Alabama eCrash
Data Element Manual
(DEM)

for the

ALABAMA UNIFORM TRAFFIC CRASH REPORT

AUTCR

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PREFACE

The Alabama Uniform Traffic Crash Report is the only approved method for reporting motor vehicle crashes occurring within the State of Alabama. All law enforcement agencies within the state that are responsible for investigating and reporting motor vehicle traffic crashes must utilize this Report when submitting reports.

Traffic crash reports are the most important source of information for agencies concerned with traffic safety. For these reports to be useful in saving lives it is imperative that they be completed accurately and in a uniform manner. This requires a common understanding of the meaning of all data elements on the part of reporting law enforcement officers who gather these data and all users of these data.

The only possible value that a traffic crash can have is in preventing a similar occurrence in the future. The only way that this value can be realized is through accurate, consistent and complete reporting of all of the facts surrounding these crashes.

This Data Element Manual has been created to provide a definition of each data element that is collected and thereby enable the officers to resolve questions that will arise as they complete the eCrash data entry screens. It should also provide users of these data a similar understanding so that they will interpret and use the data properly. Its intent is to provide for training of officers and data users and to serve as a reference guide.

The numbers given to the data items in this document are for reference purposes only – they do not appear in the eCrash data entry program.

The example images throughout this document are for reference purposes and do not reflect the way the printed AUTCR report will look or what the references look like in the eCrash data entry program.

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ECRASH DATA ELEMENT MANUAL

0.0 INTRODUCTION

At the outset it is good to make a distinction between the crash report and the eCrash data entry software. The new report that will be output by the software is called the Alabama Uniform Traffic Crash Report (AUTCR). Very little consideration to the AUTCR will be given in this manual since the data elements are not entered directly onto any paper form. Rather, they are entered into the eCrash data entry program directly. For this reason the layout and ordering of this manual will be consistent with eCrash as opposed to the crash report that it produces. However, this manual will concentrate upon the meaning of the data elements and their interpretation mainly so that the readers of crash reports and the users of the crash data in general have the same understanding of what the data elements mean as the officers did when they input them into eCrash.

This manual does not deal with the mechanics of using eCrash. For that the reader should consult the *eCrash User Guide.* This manual will present the data elements generally in the order that they are input into eCrash. All of the data-element specific information in this manual is available using the "Help" features of eCrash.

As indicated in the table of contents for this manual, the eCrash entry system is best viewed as subdividing the AUTCR into 11 modules. It will be important to obtain an overview of these 11 modules, or "levels," before plunging into the details of the data elements within each. This is the intent of the following subsections. While every effort was made to name the various levels appropriately, in some cases the name might not capture the full meaning of all of the data elements within that particular module. The following subsections give a high level introduction to the various levels of the AUTCR as implemented by eCrash.

0.1 OVERVIEW LEVEL

This is one of the briefest levels since it only contains very high level administrative information, such as whether the record will be an original submission, an amendment or an error correction. The case numbers are also dealt with here. Finally some summary statistics slots are provided that will be populated once the record is completed. These provide additional visual validation to the officer to assure that the right record is being updated for error correction and amendments.

0.2 LOCATION AND TIME LEVEL

This is one of the most detailed and complex sections. It is also one of the most important. The location of a crash is used by engineers and law enforcement to determine the use of selective enforcement and Hazard Elimination for Safety (HES) budget allocations. If these locations are not accurately recorded it could lead to the misappropriation of these funds.

The time portion of this level includes the year, month, date and time specifications. The location is essentially the same as has been recorded in the past with the exception of the latitude and longitude coordinates, given that they are available. A system is currently being developed to enable the entry of this information directly from GIS intelligent maps, which will greatly simplify this process. However, until that system is fully developed, the current system of locating crashes will remain in effect.

This level also has the requirement for some overall information on the crash itself, e.g., the primary contributing circumstance and the primary contributing unit number (previously referenced as the *causal* unit). The first (and most) harmful event and the first harmful event location relative to the roadway are also required at this level.

Other general information regarding the crash is also required at this level, including:

- Type of roadway junction/feature;
- Manner of crash;
- Whether it was school bus related; and
- Overall crash severity.

This level is very detailed and some of the elements are quite complex. Because of the importance of these data elements, considerable time and effort should be given to assure their understanding.

0.3 UNIT SUPER LEVEL

A *unit* is defined to be a vehicle or a non-motorist involved in the crash. This is a broad term, and it will be defined more precisely in Section 3.

The level currently under discussion is called a "super" level in that it defines the structure of most of the rest of the data entry screens. Since anything associated with a unit must be related together by that unit specification, all of the following levels will depend on this level being completed correctly:

- Driver Level
- Non-Motorist Level
- Vehicle Level
- Uninjured Occupant Level
- Victim Level
- Unit Roadway Environment Level
- Truck/Bus Supplement Level

These will be discussed in very general terms immediately below in this introductory section, and then each will have a detailed section of its own. At this point recognize that each of these entities is related in some way to a unit, and thus, the unit definition at this point is quite critical to their being properly encoded.

A crash must have at least one unit. Once a unit is defined to exist, then this level will require that certain information be provided before subsequent levels are accessed. This includes the following:

- Left the scene indicator;
- Unit type;
- Whether the unit is a commercial motor vehicle (CMV);
- If so, its designation as a truck or bus.

These data items set up the data entry for the unit and turn on/off certain default values to make the completion of the other levels easier.

0.4 DRIVER/NON-MOTORIST LEVEL

This is indicated to be "driver/non-motorist" because the data required (e.g., identifying information) generally pertains to both. If any of the data elements do not in any way apply to a non-motorist, they should

be marked as not applicable. The data elements within the level are further subdivided into screens that contain the following type of data:

- *License.* Identification, address, telephone number, date of birth, race, sex, distance from home, DL state, DL number, DL Class, DL status, and CDL restrictions and endorsements. If the involved non-motorist has a DL card, it should be used to populate these fields.
- *Condition.* Place of employment, insurance information, and sobriety: opinions and test information.
- *Circumstances.* All unit specific: travel road name and code, direction, maneuver, pedestrian actions (for pedestrian type units), most harmful event, contributing circumstance, and first harmful event location, (up to four) sequence of events.

0.5 VEHICLE/NON-MOTOR VEHICLE LEVEL

Since some non-motorists are drivers of vehicles (e.g., bicycles), some of the vehicle information will apply to non-motorists. This overall level is subdivided as follows:

- *Vehicle Details.* Year, make, model, body type, and VIN.
- *Non-Motorist Details.* Action prior to crash, (up to two) action(s) at time of crash, location with respect to the roadway, unit number of vehicle striking, child walking/cycling to/from school.
- *Owner/Registration.* Owner name, address, etc., tag number and other information, vehicle usage, and emergency status.
- *Circumstances.* Hazardous materials information, attachments, oversized information, vehicle defects, speed limit, estimated speed, and citations.
- *Damage.* Severity, towing information, areas damaged, and point of initial impact.

0.6 UNINJURED OCCUPANT LEVEL

The uninjured and injured occupant (non-motorist) levels are quite similar, with the uninjured being a subset of the injured involved persons (referenced as *victims*). The only difference is in the injury information, which will be discussed in the Victim Level section below.

It is very important that wherever possible the same information that is obtained on victims be obtained on non-injured occupants. It is impossible, for example, to determine the overall effectiveness of restraints unless we know the proportion of the uninjured occupants that were effectively restrained.

This level will obtain data on seating position, type of occupant (driver, passenger or non-motorist), safety equipment, airbag status, age, sex, and ejection.

0.7 VICTIM LEVEL

As noted above, this level contains all of the data elements as the uninjured occupant level discussed in the previous section. Only the additional elements will be discussed in the detailed description below to avoid repetition. Additional items in this level include the name and address of the victim, and such injury details as severity and first aid and transport.

0.8 UNIT ROADWAY ENVIRONMENT LEVEL

Certain types of units, such as pedestrians, railroad trains or those located on private property may not have applicable codes, in which case the Not Applicable code should be entered.

Many of these roadway elements might apply to all units in the crash. However, it is conceivable in some cases that an element might have different values for different units, and this is why these elements are completed on a per-unit basis.

These data items include such factors as: involve bridge, roadway surface type and condition, workzone information, environmental and foreign materials contributing factors, curvature and grade, vision obstacles, traffic control, lane separation and number of lanes, turn lane and one-way specifications.

0.9 TRUCK/BUS SUPPLEMENT LEVEL

The Truck/Bus Supplemental Sheet is required to be completed on each vehicle involved in a reportable crash that qualifies as a Commercial Motor Vehicle (CMV). This section begins with screening information to assure that the vehicle qualifies; generally this will be pre-populated by data already entered in the form. Various vehicle classifications, details on hazardous material, vehicle configuration and various use classifications follow. This level also has its own sequence of events. If applicable, a number of data elements are required regarding the motor carrier.

0.10 DIAGRAM, NARRATIVE AND CRASH ROADWAY ENVIRONMENT LEVEL

This entire level is once again general to the crash and not unit specific. It has been placed at this point in eCrash to maintain consistency with past crash reports.

A graphics tool is furnished for the diagram. The narrative will generally tell the story of the crash, and cover all items indicated by the "Other" category in the various data elements.

The crash roadway environment contains data items that are general to the crash, including the DOT railroad crossing number, lighting conditions, weather, locale, and an indication of whether police were present at the time of the crash.

0.11 INVESTIGATION LEVEL

This level is largely administrative. Among other things, it contains information about the investigating officers and witnesses. There is also room for the name of the photographer, several times (police notified and arrived; EMS notified and arrived), and non-vehicular property damage information.

1.0 OVERVIEW LEVEL (ECRASH PAGE)

This very short section of the report contains control information about the particular submission. Is it an original submission? Or, is it an amendment or error correction to the original? In addition, the local and state case numbers are contained in this section as are some summary statistics that are generated out of the further entries into the report.

At this point it is important not to confuse Amendments with Error Corrections. While both modify an existing submitted report, note the difference in the definitions:

- *Amendment* – an addition or modification to an existing report initiated by the local agency to more accurately or completely represent the true nature of the crash.
- *Error Correction* – an addition or modification to an existing reports that is initiated by DPS review to rectify a discovered deficiency.

Amendments originate with the local agency to modify the report with new or updated information. Error corrections originate from DPS in order maintain the integrity of the reporting and data entry process. These are mutually exclusive terms, and it should be quite easy to distinguish between them.

The local case number must be assigned by the reporting officer or it will remain blank. *It is for local reference only.* The DPS case number will be assigned centrally by DPS and it will not appear until after the original report is submitted and received by DPS.

The summary statistics that will ultimately appear in this section are there to provide validation to the reporting officer. They are not completed at this time. They will be generated by further entries in the report.

1.1 STATUS

1.1.1 Amendment

If this is not a new report, and the intent is to update an existing report as an "amendment," then check Amendment. Generally, to *amend* a crash report, retrieve the original report and update it appropriately. Be sure to check the "Amendment" box and then submit it using normal procedures.

A submitted report is an *amendment* to a previous submission if it contains any change, addition or other modification to a previously submitted crash report. Check this box only if the record being submitted is an amendment to a previously submitted report; if it is an original submission or a required correction from DPS, then do not check this box.

Amendments are *mandatory* in cases where a death related to the crash occurred after the original report was submitted. Also, delays in obtaining BAC tests often necessitate amendments. In general, any change in information reported on the AUTCR that becomes known to the local agency qualifies as an amendment, and it must be submitted as an amendment to the original report.

It is possible that multiple updates could be classified as both error correction (**Item 1.1.2**) and amendment in the event that both types of changes are required at the same time. In this case check both the Amendment and the Error Correction check boxes.

1.1.2 Error Correction

If this is not a new report, and the intent is to update an existing report as an "error correction," then check Error Correction. Generally, to correct an error on a crash report, retrieve the original report and update it appropriately. Be sure to check the "Error Correction" box and then submit it using normal procedures.

An error correction is a response to a report being rejected by DPS because it had obvious inconsistencies, omissions or is otherwise insufficient to be entered into the centralized database. When this occurs, a request will be sent to the agency that submitted it for them to update and resubmit the crash report.

Error corrections are not amendments. Amendments originate with the local agency to modify the report with new or updated information. Error corrections originate from DPS in order maintain the integrity of the reporting and data entry process.

Note: Reports requiring *error corrections* will be received back at the local agency with an attachment indicating the deficiencies. Correct all deficiencies listed in this attachment. Be sure to check the "Error Correction" box and then forward the report electronically using the standard forwarding procedures.

It is possible that multiple updates could be classified as both error correction and amendment (**Item 1.1.1**) in the event that both types of changes are required at the same time. In this case check both the Amendment and the Error Correction boxes.

1.2 CASE NUMBERS

1.2.1 Local Case Number

If the local agency wishes to assign a local case number, enter it here. This is optional and should be done in accordance with local practice. If there is no local policy for this, just leave this field blank.

1.2.2 DPS Case Number

This number will be assigned by the DPS mainframe after the report is approved and transmitted centrally. Once it is assigned it will be accessible when the report is called up and it may be used to retrieve the report for future use, error correction or amendment. In that case the number will appear for verification purposes. However, the system will not allow entries in this space.

1.3 SUMMARY STATISTICS (INCLUDING UNIT TYPES)

No data entry is require in this section – it will be used for validation to give reporting officers who are coming back to a report a quick overview of the crash for validation purposes.

2.0 LOCATION AND TIME LEVEL

As indicated by the level title, this section will contain primarily information on the location and time. In addition, there are a number of "circumstance" variables in this section.

Time entries are fairly straightforward and are adequately described in the data item sections. Location specifications, however, are quite complex, and since the data item descriptions use terms that involve other data items to be completed later (e.g., Primary Contributing Circumstance), a rather extensive introductory section will be given on location specification before we get into the data items themselves.

Data items will generally be referenced by their item numbers, which may become difficult to follow. To assist in this regard, the following table should be of considerable value:

Number	**Data Element Description**	
2.3.1.1	(On Street, Road or Highway)	Street/Road Name
2.3.1.2	(On Street, Road or Highway)	Street/Road Code
2.3.1.3	(On Street, Road or Highway)	Milepost
2.3.1.4	(On Street, Road or Highway)	Highway Class
2.3.1.5	(On Street, Road or Highway)	Controlled Access
2.3.1.6	(On Street, Road or Highway)	Highway Side
2.3.2.1	(At Intersection of or Between – Node 1)	Street/Road Name
2.3.2.2	(At Intersection of or Between – Node 1)	Node Code
2.3.3.1	(And – Node 2)	Street/Road Name
2.3.3.2	(And – Node 2)	Node Code
2.3.4.1	(Distance from Node 1)	Measurement
2.3.4.2	(Distance from Node 1)	Units

2.1 INTRODUCTION TO LOCATION SPECIFICATION

Assignment of Crash Locations

Item 2.3.1.4, **Item 2.3.1.1** and **Item 2.3.1.2** require you to make an assignment of the crash to a unique roadway. This section is provided as an introduction to those entries, since the material presented here has application to all crash location identification.

There are two issues associated with the assignment of a crash to an "ON Street." First, any given roadway may have multiple identifiers involving different *highway classifications* (defined below). Second, if the crash occurred within the boundaries of an intersection or interchange, there will be multiple roadways involved. The following sections provide guidelines intended to help resolve these issues.

2.1.1 Multiple Roadway Identifiers

For the case of multiple roadway identifiers with the *same* highway classifications: Enter the road code that has the lowest numeric value in **Item 2.3.1.2**. On the other hand, the entry in **Item 2.3.1.1** is the name or number by which the road is most commonly known. **Item 2.3.1.2** (the code obtained from the map) will be used for computer processing of the location and must be entered consistently for every occurrence of a crash on that section of roadway.

For the case in which a roadway has multiple roadway identifiers with *different* highway classifications, first select the roadway with the lowest *code value* given below (this will be the entry for **Item 2.3.1.4**):

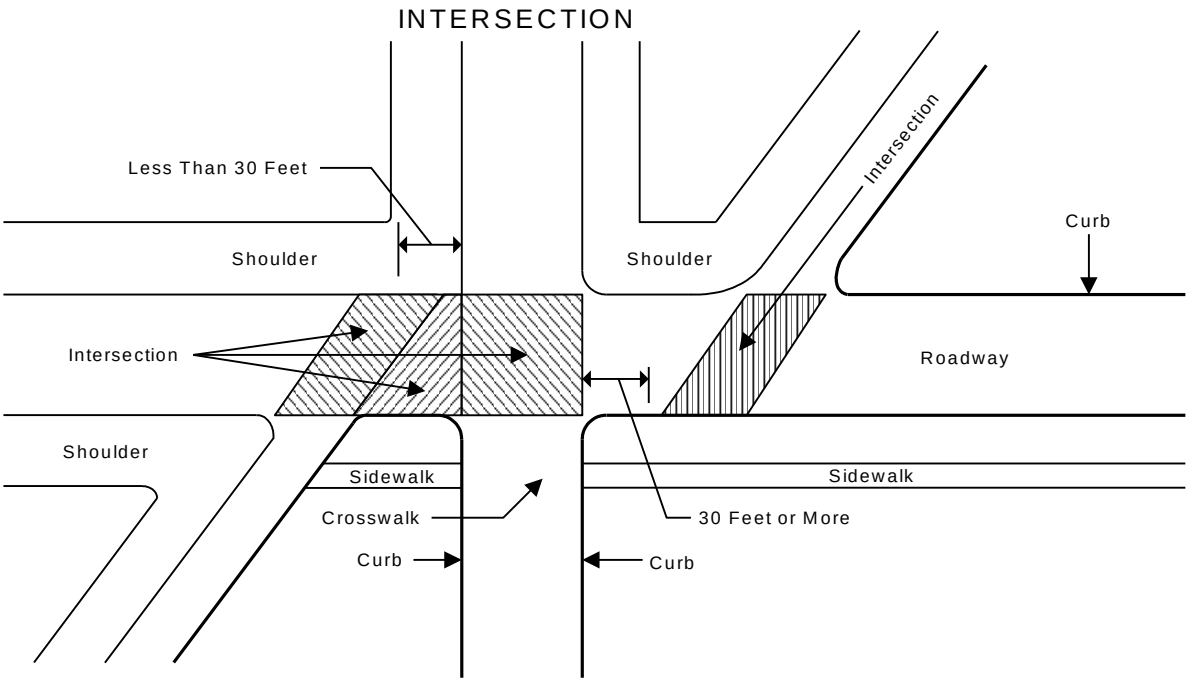
1	Interstate
2	Federal
3	State
4	County
5	Municipal
6	Private property

and then *of these* enter road code that has the lowest numeric value in the ON road (**Item 2.3.1.2**).

The way that **Item 2.3.1.4** has been coded, the lower code numbers refer to what has traditionally been called a *superior roadway classification*, e.g., Interstates are a superior classification to Federal or State roadways. These have been encoded so that there can be consistency. If there is a choice, enter the lowest numbers (the lowest classification code, and then, within that, the lowest route number).

2.1.2 Crashes at Intersections

By definition, a "crash at an intersection" is one that occurs within the boundaries of the intersection as given in the figure below.



From ANSI D16.1 - 1989 (Pg. 23)

This diagram indicates that for a crash to be considered to be "at an intersection," it must have occurred within the boundaries defined by the roadways that make up the intersection. But sometimes crashes occur over a large area; for example, they might start within the boundary as described above, but end 50 yards away from the intersection. To define this more precisely, the location of the crash will be determined by the location of the primary contributing vehicle at the point where the first harmful event occurs. While these terms will be defined in more detail in **Item 2.4.2** and **Item 2.4.3**, it is useful to introduce their general definitions at this point:

- **Primary contributing vehicle** – that vehicle involved in the crash that is most likely to have been involved in the first unstable situation. (The identification of the primary contributing vehicle is not an assignment of fault.) The primary contributing vehicle is, by definition, that vehicle involved in the *first harmful event*, as defined immediately below.
- **First harmful event** – the event that occurred *first* and actually *caused* damage or injury. That is, if several harmful events resulted in damage or injury, this would be the first of them that occurred.

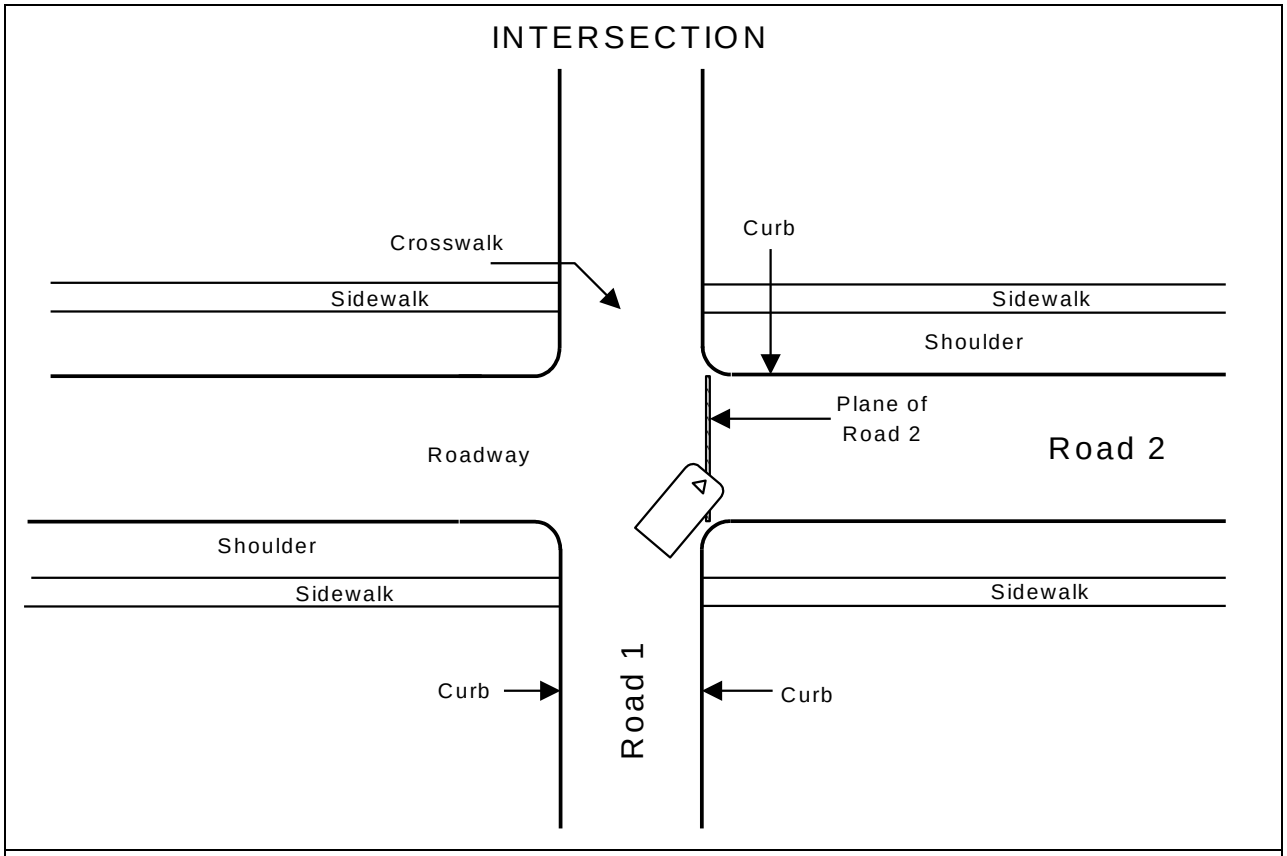
With these two definitions we can place the location of the crash more precisely. If any part of the *primary contributing vehicle* has broken the plane of the intersection at the point when the *first harmful event* occurs, this event will be considered a "crash at an intersection."

It is important to recognize that the intersection may have little or nothing to do with a crash that occurs there, and whether or not the intersection was somehow involved as a cause of the crash is not of concern in locating the crash. This will be dealt with by other items. At this point we are only concerned with the assignment of the crash to one of the two (or more) *roadways* that constitute the intersection. The following rules apply:

1. If a single-vehicle crash occurred at an intersection, and the vehicle was *not* moving from one road to the other, then assign the crash to the roadway on which the vehicle was traveling.

2. If the crash occurred at an intersection and it involved multiple vehicles that were all traveling on the same roadway that were *not* moving from one road to another, then assign the crash to the roadway on which all of the vehicle were traveling.
3. In either of the two cases above, if vehicle(s) were moving from one (the first) road to another (second) road, then assign the crash to the road that the *primary contributing vehicle* was on at the point where the *first harmful event* occurred.

Question #1: *At what point within an intersection does a vehicle cease to be traveling on the first road and begin traveling on the second?* If any part of the primary contributing vehicle breaks the plane of entry to the second road when the first harmful event occurs, then assign the crash to the second road. This plane of entry to the second road is shown by the diagram below:



Determining the point at which a moving vehicle changes roadways

Note that, in the above figure, the changeover point from the first to the second roadway is not the plane of entry *into* the intersection. According to the rule, the vehicle's turn must be well underway for the second roadway to be selected as the "ON" road.

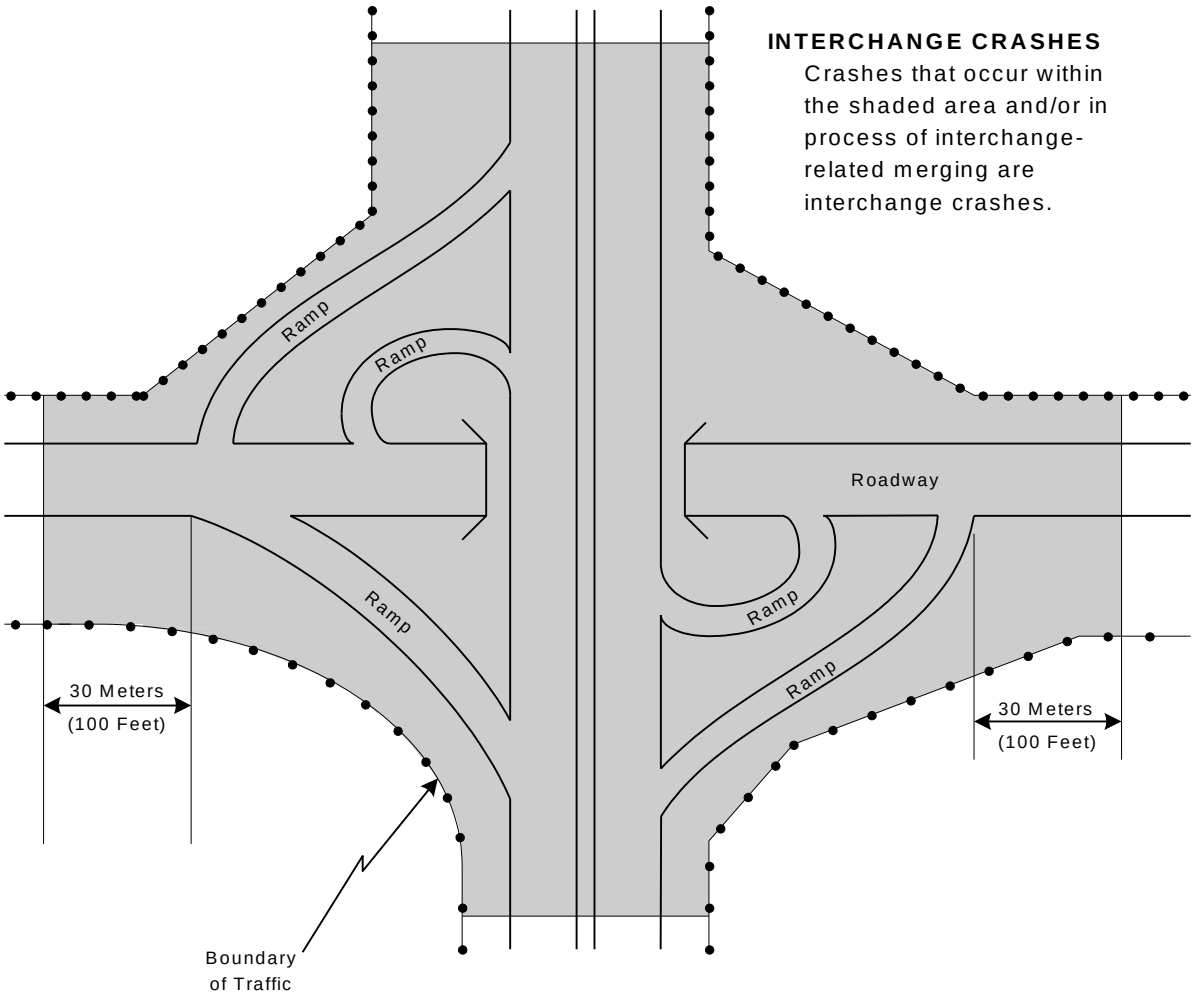
Question #2: *What if it is impossible to infer a primary contributing vehicle (e.g., at an intersection with a traffic signal where both drivers claim to have had the right-of-way) and there are no witnesses or other extenuating circumstance that would infer which vehicle action led to the unstable situation?* Since there is no way to identify the primary contributing vehicle, either of the first two involved vehicles can be se-

lected. In this case, use whatever vehicle is assigned to the Unit 1 position in place of the primary contributing vehicle.

Note: the assignment of primary contributing vehicle will be discussed further below. The definitions of *primary contributing vehicle* and *first harmful event* apply to all usages of these terms throughout this Manual.

2.1.3 Crashes at Interchanges

A "crash at an interchange" is defined as a crash in which any part of the primary contributing vehicle has broken the plane of the exit/entry ramp with the main roadway (see diagram below). This includes vehicles that are in the shaded interchange area even though they are neither entering nor exiting the primary through roadway. For those that are on exit/entry ramps, they are considered to be on the interchange until that point where the movement is *completed* to the *target travel road*. So any vehicle in the process of merging would be considered to still be on the interchange.



In any crash on an interchange, assign the "ON road" to the roadway *from which* the primary contributing motor vehicle was traveling. Once the movement is *completed* from the ramp onto the *target travel road*, then the target road becomes the "ON road" assigned to the crash.

The *target travel road* does not include the merge lanes. These will generally be considered as part of the interchange. However, at the point that a vehicle *completes* the movement from the merge lane to the target travel road, it will be considered to be on the target travel road. Exceptions occur in cases where an

extra lane exists between two interchanges. In these situations, you must make a judgment as to whether this lane is being used for travel or for merging. If in the process of merging, the vehicle would be considered on the interchange. If the vehicle had no intent to merge, then it would be considered on the main roadway. In questionable cases, the major question that should be answered is: "Was the crash at all related to the interchange (irrespective of the cause)? If so, it should be assigned to the interchange.

2.1.4 Non-Intersection and Non-Interchange Crashes

Assign the crash to the roadway on which the *primary contributing vehicle* was traveling at the time of the crash.

2.1.5 General Considerations for Assigning Node Codes

Unless otherwise stated, *all possible location items must be entered.* In all areas where both a milepost and node are assigned, record ***both*** node and milepost information. This includes rural and urban Interstate, Federal and State roadways, county roads that have mileposts, and all other types of roadways that have mileposts. This will enable high-crash locations to be found by the most effective means available.

