOC2	Num	3	174	2ND LOCATION OF INTRUSION
60	INCOMP2	Num	3	177	2ND INTRUDING COMPONENT
61	INMAG2	Num	3	180	2ND MAGNITUDE OF INTRUSION
62	CDRIR3	Num	3	183	3RD DOMINANT CRUSH DIRECTION
63	INLOC3	Num	3	186	3RD LOCATION OF INTRUSION
64	INCOMP3	Num	3	189	3RD INTRUDING COMPONENT
65	INMAG3	Num	3	192	3RD MAGNITUDE OF INTRUSION
66	CDRIR4	Num	3	195	4TH DOMINANT CRUSH DIRECTION
67	INLOC4	Num	3	198	4TH LOCATION OF INTRUSION
68	INCOMP4	Num	3	201	4TH INTRUDING COMPONENT
69	INMAG4	Num	3	204	4TH MAGNITUDE OF INTRUSION
70	CDRIR5	Num	3	207	5TH DOMINANT CRUSH DIRECTION
71	INLOC5	Num	3	210	5TH LOCATION OF INTRUSION

72	INCOMP5	Num	3	213	5TH INTRUDING COMPONENT
73	INMAG5	Num	3	216	5TH MAGNITUDE OF INTRUSION
74	CDRIR6	Num	3	219	6TH DOMINANT CRUSH DIRECTION
75	INLOC6	Num	3	222	6TH LOCATION OF INTRUSION
76	INCOMP6	Num	3	225	6TH INTRUDING COMPONENT
77	INMAG6	Num	3	228	6TH MAGNITUDE OF INTRUSION
78	CDRIR7	Num	3	231	7TH DOMINANT CRUSH DIRECTION
79	INLOC7	Num	3	234	7TH LOCATION OF INTRUSION
80	INCOMP7	Num	3	237	7TH INTRUDING COMPONENT
81	INMAG7	Num	3	240	7TH MAGNITUDE OF INTRUSION

CONTENTS PROCEDURE

#	Variable	Type	Len	Pos	Label
82	CDRIR8	Num	3	243	8TH DOMINANT CRUSH DIRECTION
83	INLOC8	Num	3	246	8TH LOCATION OF INTRUSION
84	INCOMP8	Num	3	249	8TH INTRUDING COMPONENT
85	INMAG8	Num	3	252	8TH MAGNITUDE OF INTRUSION
86	CDRIR9	Num	3	255	9TH DOMINANT CRUSH DIRECTION
87	INLOC9	Num	3	258	9TH LOCATION OF INTRUSION
88	INCOMP9	Num	3	261	9TH INTRUDING COMPONENT
89	INMAG9	Num	3	264	9TH MAGNITUDE OF INTRUSION
90	CDRIR10	Num	3	267	10TH DOMINANT CRUSH DIRECTION
91	INLOC10	Num	3	270	10TH LOCATION OF INTRUSION
92	INCOMP10	Num	3	273	10TH INTRUDING COMPONENT
93	INMAG10	Num	3	276	10TH MAGNITUDE OF INTRUSION
94	ODOMETER	Num	3	279	ODOMETER READING
95	PANELDAM	Num	3	282	INSTRUMENT PANEL DAMAGE - OCC. CONTACT
96	RATWGT	Num	6	285	RATIO INFLATION FACTOR
97	RDEFLOC	Num	3	291	LOCATION STEERING RIM/SPOKE DEFORMATION
98	RIMDEF	Num	3	294	STEERING RIM/SPOKE DEFORMATION
99	COLMTELE	Num	3	297	TELESCOPING STEERING COLUMN ADJUSTMENT
100	COLMTILT	Num	3	300	TILT STEERING COLUMN ADJUSTMENT
101	BOLSTYPE	Num	3	303	TYPE OF KNEE BOLSTER COVERING

-----Sort Information-----

Sortedby: PSU CASENO VEHNO
Validated: YES
Character Set: ANSI

APPENDIX A

DATA COLLECTION FORMS
(These forms can be found in the NASS Data Collection, Coding and Editing Manual)

