Arkansas eCrash Data Element Manual

Center for Advanced Public Safety

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THE UNIVERSITY OF ALABAMA ENGINEERING

CAPS CENTER FOR ADVANCED PUBLIC SAFETY

1 CONTENTS

2 OVERVIEW OF ECRASH

The purpose of the Arkansas Uniform Traffic Electronic Crash Reporting System (eCrash) is to report all the facts and circumstances of the motor vehicle crash accurately, consistently and thoroughly. The vast majority of data elements used by the system are consistent with the Model Minimum Uniform Crash Criteria (MMUCC) version 4. The eCrash system is a paperless, electronic field-based data entry, data validation, and submission crash reporting system. The eCrash system enables the entry and validation of essential crash data at the crash scene to replicate the actual crash scene as close as possible. This ability ensures completeness, consistency, and fewer interpretation errors. It also saves money and resources in reducing duplicated efforts (i.e., officer's entering data on hard copy forms only to have these data re-entered into the computer). The electronic submission process eliminates the need to mail in paper crash forms. The data is then available virtually instantaneously and is ready for processing and distribution. However, for a limited time the paper crash report will be available for agency who are not prepared to use eCrash. There is a new paper crash report that matches the eCrash system.

The eCrash system works within the Mobile Officer Virtual Environment (MOVE) software framework. MOVE consists of a set of integrated peripherals and software applications that work to minimize common data entry tasks. The law enforcement officers can utilize scanners to scan driver's licenses and vehicle registrations. They can also use Global Positioning Systems (GPS) devices and the MapClick software to record the exact location of the incident. These features make it much easier and faster to organize, collect, validate, and submit the pertinent crash data.

3 ABOUT THIS MANUAL

3.1 PURPOSE OF THIS MANUAL

The purpose of this manual is provide definitions of each data element used throughout the crash report life cycle. This is a living document; expect periodic updates for additional or corrected data elements. This manual does not deal with the mechanics of using eCrash. For instructions on how to use eCrash, consult the *eCrash User Guide.* This manual will present the data elements generally in the same data entry order as the input into eCrash. All of the data-element specific information in this manual is available using the "Help" features of eCrash.

The vast majority of data elements used by the system are consistent with the Model Minimum Uniform Crash Criteria (MMUCC) version 4, endorsed by Governors Highway Safety Association (GHSA)[1]. The MMUCC is minimum standardized data set for describing motor vehicle crashes and the vehicles, persons and environment involved.

3.2 ORGANIZATION OF THIS MANUAL

All data elements used within the eCrash system are mandatory unless specified. The system provides several ways to provide an answer if the answer is not clear. This manual is a guide to the data elements used on the Arkansas Uniform Traffic Crash Report. The organization follows the same layout as the eCrash client-server user interface. It is divided into the following sections:

- **Identification** – The identification section contains the unique crash report number and the Investigating Agency details.
- **Date and Time** – The date and time sections contains the date and timeline of the crash, police notification and arrival time and the emergency management service notification and arrival time.
- **Location** – The location sections contains details about the crash location.
- **Vehicle** – The vehicle section contains details about the vehicle, owner of vehicle and occupants in the vehicle at the time of the crash. This section also includes details about the driver and passengers.
    - **Driver of the Vehicle –** The driver subsection contains details about the driver.
    - **Passengers in the Vehicle –** The passenger subsection contains details about the passengers.
    - **Owner of the Vehicle –** The owner subsection contains details about the owner of the vehicle.
- **Non-Motorist** – The non-motorist section contains details about the non-motorist involved in the crash scene.
- **Witness** – The witness section contains details about the witness at the crash scene.
- **Diagram –** The diagram contains the graphic representation of the crash scene.
- **Narrative** – The narrative contains a detailed recording of the crash.
- **Attachments –** The attachment sections is used to attach supplemental information such as photos, test results, and or coroner reports
- **Notes –** The notes sections contains the officer's notes regarding the crash.

[1] Department of Transportation Federal Highway Administration, Federal Motor Carrier, Safety Administration, National Highway Traffic Safety Administration, "MMUCC Guideline Model Minimum Uniform Crash Criteria, Fourth Edition, (2012), 14 May 2015, Web http://mmucc.us/sites/default/files/MMUCC_4th_Ed.pdf.

4 IDENTIFICATION SECTION

The Identification data elements provides a summary of the crash report. It displays the local case number, the agency and officer detailed information.

4.1 Case Identifier (Local Case #) (C1)

The local case number is the same as the crash/dispatch number. This eCrash system automatically generates this number. The number consist of the agency's two digit county code, two digit month, two digit year, county sequential crash report number.

4.2 Investigating Agency Information (C10)

The Investigating Agency information refers to the detailed information about officer who is first on the scene and assigned to investigate the crash. The system provides the ability to save default values for the investigating agency information using MOVE portal. The system will automatically populate this information if the default values are set.

4.2.1 Investing Agency Name

The investigating officer's agency. You must provide the investing agency name.

4.2.2 Investing Agency ID#

The agency's identification number. This is typically the same as the organization identification number (ORI#). You must provide an ORI.

4.2.3 Investigating Officer's Rank

The rank of the investigating officer. You must provide the investing officer's rank.

4.2.4 Investigating Officer's Name: Last, First, Middle and Suffix

The name of the investigating officer. Provide the last, first, middle and suffix if applicable. You must provide the last name; however, the first and middle names are optional.

4.2.5 Investigating Officer's Badge Identification

The badge or employee number of the investigating officer. You must provide the officer's badge identification number.

5 DATE AND TIME LEVEL (C3)

The date and time level captures the estimated date and time of the crash, date and time of police notification and arrival to the crash scene. The format of each of these elements includes the year, month, date and time specified as HH:MM and AM/PM.

5.1 ESTIMATED DATE AND TIME OF CRASH

The date and time of the crash is pertinent data in analyzing when a crash occurs. Provide the exact date and time that the first police unit arrived on the crash scene. In the event, that a vehicle and/or person is found and is suspected of being involved in a crash provide an estimated date and time of crash.

You must provide the date and time. The date format is MM/DD/YYYY. The time format is HH:MM AM/PM. The date and time cannot be a future date and time.

5.2 POLICE NOTIFICATION AND ARRIVAL TIME

The police notification and arrival time is useful in analyzing the response time to a crash scene. Record the date and time the officer received the notification. Then, indicate what time the officer arrived at the crash scene. The system will automatically calculated the time span between the time of crash, officer's notification time and arrival time.

You must provide the notification date and time. The date format is MM/DD/YYYY. The time format is HH:MM AM/PM. The date and time cannot be a future date and time (greater than current date/time). The notification and arrival time can be the same as the crash time; however, they cannot be earlier than the crash time.

6 LOCATION (C5)

The location of the crash is key to analyzing contributing circumstances and factors that may relate to the crash. When possible, provide the exact location on the roadway where the first harmful event of the crash occurred.

The eCrash system is design to populate the location data from the MAPCLICK software. MAPCLICK is the preferred method of providing the location data. When the officer clicks on the location on the map, MAPCLICK provides the following location characteristics:

GPS Latitude	GPS Longitude
Street Name	City
County	State
Postal Code	Section
Milepost	Route Sign
Route	Section
Milepost	Highway Class
Road Type	Control Access
Median Type	Number of Lanes

eCrash receives these data elements from MAPCLICK but does not display them in eCrash. eCrash saves them in the eCrash database.

- Description
- Place.OtherData, ["AvgDailyTr"] (this is Average Daily Travel)
- Place.OtherData, ["YearADT"] (this is the year the data was taken)
- CreationTime
- Notes = "Created by MapClick"
- Source
- State
- PostalCode
- FipsCountyCode
- Address
- Distance
- DistanceUnits
- ControlledAccess
- MedianType
- NumberLane
- NumberLane
- RoadType
- RouteSign
- HighwayClass
- HighwaySide
- IsIntersection
- Picture

6.1 COUNTY (C4) & CITY (C5)

The eCrash system will provide a list of counties and cities to select the correct location. You must select the county name first. The system will provide a list of cities for the county once you select the county.

6.2 PROPERTY CLASSIFICATION (C2)

The property classification captures the type of land where the crash occurred.

100	Public Property	The first harmful event of a crash occurred in a location that is entirely owned by a public entity. Even if the crash lands on private property, it should be classified as public property.
101	Private Property	The first harmful event of a crash occurred in a location that is entirely owned by a private citizen and not by a public entity. Note: Do not use this selection for crashes that originate on private property when the first harmful event occurs on public property. Classify this scenario as “public property.” For example, a crash where a driver loses control of their vehicle backing from their private driveway and impacts a vehicle on the public roadway.

6.3 TRAFFICWAY CLASSIFICATION (C2)

The traffic way classification captures the characteristic of the flow of traffic at the time of the crash. Indicate whether the traffic way for this vehicle is divided-traffic way and whether it serves one-way or two-way traffic. A divided trafficway is a roadway with two more lanes that has a physically median that separates the lanes and allows traffic to travel in opposite directions.

You must provide the trafficway classification.

100	Two-way, not divided	A highway on which vehicles travel in opposite directions but the opposing travel lanes are not physically separated by more than an easily traversable centerline.
101	Two-way, not divided, with a continuous left turn lane	The trafficway has a two-way left turn lane positioned between opposing straight-through travel lanes. It is designed to allow left turns to driveways, shopping centers, businesses, etc., while at the same time providing a separation of opposing straight-through travel lanes.
102	Two-way, divided, unprotected (painted >4 feet) median	A highway on which vehicles travel in opposite directions where an area wider than an easily traversable centerline, (an unprotected small median) separates the opposing travel lanes.

103	Two-way, divided, positive median barrier	A highway on which vehicles travel in opposite directions where a positive barrier, such as a jersey barrier separates opposing travel lanes.
104	One-way Trafficway	A highway on which vehicles travel only in one direction.
199	Unknown	You must provide an explanation when unknown is selected.

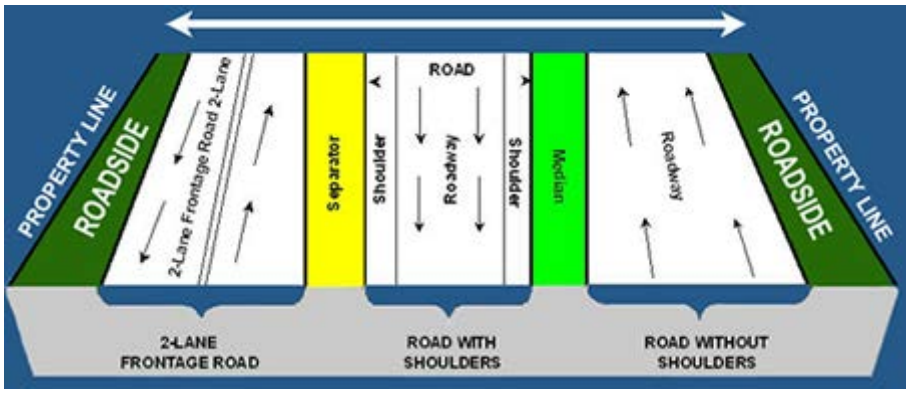


Figure 1 Diagram of the Trafficway

Business Rules for Selecting the Property and Trafficway Classification

The property classification must be provided. The selection of public property with the trafficway classification of any value other than **non-trafficway** requires the input of the following additional fields from MapClick:

- Latitude
- Longitude
- Street Name
- Route#
- Section
- Mile Marker
- Road System

The selections of public property with trafficway classification of trafficway, on road or trafficway, not on the road requires the input of the following additional fields:

- Description of Off-Trafficway Location
- Latitude
- Longitude

The selection of private property with the trafficway classification of **any value other than non-trafficway** requires the input of the following additional fields from MapClick:

- Latitude
- Longitude
- Street Name
- Route#

- Section
- Mile Marker
- Road System

The selections of private property with **trafficway classification of trafficway, on road or trafficway, not on the road** requires the input of the following additional fields:

- Description of Off-Trafficway Location
- Latitude
- Longitude

6.4 LATITUDE AND LONGITUDE (C6)

The eCrash system is design to accept and populate the latitude and longitude coordinates from MAPCLICK. MAPCLICK is the preferred method because it will provide the most accurate and detailed data. The optimum definition of crash location is a route name and global positioning system/geographic information system (GPS/GIS) locator identifiers. GPS/GIS provides the latitude/longitude coordinates indicating where the crash occurred. Arkansas Department of Transportation has a linear referencing system that can relate geographic coordinates to specific locations in road inventory, traffic, driver, and other files.

6.5 STREET NAME

The street name where the crash occurred.

6.6 ROUTE#

The route number where the crash occurred.

6.7 SECTION

The two-digit number or letter reference to the highway section number where the crash occurred.

A	Alternate Route
B	Business Route
C	City Route
S	Spur
T	Truck Route
Y	Y Leg
X	Other direction of one-way couplet

6.8 LOG MILE

The log mile refers to the specific point within the highway section.