To determine which Node information items to enter in eCrash, use the following three checks:

- If the crash occurred **"at an intersection"** (as defined above), the *node number* for the intersection will completely define the location, and it will be entered into the "Node 1" position (**Item 2.3.2.2**). In this case there will be no possible entry into the "Node 2" item and it should be marked N/A.
- If the crash occurred **"at an interchange"** (as defined above), the *node number* for the interchange will define the location, as in the case of "at an intersection" described above. Thus, the same rules apply. Some node maps have multiple nodes for interchanges, depending on the ramp. Only the center node for the interchange will be entered. Other more specific location information for the interchange (e.g., the specific ramp) must be indicated in the diagram and/or the narrative.
- If the crash occurred **between intersections/interchanges,** two node numbers will be required to define the location of the crash. If the crash was the result of an event or roadway characteristic at one of the intersections, this "related intersection" will be coded into Node 1. Since this will generally be the closest intersection to the crash, follow this rule:

  Record the closest node to the crash in the "Node 1" item, and record the node that is the greater distance from the crash in the Node 2 item.

Item 2.3.1.1, **Item 2.3.2.1** and **Item 2.3.3.1** below are the commonly used names for the roadways that identify the location.

Item 2.3.1.2, **Item 2.3.2.2** and **Item 2.3.3.2** involve the entry of road and node codes that most often are obtained from Alabama Department of Transportation (ALDOT) maps. These maps and/or street listings have been developed for each county and municipality in the state, and they have been provided to each law enforcement agency by ALDOT. Most roads and local streets have road and node codes assigned on these maps. They indicate the street/road name and any applicable highway numbers (e.g. US 231, CO 42, AL 20). These are the codes that will be processed to determine crash concentrations, and thus they must be precise and in the proper format since these will be the basis for computerized high-crash location determination.

Each intersection is labeled on the maps in red ink with a node code of up to five digits. This is the unique numeric identifier for the intersection. Enter the appropriate intersection number (Node Code) in the Node 1 and Node 2 items as applicable.

In addition to intersections of two roads, node codes have also been assigned to some railroad grade crossings, bridges, county lines and city lines. If a node code at one of these locations can better define the location of a crash, it should be used to obtain the most precise location possible, even if it does not match up with the road code descriptions.

It is imperative for consistency in processing that the closest node codes to the crash be entered. Past processing has shown that this has not been done consistently. Be very careful to enter the two *adjacent* node codes that most closely bracket the crash.

If the road or node codes needed to identify the location of the crash are not on existing maps or listings, send or Fax a copy of the section of the map with the new street information penciled in to the Alabama Department of Transportation. Contact information follows:

Waymon Benifield
Safety Administrator
Alabama Department of Transportation
1100 John Overton Drive
Montgomery, AL 36110
Phone 334-353-6404
Fax 334-353-6451
benifieldw@dot.state.al.us

Under no circumstance should you assign your own road or node codes.

2.1.6 Background Information on Alabama's Location System

In order to accurately report the occurrence of crashes across the State of Alabama and to provide useful analysis of crashes for planning and evaluation, it is essential that a uniform means of identifying locations within the State's roadway system be maintained.

The referencing system that has been developed by the Alabama Department of Transportation is a *link-node* reference system. A *link* is one continuous rural road or city street. A *node* is an intersecting point, either real or imaginary, along a link. Link-node maps have been prepared for the rural areas of each county and for each city in Alabama. These maps show the link numbers that have been assigned to each road or street, with the link numbers indicated in black on these maps. These maps also show the node codes that have been assigned with the node numbers indicated in red on these maps.

Each link (road or street) has been assigned a unique four-character *street or road code.* This code will be used in crash investigation to identify the ON ROAD and any other TRAVELED ROAD NAME related to the crash. The name of the street and any posted highway numbers will also be shown on the road. By using these commonly-known identifiers, the officer can locate the road on the map and determine the appropriate road code to be entered in the ON ROAD CODE (**Item 2.3.1.2**), as well as in the TRAVELED ROAD CODE (**Item 4.4.2**) that is specific to each vehicle. Highway Classification and On Street link number must correspond. Link number cannot be used in place of a node number. Node numbers must be on the report.

EXAMPLE: U.S. 80 and Alabama 6 and the "By-Pass" are three identifiers found on the same road in Prattville. The road is given a road code of "S006" on the map.

The assigned road code (S006) must be used in such entries as **Item 2.3.1.2** or **Item 4.4.2** on the Crash Report, or anywhere that the ROAD CODE is requested.

Each point of intersection on a road has been given a unique code of up to five digits (called a NODE CODE) by which it can be identified. Intersecting points will include:

a. The intersection of two or more roads.

b. The intersection of a road and a railroad crossing.

c. The presence of a bridge end on the road.

d. The intersection of a road with the city limits or with the county line.

e. The end point of a dead-end street.

f. Center points on loop roads.

Again, nodes will be shown in red on the original maps. (The map used in the following example is a copy; therefore, the nodes are in black instead of red.)

EXAMPLE:

A section of U.S. 82 (Alabama 6 or the "By-Pass") in Prattville is shown below. The ROAD CODE is S006. The following NODE CODES are seen:

a. (158) – at the intersection of S006 and the city limits

b. (108) – at the intersection of S006 and Northington Road

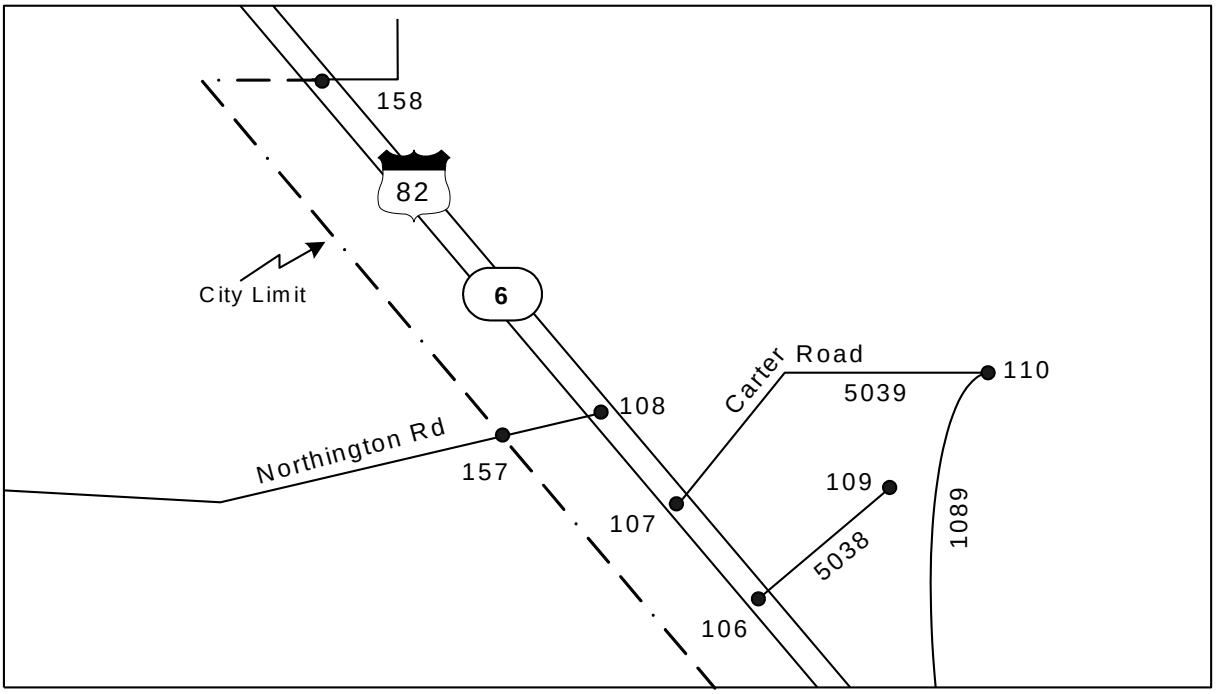
c. (107) – at the intersection of S006 and Carter Road (Road Code = 5039)

d. (106) – at the intersection of S006 and Road 5038 (no name listed)

e. (109) – at the dead-end of Road 5038

f. (110) – at the intersection of Carter Road (5039) and Road 1089 (no name listed)

g. (157) – at the intersection of Northington Road (1090) and the city limits.



If the road or street on which the crash occurs is not on the existing maps or listings, send a copy by Fax machine of the section of the map with the new street penciled in to the Alabama Department of Transportation (Fax No. 334/269-0827) or write to the following address:

Waymon Benifield
Safety Administrator
Alabama Department of Transportation
1100 John Overton Drive
Montgomery, AL 36110
Phone 334-353-6404
Fax 334-353-6451
benifieldw@dot.state.al.us

No one is allowed to assign road codes or node codes other than this agency. The Alabama Department of Transportation will be responsible for maintaining the maps and for distributing updates on a periodic basis as well as providing direct information back to local agencies when new codes are required.

2.1.7 Circumstance Data Items

There is a subsection at the end of the "Location and Time Level" that contains a number of circumstance variables. These are explained in sufficient detail in their various data item sections below. At this point it is sufficient to anticipate the presence of the following at the end of the Location and Time Level section:

- 21. Primary Contributing Circumstance
- 22. Primary Contributing Unit Number

- 23. First Harmful Event
- 24. First Harmful Event Location (Relative to the Roadway)
- 24a. Most Harmful Event
- 25. Distance to Fixed Object
- 25a. Type of Roadway Junction/Feature
- 25b. Manner of Crash
- 25f. School Bus Related
- 25g. Crash Severity

2.2 LOCATION & TIME (ECRASH PAGE)

2.2.1 Date and Time

2.2.1.1 Date

Select the date on which the crash occurred, giving the month, day of the month and year. The drop-down will give a calendar from which a date can be selected. The date must be in the form mm/dd/yyyy.

Quick-entry hint: if the entry is the same day as the crash, click "Today." If not, click the date drop down and then click the date on the calendar.

2.2.1.2 Time

Time Format and Status. This entry has three possibilities:

Standard AM/PM

Military (24 hour)

Unknown

If Unknown is selected no time entry will be possible. Try to avoid Unknown if at all possible even if you have to take your best estimate of when the crash occurred. Unknown should be used only in those cases where vehicle(s) are found after a period of time, and no involved person or witness can give an estimate of the time of the crash.

Depending on whether your agency typically uses Standard (AM/PM) or Military (24 hour) time to record events, select one of these options.

Time. Enter the time at which the crash occurred as precisely as it is known. If you are unable to determine the exact time but are able to estimate it within the range of an hour, enter this estimate to the best of your ability and state in the narrative that this is an estimate within a given tolerance range (e.g., within one hour).

If standard AM/PM time was selected, enter the time at which the crash occurred followed by "AM" or "PM." If the crash occurred exactly at 12 Noon, indicate "PM." If the crash occurred exactly at 12 midnight, indicate "AM." *When using standard time, be sure to check that the AM/PM indicator is correct.*

If 24-hour military clock conventions were selected, enter the time as hhmm where hh represents the hour and mm represents the minutes. Do NOT include "AM" or "PM" when using military time. Do NOT use a colon to separate the hours and minutes when using military time.

Enter the *time the crash occurred*, not the time the investigation started or ende

2.2.2 County and City

2.2.2.1 County

Select the name of the county in which the crash occurred from the County drop-down menu. If a crash occurred on a county line, assign the crash to a single county by determining county in which the *first harmful event* occurred. If you do not choose the exact county the first selection, you can use the up and down buttons to adjust the entry.

2.2.2.2 City

Only the cities within the county selected will appear on the City drop-down menu. If the crash occurred within the corporate limits of a city or town, select that entry. If the crash did not occur within the corporate limits of a city or town, select rural.

This is a *geographical* designation, not a *jurisdictional* designation. For example, a city police agency may report a crash in their police jurisdiction that is outside of their city limits. In this case the "Rural County" designation should be used since the crash occurred outside of the city limits.

2.2.3 Local Zone

If the local agency wishes to assign a local zone number, enter it here. If so, this is a five alphanumeric character field. This is optional and strictly according to local requirements. If there is no local policy for this, click the "N/A" (Not Applicable) check box.

2.2.4 Latitude/Longitude Coordinates

2.2.4.1 Status

First click on one of the status radio buttons:

Known
Unknown
No capability to determine

If "Unknown" or "No Capability to Determine" is selected, then a "97 Not Applicable" will appear for Type and the coordinate spaces will be grayed out.

If the "Known" status is selected then enter the source from the following:

2.2.4.2 (Coordinate) Type; Latitude and Longitude

It is expected that several types of geographical coordinates might be used by various agencies. These codes will be refined as the technology develops. Select the method by which coordinates were obtained from the list below. If no coordinates were entered, then enter 97 in this item.

1 From computerized map

2 From GPS

3 From cell phone

97 Not applicable

98 Other

Then enter the latitude and the longitude in the two items, as indicated. The location to be entered is the location of the *first harmful event* (to be entered in **Item 2.4.3**). Assistance in providing latitude and longitude formats and ranges can be obtained by slowly mouse rolling over either of these fields.

2.3 STREET INFORMATION (ECRASH PAGE)

2.3.1 On Street, Road, or Highway

2.3.1.1 Street/Road Name

If you have not reviewed the general introduction to location coding, do so now by clicking the following: **Assignment of Crash Locations** before going any further.

For all Federal, state and interstate roadways, enter the highway number of the roadway on which the crash occurred based on the specifications for given in the reference above. This should be done for all roadways, including urban roadways that have legitimate Federal, state or interstate route numbers.

For all others roadways, enter the posted county route number or the street name (whichever is the most common designation).

If a road or street has no name or posted highway number, locate the road on the map generated for this purpose by the Alabama Department of Transportation. Alternatively, a street listing may be used if it is available. Use the name or number given on the map or, if none, use the road code that is given on the map. (See **Item 2.3.1.2** for additional instructions.) If the street or road is not on the map, obtain a road code from the Alabama Department of Transportation using the procedures given in **Item 2.3.1.2.**

For crashes in parking lots or on private property, enter a brief description of the location.

2.3.1.2 Street/Road Code

If you have not reviewed the general introduction to location coding, do so now by clicking the following: **Assignment of Crash Locations** before going any further.

Enter the *road code from the map* that corresponds to the "On" road entered in **Item 2.3.1.1**. Generally, the road code will have four characters, and will appear in the formats given below (note that n represents a numerical digit):

Innn Interstate routes (nnn = the interstate route number; e,g., I065, I459).
Snnn State or Federal routes (nnn = the state route number; e.g., S014, S205).
nnnn County or municipal road code that is off the state or interstate system.

Use leading zeros to assure a three- or four-digit number, as illustrated by the examples above. Do not use dashes (e.g., I-85).

Private property, alley and parking lot locations have special codes as indicated below.

9997 Alley (where no other street code appears on the map).
9998 Private property.
9999 Parking lot.

2.3.1.3 (On Road) Milepost

If you have not reviewed the general introduction to location coding, do so now by clicking the following: **Assignment of Crash Locations** before going any further.

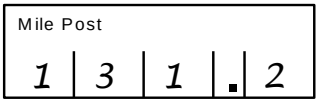
Milepost numbers must be included on all crashes occurring on all roadways that have mileposts assigned. In addition to rural Federal, state and interstate roadways, this includes all interstates, most state routes through urban areas, and even some county roads.

This item will be completed for all roadways where mileposts are present. If the "On street" is not mileposted, enter N/A. Some urban state routes do not have mileposts through the cities yet. As a result, if it is impossible to estimate the milepost, then enter N/A. However, if at all possible, enter the location by milepost for *all* routes where mileposts are installed.

All "I" (interstate) are mileposted even through urban areas. All "S" (Federal or state) routes are mileposted with the exception of some within urban boundaries. In addition, some county roadways are now being mileposted. If a milepost can be assigned to any of these locations, it should be used regardless of whether the road is in an urban or rural setting.

Make milepost measurements to the nearest tenth of a mile. Always measure from the *lower* milemarker to overcome the fact that some milepost markers might not be exactly one mile apart. To do this, go back either in the nominal south or west direction to the nearest milepost indicator. Use the odometer and count the tenths of a mile, rounding to the nearest tenth of a mile. Append this number in tenths to the milemarker from which the measurement was made.

EXAMPLE: A crash occurs between milepost 131 and 132 of a given state route. The measurement from Milepost 131 to the point of the crash is slightly over two tenths of a mile on the odometer.



The eCrash milepost field will accept entries up to hundredths of a mile, and if you have the capability to make that good an estimate, that will pose no problem. However, the processors for this data element will round this to the nearest tenth of a mile, so no greater precision than that is necessary. *Under no circumstances round to the nearest milepost* – this is a practice that is easily observable in CARE strip-maps in the current data. There should be no more crashes, on average, at even mileposts than there are at any other tenth of a mile.

2.3.1.4 Highway Class

If you have not reviewed the general introduction to location coding, do so now by clicking the following: **Assignment of Crash Locations** before going any further.

Select one of the codes given below corresponding to the roadway on which the primary contributing vehicle was traveling (the "ON" road that was entered in **Item 2.3.1.1**). If more than one applies, enter the lowest numerical code.

1 Interstate

2 Federal

3 State

4 County

5 Municipal

6 Private property

There are no provisions for 97, 98 or 99 for this item. Highway classification must be determined and entered for all crashes. All roadways had a unique roadway classification.

EXAMPLE: Alabama 8 and US 80 in Phenix City are the same roadway. Since US 80 is a federal highway it has a lower code above, and so a "2 Federal" will be entered in this item.

2.3.1.5 Controlled Access

This item is only used for controlled access highways (such as interstates, expressways, beltways, bypasses, etc.). That is, highways where it is essential to use an entrance/exit ramp to get on/off the roadway. If the crash did not occur on a controlled access highway, enter "97 Not a controlled access highway" in this item. If the crash did occur on a controlled access highway, enter one of the following codes:

1 Main road

2 Frontage road

3 (Main road at) Interchange

4 On-ramp

5 Off-ramp

97 Not a controlled access highway

Circumstances might exist where more than one of these is involved in a given crash. In such a case, make a judgment as to which would be the best focus of attention if this location becomes the subject of an investigation.

2.3.1.6 Highway Side

This entry is essential to identifying the primary contributing unit's direction and locating the crash on divided highways. For undivided highways and two-lane roads, select the nominal direction that the primary contribution unit (to be completed in **Item 2.4.2**) was traveling when the first harmful event occurred. For divided highways, select the direction of travel where the first harmful event (to be completed in **Item 2.4.3**) occurred. If the first harmful event occurred in the exact center of the median, use the *original direction of travel* of the primary contributing unit (**Item 2.4.2**).

Please note: It is important to indicate in this item the *nominal direction of the roadway* and not the compass direction. (Some northbound roads actually go south for short stretches.) Very few roads go exactly in their nominal direction. The nominal direction provides all of the information needed.

1 Northbound

2 Southbound

3 Eastbound

4 Westbound

97 Not applicable

We have found cases where an east-west specification is given on a roadway whose nominal directions were clearly north-south. We speculate that the orientation of the vehicle might have been east-west

when the crash occurred (e.g., pulling out from a driveway onto the roadway). *Never use the orientation of the vehicle as the direction of travel.* Rather, determine in which direction the vehicle was either traveling prior to the crash, or intending to be traveling had the crash not occurred. This entry should always reflect one of the two possible nominal directions of travel for the ON roadway.

The following sections contain a large number of references by Item number. The following tables will be of assistance in identifying the names of these data elements:

Number	**Data Element Description**	
2.3.1.1	(On Street, Road or Highway)	Street/Road Name
2.3.1.2	(On Street, Road or Highway)	Street/Road Code
2.3.1.3	(On Street, Road or Highway)	Milepost
2.3.1.4	(On Street, Road or Highway)	Highway Class
2.3.1.5	(On Street, Road or Highway)	Controlled Access
2.3.1.6	(On Street, Road or Highway)	Highway Side
2.3.2.1	(At Intersection of or Between – Node 1)	Street/Road Name
2.3.2.2	(At Intersection of or Between – Node 1)	Node Code
2.3.3.1	(And – Node 2)	Street/Road Name
2.3.3.2	(And – Node 2)	Node Code
2.3.4.1	(Distance from Node 1)	Measurement
2.3.4.2	(Distance from Node 1)	Units

2.3.2 "AT Intersection OF" or "BETWEEN" (Node 1)

2.3.2.1 (At) Street/Road Name

If you have not reviewed the general introduction to location coding, do so now by clicking the following: **Assignment of Crash Locations** before going any further.

This is the Street/Road name of the cross street that defines Node 1, and as such, if it is applicable, it will follow all of the rules given for street naming described above in **Item 2.3.1.1.**

Is Applicable: Yes Or No

Some locations do not require cross streets for their definition. Certainly all intersection locations should have a cross street. Also, all non-mileposted locations that fall between two intersections will need both the cross street for Node 1 and the cross street for Node 2. But cross streets and node specifications are not applicable when a crash on a mileposted roadway occurs on a segment that is not at an intersection or an interchange.

In this case the "Is Applicable" field will be clicked No. Otherwise, it will be clicked Yes and the information in this section should be understood and followed.

Street/Road Name

This item serves a dual purpose, and this is the reason for its peculiar label. It can either mean: "At intersection of …" or it can mean "Between …" It has the first meaning if an intersection or interchange thoroughly specifies the location. So, in conjunction with **Item 2.3.1.1**, the description of the location is: "On Street, Road or Highway … At intersection of …" If an interchange or intersection does not specify the location, then it takes on its second meaning in conjunction with both **Item 2.3.1.1** and **Item 2.3.3.1**, so the description of the location is in the form of "On Street, Road or Highway … Between … And …"

In both cases this current item (**Item 2.3.2.1**) is used to help refine the specific location of the crash. Consider the two possibilities in more detail:

> (1) If the crash occurred "at an intersection" or "on an interchange," then the location can be completely identified by the two roadways that cross. In this case, the current **Item 2.3.2.1** contains the cross-street that, along with the current "On street …" (completed in **Item 2.3.1.1**), defines the location. I.e., two cross streets generally define an intersection. Exceptions are handled by the actual node specification itself.
>
> ***or***
>
> (2) If a crash location is not totally defined by an intersection or interchange, then it needs a second crossing street for its specification; **Item 2.3.2.1** will serve to define one crossing street, and **Item 2.3.3.1** will specify the other. *In this case, place the **closest** cross street to the crash in the first cross street* (**Item 2.3.2.1**).

The definitions above are given to obtain consistency in processing location data and will be applicable for most crashes. However, if this does not result in a precise definition of the crash location, place additional qualifiers as to the exact location on the diagram and in the narrative. The two possibilities will now be illustrated in more detail.

*Completing **Item 2.3.2.1** for Intersection or Interchange Crashes*

If the location occurred within the boundaries of an intersection or interchange, then the "At Intersection of" meaning of this item applies. Place the name of the cross street that (along with the "On street …") defines the location. Use the same rules for roadway naming as given above for the "On street …"

EXAMPLE: *A crash occurs when a driver on Perry Street runs a red light and crashes into a car that was traveling on Union Street (within the boundaries of the intersection).* Perry Street would already be entered into **Item 2.3.1.1**. "Union Street" will be entered into **Item 2.3.2.1**, and the No radio button will be selected in response to the "Is applicable:" for the third road specification (corresponding to **Item 2.3.3.1**).

EXAMPLE: *A crash occurs at the very (dead) end of a roadway segment with no cross street (i.e., not a T intersection).* Assume that Perry Street had a dead end and a crash occurred right there, enter "Dead End" in the position for cross road specification (**Item 2.3.2.1**).

EXAMPLE: *A crash occurs at the T-intersection where Marler Road dead-ends onto AL 110. The vehicle was traveling on Marler Road when the driver fell asleep and ran right through the intersection.* Assuming that the vehicle did not go significantly off the road into a parking lot of something of that nature, the crash is clearly tied to the intersection of Marler Road (the ON Street), and AL 110 (the "Intersection of" street).

When identifying the intersecting street, use only major intersecting streets, highways or dead-ends. Do not use parking lot exits, alleys, driveways, bridges, county lines, city limits, underpasses, or overpasses as intersecting streets. If the crash occurs at one of these it should be classified as a non-intersection/non-interchange crash and coded as indicated below.

*Completing **Item 2.3.2.1** for Non-Intersection/Non-Interchange Cases*

The "Between" meaning of **Item 2.3.2.1** is exercised when a crash cannot be totally identified by a single intersection/interchange. In these cases it is permissible to use any node identified on the map, including those defined for county lines, state lines, city limits and bridges. Since **Item 2.3.3.1** must also be used to define the location, see the directions there if the crash occurred between nodes.

2.3.2.2 (At) Node Code (Node 1)

If you have not reviewed the general introduction to location coding, do so now by clicking the following: **Assignment of Crash Locations** before going any further.

Enter the node code from the map that corresponds to the intersection defined by the roadways entered in **Item 2.3.1.1** and **Item 2.3.2.1**.

Choose Node 1 and Node 2 correctly:

If this item (Node 1) is being used in the "Between" sense (to define a crash location between two nodes), then Node 1 must be the node that is closest to the crash. Node 2 is the node that is furthers from the crash.

2.3.3 AND (Node 2)

2.3.3.1 (And) Street/Road Name (Node 2)

If you have not reviewed the general introduction to location coding, do so now by clicking the following: **Assignment of Crash Locations** before going any further.

When the crash cannot be totally identified to be within an intersection/interchange, use this item to indicate the second cross street. The same naming rules apply as described for **Item 2.3.1.1** and **Item 2.3.2.1**. This item should never be used unless there is an entry in **Item 2.3.2.1**. When **Item 2.3.3.1** is used, **Item 2.3.2.1** assumes the "Between" meaning, e.g., *Between* AL 97 *And* AL 12.

To locate a crash not related to an intersection, enter the *nearest intersecting roadway (or node) in* **Item 2.3.2.1**. From the crash scene, go in the opposite direction from the **Item 2.3.2.1** cross-street to the very next intersection (or node) on the "On street, road or highway" given in **Item 2.3.1.1**. Enter the name of this second cross street into **Item 2.3.3.1**. As with **Item 2.3.2.1**, do not use parking lot exits, alleys, driveways, etc., as intersecting streets. However, it is permissible to use node descriptions that have been established for such things as county lines, state lines, city limits and bridges.

EXAMPLE: a crash occurs on AL 9 that is not at any intersection, but is between AL 97 and AL 12.

> This example would apply if a vehicle were entering or crossing a public roadway from a private alley, parking lot or other private property access. Code these type of crashes as others that occur between intersections.

Finally, note that intersection crashes require that "N/A" be entered in **Item 2.3.3.1** (see examples for **Item 2.3.2.1** intersections).

2.3.3.2 Node Code (Node 2)

If you have not reviewed the general introduction to location coding, do so now by clicking the following: **Assignment of Crash Locations** before going any further.

Enter the node code from the map that corresponds to the intersection defined by the roadways listed in **Item 2.3.1.1** and **Item 2.3.3.1**. If **Item 2.3.3.1** contains N/A, insert N/A in this item as well.

Four different types of crashes (intersectional, interchange, segmental, and other) require this item to be completed in different manners depending on the specific situation. Apply the following rules in completing the Node items according to the location type:

Intersectional Crashes. For those crash locations defined by one intersection, enter the node code for that intersection in **Item 2.3.2.2** and enter N/A in **Item 2.3.3.2**.

Example: A crash takes place at Airport Road and Memorial Drive. The primary contributing vehicle was traveling on Airport Road. Referring to the map, Airport Road has road code 5526, and the intersection of Airport Road and Memorial Drive has node code 3625.

Interchange Crashes. For crashes that occur within the boundaries of an interchange, enter the road code for the road from which the vehicle exited and the node code for the node at the center of the interchange.

Note: some ALDOT maps have several nodes for any given interchange. Entering anything except the center node for an interchange will lead to inconsistent processing when attempting to identify high-crash intersections. Since the center node code does not locate the crash very precisely, use special care in the *diagram and narrative sections* to assure that the exact location of the crash is identified.

EXAMPLE: a crash takes place at an off ramp of I-65 to US 31. The node code for the interchange given on the map is 7398.

Segmental Crashes. Crashes that occur between intersections are called *segmental crashes.* These must have both cross-street node codes entered as well as a distance from the one that is nearest to the crash. (This distance is entered into **Item 2.3.4.1**; discussed further below.)

EXAMPLE: A crash takes place between the intersections of Airport Road /Memorial Drive and Airport Road/Four Mile Road. Referring to the map, Airport Road has road code 5526; the intersection of Airport Road and Memorial Drive has node code 3625; and the intersection of Airport Road and Four Mile Road has node code 3679. The crash occurred 46 feet from the Airport Road-Four Mile Road intersection, which is the closest node.

Other Crash Locations. This category includes any crash occurring on private property, in a parking lot, in an alley (that is not listed on the map), or any other non-listed location other than new streets or roads that should be added to the map. The appropriate road code will be entered for **Item 2.3.1.2** according to the codes given above. In this case the only appropriate codes would be 9997, 9998 or 9999. **Item 2.3.2.2** and **Item 2.3.3.2** will both be filled with an N/A corresponding to **Item 2.3.2.1** and **Item 2.3.3.1**.

EXAMPLE: A crash occurs in the K-Mart parking lot on Southern Blvd. in Montgomery.

2.3.4 Distance From Node 1

2.3.4.1 Applicability and Measurement

On segmental crashes, the location placed in Node 1 must be that node which is closest to the crash, and the distance from Node 1 must be completed.

If Applicable: Yes Or No

Complete this item for segmental crashes only (as defined above) that are not on mileposted routes. If a legitimate milepost can be entered for the location, click the Not Applicable button.

This item will also be marked as Not Applicable for intersection, private alley, parking lot or other private property crashes.

Distance from Node 1

For non-mileposted segmental crashes, measure the distance from Node 1 (required above to be the node closest to the crash). Use the location of the *first harmful event* as the location of the crash. Distances can be measured in either feet or miles. If in feet, measure to the nearest foot and place zeros after the decimal point. All measurements must be from Node 1.

EXAMPLE: 29 feet from Node 1

If the distance is measured in miles, estimate the distance from the odometer or other measuring device, rounding to the nearest tenth of a mile and select your units as miles

EXAMPLE: 1.75 miles from Node 1

Be sure to select the unit of measure: Circle Feet or Miles.

In all cases where the distance measurement does not apply, mark this item N/A.

2.3.4.2 Units (Feet or Miles)

Select the units used in measuring the distance from the node. This can be either feet or miles.

2.4 CIRCUMSTANCES (ECRASH PAGE)

2.4.1 Primary Contributing Circumstance

Several of the contributing circumstance codes that are presented below may apply to a given crash. An opportunity is provided to enter all that apply on a per-unit basis (in **Item 4.4.6** of the report). For **Item 2.4.1**, enter the contributing circumstance that in your opinion *most likely* ***precipitated*** *the crash* (i.e., if this contributing circumstance had not happened, the crash would not have occurred).

Avoid using "Catch-all" codes for Primary and Other Contributing Circumstances. Review the codes and apply those that are as specific as possible.