APPENDIX B

CODING INFORMATION FOR VEHICLE MAKE/MODEL
(The complete codes can be found in the NASS Data Collection, Coding and Editing Manual)

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 and interviews. If the make of the vehicle is known and the model is not known, but the vehicle type (e. g., passenger car) is known, then Vehicle Model is coded as "399" (Unknown automobile). If the make of the vehicle is not known but the body type is known (e.g., a hit-and-run 2-door sedan), then Vehicle Make is coded "99" (Unknown) and Vehicle Model is coded "399" (Unknown automobile). If no information is available for a vehicle, then Vehicle Make and Body Type are coded "99" (Unknown) and Vehicle Model is coded "999" (Unknown).
Vehicle models are organized into general groups. These groups are:

001-397 -	Passenger vehicle (automobile)
398 -	Other automobile
399 -	Unknown automobile
401-490 -	Light trucks (including compact and large utility vehicles, utility station wagons, minivans, large vans [includes step vans and van derivatives], compact pickup trucks, and large pickup trucks)
498 -	Other light truck
499 -	Unknown light truck
701-739 -	Motored Cycles/ATCs/ATVs (including motorcycles, mopeds, minibikes, motor-scooters and dirt bikes) (701 - 709 Motorcycles/Mopeds) (731 - 739 ATCs/ATVs)
798 -	Other motored cycle
799 -	Unknown motored cycle
801-890 -	Medium/heavy trucks (includes all trucks over 10,000 lbs. GVWR except some pickup type trucks under Body Type code "31" -Large pickup)
898 -	Other medium/heavy truck
899 -	Unknown medium/heavy truck
901-983 -	Buses
988 -	Other bus
989 -	Unknown bus
998 -	Other vehicle (includes construction equipment, farm vehicles and go-karts)
999 -	Unknown vehicle

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, medium/heavy trucks, buses and other vehicles have specific definition. These definitions are:

Motored Cycles

701 0-50cc
702 51-124cc
703 125-349cc
704 350-449cc
705 450-749cc
706 750cc or greater
709 Unknown cc

All Terrain Cycles/Vehicles

731 0-50cc
732 51-124cc
733 125-349cc
734 350cc or greater
739 Unknown cc

Trucks and Buses

850 M/H truck based motor home
881 Medium/Heavy - CBE
882 Medium/Heavy - COE/low entry
883 Medium/Heavy - COE/high entry
884 Medium/Heavy - Unknown engine location
890 Medium/Heavy - COE entry position unknown
950 Truck based motor home
981 Bus - conventional front engine
982 Bus - front engine/flat front
983 Bus - rear engine/flat front

Other

398 Other automobile
498 Other light truck
798 Other motored cycle
898 Other medium/heavy truck
988 Other bus
998 Other vehicle (farm vehicle, go-kart)

Unknown

399 Unknown automobile
499 Unknown light truck
799 Unknown motored cycle
899 Unknown medium/heavy truck
989 Unknown bus
999 Unknown vehicle

APPENDIX C

MISSING RECORD RULES

Under the NASS Crashworthiness Data System (CDS) the rules for the presence or absence of forms (records) in an accident will depend on whether data exists or has been collected. For example, if a vehicle is not inspected there will not be an Exterior Vehicle record; if an occupant does not have a recorded injury there will not be an Occupant Injury record. In the current year NASS CDS, at least one of each record type will be required for an accident which includes a towed, inspected, CDS applicable vehicle involved in a CDC applicable event (or CDC is blank) with an occupant having a recorded injury. The rules for the presence and absence of each record type and whether partial or complete are as follows:

Accident Record — One required for every accident.

Accident Event Record — At least one required for every accident.

General Vehicle Record

- Complete Record: One required for every CDS applicable vehicle (GV07=01-49).
- Partial Record: One required (completed through variable GV36) for every non CDS applicable vehicle (GV07=50-99).