6.9 CRASH OCCURRED AT AN INTERSECTION

Use the MapClick software to determine when a crash occurred at an intersecting street or highway.

6.10 COUNTY (C3)

The county or equivalent entity in which the crash occurred. You must provide the county name.

6.11 CITY (C4)

The city/place (political jurisdiction) in which the crash occurred. You must provide the city name.

7 CIRCUMSTANCES

The circumstance data elements describes the over crash scene, roadway and environmental conditions which may have contributed to the crash. The collections of these data are useful to determine if additional traffic control devices or geometric improvements are necessary.

7.1 FIRST HARMFUL EVENT (C7)

The first harmful events captures the ***first*** event to cause the most significant damage or injury. Caution, if the selected event did not cause any harm it is not consider a harmful event. You must provide the first harmful event. If a particular harmful event is not listed, select the 'Other' category and provided a description of the event.

There are four classifications of harmful events:

- Non-Collision
- Collision with a Non-Fixed Object
- Collision with Fixed Object
- Unknown

The attributes for this data element comes from the Vehicle Events table. Also, use this table for 'Vehicle Sequence of Events'. The attributes associated with the harmful events are:

NON-COLLISION

100	Overturn /rollover	A motor vehicle that has overturned at least 90 degrees to its side.
101	Fire/explosion	A fire / explosion that was the cause or result of the crash.
102	Immersion, full or partial	A non-collision harmful event where a liquid object completely covers a person.
103	Jackknife	An uncontrolled articulation between a tractor and trailer(s) that occurs at any time during the crash sequence.
104	Cargo/equipment loss or shift	As a non-collision, First Harmful Event, the loss or shift would have to cause damage to the motor vehicle or occupants that is transporting the cargo/equipment or the cargo or equipment itself. If cargo/equipment is lost and strikes another vehicle that is a collision event.
113	Fell/jumped from motor vehicle	Use when a person falls or jumps (not suicide) from the vehicle. For example, a passenger of a motor vehicle in transport leans against the car door, it opens and the passenger injury is result of the fall.
115	Object thrown or fallen on or near motor vehicle	An object thrown or falls on or near a motor vehicle in transport at the time of the crash.
198	Other non-collision	Must provide description when selected.

Note: The following vehicle event codes are not consider harmful events; therefore, they will not appear as a selection:

105 Equipment failure (blown tire, brake failure, etc.)
106 Separation of units
107 Ran off roadway right
108 Ran off roadway left
109 Deliberately crossed median
110 Unintentionally crossed median
111 Crossed centerline
112 Downhill runaway

COLLISION WITH NON-FIXED OBJECT

Business Rules:

- You must complete the Non-Motorist section, if you select collision with non-motorist type (201-202) from the 'Collision with a Non-Fixed Object' category.
- You must complete the Work Zone section, if you select collision with work zone/maintenance equipment (208) from the 'Collision with a Non-Fixed Object' category.
- You must complete the Animal Incident Supplement Report, if you select collision with live animal (204) from the 'Collision with a Non-Fixed Object' category.

200	Collision with pedestrian	Person who is not an occupant of a motor vehicle in transport. Includes a person who is adjacent to the motor vehicle regardless of his/her actions.
201	Collision with pedal cycle	A bicycle, tricycle, unicycle, or pedal car. A non-motorized vehicle propelled by pedaling.
202	Collision with other non-motorist	Person on personal conveyance (e.g. Segway, scooter, skateboard). Person riding an animal, in an animal drawn conveyance and the device itself when occupied (e.g. a horse and buggy).
203	Collision with railway vehicle (train, engine)	Any land vehicle (train, engine) that is (1) designed primarily for moving persons or property from one place to another on rails and (2) not in use on a land way other than a railway.
204	Collision with animal (live)	Any live animal (domesticated or wild) that is not used as transportation. A free roaming live animal.
205	Collision with motor vehicle in transport	A motor vehicle is any motorized (mechanically or electrically powered) road vehicle not operated on rails. When applied to motor vehicles, in-transport refers to being in motion or on a roadway.

		Inclusions: motor vehicle in traffic on a highway, driverless motor vehicle in motion, motionless motor vehicle abandoned on a roadway, disabled motor vehicle on a roadway, etc.
206	Collision with parked motor vehicle	A parked motor vehicle is a motor vehicle not in-transport, except for a working motor vehicle, that is not in motion and not located on the roadway. In roadway lanes used for travel during some periods and for parking during other periods, a parked motor vehicle should be considered to be in-transport during periods when parking is forbidden. Any stopped motor vehicle where the entirety of the vehicles primary outline as defined by the four sides of the vehicle (e.g., tires, bumpers, fenders) and load, if any, is not within the roadway it is considered parked.
207	Collision with falling/shifting cargo or anything set in motion by motor vehicle	In accidents involving harmful events caused by objects set-in-motion by a motor vehicle in transport. Remember that a vehicle's load is considered part of the vehicle. For example, if cargo falls from a truck (in transport) and strikes another vehicle in transport, this is treated as a two-vehicle accident. This attribute would apply as the First Harmful Event in that situation.
208	Collision with work zone/maintenance equipment	A motor vehicle in the act of performing construction, maintenance, or utility work related to the trafficway. This "work" may be located within open or closed portions of the trafficway and motor vehicles performing these activities can be within or outside of the trafficway boundaries. NOTE: This attribute excludes vehicles being operated on the trafficway for other "work" purposes such as, garbage trucks, delivery trucks, police vehicles, etc.
298	Collision with other non-fixed object	Must provide description when selected.

COLLISION WITH FIXED OBJECT

300	Collision with impact attenuator/crash cushion	A barrier at a spot location, less than 25ft. (7.6 m) away, designed to prevent an errant motor vehicle from impacting a fixed object hazard by gradually decelerating the motor vehicle to a safe stop or by redirecting the motor vehicle away from the hazard.
301	Collision with bridge overhead structure	Any part of a bridge that is over the reference or subject roadway. In crash reporting, this typically refers to the beams or other structural elements supporting a bridge deck.
302	Collision with bridge pier or support	Support for a bridge structure including the ends (abutments).
303	Collision with bridge rail	A barrier attached to a bridge deck or a bridge parapet to restrain motor vehicles, pedestrians or other users.
304	Collision with cable barrier	Refers to a flexible barrier system that uses several cables typically supported by steel posts. These can be used on the roadside or as a median barrier. These barriers are designed to help lessen impact or keep vehicles within the confines of the road.
305	Collision with culvert	An enclosed structure providing free passage of water under a roadway with a clear opening of less than twenty feet measured along the center of the roadway.
306	Collision with curb	A raised edge or border to a roadway. Curbs may be constructed of concrete, asphalt or wood typically have a face height of less than 9 inches.
307	Collision with ditch	Ditch (from a State Police Instruction Manual) - Developed primarily to collect and move water. It is adjacent to a highway and is usually identified as the roadside.
308	Collision with embankment	(from FARS Coding Manual) raised structures to hold back water, to carry or support a roadway, or the result of excavation or washout that may be faced with earth, rock, stone or concrete. An embankment is usually be differentiated from a wall by its incline, whereas a wall is usually vertical.
309	Collision with guardrail face	An area along a guardrail stretch other than the ends.
310	Collision with guardrail end	The guardrail ends are usually painted with a warning color. They may include a breakaway or redirection design feature not to be confused with an impact attenuator.
311	Collision with concrete traffic barrier	Refers to the longitudinal traffic barriers constructed of concrete and located on the outside of the road surface, in a median, or in gore areas. This includes all temporary concrete barriers regardless of location (i.e., temporary barrier on a bridge being used to control traffic during bridge repair/construction).

312	Collision with other traffic barrier	Longitudinal barriers other than guardrails, concrete traffic barriers, or cable barriers. They may be composed of material such as wood or rock.
313	Collision with tree (standing)	Tree is upright and in the ground. A standing tree is a fixed object as opposed to a fallen tree that is a moveable object (see attribute Other Non-Fixed Object).
314	Collision with utility pole/light support	Post, pole or support that does not include a highway safety sign.
315	Collision with traffic sign support	A pole, post or other type of support for a traffic sign.
316	Collision with traffic signal support	A pole, post or other type of support for a traffic signal.
317	Collision with other post, pole, or support	A post, pole or support that does not include a highway safety sign.
318	Collision with fence	Fence includes fence posts. A fence can be made of wood, chain link, stone, etc. (not shrub hedges serving as containment for property).
319	Collision with mailbox	Post, pole or support that does not include a highway safety sign.
398	Collision with other fixed object	Must provide description. (Includes walls, Buildings, Tunnels, etc.)
990	Unknown	Must provide explanation.

7.2 LOCATION OF FIRST HARMFUL EVENT (C8)

The location of the First Harmful Event as it relates to its position within or outside the trafficway.

100	On roadway	The portion of traffic way designed, improved, and ordinarily used for motor vehicle travel or, where various classes of motor vehicles are segregated, that part of a traffic way used by a particular class. Separate roadways may be provided for northbound and southbound traffic or for trucks and automobiles. Bridle paths, bicycle paths, and shoulders are not included in this definition.
101	Shoulder	That part of the traffic way contiguous with the roadway for emergency use, for accommodation of stopped motor vehicles, and for lateral support of the roadway structure.
102	Median	An area of the traffic way between parallel roads separating travel in opposite directions. A median should be four or more feet wide.
103	Roadside	From the property line of the outermost part of the traffic way to the edge of the first road.
104	Gore	An area of land where two roadways diverge or converge. The area is bounded on two sides by the edges of these roadways, which join at the point of divergence or convergence. The direction of traffic must be the same on both sides of the roadways. The area includes shoulders or marked pavement, if any, between the roadways.
105	Separator	A separator is the area of a traffic way between parallel roads separating travel in the same direction or separating a frontage road from other roads.
106	In parking lane or zone	The strip of the road located on the roadway, or next to the roadway, on which parking is permitted. This includes curbside and edge-of-roadway parking (for example, legal residential parking, city street parking, etc.). Sometimes a strip of roadway can be designated for parking at certain hours of the day and for regular travel at other hours. In that situation, this code would apply only during the hours when parking is permitted.
107	Off roadway, location unknown	First harmful event is off the roadway but location of the actual property line is unknown.
108	Outside right-of-way (trafficway)	Not physically located on any land way open to the public as a matter of right or custom for moving persons or property from one place to another.
199	Unknown	You must provide an explanation when unknown is used.

7.3 Type of Crash/ Collision Impact (C9)

The identification of the manner in which a motor vehicle in transport crashes into another vehicle or a non-collision event occurred. You must provide the type of crash. The selection of type of crash must correspond to the number of vehicle involved in the crash.

100	Single vehicle crash	A non-collision crash occurred involving a single vehicle. See the list of First Harmful Events – Non-Collision Events.
200	Front to rear	The front end of one vehicle collides with the back of another vehicle, while the two vehicles are traveling in the same direction.
201	Front to front	The front end of one vehicle collides with the front end of another vehicle, while the two vehicles are traveling in opposite directions.
202	Angle	A crash where two motor vehicles collided with one another at an angle. For example, the front of one motor vehicle hit the side of another motor vehicle.
203	Sideswipe, same direction	Two vehicles traveling in the same direction impacts one another where the initial engagement does not overlap the corner of either vehicle so that there is no significant involvement of the front or rear surface areas. The impact then swipes along the surface of the vehicle parallel to the direction of travel.
204	Sideswipe, opposite direction	Two vehicles traveling in the opposite direction impacts one another where the initial engagement does not overlap the corner of either vehicle so that there is no significant involvement of the front or rear surface areas. The point of impact then swipes along the surface of the vehicle parallel to the direction of travel.
205	Rear to side	The rear of a vehicle, and not the front, makes contact with the side of another. This can happen when a vehicle backs up into the side of another vehicle.
206	Rear to rear	The rear of a vehicle makes contact with the 'rear of another. This can happen when two vehicles are backing up.
198	Other	Must provide description.
980	Unknown	Must provide an explanation.

7.4 RELATION TO JUNCTION (C16)

The location of the First Harmful Event in relation to a junction. A junction is an intersection or the connection between a driveway access and a roadway other than a driveway access. You must provide the relation to junction.