Note that the codes for this item given below are grouped into the following eight categories:

- General causes
- Specific driver actions
- Failed to yield right-of-way
- Inattentive/distracted by
- Other Improper driver action not covered above
- No improper driving action
- Pedestrian Actions
- Other/Unknown

It will facilitate your completion of this data element if you approach it systematically as follows:

1. Determine if there was improper driving or not. If there was "No improper driving action" go immediately to this category and select the code (71-78) that most closely identifies the cause.
2. If there was improper driving, review the first five categories on the list and choose the one that gets as close to the root cause of the crash as possible. Consider first the two broad categories:
   - Failed to yield right-of-way (Codes 31-41)
   - Inattentive/distracted by (Codes 51-58)

   Select the code within that category that best specifies the circumstance.
3. If the two considered in Step 2 do not apply, then consider:
   - Specific Driver Actions
4. If there were multiple driver actions and no single one of the codes above tells the entire story, then consider:
   - General causes

   This should be the last general category considered.

The codes for this item follow; those marked with an asterisk (*) are defined further by the notes below the codes. Additional definitions for all of these codes are given after the code list.

General Causes *

1 DUI *

2 Aggressive operation *

Specific Driver Actions

3 Ran traffic signal *

4 Ran stop sign *

5 Disregarded traffic sign other than stop sign

6 Over speed limit

7 Driving too fast for conditions

8 Made improper turn

9 Improper or no signal

10 Traveling wrong way/wrong side

11 Crossed centerline

12 Crossed median

13 Disregarded other road markings

14 Ran Off Road

15 Followed too close

16 Swerved to avoid vehicle *

17 Swerved to avoid object *

18 Swerved to avoid non-motorist *

19 Swerved to avoid animal *

20 Over correcting/over steering *

21 Improper passing

22 Improper lane change/use

23 Improper backing

24 Misjudge stopping distance

25 Under minimum speed

26 Improper parking/stopped in road

Failed To Yield Right-of-Way…

31 From traffic signal *

32 From stop sign *

33 From yield sign

34 Making left or U-turn

35 Making right turn

36 Making right turn on red signal

37 From driveway

38 From parked position

39 At uncontrolled intersection

40 To pedestrian in crosswalk

41 Other failed to yield (explain in narrative)

Inattentive/Distracted By:

51 Passenger

52 Use of electronic communication device (cell phone, pager, etc.)

53 Use of other electronic device (navigation device, palm pilot, etc.)

54 Fallen object

55 Fatigued/asleep

56 Insect/reptile

57 Other distraction inside the vehicle (explain in narrative)

58 Other distraction outside the vehicle (explain in narrative)

Improper Driver Action Not Covered Above:

59 Other improper action (explain in narrative)

No Improper Driving Action:

71 Vision obstructed

72 Unseen object/person/vehicle

73 Roadway, sign, or signal defect

74 Defective equipment

75 Improper load, size

76 Cargo fell or load shift

77 Improper attachment

78 Other - no improper driving (explain in narrative)

Pedestrian Actions:

81 Improper crossing

82 Lying or sitting in roadway

83 Failure to yield the right of way

84 Not visible (explain)

85 Pedestrian under the influence

86 Failure to obey signs, signals or officer

87 Wrong side of road

88 Not Applicable because unit is railroad train

Other/Unknown:

97 Not Applicable

98 Other

99 Unknown

* Notes:

1-2 Both *DUI* and *Aggressive operation* could lead to several of the other causes given in the higher numbered codes. DUI should be selected in *all* cases where there is evidence that the primary contributing driver's abilities were impaired by alcohol or drugs. Aggressive operation implies that the driver is *not* DUI. Do not use "A*ggressive operation"* as a catch-all. It should *only* be entered when you are convinced that *several* contributing circumstances have probably occurred due to an aggressive *state of mind* of the primary contributing driver, and thus, *no one of them* sufficiently explains the cause of the crash.

3-5 and 31-32

The *only* distinction between 3, 4 and 5 (Ran traffic signal, ran stop sign, Disregarded traffic sign other than stop sign) and 31 and 32 (Failed to yield the right-of-way from traffic signal or stop sign) is in whether the vehicle came to a stop. If the vehicle did not come to a stop, then the "Ran" codes will apply. If the vehicle came to a stop but then proceeded to pull out into the intersection anyway, this is classified as a "Failed to yield."

13-17 If there are swerve marks on the roadway but it is undetermined just what the driver was trying to avoid (if anything), then enter code 17 (over correcting/over steering).

Additional Definitions. An elaboration of the instructions given above for contributing circumstances is given below. The information given above for **Item 2.4.1** should be understood prior to applying the definitions that follow. Some of the definitions reference contributing circumstances according to *priority* (e.g., one code having priority over another). For these, when two codes apply, the one that has priority should be entered. This applies mainly to the primary contributing circumstance item.

1-2 DUI/AGGRESSIVE DRIVING – See notes in **Item 2.4.1**. These two codes should only be used when the basic cause of *several* other actions can be traced to either DUI or Aggressive operation. DUI includes driving under the influence of either drugs or alcohol.

3-5 RAN TRAFFIC SIGNAL/RAN STOP SIGN/DISREGARDED TRAFFIC SIGN OTHER THAN STOP SIGN – See notes in **Item 2.4.1**. It is important to distinguish "Ran traffic signal" from "Failed to Yield Right of Way From traffic signal" (Code 31). Also, a major distinction is made between "Ran Stop Sign" and "Failed to Yield Right of Way From stop Sign" (Code 32).

6 OVER SPEED LIMIT – The act of driving over the legal speed limit for the given road segment on which the crash occurred.

7 DRIVING TOO FAST FOR CONDITIONS – Driving at a speed that is not proper or safe for the weather and/or road conditions at the time of the crash; e.g., driving too fast on a wet or icy road, or in a heavy fog, even though the unit's speed complied with the legal speed limit for that road segment.

8 MADE IMPROPER TURN – An illegal or improperly executed turn or U-turn; e.g., disregarding NO TURN sign, making a U-turn in a NO U-TURN zone or without proper traffic clearance, turning from the wrong lane, "cutting" corners, etc. This does not include right-of-way violations when a proper turn is made.

9 IMPROPER/NO SIGNAL – Failure of the driver to properly signal his/her intentions as to turning movements, stopping movements, or lane changes.

10 TRAVELING WRONG WAY/WRONG SIDE – This includes those cases where the driver has the intention of traveling in a given direction/side either because of not knowing it is the wrong side or else due to intentionally wishing to violate the law and travel the wrong

way. The primary difference between Code 10 and Codes 11-12 is that of intention. This does not cover improper passing (Code 21) since passing is a temporary maneuver and would not be considered as "traveling."

11-12 CROSSED CENTERLINE/CROSSED MEDIAN – Any situation in which the driver has crossed over to an opposing traffic lane, other than an improper passing situation (Code 21 has priority in this case). This is not "traveling" (Code 10), but covers situations where there is a loss of control.

13 DISREGARDED OTHER ROAD MARKINGS – Any situation where the driver has ignored road markings that are not covered above with codes 11-12.

14 RAN OFF ROAD – If the primary contributing circumstance for the crash is the driver leaving the roadway, code 14 should be used. This is defined as the failure of the driver to keep the motor vehicle on the roadway.

15 FOLLOWING TOO CLOSE – Any maneuver in which the driver follows the vehicle in front of him/her too closely for the speed and/or the driving conditions present.

16-19 SWERVED TO AVOID VEHICLE/OBJECT/NON-MOTORIST/ANIMAL – Any maneuver in which the driver attempts to avoid an object, vehicle or person within the roadway. The object, person or vehicle being avoided may not be directly involved in the collision.

20 OVER CORRECTION/OVER STEERING – Codes 16-19 are more specific and will be given priority over this one. If the specific object being avoided cannot be identified (and thus perhaps did not even exist), then enter this code. Unexplained skid marks are evidence of over correcting or over steering.

21 IMPROPER PASSING – Any illegal maneuver by which one vehicle passes another moving vehicle; e.g. crossing double yellow lines, passing within a NO PASSING zone, passing without assured traffic clearance, etc.

22 IMPROPER LANE CHANGE/USAGE – An illegal or improper changing or usage of lanes on a multi-lane roadway; e.g., moving into a congested traffic lane without proper vehicle clearance, changing lanes within an intersection, going straight through a turn lane, etc. Generally this is given priority on roadways with multiple lanes in each direction, while Code 21 is given priority on two-lane roadways.

23 IMPROPER BACKING – Any vehicular backing maneuver that is not legal or improper under the given driving circumstances and/or location.

24 MISJUDGED STOPPING DISTANCE – Failure to allow sufficient stopping distance in order to avoid colliding with another vehicle, object, or person. May be due to weather conditions, visibility, etc. This does not include the act of tailgating ("Following too close" – Code 15) or speeding (Code 6).

25 UNDER MINIMUM SPEED – The act of driving under the legal posted minimum speed for the given road segment on which the crash occurred.

26 IMPROPER PARKING/STOPPED IN ROAD – Any situation under which a vehicle has been parked in an illegal or improper manner that has contributed to the crash.

31-41 FAILURE TO YIELD RIGHT-OF-WAY … – This description should be added as a prefix to Codes 31-41, e.g., "Failure to yield right-of-way at uncontrolled intersection."

31-32 FROM TRAFFIC SIGNAL/FROM STOP SIGN – See notes on Codes 3-4, above.

31-41 MULTIPLES – If two or more of these apply simultaneously, give priority to the one that contributes most to the cause or the severity of the crash. In those cases where this cannot be distinguished, give priority to that which conveys the most information about the crash.

51-58 INATTENTIVE/DISTRACTED BY … – This description should be added as a prefix to Codes 51-58, e.g., "Inattentive/Distracted by Insect/Reptile" for code 56.

59 IMPROPER DRIVER ACTION NOT COVERED ABOVE … OTHER IMPROPER ACTION (EXPLAIN) – The codes that follow are for "no improper driver action," so if the contributing circumstance was a driver action but was not covered in Codes 1-58, enter Code 59 and explain the contributing circumstance in the narrative.

71 VISION OBSTRUCTION – Any object or condition in the roadway environment that obstructs the driver's vision, including such things as buildings, signs, trees, bushes, terrain, (hillcrests, embankments, dips, etc.) weather conditions, other vehicles, wind-blown items (dust, smoke, etc.) lights or other natural or foreign objects/conditions.

72 UNSEEN OBJECT/PERSON/VEHICLE – Any maneuver in which the driver collides with an unseen object, person or vehicle. The object, person or vehicle is directly involved in the collision and is not in violation of laws for pedestrians or vehicles. Do not use this code when other codes would more clearly describe the contributing factors.

73 ROADWAY, SIGN, OR SIGNAL DEFECT – Any of the following: (1) Any defect occurring in the road construction or design *that contributed to the crash*; e.g., shoulder defects, pot holes, bumps, etc.; (2) any missing, defective (e.g., inoperable signal) or hidden sign or signal *that contributed to the crash.* The mere presence of such defects is not sufficient for them to be indicated here; they must have contributed to the crash.

All roadway defects must be reported using local standard reporting procedures (written or oral reporting), whether they cause a crash or not.

74 DEFECTIVE EQUIPMENT – Any contributing defect in the involved vehicle; e.g., mechanical failures, worn tires, bad couplings, bad suspension, inoperative lights/signals, improper exhaust system, etc.

75 IMPROPER LOAD, SIZE – Any load or cargo that is loaded or secured improperly on a vehicle, or exceeds safe load size specifications for the specific vehicle. This code should be distinguished from Code 76 in that in this case the load itself did not move to cause the crash. This will include situations where the load size causes an over-head collision with a bridge, or where an illegal weight or size of the load is instrumental in causing the crash.

76 CARGO FELL OR LOAD SHIFT – Any movement of a load that contributed to the crash or any loss of parts or cargo from a vehicle that contributes to the occurrence of the crash. This includes objects hitting other vehicles directly, or falling onto the roadway in the path of another vehicle. This is caused either by a faulty load (e.g., overload), faulty stacking, improper securing of the load/parts, or an improper maneuver. The improper maneuver would take priority over this code if it can be identified and determined.

77 IMPROPER ATTACHMENT – Any attachment to a unit that is not properly connected to the unit.

For further crash definitions and classification information, refer to the Manual On Classification Of Motor Vehicle Traffic Crashes (American National Standards D16.1) published by the National Safety Council. The definitions in this Manual take priority over those if there is any conflict.

2.4.2 Primary Contributing Unit Number

To the best of your knowledge, indicate the unit most closely associated with the Primary Contributing Circumstance entered in **Item 2.4.1**. *Avoid unknown if at all possible.* This will also serve to identify what we will refer to as the Primary Contributing Unit and Primary Contributing Driver.

It is mandatory that the primary contributing unit be placed in either the Unit 1 or Unit 2 position on the report.

Note. This item does not imply any legal fault or liability in the crash, but this information is critical to the reconstruction of the crash event.

The driver of this unit could be responding to a person darting out in front of the vehicle, a road condition or a defect with which the driver is confronted having no prior warning. This item simply identifies which unit to associate with the Primary Contributing Circumstance.

Nevertheless, if it is clear that one of the drivers was at fault, that driver's unit would definitely be indicated in this item. Further, if the preponderance of the evidence implies that one of the drivers is most probably at fault, then that driver's unit should be indicated even if the fault cannot be proven beyond all doubt.

2.4.3 First Harmful Event

For this item, select the event from the list (see below) that was the *first* event to *cause* significant damage or injury. This entry is the first harmful event for the crash, and it is not assigned to a unit at this point. Events will be assigned to units in other items on the report.

EXAMPLE: the *incidental* contact with a small bush or tree prior to rolling over should not be considered as a first harmful event since it did not cause significant damage or injury. In this case the first harmful event would be Code 10. On the other hand, if there was no harm prior to the tree strike and the tree caused significant damage, Code 44 would be considered the first harmful event.

Generally, the **Item 2.4.3** entry (First Harmful Event) will come from codes 10-99, since codes 1-10 describe events that occur prior to the actual crash (these codes will be applicable to other data items). *The first harmful event must be harmful* in that it causes either significant property damage or personal injury. Exceptions can occur, for example, if a car is forced to stop suddenly causing an occupant to be thrown against the windshield and injured; code this as Code 17 (Other non-collision) and provide a further explanation in the narrative.

The code list for First Harmful Event will also be used for Most Harmful Event (**Item 2.4.5**), Most Harmful Event for MV (**Item 4.4.5**) and Sequence of Events (**Item 4.4.8**). These have been consolidated into one list for simplicity, which is entitled "Driver/Vehicle Action Events" below.

Note first that the codes are grouped into the following categories:

- Non-collision events
- Collision with non-fixed object
- Collision with fixed object
- Unknown

First choose the overall category that the crash (or unit event) falls into, and then select the best item within that category to describe the event. Those events that have a more detailed explanation are marked with an asterisk (*).

DRIVER/VEHICLE ACTION EVENTS (used for **Item 2.4.3**, **Item 2.4.5**, **Item 4.4.5** and **Item 4.4.8**)

Non-Collision Events:

1 Ran off roadway, right

2 Ran off roadway, straight

3 Ran off roadway, left

4 Crossed centerline

5 Crossed median

6 Evasive action (swerve/brake/…)

7 Downhill runaway

8 Cargo/equipment loss or shift

9 Vehicle defect/Component Failure

10 Separation of units

11 Overturn/rollover

12 Jackknife

13 Fire/explosion

14 Immersion

15 Non-contact vehicle

16 Fell/Jumped from Motor Vehicle

17 Thrown or Falling Object

18 Re-entering roadway

19 Other non-collision (explain in narrative)

Collision With Non-Fixed Object:

20 Non-motorist: Pedestrian*

21 Non-Motorist: Pedalcycle*

22 Vehicle in traffic *

23 Vehicle in (or from) other roadway *

24 Parked motor vehicle *

25 Railway vehicle/train

26 Animal - deer

27 Animal - farm/ranch

28 Animal - other

29 Struck by Falling, Shifting Cargo

30 Work Zone Equipment/Maintenance Equipment

31 Other non-fixed object (explain in narrative)

Collision With Fixed Object:

32 Bridge abutment/bridge rail *

33 Bridge support/column *

34 Overhead object/bridge, tree, etc. *

35 Culvert headwall

36 Ditch

37 Embankment

38 Curb/island/raised median

39 Guardrail face

40 Guardrail end

41 Concrete barrier

42 Cable barrier

43 Other traffic barrier

44 Tree

45 Utility pole

46 Light pole (breakaway)

47 Light pole (non-breakaway)

48 Traffic signal pole

49 Sign post

50 Other post, pole or support

51 Fence

52 Mailbox

53 Impact attenuator

54 Other fixed object (explain in narrative)

Unknown

99 Unknown

*** Notes:**

20-21 Definition of a Non-motorist. Non-motorists include: pedestrians, skaters, scooter riders, pedalcyclists (unicycle, bicycle, tricycle, etc.), animal riders (horse, donkey, etc.), and others using non-motorized means for transportation. While trains are also documented in Unit 2, enter Code 25 in this item for all involved railroad vehicles. (**Item 3.2.2** defines additional details regarding non-motorists, including specific types of non-motorist.)

22-23 Code 23 applies to roadways that are close to each other, but not to intersections. Example: if a vehicle runs off an interstate and collides with a vehicle on a frontage road, enter Code 23. If two vehicles collide at an intersection enter Code 22 (even though Code 22 is not limited to intersectional crashes).

When applying these codes to the Sequence of Events (see **Item 4.4.8**), Code 23 applies to both (1) the vehicle that loses control and strikes a vehicle in another roadway (Vehicle in other roadway), and (2) that vehicle which strikes a vehicle that intrudes from another roadway (Vehicle from other roadway).

22-24 Codes 22, 23 and 24 can only be used in collisions between two or more motor vehicles, so there must be at least two units documented if these codes are entered.

32-34 Here a bridge is not only the typical bridge over water or a railroad, but it is also defined to be any overpass- underpass separation of roadways. A distinction is made between the bridge surface elements (Code 32), the bridge support elements (Code 33), and the overhead portion of the bridge (Code 34). The "bridge abutment" is at the surface of the bridge where the bridge superstructure is supported (Code 32), while beneath the bridge the supports are generally called "columns" (Code 33).

34 Code 34 applies not only to bridges, but also to non-bridge overhead objects, such as trees or buildings.

2.4.4 First Harmful Event Location (Relative to the Roadway)

Select the location of the first harmful event that was entered in **Item 2.4.3**. Those codes given below marked by an asterisk (*) are described in more detail below.

Motorist

1 On roadway

2 Shoulder

3 Median

4 Roadside *

5 Outside of right-of-way

6 Off roadway - location unknown

7 In parking lane or zone

8 Gore

9 Separator *

Non-Motorist

21 Intersection with crosswalk & pedestrian signal

22 Intersection with crosswalk, no pedestrian signal

23 At intersection, no crosswalk

24 Non-intersection crosswalk

25 Other non-intersection (explain)

26 Driveway access crosswalk

27 Sidewalk

28 Off roadway

29 Not applicable because unit is a railroad train

Other

97 Not applicable

98 Other (explain in narrative)

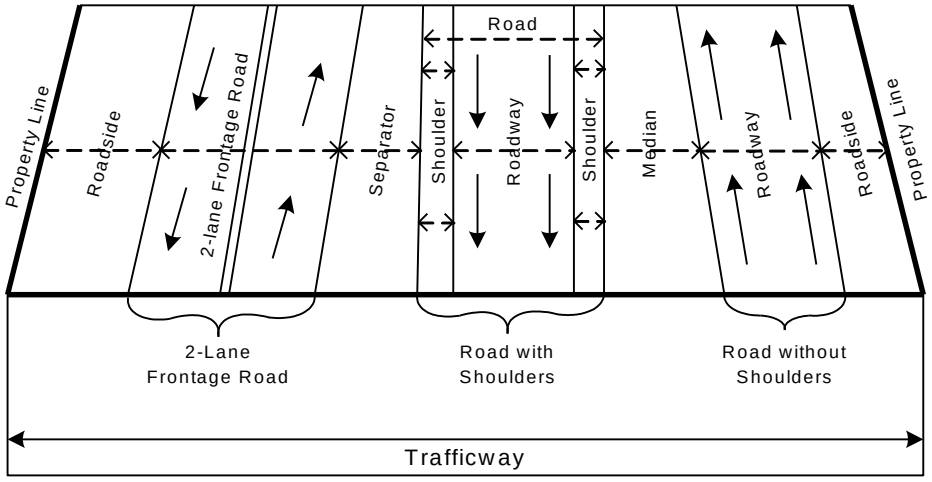
99 Unknown

*** Notes:**

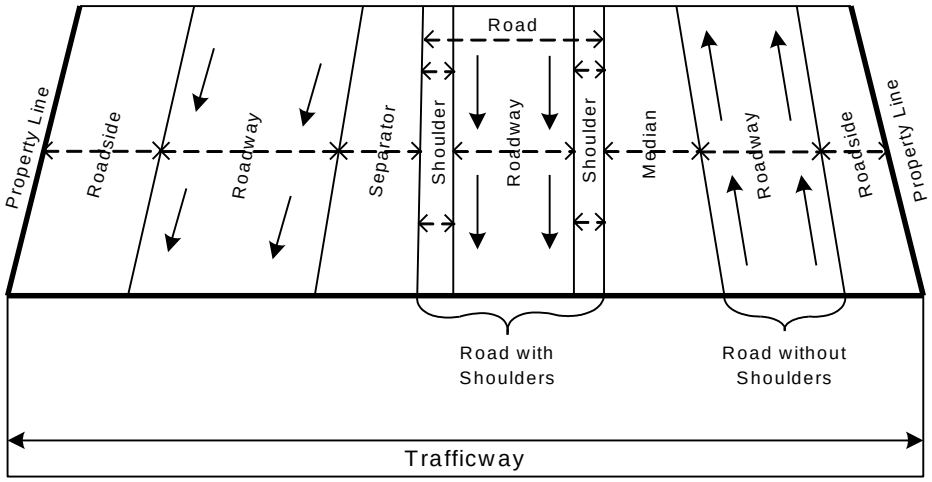
4-5 Roadside (4) is defined as being off the roadway and the shoulder, but still on the right-of-way.

9 A "separator" is defined to be the space between closely parallel roads.

The following diagrams further define some of these location types (ANSI-D16, Page 8):



Trafficway with Frontage Road



Trafficway with Multiple Roadways in the Same Direction

2.4.5 Most Harmful Event

Select and enter the event (from the codes defined for **Item 2.4.3**) that caused the *greatest injury*. If no injury occurred, then list the event that caused the *greatest property damage.* Most Harmful Event will come from codes 11-98, since generally codes 1-10 describe events that occur prior to the actual crash.

Codes 1-54	same meanings as **Item 2.4.3**
98	Other (explain in the narrative)

2.4.6 Distance to Fixed Object

Fixed objects are defined in **Item 2.4.3** (Codes 30-48). If any of these codes (30-48) appear in either **Item 2.4.3** or **Item 2.4.5**, then **Item 2.4.6** must have an entry. If different fixed objects are specified in **Item 2.4.3** and **Item 2.4.5**, *give priority to* **Item 2.4.3**, the first object struck that caused harm. This measurement is important for determining the effectiveness of roadside clearing and other safety programs.

Measure perpendicular to the roadway from the edge of the normal traveled roadway pavement (or normal traveled way for unpaved roads) to the fixed object. Walk down the roadway to the point closest to the fixed object (given in **Item 2.4.3** or **Item 2.4.5**) and measure the distance. If there is an outer pavement stripe, measure from the outside of the pavement stripe. *Shoulders will always be included in this measurement if they exist.*

Click the N/A box if no fixed object was involved in either the first or the most harmful events (**Item 2.4.3** or **Item 2.4.5** above). If the object struck is above the roadway, such as an overpass or bridge superstructure, enter N/A in this item.

> Example: A vehicle hits a culvert 30 feet from the edge of the roadway, then strikes a tree 20 feet away that causes more harm than the culvert did.

The following are the correct entries:

ITEM	ITEM DESCRIPTION	CODE	CODE DESCRIPTIONS
2.4.3	First Harmful Event	33	Collision with bridge support/column
2.4.4	First Harmful Event Location	5	Outside of right of way
2.4.5	Most Harmful Event	44	Collision with tree
2.4.6	Distance to Fixed Object	30	Thirty feet (unit is always feet)

2.4.7 Roadway Junction/Feature

Select the roadway feature that best describes the location from the list given below. This list is divided into two classifications: those that occur at intersections/interchanges, and those that do not. From the location entries and definitions given above, first make the determination of which of these broader classifications apply. Then select the type of junction/feature that best characterizes the location. If two of these features occur at the location, choose the one that had the most affect on crash causation or severity.

Non-Intersection/Interchange

1 No special feature

2 Bridge/overpass/underpass

3 Railroad crossing

4 Business drive

5 Driveway access intersection

6 Alley intersection

7 Related to Intersection

8 Crossover in median

9 Entrance/Exit ramp

10 Tunnel

11 Frontage road

12 Other non-intersection (explain in narrative)

13 Unknown Non-Interchange

Intersection/Interchange

22 Four-way intersection

23 T - intersection

24 Y - intersection

25 Five-leg or more

26 Offset four-way intersection

27 Intersection with ramp

28 Related to Intersection

29 Traffic Circle

30 Roundabout

31 On-ramp merge area

32 Off-ramp diverge area

33 On-ramp

34 Off-ramp

35 With bike/pedestrian path

36 Other Part of Interchange

37 Other intersection (explain in narrative)

38 Unknown Interchange

39 Unknown Junction

2.4.8 Manner of Crash

Select the manner of crash that best describes the crash from the list given below. If two of these classifications describe the crash, choose the one that in your opinion would be most descriptive in crash reconstruction.

1 Non-collision

2 Single vehicle crash (all types)

3 Head-on (front-to-front)

4 Angle oncoming (frontal)

5 Angle (front-to-side) Same Direction

6 Angle (front-to-side) Opposite Direction

7 Rear End (front-to-rear)

8 Side Impact (Angled)

9 Side Impact (90 Degree)

10 Sideswipe, same direction

11 Sideswipe, opposite direction

12 Causal vehicle backing: Rear-to-Side

13 Causal vehicle backing: Rear-to-Rear

98 Other (explain in narrative)

99 Unknown

2.4.9 School Bus Related

Indicates if a school bus or motor vehicle functioning as a school bus for a school-related purpose is involved in the crash. 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 (e.g., children struck when boarding or alighting from the school bus, two vehicles colliding as the result of the stopped school bus, etc.).

1 No school bus involved

2 School Bus directly involved

3 School Bus indirectly involved

2.4.10 Crash Severity

The severity of the crash based on the most severe injury to any person involved in the crash.

K Fatal Injury

A Incapacitating Injury

B Non-Incapacitating Injury

C Possible Injury

O Property Damage Only

99 Unknown

3.0 UNIT SUPER LEVEL (ECRASH PAGE TO DEFINE UNITS)

This section is called a super level since it stands above all of the levels that involve units. We did not want to call all of those levels sub-levels (subservient to this level). The Unit Super Level itself is very simple in that it first specifies that a unit exists and then answers various questions with regard to the unit type so that subsequent data entry screens can be set to their proper defaults.

3.1 INTRODUCTION

3.1.1 Definition of a Unit

It is easiest to define it just by providing a list of all of the possibilities. The following are the choices for the unit type:

Motorized Vehicles

1 Passenger car

2 Station wagon

3 Pick-up (four-tire light truck)

4 Van or mini-van

5 Cargo Van (10,000 lbs or less)

6 Sport utility vehicle (SUV)

7 Single-unit truck (2-axle, 6-tire)

8 Single-unit truck (>= 3 axles)

9 Truck (6 or 7) with trailer

10 Truck tractor only (bobtail)

11 Tractor/semi-trailer

12 Tractor/doubles

13 Tractor/triples

14 Other Light Trucks (10,000 lbs or less)

15 Other heavy truck (cannot classify)

16 Motor home/recreational vehicle

17 Mobile home transport

18 Motorcycle

19 Moped

20 3-Wheel off road ATV

21 4-Wheel off road ATV

22 School bus (seats > 15)

23 Small school bus (seats <= 15)

24 Transit Bus

25 Motor Coach/Motor Home

26 Other bus (seats > 15)

27 Other small bus (seats <= 15)

28 Farm equipment

29 Maintenance/construction vehicle

30 Low Speed Vehicle

31 Snowmobile

32 Other motor vehicle (explain)

99 Unknown type of motorized vehicle

Non-Motorist Units

51 Pedestrian

52 Other Pedestrian (e.g., wheelchair)

53 Skater

54 Scooter

55 Bicyclist

56 Other Cyclist (tricycle, etc.)

57 Ridden animal/animal-drawn

58 Train

59 Occupant of a Non-Motor Vehicle

60 Other non-motorist (explain)

61 Unknown Type of Non-Motorist

Most of these will be defined in detail in the Unit Type data item below; the purpose for presenting them here is merely to provide a better understanding of what a unit is. Units are not restricted to motorized vehicles, and even the "non-motorist" has an exception where a train is considered a unit. This is because these types of units are not handled in the same way as the typical motor vehicle would.

3.1.2 General Rules for Defining Units

A *unit* is defined to be a vehicle or a non-motorist involved in the crash. This section provides an introduction to the entries for **Item 3.1.3**, **Item 3.2.1** and **Item 3.2.3**.

The following are the general rules for entering data into the unit-related items:

1 If there are more than two units, make the *primary contributing unit* either Unit 1 or Unit 2. Some states require that the primary contributing unit is always Unit 1. We realize that it might take time to resolve which of two units is really the primary contributing unit. So if it is not totally certain, just be sure that the two that are most likely to have been the greatest cause of the crash are placed in these two positions. The actual primary contributing unit may be changed as more information on the crash emerges. Also, the rule immediately below would prevent some types of units from being placed in the Unit 1 position.

2 Generally document non-motorists and railroad trains in the Unit 2 position. (Special instructions for non-motorist units will be given.) Do not use Unit 1 for non-motorists (pedestrian, pedal cyclist, ridden animal, animal-drawn vehicle) or railroad trains, since this Unit is generally used for the involved motor vehicle.

3 In the case of a hit and run, indicate that as such in the Unit 1 position, and leave the unknown fields in this unit default to "Unknown" until they might be updated if more data are obtained. *Note: "hit and run" is one of the very few cases in which it is acceptable to have items without entries on the report.* The rationale is that this information may later become known and then entered on the report. This will be acceptable only in the case of a "hit and run" or "left scene" indication.

4 If there are multiple non-motorists involved in the crash, record them as separate units after all motor vehicle units have been entered.

5 If the vehicle meets the definition of a Commercial Vehicle used for the Commercial Driver License (CDL) program, indicate such by clicking the appropriate radio button, and then further indicate the type of CDL vehicle that was involved. CDL definitions of a Commercial Vehicle are further explained under **Item 3.2.3**. This indication is very important to the proper administration of the CDL Program. 6

6 Driver license and other relevant information must be recorded if it is available even if the unit is a non-motorist.

This introductory section has been provided at this point since it applies to all types of units. Some of these items are elaborated within item-by-item instructions.