Exterior Vehicle Record

- Complete Record: One required for every inspected (GV67=1-3) CDS applicable vehicle (GV07=01-49) involved in a CDC applicable event.
- Partial Record: One required for every inspected CDS applicable vehicle not involved in a CDC applicable event (variables EV04-19 will be blank).
- Missing Record: (1) Not inspected (GV67=0) CDS applicable vehicle.
  (2) Non CDS applicable vehicle (GV07=50-99).

Interior Vehicle Record

- Complete Record: Towed (GV10=1), inspected (GV67=1-3), CDS applicable vehicle (GV07=01-49).
- Missing Record: (1) Towed, not inspected (GV67=0) CDS applicable vehicle.
  (2) Not towed (GV10=0 or 9) CDS applicable vehicle.
  (3) Non CDS applicable vehicle (GV07=50-99).

Occupant Assessment

- Complete Record: Towed (GV10=1), CDS applicable vehicle (GV07=01-49).
- Missing Record: (1) Not towed (GV10=0 or 9), CDS applicable vehicle.
  (2) Non CDS applicable vehicle (GV07=50-99).

Occupant Injury Record

- Complete Record: Towed (GV10=1), CDS applicable vehicle (GV07=01-49) with an occupant having a recorded injury (OA70=01-96).
- Missing Record: (1) Towed, CDS applicable vehicle with occupant not having a recorded injury (OA70=00,97,99).
  (2) Not towed (GV10=0 or 9), CDS applicable vehicle.
  (3) Non CDS applicable vehicle (GV07=50-99).

APPENDIX D

CDC AND DELTA-V

This section gives an overview of the Collision Deformation Classification (C.D.C.) for cars, vans, and light trucks, per SAE J224 MAR 84 in the current year NASS. The C.D.C. codes contain eight characters. If there is no C.D.C., these codes are left blank. If there is a C.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 is coded as follows:

00	Non-horizontal force	07	7 o'clock
01	1 o'clock	08	8 o'clock
02	2 o'clock	09	9 o'clock
03	3 o'clock	10	10 o'clock
04	4 o'clock	11	11 o'clock
05	5 o'clock	12	12 o'clock
06	6 o'clock	99	Unknown

Incremental Value of Shift 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:

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

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

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

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

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

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	U	No residual deformation
O	Rollover (including side)	9	Unknown
A	Overhanging structure		

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

01	One	06	Six
02	Two	07	Seven
03	Three	08	Eight
04	Four	09	Nine
05	Five	99	Unknown

Delta-V.

Delta-V is defined as the vector velocity change during the collision phase of a crash or as common velocity minus approach velocity, where common velocity is the velocity of both vehicles at the instant of maximum crush:

D e l t a - V = V common - 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 axes of that vehicle.

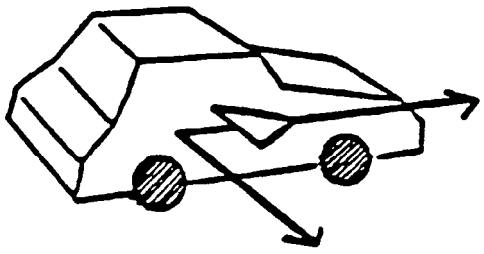


Figure D-1

Figure D-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 Type Accident Records 4,552
- Total Number of Accident Description Record 30,931
- Total Number of Vehicle Profile Records 12,412
- Total Number of Person Profile Records 5,354
- Total Number of Accident Records 4,552
- Total Number of Accident Event Records 8,546
- Total Number of General Vehicle Records 7,971
- Total Number of Exterior Vehicle Records 5,648
- Total Number of Interior Vehicle Records 5,070
- Total Number of Occupant Assessment Records 10,507
- Total Number of Occupant Injury Records 29,638

(1) PSU Codes
(2) PSU Description
(3) Population (1990 & 1980)
(4) Land Area (Square Miles)
(5) Population (by Age Group)
(6) Number of Workers and Means of Transportation to Work
(7) Number of Housing Units and Vehicles Available