100	Non-Junction	A roadway that is not an intersection or a connection between a driveway access and a roadway other than a driveway access. NOTE: This attribute use for crashes where the first harmful event occurs outside an interchange area and does not occur in or related to a junction, ramp, rail grade crossing, crossover, or shared-use path or trail. The attributes "Through Roadway" and "Other Location Within an Interchange Area" use for non-junction crashes in an Interchange Area. "Non-junction" is also use for crashes that occur on a parking lot way (access road) at the connection of a parking aisle.
101	Intersection	An area that contains a crossing or connection of two or more roadways that is not classified as driveway access. It embraces within the prolongation of the lateral curb lines or the lateral boundary lines of the roadways. A single intersection is the distance along a roadway between two areas (channelized intersections, traffic circles, or roundabouts) is less than 10m (33ft.) and where the two areas and the roadway connect.
102	Intersection related	A traffic accident in which the first harmful event (1) occurs on an approach to or exit from an intersection and (2) results from an activity, behavior or control related to the movement of traffic units through the intersection.
103	Entrance or exit ramp	Crash occurs on either the entrance or the exit ramp.
104	Entrance or exit ramp related	Crash occurs off the entrance/exit ramp of the roadway.
105	Railway grade crossing	An intersection between a roadway and train tracks which cross each other at the same level (Grade).
106	Crossover related	Crash located in the area of the median of a divided trafficway where motor vehicles may cross the opposing lanes of traffic or do a U-turn.
107	Driveway access	A driveway is a private path, which provides vehicular access to the public from a trafficway to property, parking, or loading areas outside the boundaries of the trafficway, but is not open to the public for transportation purposes as a trafficway. A driveway outside the trafficway and usually does not have an official identification name or number.
108	Driveway access related	A traffic accident that (l) occurs adjacent to a driveway*, (2) is not a driveway access accident, and (3) results from an activity, behavior, or control related to the movement of traffic units onto or out of a driveway.
109	Shared-use path or trail	A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right of way or an independent

		right of way. Paths shared by pedestrians, skaters, wheelchairs, joggers and other non-motorized users.
110	Acceleration or deceleration lane	A lane in the roadway designated for vehicles to either increase vehicle speed to reach traffic speed, or to reduce speed.
111	Through roadway	A crash would have this code when it is in an Interchange area and it does NOT occur: 1) On an Entrance/Exit ramp or, 2) In an Intersection or related to an intersection or other junction.
198	Other location within an interchange area (median, shoulder, and roadside)	Must provide description.
199	Unknown	Must provide explanation.

Business Rule for Relation to Junction:

If the **Property Classification** is equal to **Private-Property** than the **Relation to Junction** must equal one of the following:

- 107 Driveway Access
- 108 Driveway Access Related

7.5 TYPE OF INTERSECTION (C17)

An intersection consists of two or more roadways that intersect at the same level. You must provide the type of intersection.

100	Not an intersection	A crash that did occurred in an intersection or intersection-related.
101	Four-way intersection	Two roadways cross or connect.
102	T-intersection	Intersection where two roadways connect and one roadway does not continue across the other. The roadways form a T.
103	Y-intersection	Intersection where three roadways connect and none of the roadways continue across the others. The roadways form a Y.
104	L-intersection	This is a two-armed intersection in which one road intersects with another road but neither road extends beyond the other road.
105	Traffic circle	Intersections where vehicles must travel around a circle to continue on the same road or leave on any intersecting road.
106	Roundabout	Circular traffic patterns in which yield control uses all entries, circulating vehicles have right of way, pedestrian access only allow across the legs of the roundabout behind the yield line and circulation is counter-clockwise and passes to the right of the central island.
107	Five-point or more	Where more than two roadways cross or connect.

7.6 SCHOOL BUS RELATED (C18)

A school bus or motor vehicle functioning as a school bus for a school-related purpose is involved in the crash. You must indicate if the crash involved a school bus. The “school bus,” with or without a passenger on board, must be directly involved as a contact motor vehicle or indirectly involved as a non-contact motor vehicle (children struck when boarding or alighting from the school bus, two vehicles colliding as the result of the stopped school bus, etc.).

100	No, school bus not involved	There is no indication of a school bus, or motor vehicle functioning as a school bus, being involved in the crash.
101	Yes, school bus directly involved	A school bus, or vehicle functioning as a school bus, is involved in any component of the crash as a contact vehicle (i.e. the bus has a harmful event).
102	Yes, school bus indirectly involved	A school bus, or vehicle functioning as a school bus, is involved in any component of the crash as a non-contact vehicle (i.e. the bus did not initiate a harmful event but the crash is somehow related to it). Examples include (1) a school bus stops on the roadway. Subsequently an approaching motor vehicle swerves to avoid the stopped bus and contacts another motor vehicle head-on. (2) A motor vehicle struck a child as he/she exit a school bus and cross in front of the stopped bus when a vehicle passed the bus on the left side. (3) A line of cars that stop for a school bus that is discharging passengers. A motor vehicle approaches and is unable to stop in time and strikes the last stopped motor vehicle in the line.

7.7 ENVIRONMENTAL CIRCUMSTANCES AND ROADWAY CONDITIONS (C11, C12, C14, C15)

7.7.1 Weather Conditions (C11)

The prevailing atmospheric conditions that existed at the time of the crash. You must provide one or more weather conditions.

100	Clear	Clear sky or partial cloudiness if sunlight has not diminished.
101	Cloudy	Overcast sky but may include partial cloudiness if light has diminished.
102	Fog	Natural or fabricated condition that causes reduced visibility.
103	Smog	Natural or fabricated condition that causes reduced visibility.
104	Smoke	Natural or fabricated condition that causes reduced visibility.
105	Rain	Precipitation other than snow, hail or sleet, or freezing rain. Code precipitation falling as "mist" as "rain".
106	Sleet	Precipitation in the form of rain and snow mixed.
107	Hail	Precipitation in the form of rain and snow mixture; creating balls or lumps of ice.
108	Freezing rain or freezing drizzle	Precipitation falling in the form of ice (sleet/hail) then freezing on the roadway.
109	Snow	Precipitation is falling as snow at the time of the crash.
110	Blowing snow	Snow that is falling and/or fallen to the ground and is set aloft by wind.
111	Severe crosswinds	Winds traveling at an angle with respect to the travel lanes at velocities significant enough to cause the vehicle to divert from its path or cause high profile vehicles to blow over. Winds strong enough to affect vehicle stability.
112	Blowing sand, soil, or dirt	Matter set aloft by winds creating a condition that reduces visibility, which constitutes a hazard for vehicles operating in the area. Use this code for “dust storms”. Do not use this code in conjunction with Severe Crosswinds unless the winds are affecting vehicle stability in addition to reducing visibility.
198	Other (Description Required)	Must provide a description.
199	Unknown	Must Provide an explanation.

Business Rules:

- If Clear is selected no other condition can be selected.
- If Unknown is selected you must provide an explanation.
- If other, is selected you must describe the weather condition.
- You may select one or more and any combination of weather conditions codes 101 – 198.

7.7.2 Light Condition (C12)

The type/level of light that existed at the time of the motor vehicle crash. You must provide a light condition.

100	Daylight	The am period of the day where there is natural lighting. Whenever the sun is above the horizon at a given location.
101	Dawn	The time that marks the beginning of the twilight before sunrise.
102	Dusk	The transition period going from a daylight condition to the "dark of night". This is typically the 30-minute period after the sunsets.
103	Dark - Lighted	A condition where no "natural" light exists but there is overhead "man-made" lighting on the roadway where the crash occurs. Lighted areas will generally include streets within cities or towns and some inter-change areas. This does not include lighting from storefronts, houses, parking lots, etc.
104	Dark - Not Lighted	A condition where no "natural" light exists and no overhead "man-made" lighting is present on the roadway where the crash occurs.
105	Dark - Unknown Lighting	The crash occurred at night or during another period of darkness, but it is unknown if the crash scene was illuminated by a fabricated light source.
198	Other	Please provide a description with this selection.
199	Unknown	

7.7.3 Contributing Factors: Environment (C14)

Environmental contributing factors are apparent environmental conditions, which may have contributed to the crash. These conditions refer to the weather, physical obstructions, visibility, and roadway. The system requires at least one environmental contributing factors, this includes a selection of ‘Unknown’ or ‘None’. The selections of more than one cannot be mutual exclusive. The selections of multiples must be able to coincide. For instance, none and unknown cannot be selected with any other options.

000	None	No apparent environment factors that contributed to the crash.
100	Weather conditions	The prevailing atmospheric conditions that existed at the time of the crash. This value should correspond to the selection made regarding the Circumstances: Weather Conditions (C11).
101	Visual obstructions	An object that blocked sight or diminished visibility and thus contributed to the crash. (Bush, tree, hillcrest, curve, embankment, etc.)
102	Glare	A very harsh, bright, dazzling light that impairs vision.

103	Animals in roadway	A live wild or domestic animals but would exclude animals pulling a conveyance or ridden animals.
198	Other	Must provide description.
199	Unknown	Must provide explanation.

Business Rules for Contributing Factors - Environment:

- If None is selected, no other condition can be selected.
- If Unknown is selected, no other condition can be selected.
- If Other is selected, you must provide a description of the environment condition.
- You may select any combination of environmental conditions codes 100-198.

7.7.4 Contributing Factors: Roadway (C15)

Roadway contributing factor are apparent condition of the road, which may have contributed to the crash. You must provide a selection to roadway-contributing factors.

100	None	The road/roadway did not contribute to the crash.
101	Backup due to prior crash	An accumulation of traffic caused by vehicles slowing or stopping the traffic flow because of a previous crash.
102	Backup due to prior non-recurring incident	An accumulation of traffic caused by vehicles slowing or stopping the traffic flow. NOTE: Examples would include a funeral procession, a sporting event or other gathering, a parade, a traffic signal outage, etc.
103	Backup due to regular congestion	An accumulation of traffic caused by vehicles slowing or stopping the traffic flow that occurs on a daily basis. Such as, work travel congestion.
104	Toll booth / plaza related	A crash that occurred at or near a tollbooth (manned or unmanned) or a toll plaza. Includes crashes that occur in the upstream approach to the toll booth/plaza area, continues as the approach area (where the toll road begins to widen) leading up to the toll booths, and in the departure area where the road begins to narrow leading back to the normal number of lanes comprising the toll road downstream departure area.
105	Road surface condition (wet, icy, snow, slush, etc.)	Hazardous road surface condition due to weather condition that contributed to the crash.
106	Debris	Objects in the roadway that are not large enough to block travel but could cause damage or a loss of control. Such as dislodged cargo, parts from a vehicle, tire tread, broken glass, or animal carcasses.

107	Ruts, holes, or bumps	Irregular roadway surface, either concave in the case of ruts and holes, or convex in the case of bumps.
108	Work Zone	An area of a highway with construction, maintenance, or utility work activities.
109	Worn, travel-polished surface	A road surface that is well used, often very smooth or shiny in appearance.
110	Obstruction in roadway	A blockage in the roadway. A large object that completely or partially blocks a travel lane. Items such as a fallen tree, boulder, or a trailer separated from its power unit or a vehicle(s) from a previous accident.
111	Traffic control device inoperative, missing, or obscured	Traffic control devices that is disabled or not functioning properly, lane markings faded or missing, signs that are down or covered by foliage, etc. .
112	Shoulders (none, low, soft, high)	Inadequate width, raised or not level shoulders.
113	Non-highway work	Maintenance or other types of work occurring near or in the trafficway but not related to the trafficway.
198	Other	Must provide a description.
199	Unknown	Must provide an explanation.

7.7.4.1 ROADWAY SURFACE CONDITION (C15)

The roadway surface condition at the time and place of a crash. You may selection regardless to whether or not road surface conditions contributed to cause the crash.

100	Dry	A clear roadway surface.
101	Wet	The roadway surface covered with water from rain or melted snow.
102	Snow	A roadway surface covered with snow.
103	Slush	A roadway surface covered with melting snow.
104	Ice or frost	A roadway surface covered with ice from freezing rain.
105	Water (standing or moving)	A roadway surface covered with an excessive amount of water usually attributed to flooding and typically localized.
106	Sand	A sand on the roadway because of sand blown by wind or sand discharged on the roadway by highway trucks.
107	Mud, dirt, or gravel	A substances presence on the surface of the roadway at the crash location, not the surface type of the roadway by design.
108	Oil	Fuel spilled on the roadway.
198	Other	Spilled substances such as grain, wet leaves, and liquids other than those listed above.
199	Unknown	Must provide an explanation.

Business Rules for Roadway Surface Condition:

- You must select at least one roadway surface condition.
- You may select more than one roadway surface condition.
- If None is selected, no other options can be selected.
- If Other is selected, you must describe the roadway condition.
- You may select a combination of any roadway condition codes 100-112.

7.8 WORK ZONE CIRCUMSTANCES (C19)

A work zone area is a traffic way that designated for road construction, maintenance, or utility repair activities. Warning signs, signals, barriers, pavement markings, or flagmen identify these traffic way areas as work zones.

A work zone crash is a crash where the first harmful event occurs within the boundaries of a work zone. This includes approaching or exiting a work zone area that results from an activity, behavior or control related to the movement of the traffic units through the work zone. Includes collision and non-collision crashes occurring within the signs or markings indicating a work zone or occurring on approach to, exiting from or adjacent to work zones that are related to the work zone.

You must indicate if the crash relates to a work zone area. If yes, you must provide the following information:

- Crash Location Relative to Work Zone
- Work Zone Type
- Workers Present
- Law Enforcement Present.