3.1.3 Unit Numbers

At the Unit Level, there are two options at the bottom of the screen: Add Unit and Remove Unit. These will create or delete unit numbers as needed. Units are added sequentially, and when they are removed they are always removed the highest number first. Units may be added at any time, although in most cases the number of units will be known at this point. Remember when defining the number of units in a crash that any of the vehicles or non-motorists listed above qualifies as a unit.

3.1.4 Unit Super Level Child Levels

The following are levels within the Unit Super Level. The number in parenthesis indicates how many there can be within any unit, e.g., Victim Level (0,n) indicates that there may not be any occurrences of this level (if there are no victims, or there can be up to "n," one for each victim.

- Driver Level (0,1)
- Non-Motorist Level (0,1)
- Vehicle Level (0,1)
- Uninjured Occupant Level (0,n)
- Victim Level (0,n)
- Unit Roadway Environment Level (1)
- Truck/Bus Supplement Level (0,1)

3.2 UNIT I (ECRASH PAGE)

The heading caption above reads "Unit i (eCrash Page)" meaning that we are talking in general about unit 1, 2, 3 …. Many of the headings will read like this. The "eCrash Page" indicates that there is a separate page within eCrash for the grouping of data items to be discussed below

3.2.1 Left Scene Indicator

Click "Yes" if the unit left the scene or if the driver abandoned the vehicle and left the scene prior to the arrival of any law enforcement agency. Do not indicate "Left Scene" if the driver was removed due to injury prior to the arrival of a law enforcement agency. This item is an indication that the driver *violated the law* in leaving the scene of the crash. If this is not the case, then make sure that "No" is marked.

3.2.2 Unit Type

Select the unit type from the codes given in the drop-down menu and defined below. Additional definitions are given beneath the codes.

The codes are divided into Motorized Vehicles and Non-Motorized Vehicles. Select the major division first. Then, within that, choose the code that best describes the unit type.

Note that the standard "Other" designation (Code 98) does not appear in the list because it does NOT apply to this item. If none of the motorized vehicle codes apply, select Code "32" and explain in the narrative. If none of the non-motorized unit codes apply, enter Code "60" and explain in the narrative. Items below with an asterisk have further explanation below.

Motorized Vehicles

1 Passenger car

2 Station wagon

3 Pick-up (four-tire light truck) *

4 Van or mini-van *

5 Cargo Van (10,000 lbs or less)*

6 Sport utility vehicle (SUV) *

7 Single-unit truck (2-axle, 6-tire) *

8 Single-unit truck (>= 3 axles) *

9 Truck (6 or 7) with trailer *

10 Truck tractor only (bobtail) *

11 Tractor/semi-trailer *

12 Tractor/doubles *

13 Tractor/triples *

14 Other Light Trucks (10,000 lbs or less)*

15 Other heavy truck (cannot classify) *

16 Motor home/recreational vehicle *

17 Mobile home transport *

18 Motorcycle

19 Moped *

20 3-Wheel off road ATV *

21 4-Wheel off road ATV *

22 School bus (seats > 15)

23 Small school bus (seats <= 15)

24 Transit Bus

25 Motor Coach/Motor Home

26 Other bus (seats > 15) *

27 Other small bus (seats <= 15) *

28 Farm equipment *

29 Maintenance/construction vehicle *

30 Low Speed Vehicle*

31 Snowmobile

32 Other motor vehicle (explain) *

99 Unknown type of motorized vehicle *

Non-Motorist Units

51 Pedestrian*

52 Other Pedestrian (e.g., wheelchair)

53 Skater

54 Scooter

55 Bicyclist

56 Other Cyclist (tricycle, etc.)

57 Ridden animal/animal-drawn

58 Train*

59 Occupant of a Non-Motor Vehicle

60 Other non-motorist (explain)*

61 Unknown Type of Non-Motorist

The following definitions apply:

3 Pick-up (four-tire light truck) – Any truck with load capacity of up to and including one (1) ton with an open bed (prior to any customization) separate from the passenger compartment. Note that those vehicles generally called sport/utility vehicles (SUV) are **not included** in this designation (see Code 6).

4 Van or mini-van – Any van or mini-van generally used for private passenger transport.

5 Cargo Van (10,000 lbs or less)* - Motor vehicle less than 10,000 lbs that is configured to carry cargo.

6 Sport utility vehicle (SUV) – These vehicles are for private passenger transport and they are usually built on pick-up truck frames.

The following truck categories (Codes 7-15) are generally used for commercial purposes (although these codes are not restricted to such):

7 Single-unit truck (2-axle, 6-tire)

8 Single-unit truck (>= 3 axles)

9 Truck (6 or 7) with trailer

10 Truck tractor only (bobtail)

11 Tractor/semi-trailer

12 Tractor/doubles

13 Tractor/triples

14 Other light trucks (10,000 lbs or less)

15 Other heavy truck (cannot classify) – Any truck that cannot be logically classified into one of the categories above.

16 Motor home/recreational vehicle – This is contrasted with Code 17 (Mobile home transport) in that it is most typically used for recreational purposes as opposed to permanent living quarters.

17 Mobile home transport – See Code 16 above. This code should be used for a mobile home that is being transported from one lot to another (either dealer or occupant lots).

19 Moped – Any bicycle-type vehicle with a motor attached that does not exceed five (5) horsepower.

20 3-Wheel off road ATV – Any motor vehicle with three wheels that is designed and manufactured with the intent of off-roadway use only; also, any vehicle using low

pressure, high flotation tires marked "Not for Highways USE," "Unsafe for Highway Use," or words of similar meaning.

21 4-Wheel off road ATV – Same as Code 18 but with four wheels.

25 Motor Coach/Motor Home – Either a bus that is designed to travel long distances between cities or a van where a frame-mounted recreational unit is added behind the driver or cab area or mounted on a bus/truck chassis that is suitable to live in and drive across the country.

26 Other bus (seats > 15) – Includes all small busses not being used as a school bus.

27 Other small bus (seats <= 15) – Includes all larger busses not being used as a school bus.

28 Farm equipment – Equipment that is *not* designed for highway use (e.g., a farm truck would not qualify as "Farm equipment").

29 Maintenance/construction vehicle – Select this category only if no other truck or vehicle categories above apply. This would include tractors, mowers, scrapers, compacters, sweepers, etc. This code is to specify unit type, NOT vehicle use (See **Item 5.3.1.1**).

30 Low Speed Vehicle – Includes motorized scooter or human transporter (Segway, etc.), golf cart, tractor or other low speed motor vehicle used for transport.

32 Other motor vehicle (explain) – Do not use 98 for "Other" in this item because there is a distinction between motorized other and non-motorized other.

51 Pedestrian – Non-motorists are only classified as pedestrians if they do not meet any of the other non-motorist qualifications (i.e., they are not skaters, scooter riders, pedalcyclists or riding animals).

58 Train – Railroad trains are considered within the "Non-Motorist" classification because they do not fall into the classification of a licensed motor vehicle.

60 Other non-motorist (explain) – *Do not use 98 for "Other" in this item.*

99 Unknown – Select only if a distinction cannot be made between the classifications above (e.g., in the case of some hit and run crashes).

3.2.3 Is This Unit a Commercial Motor Vehicle (CMV)?

Click Yes on this item if the vehicle meets the definition of a commercial vehicle under the Commercial Driver License (CDL) program. CDL defines a commercial vehicle as a motor vehicle designed or used to transport passengers or property *and* meeting *at least one* of the following criteria:

A. Vehicle has a Gross Vehicle Weight Rating (GVWR) of 26,001 or more pounds, or

B. Vehicle is designed to transport 16 or more passengers, including the driver,

or

C. Vehicle is transporting hazardous materials and is required to be placarded.

Note: This relates to the *vehicle* and not to whether or not the driver has a CDL. If the *vehicle* requires its driver to have a commercial driver's license (CDL), then check yes; otherwise check no.

3.2.4 Check the Option that Best Described this Unit

(Truck/Bus Qualification Information)

The following three options are given:

- Not a qualifying truck or bus
- Truck with GVWR or GCWR of more than 10,000 pounds or Haz/Mat placard
- Bus designed to carry 9 or more (including driver)

If "No" is indicated in **Item 3.2.3**, then the only acceptable option here is the first one. This will be true for all motor vehicle and non-motorist unit types.

If it does qualify as a CMV, it will fall either into the truck or the bus category.

4.0 DRIVER/NON-MOTORIST LEVEL

This level of data element generally applies to both the driver of the unit or the involved non-motorist. The same basic data elements are used regardless of whether the unit is a driver-vehicle combination or a driver- (or driverless-) non-motorist combination. This being the case, certain data elements will not apply when the unit does not involve a motor vehicle or a vehicle that can have a driver (e.g., bicycle or railroad train). When a non-motorist type of unit is chosen, the system will automatically make certain data elements default to Not Applicable (code 97). However, officers are encouraged to use these fields in any case in which they feel that the information entered might be relevant to the understanding or providing other pertinent details of the crash. In those cases where the system does not default the entry to N/A, an entry for the field is required. This also applies to some Vehicle/Non-Motorist data elements.

In addition to the data items within this level itself, additional data items are required within subsections of this level, which include:

- Demographics
- License
- Condition
- Circumstances

4.1 DRIVER/NON-MOTORIST I (ECRASH PAGE)

4.1.1 Full Name of Driver/Non-motorist

If the unit is a motor vehicle, insert the full name of the person driving the motor vehicle at the time of the crash. Generally, if the driver is licensed, enter the exact same name as shown on his/her driver's license. If the driver is available, verify that all information on the driver's license is correct. If the driver's true name is different from that shown on the driver license, explain the difference in the narrative section (**Item 10.2**). If the driver is unlicensed, the full name should be recorded. If possible, enter a married woman's name with her maiden name included; for example, Mary Smith Jones as opposed to Mrs. John D. Jones.

If the unit is a non-motorist, enter the involved person.

The following codes should be checked only if they apply:

97 Not applicable

99 Unknown

4.1.2 Street Address of Driver/Non-motorist

Copy or scan in the address from the driver's license if available and verified to be correct. If no license is available and the driver gives an R.F.D. number, also obtain the name or number of the highway on which he/she resides. Select the standard abbreviation for the state from the dropdown.

The following codes are also allowed in this item if they apply:

97 Not applicable

99 Unknown

4.1.3 Telephone Number of Driver/Non-Motorist

Enter the driver's home telephone number, or, if none, a business number where the driver can be reached. Always include the area code. If it is impossible to obtain any number for contact, enter 99.

The following codes are also allowed in this item if they apply:

97 Not applicable

99 Unknown

4.1.4 Date of Birth of Driver/Non-motorist

Enter the driver date of birth as it appears on the license; be sure to use a four-digit year. If the driver has no license record, enter the birth date given by the driver. Use only the numerical designation for the date of birth – a two-digit month, a two-digit day and a four-digit year. Use the calendar dropdown for convenience.

The following codes are also allowed in this item if they apply:

97 Not applicable

99 Unknown

4.1.5 Demographics

4.1.5.1 Race of Driver/Non-motorist

Select one of the following in the item – the one in your opinion that comes closest to best describing the race or ethnicity of the driver.

1 White/Caucasian

2 Black/African American

3 Hispanic

4 Asian/Pacific Islander

5 American Indian

97 Not applicable

98 Other (explain in narrative)

99 Unknown

4.1.5.2 Sex of Driver/Non-motorist

Select one of the following in the item:

1 Male

2 Female

97 Not applicable

99 Unknown

4.1.5.3 Residence of Driver/Non-motorist Less Than 25 Miles from Crash Site

Select "Yes" if the crash occurred within 25 miles of the driver's home, based on the driver's address. Otherwise enter "No."

The following codes are also allowed in this item if they apply:

97 Not applicable, including no license

99 Unknown

4.2 DRIVER/NON-MOTORIST I LICENSE (ECRASH PAGE)

4.2.1 Driver's License Information

Note: *This entire pane is grayed out for non-motorists and all entries will go into the record as not applicable (Code 97) unless over-ridden by the reporting officer.*

4.2.1.1 State

Select the standard abbreviation for the state that issued the driver's license from the drop-down list.

The following codes are also allowed in this item if they apply (check-boxes in eCrash):

97 Not applicable

98 Other (explain in narrative)

99 Unknown

4.2.1.2 Driver License Number

Copy or scan in the driver license number from the driver's license into this item. Be sure to double-check it since *if you make a mistake in copying this number erroneous information will be written to a random innocent driver's history.* Always double check it to be sure.

If the driver has an Alabama license (even if suspended, revoked or cancelled), it is critical that the license number be entered so that the crash can be appended to that person's driver history record.

When a driver does not have a driver's license in his/her possession, make an inquiry through the LETS system to see if that person has been suspended, revoked or cancelled, and obtain their license number from LETS.

Some individuals have been issued what we will call a *proxy file number.* The number is issued to a non-licensed driver when he/she is cited for a traffic violation or when action is taken against his/her driving privilege. A proxy file number is a seven character number beginning with "F" or "L" followed by six numeral digits.

If the driver is found to have a proxy file number, obtain this number from LETS/ACJIS and enter this number in this item.

The following codes are also allowed in this item if they apply:

97 Not applicable

99 Unknown

4.2.1.3 Class

Enter the letter or letters representing the class designation on the driver's license for which the number was entered in the previous item. Enter the letters for all classes that apply with no space or other separator between the letters. *Do not* enter the word "Class," just the letters exactly as on the drivers license. The State of Alabama uses the following class codes:

A Any combination of vehicles with a GVWR of 26,001 pounds or more, provided the GVWR of the vehicle(s) being towed is in excess of 10,000 pounds.

B Any single vehicle with a GVWR of 26,001 pounds or more, and any such vehicle towing a vehicle not in excess of 10,000 pounds GVWR.

C Any single vehicle with a GVWR of less than 26,001 pounds, or any such vehicle towing a single vehicle with a GVWR not in excess of 10,000 pounds comprising either:

(1) Vehicles designed to transport 16 or more passengers, including the driver, or

(2) Vehicles used in the transportation of hazardous materials which requires the vehicle to be placarded under 49 C.F.R, PART 172, SUBPART F.

D Operator (personal vehicles).

M Motorcycle (used alone or in combination with other license classes – AM, BM, CM or DM)

The following codes are also allowed in this item if they apply:

97 Not applicable

99 Unknown

Choose 97 also when a proxy file number has been used in the previous item. Drivers License (DL) Class for a driver with a learner restriction is D or DM.

If a driver has a "proxy" file number, use License State = AL; DL Number = (use "proxy" file number); DL Type = 97; DL and CDL Status = (use current status as listed in printout of driving privilege).

Do not attempt to convert out-of-state DL Class codes to the equivalent AL DL Class codes; Do use Alabama DL Status codes.

Non-Alabama Driver's License. If the involved driver has a license from another state, use the appropriate class code from *that state's* driver's license. The class code should be listed on the license. *Do not try to convert out of state class codes to those used in Alabama.*

4.2.1.4 (Driver License) Status

Select the description that defines the current driver license status from the drop-down. If not readily available, this might be obtained via LETS.

If a license is expired and a more specific status is in effect, code the more specific status (see examples **Item 4.2.3**). If not, then code "Expired."

If you are unable to determine the status, enter 99 (for Unknown). If no other driver license information could be recorded, enter 97 (for Not Applicable).

The following codes are the only valid codes for these two items:

C	Current/valid
D	Denied
E	Expired
F	Fraudulent
L	Left state
R	Revoked
S	Suspended
T	Test required
X	Canceled
97	Not Applicable/Unlicensed
99	Unknown

4.2.1.5 Commercial Driver License (CDL) Status

Select the description that defines the current commercial driver license status. This might be obtained via LETS.

If you are unable to determine the status, enter 99 (for Unknown). If no other driver license information could be recorded, enter 97 (for Not Applicable).

The following codes are the only valid codes for these two items:

A	Administrative Disqualification
C	Current/valid
D	Denied
E	Expired
F	Fraudulent
L	Left state
R	Revoked

S Suspended

T Test required

X Canceled

97 Not Applicable/Unlicensed

99 Unknown

4.2.2 Restriction Violations

This item contains a *list* of restrictions that the driver did *not* comply with.

Multiple entries are allowed from the drop down menu for this item. Note how the tool for the entry of this item works. It enables you to:

- Add an entry to the list (select it from the drop-down and then click the + when green)
- Delete an entry from the list (select it from the list and then click the red X)
- Move entries up and down the list (select the entry on the list and then click the blue up and down arrows).

Add all entries that apply to the list and then arrange them according to that which you feel to be the most important to the crash first.

If the driver has no restrictions, or there were no violations or restrictions, enter 97 (or accept it as the default).

If the driver has restrictions listed on his/her DL and you determine that the driver was *not in compliance* with one or more of the restrictions, enter those restrictions that were *not complied with* in this item.

If the driver was in violation of more than one restriction, list the violations *in order of their importance to the crash.*

The following codes are the only valid codes for this item (after the first, arranged alphabetically by description):

97 Not Applicable (No restrictions or no violation)

99 Unknown

A Corrective lenses

B Motor-driven cycle

C Motorcycle

D Outside mirror - left

E Daylight only

F Hand controls

G Automatic transmission

H Outside mirror - right

I Outside mirror - right and left

J Hearing impaired

K Vehicle without airbrake

L Power steering

M Power brakes

N Built up brakes

O Built up seat

P Left foot accelerator

R Mechanical signals

S School bus or class D

W Intrastate commerce only

Y Learners license (see note below)

Z Identification card only

Non-Alabama Driver's License. If the involved driver has a license from another state and has restrictions that were not in compliance, do the best that you can to convert the out of state restriction codes to the appropriate Alabama driver license restriction code(s).

Learner's license. Enter this as a restriction violation *only* when the required accompanying person is not present.

4.2.3 Endorsement Violations

Multiple entries are allowed from the drop down menu for this item. Note how the tool for the entry of this item works. It enables you to:

- Add and entry to the list (select it from the drop-down and then click the + when green)
- Delete an entry from the list (select it from the list and then click the red X)
- Move entries up and down the list (select the entry on the list and then click the blue up and down arrows).

Add all entries that apply to the list and then arrange them according to that which you feel to be the most important to the crash first.

This item will be marked 97 under the following circumstances:

- No endorsements were required
- Endorsements were required but there were no violations
- The unit does not meet the definition of a commercial vehicle as described in **Item 3.2.3**.

If none of these conditions apply then the vehicle in question is a commercial vehicle requiring endorsements. Make a determination as to whether the driver is required to have one of the following endorsements on his/her commercial driver license. If no violations are found, enter "97" (default). If there are required endorsements that the driver does not have, then enter them in this item putting that which is most relevant to the crash first.

97 No endorsement violations or otherwise not applicable

99 Unknown

H Hazardous materials

N Tank vehicle

P Passenger

S School bus

T Multiple: double/triple

X Hazardous/tank

EXAMPLES OF DRIVER LICENSE CODES (**Item 4.2.1.1**, **Item 4.2.1.2**, **Item 4.2.1.3**, **Item 4.2.1.4**, **Item 4.2.2**, **Item 4.2.1.5** and **Item 4.2.3**)

1. Alabama driver in auto, valid D class license, "A" restriction (corrective lenses), no violation.

ITEM	ITEM DESCRIPTION	CODE	CODE DESCRIPTIONS
4.2.1.3	DL Class	D	Operator (personal vehicle)
4.2.1.4	DL Status	C	Current, Valid
4.2.2	Restriction Violations	97	Not Applicable
4.2.3	Endorsement Violations	97	Not Applicable

2. Alabama driver in auto, valid D class license, "Y" restriction (accompanied by licensed parent), no violation.

ITEM	ITEM DESCRIPTION	CODE	CODE DESCRIPTIONS
4.2.1.3	DL Class	D	Operator (personal vehicle)
4.2.1.4	DL Status	C	Current, Valid
4.2.2	Restriction Violations	97	Not Applicable
4.2.3	Endorsement Violations	97	Not Applicable

3. Alabama driver in auto, valid D class license, "Y" restriction, but had no other licensed driver in vehicle.

ITEM	ITEM DESCRIPTION	CODE	CODE DESCRIPTIONS
4.2.1.3	DL Class	D	Operator (personal vehicle)
4.2.1.4	DL Status	C	Current/Valid
4.2.2	Restriction Violations	Y	Learner's License
4.2.1.5	CDL Status	C	Current/Valid
4.2.3	Endorsement Violations	97	Not Applicable

4. Alabama driver in auto, suspended DM class license, no restrictions.

ITEM	ITEM DESCRIPTION	CODE	CODE DESCRIPTIONS
4.2.1.3	DL Class	DM	Operator (personal vehicle)
4.2.1.4	DL Status	S	Suspended
4.2.2	Restriction Violations	97	Not Applicable

4.2.1.5	CDL Status	97	Not Applicable
4.2.3	Endorsement Violations	97	Not Applicable

5. Alabama driver in auto, never licensed, has been issued a "proxy file" number, revoked driving privilege. Note that since this driver does not have a license, there cannot be any restriction violations.

ITEM	**ITEM DESCRIPTION**	**CODE**	**CODE DESCRIPTIONS**
4.2.1.3	DL Class	N	Not Applicable, Not Licensed
4.2.1.4	DL Status	R	Revoked
4.2.2	Restriction Violations	97	Not Applicable
4.2.1.5	CDL Status	97	Not Applicable
4.2.3	Endorsement Violations	97	Not Applicable

6. Alabama driver in auto, valid AM class license, no restriction.

ITEM	**ITEM DESCRIPTION**	**CODE**	**CODE DESCRIPTIONS**
4.2.1.3	DL Class	AM	A (a CDL type) plus Motorcycle
4.2.1.4	DL Status	C	Current/Valid
4.2.2	Restriction Violations	97	Not Applicable
4.2.1.5	CDL Status	C	Current/Valid
4.2.3	Endorsement Violations	97	Not Applicable

7. Alabama driver in auto, valid AM class license (Administrative disqualified CDL, valid DL), restrictions complied with.

ITEM	**ITEM DESCRIPTION**	**CODE**	**CODE DESCRIPTIONS**
4.2.1.3	DL Class	AM	A (a CDL type) plus Motorcycle
4.2.1.4	DL Status	C	Current/Valid
4.2.2	Restriction Violations	97	Not Applicable
4.2.1.5	CDL Status	A	Administrative Disqualification
4.2.3	Endorsement Violations	97	Not Applicable

8. Alabama driver in tractor-trailer hauling hazardous materials, valid AM class license with "H" endorsement.

ITEM	ITEM DESCRIPTION	CODE	CODE DESCRIPTIONS
4.2.1.3	DL Class	AM	A (a CDL type) plus Motorcycle
4.2.1.4	DL Status	C	Current/Valid
4.2.2	Restriction Violations	97	Not Applicable
4.2.1.5	CDL Status	C	Current/Valid
4.2.3	Endorsement Violations	97	Not Applicable

9. Alabama driver in tractor-trailer, valid AM class license with "H" endorsement, but he is hauling hazardous materials in a tanker.

ITEM	ITEM DESCRIPTION	CODE	CODE DESCRIPTIONS
4.2.1.3	DL Class	AM	A (a CDL type) plus Motorcycle
4.2.1.4	DL Status	C	Current/Valid
4.2.2	Restriction Violations	97	Not Applicable
4.2.1.5	CDL Status	C	Current/Valid
4.2.3	Endorsement Violations	X	Hazardous/Tank

10. Alabama driver in single unit, heavy truck with airbrakes; valid CM class license, with "K" restriction (vehicle without airbrakes, so this is a violation) and "H" endorsement, hauling hazardous materials (not in violation).

ITEM	ITEM DESCRIPTION	CODE	CODE DESCRIPTIONS
4.2.1.3	DL Class	CM	C (a CDL type) plus Motorcycle
4.2.1.4	DL Status	C	Current/Valid
4.2.2	Restriction Violations	K	Vehicle without airbrakes
4.2.1.5	CDL Status	C	Current/Valid
4.2.3	Endorsement Violations	97	Not Applicable

11. Louisiana driver in auto, valid operator license (Class E), no restrictions.

ITEM	ITEM DESCRIPTION	CODE	CODE DESCRIPTIONS
4.2.1.3	DL Class	E	No AL DL Class E*
4.2.1.4	DL Status	C	Current/Valid
4.2.2	Restriction Violations	97	Not Applicable
4.2.1.5	CDL Status	97	Not Applicable
4.2.3	Endorsement Violations	97	Not Applicable

* Just insert the out of state DL Class; do not make any attempt to map it to an Alabama DL Class.

4.3 DRIVER/NON-MOTORIST I CONDITION (ECRASH PAGE)

4.3.1 Place of Employment

The data elements on this eCrash page generally apply to both Drivers and Non-Motorists; any items that do not apply should be marked 97 (Not applicable).

Note: *if you mistakenly check any of the boxes on this page, they can be "unchecked" by clicking on the check. This may also be necessary to get into some of the text entry boxes.*

First select one of the following:

Employed (see below)

Unemployed

Retired

Self-Employed

Not Applicable

Unknown

If the first of these applies, enter the driver's place of employment in the space below. Give the complete name of the business and the city in which it is located. This will be used by local law enforcement as well as by DPS in processing the crash.

4.3.2 Liability Insurance Company

The data elements on this eCrash page generally apply to both Drivers and Non-Motorists; any items that do not apply should be marked 97 (Not applicable). Note: *if you mistakenly check any of the boxes on this page, they can be "unchecked" by clicking on the check. This may also be necessary to get into some of the text entry boxes.*

Enter the insurance company name if available. If the driver/vehicle is uninsured, enter "None."

The following codes are also allowed in this item if they apply:

97	Not applicable
99	Unknown
	None (uninsured)

4.3.3 Liability Insurance Policy Number

The data elements on this eCrash page generally apply to both Drivers and Non-Motorists; any items that do not apply should be marked 97 (Not applicable).

Obtain a proof of insurance document from the driver of this unit and then enter the liability insurance policy number from it.

The following codes are also allowed in this item if they apply:

97	Not applicable
99	Unknown

4.3.4 Condition/Sobriety of Driver/Non-Motorist

4.3.4.1 Condition of Driver/Non-motorist

The data elements on this eCrash page generally apply to both Drivers and Non-Motorists; any items that do not apply should be marked 97 (Not applicable).

Select the code that most closely describes the condition of the driver immediately prior to the crash (not as a result of it) that you believe contributed to the crash. If the driver's condition is not deemed to have

contributed to the crash, enter Code 1 (Apparently normal). Include such conditions as epilepsy, black-outs, etc., under Code 4 (Illness).

1 Apparently normal

2 Physical impairment

3 Emotional (e.g. depressed, angry, disturbed)

4 Illness

5 Asleep, fainted, fatigued, etc.

6 Under the influence of alcohol/drugs

97 Not Applicable

98 Other

99 Unknown

4.3.4.2 Officer's Opinion (Alcohol and Drug Sobriety of Driver/Non-motorist)

The data elements on this eCrash page generally apply to both Drivers and Non-Motorists; any items that do not apply should be marked Not Applicable (97).

Complete this item based on your opinion as to whether or not the driver was either drinking alcoholic beverages (at any level) or taking drugs prior to the crash. **You do not have to determine the level of impairment.** This item is strictly for problem identification purposes, and it **should not be used for legal purposes.**

Select "Yes" in the appropriate spot if you believe the driver had consumed any amount of alcohol or taken any mind-altering drugs (legal or illegal) prior to the crash; otherwise, enter "No." If you are unable to determine this, enter "Unk" for unknown. This is a very important data element that should only be used for analytical purposes, and when used for this purpose names and other identifiers are totally sanitized from the records.

4.3.4.3 (Alcohol Type) Test Given to Driver/Non-motorist

The data elements on this eCrash page generally apply to both Drivers and Non-Motorists; any items that do not apply should be marked 97 (Not applicable).

Select the code for the type of alcohol test that was given; if no test was given enter Code 6; if the driver refused a test, enter Code 5.

NOTE: **In all crashes that involve a fatality, an alcohol BAC test is mandatory for every involved driver.** If one of the drivers is killed, a blood test must be taken and sent to the appropriate Alabama Department of Forensic Sciences office for analysis.

When blood test results become available on fatal crashes or DUI involved crashes, notify the Fatal Analysis Reporting System (FARS) unit at (334) 242-4427.

If more than one test was given, enter the one you feel was the most reliable.

1 Blood test

2 Breath test

3 Urine test

4 Unable to administer

5 Refused test

6 No test given

97 Not applicable

98 Other

99 Unknown if test was conducted

4.3.4.4 (Drug Type) Test Given to Driver/Non-motorist

The data elements on this eCrash page generally apply to both Drivers and Non-Motorists; any items that do not apply should be marked 97 (Not applicable).

Select the code for the type of drug test that was given; if no test was given enter Code 5; if the driver refused a test, enter Code 4.

If more than one test was given, enter the one you feel was the most reliable.

1 Blood test

2 Urine test

3 Refused test

4 No test given

97 Not applicable

98 Other

99 Unknown

4.3.4.5 Alcohol Test Results of Driver/Non-motorist

The data elements on this eCrash page generally apply to both Drivers and Non-Motorists; any items that do not apply should be marked 97 (Not applicable).

Enter the test results as measured in the test specified in **Item 4.3.4.3**. The test results should be rounded to three digits and entered to the right of the decimal point on the report. Examples: .140, .080, .100

Select N/A if no test was given. **Under no circumstances enter ".000" if no test is given since this indicates that a test was given and it had zero BAC result, when in fact, there were no results at all.**

NOTE: **In all crashes that involve a fatality, a BAC test is mandatory for every involved driver.** If one of the drivers is killed, a blood test must be taken and sent to the appropriate Alabama Department of Forensic Sciences office for analysis.

If results are pending, leave blank until available. If an alcohol test was administered, and the results are not obtained by the time the report is sent to the Department of Public Safety, indicate the type test given and leave this item blank so that this information can be added later. This is one of the few times that a blank space is allowed on the report, and it has a specific meaning. It indicates that an amendment will be expected to update this item.

4.3.4.6 Drug Test Results of Driver/Non-motorist

The data elements on this eCrash page generally apply to both Drivers and Non-Motorists; any items that do not apply should be marked as Not Applicable (97).

Select the test results as measured in the test specified in **Item 4.3.4.4**.