Demographics data on the 24 PSU's are included to give researchers supplementary information on the nature of the PSU's when analyzing NASS data. The land area figures are from the County and City Data Book, 1988. The 1990 population figures and the figures on age distribution of the population in 1990 are from Tables 54 and 61 of "1990 Census of Population, General Population Characteristics, Age and Sex by Race and Hispanic Origin: 1990 - County, Place and County Subdivision". The 1980 population figures and the figures on age distribution of the population in 1980 are from Tables 26 and 46 of "1980 Census of Population, Chapter B, General Population Characteristics, Persons by Age for Countries, Areas and Places: 1980". The figures pertaining to number of workers, means of transportation to work, number of housing units and vehicles available are from Table 6 "Employment Status and Journey to Work Characteristics: 1990" and Table 14 "Fuels and Equipment Characteristics: 1990" of "1990 Census of Population and Housing, Summary Social, Economic and Housing Characteristics".

PRIMARY SAMPLING UNIT (PSU) CODES AND DESCRIPTION

VALUES	STRATA	DESCRIPTION
03, 06, 41, 49, 72, 74, 79, 82	1	Central City, one of the 60 largest SMSAs
05, 08, 09, 12, 45, 73, 75, 81	2	Suburban, one of the 17 - 60th largest SMSAs or PSU within 61st - 119th largest SMSAs either containing or not containing a central city
02, 04, 11, 13, 43, 48, 76, 78	3	Other PSU

POPULATION

PSU	1990	1980	PERCENT CHANGE	LAND AREA
P02	165,304	158,158	+4.5	1131
P03	2,300,664	2,230,936	+3.1	70
P04	433,203	346,038	+25.2	641
P05	678,111	643,621	+5.4	486
P06	1,585,577	1,688,210	-6.1	136
P08	966,570	1,026,147	-5.8	672
P09	830,422	737,822	+12.6	939
P11	282,937	264,748	+6.9	710
P12	430,459	450,449	-4.4	642
P13	158,983	157,589	+0.9	507
P41	271,074	274,602	-1.3	55
P43	423,380	301,327	+40.5	854
P45	335,749	319,694	+5.0	506
P48	167,098	153,264	+9.0	1961
P49	1,006,877	904,078	+11.4	331
P72	2,783,726	3,005,072	-7.4	228
P73	475,594	522,965	-9.1	501
P74	416,444	397,038	+4.9	333
P75	441,500	374,194	+18.0	917
P76	74,778	71,348	+4.8	11219
P78	120,739	90,554	+33.3	9994
P79	4,948,333	4,149,319	+19.3	3554
P81	991,060	775,903	+27.7	2044
P82	516,259	493,846	+4.5	84
All PSUs	20,804,841	19,536,922	+6.5	38,515
Total U.S.	248,709,873	226,542,203	+9.8	3,618,770

POPULATION BY AGE GROUP (1990)

PSU	UNDER 5	5 TO 9	10 TO 14	15 TO 19	20 TO 24
P02	11396	11045	10150	11765	12206
P03	178420	165956	164476	164977	179622
p04	28816	27497	26434	25568	24228
p05	45837	43619	39570	39910	44516
p06	115871	104113	100472	107408	135952
P08	61325	59345	54992	54766	56554
P09	64026	58331	53667	59426	77972
P11	19160	17431	15395	24922	39623
P12	33436	33652	33493	33647	30825
P13	12854	12930	12082	11336	10353
P41	16068	14648	12681	13713	16586
P43	30174	27295	25468	29177	40887
P45	21426	21148	20155	24918	30077
P48	10818	11073	11539	15863	19330
P49	81138	70967	61951	65369	91074
P72	216468	201140	190488	200988	235616
P73	34039	37502	38942	36770	30902
P74	33314	32489	29325	28498	31740
P75	33469	34032	31125	29471	25841
P76	5771	6388	6418	5781	3973
P78	10160	10104	9608	9091	9573
P79	416258	377775	348590	364937	419299
P81	75665	74986	67462	62023	65249
P82	29269	23842	20057	25641	48364

POPULATION BY AGE GROUP (1990) CONT.