7.8.1 Work Zone Related Crash

Based upon the work zone definition above indicate if the crash occurred in or near a construction, maintenance or utility work zone.

000	No	Indicate no, if the crash does not comply with the definition of work zone crash.
100	Yes	Indicate yes, if the crash complies with the definition of work zone crash.
199	Unknown	Indicate unknown, if you cannot determine if the crash occurred in the work zone area and was the first harmful event.

7.8.2 Crash Location Relative to Work Zone

The location of the crash within work zone area describe the portion of the work zone area that directly related to the crash and the first harmful event.

100	Before the First Work Zone Warning Sign	A display of signs, lights or cones advising drivers of a work zone area.
101	Advance Warning Area	The work zone area that displays of signs, lights or cones advising drivers of a work zone area and directions.

102	Transition Area	The work zone area that displays road signs redirecting drivers out of their normal path.
103	Activity Area	The work zone area comprising of the workspace, the traffic space, and the buffer space.
	Work Space	The work zone area comprising of workers, equipment, and material storage.
	Buffer Space	The work zone area that provides protection for traffic and workers.
104	Termination Area	The area of the work zone that returns drivers back to the normal flow of traffic.
199	Unknown	Provide an explanation.

7.8.3 Work Zone Related

Work zone related crash occurs in or related to a construction, maintenance, or utility work zone, whether or not workers were actually present at the time of the crash. They may also include those involving motor vehicles slowed or stopped because of the work zone, even if the first harmful event occurred before the first warning sign.

100	No	Indicate if the crash was not work zone related.
101	Yes	Indicate if the crash was work zone related.
199	Unknown	Indicate unknown if you are unable to determination

7.8.4 Work Zone Type

The work zone type identifies the type of work zone at the time of the crash.

100	Lane closure	Roadway that have visible work zone signs that indicate that the road is closed.
101	Lane shift or crosso-ver	Roadway that have visible work zone signs that indicate that the lane shift or crossover.
102	Work on shoulder or median	The road shoulder is the strip of immediately adjacent to a traffic lane where work truck may park to perform activities. The road median is a divider that separates one or more lanes going in the opposite direction.
103	Intermittent or moving work	Visible signs of work vehicles performing work; such as, cutting the highway grass or utility worker parked alongside of the road and performing work.

197	Not applicable	Does not relate to the crash.
198	Other	You must describe the work zone type.
199	Unknown	Unknown

7.8.5 Workers Present

Indicate whether there were workers present in the work zone area at the time of the crash.

100	No	No workers were present in the work zone.
101	Yes	One or more workers were present in the work zone.
199	Unknown	Unable to determine if worker were in the work zone.

7.8.6 Law Enforcement Present

Indicate whether there were police present in the work zone area at the time of the crash.

100	No	No law enforcement was present in the work zone.
101	Yes	One or more workers were present in the work zone.
199	Unknown	Unable to determine if worker were in the work zone.

8 VEHICLES

The vehicle information collected consist of a set of data elements. For each vehicle, the following set and subset of information is collected:

For each Vehicle, you must provide the following **vehicle information**:

- Identification
- Owner of Vehicle
- Trailers Attach to Vehicle
- Damage to Vehicle Prior to Crash
- Damage to Vehicle At the Time of the Crash
- Vehicle Sequence of Events that Contributed to Crash
- Vehicle Traveled Trafficway Data that Contributed to the Crash
- Vehicle Hazardous Materials (if applicable)
- Vehicle Motor Carrier (if applicable)

For each Vehicle, you must provide the related **person information** as it relates to the crash:

- Driver
- Passengers

8.1 VEHICLE

The vehicle data elements collects information for each vehicle involved in the crash. There may be one or more vehicles involved in the crash.

8.1.1 Hit and Run (V23)

A hit and run crash occurs when a vehicle or driver of the vehicle in transport strikes another vehicle or person and departs the scene without stopping to render aid, and leaves the scene to evade responsibility or report the crash. You must indicate if the vehicle and/or driver left the scene of the crash.

100	No, did not leave the scene
101	Yes, vehicle and driver left the scene
102	Yes, only driver left the scene

8.1.2 Travel Direction (V13)

Indicate the direction the vehicle was traveling at the time of the crash. You must indicate the direction the vehicle travel at the time of the crash.

100	Northbound
101	Southbound
102	Eastbound
103	Westbound
104	Not on roadway
199	Unknown

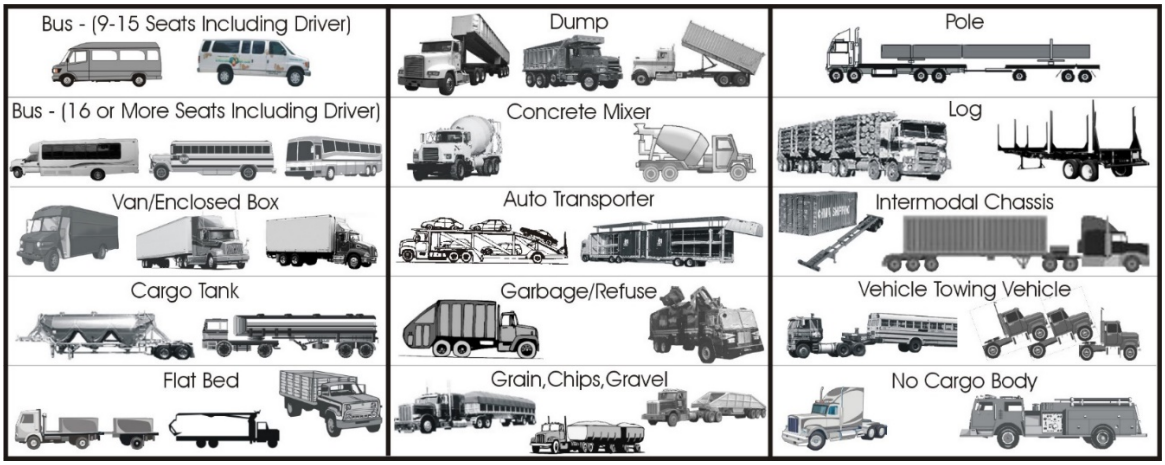
8.1.3 Vehicle Type (V8 & V28)

The distinguished body characteristics, configuration, and shape of a motor vehicle. You must indicate the body style of the vehicle. The selections of codes 200-398 will alert the system to flag the crash as a truck and bus crash. If any of these codes are selected the system will prompt the user for additional information and analyze the collection of data to determine if the FMCSA Truck and Bus Supplemental reporting is required.

100	Passenger car	Passenger Vehicle
101	Station wagon	Passenger Vehicle
102	Pick-up	Passenger Vehicle
103	Mini-van	Passenger Vehicle
104	Passenger Van (seats any number of personal; up to 8 if business)	Passenger Vehicle
105	Cargo van (10,000 lbs. or less)	Passenger Vehicle
106	Sport utility vehicle (SUV)	Passenger Vehicle
107	Motor home / recreational vehicle	Passenger Vehicle
198	Other passenger vehicle	Passenger Vehicle
200	Single unit truck (2 axles)	Truck (> 10,000 lbs.)
201	Single unit truck (3 or more axles)	Truck (> 10,000 lbs.)
202	Single unit truck with trailer	Truck (> 10,000 lbs.)
203	Truck tractor only (bobtail)	Truck (> 10,000 lbs.)
204	Tractor / semi-trailer	Truck (> 10,000 lbs.)
205	Tractor / doubles	Truck (> 10,000 lbs.)
206	Tractor / triples	Truck (> 10,000 lbs.)
298	Other heavy vehicle (farm or construction equipment)	Truck (> 10,000 lbs.)
300	Motor coach	Bus / Van / Limo (9 or more seats, including driver)
301	Small bus (seats 9-15, including driver)	Bus / Van / Limo (9 or more seats, including driver)
302	Large bus (seats 16 or more, including driver)	Bus / Van / Limo (9 or more seats, including driver)
398	Other vehicle (i.e., van, limo) seating 9 or more	Bus / Van / Limo (9 or more seats, including driver)
400	Motorcycle	Cycle / Low Speed
401	Moped	Cycle / Low Speed
402	3-wheel off road ATV	Cycle / Low Speed
403	4-wheel off road ATV	Cycle / Low Speed
404	Snowmobile	Cycle / Low Speed
405	Low speed vehicle	Cycle / Low Speed
498	Other motorized cycle / low speed vehicle You must provide a description if selected.	Cycle / Low Speed
990	Unknown type of motor vehicle	Unknown

8.1.4 Cargo Body Type (V29)

The cargo body type indicates the general configuration of body for buses and trucks whose gross combination weight rating (GCWR) is more than 10,000 lbs. You must provide the cargo body type. This data elements is used to analyze whether a Truck and Bus Supplement is automatically generated.



000	No cargo body
100	Bus
101	Van / enclosed box
102	Grain / chips / gravel
103	Pole trailer
104	Cargo tank
105	Log
106	Intermodal container chassis
107	Vehicle towing another vehicle
108	Flatbed
109	Dump
110	Concrete mixer
111	Auto transporter
112	Garbage / refuse
198	Other
199	Unknown

8.1.5 Vehicle Year (v6)

The year assigned to a motor vehicle by the manufacturer. This value is often obtain from the driver's vehicle registration. You must provide the four-digit vehicle year or select unknown.

8.1.6 Vehicle Make (V5)

The distinctive (coded) name applied to a group of motor vehicles by a manufacturer. You must select the vehicle make. If 'Other' is selected you must provide a description of the vehicle or the name of the make if it is not listed.

8.1.7 Vehicle Model (V7)

The manufacturer-assigned code denoting a family of motor vehicles (within a make) that have a degree of similarity in construction, such as body, chassis, etc.

- You must select the vehicle model.
- You must provide a description when you select 'Other'.
- Also, some model listed will require a description. Review the FARS Vehicle Model listing to determine which model required a description.

8.2 VEHICLE OWNER

8.2.1 Owner's Name Last, First and Middle

The name of the person who owns the vehicle. Record the name as it appears on the official identification. You must provide the owner's name or enter unknown.

8.2.2 Vehicle Owner Address

The vehicle owner address should match the vehicle registration. Provide the most current address if it is different from the registration address. Specify unknown, in the event, that there is no registration or the address is unknown. You may also, indicate that the owner is the same as the driver if the address on the driver's license is the same as the address on the vehicle registration.

- House/Apt. No
- Street Name
- City
- State
- Postal Code/Zip Code

8.3 VEHICLE IDENTIFICATION (V1)

8.3.1 VIN – Vehicle Identification Number (V1)

Indicate the identification number found on the vehicle or registration card. You must provide the VIN or indicate unknown.

8.3.2 Vehicle License Plate

The vehicle license plate data consist of the plate number, state, and year. In the event, the plate is missing specify ‘no license plate’. If you are unable to determine if a license plate exist, selects license plate completely unknown.

8.3.2.1 VEHICLE HAD NO LICENSE PLATE

Select this value in the event that the license plate is missing or unknown.

8.3.2.2 VEHICLE LICENSE PLATE YEAR

Specify the four-digit year as it appears on the vehicle license plate or unknown.

8.3.2.3 VEHICLE LICENSE PLATE STATE

Record the state abbreviation as it appears on the vehicle license plate or unknown.

8.3.2.4 VEHICLE LICENSE PLATE NUMBER

Record the number as it appears on the vehicle license plate or unknown.

8.4 VEHICLE TRAILER

A vehicle may have one or more (most state up to two) trailers. A trailer can be a boats, campers or lowboy.

8.4.1.1 Trailer Registration Year

Record the trailing unit state registration year from the state issued registration card or tag.

8.4.1.2 Trailer Registration State

Record the trailing unit(s) state of registration.as indicated on the trailer’s tag or registration card.

8.4.1.3 Registration Number

Record the trailing unit(s) registration number as indicated on the trailer’s registration card.

8.5 VEHICLE TRAILERS LICENSE PLATE

8.5.1.1 Trailer Had No License Plate

Select this field when the trailing unit does not have a plate.

8.5.1.2 Trailer License Plate Completely Unknown

Select this field when there is no indication that there is a license plate.

8.5.1.3 Trailer License Plate Year

Record the year displayed on the trailing unit plate.

8.5.1.4 Trailer License Plate State

Record the state that issued the trailing unit plate as it appears on the attached plate.

8.5.1.5 Trailer License Plate Number

Record the trailing unit plate number as it appears on the unit.

8.6 VEHICLE INSURANCE

Vehicle insurance is a financial policy purchase by the vehicle's owner to insure their vehicle and/or any vehicle that they may cause damage to in an accident, loss or stolen. Note: Vehicle Insurance is not a MMUCC field.

8.6.1 Insurance Company Name

Record the name of the insurance company that has insured the vehicle and driver.

8.6.2 National Association of Insurance Commissioner Number - NAIC#

Record the NAIC # as it appears on the driver's insurance card. The NAIC # is a number assigned by the NAIC to authorized insurance companies.