1 Positive

2 Negative

97 Not Applicable

100 Unknown

EXAMPLES, SOBRIETY SECTION

1. Neither drugs nor alcohol were involved.

ITEM	ITEM DESCRIPTION	CODE	CODE DESCRIPTIONS
4.3.4.2	Officer's Opinion Alcohol	No	No (no substance involved)
4.3.4.2	Officer's Opinion Drugs	No	No (no substance involved)
4.3.4.3	Type Test Given Alcohol	6	No test given
4.3.4.4	Type Test Given Drugs	4	No test given
4.3.4.5	Alcohol Test Results	N/A	Not Applicable
4.3.4.6	Drug Test Results	97	Not Applicable

2. Alcohol was involved, and the driver refused the test.

ITEM	ITEM DESCRIPTION	CODE	CODE DESCRIPTIONS
4.3.4.2	Officer's Opinion Alcohol	Yes	Yes (substance involved)
4.3.4.2	Officer's Opinion Drugs	No	No (no substance involved)
4.3.4.3	Type Test Given Alcohol	6	Refuse test
4.3.4.4	Type Test Given Drugs	4	No test given
4.3.4.5	Alcohol Test Results	N/A	Not Applicable
4.3.4.6	Drug Test Results	97	Not Applicable

3. Alcohol was involved; a breath test was administered with a result of 0.126.

ITEM	ITEM DESCRIPTION	CODE	CODE DESCRIPTIONS
4.3.4.2	Officer's Opinion Alcohol	Yes	Yes (substance involved)
4.3.4.2	Officer's Opinion Drugs	No	No (no substance involved)
4.3.4.3	Type Test Given Alcohol	2	Breath test
4.3.4.4	Type Test Given Drugs	4	No test given
4.3.4.5	Alcohol Test Results	,12	
4.3.4.6	Drug Test Results	97	Not Applicable

4. Alcohol was involved, a blood sample was taken, but test results have not yet been received.

ITEM	ITEM DESCRIPTION	CODE	CODE DESCRIPTIONS
4.3.4.2	Officer's Opinion Alcohol	Yes	Yes (substance involved)
4.3.4.2	Officer's Opinion Drugs	No	No (no substance involved)
4.3.4.3	Type Test Given Alcohol	1	Blood test
4.3.4.4	Type Test Given Drugs	4	No test given
4.3.4.5	Alcohol Test Results	,	Leave blank until results are in
4.3.4.6	Drug Test Results	97	Not Applicable

Note: When the test results are received after the Crash Report has been sent to the Department of Public Safety, Follow the normal amendment procedure with the amended test results.

4.4 DRIVER/NON-MOTORIST I CIRCUMSTANCES (ECRASH PAGE)

4.4.1 Travel Road Name

Enter the road name/highway number of the roadway on which the unit was traveling at the time of the crash. All of the rules given for **Item 2.3.1.1** apply here, and only in special circumstances will this not be a repetition of one of the entries in **Item 2.3.1.1**, **Item 2.3.2.1** or **Item 2.3.3.1**.

If *any part of the vehicle* is on a public roadway, the unit will be considered to be traveling on that roadway.

At intersections, recall that the unit will be considered to be on the traveled roadway that it was on prior to entering the intersection unless that unit has completed its turning movement by breaking the plane of the intersection onto the target roadway (see diagram for introduction information on **Item 2.3.1.4**, **Item 2.2.3** and **Item 2.3.1.1**: GENERAL INFORMATION ON ASSIGNMENT OF CRASH TO "ON STREET …"; Question 1). For units not making turning movements, the traveled roadway is just the roadway that they were on prior to entering the intersection.

Special circumstances. If the unit was traveling on private property, in a parking lot, or in an alley or on other non-public roadways, enter the description of the location. If unit is a *railroad train*, enter the name of the railroad line.

4.4.2 Street or Road Code

Enter the corresponding road code for the road named in **Item 4.4.1**. This will in all cases be a road code for one of the roads entered in **Item 2.3.1.1**, **Item 2.3.2.1** or **Item 2.3.3.1**. *All of the instructions given in* **Item 2.3.1.2** *for specifying ON road codes apply.*

4.4.3 Initial Travel Direction

Select the code corresponding to the direction that the unit was traveling. The direction of travel is the nominal direction of the road, NOT the compass direction at that point.

1 North

2 East

3 South

4 West

5 Stationary

6 Not on Road

99 Unknown

Generally, federal and state highways are numbered according to their travel direction, with odd numbered highways running north and south, and even numbered highways running east and west. On N-S mileposted roadways, mileposts increase toward the north, and on E-W mileposted roadways, mileposts increase toward the east. If in doubt, use the signed direction indicated for the roadway.

For units traveling on a cross street at an intersection, enter the direction that the unit was traveling prior to entering the intersection unless that unit has completed its turning movement by breaking the plane of the intersection onto the target roadway (see **Assignment of Crash Locations**).

4.4.4 Maneuver (Vehicle/Non-Motorist Action)

Select the number of the code that best describes the maneuver being performed by the driver at the time of the crash. If more than one maneuver code is applicable, enter only the one that most closely related to the first harmful event (see **Item 2.4.3**).

Vehicle Maneuvers

1 Movement essentially straight

2 Turning left

3 Turning right

4 Making U-turn

5 Overtaking/passing

6 Changing lanes

7 Entering main road

8 Leaving main road

9 Backing

10 Slowing/stopping

11 Negotiating a Curve

12 Stopped for sign/signal

13 Legally parked

14 Illegally parked

15 Stopped in traffic

Non-Motorist Maneuvers

21 Entering or crossing roadway

22 Walking, running, jogging, playing, cycling

23 Working

24 Pushing vehicle

25 Approaching or leaving vehicle

26 Repairing vehicle

27 Lying or sitting in roadway

28 Not applicable because unit is a railroad train

Other

98 Other (explain in narrative)

99 Unknown

Note that in this context skaters and scooters generally follow the same rules as pedestrians.

4.4.5 Most Harmful Event for Motor Vehicle

Select the event that you feel resulted in the *most severe injury* or, if no injury, the *greatest property damage* involving this motor vehicle.

Using the codes of the First Harmful Event (**Item 2.4.3**), determine the event that caused the most severe injury or the most harm for the particular motor vehicle in question.

Codes 1 – 54 same as **Item 2.4.3**.

NOTE: 99 – Unknown is not allowed for this field

4.4.6 Contributing Circumstance

Avoid using "Catch-all" codes for Primary and Other Contributing Circumstances. Review the codes and apply those that are as specific as possible.

Select the most critical contributing factor *that can be attributed to the given unit* using the codes and all rules stated for **Item 2.4.1.**

If other units contributed to the crash, this will be indicated in their respective unit sections; if not, the "No Contributing Circumstance for this Unit" (Code 97) will be entered:

97 Not applicable (No Contributing Circumstance for this Unit)

4.4.7 First Harmful Event Location

Select the location of the first harmful event *for the unit.*

Use location codes from **Item 2.4.4**. This is equivalent to **Item 2.4.4** except that it applies to the unit as opposed to the entire crash. Use Code 97 if not applicable, in which case **Item 4.4.8** would also have Code 97.

4.4.8 Sequence of Events

This is the first of up to four potential entries *for each unit.*

Using the codes of the First Harmful Event (**Item 2.4.3**), create a sequence of events for the unit that best describes the crash. The primary contributing unit will have one of its events *identical* to the First Harmful Event, and at least one of the units must have an event *identical* to the Most Harmful Event. If the unit is strictly a victim vehicle and none of the events apply, enter Code 97 (No event applies).

Codes 1 – 54 same as **Item 2.4.3**

97 Not applicable (No event applies)

Sequence of Events #2, 3, and 4

It is recognized that in some crashes the sequence of events will be detailed with less than four events specified. If the event(s) specified above are sufficient to detail the sequence of events, enter Code 97.

Codes 1–54 and 97, same as **Item 4.4.8**.

97 Not applicable (No event applies or no subsequent event applies)

The following are detailed examples of harmful events and event locations to illustrate entries for **Item 2.4.1** through **Item 2.4.5** and **Item 4.4.6**, **Item 4.4.8** and **Item 4.4.7**.

1. Motor vehicle on roadway catches fire, damaging the vehicle. Motor vehicle goes out of control, leaves the roadway to the right and overturns, injuring the occupant.

ITEM	ITEM DESCRIPTION	CODE	CODE DESCRIPTIONS
4.4.5	Most Harmful Event	11	Overturn/Rollover
4.4.6	Contributing Circumstances	13	Fire/Explosion
4.4.7	First Harmful Even Location	4	Roadside
4.4.8	Sequence of Events 1, Unit 1	13	Fire/Explosion
4.4.8	Sequence of Events 2, Unit 1	1	Ran off road right
4.4.8	Sequence of Events 3, Unit 1	11	Overturn/rollover
4.4.8	Sequence of Events 4, Unit 1	97	Not Applicble

2. Motor vehicle on roadway following too close brakes suddenly to avoid a slowing vehicle. A passenger is slightly injured when thrown against the inside of the vehicle. The vehicle then leaves the road and hits a tree outside of the right of way, severely injuring the driver.

ITEM	ITEM DESCRIPTION	CODE	CODE DESCRIPTIONS
4.4.5	Most Harmful Event	44	Collision with tree
4.4.6	Contributing Circumstances	15	Following too close
4.4.7	First Harmful Even Location	1	On Roadway
4.4.8	Sequence of Events 1, Unit 1	6	Evasive action/Swerve/Brake, etc.
4.4.8	Sequence of Events 2, Unit 1	1	Ran off the road right
4.4.8	Sequence of Events 3, Unit 1	44	Collision with tree
4.4.8	Sequence of Events 4, Unit 1	97	Not Applicable

3. Motor vehicle on roadway strikes a pothole, there is no injury or damage, motor vehicle goes out of control, leaves roadway, and overturns, injuring the occupants.

ITEM	ITEM DESCRIPTION	CODE	CODE DESCRIPTIONS
4.4.5	Most Harmful Event	11	Overturn/rollover
4.4.6	Contributing Circumstances	73	Roadway, sign or signal defect
4.4.7	First Harmful Even Location	4	Roadside
4.4.8	Sequence of Events 1, Unit 1	6	Evasive action/swerve/break
4.4.8	Sequence of Events 2, Unit 1	1	Ran off road, right
4.4.8	Sequence of Events 3, Unit 1	11	Overturn/rollover
4.4.8	Sequence of Events 4, Unit 1	97	Not Applicable

4. Motor vehicle on roadway strikes a pothole. A passenger is injured when thrown against the inside of the vehicle.

ITEM	ITEM DESCRIPTION	CODE	CODE DESCRIPTIONS
4.4.5	Most Harmful Event	19	Other non-collision
4.4.6	Contributing Circumstances	73	Roadway, sign or signal defect
4.4.7	First Harmful Event Location	1	On roadway
4.4.8	Sequence of Events 1, Unit 1	19	Other non-collision
4.4.8	Sequence of Events 2, Unit 1	97	Not Applicable
4.4.8	Sequence of Events 3, Unit 1	97	Not Applicable
4.4.8	Sequence of Events 4, Unit 1	97	Not Applicable

5. Motor vehicle on roadway avoids other motor vehicle, goes into skid, wheels catch on edge of pavement. Occupant is ejected and is injured after the motor vehicle leaves the roadway. The motor vehicle then hits a tree, damaging the vehicle.

ITEM	ITEM DESCRIPTION	CODE	CODE DESCRIPTIONS
4.4.5	Most Harmful Event	44	Collision with tree
4.4.6	Contributing Circumstances	16	Swerved to avoid vehicle
4.4.7	First Harmful Event Location	4	Roadside
4.4.8	Sequence of Events 1, Unit 1	6	Evasive Action (swerve/brake/…)
4.4.8	Sequence of Events 2, Unit 1	1	Ran off the road right
4.4.8	Sequence of Events 3, Unit 1	44	Collision with tree
4.4.8	Sequence of Events 4, Unit 1	97	Not Applicable

6. Motor vehicle (Unit 1) on roadway runs a stop sign, collides with other motor vehicle (Unit 2) on roadway, resulting in injury and damage.

ITEM	ITEM DESCRIPTION	CODE	CODE DESCRIPTIONS
4.4.5	Most Harmful Event Unit 1	22	Collision with vehicle in traffic
4.4.5	Most Harmful Event Unit 2	22	Collision with vehicle in traffic
4.4.6	Contributing Circumstance U1	4	Ran stop sign
4.4.6	Contributing Circumstance U2	97	Not Applicable
4.4.7	1st Harmful Even Location U1	1	On roadway
4.4.7	1st Harmful Even Location U2	1	On roadway
4.4.8	Sequence of Events 1, Unit 1	22	Collision with vehicle in traffic
4.4.8	Sequence of Events 2, Unit 1	97	Not Applicable
4.4.8	Sequence of Events 3, Unit 1	97	Not Applicable
4.4.8	Sequence of Events 4, Unit 1	97	Not Applicable
4.4.8	Sequence of Events 1, Unit 2	22	Collision of vehicle in traffic
4.4.8	Sequence of Events 2, Unit 2	97	Not Applicable
4.4.8	Sequence of Events 3, Unit 2	97	Not Applicable
4.4.8	Sequence of Events 4, Unit 2	97	Not Applicable

7. Motor vehicle (Unit 1) on roadway is distracted by use of their cell phone, collides with other motor vehicle (Unit 2) on roadway, resulting damage to both vehicles. Unit 2 then runs off the road and hits a tree, injuring the driver.

ITEM	ITEM DESCRIPTION	CODE	CODE DESCRIPTIONS
4.4.5	Most Harmful Event Unit 1	22	Collision with vehicle in traffic
4.4.5	Most Harmful Event Unit 2	44	Collision with tree
4.4.6	Contributing Circumstance U1	52	Distracted use of communication dev
4.4.6	Contributing Circumstance U2	97	Not applicable
4.4.7	1st Harmful Event Location U1	1	On roadway
4.4.7	1st Harmful Event Location U2	1	On roadway
4.4.8	Sequence of Events 1, Unit 1	22	Collision with vehicle in traffic
4.4.8	Sequence of Events 2, Unit 1	97	Not applicable
4.4.8	Sequence of Events 3, Unit 1	97	Not applicable
4.4.8	Sequence of Events 4, Unit 1	97	Not applicable
4.4.8	Sequence of Events 1, Unit 2	22	Collision with vehicle in traffic
4.4.8	Sequence of Events 2, Unit 2	3	Ran off the road left
4.4.8	Sequence of Events 3, Unit 2	44	Collision with tree
4.4.8	Sequence of Events 4, Unit 2	97	Not applicable

8. Motor vehicle partially on roadway and traveling above the posted speed limit collides with a tree off the roadway, damaging the motor vehicle and injuring occupants.

ITEM	ITEM DESCRIPTION	CODE	CODE DESCRIPTIONS
4.4.5	Most Harmful Event	44	Collision with tree
4.4.6	Contributing Circumstances	6	Over the speed limit
4.4.7	First Harmful Event Location	4	Roadside
4.4.8	Sequence of Events 1, Unit 1	1	Ran off road, right
4.4.8	Sequence of Events 2, Unit 1	44	Collision with tree
4.4.8	Sequence of Events 3, Unit 1	97	Not Applicable
4.4.8	Sequence of Events 4, Unit 1	97	Not Applicable

9. Motor vehicle (overweight truck) on roadway drives under an overpass, strikes the overpass, thus damaging the top of the truck and the overpass.

ITEM	ITEM DESCRIPTION	CODE	CODE DESCRIPTIONS
4.4.5	Most Harmful Event	34	Collision with overhead object
4.4.6	Contributing Circumstances	75	Improper load size
4.4.7	First Harmful Event Location	34	Collision with overhead object
4.4.8	Sequence of Events 1, Unit 1	34	Collision with overhead object
4.4.8	Sequence of Events 2, Unit 1	97	Not Applicable
4.4.8	Sequence of Events 3, Unit 1	97	Not Applicable
4.4.8	Sequence of Events 4, Unit 1	97	Not Applicable

10. Motor vehicle on roadway runs a traffic light, hits a pedestrian crossing the road injuring the pedestrian. The motor vehicle leaves the roadway and strikes a building on private property, killing the driver.

ITEM	ITEM DESCRIPTION	CODE	CODE DESCRIPTIONS
4.4.5	Most Harmful Event Unit 1	54	Collision with other fixed object
4.4.5	Most Harmful Event Unit P	20	Collision with non-mot pedestrian
4.4.6	Contributing Circumstance U1	3	Ran traffic signal
4.4.6	Contributing Circumstance UP	97	Not applicable
4.4.7	1st Harmful Event Location U1	1	On roadway
4.4.7	1st Harmful Event Location UP	1	On roadway
4.4.8	Sequence of Events 1, Unit 1	20	Collision with non-mot pedestrian
4.4.8	Sequence of Events 2, Unit 1	1	Ran off road right
4.4.8	Sequence of Events 3, Unit 1	54	Collision with other fixed object
4.4.8	Sequence of Events 4, Unit 1	97	Not applicable
4.4.8	Sequence of Events 1, Unit P	97	Not applicable
4.4.8	Sequence of Events 2, Unit P	97	Not applicable
4.4.8	Sequence of Events 3, Unit P	97	Not applicable
4.4.8	Sequence of Events 4, Unit P	97	Not applicable

11. Motor vehicle (Unit 1) swerves to avoid another vehicle causing it to leave the roadway into the median, and knock down a breakaway sign, damaging the motor vehicle and sign. Unit 1 then returns to the roadway, striking a second motor vehicle (Unit 2), injuring the occupants and damaging the vehicles.

ITEM	ITEM DESCRIPTION	CODE	CODE DESCRIPTIONS
4.4.5	Most Harmful Event Unit 1	22	Collision with vehicle in traffic
4.4.5	Most Harmful Event Unit 2	22	Collision with vehicle in traffic
4.4.6	Contributing Circumstance U1	16	Swerved to avoid vehicle
4.4.6	Contributing Circumstance U2	97	Not applicable
4.4.7	1st Harmful Event Location U1	3	Median
4.4.7	1st Harmful Event Location U2	1	On Roadway
4.4.8	Sequence of Events 1, Unit 1	3	Ran off road left
4.4.8	Sequence of Events 2, Unit 1	49	Collision with sign post
4.4.8	Sequence of Events 3, Unit 1	22	Collision with vehicle in traffic
4.4.8	Sequence of Events 4, Unit 1	97	Not applicable
4.4.8	Sequence of Events 1, Unit 2	22	Collision with vehicle in traffic
4.4.8	Sequence of Events 2, Unit 2	97	Not applicable
4.4.8	Sequence of Events 3, Unit 2	97	Not applicable
4.4.8	Sequence of Events 4, Unit 2	97	Not applicable

12. Motor vehicle (Unit 1) is slowing to make a left turn into private property. A second motor vehicle (Unit 2) is following too closely and hits Unit 1, damaging both vehicles. A third motor vehicle (Unit 3) is following Unit 2 too closely and strikes Unit 2 before the first incident stabilizes. Unit 3 is damaged and runs off the roadway, striking and killing a pedestrian standing on private property. **Note**: This is **ONE** crash . The situation had not stabilized between impacts.

ITEM	**ITEM DESCRIPTION**	**CODE**	**CODE DESCRIPTIONS**
4.4.5	Most Harmful Event Unit 1	22	Collision with vehicle in traffic
4.4.5	Most Harmful Event Unit 2	22	Collision with vehicle in traffic
4.4.5	Most Harmful Event Unit 3	20	Collision w/ non-motorist, pedestrian
4.4.5	Most Harmful Event Unit P	20	Collision w/ non-motorist, pedestrian
4.4.6	Contributing Circumstance U1	97	Not Applicable
4.4.6	Contributing Circumstance U2	15	Following too close
4.4.6	Contributing Circumstance U3	15	Following too close
4.4.6	Contributing Circumstance UP	97	Not Applicable
4.4.7	1st Harmful Event Location U1	1	On roadway
4.4.7	1st Harmful Event Location U2	1	On roadway
4.4.7	1st Harmful Event Location U3	1	On roadway
4.4.7	1st Harmful Event Location UP	1	On roadway
4.4.8	Sequence of Events 1, Unit 1	22	Collision with vehicle in traffic
4.4.8	Sequence of Events 2, Unit 1	97	Not Applicable
4.4.8	Sequence of Events 3, Unit 1	97	Not Applicable
4.4.8	Sequence of Events 4, Unit 1	97	Not Applicable
4.4.8	Sequence of Events 1, Unit 2	22	Collision with vehicle in traffic
4.4.8	Sequence of Events 2, Unit 2	97	Not Applicable
4.4.8	Sequence of Events 3, Unit 2	97	Not Applicable
4.4.8	Sequence of Events 4, Unit 2	97	Not Applicable
4.4.8	Sequence of Events 1, Unit 3	22	
4.4.8	Sequence of Events 2, Unit 3	97	Not Applicable
4.4.8	Sequence of Events 3, Unit 3	97	Not Applicable
4.4.8	Sequence of Events 4, Unit 3	97	Not Applicable
4.4.8	Sequence of Events 1, Unit P	22	Collision with vehicle in traffic
4.4.8	Sequence of Events 2, Unit P	1	Ran off road right
4.4.8	Sequence of Events 3, Unit P	20	Collision non-mot ped with mot veh
4.4.8	Sequence of Events 4, Unit P	97	Not Applicable

13. Motor vehicle loses control on roadway, runs into median striking a tractor/mower combination cutting grass. Operator of tractor is injured.

ITEM	**ITEM DESCRIPTION**	**CODE**	**CODE DESCRIPTIONS**
4.4.5	Most Harmful Event Unit 1	20	Collision with non-mot, pedestrian
4.4.5	Most Harmful Event Unit P	20	Collision with non-mot, pedestrian
4.4.6	Contributing Circumstance U1	20	Over correcting, over steering
4.4.6	Contributing Circumstance UP	97	Not applicable
4.4.7	1st Harmful Event Location U1	3	Median
4.4.7	1st Harmful Event Location UP	3	Median
4.4.8	Sequence of Events 1, Unit 1	3	Ran off road, left
4.4.8	Sequence of Events 2, Unit 1	20	Collision with non-mot, pedestrian
4.4.8	Sequence of Events 3, Unit 1	97	Not applicable
4.4.8	Sequence of Events 4, Unit 1	97	Not applicable
4.4.8	Sequence of Events 1, Unit P	22	Collision with vehicle in traffic
4.4.8	Sequence of Events 2, Unit P	97	Not applicable
4.4.8	Sequence of Events 3, Unit P	97	Not applicable
4.4.8	Sequence of Events 4, Unit P	97	Not applicable

Note: A vehicle that is being used for a purpose **other than** the transportation of persons or property from one place to another is not considered to be a motor vehicle in transport. For reporting purposes, the tractor in the case listed above is not considered a motor vehicle and the operator is reported as a pedestrian. Had the tractor been on the roadway being driven (not carried) to a work site, it would be considered a vehicle and the operator would be the driver.

5.0 VEHICLE/NON-MOTOR VEHICLE LEVEL

This level contains the following sections:

- Vehicle Details
- Non-Motorist Details
- Owner/Registration
- Circumstances
- Damage

Several of these sections have named subsections as given in the Table of Contents.

5.1 VEHICLE I/NON-MOTORIST I (ECRASH PAGE)

5.1.1 Year (of Vehicle)

Select a four-digit model year of manufacture of the vehicle being recorded in this Unit section. Enter Unk if the vehicle year is unknown. If the vehicle year is not applicable (e.g., non-motorist recorded in this unit section), enter N/A.

The following are acceptable if these circumstances apply:

N/A	Not applicable
Unk	Unknown

5.1.2 Make (of Vehicle)

Select the manufacturer and code for the make of the unit vehicle. If this item is not applicable (no vehicle is associated with this unit's entry), enter 97. If the vehicle make is not described by any of the codes on the list, enter 98 and specify in the narrative. If the vehicle's make is unknown, enter 99.

The following are acceptable if these circumstances apply:

97	Not applicable
98	Other (specify in narrative)
99	Unknown

5.1.3 (Vehicle) Model

This is a text field. Spell out the model name completely. Do not use abbreviations. If more than one word, leave a space between the words. If the model name contains numbers, enter them in.

The model name entry in this field should look ***exactly*** like it appears on the vehicle or on the registration. It is important that this consistency be maintained by all recording officers so that summaries on this field will be meaningful.

If "97" was entered in **Item 5.1.2**, enter "97" here as well.

If the vehicle model is unknown, enter "99."

5.1.4 Body (for Passenger Cars Only, including SUV)

This item applies only to passenger cars (including personal vans and SUVs). If the unit vehicle is not a passenger car, enter 97. Select the code from the following list:

1 Two door

2 Four door

3 Two door with rear entry/hatchback

4 Four door with rear entry

97 Not applicable – not passenger car, personal van or SUV

98 Other (explain in narrative)

99 Unknown

5.1.5 Vehicle Identification Number (VIN)

Enter the vehicle identification number as it appears *on the vehicle*. Only in extreme circumstances (e.g., the vehicle burned and VIN plate was unreadable) should this be obtained from the registration document.

If cases where no VIN exists or it cannot be determined, enter:

97 Not applicable (no VIN exists for unit)

99 Unknown

This number is quite important and should be checked quite carefully to assure it is correct.

Please note that this is the VIN number for the Power Unit and not the trailing unit (if vehicle is a truck or has an attachment)

5.2 VEHICLE/NON-MOTOR VEHICLE OWNER/REGISTRATION (ECRASH PAGE)

5.2.1 Name (of Vehicle Owner; First, Middle, Last)

Enter the name of the vehicle owner obtained from the registration card, driver, or other source. If the vehicle is owned by the driver, click the "Same" box and this will grey out the other items and automatically place the owner's information in the record.

The following codes are allowed in this item:

Same All owner information is identical to driver information

97 Not applicable (e.g., for non-motorists)

99 Unknown

5.2.2 Vehicle Owner's Address

If the address is the same as driver's, check the "Same as Driver" checkbox.

If not the same as the driver, enter the street, city, state and zip code for the vehicle owner. If the owner's address is not known, enter 99 in *all* of the address items.

5.2.3 License Tag Number

Copy all numbers and/or letters from the plate and compare it with the registration card, if available. If the registration card is not consistent with the tag on the vehicle, then investigate this and resolve which of these numbers is legitimate. (The documentation of this inconsistency is outside the scope of the crash investigation and reporting procedure; be sure that this is documented on the appropriate incident or violation report.) Enter the number that in your opinion is the legitimate tag number.

If the vehicle has no license tag but generally would be expected to, enter code N/L. In cases where the unit type is not expected to have a license tag (e.g. bicycle), enter N/A. If the tag number cannot be determined, enter U/K. These special character sequences are necessary since most number and letter combinations could be legitimate license tag numbers:

N/L	No license tag on motor vehicle
N/A	Not applicable
U/K	Unknown

5.2.4 License Tag State

Select the standard abbreviation for the name of the state that issued the license tag. See **Item 4.1.2** for standard state abbreviation codes.

The following codes are also allowed in this item if they apply:

96 or NO	No license tag on motor vehicle
97	Not applicable
99	Unknown

If Codes 96, 97 or 99 are used, they must be consistent with **Item 5.2.3**.

5.2.5 License Tag Year

Enter the *four-digit* year that the current registration expires. It is imperative that a four-digit year be entered to distinguish from the codes below.

The following codes are also allowed in this item if they apply:

96	No license tag on motor vehicle
97	Not applicable
99	Unknown

If Codes 96, 97 or 99 are used, the must be consistent with the corresponding meaning of the code in **Item 5.2.3**.

5.3 VEHICLE I/NON-MOTOR VEHICLE I CIRCUMSTANCES (ECRASH PAGE)

5.3.1 Usage/Status

5.3.1.1 Vehicle Usage

Select the code that best describes the use of the vehicle at the time of the crash. Of particular importance are the distinctions between vehicles being used for roadway construction and emergency use. Note first that these codes are organized by the following general categories:

- Individual
- Business (Not Road Work)
- Roadway Construction of Maintenance
- Emergency Vehicles

Select first the overall general category, and then within that specify the vehicle usage.

Individual

1 Personal

2 Driver training

Business (Not Road Work)

3 Taxi

4 Bus, passenger transport

5 Vehicle used as School Bus

6 Transport property

7 Agriculture

8 Construction (not roadway)

9 Wrecker/tow

10 Other business

Roadway Construction or Maintenance …

11 Of publicly owned roadway

12 Of privately owned roadway

Emergency Vehicles

21 Police

22 Fire fighting

23 Ambulance/paramedic

24 Military

25 Other emergency (explain)

Not applicable

97 Not applicable

Unknown

99 Unknown

There are several "Other" categories, so Code 98 is not allowed in this item.

5.3.1.2 Emergency Status

If any of the Emergency Vehicle codes were entered in **Item 5.3.1.1**, enter Codes 1-3 in this item. Otherwise, enter Code 97 if it was not an emergency vehicle, or if unknown, Code 99.

1 On an emergency call

2 In police pursuit

3 No emergency or pursuit

97 Not applicable/not emergency vehicle

99 Unknown

5.3.2 Hazardous Materials

5.3.2.1 Placard Required?

If the vehicle is transporting hazardous materials that require a placard, select Code 1 (Yes). If the vehicle *is a commercial vehicle* that is not transporting hazardous materials that require a placard, select Code 2 (No). If the vehicle is not a commercial vehicle, then this item is not applicable, so enter Code 97.

1 Yes (commercial vehicle and hazardous materials)

2 No (commercial vehicle but no hazardous materials)

97 Not applicable (not a commercial vehicle)

99 Unknown

5.3.2.2 Hazardous Cargo

Any transport vehicle containing any quantity of the following classes of material must be placarded (even deposits of trace amounts): explosives (1.1, 1.2, 1.3), Poison Inhalation Hazard, Poison Gas, Radioactive, Materials Dangerous When Wet, Organic Peroxide. Any transport vehicle containing over 1,001 lbs. or more (gross weight) of the following items must be placarded: Explosives (1.4, 1.5, 1.6), Oxidizer/Organic Peroxide, Flammable and Non Flammable Gas Poison, Flammable/Combustible (gasoline, fuel oil), Liquid Radioactive, Corrosive, Flammable Solid/Spontaneously, Combustible, Other (A material which presents a hazard during transportation which is not included in any other Hazard Class).

Please select the code for the appropriate type. Otherwise, select Code 1 (None). Code 1 will also apply if a commercial vehicle is not carrying any cargo at all. Code 97 applies when the vehicle is not a commercial vehicle.

1 None

2 Gasoline

3 Other flammable liquid

4 Flammable solids

5 Oxidizer/peroxide

6 Other explosives

7 Poison

8 Radioactive material

9 Corrosive material

97 Not applicable (not a commercial vehicle)

98 Other (explain in narrative)

99 Unknown

If Code 97 was entered into **Item 5.3.2.1**, then Code 97 must also be entered in this item.

5.3.2.3 (Hazardous) Cargo Released?

It any hazardous cargo was released due to the crash, enter Code 1 in this item, regardless of the degree of harm or the amount released. *Codes 1 and 2 apply to vehicles carrying hazardous cargo only.* If **Item 5.3.2.1** and **Item 5.3.2.2** were both marked with Code 97, then this item should be marked with Code 97 as well.

1 Yes

2 No

97 Not applicable/no hazardous cargo

99 Unknown

5.3.3 Attachment/Oversized Load

5.3.3.1 Attachment

If the vehicle has an attachment, select the code that best describes the attachment. If it does not, then enter Code 1 (None). Not applicable (97) is not allowed in this item – the unit either has an attachment or it does not.

It is recognized that multiple attachments might apply. Select only one into the item. Select the one that appears first on the following list. See the further definitions below for those items marked with an asterisk (*).

1 None

2 Mobile home *

3 Log trailer

4 Other semi trailer

5 Double/triple trailer

6 Small utility (1 axle)

7 Large utility (2+ axles)

8 Steerable front axle

9 Boat trailer

10 Camper trailer *

11 Towed vehicle

12 Tanker

13 Pole trailer

97 Not applicable (e.g., non-motorist unit)

98 Other (explain in narrative)

99 Unknown

A Mobile Home (Code 2) is a manufactured home that is in the process of being delivered to or from a lot. This is contrasted with a Camper Trailer (Code 10) in that the camper is typically not going to be located on a lot permanently. The distinction is not necessarily one of size, although mobile homes are typically larger than campers.