PSU	25 TO 29	30 TO 44	45 TO 64	65 & OVER
P02	14201	41415	32628	21498
P03	204387	538749	419020	285057
P04	30151	91778	78323	100408
P05	56186	165576	140904	101993
P06	142337	347907	290803	240714
P08	72966	232418	208629	165575
P09	88137	220574	151373	56916
P11	29635	71793	43592	21226
P12	34807	102684	84086	43829
P13	12576	36925	29149	20798
P41	22707	64861	55147	54663
P43	46171	118537	72478	33193
P45	28850	81291	65194	42690
P48	13062	36760	29473	19180
P49	120170	254770	163547	97891
P72	278694	645300	484450	330182
P73	35923	109188	93649	58679
P74	39112	101480	73153	47333
P75	37177	128350	86421	35614
P76	4502	14717	15167	12061
P78	9670	24212	20826	17495
P79	478019	1217438	859606	466411
P81	89923	275550	191520	88692
P82	55845	149538	85303	78400

WORKERS AND MEANS OF TRANSPORTATION TO WORK

PSU	WORKERS	% USING CAR, TRUCK OR VAN	% IN CARPOOLS	% USING PUBLIC TRANSIT
P02	78,739	88.6	12.3	1.7
P03	907,010	31.3	8.8	58.0
P04	178,966	92.7	13.3	2.0
P05	352,960	88.8	10.0	4.2
P06	640,577	57.8	13.2	28.7
P08	444,449	85.6	12.8	8.7
P09	468,944	83.7	19.0	11.2
P11	148,727	83.1	9.6	3.0
P12	174,589	95.2	10.1	0.8
P13	63,855	93.7	11.3	0.7
P41	126,578	88.7	13.3	3.6
P43	237,181	93.0	12.1	1.6
P45	160,829	91.1	12.4	1.1
P48	71,893	93.6	13.5	0.7
P49	500,566	87.6	15.2	6.7
P72	1,181,677	61.1	14.8	29.7
P73	199,700	91.5	12.4	3.6
P74	210,358	91.1	11.4	2.7
P75	238,304	90.8	12.2	3.0
P76	23,706	88.3	14.3	0.2
P78	45,834	86.4	18.2	1.3
P79	2,283,850	89.5	15.8	4.2
P81	525,998	89.2	11.0	4.9
P82	279,748	70.5	11.8	15.9

HOUSING UNITS AND VEHICLE AVAILABILITY

PSU	ALL OCCUPIED HOUSING UNITS	PERCENT WITH VEHICLES AVAILABLE NONE	1	2 OR MORE
P02	60,807	9.0	33.2	57.8
P03	828,199	56.7	33.2	10.1
P04	168,147	8.9	42.0	49.1
P05	254,995	7.0	32.6	60.4
P06	603,075	38.1	40.5	21.4
P08	387,778	13.3	38.0	48.8
P09	290,961	8.9	33.7	57.4
P11	104,528	7.2	35.2	57.6
P12	161,296	11.3	34.7	54.0
P13	57,798	9.7	33.5	56.8
P41	119,344	13.6	46.1	40.3
P43	165,743	6.3	31.7	62.0
P45	133,639	9.4	33.8	56.8
P48	61,099	10.2	32.0	57.8
P49	402,042	11.2	44.2	44.6
P72	1,025,174	34.3	41.1	24.6
P73	170,748	12.5	35.2	52.3
P74	161,113	10.5	34.6	54.9
P75	167,853	3.3	26.8	69.9
P76	26,177	8.8	33.9	57.4
P78	41,139	6.4	39.3	54.3
P79	1,613,172	7.8	32.5	59.6
P81	379,090	4.2	27.7	68.1
P82	236,702	16.7	40.9	42.3