8.6.3 Insurance Policy

Record the policy as it appears on the driver's insurance card.

8.7 VEHICLE DAMAGE (V24)

8.7.1 Prior Vehicle Damage

Indicate if the vehicle had damage prior to the crash.

8.7.2 Vehicle Damage Severity and Damage Estimation (v24)

Indicate the level of damage to the vehicle because of the crash. Also, provide a monetary estimation of the total damage to the vehicle resulting from the crash.

100	No damage	No damage occurred because of the crash.
101	Minor damage	Damage which does not affect the operation of or disable the motor vehicle in transport.
102	Functional damage	Damage that is not disabling, but affects the operation of the motor vehicle or its parts. •Doors, windows, hood, and trunk lids which will not operate properly

		•Broken glass which obscures vision •Any damage which would prevent the motor vehicle from passing an official motor vehicle inspection •Tire damage even though the tire may be changed at the scene •Bumpers which are loose
103	Disabling damage	Damage that precludes departure of the motor vehicle from the scene of the crash in its usual daylight-operating manner after simple repairs. As a result, the motor vehicle was towed or carried from the crash scene, or assisted by an emergency motor vehicle.
199	Unknown	Provide explanation.

8.7.3 Damaged Areas or Area of Impact (V19)

The area of the motor vehicle that received the initial impact and the area that was most damaged in a crash.

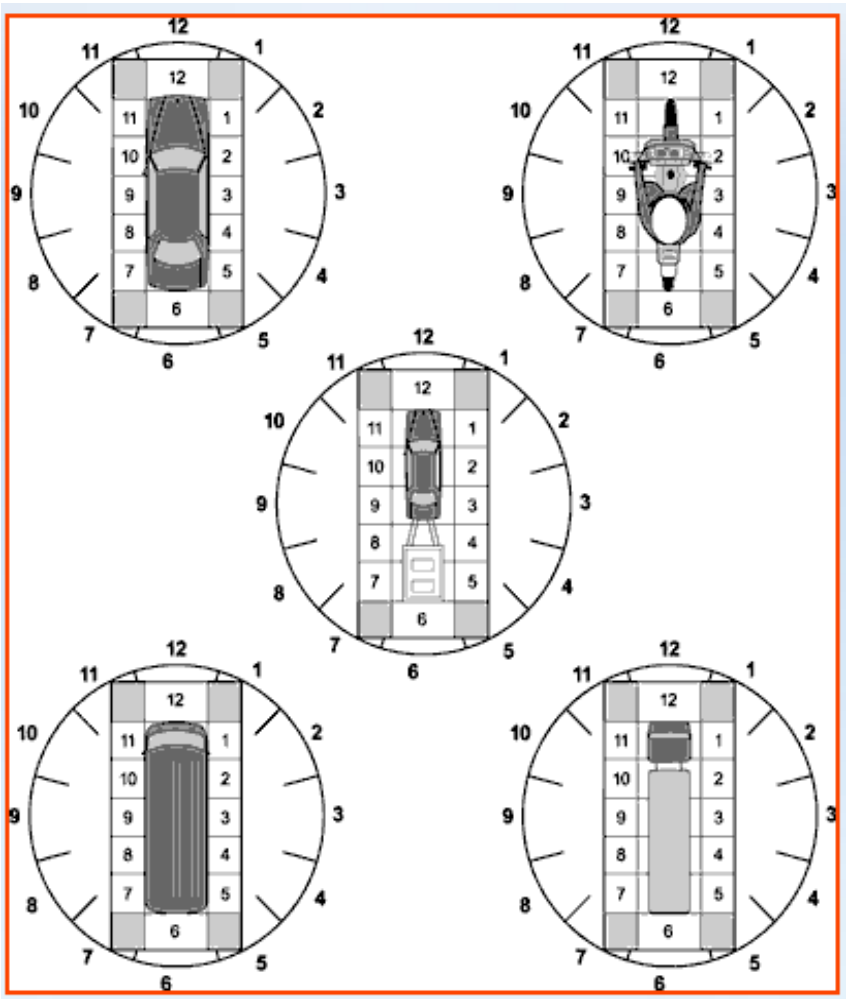
Non-Collision - Any motor vehicle crash not involving a collision. Includes overturn/rollover, fire/explosion, immersion, jackknife, cargo/equipment loss or shift, equipment failure, separation of units, ran off road right or left, cross median/centerline, downhill runaway, fell/jumped from motor vehicle, thrown or falling object.

- Top or Roof of the Vehicle
- Body of the Vehicle
- Undercarriage of the Vehicle

8.7.4 Initial Contact Point

Vehicle Damage Area: Initial Contact Point and Damaged Area

100	Cargo Loss
101	1 o'clock
102	2 o'clock
103	3 o'clock
104	4 o'clock
105	5 o'clock
106	6 o'clock
107	7 o'clock
108	8 o'clock
109	9 o'clock
110	10 o'clock
111	11 o'clock
112	12 o'clock
113	Top
114	Undercarriage
199	Unknown



8.7.5 Vehicle Towed (V24)

You must indicate for each vehicle whether the vehicle was towed from the scene of the accident.

000	Not towed
100	Towed, but not due to disabling damage
101	Towed due to disabling damage

If a code 100 -101 is selected, you much provide the following information:

- Towed By
- Towed To (Name, Address)

The eCrash system will flag crash report as a Truck and Bus Supplemental Report if the following criteria are true:

- Motor Vehicle Gross Vehicle Weight Rating is more than 10,000 pounds OR
- Motor Vehicle seats 9 or more people (including the driver's seat, OR
- Motor Vehicle displays hazardous material placard regardless of weight.

AND

- Any motor vehicle (truck, or truck combination, bus, car, etc.) disabled as a result of the crash ad transported away from the scene by a tow truck or other vehicle.

8.8 VEHICLE CIRCUMSTANCES

8.8.1 Vehicle Usage (V10)

Vehicle usage is the type of special services rendered by this vehicle regardless of whether the function is marked on the vehicle. You must provide the vehicle usage.

000	No special function
100	Taxi
101	School bus
102	Church bus
103	Transit/commuter bus
104	Intercity bus
105	Charter/tour bus
106	Shuttle bus
107	Military
108	Police
109	Ambulance
110	Fire truck
111	Non-transport emergency services vehicle
112	Incident response
199	Unknown

8.8.2 Emergency Vehicle Usage (V11)

You must indicate whether the motor vehicle is authorize by a government authority to respond to emergencies with or without the use of emergency warning equipment, such as a police vehicle, fire truck, or ambulance while actually engaged in such response.

100	Non-emergency, non-transport
101	Non-emergency transport
102	Emergency operation, emergency warning equipment not in use
103	Emergency operation, emergency warning equipment in use
197	Not applicable
199	Unknown

8.8.3 Vehicle Maneuver (V18)

You must indicate the vehicles movement prior to the beginning of the sequence of events.

100	Movement essentially straight ahead
101	Negotiating a curve
102	Backing
103	Changing lanes
104	Overtaking/passing
105	Turning right
106	Turning left
107	Making U-turn
108	Leaving traffic lane
109	Entering traffic lane
110	Slowing
111	Parked
112	Stopped in traffic
198	Other
199	Unknown

8.8.4 Travel Direction (V13)

You must indicate the direction the vehicle was traveling before the crash occurred.

100	Northbound
101	Southbound
102	Eastbound
103	Westbound
104	Not on roadway
199	Unknown

8.9 VEHICLE EVENTS (V20)

You must indicate the events in sequence related to this motor vehicle, including both non-collision as well as collision events that contributed to the crash.

8.9.1 Sequence of events (V20)

Record the one or more events that contributed to the crash. The four categorizes of sequence of events are:

- Non-Collision
- Collision with Person, Motor Vehicle, or Non-Fixed Object
- Collision with Fixed Object
- Unknown

100	Overturn/rollover	A motor vehicle that has overturned at least 90 degrees to its side.
101	Fire/explosion	A fire / explosion that was the cause or result of the crash.
102	Immersion, full or partial	A non-collision harmful event where an object or person is covered completely or partially by liquid.
103	Jackknife	An uncontrolled articulation between a tractor and trailer(s) that occurs at any time during the crash sequence.
104	Cargo/equipment loss or shift	As a non-collision event in the Sequence of Events, a cargo/equipment loss or shift is not necessarily harmful. For example, the loss or release of the goods transported from the cargo compartment of the truck, or the shifting of position of the load affecting its balance. As a harmful event, the loss or shift would have to cause damage to the motor vehicle or occupants that is transporting the cargo/equipment or the cargo or equipment itself.

105	Equipment failure (blown tire, brake failure, etc.)	The motor vehicle malfunctions at the time of the crash.
106	Separation of units	When the truck or truck tractor separates from the semi-trailer and/or trailer(s) it is pulling.
107	Ran off roadway right	Failure of the driver to keep the motor vehicle on the roadway.
108	Ran off roadway left	Failure of the driver to keep the motor vehicle on the roadway.
109	Deliberately crossed median	A has vehicle completely crosses the median and enters the shoulder or travel lane on the opposite side of a divided highway.
110	Unintentionally crossed median	The motor vehicle unintentionally crossed the median.
111	Crossed centerline	A vehicle that crosses over the centerline of a two-way, undivided highway.
112	Downhill runaway	Occurs when a vehicle cannot decelerate on a downhill grade.
113	Fell/jumped from motor vehicle	A vehicle occupant involuntarily or intentionally leapt from cle and it contributed to the crash.
114	Reentering roadway	A vehicle has departed the roadway portion of the trafficway returns to the roadway. (e.g. - a motor vehicle in-transport runs off the roadway right, strikes the guardrail face, then reenters the roadway and collides with another motor vehicle in-transport.)
115	Object thrown or fallen on or near motor vehicle	An object falls in the path of vehicle in transport and contributes to the crash.
198	Other non-collision	1) driving off a cliff where damage is not the result of an overturn or a collision with a fixed object, (2) an unbelted passenger hits his or her head on the roof of a vehicle and is injured, when the vehicle travels over a sharp dip in the road, (3) situations where a passenger is sickened or dies due to carbon monoxide fumes leaking from a motor vehicle in transport.

		4) This also includes when an occupant of a vehicle is run over by his/her own vehicle after falling from the vehicle.
200	Collision with pedestrian	A person who is not an occupant of a motor vehicle in transport. Includes a person who is adjacent to the motor vehicle regardless of his/her actions.
201	Collision with pedal cycle	Includes bicycle, tricycle, unicycle, pedal car, etc. Pedal cycle (from ANSI D16): Non-motorized vehicle propelled by pedaling.
202	Collision with other non-motorist	
203	Collision with railway vehicle (train, engine)	Any land vehicle (train, engine) that is (1) designed primarily for moving persons or property from one place to another on rails and (2) not in use on a land way other than a railway.
204	Collision with animal (live)	
205	Collision with motor vehicle in transport	A motor vehicle is any motorized (mechanically or electrically powered) road vehicle not operated on rails. When applied to motor vehicles, 'in-transport' refers to being in motion or on a roadway. Inclusions: motor vehicle in traffic on a highway, driverless motor vehicle in motion, motionless motor vehicle abandoned on a roadway, disabled motor vehicle on a roadway, etc.
206	Collision with parked motor vehicle	A parked motor vehicle is a motor vehicle not in-transport, other than a working motor vehicle, that is not in motion and not located on the roadway. In roadway lanes used for travel during some periods and for parking during other periods, a parked motor vehicle is an in-transport vehicle during periods when parking is forbidden. Any stopped motor vehicle where the entirety of the vehicle's primary outline as defined by the four sides of the vehicle (e.g., tires, bumpers, fenders) and load, if any, is not within the roadway is parked.
207	Collision with falling/shifting cargo or anything set in motion by motor vehicle	Cargo or other object that was set in motion by a motor vehicle strikes a motor vehicle or non-motorist. Examples include logs falling off or coming loose from a truck and striking a vehicle behind the truck, or a motor vehicle striking a parked car and pushes it into a passing pedestrian.