5.3.3.2 Oversized Load?

This item only pertains to commercial vehicles that are carrying oversized loads. If either of these do not apply, enter N/A.

Select Yes or No to indicate whether or not the unit (a commercial vehicle) was carrying an oversized load that required a permit at the time of the crash:

Yes – oversized load that required a permit.

No – oversized load that did not require a permit.

N/A – Not applicable

99 – Unknown

If the information to complete this item is unknown, enter a "99" in the item.

5.3.3.3 Had Oversized Load Permit

This item only pertains to a commercial vehicle that is carrying oversized loads *for which a permit is required.* If this is not the case, enter N/A.

Select Yes or No to indicate whether or not the appropriate unit had the required permit:

Yes – oversized load that required a permit had the permit.

No – oversized load that required a permit did not have the permit.

N/A – Not applicable

99 - Unknown

If the information to complete this item is unknown, enter a "99" in the item.

5.3.4 Other Circumstances

5.3.4.1 Contributing (Vehicle) Defect

If a vehicle defect contributed to either the occurrence or increasing the severity of the crash, enter the primary defect in this item. If the defect is not listed, enter Code 98 (Other) and explain the type of defect in the narrative. If there is no tangible evidence of a vehicle defect, enter Code 1. If there is a claim, or minor evidence of a defect, but it cannot be validated (e.g., because of damage), enter Code 99.

If multiple defects existed at the time of the crash, enter that one that you consider to be most contributing to either the occurrence or the severity of the crash.

1 None
2 Brakes
3 Steering
4 Tire blowout/separation
5 Improper tread depth
6 Wheels
7 Wipers
8 Windows/Windshield
9 Mirrors
10 Trailer hitch/coupling
11 Power train
12 Fuel system
13 Exhaust
14 Headlights
15 Tail lights
16 Turn signal
17 Suspension
18 Cruise control
19 Body, doors
97 Not applicable (e.g., non-motorist unit)
98 Other (explain in narrative)
99 Unknown

5.3.4.2 Speed Limit

Enter the lawful speed limit in miles per hour for the road on which this vehicle was traveling at the point of the crash. If the vehicle was not on a roadway or the unit is a non-motorist, enter N/A.

5.3.4.3 Estimated Speed

Enter the estimated speed in miles per hour that this vehicle was traveling immediately prior to the crash event. This is an estimate and is not expected to have any legal weight. If you are unable to determine the speed of this vehicle, enter Unk for Unknown. If the vehicle was stationary, enter "000." If the unit is a non-motorist whose speed cannot be estimated, enter "N/A."

5.3.4.4 Citation Offense Charged

If a citation was issued, select the offense that best corresponds to what was cited on the Uniform Traffic Citation. If multiple offenses were cited, indicate that one that you feel most contributed to either the cause or the severity of the crash.

If no citation was issued for this unit, select None.

The following are the codes that are allowable:

None

No driver license

Driving a commercial vehicle without first being licensed

Improper class or endorsements on license

No proof of insurance

Driving while suspended

Driving while revoked

Driving under the influence

Driving under the influence of drugs

Driving under the influence of alcohol and drugs

Driving under the influence of any substance

Leaving the scene of an accident

No tag

Improper tag or expired tag

No registration in vehicle

Violation of restrictions

Window tint

Improper parking

Assault

Eluding police

5.4 VEHICLE I/NON-MOTOR VEHICLE I DAMAGE (ECRASH PAGE)

5.4.1 Vehicle Damage Information

5.4.1.1 (Vehicular Damage) Severity

Select one of the codes below to indicate the nature of the vehicular damage.

1 None visible

2 Minor

3 Major, not disabled

4 Major, disabled

97 Not applicable (e.g., non-motorist unit)

99 Unknown

5.4.1.2 (Vehicle) Towed

Select the code below that indicates whether or not the unit vehicle was towed from the scene of the crash.

1 Vehicle towed due to disabling damage

2 Vehicle towed for reasons other than disabling damage

3 Vehicle not towed

97 Not applicable (e.g., non-motorist unit)

99 Unknown

5.4.1.3 (Vehicle) Towed by

Enter the full name of the company or individual who removed the vehicle from the crash scene. If the vehicle was not towed from the scene, enter 97.

The following codes are allowed in this item if they apply:

97 Not applicable (not towed or 97 entered in **Item 5.4.1.2**)

99 Unknown

5.4.1.4 (Vehicle) Towed to

Enter the name of the company, city and state to which this vehicle was towed. If the vehicle was not towed from the scene, enter 97.

The following codes are allowed in this item if they apply:

97 Not applicable (not towed or 97 entered in **Item 5.4.1.2**)

99 Unknown

5.4.1.5 Purpose Towed

This item is stated in the form of a question:

Did this vehicle have to be towed from the scene due to disabling damage or to receive assistance to leave?

The "or to receive assistance to leave" part of the question applies to the fact that some repair or other remedial action was necessary before the vehicle could be driven. For example, if the vehicle was on its side after the crash and had to be set upright, and then it was driven from the scene. This would still require a "Yes" response because it had to receive assistance before it could be driven.

Of course, if the vehicle was disabled and could not be driven at all immediately after the crash, enter Yes.

If the vehicle could have been driven but was towed either because of driver injury or driver incapacity to drive (e.g., DUI), but not damage, enter "No."

5.4.2 Vehicle Damage Diagram

5.4.2.1 Area(s) Damaged

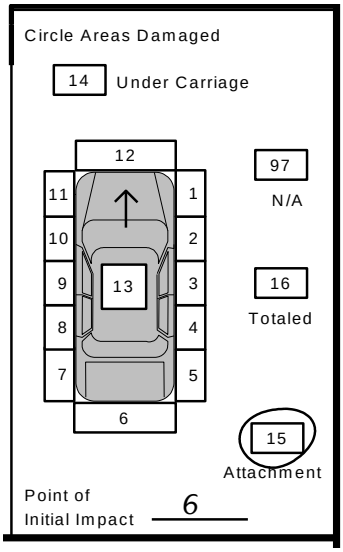
Click and turn yellow all areas of the vehicle damaged in the crash on the diagram. If the vehicle was totaled, click the code for Totaled in those cases where damage is so widespread that it cannot be localized. Reporting officers should make this assessment; it need not wait nor be consistent with the insurance adjusters' decision. If the vehicle was not damaged, select the 97 code for Not Applicable (no visible damage).

5.4.2.2 Point of Initial Impact

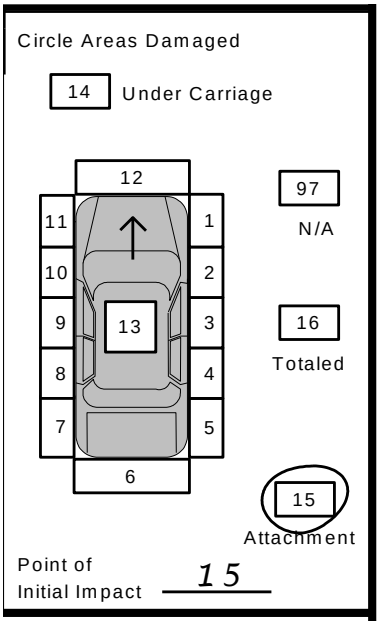
Select the number from the diagram that indicates the point of initial impact. Select only one code. If this is a non-collision crash with no impact (e.g., a car burning or load falling from vehicle), enter the 97 code for Not Applicable (no initial impact) or 99 for Unknown.

Note: The vehicle described in the "Damaged and Impact" diagram represents one complete unit regardless of the presence of attachments.

EXAMPLE 1: Unit 1 (an automobile pulling a utility trailer) is hit in the rear of the trailer by Unit 2 (another automobile). The only damage to Unit 1 is to the trailer. Select 15 for Area(s) Damaged and select 6 for the Initial Point of Impact on Unit 1.



EXAMPLE 2: Unit 1 (an automobile pulling a utility trailer) has the trailer come loose and strike Unit 2 (another automobile). The only damage to Unit 1 is to the trailer. Circle "15" for Area(s) Damaged and select 15 for the Initial Point of Impact on Unit 1. Unit 1 damage is given below; Unit 2 damage would depend on the specific areas damaged by the loose trailer.



5.5 NON-MOTORIST DETAILS

These data elements pertain to non-motorist units. When a unit is indicated to be a non-motorist, this section will appear at the very end of the unit section. In most other cases data elements for non-motorists are identical and follow the same rules (if applicable) as those of motor vehicle unit types.

5.5.1 Action Prior to Crash

For *all* non-motorist units, select the code that best describes the action of the non-motorist prior to the crash.

1	None
2	Waiting to cross roadway
3	Entering or crossing roadway
4	Walking/cycling along roadway with traffic*
5	Walking/cycling along roadway against traffic*
6	Walking/cycling on sidewalk
7	Working in or adjacent to roadway – incident response
8	Working in or adjacent to roadway – not incident response
9	Disabled vehicle related (working on, pushing, leaving, approaching)
10	Approaching or leaving motor vehicle
11	In roadway – other (working, playing, etc.)
12	Adjacent to roadway—other (shoulder, median, etc.)
98	Other (explain in narrative)
99	Unknown

*Codes 4 and 5 – "along roadway" may be either in or adjacent to the travel lane.

5.5.2 Child Going to/from K-12 School?

1 Yes, going to-from school

2 No, not going to-from school

99 Unknown

5.5.3 Action At Time of Crash – Action #1

This is the first of up to two potential entries for each non-motorist unit.

Using the codes below, create a sequence of events for the non-motorist that best details the actions that they were undertaking at the time of the crash.

1 No improper action

2 Improper Crossing

3 Darting

4 In roadway improperly (standing, on knees, lying, etc.)

5 Failure to yield right-of-way

6 Not visible (dark clothing, no lighting, etc.)

7 Inattentive (talking, eating, etc.)

8 Failure to obey traffic signs, signals or officer

9 Wrong-way riding or walking

10 Improper turn/merge

11 Improper passing

97 Not Applicable

98 Other

99 Unknown

5.5.4 Action At Time of Crash – Action #2

It is recognized that in some crashes there will only be one action taken by the non-motorist. If the actions described above are sufficient to detail the actions of the non-motorist, enter Code 97.

Codes 1-11 same as **Item 5.5.3**.

97 Not applicable (no event applies)

98 Other

99 Unknown

5.5.5 Location At Time of Crash

Use this field to describe the non-motorist's location with respect to the roadway at the time of the crash.

1	At intersection with marked crosswalk
2	At intersection but no crosswalk
3	At intersection – other
4	Non-intersection crosswalk
5	Driveway access crosswalk
6	In roadway (not in crosswalk or intersection)
7	Median (but not on shoulder)
8	Island
9	Shoulder
10	Sidewalk
11	Roadside
12	Outside trafficway
13	Dedicated bike lane
14	Shared-use path or trails
15	Inside building
98	Other
99	Unknown

5.5.6 Unit Number of Striking Motor Vehicle

Enter the unit number as listed on the crash report that appropriately identifies the *FIRST* unit that struck the non-motorist in the crash. If you are unsure, use 99 for "Unknown"

6.0 UNINJURED OCCUPANT LEVEL: UNIT I, OCCUPANT J (ECRASH PAGE)

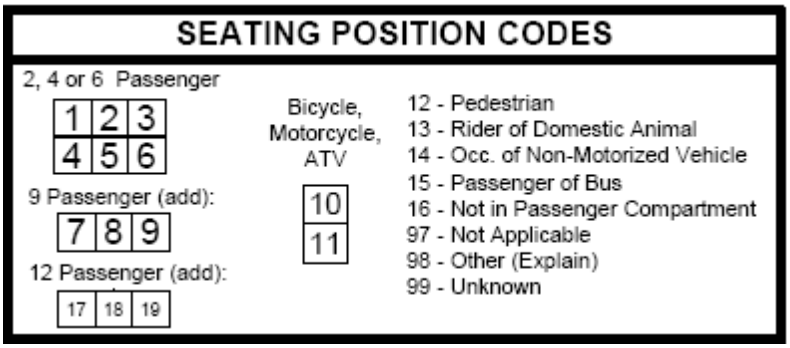
This section will describe uninjured occupant data items, including seating position, type, safety equipment use, ejection and demographics. These same data elements will be applicable to victims, and they will not be repeated in the next section.

6.1 SEATING POSITION

A Victim Section must be completed for each injured person. If the person is not injured, then an occupant section is required. The only difference between these two is information on the injury.

Information on uninjured occupants is essential to determine the effectiveness of restraint systems. Unless comparisons can be made between occupants who were injured and occupants who were not injured, the restraint data gathered is useless. This includes information on age, sex and ejection status. Complete all occupant data elements for all occupants whether they were injured or not. Injury related items will either be marked as "Non-Injury" or Not Applicable.

This item is the seating position of the respective occupant immediately prior to the crash. Select it according to the coding key on the screen (see below).



The following discussion explains these codes:

1 This is generally the driver position, but the driver does not necessarily have to be assigned to position 1. The driver position in some European vehicles is in position 3, and some American vehicles have been modified for mail delivery and other uses that put the driver into position 3.

In those cases where there are multiple persons in this position (e.g., a baby in the arms of a driver), *assign both to this same position.* This is a factual statement of location only. Position 1 does not infer that the occupant was the driver.

1-6 To the best of your ability, assign the passengers to the position that best represents their respective locations within the vehicle *immediately prior to the crash*. This should *not* reflect any shifting of position that occurred as a result of the crash.

Note the provisions for the following vehicle types:

- Two-passenger vehicles: use positions 1 and 3 only. If more than two passengers were in the vehicle, do your best to locate and assign them to either position 1 or 3, the one that *most accurately* describes their position even though it might not totally define it.

- Four-passenger vehicles: use positions 1, 3, 4 and 6 only. If more than four passengers were in the vehicle, do your best to locate and assign them to one of these positions, the one that *most accurately* describes their position even though it might not totally define it.
- Six-passenger vehicles: these will use all six positions, and the same rules apply with regard to assigning passengers to that position that most accurately describes their location prior to the crash.

The "number of passengers" that a passenger vehicle is designed for can be determined by the number of installed seatbelts. Many vehicles are now designed for two passengers in the front and three in the back.

Under no circumstances should Codes 4-6 be used for anyone in the bed of a pickup truck. Code 16 is to be used for this purpose.

7-9 Assign these codes only in the case of a 9-passenger or three-seat vehicle according to the same rules given above. The use of Codes 7-9 implies that the vehicle was constructed so that passengers can safely use these positions. *Under no circumstances should Codes 7-9 be used for anyone in the bed of a pickup truck. Code 16 is to be used for this purpose.* Occupants cannot be seated in position numbers 7, 8, or 9 unless the vehicle is a station wagon with an additional back seat or a van with a third row of seats or an SUV with a third row of seats.

10-11 Assign these codes only to occupants of bicycle/pedalcycle, motorcycle or All Terrain Vehicles (ATV). Position 10 is *always* the driver position for such vehicles. If someone is positioned in front of the driver (e.g., a child), this passenger will also be encoded with Code 10. All passengers behind the driver will be coded by Code 11.

12 Pedestrian. This includes the broadest definition of a pedestrian that was given above in conjunction with **Item 3.2.2**. To repeat that definition:

If NON-MOTORIST is marked, then the unit type will be determined from **Item 3.2.2**. Codes 51-54 (Pedestrian, Skater, Scooter) are pedestrian type units and generally the rules specified for pedestrian will apply to all four.

Some non-motorists are not pedestrians: see Codes 13 and 14 below.

13 Rider of Domestic Animal. This will be used even if there are multiple riders of the animal. Use this code for all of them.

14 Occupant of non-motorized vehicle. This code is generally for an animal drawn vehicle. *Pedalcycles are a special case and are coded by Codes 10-11.*

15 Passenger of bus. The type of bus is specified elsewhere. This classification will generally hold for passenger vehicles that cannot be adequately coded within the constraints of Codes 1-9. This will include the bus driver.

16 Not in Passenger Compartment. This is a very important designation and it includes all persons who are riding in or on a passenger vehicle in areas that are not intended for safe passenger transport. ***Primarily this includes occupants riding in the back of pickup trucks.*** However, it is not restricted to that. A person riding on a running board, or the hood or roof of a vehicle would also be included as would anyone who has the major part of their body outside of the normal passenger compartment (e.g., someone sitting on a window opening). In all cases this should be further described in the narrative.

17-19 Assign these codes only in the case of a 12-passenger or four-seat vehicle according to the same rules given above. The use of Codes 17-19 implies that the vehicle was constructed so that passengers can safely use these positions. *Under no circumstances should Codes 17-19 be used for anyone in the bed of a pickup truck. Code 16 is to be used for this purpose*

97 Not applicable.

98 Other (explain). Just as in the case of any other usage of the 98 code, an explanation is required in the narrative as to the reason that this code is used.

99 Unknown

6.2 OCCUPANT/VICTIM TYPE

The item is necessary to define the driver in cases where this might be ambiguous.

1 Driver

2 Passenger

3 Non-motorist

99 Unknown

6.3 SAFETY EQUIPMENT

Select the most appropriate code for the particular unit and situations that apply. Note first that these codes are divided into the following general categories.

- All Restraints and Safety Equipment
- Normal Adult Restraints
- Child Restraints
- Child in Arms (Shared Seat)
- Motorcycle or bicycle/pedalcycle
- Pedestrian

Airbags are not included in this item – their various options are coded in **Item 6.4**.

Pedestrian includes anyone entered as Code 12 in **Item 6.1**.

Choose the overall category of the OCCUPANT/VICTIM first, then within that category enter the code that most nearly specifies safety equipment use. The codes are given below followed by notes qualifying when each of them are applicable.

All Restraints and Safety Equipment

1 No restraint used by a motor vehicle occupant

97 Not Applicable

98 Other (explain in narrative)

99 Unknown

Normal Adult Restraints

2 Shoulder and lap belt used

3 Lap belt only used

4 Shoulder belt only used

Child Restraints

5 Forward facing child safety seat used properly

6 Rear facing child safety seat used properly

7 Child booster seat used properly

8 Forward facing child safety seat used improperly

9 Rear facing child safety seat used improperly

10 Child booster seat used improperly

11 Unknown Child Restraint Type

Child in Arms (Shared Seat)

12 Of restrained adult

13 Of unrestrained adult

Motorcycle

14 DOT-compliant motorcycle helmet used

15 Other helmet used

16 No motorcycle helmet used

Pedestrian, Pedalcycle or Other Non-Motorist

17 Helmet Used

18 Protective pads used (elbows, knees, shin, etc.)

19 Reflective clothing (jacket, backpack, etc.)

20 Lighting used by non-motorist

21 Other safety equipment used by non-motorist

Notes:

1 This code applies to all other categories of ages and vehicles that will be described below. If no safety equipment/restraint is in use, enter Code 1. The only exception would be if a child was in the arms of an adult, then Code 12 and 13 would take priority over Code 1.

2-4 These codes apply to all adults and all children who are restrained by adult restraints regardless of age. No judgment need be made as to the appropriateness of adult restraints; that will be inferred from the age entry.

5-13 Children of any age in a safety seat or booster seat used properly will be coded as 5-7. Those in a safety seat or booster seat that was in your judgment used improperly will be coded as 8-10. For children in the arms of an adult, they will be coded as 12 or 13.

14 Apply this code only to a motorcycle occupant where a DOT-compliant helmet was worn.

15 Use this code where a non-DOT-compliant helmet was worn.

16 This code is used if no helmet is worn.

17 Apply this code to any vehicle other than a motorcycle where the normal primary protective device is a helmet. This applies most directly to bicycles, but it may also apply to off road (3- and 4-wheelers) and non-motorized vehicles (e.g., go-carts). If the occupant was wearing a helmet at the time of the crash and none of the other codes (2-13) apply, then enter Code 15. If no protective helmet or other protective equipment given by Codes 2-13 or 16-19 were in use, then enter Code 1.

18 Apply this code if the non-motorist was using padded, shaped attachments to protect specific areas of the body (elbows, knees, shins, etc.) from injury, usually when skating.

19 Apply this code to all non-motorist where clothing which reflects light and also returns most of that reflection back along the path of the incoming light is in use.

20 When a non-motorist is using a light on his/her person this code should be used.

Proper Safety Equipment codes must be used in the item for pedestrians and pedal cyclists.

Safety Equipment code for "Helmet Used" is also acceptable for pedalcyclists.

6.4 AIRBAG STATUS

Airbags and restraints can both work in combination, and so air bags were not included in the "SAFETY EQUIPMENT" item above, even though they play a great role in this regard. Airbags appear on many vehicles on the side as well as the front. Select the code below that best reflects the airbag situation with regard to the corresponding OCCUPANT/VICTIM after the crash. If two codes apply, enter the one that had the most impact either on raising or lowering the severity of the crash.

1 Not installed (so Codes 2-11 cannot apply)

2 Not deployed, no switch

3 Not deployed, switch off

4 Not deployed, switch on

5 Deployed airbag front, no switch

6 Deployed airbag front, switch off

7 Deployed airbag front, switch on

8 Deployed airbag side, no switch

9 Deployed airbag side, switch off

10 Deployed airbag side, switch on

11 Deployed curtain, no switch

12 Deployed curtain, switch off

13 Deployed curtain, switch on

14 Deployed multiple combinations (all cases)

97 Not applicable (vehicle *cannot* contain airbags)

98 Other deployment (explain)

99 Unknown

Code 1 applies to all vehicles for which airbags can be installed. If the vehicle type eliminates the feasibility of an airbag (e.g., motorcycle), then enter Code 97.

6.5 AGE

Obtain directly, or if not available, estimate the age of each occupant and enter the code for that age into the item. This age does not have to be known exactly in order to place them into one of the following categories:

1	0-3
2	4-5
3	6-8
4	9-12
5	13-15
6	16-20
7	21-25
8	26-64
9	65 or older
99	Unknown

6.5A OCCUPANT DATE OF BIRTH

Enter the occupant's date of birth; be sure to use a four-digit year. Enter the birth date given by the occupant or by a family member. Use only the numerical designation for the date of birth – a two-digit month, a two-digit day and a four-digit year. Use the drop-down calendar for convenience.

The following codes are also allowed in this item if they apply:

97	Not applicable

Note: If the date of birth is unknown, leave this field blank.

6.6 SEX

1	Male
2	Female
97	Not applicable
99	Unknown

6.7 EJECTION STATUS

Select the code below to indicate if this occupant was ejected from or trapped within the *passenger compartment* of a motor vehicle. Notice that this is from the passenger compartment only. Passengers on motorcycles, bicycles, in the back of pickup trucks, etc. are typically not constrained and are assumed to

be unprotected by the passenger compartment and unrestrained, and this item is not applicable to them, so enter a 97 for these cases. Document exceptions to this in the narrative.

1 Not ejected or trapped

2 Partially ejected

3 Totally ejected

4 Trapped within vehicle

97 Not applicable (motorcycle, bicycle, etc.)

99 Unknown

Ejection Code “97” (Not Applicable) must be used for pedal cyclists, motorcyclists, and pedestrians, as well as occupants riding in the bed of a pickup truck.

7.0 VICTIM LEVEL (ECRASH PAGE)

A *victim* is any person injured by the motor vehicle crash.

Victim data items include all of the non-injured occupant data items discussed above. In addition, injury details and the name and address of victims are collected for victims.

7.1 VICTIM SEATING POSITION;

See Section 6.1

7.2 VICTIM OCCUPANT TYPE;

See Section 6.2

7.3 VICTIM SAFETY EQUIPMENT

See Section 6.3

7.4 VICTIM AIRBAG STATUS

See Section 6.4

7.5 VICTIM INJURY TYPE

From the definitions given below the codes that follow, enter the injury type to the best of your estimation based on available evidence:

1	Fatal Injury
2	Incapacitating
3	Non-incapacitating
4	Not visible but complains of pain
99	Unknown Injury

Notes:

1 Fatal. This code will be entered if a victim is pronounced dead at the scene or before the report is completed. If not, one of the other codes will apply. However, if a victim dies later as a result of the crash this code will need to be updated according to the following directions.

The Department of Public Safety uses a thirty (30) day counting period for traffic fatalities. If a person dies as a result of injuries received in a traffic crash within thirty days of the date of the crash, that victim is considered to be a traffic fatality, and the victim injury type must be updated to Code 1 in this data item.

When it is learned that a victim has died *after the Crash Report has been sent to the Department of Public Safety:*

(1) Call the FARS representative with this information at 334-242-4427

AND

(2) Follow the normal amendment procedure to amend the eCrash given in **Item 1.1.1**.

2 Incapacitating. This means that the victim must be carried or otherwise helped from the scene. If the victim needs no help, then either a code 3 or 4 applies even though medical assistance may have been administered at the scene.

3 Non-incapacitating. If the victim has visible signs of injury, either in a physical or mental sense (e.g., had passed out), but is judged able to walk away from the scene *without help,* this code applies. The difference between this code and code 4 is strictly in the external evidence of injury.

4. Not visible but complains of pain. If the victim complains of pain, but there are no visible signs of it, and he or she is able to walk away from the scene of the crash, then this code applies.

There is no code for uninjured, in that uninjured occupants are not to be considered in the victim section.

There are no codes allowed for 97 or 98 since if a victim is identified some assessment must be made of the severity of the injury according to the classifications given above. A code of 99 should only be used if there is a known victim but the severity of their injury is unknown at the time the report is filled out.

Injury Code "1" (Fatal) must be used for a victim that dies within thirty days of the date of the crash as a result of injuries received in the crash (notify the FARS unit for delayed fatalities at 242-4427).

7.6 VICTIM AGE

See Section 6.5

7.6A VICTIM DATE OF BIRTH

Enter the victim date of birth; be sure to use a four-digit year. Enter the birth date given by the victim or by a family member. Use only the numerical designation for the date of birth – a two-digit month, a two-digit day and a four-digit year.

The following codes are also allowed in this item if they apply:

97 Not applicable

Note: If the date of birth is unknown, leave this field blank.

7.7 VICTIM SEX

See Section 6.6

7.8 VICTIM EJECTION STATUS

See Section 6.7

7.9 FIRST AID BY

If first aid was administered at the scene, enter the code for the qualification of the person rendering it from the codes below. If multiple persons administered first aid, enter the code for the person who, in your opinion, was the primary person who took the lead in administering first aid. Code 4 (Civilian) generally applies for persons who have not formal first aid qualifications, although they might have informal training. If further specification is required, use Code 98 and explain in the narrative.

1 Paramedic/EMT

2 Police

3 Doctor

4 Civilian

97 None – no first aid

98 Other (explain in narrative)

99 Unknown

7.10 (VICTIM) DETAILS (ECRASH PAGE)

7.10.1 Victim Name and Street Address

By definition, a *victim* is a person injured as a result of his/her involvement in this crash (including those fatally injured). If the crash did not have any victims (i.e., no one was injured), then do not open the victim level.

The same name/address rules apply as given for driver name/address (**Item 3.2.3** and **Item 4.1.1**).

The following codes are also allowed in this item if it applies:

99 Unknown

7.10.2 Transportation for Medical Service

7.10.2.1 Transport Immediate

Indicate "Yes" if the victim was transported from the scene for immediate medical attention. Otherwise, indicate "No."

7.10.2.2 Transport to Medical Facility by (Type of Transport)

1 EMS Air

2 EMS ground

3 Law enforcement

4 Private vehicle

97 Not applicable – not transported

98 Other (explain in narrative)

99 Unknown

7.10.2.3 (Victim) Taken To; Taken By

Give the name of the place where the injured person was taken (hospital, clinic, etc.) and the name of the ambulance service or other agency that removed the victim from the crash scene. If an injured person did not require or seek transportation for medical service, enter N/A. The following are allowable in these items:

N/A Not applicable

99 Unknown

8.0 UNIT ROADWAY ENVIRONMENT LEVEL (ECRASH PAGE)

This level includes roadway characteristics that may be dependent upon the unit. Certain types of units, such as pedestrians, railroad trains or those located on private property may not have applicable codes. Select Not applicable (Code 97) in these items.

All Items 8.1 through 8.15.4 must be entered for every unit.

8.1 INVOLVED ROAD/BRIDGE

Mark this item other than Code 1 *only* when the particular characteristic denoted **had some definite impact** on the *causation* or *increased severity* of the crash.

Because this might be an indication of a hazardous situation, any entry except Code 1 should be accompanied by an explanation in the narrative. *In addition, if there is clearly a roadway hazard, complete and submit any other report required by your department to notify local or state engineers of the deficiency.*

1	None apparent
2	Road surface condition (wet, icy, snow, slush, etc.)
3	Debris
4	Ruts, holes, bumps
5	Work Zone (construction/maintenance/utility)
6	Worn, Travel-Polished Surface
7	Obstruction in Roadway
8	Traffic control inoperative, missing, obscured
9	Shoulders low
10	Shoulder high
11	Shoulders soft
12	Non-Highway Work
97	Not applicable
98	Other
99	Unknown

Notes:

1	None apparent – this infers that there were no roadway or bridge-related defects present that contributed to the crash.
2	Road surface condition – any irregular roadway surface conditions (other than Ruts, holes, bumps – see Code 4) that are a condition of the roadway itself that contributed to the crash. Those caused by weather or materials on the roadway do not qualify here and are handled in other items.
3	Debris that contributed to the crash
4	Ruts, holes, or bumps that contributed to the crash.

5 Work Zone (construction/maintenance/utility) – An area of a highway with highway construction, maintenance, or utility work activities. Further explanation of the Work Zone activity should be given in **Item 8.15.1**, **Item 8.15.2** and **Item 8.15.3**.

6 Worn, Travel-Polished Surface – A road surface which is well used and shiny and because of this characteristic contributed to the crash.

7 Obstruction in Roadway – An item causing damage in or on the roadway.

8 Traffic control inoperative, missing, obscured (enter only if this had some involvement with the crash).

9 Shoulders low – in excess of two inches differential below the paved surface and having some involvement with the crash.

10 Shoulder high – in excess of two inches differential above the paved surface and having some involvement with the crash.

11 Shoulders soft – as evidenced by tire tracks that sank into soft gravel or dirt in the shoulder area.

12 Non-Highway Work – Maintenance or other types of work occurring near or in the trafficway but not related to the trafficway.

Contributing Road Defects should only be circled if the defect contributed to the crash.

8.2 ROAD SURFACE TYPE

Select the code that comes closest to describing the roadway surface.

1 Asphalt

2 Concrete

3 Brick

4 Unpaved

97 Not applicable

98 Other (explain in narrative)

8.3 ROADWAY CONDITION

Select the roadway condition immediately prior to the crash. This could be the result of previous or current weather conditions or some previous incident. If multiple codes apply, select the one that had the most affect on the crash.

1 Dry

2 Wet

3 Ice

4 Snow

5 Slush

6 Muddy sand/dirt/gravel

7 Water buildup

97 Not applicable

98 Other (explain in narrative)

99 Unknown

8.4 ENVIRONMENTAL CONTRIBUTING CIRCUMSTANCES

Select the code that best describes any environmental contributing circumstance. If there is none, enter Code 1. If there is more than one, enter the one that had the most effect on the crash.

1 None apparent

2 Weather

3 Physical obstruction

4 Glare

5 Animal in roadway

6 Previous crash

7 Non-highway work

97 Not applicable

98 Other

99 Unknown

8.5 CONTRIBUTING MATERIAL IN ROADWAY

Select the code that best describes any *contributing* materials in the roadway. If there is none, enter Code 1. If there is more than one, enter the one that had the most affect on the crash.

1 None

2 Rocks

3 Trees/limbs

4 Leaves

5 Dirt

6 Gravel

7 Tire debris

8 Oil/petroleum

97 Not applicable

98 Other

8.6 CONTRIBUTING MATERIAL SOURCE

If Codes 2 though 8 were entered in **Item 8.5**, then enter the source of the material; if not, enter 97.

1 Natural environment

2 From neighborhood/business

3 Dropped from vehicle

97 Not applicable; no such material

98 Other

Code 2 would be entered if a man-made source of materials got onto the roadway regardless of how that occurred (e.g., wind blown, water carried, etc.), other than by means of a motor vehicle, in which case Code 3 would apply.

8.7 ROADWAY CURVE AND GRADE

Select the code that best describes the curvature and grade of each unit.

1 Straight & level

2 Straight, down grade

3 Straight, up grade

4 Straight, at hillcrest

5 Curve Left & level

6 Curve Left & down grade

7 Curve Left & up grade

8 Curve Left at hillcrest

9 Curve Right & level

10 Curve Right & down grade

11 Curve Right & up grade

12 Curve Right at hillcrest

13 Sag (bottom)

97 Not applicable

8.8 VISION OBSCURED BY

Select the code of anything that contributed to the crash by obscuring the vision of the driver in each of the units. If more than one apply, select the one that is most critical. Note first that the objects are classified into the following categories:

- Roadside
- Roadway Alignment
- Objects in Roadway

- Within or On the Vehicle
- Environmental
- From Other Vehicle

Select the category that applies first and then enter the code from within that category, as given below:

1 Not obscured

Roadside

2 Trees/crops

3 Buildings

4 Embankment

5 Sign/billboard

6 Lights/glare (roadside)

Roadway Alignment

7 Hillcrest

8 Curve in road

Objects in Roadway

9 Parked vehicles

10 Moving vehicles

11 Other object in roadway (explain)

Within or On the Vehicle

12 Person/object in or on vehicle

13 Frosted windows/windshield

Environmental

14 Driver blinded by sun

15 Weather conditions (indicate in **Item 10.3.3**)

16 Fire/smoke

17 Dust

From Other Vehicle

18 Cargo from other vehicle

19 Splash or spray from wheels

20 Driver blinded by headlights

97 Not applicable

98 Other (explain in narrative)

8.9 TRAFFIC CONTROL

Select the traffic control that is in the vicinity of the crash that might have influenced each driver. Indicate the traffic control present for each unit *even if it did not relate to the crash events.*

It is realized that combinations of these traffic controls occur. They have been arranged in a prioritized order according to their importance to safety engineers. If more than one applies, indicate the *first one on the list* (lowest number) that applies.

Determine first which of the following overall category applies:

- Human
- Signs or Signals
- Railroad
- Controls

and then select the first code that applies within that category.

None

1 No controls present

Human

2 Police officer

3 Crossing guard

4 Flag person

Signs or Signals

5 School zone sign/device

6 Traffic signals

7 Flashing traffic control signal

8 Stop sign

9 Yield sign

10 No passing zone

11 Warning sign

12 Workzone signs

Railroad (RR)

13 RR gates

14 RR signals/bells

15 RR stop sign

16 RR advance signs

17 RR pavement markings

18 RR crossbucks

Controls

19 Pedestrian control

20 Lane control device

Other

97 Not applicable

98 Other

99 Unknown

8.10 TRAFFIC CONTROL FUNCTIONING

This applies to *any of the devices* that might be marked in **Item 8.9**. For example, if tree leaves cover a STOP sign making it not visible, it would be considered as "not functioning" and Code 2 would be marked.

Select whether the traffic control device marked above was functioning properly.

1 Yes

2 No

97 Not applicable (no traffic control)

Important note: *the AUTCR is not the appropriate form to report a hazardous situation.* Additional documentation, or verbal reporting, as required by your agency should be completed to report any non-functional traffic control device to the proper agency in order to assure that it is repaired as soon as possible.

8.11 OPPOSING LANE SEPARATION

For each unit, enter the predominant type of median divider, if any, or the type of separation between opposing traffic lanes. If there is no type of separation between opposing lanes, or if the crash occurs on a one-way street, enter Code 1.

1 None

2 Paved surface

3 Unpaved surface

4 Broken painted line

5 Solid painted lines

6 Concrete barrier

7 Metal guard rail

8 Cable Barrier

9 Fence

97 Not applicable

98 Other (explain)

99 Unknown

8.12 TRAFFICWAY LANES

For each unit, indicate the number of lanes available for through travel (exclusive of turn lanes). Shoulders, even if paved, will not be counted. Estimate the number of lanes for unpaved or unmarked roads, requiring about 9 feet per lane. Alleys should be treated as one lane. Count both directions (all through lanes) even for a divided highway. E.g., most rural interstates will be marked as four-lanes.

1 One lane

2 Two lanes

3 Three lanes

4 Four lanes

5 Five lanes

6 Six lanes or more

97 Not applicable (e.g., parking lot)

8.13 TURN LANES

Indicate the presence of a lane that is not a through lane, but is dedicated to facilitating vehicles that are in the process of turning.

1 None

2 Left turn lane(s) only

3 Right turn lane(s) only

4 Both left and right turn lanes

97 Not applicable

98 Other

99 Unknown

8.14 ONE-WAY STREET

Select either "Yes" or "No" to indicate whether the vehicle was on a one-way street. A divided street or highway is NOT considered to be one-way since the same named road flows in both directions. Select "No" for any crash that does not occur on a roadway.

8.15 WORKZONE STATUS (ECRASH PAGE)

8.15.1 Workzone Related?

All items in the section relate to workzones. A *workzone* is an area of the roadway in which either routine maintenance or major construction is taking place, although workers need not be present at the time of the crash. (**Item 8.15.2** will be used to distinguish between these two categories.) This item is to determine if the crash was in a workzone or in any way related to a workzone. If so, this item indicates the specific location of the crash in relation to the workzone.

If the crash was not in a workzone, and it was not in any way related to a workzone, enter Code 1. If the crash was workzone related, select the first code that applies. Note that the codes are organized into the following categories:

- Not in or Related to the Workzone (Code 1 only)
- In Workzone, Outside of Work Area
- Within the Work Area
- Not Covered Above

Determine first which of these overall categories applies, and then enter the proper code within that category. Please note that this should indicate the *specific area of the work zone where the crash occurred*. Notes are given below the codes to provide additional definition.

1 Not in/related to workzone

In Workzone, Outside of Work Area

2 Outside of the workzone warning signs

3 Between workzone warning signs and work area

4 In the termination area of the workzone

5 On temporary detour

Within the Work/Activity Area

6 At lane shift transition in the activity area

7 Involving workers/equipment in the activity area

8 Involving roadway conditionsin the activity area

9 Not involving workers/conditions in the activity area

Not Covered Above

97 Not applicable

98 Other workzone area (explain)

99 Unknown

These codes have been ordered to reflect those issues most important to roadway construction management and workzone safety. *If more than one code applies, select the lowest code.*

Notes:

1 Not in/related to workzone. Select this for all crashes that do not involve or are not proximal to workzones. Do not use Code 97 for this situation.

2 Outside of the workzone warning signs. A crash might still be workzone related even though it occurs (i.e., its first harmful event is) outside of the workzone warning signs.

3 Between workzone warning signs and work area. The signs are fixed and their location is easy to determine. The "work area," on the other hand, might change even within a given day.

Definition. The *work area* is that part of the roadway that is in the process of undergoing construction within the overall construction project. It does not have to have either personnel or construction equipment present to be classified as the "work area." It merely needs to have some characteristic that distinguishes it from roadways that are not under

construction (e.g., the presence of warning barriers, lower shoulders than normal, or even newly planted grass).

4 In the termination area of the workzone. This is the area located after the activity area but before traffic resumes normal conditions.

5 On temporary detour. *Temporary* here infers that it is within the roadway construction area. In other words, this is *not an alternative existing roadway* that vehicles are being rerouted onto during the construction. (These would be located on the alternative roadway and not in the construction zone.) "On temporary detour" refers to the vehicle being routed to a temporary roadway that was constructed solely to provide roadway and travel continuity during construction.

6-9 *Within the work area* – see definition of work area in the Code 3 explanation above.

- 6 Within the work area at lane shift transition. All lane shift transitions are within the work area as defined above, since the lane shift itself is a characteristic of the construction.
- 7 Within the work area involving workers/equipment – both of these conditions must hold for this code to be entered.
- 8 Within the work area involving roadway conditions – both of these conditions must hold for this code to be entered.
- 9 Within the work area not involving workers/conditions. Select this code only if the crash is in the work area and Codes 5, 6, and 7 do not apply.

97 Not applicable. This should only be used if the unit location itself is not applicable, and for some reason none of the codes, including Code 1, do not apply.

98 Other workzone area (explain)

100 Unknown

8.15.2 Workzone Type

Select the type of work going on in the workzone. Note that this should be the specific type of work going on *at the particular area* where the crash occurred.

Routine maintenance includes mowing, repairing potholes, or any other function that is repairing rather than altering the characteristics of the roadway. A complete rebuild of the roadway (e.g., resurfacing of the entire roadway) is classified as major construction.

1 Major construction project

2 Routine maintenance

3 Lane Closure

4 Lane Shift/Crossover

5 Work on Shoulder or Median

6 Intermittent or Moving Vehicle

97 Not applicable (not a workzone)

98 Other type of workzone (explain)

8.15.3 Workers Present

If workers are involved *in any way* with the crash, enter "Yes." Even if the workers were not directly involved with the crash, enter "Yes" if they were within 50 yards of the first point of impact.

If workers were not involved with the crash and were not within 50 yards of the first point of impact, enter "No."

If you are unable to determine whether or not workers were involved with the crash, enter "Unk."

Unk	Unknown
97	Not applicable
Yes	Yes (workers present)
No	No (no workers present)

8.15.4 Law Enforcement Present (in Workzone)

1	None (meaning: officer not present when crash occurred)
2	Officer present (in the workzone)
3	Law enforcement vehicle only present
97	Not applicable (not a workzone)
99	Unknown

This data element answers the question: was law enforcement (or a law enforcement vehicle) present in the workzone at that point of time when the crash occurred? It is not asking whether they responded to the crash.

9.0 UNIT TRUCK/BUS SUPPLEMENT LEVEL

The TRUCK/BUS SUPPLEMENTAL SHEET is required to be completed on each qualifying vehicle involved in a reportable crash in the State of Alabama. The sheet contains all definitions necessary to determine if a vehicle and a crash meet the requirements for reporting.

This report is to be completed **ONLY** if the crash meets **BOTH** of the following criteria:

1. The crash involved at least one of the following qualifying vehicles:

   A. A truck with a gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) of more than 10,000 pounds, or

   B. Any vehicle with a Hazardous Materials Placard, or

   C. Any vehicle designed to carry nine (9) or more passengers, including the driver.

   AND

2. The crash resulted in **AT LEAST ONE** of the following:

   A. One or more fatalities, or

   B. One or more persons injured and taken from the scene for

   immediate medical attention, or

   C. One or more involved vehicles had to be towed from the scene as a result of disabling damage or had to receive assistance to leave.

When a crash meets these two criteria, a Truck/Bus Supplemental Sheet must be included for each of the *vehicles* fitting Criteria #1 above.

Use of the Truck/Bus Supplemental Sheet DOES NOT require the involvement of a Commercial Vehicle as defined by the Commercial Driver License Program (**Item 3.2.3**) or by Motor Carrier Safety Regulations.

DO NOT complete this supplemental sheet if there was not a qualifying vehicle or if this was not a reportable crash.

Examples are presented at the end of this section.

This supplement contains some data elements that are redundant with those on the main AUTCR. This is necessary to meet federal requirements.

Screening Information

Screening Information	
Number of Qualifying Vehicles:	*Number of Persons:*
Trucks with GVWR or GCWR of more than 10,000 pounds or Haz/Mat placard _____	Sustaining fatal injuries _____
Buses designed to carry 9 or more (including driver) _____	Transported for **immediate** medical treatment _____
Number of vehicles towed from scene due to damage or provided assistance _____	

Enter the number of qualifying vehicles in this crash by qualifying class (truck with GVWR or GCWR of more than 10,000 pounds or with Haz/Mat placard, or bus designed to carry nine (9) or more, including driver). Enter the total number of fatalities in this crash. Enter the total number of persons injured and carried from the scene for **immediate** medical attention. Enter the total number of vehicles towed due to damage received in this crash or requiring assistance to leave the scene.

Consider the following items when completing the screening information:

- Persons injured and carried from the scene by private vehicle for immediate medical attention **will be included** in this count.
- The number of persons killed or injured must include all those killed and those that sustained a **qualifying** injury in the crash, whether or not they were in a qualifying vehicle.
- Do not count any person twice under the two "Number of Persons:" entries. If a person is counted as "Sustaining fatal injuries" that person should not also be counted as "Transported for immediate medical treatment." Adjustments will be required in cases of delayed death caused by the crash.
- To be counted as a towed vehicle, a vehicle must be towed because of disabling damage. Do not count a vehicle that is towed because there is no driver available to drive it away.
- An example of a vehicle "requiring assistance to proceed" would be a vehicle that rolled onto its side and was able to proceed after being righted by a wrecker.
- The number of vehicles towed or requiring assistance must include all vehicles towed or requiring assistance whether or not they were qualifying vehicles.

Screening Examples (What is Reportable?)

1. A GMC six-tire pick-up with a GVWR of greater than 10,000 pounds collides with an automobile doing minor damage to both vehicles and slightly injuring the driver of the pick-up (does not require medical attention). Both vehicles are able to continue on without assistance. **This crash does NOT require a truck/bus supplement.** There is a qualifying vehicle (a pick-up with six tires is no longer considered to be a qualifying vehicle BUT it does qualify due to its GVWR of more than 10,000 pounds) but no qualifying damage or injury.

2. In the preceding crash, the automobile is damaged enough to require its being towed from the scene. **This crash qualifies for a truck/bus supplement**. There is a qualifying vehicle (pick-up with GVWR of greater than 10,000 pounds) and one of the vehicles sustains enough damage to require towing. Complete a Truck/Bus Supplemental sheet for the qualifying vehicle (the pick-up). The Screening Information for the pick-up will be as follows:

Screening Information	
Number of Qualifying Vehicles	*Number of Persons*
Trucks with GVWR or GCWR of more than 10,000 pounds or Haz/Mat placard: 1	Sustaining fatal injuries:
Buses designed to carry 9 or more (including driver):	Transported for **immediate** medical treatment:
Number of vehicles towed from scene due to damage or provided assistance: 1	

3. A parcel delivery step van with four tires and GVWR exceeding 10,000 pounds runs off the road and hits a tree. The driver is not injured, but the van must be towed from the scene. **This crash DOES require a truck/bus supplement** because the van is considered to be a reportable vehicle because of its GVWR.

Screening Information	
Number of Qualifying Vehicles	*Number of Persons*
Trucks with GVWR or GCWR of more than 10,000 pounds or Haz/Mat placard: 1	Sustaining fatal injuries:
Buses designed to carry 9 or more (including driver):	Transported for **immediate** medical treatment:
Number of vehicles towed from scene due to damage or provided assistance: 1	

4. In the preceding crash, the parcel van is hauling hazardous materials requiring the vehicle to be placarded. **This crash also qualifies for a truck/bus supplement**. Because the van is hauling a placard-

ed load and because it has a GVWR of greater than 10,000 pounds, it is a qualifying vehicle and requires the completion of a Truck/Bus Supplemental sheet. The Screening information is the same as the information listed above under example number three.

5. An empty church bus designed to carry 20 passengers (plus the driver) is being driven to a service shop when it hits and kills a pedestrian. **This crash qualifies for a truck/bus supplement** because it does not matter how many passengers are being carried and because it is **designed** to carry more than nine persons including the driver. The Screening Information for the bus is as follows:

Screening Information	
Number of Qualifying Vehicles:	*Number of Persons:*
Trucks with GVWR or GCWR of more than 10,000 pounds or Haz/Mat placard:	Sustaining fatal injuries: 1
Buses designed to carry 9 or more (including driver): 1	Transported for **immediate** medical treatment:
Number of vehicles towed from scene due to damage or provided assistance:	

6. A tractor-trailer runs off the road and hits a tree. The vehicle has only minor damage but the driver is injured and carried from the scene for immediate medical attention. Although the vehicle is drivable, it is towed from the scene because no other driver is available. Because the driver is injured and carried from the scene, **this crash qualifies for a truck/bus supplement**. However, the Screening Information (shown below) would not indicate that the vehicle was towed because damage to the vehicle was not the reason for it being towed.

Screening Information	
Number of Qualifying Vehicles:	*Number of Persons:*
Trucks with GVWR or GCWR of more than 10,000 pounds or Haz/Mat placard: 1	Sustaining fatal injuries:
Buses designed to carry 9 or more (including driver):	Transported for **immediate** medical treatment: 1
Number of vehicles towed from scene due to damage or provided assistance:	

7. A placarded pick-up hauling explosives hits a van designed to carry 10 passengers including the driver. Of the 17 total occupants in the van, eight are carried from the scene for immediate medical attention. After striking the van, the pick-up hits and injures a pedestrian and hits a building injuring the driver of the pick-up. The pedestrian and the driver are also carried from the scene for immediate medical attention. Both vehicles must be towed from the scene due to damage. **This crash qualifies for a truck/bus supplement** because the pick-up is a qualifying vehicle (placarded) and because there are qualifying injuries and damage. The van is also a qualifying vehicle because it is designed to carry 9 or more people including the driver. Therefore, you would need to fill out a separate supplement page for each of the two vehicles. The following screening information would be used on both of the required supplement pages.

Screening Information	
Number of Qualifying Vehicles:	*Number of Persons:*
Trucks with GVWR or GCWR of more than 10,000 pounds or Haz/Mat placard: 1	Sustaining fatal injuries:
Buses designed to carry 9 or more (including driver): 1	Transported for **immediate** medical treatment: 10
Number of vehicles towed from scene due to damage or provided assistance: 2	

8. A single unit log truck with a GCWR of greater than 10,000 pounds loses control on a muddy county road, runs off the road into a ditch and overturns. The driver is not injured and returns the next day in a wrecker to tow the damaged log truck in for repairs. **This crash qualifies for a truck/bus supplement**. The log truck is a qualifying vehicle because it has a GCWR of greater than 10,000 pounds and a vehicle has to be towed from the scene because of damage. It does not matter that the vehicle is not towed until the following day. The screening information is as follows:

Screening Information	
Number of Qualifying Vehicles:	*Number of Persons:*
Trucks with GVWR or GCWR of more than 10,000 pounds or Haz/Mat placard: 1	Sustaining fatal injuries:
Buses designed to carry 9 or more (including driver):	Transported for **immediate** medical treatment:
Number of vehicles towed from scene due to damage or provided assistance: 1	

9.1 TRUCK/BUS SUPPLEMENT UNIT I (ECRASH PAGE)

9.1.1 Weight Rating of Power Unit

Please note that this is the combined weight of all units. Check one of the options listed in this section in order to indicate the weight rating of the vehicle that the supplemental sheet is being completed for. You should only check one item from the list. Your selection should indicate the maximum weight that the vehicle is *designed* to carry (not its actual weight at the time of the crash). The following items are options:

Less than or equal to 10,000 pounds

10,001 – 26,000 pounds

More than 26,000 pounds

9.1.2 Hazardous Materials Involvement

9.1.2.1 Had Haz/Mat Placard

Did vehicle have a Haz/Mat Placard

- Yes
- No

Indicate whether or not this unit displayed a hazardous materials placard by clicking the "Yes" or "No" radio buttons. If "Yes" is checked, enter the four-digit number or the hazardous material name from the placard on the next line, and enter the one-digit number from the bottom of the diamond on the line immediately below that, as indicted. Then indicate whether or not hazardous material was released from this vehicle's cargo by clicking the appropriate "Yes" or "No" radio button.

Consider the following items when completing this information:

- When multiple placards are displayed on the unit, enter the information from only the one placard that is most accurate.
- Include only hazardous material released from this vehicle's cargo. Do not include fuel released from this vehicle's fuel tank.
- If "No" was checked indicating that the vehicle was not displaying a placard, enter "N/A" on line the first (four-digit) line, and "N" in the second (one-digit) line.
- Since a vehicle could be hauling hazardous material and not be displaying a placard, you will still need to indicate whether or not hazardous material was released by clicking the appropriate radio button space marked "Yes" or "No."

9.1.2.2 Name/4 Digit Number from Diamond

Type in the Name/4 digit number from the available diamond.

9.1.2.3 One Digit Number from Bottom of Diamond

Type in the one digit number from the bottom of the diamond.

9.1.2.4 Hazardous Material Released from Cargo

Enter if hazardous material was released from the cargo (not the fuel tank).

Yes

No

9.1.3 Bus Use

Specify the use of the bus at the time of the crash. If the bus was empty at the time of the crash, determine its typical use and indicate it in this item.

1 Not a Bus

2 School

3 Transit/Commuter

4 Intercity

5 Charter/Tour

6 Shuttle

98 Other (*always* requires explanation in the narrative)

99 Unknown

9.1.4 Other Vehicle Information

9.1.4.1 Vehicle Configuration

The following options apply:

1 Passenger vehicle with hazardous material placard

2 Light truck with hazardous material placard

3 Bus (seats for 9 – 15 people, including driver)

4 Bus (seats for more than 15 people, including driver)

5 Single unit truck (2 axles / 6 or more tires)

6 Single unit truck (3 or more axles)

7 Truck with trailer

8 Truck tractor only (bobtail)

9 Tractor with semi-trailer

10 Tractor with double trailers

11 Tractor with triple trailers

12 Unknown class heavy truck

Make sure to realize the difference between Code "7" (Truck with trailer) and Code "9" (Tractor with semi-trailer). Code "7" is to be used when a single unit truck (pick-up or straight truck) is pulling a trailer. Code "9" is used when a truck tractor is pulling a semi-trailer.

9.1.4.2 Cargo Type

Select the cargo type from the drop-down list that comes closest to describing that carried by the unit under consideration. If multiple cargos apply, choose the one that may have been instrumental in causing or increasing the severity of the crash. If none had any effect on the crash, then enter the most predominant cargo. If none of the cargo types apply, enter the 98 Other category and describe the cargo in the narrative. If the vehicle was not carrying any cargo, enter 1 None. The cargo type is the cargo being carried at the time of the crash, not what the vehicle typically carries.

1 None
2 Beverages
3 Building materials
4 Chemicals
5 Coal/coke
6 Commodities, dry bulk
7 Driveaway/towaway
8 Fresh produce
9 Garbage, refuse, trash
10 General Freight
11 Grain, feed, hay
12 Household goods
13 Intermodal
14 Liquids/gases in tanks
15 Livestock
16 Logs, poles, lumber
17 Machinery, large object
18 Meat
19 Metal: sheets, coils
20 Mobile homes
21 Motor vehicles
22 Oilfield equipment
23 Paper products
24 Passenger(s)
25 Refrigerated foods

26 U.S. Mail

98 Other

99 Unknown

9.1.4.3 Cargo Body Type

Select the *one* number that best describes the type of cargo body on this unit. The CARGO BODY TYPE selected should represent the purpose for which the vehicle was designed and built. For truck/trailer vehicle configurations where the power unit and trailer have different cargo body types, code the cargo body type of the power unit. For example: A dump truck pulling a flatbed trailer should be coded "06 – Dump." For truck/trailer vehicle configurations where the power unit's Cargo Body Type would be coded "97 – Other," code the cargo body of the trailer. For example: a dual-rear-wheel pickup truck pulling a flatbed trailer should be coded "05 – Flatbed."

1 Bus (9-15 passengers including driver)

2 Bus (more than 15 passengers, including driver)

3 Van/enclosed box

4 Cargo tank

5 Flatbed

6 Dump

7 Concrete mixer

8 Auto transporter

9 Garbage/refuse

10 Hopper (bulk mail)

11 Pole trailer (not log)

12 Log

13 Intermodal container chassis

14 Vehicle towing another vehicle

15 No cargo body

97 Not applicable

98 Other (*always* requires explanation in the space given)

99 Unknown

9.1.4.4 Sequence of Events Section

Indicate the order and type of events that occurred involving **this unit**. In the numbered event spaces, enter the numbers that best describe the sequence of events for this vehicle in this crash. Report only the **first four events**. Select code 97 (Not applicable) for any unused event spaces.

Events do not have to cause damage or injury to be entered into this section.

The event codes for both non-collision and collision events are listed under "EVENT CODES" below this section of the report.

The list of codes:

Non-Collision

1 Ran off road

2 Jackknife

3 Overturned (rollover)

4 Downhill runaway

5 Cargo loss or shift

6 Explosion or fire

7 Separation of units

8 Cross median/centerline

9 Equipment failure

10 Other non-collision

11 Unknown

Collision

12 Collision with pedestrian

13 Collision with motor vehicle in transport

14 Collision with parked motor vehicle

15 Collision with train

16 Collision with pedalcycle

17 Collision with animal

18 Collision with fixed object

19 Collision with work zone maintenance equipment

20 Collision with other movable object

21 Collision with unknown movable object

Not applicable

97 Not applicable

The following examples are to help determine the type of events that should be entered.

EXAMPLE: A tractor/trailer goes out of control on an icy roadway, runs off the road, and strikes a bridge abutment and overturns. The tractor then catches on fire.

Event #1 – 1 (Ran off road)

Event #2 – 18 (Collision with fixed object)

Event #3 – 3 (Overturned)

Event #4 – 6 (Explosion or fire)

Note: for THIS vehicle -- list up to four	Event #1	1	Event #2	18	Event #3	3	Event #4	6

EXAMPLE: A single unit truck sideswipes a vehicle, exits the roadway, overturns and loses its cargo.

Event #1 – 13 (Collision with non-parked vehicle or motor vehicle in transport)

Event #2 – 1 (Ran off road)

Event #3 – 3 (Overturned)

Event #4 – 5 (Cargo loss or shift)

Note: for THIS vehicle -- list up to four	Event #1	13	Event #2	1	Event #3	3	Event #4	5

EXAMPLE: A tractor/trailer was following a bus down a long grade. The brakes on the truck overheated and as the truck attempted to move onto the shoulder to pass the bus on the right, the truck struck the left rear corner of the bus. The bus was pushed across the centerline where it collided head-on with a passenger car. The truck left the road and overturned. Fuel spilling from the fuel tank then ignited, burning the tractor. Since this crash involved two reportable vehicles, a TRUCK/BUS SUPPLEMENTAL SHEET must be completed for each. The SEQUENCE OF EVENTS for each follows.

TRACTOR/TRAILER

Event #1 – 4 (Downhill runaway)

Event #2 – 13 (Collision with non-parked vehicle or motor vehicle in transport)

Event #3 – 1 (Ran off road)

Event #4 – 3 (Overturned)

Note: for THIS vehicle -- list up to four	Event #1	4	Event #2	13	Event #3	1	Event #4	3

BUS

Event #1 – 13 (Collision with motor vehicle in transport)

Event #2 – 13 (Collision with motor vehicle in transport)

Event #3 – 97 (Not applicable)

Event #4 – 97 (Not applicable)

Note: for THIS vehicle -- list up to four	Event #1	13	Event #2	13	Event #3		Event #4	

Explanation: In this example the tractor/trailer had more than five events occur, but we **only enter the first four**. The bus had less than four events occur, so we **enter those that occurred and leave the other spaces blank**. The bus had the same event happen twice, so this event was listed twice.

9.2 MOTOR CARRIER INFORMATION UNIT I (ECRASH PAGE)

This section is used to capture information on the motor carrier that caused and directed the movement of cargo or passengers by this unit.

Determining the motor carrier and recording the carrier's identification number, name, and address can be difficult. A motor carrier is "the business entity, individual, partnership, corporation, or religious organization responsible for the transportation of the goods, property, or people." The goal is to record the carrier's name and address and at least one carrier identifying number.

The shipping papers are the most reliable means of identifying the carrier and carrier address. However, following severe crashes and other unusual circumstances the shipping papers may not be available. In these cases, rely on backup sources such as the name printed on the side of the vehicle or information obtained by questioning the driver. Examine all the potential evidence such as:

1. **F**ederal Info (side of truck)
2. **M**eet the driver (interview driver)
3. **C**heck Log book (shows the load and run)
4. **S**hipping papers (Bill of Lading)
5. **A**greements (leases)

Any qualifying vehicle being used for business must have a motor carrier assigned, regardless of the size of the business.

9.2.1 Motor Carrier Type

1	Interstate Carrier
2	Intrastate Carrier
3	Not in Commerce/Government
4	Not in Commerce/Other Truck
97	Not applicable
98	Other (*always* requires explanation in the narrative)
99	Unknown

9.2.2 Carrier Name and Address

9.2.2.1 (Carrier) Name

Enter the name of the motor carrier for this unit.

Entries of *Not Applicable* or *Unknown* are allowable if they apply.

If there is no motor carrier for this unit, these data elements will be grayed out and it will be impossible to enter any data into these fields, since they apply only to motor carriers.

The following examples are given to help you determine the correct motor carrier:

EXAMPLE: John Smith owns his own bobtail tractor. He contracts with White Manufacturing Co. to take one of its trailers loaded with its goods from Birmingham to Los Angeles. John Smith is the motor carrier because his is the entity that has agreed to carry this particular load.

EXAMPLE: John Smith, driving his bobtail, utilizes a cargo broker to obtain goods from Intermodal Incorporated Shipping Co. for his return trip to Birmingham. On the return trip, John Smith is again the carrier.

EXAMPLE: John Smith, driving his bobtail, leases his services. Polyester Chemical Co. Polyester has a contract to transport chemicals for a company based in St. Louis and directs Smith to deliver a semi-trailer from Birmingham to Mobile. In this case Polyester is the motor carrier because it told Smith to take the particular load.

EXAMPLE: John Smith is driving a tractor/semi-trailer, both owned by ABC trucking. ABC trucking is the motor carrier.

EXAMPLE: John Smith is driving a tractor owned by ABC trucking, which has been leased to XYZ Trucking Co. XYZ used the tractor to pull XYZ trailers in its regular shipping service. In this case, XYZ Trucking Co. is the motor carrier because it is directing the carrying of the load.

9.2.2.2 (Carrier Mailing) Address

Enter the mailing address of the motor carrier listed above. Include the street or post office box, the city, the two letter standard state abbreviation, and the five digit zip code. This information can be taken from the same source as the carrier name.

Entries of *Not Applicable* or *Unknown* are allowable if they apply.

9.2.2.3 (Carrier) Phone Number

Enter the phone number of the motor carrier listed above. Entries of *Not Applicable* or *Unknown* are allowable if they apply.