208	Collision with work zone/maintenance equipment	A motor vehicle in the act of performing construction, maintenance, or utility work related to the trafficway. This “work” may be located within open or closed portions of the trafficway and motor vehicles performing these activities can be within or outside of the trafficway boundaries.
298	Collision with other non-fixed object	A collision with an object other than a motor vehicle in transit, a pedestrian, another road vehicle in transit, a parked motor vehicle, a railway vehicle, a pedal cycle, an animal, or a fixed object.
300	Collision with impact attenuator/crash cushion	a barrier at a spot location, less than 25ft. (7.6 m) away, designed to prevent an errant motor vehicle from impacting a fixed object hazard by gradually decelerating the motor vehicle to a safe stop or by redirecting the motor vehicle away from the hazard.
301	Collision with bridge overhead structure	Any part of a bridge that is over the reference or subject roadway. In crash reporting, this typically refers to the beams or other structural elements supporting a bridge deck.
302	Collision with bridge pier or support	Support for a bridge structure including the ends (abutments).
303	Collision with bridge rail	A barrier attached to a bridge deck or a bridge parapet to restrain motor vehicles, pedestrians or other users.
304	Collision with cable barrier	A flexible barrier system, which uses several cables typically supported by steel posts to create a roadside or median barrier. These barriers are designed to help lessen impact or keep vehicles within the confines of the road.
305	Collision with culvert	An enclosed structure providing free passage of water under a roadway with a clear opening of less than twenty feet measured along the center of the roadway.
306	Collision with curb	
307	Collision with ditch	Developed primarily to collect and move water. It is adjacent to a highway and is usually identified as the roadside.
308	Collision with embankment	A raised structure that holds back water, to carry or support a roadway, or the result of excavation or washout that may be faced with earth, rock, stone or concrete. An embankment can usually be differentiated

		from a wall by its incline, whereas a wall is usually vertical.
309	Collision with guardrail face	The areas along a guardrail stretch other than the ends.
310	Collision with guardrail end	The painted guardrail ends with warning color and may include a breakaway or redirection design feature not to be confused with an impact attenuator.
311	Collision with concrete traffic barrier	The longitudinal traffic barriers constructed of concrete and located on the outside of the road surface, in a median, or in gore areas. This includes all temporary concrete barriers regardless of location (i.e., temporary barrier on a bridge used to control traffic during bridge repair/construction).
312	Collision with other traffic barrier	Longitudinal barriers other than guardrails, concrete traffic barriers, or cable barriers. They may be composed of material such as wood or rock.
313	Collision with tree (standing)	Tree is upright and in the ground. A standing tree is a fixed object as opposed to a fallen tree that is a moveable object
314	Collision with utility pole/light support	Constructed for the primary function of supporting an electric line, telephone line or other electrical-electronic transmission line or cable. This includes the support poles for roadway lighting.
315	Collision with traffic sign support	A pole, post or other type of support for a traffic sign.
316	Collision with traffic signal support	A pole, post or other type of support for a traffic signal.
317	Collision with other post, pole, or support	Post, pole or support that does not include a highway safety sign.
318	Collision with fence	This includes fence posts. A fence can be made of wood, chain link, stone, etc. This would exclude shrubs or hedges serving as containment for property. Shrubs or hedges would be coded as "Other Fixed Objects".
319	Collision with mailbox	A standing object used to store mail.
398	Collision with other fixed object	Other fixed objects include walls, buildings, tunnels, etc.
990	Unknown	Provide an explanation if unable to determine.

8.9.2 Vehicle Most Harmful Event (v21)

The vehicle most harmful event must match one of the previously selected Sequence of Events. This event refers to the event that resulted in the most severe injury or, if no injury, the greatest property damage involving this motor vehicle.

Clarification from FARS Coding Manual: This event must be the major event for this vehicle. Thus, it may differ from the First Harmful Event and be different for each vehicle involved in the crash. Choose the event that is the most harmful based upon the hierarchy shown below.

1. An event that produces a fatality takes precedence over an event that produces an injury.

2. An event that produces an injury takes precedence over an event that produces property damage.

See Sequence of Events Sequence of events (V20).

9 VEHICLE TRAFFICWAY (V14)

9.1 TRAFFICWAY DESCRIPTION (V14)

Describes the trafficway for each vehicle involved in the crash. Indicated whether the trafficway divides into two or more lanes or whether it serves one-way or two-way traffic. A divided trafficway is a roadway with two more lanes that has a physically median that separates the lanes and allows traffic to travel in opposite directions. You must provide the trafficway description.

100 Two-way, not divided
101 Two-way, not divided, with a continuous left turn lane
102 Two-way, divided, unprotected (painted >4 feet) median
103 Two-way, divided, positive median barrier
104 One-way trafficway
199 Unknown

9.2 TOTAL # OF LANES (V15)

The total number of lanes in the roadway on which this motor vehicle was traveling. You must provide the total # of lanes.

Undivided Highway

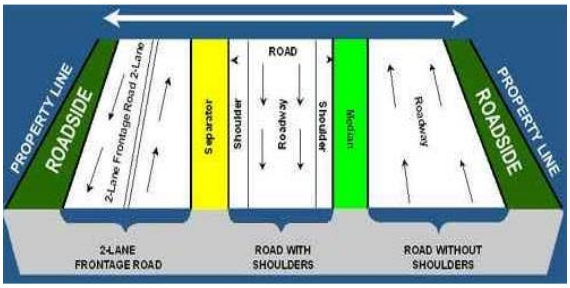


Figure 2 Enter the total through lanes in both directions, excluding designated turn lanes.

Figure 3 Enter the total through lanes in both directions, excluding designated turn lanes.

Figure 4 Enter the total through lanes in both directions, excluding designated turn lanes.

Figure 5 Enter the total through lanes in both directions, excluding designated turn lanes.

Divided Highway

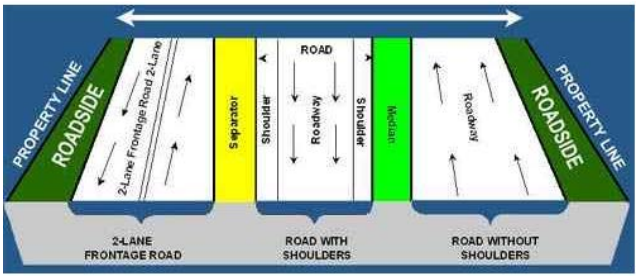


Figure 6 Figure 7 Enter the total through lanes for the roadway on which the motor vehicle under consideration was traveling.

Figure 7 Enter the total through lanes for the roadway on which the motor vehicle under consideration was traveling.

9.3 ROADWAY SURFACE

You must describe the surface of the road that each vehicle travel on at the time of the crash.

101	Asphalt
102	Gravel
103	Dirt
198	Other
199	Unknown

9.4 ROADWAY ALIGNMENT (V16)

The geometric or layout and inclination characteristics of the roadway in the direction of travel for this vehicle. You must describe the roadway alignment that each vehicle travel on at the time of the crash.

100	Straight
101	Curve left
102	Curve right

9.5 ROADWAY GRADE (V16)

Roadway grade refers to the inclination of a roadway, expressed in the rate of rise or fall in feet (meters) per 100 feet (meters) of horizontal distance. Includes level, hillcrest, uphill, downhill, sag (bottom).You must provide the roadway grade that each vehicle travel on at the time of the crash.

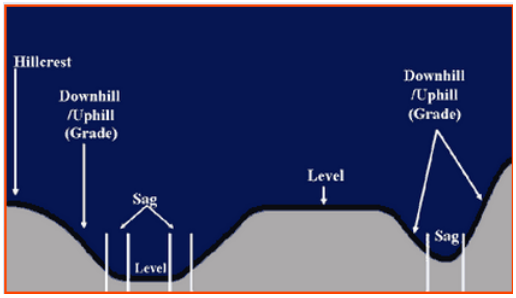


Figure 8 Roadway Grade

100	Level	Roadway does not exhibit a change in its inclination
101	Hillcrest	Top of a hill. This is the top section of a hill or bridge when the grade transitions from an upgrade to a downgrade. It may be a flat section of roadway on top of a hill or bridge.
102	Uphill	Roadway exhibits an inclination going up in elevation.
103	Downhill	Roadway exhibits an inclination going down in elevation.
104	Sag (bottom)	The bottom of a hill. A sag is a designed transition feature between a change of grade at the bottom of a hill. It is not a dip. A dip is a flaw in the roadway.

9.6 SPEED LIMIT

Record the posted speed limit at the location of the crash.

9.7 TRAFFIC CONTROL DEVICE (V17)

A traffic control device is a sign, signal, marking or other device placed on or adjacent to a street or highway by an authorized official to regulate, warn or guide traffic. (Manual on Uniform Traffic Control Devices – MUTCD)[2]

9.7.1 Traffic Control Device Type (V17)

The type of traffic control device (TCD) applicable to this motor vehicle at the crash location. You must indicate if and what traffic control device was in place at time of the crash.

000	None
100	Flashing traffic control signal
101	Traffic control signal
102	Stop sign
103	Yield sign
104	Slow or warning sign
105	Person (officer, flagman, crossing guard)
106	School zone sign/device
107	Pedestrian signal
108	No passing signal
109	Lane signals painted on roadway
110	Traffic lanes marked
111	Railway crossing with gate and signals
112	Railway crossing with flashing signals only
113	Railway crossing with cross buck only
198	Other
199	Unknown

9.7.2 Traffic Control Device Status

You must record the status of the traffic control device if a traffic control device was present at the time of the crash.

100	Functioning properly
101	Functioning improperly
102	Inoperative or missing
199	Unknown

[2] AASHTO, 44 North Capitol Street, N.W., Suite 225, Washington, D.C. 20001.

10 CRASH PERSONS (DRIVER, PASSENGER, NON-MOTORIST AND VICTIM) (P4)

There are three types of individuals that can be involved in a crash are classified as a driver, passenger or occupant, victim, and non-motorist.

- Driver – the person driving the vehicle.
- Passenger – the person(s) occupying a vehicle but is not the driver of the vehicle.
- Non- Motorist – person(s) involved in the crash but not an occupant in the vehicle, such as, pedestrians, bicyclists, or other cyclists.
- Victim – Any person involved in the crash that died within 30-days of the crash because of the crash. The system does not collect the victim data as a separate module. The system determines that the crash person is a victim based upon the injury status equal to 'Fatality'.

Each type person is optional. You have to add each person to the crash report with one exception. You must specify that there was no driver in the vehicle to disable the entry of the driver information.

The system will collect the following data from each type of person involved in a crash.

- Name
- Sex (Gender)
- Date of Birth
- Address
- Seating Position
- Medical Condition as it relate to the crash
- Medical Treatment Provided as a result of the crash
- Safety Equipment utilized at the time of the crash

The Driver and Non-Motorist sections will also collect data in reference to impairments, such as alcohol or drug usage, physical impairment, illness, and/or fatigued. *See sections Driver/Non-Motorist Condition.*

10.1 Demographics for Driver, Passenger, and Non-Motorist

The following section contains the data elements that are collect for each type of individual involved in the crash. You can scan this information from the driver's license, vehicle registration, or identification card into MOVE and then populate the eCrash system. ***If the vehicle involved did not have a driver, the eCrash system will allow you to indicate this.***

10.1.1 Name - First, Middle and Last name (P1)

The name of the person(s) involved in the crash. Record the name as it appears on the official identification.

- You must enter the driver's name, indicate that there was no driver, or select unknown.
- If there are any passengers involved in the crash, you must enter the passenger's name or select unknown.
- If there are any non-motorist involved in the crash, you must enter the non-motorist name or select unknown.

10.1.2 Sex (P3)

The gender of the person(s) involved in the crash.

- If the driver was involved in the crash, you must provide the sex of the driver.
- If there are any passengers involved in the crash, you must provide the sex of the passengers.
- If there are any non-motorist involved in the crash, you must provide the sex of the non-motorist.

M Male
F Female
U Unknown

10.1.3 Date of Birth (P2)

The date of birth of the person(s) involved in the crash. Record the date of birth for each driver using the standard two-digit format with slash marks (/). It is imperative to record this information accurately as it is the only means to calculate the driver's age. *Example*: May 7, 1964 record as 05/07/64.

- If the driver was involved in the crash, you must provide the date of birth of the driver or indicate unknown.
- If there are any passengers involved in the crash, you must provide the date of birth of the passengers or indicate unknown.
- If there are any non-motorist involved in the crash, you must provide the date of birth of the non-motorist or indicate unknown.

10.1.4 Address

The home address of the person(s) involved in the crash. You must provide an address for the driver or select unknown.

City	Record the city or town. Do not abbreviate.
State	Record the USPS standard abbreviation.
Zip Code	Record the USPS standard five (5)-digit code.

10.2 MEDICAL

10.2.1 Injury Status (P5)

The injury status denotes the type of injury that a person(s) sustained because of the crash. You must provide the injury status of the driver. The eCrash system will flag crash report as a Truck and Bus Supplemental Report if the following criteria are true:

- Motor Vehicle Gross Vehicle Weight Rating is more than 10,000 pounds OR
- Motor Vehicle seats 9 or more people (including the driver's seat, OR
- Motor Vehicle displays hazardous material placard regardless of weight.

AND

- Fatal Injury (001), OR
- Any Injury (002 – 003) that immediately receives medical treatment away from the crash scene.

001	K	Fatal injury	Any injury that directly results in the death of a living person within 30 days of a motor vehicle crash.
002	A	Suspected serious injury	Incapacitating Injury Any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred. Inclusions: Severe lacerations, broken or distorted limbs, skull or chest injuries, abdominal injuries, unconsciousness at or when taken from the scene, unable to leave the scene without assistance, and others. Exclusions: Momentary unconsciousness, and others.
003	B	Suspected minor injury	Non-Incapacitating Injury Any injury other than a fatal injury or an incapacitating injury, which is evident to observers at the scene. Inclusions: Lump on head, abrasions, bruises, minor lacerations, and others. Exclusions: Limping (the injury cannot be seen, and others
004	C	Possible injury	Possible Injury Any injury reported or claimed which is not a fatal injury, incapacitating injury or non-incapacitating evident injury. Inclusions: Momentary unconsciousness, claim of injuries not evident, complaint of pain, limping, nausea, hysteria, and others.
005	O	No apparent injury	Property Damage Only (PDO) – or – Non-Injury, No personal injury. Inclusions: Harm to wild animals, or birds, which have monetary value and others. Exclusions: Mechanical failure during normal operation, such as tire blowout, broken fan belt or axle.

10.3 EMERGENCY MANAGEMENT SERVICES PROVIDED (P28)

The Emergency Management Service notification and arrival times are used to calculate the time duration between the time of the crash and the time the EMS personnel arrived. The system will prompt the user to provide the arrival date and time and who provided the service, after selecting the EMS Provided Services at the Scene of the Crash indicator.

If the EMS was notified, you must select provided the following information:

- EMS Notification and Arrival Date and Time
- EMS Company Name (Taken By)
- Medical Facility Name (Taken To)
- EMS Trauma Band-id (if applicable)

10.3.1 EMS Notified and Arrived Date and Time

The EMS notification and arrival time is useful in analyzing the response time to a crash scene. Record the date and time EMS received the notification. Then, indicate what time EMS arrived at the crash scene. The system will automatically calculated the time span between the time of crash, EMS notification time and arrival time.

You must provide the notification date and time. The date format is MM/DD/YYYY. The time format is HH:MM AM/PM. The date and time cannot be a future date and time (greater than current date/time). The notification and arrival time can be the same as the crash time; however, they cannot be earlier than the crash time.

10.3.2 EMS Listing by county & Medical Facility

The system contains a list of the Arkansas EMS companies. You must provide the company name that provided the transportation from the crash scene (Taken By). If the EMS Company is not on the list, select 'Other' and provide the company name.

The system contains a list of the Arkansas Medical Facilities. You must provide the name of the medical facility that transported the injured person (Transported To). If the medical facility is not on the list, select 'Other' and provide the facility name.

10.3.2.1 TAKEN BY

Indicate who transported the injured individual to a medical facility.

10.3.2.2 TAKEN TO

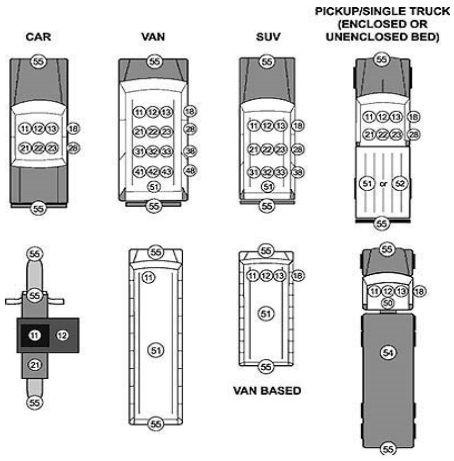
Indicate the name of medical facility the EMS transported the injured individual was transported to.

10.3.2.3 EMS TRAMUA BAND-ID

Indicate the trauma-band identification number that the injured individual received.

10.4 SEATING POSITION (P7)

Record the location of the occupant in, on or outside of the motor vehicle in relation to the first sequence of events. You must record the seating position for each person in the vehicle at the time of the crash.



SEATING POSITION CODES

110	Front row, left (driver)
120	Front row, middle
130	Front row, right
180	Front row, other
210	Second row, left
220	Second row, middle
230	Second row, right
280	Second row, other
310	Third row, left
320	Third row, middle
330	Third row, right
380	Third row, other
410	Fourth row, left
420	Fourth row, middle
430	Fourth row, right
480	Fourth row, other
510	Fifth row, left
520	Fifth row, middle
530	Fifth row, right
580	Fifth row, other
800	Sleeper section of cab (truck)
801	Passenger section of bus
802	Enclosed passenger/cargo area
803	Unenclosed passenger/cargo area
804	Passenger/cargo area, unknown if enclosed
805	Trailing unit
806	Riding on motor vehicle exterior
990	Unknown

L	M	R	OTHER
110	120	130	180
210	220	230	280
310	320	330	380
410	420	430	480
510	520	530	580

10.5 SAFETY

10.5.1 Restraint Systems Used (P8)

The type of restraints used by the person(s) involved in the crash. You must provide the restrain system used at the time of the crash for each person in the vehicle.

000	None used - motor vehicle occupant
100	Shoulder and lap belt used
101	Shoulder belt only used
102	Lap belt only used
103	Restraint used - type unknown
104	Child restraint system - forward facing
105	Child restraint system - rear facing
106	Booster seat
107	Child restraint - type unknown
197	Not applicable
198	Other
199	Unknown

10.5.2 Motorcycle Helmet Used (P8)

You must indicate whether the driver worn a helmet if the vehicle type (V8) is a cycle or low speed motor vehicle (vehicle type codes 400 series).

000	No helmet worn
100	DOT-compliant motorcycle helmet worn
101	Non-DOT-compliant motorcycle helmet worn
102	Helmet worn, unknown if DOT- compliant
199	Unknown if helmet worn

10.5.3 Air Bag Deployed Status (P9)

The deployment status of the air bags relative to the position of the individual in the vehicle. You can provide up to four answers.

100	Deployed: front	Air bag for the driver or front seat passenger is deployed out of its cover and protruding into driver compartment. Bag is fully or partially deflated or inflated.
101	Deployed: side	Side Air Bags - are usually smaller than frontal airbags and deploy very quickly from the vehicle seatback, door, or roof to protect front and sometimes rear seat occupants. There are two major categories: those that are designed

		to protect only the torso (chest, abdomen, and pelvis) and those that also include head protection.
102	Deployed: curtain	Inflatable Curtain Air Bag - an inflatable curtain that would deploy in the event of a rollover crash to protect occupant's heads and prevent ejection. Curtain air bag is out of its cover and protruding into driver or passenger compartment. Bag is fully or partially deflated or inflated.
198	Deployed: other	A knee air bag, air belt, or other new air bag technology is deployed.
900	Not deployed	Knee Air Bags - air bags mounted in the lower instrument panel to distribute impact forces to reduce leg injuries. Air Belt - a seat belt air bag that would provide protection to occupants in a crash by inflating the torso portion in a crash.
970	Not applicable	• Not an occupant of a vehicle in transport (non-motorists). • Occupants in seat positions that are not equipped with an air bag in vehicles that have air bags in some seat positions. • Every seating position in vehicles that do not come equipped with air bags in any position (Examples are; motorcycles, early model passenger cars, some medium-heavy trucks and buses.). • Identifies an air bag system that is inoperative (switched off intentionally or inadvertently) during maintenance or an uninstalled air bag because of previously deployed or stolen.
990	Unknown	Provide an explanation.

10.5.4 Ejection Status (P10)

The description of how a person(s) ejected from the interior of the vehicle. You must indicate for each person whether the person ejected from the vehicle.

000	Not ejected
100	Ejected, partially
101	Ejected, totally
197	Not applicable
199	Unknown

10.5.5 Ejection Path

The ejection path describes where the person ejected from the vehicle. If ejection status (P10) is equal to 100 or 101, you must select an answer for the ejection path.

000	Not ejected
100	Side door opening
101	Side window
102	Windshield

103	Back window
104	Back door/tailgate opening
105	Roof opening (sun roof, convertible top down)
106	Roof (convertible top up)
107	Back of pick-up truck
197	Not applicable
198	Other
199	Unknown

10.5.6 Extraction

Indicate of the person in the vehicle has to be extricated from the vehicle because of the crash.

000	Not extricated
100	Extricated
199	Unknown

10.6 DRIVER/NON-MOTORIST CONDITION (P17)

The description of the condition of the driver or non-motorist at the time of the crash and that is relevant to the crash. You provide the condition of the driver or non-motorist.

100	Apparently Normal	Normal.
101	Physically Impaired	A condition that results in some decrease in a physical ability.
102	Emotional (Depressed, Angry, Disturbed, Etc.)	Depressed, angry, disturbed. Includes; fighting, disagreements, emotionally upset, road rage, etc.
103	Ill (Sick) Or Fainted	Diabetic reactions, allergic reactions to medications/drugs, failure to take required medication, seizures, heart attack, high/low blood pressure.
104	Asleep Or Fatigued	Asleep at the wheel not due to other factors such as drugs, alcohol, or being ill.
105	Under The Influence Of Medication/Drugs/Alcohol	Suspected of being under the influence of alcohol or drugs. This includes any legal prescription drug or over-the-counter medication such as cough syrup as well as illegal drugs of any type.
198	Other	Provide a description.
199	Unknown	Provide an explanation

10.7 SUBSTANCE USE (P19/P20/P21)

The description of whether alcohol or drugs usage is relevant to the crash.

10.7.1 Alcohol Suspected Usage (P18)

Describe if there is a suspicion of any alcohol or drug usage by the driver and/or non-motorist at the time of or relevant to the crash. You must indicate whether there is a suspicion of alcohol usage.

N	No
Y	Yes
U	Unknown

10.7.2 Alcohol Test Type (P19)

Describes the type alcohol test given to the driver and/or motorist as it relates to the crash. If you suspect alcohol usage, you must indicate if you administered a test, what type, and the test results.

000	No test given
001	Test refused
100	Blood test
101	Urine test
102	Both blood and urine tests
198	Other type of test
199	Unknown if tested

10.7.3 Alcohol Test Results

Describes the test results of the test taken. If the Alcohol Test Type equals to codes 100-198, you must provide the Alcohol Test Results.

100	Results pending
101	Results received
197	Not applicable
199	Unknown

10.7.4 Blood Alcohol Concentration

Provide the test results of blood alcohol concentration (BAC) test (100), if one given and the test results have been received (101), you must input the test result value in the BAC field.

10.7.5 Drug Suspected Usages

Describe if there is a suspicion of any drug usage by the driver and/or non-motorist at the time of or relevant to the crash. You must indicate whether there is a suspicion of drug usage.

N	No
Y	Yes
U	Unknown

10.7.6 Drug Test Type (P21)

Describes the type of drug test given to the driver and/or motorist as it relates to the crash. If you suspect drug usage, you must indicate if you administered a test, what type, and the test results.

000	No test given
001	Test refused
100	Blood test
101	Urine test
102	Both blood and urine tests
198	Other type of test
199	Unknown if tested

10.7.7 DRUG Test Results (p21)

Describes the results of the drug test taken by the driver or non-motorist. If the Drug Test Type equals to codes 100-198, you must provide the Drug Test Results. You may select one or more options.

000	Results negative
100	Results pending
200	Amphetamines
201	Barbiturates
202	Benzodiazepines
203	Cannabinoids
204	Cocaine
205	Methadone
206	Methamphetamines
207	Opiates
208	Oxycodone
209	Propoxyphene
210	Phencyclidine (PCP)
298	Other
970	Not applicable
990	Unknown

11 LICENSE DRIVERS INFORMATION

The driver's information is generally obtain from the driver's license. However, if possible have the driver verify the information. The data elements in this section capture the demographic that are specific to the driver. This information may also be scan from the driver license into MOVE and then populated into eCrash system.

11.1 DRIVER'S LICENSE (P11-P12)

11.1.1 License Status

The driver's license status refers to the status of the license at the time of the crash. You must provide the driver license status when there is a driver involved in the crash.

000	Not licensed
100	Valid license
200	Suspended
201	Revoked
202	Expired
203	Canceled or denied
204	Disqualified
990	Unknown

- If the driver license status is equal to 000, you may provide the identification number from another valid type of identification card like a personal ID card, passport, etc.
- If the driver license status is equal to 100-204, you must provide the following data:
  - License State,
  - License Number,
  - License Class,
  - License Endorsements
  - License Restrictions

11.1.2 License State (P11)

The state that issued the driver's license. You must provide the driver license status when there is a driver involved in the crash. You must provide the state that issued the driver license.

11.1.3 License number (P12)

The driver's license number that appears on the driver's license.

11.1.4 License Class (P12)

The typical driver has non-commercial class D driver's license that authorizes operation of an automobile and light trucks. There are three classes of commercial driver's licenses.