9.2.3 Carrier Identification Numbers

Enter the identification number or numbers for the motor carrier listed above. A motor carrier can have one or more of the following types of identification numbers:

- **US DOT** –United States Department of Transportation – will contain 6 or 7 digits and will be preceded by "US DOT." Enter the 6 or 7 digit number only in the space marked "US DOT." Entries of *Not Applicable* or *Unknown* are allowable if they apply.
- **ICC MC** – Interstate Commerce Commission Motor Carrier – will contain up to six digits and usually preceded by "ICC MC." In some cases, just "ICC" or "MC" may precede it. Enter the six-digit number only in the space marked "ICC MC." Entries of *Not Applicable* or *Unknown* are allowable if they apply.
- **State** – select the state from the drop down. Entries of *Not Applicable* or *Unknown* are allowable if they apply.
- **State Number** – This is issued by a state agency, such as the Public Service Commission. There is no standard for the number of digits on state issued numbers, and a carrier may have state issued numbers from more than one state. When recording, use the state issued number from the state recorded above. Entries of *Not Applicable* or *Unknown* are allowable if they apply.
- **Country** – indicate the country where the motor carrier is registered. Entries of *Not Applicable* or *Unknown* are allowable if they apply.
- **Country number** – when applicable, list the Country code or Other Country Authority code that may be applicable for the commercial vehicle in question. Entries of *Not Applicable* or *Unknown* are allowable if they apply.

Consider the following items when completing this information:

- Always enter the CARRIER IDENTIFICATION NUMBER in the space provided for that type number, i.e. enter US DOT numbers in the space marked "US DOT."

- When entering a state issued number in the line marked “STATE #,” be sure that it is consistent with the state that issued that state number in the line marked “STATE.”
- If the motor carrier has more than one type of number, enter each type in the line provided.
- If a motor carrier has more than one number of a particular type, such as two ICC MC numbers, the officer should choose only one to record, the one that seems most relevant.

If the motor carrier does not have a CARRIER IDENTIFICATION NUMBER, enter “0” on the line indicating “None”.

10.0 DIAGRAM, NARRATIVE, CRASH ROADWAY ENVIRONMENT LEVEL

10.1 DIAGRAM (eCRASH PAGE)

The diagram and narrative are very important parts of the crash report, and an entry of "No Diagram – Vehicles Moved" is not acceptable. If necessary, base the diagram on the statements of the parties involved, and state this in the narrative. A complete and informative narrative is absolutely necessary. Remember: this report is your opinion based on the information available to you; you do not have to prove anything in court based on this report.

The objective of the diagram is to display what happened. It is used to illustrate the narrative, and the references to it in the narrative should be easily identified on the diagram. The diagram does not have to be perfectly to scale; however, it must convey the message as to what happened in an effective way.

Depict the area where the crash occurred, according to the following:

- Show the roadway itself, and the key dimensions (e.g., roadway width).
- Show related objects on and off the roadway.
- Draw in all traffic controls present at the scene.
- Label the probable point of impact (location of first harmful event).
- Indicate street names and numbers.
- Indicate true north with an arrow (north need not be toward the top of the page, although this is preferable; but lay out the diagram to best communicate what happened).
- If dimensions and measurements are indicated, be sure to indicate a reference point from which they are measured.
- Make sure that road sign messages appear to the front of all road signs and that signs are facing in the proper direction.
- Indicate hillcrests, upgrades and downgrades and percent slope if any of these can better locate or had an impact on the cause or the severity of the crash.
- Show any identifiable skid marks, whether sufficient to determine minimum speed or not.
- Show any tire prints or critical speed (yaw) marks.
- Indicate all lane markings as they appear on the roadway.
- If the diagram is drawn to scale, include a linear scale on the diagram so that scale measurements will remain constant on subsequent enlargements and reductions of the diagram.
- Insure that all labels and other descriptions are plainly *printed* and that all such printing is done consistently so that the diagram does not have to be rotated to read it.

Recommended symbols for the diagram are provided with the graphics tools for the diagram.

An entry of "No diagram, vehicles moved" **IS NOT ACCEPTABLE**. The diagram must be completed to show *how the crash happened*.

10.2 NARRATIVE: DESCRIBE WHAT HAPPENED (eCRASH PAGE)

The purpose of this section is to explain how the crash happened.

Using the results of your investigation (not just the statements of the drivers or witnesses), relate what happened so that the information, coupled with the diagram, will describe the main events of the crash. A concise, but complete description of what occurred should be given. Statements of drivers and witnesses may be included but are not mandatory.

Unit numbers and other references *must correspond to those on the other parts of the report,* including the diagram.

The Narrative must describe how the crash happened – include your opinion, what the drivers said, and what any witnesses said.

Use the Narrative Section to explain any areas of the report that are vague or coded as "Other."

The Narrative and Diagram are two of the most important areas of the report and are considered to be **MANDATORY**.

10.3 CRASH ROADWAY ENVIRONMENT (ECRASH PAGE)

10.3.1 DOT Railroad Crossing Number

If the crash occurred at a railroad crossing, enter the US DOT railroad crossing inventory number for this crossing. The number will be located on one of the traffic control posts, or if no control post exists, on a post at the crossing. The number consists of six numbers following by a single letter (e.g., 734227W). If the crash did not occur at a railroad crossing, enter N/A.

10.3.2 Lighting Conditions

Select the single code that best describes (for all units) the lighting environment at the time of the crash.

1 Daylight

2 Dusk

3 Dawn

4 Dark roadway not lighted

5 Dark, spot illumination, one side of roadway

6 Dark, spot illumination, both sides of roadway

7 Dark, continuous lighting one side of roadway

8 Dark, continuous lighting both sides of roadway

9 Dark, unknown roadway lighting

97 Not applicable

98 Other

99 Unknown

Definitions: *Dusk* is defined as sunset to thirty minutes past sunset.

Dawn is defined to be from 30 minutes before sunrise until sunrise.

10.3.3 Weather Conditions

Select the single code that best describes (for all units) the weather environment at the time of the crash. If more than one, select the one that contributed most to the crash.

1 Clear
2 Cloudy
3 Fog
4 Mist
5 Rain
6 Sleet, hail, freezing rain
7 Snow
8 Blowing Snow
9 Severe winds
10 Blowing sand, soil, dirt
98 Other
99 Unknown

10.3.4 Locale

Select the single code below that best describes (for all units) the locale of the crash.

1 Open country
2 Residential
3 Shopping or business
4 Manufacturing or industrial
5 School
6 Playground
98 Other (explain in narrative)

10.3.5 Police Present

Select "Yes" if police were involved in routine enforcement, special selective enforcement, or special assignment to the area in which the crash occurred. *It does not refer to police presence after being called to the crash.*

This item is especially relevant to workzones. If an officer has been assigned to a workzone and the crash occurred in a workzone, then enter "Yes" in this item.

If police were not present or if this is unknown and cannot be determined, enter "No."

11.0 INVESTIGATION LEVEL (ECRASH PAGE)

11.1 NAME OF PHOTOGRAPHER

Enter the name of the police photographer if photos or videos were made at the scene of the accident. Indicate if videos were made. If neither were made, enter "N/A."

11.2 TIME POLICE NOTIFIED

Enter the time at which the police were notified as precisely as possible. The conventions for specifying time are exactly those as given for the time of the crash, **Item 2.2.1.2**. This can be obtained from the 911 log books.

11.3 TIME POLICE ARRIVED

Enter the time at which the first police unit arrived on the scene as precisely as possible. The conventions for specifying time are exactly those as given for the time of the crash, **Item 2.2.1.2**.

11.4 TIME EMS ARRIVED

Enter the time at which EMS arrived as precisely as possible. The conventions for specifying time are exactly those as given for the time of the crash, **Item 2.2.1.2**.

11.5 EMS RESPONSE NUMBER

Enter the EMS Response Run number. This number should be documented on the EMS run report.

11.6 NON-VEHICULAR PROPERTY DAMAGE SEVERITY

Estimate the degree of damage to any personal property other than vehicles directly involved in the crash and listed as a specific "unit" within this report by entering one of the following:

1	None visible	
2	Light	(less than $500.00)
3	Moderate	(from $500.00 through $10,000)
4	Severe	(Over $10,000)

The estimated monetary value is that of the item destroyed, or the estimated cost to repair if not totally destroyed. Include such property as:

- All non-vehicular objects,
- Street signs, utility poles, etc., even if publicly owned,
- Non-ridden domestic animals,
- Cargo in a vehicle damaged as a result of the crash, including motor vehicles,
- Vehicles that are being stored or parked on private property and not in general use.

Motor vehicle exception: if the motor vehicle is listed as a unit, even if parked, do *not* include this as "non-vehicular" property damage. However, at times motor vehicles may be involved in damage that were not considered as units within the crash. For example, a crash that creates a fire at a used car lot could involve many motor vehicles, but they would not be considered as units within the crash. These would be considered as part of the non-vehicular property damage.

11.7 NON-VEHICULAR PROPERTY DAMAGE DESCRIPTION

The narrative will include the identification of the non-vehicular object or objects damaged, ownership of these objects, and the nature of the damage or injury. Include specific estimates of dollar values, if repair estimates are available.

This item is to summarize what is detailed in the narrative in as specific and concise a way as possible with a brief description and the name and the address of the owner.

If there was no damage, enter N/A in this item.

(Property Damage) Owner Name and Address

This is the name and address of the owner of the non-vehicular property that was damaged. Put full name in the space. Use the same name and address conventions as given in **Item 4.1.1** and **Item 4.1.2**.

11.8 WITNESS NAME/ADDRESS/PHONE

Enter then names, addresses and phone numbers of competent witnesses to the crash.

Definition: *witnesses* here excludes drivers, passengers or victims of the crash.

Use standard name and address entries as given in **Item 4.1.1** and **Item 4.1.2**.

Enter the witnesses home phone. If that is not available, business phone.

If there were no witnesses, click No to the Is Applicable item.

11.9 PRIMARY INVESTIGATING OFFICER

Name, Rank; Officer Badge Number; Police Agency ORI

Enter your name, badge number and police agency ORI code. Check over any entries made by default – do not assume that they are accurate. Correct them if they are inaccurate.

Officer ID: Enter your badge number or locally assigned Officer Identification Number in this item.

The ORI code is a very important entry; make sure that it is accurate.

11.10 OTHER INVESTIGATING OFFICER

Name, Rank; Officer Badge Number; Police Agency ORI

This is identical, but for a second officer who might be assisting the primary investigation officer.

APPENDIX A – BLANK CRASH REPORT

The new printed crash report is dynamic in that if there is only one unit involved in the crash, then only unit will print on the crash report. The crash report only has data for that specific crash. The last page of the crash report is a crash report specific legend that will have the corresponding data element attribute numbers with the attribute names. The following is an example of a blank crash report that contained 3 units. This example also contains a truck bus supplemental form.

AST-27
REV. 06/08

Check if Amendment ☐
Check if Error Correction ☐

ALABAMA UNIFORM TRAFFIC CRASH REPORT

DPS Case No.

# Vehicles	# Pedestrians	# Injured	# Fatalities	# Unit 1 Type	Unit 2 Type

Local Case No.

****** NOT OFFICIAL ******

Sheet 1

LOCATION AND TIME

Date (Month / Day / Year)	Time	Day of Week	County	City	Rural ☐	Local Zone

Hwy Class.	On Street, Road, Highway	At Intersection of or Between (Node 1)	And (Node 2)

(On) Street/ Road/Hiway <--- Code		1 <--- 2 ---> Node Code		From Node 1

Mile Post	Control Access Hwy Loc	Primary Contrib Circums	Primary Contributing Unit #	First Harmful Event	First Harmful Event Location	Most Harmful Event

Distance to Fixed Object feet	Roadway Junction/ Feature	Manner of Crash	Lat Coordinate	Long Coordinate	Coordinate Type	Hwy Side

School Bus Related	Crash Severity

UNIT 1

UNIT NO

LEFT SCENE ☐

COM VEH ☐

VEHICLE or NON-MOTORIST ☐ ☐

DRIVER

Driver Full Name	Street Address	City and State	ZIP	Telephone

DOB (Month / Day / Year)	Race	Sex	DL State	Driver License No.	DL Class	DL Status	Restrict Violations	CDL Status	Endorse Violations

Place of Employment

Liability Insurance Co.	Liability Policy No.	Residence Less Than 25 Miles

Driver Condition	Sobriety/ Officer Opinion	Alcohol: Drugs:	Type Alcohol Test Given	Alcohol Test Results	Type Drug Test Given	Drug Test Results	Manuver

Most Harmful Event for MV	Travel Road Name	Road Code	Travel Direction	Unit Contributing Circumstance	Total Injuries in Unit

Sequence of Events	Event 1	Event 2	Event 3	Event 4	First Harmful Event Location

VEHICLE

Veh Year	Make	Veh Model	Body	V.I.N.

Owner's Name	License Tag Number	State	Year

Street or R.F.D.	City	State	Zip

Type	Usage	Emergency Status	Placard Required	Hazardous Cargo	Hazardous Cargo Released?

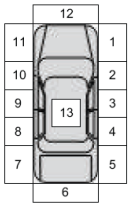
Attachment	Oversized Load (Req. Permit)	If Yes, Did Owner Have Permit?	Contrib Defect	Speed Limit MPH	Est Speed MPH	Citation Offense(s) Charged

Damage Severity	Towed?	Vehicle Towed By Whom:

Towed To Where:

Areas Damaged Are Shaded

14 Under Carriage



97 N/A

16 Totaled

15 Attachment

Point of Initial Impact _____

UNIT 2

UNIT NO

LEFT SCENE ☐

COM VEH ☐

VEHICLE or NON-MOTORIST ☐ ☐

DRIVER

Driver Full Name	Street Address	City and State	ZIP	Telephone

DOB (Month / Day / Year)	Race	Sex	DL State	Driver License No.	DL Class	DL Status	Restrict Violations	CDL Status	Endorse Violations

Place of Employment

Liability Insurance Co.	Liability Policy No.	Residence Less Than 25 Miles

Driver Condition	Sobriety/ Officer Opinion	Alcohol: Drugs:	Type Alcohol Test Given	Alcohol Test Results	Type Drug Test Given	Drug Test Results	Manuver

Most Harmful Event for MV	Travel Road Name	Road Code	Travel Direction	Unit Contributing Circumstance	Total Injuries in Unit

Sequence of Events	Event 1	Event 2	Event 3	Event 4	First Harmful Event Location

VEHICLE

Veh Year	Make	Veh Model	Body	V.I.N.

Owner's Name	License Tag Number	State	Year

Street or R.F.D.	City	State	Zip

Type	Usage	Emergency Status	Placard Required	Hazardous Cargo	Hazardous Cargo Released?

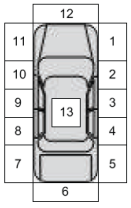
Attachment	Oversized Load (Req. Permit)	If Yes, Did Owner Have Permit?	Contrib Defect	Speed Limit MPH	Est Speed MPH	Citation Offense(s) Charged

Damage Severity	Towed?	Vehicle Towed By Whom:

Towed To Where:

Areas Damaged Are Shaded

14 Under Carriage



97 N/A

16 Totaled

15 Attachment

Point of Initial Impact _____

UNIT NO

LEFT SCENE ☐

COM VEH ☐

VEHICLE or NON-MOTORIST ☐ ☐

DRIVER

Driver Full Name	Street Address	City and State	ZIP	Telephone

DOB Month	DOB Day	DOB Year	Race	Sex	DL State	Driver License No.	DL Class	DL Status	Restrict Violations	CDL Status	Endorse Violations

Place of Employment		
Liability Insurance Co.	Liability Policy No.	Residence Less Than 25 Miles

Driver Condition	Sobriety/ Officer Opinion	Alcohol: Drugs:	Type Alcohol Test Given	Alcohol Test Results	Type Drug Test Given	Drug Test Results	Manuver

Most Harmful Event for MV	Travel Road Name	Road Code	Travel Direction	Unit Contributing Circumstance	Total Injuries in Unit

Sequence of Events	Event 1	Event 2	Event 3	Event 4	First Harmful Event Location

VEHICLE

Veh Year	Make	Veh Model	Body	V.I.N.

Owner's Name	License Tag Number	State	Year

Street or R.F.D.	City	State	Zip

Type	Usage	Emergency Status	Placard Required	Hazardous Cargo	Hazardous Cargo Released?

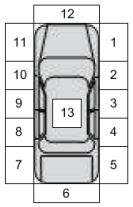
Attachment	Oversized Load (Req. Permit)	If Yes, Did Owner Have Permit?	Contrib Defect	Speed Limit MPH	Est Speed MPH	Citation Offense(s) Charged

Damage Severity	Towed?	Vehicle Towed By Whom:

Towed To Where:

Areas Damaged Are Shaded

14 Under Carriage



97 N/A

16 Totaled

15 Attachment

Point of Initial Impact _____

Seating Position Codes

2, 4, or 6 Passenger

1	2	3
4	5	6

9 Passenger (add):

7	8	9

12 Passenger (add):

17	18	19

Bicycle, Motorcycle, ATV

10
11

12 - Pedestrian
13 - Rider of Domestic Animal
14 - Occ. of Non-Motorized Vehicle
15 - Passenger of Bus
16 - Not in Passenger Compartment
97 - Not Applicable
98 - Other (Explain)
99 - Unknown

UNINJURED OCCUPANTS

Unit No	Seat Pos	Occ. Type	Safety Equip.	Air-bag	Age	Sex	Ejec-tion	Unit No	Seat Pos	Occ. Type	Safety Equip.	Air-bag	Age	Sex	Ejec-tion	Unit No	Seat Pos	Occ. Type	Safety Equip.	Air-bag	Age	Sex	Ejec-tion

VICTIMS

N/A ☐

Unit No	Seat Pos	Occ. Type	Safety Equip.	Air-bag	Injury Type	Age	Sex	Ejec-tion	First Aid By

Name

Address

Taken To

Taken By

Medical Facility

DIAGRAM

NARRATIVE

ROADWAY ENVIRONMENT

Unit No.	Involved Road/ Bridge	Road Surface Type	Roadway Condition	Workzone Related?	Workzone Type	Workers Present ?	Workzone Law Enforcement Present?	Contributing Circumstances Environment	Contrib Matl In Roadway

Contrib Material Source	Rdway Curve & Grade	Vision Obscured By	Traffic Control	Traffic Control Functioning	Opposing Lane Separation	Trafficway Lanes	Turn Lanes	One-Way Street	Total # Occupants In Unit	Total # Injured in Unit	Total # Killed in Unit

Total Number of Units	Light	Weather	Locale	Police Present?	DOT Railroad Crossing No.

Unit No.	Involved Road/ Bridge	Road Surface Type	Roadway Condition	Workzone Related?	Workzone Type	Workers Present ?	Workzone Law Enforcement Present?	Contributing Circumstances Environment	Contrib Matl In Roadway

Contrib Material Source	Rdway Curve & Grade	Vision Obscured By	Traffic Control	Traffic Control Functioning	Opposing Lane Separation	Trafficway Lanes	Turn Lanes	One-Way Street	Total # Occupants In Unit	Total # Injured in Unit	Total # Killed in Unit

Total Number of Units	Light	Weather	Locale	Police Present?	DOT Railroad Crossing No.

Unit No.	Involved Road/ Bridge	Road Surface Type	Roadway Condition	Workzone Related?	Workzone Type	Workers Present ?	Workzone Law Enforcement Present?	Contributing Circumstances Environment	Contrib Matl In Roadway

Contrib Material Source	Rdway Curve & Grade	Vision Obscured By	Traffic Control	Traffic Control Functioning	Opposing Lane Separation	Trafficway Lanes	Turn Lanes	One-Way Street	Total # Occupants In Unit	Total # Injured in Unit	Total # Killed in Unit

Total Number of Units	Light	Weather	Locale	Police Present?	DOT Railroad Crossing No.

INVESTIGATION

Property Damage Description

Description:			Address:	
Owner:			Telephone:	
Name of Photographer			Non-Vehicular Property Damage	
Time Police Notified	Time Police Arrived	Time EMS Arrived	EMS Response Run #	

Witness Full Name	Address	Telephone
Witness Full Name	Address	Telephone

Name of Investigating Officer	Officer ID	Agency ORI	
Name of Investigating Officer	Officer ID	Agency ORI	

The data on this report reflects the best knowledge, opinion, and belief regarding the crash, but no warrant is made as to the factual accuracy thereof.

Unit No. _____
(same as on main report)

ALABAMA UNIFORM TRAFFIC CRASH REPORT
Truck/Bus Supplemental Sheet

AST-27B Rev. 06/08

General Instructions

*Complete this form each qualifying vehicle **ONLY** if the crash meets **BOTH** of the Following criteria:*

1. The crash involved a qualifying vehicle (a truck with a gross vehicle weight rating (GVWR) or a gross combination weight rating (GCWR) of more than 10,000 pounds, or Haz/Mat placard, or a vehicle designed to carry nine 9 or more, including driver) and;
2. The crash resulted in at least one of the following: ***A.*** one or more fatalities ***B.*** one or more persons injured and taken from the scene for immediate medical attention, or ***C.*** one or more involved vehicles had to be towed from the scene as a result of disabling damage or had to receive assistance to leave.

Screening Information

Number of Qualifying Vehicles:

Trucks with GVWR or GCWR of more than 10,000 pounds or Haz/Mat placard _____

Buses designed to carry 9 or more (including driver) _____

Number of Persons:

Sustaining fatal injuries _____

Transported for ***immediate*** medical treatment _____

Number of vehicles towed from scene due to damage or provided assistance _____

Vehicle Information

Weight Rating of Power Unit of the Truck

Hazardous Material Involvement

Did vehicle have a Haz/Mat placard? ☐

If Yes, include following information from placard

A. Name or 4-digit number from Diamond or box _____

B. The 1-digit number from bottom of diamond _____

Was hazardous material released from THIS vehicle's cargo? ☐

Vehicle Configuration

Bus Usage

Cargo Body Type

Cargo Type

Motor Carrier Information

NOTE: If NOT a motor carrier, enter NONE under Carrier Name, 0 for None under Carrier Identification Numbers, and go to Sequence Of Events Section

Carrier Name _____

Carrier Mailing Address (Street or P.O. Box) _____

City, State, Zip _____

Carrier Identification Number (_____ *None = 0)*

Motor Carrier Type _____

US DOT _____ *ICC MC* _____ *STATE NO.* _____

STATE _____ *OTHER COUNTRY AUTHORITY* _____ *COUNTRY* _____

Sequence of Events

NOTE: for THIS vehicle – list up to four Event #1 _____ Event #2 _____ Event #3 _____ Event #4 _____

EVENT CODES

Non-Collision	1. Ran off road	2. Jackknife	3. Overturned (rollover)	4. Downhill runaway	
	5. Cargo loss or shift	6. Explosion or fire	7. Separation of units	8. Cross median/centerline	
	9. Equipment Failure (brake failure, blown tires, etc.)		10. Other non-collision	11. Unknown	
Collision with	12. Pedestrian	13. Motor Vehicle in Transport	14. Parked Motor Vehicle	15. Train	
	16. Pedalcycle	17. Animal	18. Fixed object	19. Work Zone Maintenance equipment	
	20. Other movable object		21. Unknown movable object		
Not applicable	97. Not applicable				

Definitions

Truck

A motor vehicle designed, used or maintained primarily for the transportation of property. For the purpose of this form the vehicle must also meet one of the following criteria:

* Have a GVWR or a GCWR of more than 10,000 pounds, **or**
* Carry a Hazardous Material Placard

Bus

A motor vehicle providing seats for 9 or more persons including the driver and used primarily for the transportation of persons.

Trailer

A non-power vehicle towed by a motor vehicle.

Reportable Crash

A highway related incident normally investigated by a police officer and reported on a standard crash report form involving one or more trucks or buses (as defined here) which results in:

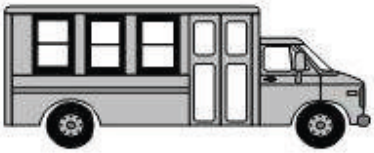
* One or more fatalities, **or**
* One or more non-fatal injuries requiring transportation for the purpose of obtaining immediate medical treatment, **or**
* One or more of the vehicles being removed from the scene as a result of disabling damage, **or**
* One or more of the vehicles requiring intervening assistance before proceding under its own power.

Typical Vehicle Silhouettes

1. Passenger Vehicle

2. Light truck (van, mini-van, panel, pickup, sport utility vehicle)

3. Bus (seats for 9-15 people, including driver)

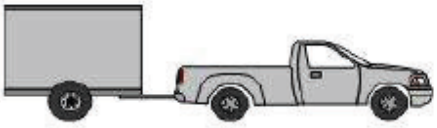


4. Bus (seats for more than 15 people, including driver)

5. Single unit truck - 2 axles / 6 tires

6. Single unit truck - 3 axles

7. Truck with trailer



8. Truck tractor (bobtail)

9. Tractor with semi-trailer

10. Tractor with double trailers

11. Tractor with triple trailers

Typical Hazardous Material Placards

LEGEND							
Location	Category	Code	Description	Location	Category	Code	Description
Report Header	Unit Type	1	Passenger car	Driver	Race	1	White / Caucasian
Location And Time	Contributing Circumstance	31	Failed to yield right-of-way from traffic signal	Driver	Race	2	Black / African-American
Location And Time	Contributing Unit	10	Unit1	Driver	Travel Direction	1	North
Location And Time	Controlled Access Highway Location	97	Not a controlled access highway	Driver	Travel Direction	3	South
Location And Time	Coordinate Status	99	Unknown	Vehicle	Attachment	1	None
Location And Time	Coordinate Type	97	Not applicable	Vehicle	Body	2	Four door
Location And Time	Crash Manner	6	Angle (front-to side), opposite direction	Vehicle	Citation Offense	131	No proof of insurance
Location And Time	Crash Severity	K	Fatal injury	Vehicle	Citation Offense	99	None
Location And Time	Distance Node Unit	0	Unknown	Vehicle	Damage Severity	4	Major, disabled
Location And Time	Harmful Event	22	Collision with vehicle in traffic	Vehicle	Defect	1	None
Location And Time	Highway Classification	2	Federal	Vehicle	Emergency Status	97	Not applicable
Location And Time	Highway Side	1	Northbound	Vehicle	Emergency Status	99	Unknown
Location And Time	Roadway Feature	1	No special feature	Vehicle	Estimated Speed Code		Not set
Location And Time	School Bus Related	1	No school bus involved	Vehicle	Hazardous Cargo	97	Not applicable
Location And Time	Time Display Format	10	Standard	Vehicle	Hazardous Cargo Release Type	97	Not applicable
Driver	Alcohol Test Type	1	Blood test	Vehicle	K12 Child Going To Or From School	0	Not Set
Driver	Alcohol Test Type	6	No Test Given	Vehicle	Make	FORD	Ford
Driver	Commercial Driver License Status	97	Not applicable / unlicensed	Vehicle	Make	PONT	Pontiac
Driver	Contributing Circumstance	31	Failed to yield right-of-way from traffic signal	Vehicle	Non-Motorist Action	0	Not Set
Driver	Contributing Circumstance	97	Not applicable	Vehicle	Non-Motorist Location	0	Not Set
Driver	Driver Condition	1	Apparently normal	Vehicle	Oversized Load	N/A	NotApplicable
Driver	Driver License Class Code	0	Not set	Vehicle	Oversized Load Permit	N/A	NotApplicable
Driver	Driver License Endorsement	97	Not applicable	Vehicle	Owner Name Code		Not Set
Driver	Driver License Number	0	Not set	Vehicle	Placard Requirement	97	Not applicable
Driver	Driver License Restriction	97	Not applicable	Vehicle	Tag Number		Not set
Driver	Driver License State Code	0	Not set	Vehicle	Tag State	0	Not set
Driver	Driver License Status	C	Current / valid	Vehicle	Tag Year	0	Not set
Driver	Driver License Status	S	Suspended	Vehicle	Tow Status	1	Towed due to disabling damage
Driver	Drug Test Result	97	Not applicable	Vehicle	Towed Code	0	Not Set
Driver	Drug Test Result	99	Unknown	Vehicle	Unit Type	1	Passenger car
Driver	Drug Test Type	1	Blood test	Vehicle	Usage	1	Personal
Driver	Drug Test Type	4	No test given	Vehicle	Usage	21	Police
Driver	Gender	1	Male	Vehicle	VIN	0	Not set
Driver	Harmful Event	22	Collision with vehicle in traffic	Vehicle	Year		Not set
Driver	Liability Ins. Policy Code	97	Not applicable	Uninjured Occupants	Airbag	4	Not deployed, switch on
Driver	Liability Ins. Policy Code	99	Unknown	Uninjured Occupants	Ejection Status	1	Not ejected or trapped
Driver	Maneuver	1	Movement essentially straight	Uninjured Occupants	Gender	1	Male
Driver	Maneuver	2	Turning left	Uninjured Occupants	Occupant Type	1	Driver
Driver	Phone Number Code	0	Not Set	Uninjured Occupants	Safety Equipment	1	None used - motor vehicle occupant
Driver	Place of Employment		Not Set	Victims	Airbag	7	Deployed front, switch on

LEGEND							
Location	Category	Code	Description	Location	Category	Code	Description
Victims	Ejection Status	1	Not ejected or trapped				
Victims	First Aid Provider	1	Paramedic / EMT				
Victims	Gender	1	Male				
Victims	Injury Type	1	Fatal				
Victims	Medical Facility Transport	2	EMS ground				
Victims	Occupant Type	1	Driver				
Victims	Safety Equipment	1	None used - motor vehicle occupant				
Victims	Victim Taken By		Not Set				
Victims	Victim Taken To		Not Set				
Roadway Environment	Environmental Contributing Circumstance	1	None apparent				
Roadway Environment	Light Condition	8	Dark, continuous illumination, both sides of roadway				
Roadway Environment	Locale	3	Shopping or business				
Roadway Environment	Opposing Lane Separation	3	Unpaved surface				
Roadway Environment	Road Bridge Condition	1	None apparent				
Roadway Environment	Road Surface Type	1	Asphalt				
Roadway Environment	Roadway Condition	1	Dry				
Roadway Environment	Roadway Curvature And Grade	1	Straight, level				
Roadway Environment	Roadway Material	1	None				
Roadway Environment	Roadway Material Source	97	Not applicable				
Roadway Environment	Traffic Control	6	Traffic signals				
Roadway Environment	Traffic Control Status	1	Yes				
Roadway Environment	Trafficway Lane Count	4	Four lanes				
Roadway Environment	Turn Lane Presence	4	Both left and right turn lanes				
Roadway Environment	Vision Obscuration	1	Not obscured				
Roadway Environment	Vision Obscuration	98	Other (explain in narrative)				
Roadway Environment	Weather Condition	1	Clear				
Roadway Environment	Workzone Law Encorcement Presence	97	Not applicable				
Roadway Environment	Workzone Relationship	1	Not in / related to workzone				
Roadway Environment	Workzone Type	97	Not applicable				
Investigation	Non-Vehicular Property Damage Severity	1	None visible				