Class A	Any combination of vehicles with a Gross Combination Weight Rating (GCWR) of 26,001 lbs. or more provided the GVWR of the vehicle(s) being towed is in excess of 10,000 lbs. Qualifies for Classes B and C.
Class B	Any single vehicle with a GVWR of 26,001 or more pounds, or any such vehicle towing a vehicle not in excess of 10,000 pounds GVWR. Qualifies for Class C.
Class C	Any single vehicle, or combination of vehicles, that does not meet the definition of Class A or Class B, but is either designed to transport 16 or more passengers, including the driver, or is used in the transportation of materials found to be hazardous which require the motor vehicle to be placarded.
Class M	Motorcycles, Mopeds, Motor-Driven Cycles

11.1.5 Commercial Driver License (CDL) Indicator

This indicates 'Yes' or 'No' if the driver's license is a commercial driver license (CDL). Also, this information is important to separate the non-commercial licenses included by some States in Class C with the commercial licenses.

11.1.6 License Endorsements

The license endorsement is the type of authorization given to the driver to operate a particular type of vehicle. Indicate the driver's endorsements as they appear on the driver's license. Also, record whether the driver was in violation of the assigned endorsement.

You much indicate one or more license endorsements on the driver's license, if the driver's license status equals 100-204.

100		None	
101	T	Double/triple trailers	Authorization to haul a double or triple trailer.
102	P	Passenger	Authorization to transport a passenger vehicle of 16 or more people.
103	N	Tank vehicle	Authorization to transport liquid or gaseous material with a tank attached to the vehicle.
104	H	Hazardous materials	Authorization to transport hazardous material that requires a placard.
105	X	Tank vehicle & hazardous materials	Authorization to transport an attached tank with hazardous material that require a placard.
106	S	School Bus	Authorization to transport a school bus designed to transport 16 or more persons.
107	M	Motorcycle	Authorization to operate a motorcycle.
108	MD	MD - Motor driven cycle	Authorization to operate a motor driven cycle.
109	V	V - Valid without photo	Authorization to carry a license without a photo.
198	O	Other	Requires Description

11.1.7 Driver License Restrictions

The license restrictions are specific requirements or limitations that a driver must use or adhere to while operating a motor vehicle. You must provide one or more driver license restrictions, if the driver's license status equals 100-204.

000	None
100	A - With licensed adult
101	B - Corrective lenses
102	C - Mechanical aid
103	D - Prosthetic aid
104	E - Automatic transmission
105	F - Outside mirror
106	G - Daylight only
107	H - Class B or C with passengers and class D
108	I - Class C only with passengers
109	K - Vehicles without airbrakes
110	L - Interlock device
111	S - School, church, or transit bus
112	U - Class D only with passengers
113	Y - Diesel fuel, fertilizer only
114	Z - Seasonal farm service vehicle
198	Other

11.2 DRIVER CIRCUMSTANCES (P13-P15)

The driver's circumstances data elements describe the circumstances of the driver that may have contributed to the crash.

11.2.1 Speeding Related (P13)

Indicate and describe if the person involved in the crash was speeding. You must indicate if the driver's speed contributed to the crash.

000	Not speeding
100	Racing
101	Exceeded speed limit
102	Too fast for conditions
199	Unknown

11.2.2 Driver Distracted By (P16)

Indicate and describe if the person involved in the crash was distracted.

000	Not distracted
100	Manually operating an electronic communication device (texting, typing, dialing)
101	Talking on hands-free electronic device
102	Talking on hand-held electronic device
103	Other activity with an electronic device
104	Passenger
980	Other distraction inside the vehicle
981	Other distraction outside the vehicle
990	Unknown if distracted

11.3 DRIVERS ACTION AT THE TIME OF CRASH (P14)

11.3.1 Drivers Actions (P14)

Indicate what the driver's actions at the time of the crash. You must describe one or more of the driver's actions at the time of the crash.

000	No contributing action	No contributing action
100	Disregarded red light	Disregarded traffic signs or controls
101	Disregarded other traffic signal	Disregarded traffic signs or controls
102	Disregarded stop sign	Disregarded traffic signs or controls
103	Disregarded yield sign	Disregarded traffic signs or controls
104	Disregarded other traffic sign	Disregarded traffic signs or controls
105	Disregarded other road markings	Disregarded traffic signs or controls
106	Disregarded officer or flagman	Disregarded traffic signs or controls
200	Swerved or avoided due to wind	Swerved or avoided
201	Swerved or avoided due to slippery surface	Swerved or avoided
202	Swerved or avoided due to motor vehicle	Swerved or avoided
203	Swerved or avoided due to non- motorist in roadway	Swerved or avoided
204	Swerved or avoided due to object in roadway	Swerved or avoided
300	Improper right turn	Improper maneuver
301	Improper left turn	Improper maneuver

302	Improper U-turn	Improper maneuver
303	Improper backing	Improper maneuver
304	Improper passing	Improper maneuver
305	Improper lane change	Improper maneuver
306	Improperly parked	Improper maneuver
400	Driving without lights	Improper use of lights or signals
401	Failed to dim headlights	Improper use of lights or signals
402	Failed to or improper signal	Improper use of lights or signals
501	Reckless operation	Unsafe operation
502	Aggressive operation	Unsafe operation
503	Inattentive, careless, negligent, or erratic operation	Unsafe operation
504	Under the influence of alcohol	Unsafe operation
505	Under the influence of drugs	Unsafe operation
600	Impeding traffic	Other actions
601	Ran off roadway	Other actions
602	Crowded off roadway	Other actions
603	Crossing median	Other actions
604	Failed to yield right-of-way	Other actions
605	Failed to keep in proper lane	Other actions
606	Wrong side of road	Other actions
607	Wrong way	Other actions
608	Followed too closely	Other actions
609	Cutting in	Other actions
610	Over-correcting or over-steering	Other actions
980	Other contributing action	Other actions
990	Unknown	Unknown

11.3.2 Drivers Citations (P15)

Indicate if the driver received a citation because of the crash. If you issued one or more citation, you must provide the citation number and all motor vehicle related charges from the citation for each citation.

12 HAZARDOUS MATERIAL (AS RELATED TO CARGO ONLY) (V30)

FMCSA requires notification of released hazardous material within 90 days. Indicate if the vehicle transports hazardous material as cargo, if vehicle has federal or state authorization to transport such material and if the material was released at the time of the crash. The fuel or oil carried by the vehicle for its own use it is NOT considered cargo and should not be reported in this section.

000	No, hazardous materials not released
100	Yes, hazardous materials released
970	Not applicable (not carrying hazardous materials)

12.1 HAZARDOUS MATERIAL PLACARD

The Federal Motor Carrier Safety Regulations required the display of hazardous identification card when transporting hazardous material. The vehicle should have placards displayed on all four sides of the vehicle. For containers with bulk packages inside, if the required ID# marking is not visible, the transport vehicle must be marked on each side and each end.

1) 4-digit Hazardous Materials ID number or name taken from the middle of the diamond or from the rectangular box; and
The four-digit number may be on an orange panel or a white "square-on-point" panel. If no four-digit number appears on the placard, enter the Placard Name. Note, the ID Number is required to be on the shipping papers. This number identifies the specific material being transported.

You must indicate if the vehicle display a hazardous material placard.

000	Placard not required
100	Placard displayed
200	Placard required but not displayed

12.1.1 Placard Material Identification Number

The four-digit number may be on an orange panel or a white, square-on-point panel. If no four-digit number appears on the placard, enter the Placard Name. This number identifies the specific material the vehicle is authorized to transport. Note: The shipping papers must contain the placard ID Number.

The Class Number (1-9) can be a one- or two-digit number with a decimal in the middle. The number after the decimal is called the division. These are applicable to classes 1, 2, 4, 5, and 6. The class is critical for identifying and studying various types of hazardous materials involved in traffic crashes.

12.1.2 Hazardous Material Classification Code

The hazardous material classification code found on the placard identifies the hazardous material that authorized the motor carrier to transport. You must provide this code if you have indicated that a placard is visible.

1	Explosives
2	Gas
3	Flammable liquids
4	Other flammable substances
5	Oxidizing substances and organic peroxides
6	Toxic (poisonous) and infectious substances
7	Radioactive material
8	Corrosives
9	Miscellaneous dangerous goods

12.1.3 Release of Hazardous Materials

You must indicated whether the vehicle released hazardous materials at the time of the crash if a placard was displayed or placard was required but not displayed.

000	No, hazardous materials not released
100	Yes, hazardous materials released
970	Not applicable (not carrying hazardous materials)

13 MOTOR CARRIER (V26)

A Motor Carrier is the legal business entity, individual, partnership, corporation, or organization that directs, controls, and is responsible for the transportation of goods, property or people.

13.1 TYPE OF MOTOR CARRIER

You must provide the type of motor carrier involved in the crash. If a motor carrier was not involved in crash, select (000) not a motor carrier.

000	Not a motor carrier
100	Interstate carrier
101	Intrastate carrier
102	Not in commerce - government
103	Not in commerce - other truck
199	Unknown

If a motor carrier was involved in the crash, you must provide the following information:

- Motor Carrier Name
- Motor Carrier Address
- Motor Carrier Identification Numbers:
- USDOT
- MC/MX
- State ID

Note: If any of this information is unknown, you will have the option to select unknown.

14 NON-MOTORISTS (P22)

A non-motorist is any person other than an occupant of a motor vehicle in transport that was involved in the crash. This includes pedestrians, bicyclists, other cyclists, occupants of other motor vehicles not in transport, and occupants of transport vehicles other than motor vehicles.

14.1 NON-MOTORIST CIRCUMSTANCES

14.1.1 Non-Motorist Type

Record the type of non-motorist(s) involved in the crash. If a non-motorist was involved in the crash, you must provide the same medical and person condition information collected for the driver and passenger.

100	Pedestrian
101	Other pedestrian (wheelchair)
102	Skater
103	Scooter
104	Bicyclist
105	Other cyclist (tricycle, etc.)
106	Ridden animal / animal-drawn
107	Occupant of a non-motor vehicle
108	Occupant of a parked motor vehicle
198	Other type of non-motorist
199	Unknown type of non-motorist

14.1.2 Non-Motorist Struck By Vehicle (P27)

Indicate which vehicle (the vehicle #) involved in the crash struck the non-motorist first.

14.1.3 NON-MOTORIST ACTION PRIOR TO CRASH (P23)

Describes the non-motorist action **prior to the crash** that may have contributed to the crash.

100	None
101	Crossing roadway
102	Waiting to cross roadway
103	Walking/cycling along roadway with traffic (in or adjacent to travel lane)
104	Walking/cycling along roadway against traffic (in or adjacent to travel lane)
105	Walking/cycling on sidewalk
106	In roadway - other
107	Adjacent to roadway (e.g., shoulder, median)
108	Working in trafficway (incident response)
198	Other
199	Unknown

14.1.4 NON-MOTORIST SCHOOL STATUS

Indicate if the non-motorist in route to or from school.

N	No
Y	Yes
U	Unknown

14.1.5 NON-MOTORIST LOCATION (P25)

The non-motorist location at the time of the crash.

100	Intersection - marked crosswalk
101	Intersection - unmarked crosswalk
102	Intersection - other
103	Midblock - marked crosswalk
104	Travel lane - other location
105	Bicycle lane
106	Shoulder/roadside
107	Sidewalk
108	Median/crossing island
109	Driveway access
110	Shared-use path or trail
111	Non-trafficway area
198	Other
199	Unknown

14.1.6 Non-Motorist Safety Equipment (P26)

The non-motorist safety equipment worn at the time of the crash.

000	None
100	Helmet
101	Protective pads (elbows, knees, shins, etc.)
102	Reflective clothing (jacket, backpack, etc.)
103	Lighting
198	Other
970	Not applicable

14.1.7 Non-Motorist Actions (P24)

The non-motorist actions **at the time** of the crash.

000	No improper action
100	Darted or dashed
101	Failed to yield right-of-way
102	Failed to obey traffic signs, signals, or officer
103	In roadway improperly (standing, lying, working, playing)
104	Disabled vehicle related (working on, pushing, leaving, approaching)
105	Entering or exiting parked or standing vehicle
106	Inattentive (talking, eating, etc.)
107	Not visible (dark clothing, no lighting, etc.)
108	Improper turn or merge
109	Improper passing
110	Wrong-way riding or walking
198	Other
199	Unknown

15 SUPPLEMENTAL SUPPORTING DOCUMENTATION

15.1 Non-Vehicular Property Damage

Non-vehicular property damage refers to any property damage because of the crash. If non-vehicular property was damage, please provide the following information.

- Description of the Property
- Damage Estimate
- Owner Name
- Owner Address
-

15.2 Witnesses

A witness is one who can provide an eyewitness account of the crash events. If a witness was involved in the crash, please provide the following information:

- Witness Full Name (Last, First, Middle, Suffix)
- Witness Address

15.3 Diagram

You may provide one or more diagrams of the crash scene. The eCrash system integrates with the ScenePD software that provides the capability to electronic illustrate the crash scene.

15.4 Narrative

You may provide a description of the crash events.

15.5 Attachments

You may attach one or more supplement documentation related to the crash report; such as, crash scene photos, test results, witness forms, etc.

15.6 Notes

You may add personal notes regarding the crash.