

Category	Field	Description	Source comments
C1. Crash	Crash Case Identifier	A unique number assigned to the Crash Report by NC DMV	Source: Refer to crash ID Number on DMV-349 Form. Attribute: 9-digit sequential number Rationale: This number, assigned by the DMV Traffic Records Section, facilitates the linkage of crash file sub-components, such as location and unit information with control information, as well as linkage of the traffic records sub-files back to the crash data file.
C2. Crash	Local Report Number	Optional number assigned by originating police department	Attributes: According to Crash Reporting Surveyed, thirty percent of respondents indicate that they use 8 characters when assigning case numbers to files. Twenty-one percent and 17% of departments use 7 and 6 characters, respectively. Few respondents assign more than 10 characters to a case number. Rationale: Used by local law enforcement to index crash reports.
C3. Crash	Crash Date	The date (month, day and year) at which the crash occurred. The time (hour and minute) at which crash occurred.	Source: Refer to crash date on DMV-349 Form. Rationale: Important for management/administration, evaluation, and linkage. Changed 2-position code for year to 4-position in preparation for the year 2000.
C4. Crash	Crash Time	The time (hour and minute) at which crash occurred.	Source: Refer to crash date on DMV-349 Form. Rationale: Important for management/administration, evaluation, and linkage. Changed 2-position code for year to 4-position in preparation for the year 2000.
C5. Crash	Crash County	The code value that represents a county in North Carolina.	
C6. Crash	Crash City	The code identifying the city/place in which a crash occurred.	Source: Refer to county block on DMV-349 Form. Attribute: The full Name of the Municipality is recorded on the DMV-349. Up to twenty-two positions of the Name are entered into an automated file. If a municipality is not on the list, the coding changes to a Rural report and only the County code is used. Rationale: Important for analyses of local area programs such as "Safe Communities." Critical for data linkage of the crash file to other state data files (such as EMS, hospital, roadway, etc.).
C7. Crash	Locality	The general type and level of development in the vicinity of the crash. For example, if the estimated total development is less than 30% or about 1/3 of road frontage on both sides over a substantial distance from the scene of the crash, then enter a "1" for rural development.	Source: Refer to block # 1 left side of DMV-349 Form. Rationale: Important for analyses of programs by area development (rural vs. urban).

1	Rural (<30% Developed)
2	Mixed (30% To 70% Developed)
3	Urban (>70% Developed)
4	Unknown

Category	Field	Description	Source comments
C8. Crash	Relation to Roadway	The location of the First Harmful Event as it relates to its position within or outside the trafficway. This data element also relates to other data elements; including Location, Sequence of Events, Non-Motorist Location, and the Reference to Roadway subfield for the data element Direction of Travel.	Source: Refer to block 33 on the DMV-349 Form. Rationale: Important to provide further information concerning the location of the First harmful Event and to identify highway geometric deficiencies.

1	On Roadway
2	Shoulder
3	Median
4	Roadside
5	Outside Trafficway
6	Unknown

C9. Crash	Crash Roadway Location: On Road route number	On Road route number. Example : 1, 50, 40
C9. Crash	Crash Roadway Location: TOWARD ROAD route type	TOWARD ROAD route type.
C9. Crash	Crash Roadway Location: The 8-digit code for the toward road	The 8-digit code for the toward road.
C9. Crash	Crash Roadway Location: Longitude	Location's Longitude number.
C9. Crash	Crash Roadway Location: Milepost location of the non-inventoried feature	The milepost location of the non-inventoried feature, landmark, or annotation. Recorded for strip analysis reports only. Must be >= begin milepost and <= end milepost of the longest road segment under study.
C9. Crash	Crash Roadway Location: Direction Outside Municipality	Compass direction from the specified municipality to the scene of the crash.
C9. Crash	Crash Roadway Location: On Road route type	On Road route type.
C9. Crash	Crash Roadway Location: Municipality	The incorporated city or town in which or nearest which the accident occurred
C9. Crash	Crash Roadway Location: DOT assigned city/town code	DOT assigned city/town code. Used in conjunction with the county code.

Category	Field	Description	Source comments
C9. Crash	Crash Roadway Location: Connecting Route Indicator	Identifies whether the Location Route Inventoried is a coinciding segment of roadway -- a physical segment of roadway shared by two or more routes.	
C9. Crash	Crash Roadway Location: TOWARD ROAD route class	TOWARD ROAD route class.	
C9. Crash	Crash Roadway Location: TOWARD ROAD route number	TOWARD ROAD route number.	
C9. Crash	Crash Roadway Location: Distance Outside Municipality	The number of miles (to the nearest hundredth) outside municipality the crash occurred.	
C9. Crash	Crash Roadway Location: Distance from the From Road	The distance, in miles, from the From Road to where the item occurred or is located.	
C9. Crash	Crash Roadway Location: Distance from the nearest intersecting street	Distance, in feet, from the nearest intersecting street.	
C9. Crash	Crash Roadway Location: From Road route class	From Road route class. Example: US, NC, I	
C9. Crash	Crash Roadway Location: From Road route number	From Road route number. Example : 1, 50, 40	
C9. Crash	Crash Roadway Location: From Road route type	From Road route type.	
C9. Crash	Crash Roadway Location: Direction from road	Identifies the direction of the accident from the FROM ROAD.	
C9. Crash	Crash Roadway Location: Degree of confidence in milepost value	Identifies the degree of confidence in the milepost value given to the accident location by the Merge mileposting routine.	
C9. Crash	Crash Roadway Location: The 8-digit code for the closest road	The 8-digit code for the closest road or feature referenced to help identify where the item occurred or is located.	
C9. Crash	Crash Roadway Location: Latitude	Location's Latitude number.	
C9. Crash	Crash Roadway Location: Milepost indicator	Identifies the location has been remileposted.	

Category	Field	Description	Source comments
C9. Crash	Crash Roadway Location: Milepost Lane Indicator	Identifies that the milepost value was given, not for the Location Road On Code, but for the Location Primary ID Feature. This occurs when the Location Road On Code is not an inventoried rout, but the Location Primary ID Feature is inventoried, and the a	
C9. Crash	Crash Roadway Location: Altitude	Location's Altitude number.	
C9. Crash	Crash Roadway Location: On Road route class	On Road route class. Example: US, NC, I	
C9. Crash	Crash Roadway Location: The 8-digit code for the on road	The 8-digit code for the on road.	
C9. Crash	Crash Roadway Location: 8-digit code for road used for mile-posting 8-digit code for road used for mileposting 8-digit code for road used for mileposting 8-digit code for road used for mileposting	Document the 8-digit code corresponding to the road used for mileposting purposes. This may be the Location Road On Code or the Location Primary ID Feature.	
C9. Crash	Crash Roadway Location: Direction toward road	Identifies the direction of the accident from the TOWARD ROAD.	
C10. Crash	Predominant Development Type	The predominant type of development in the area in which the crash occurred. Examples are: Commercial (mainly retail stores), Institutional (schools, hospitals, government buildings, etc.).	Source: Refer to location block on DMV-349 Form. Rationale: Important for analyses of programs by area development (residential vs. commercial, etc.).

1	Farms, Woods, Pastures
2	Residential
3	Commercial
4	Institutional
5	Industrial
6	Unknown

Category	Field	Description	Source comments
C11. Crash	First Harmful Event (at Crash Level)	The injury of damage producing event, which characterizes the crash type and identifies the nature of the first harmful event. This data element focuses on the First Harmful event at the Crash Level, rather than at the Vehicle Level.	Source: Refer to ANSI D16.1 Classification Manual for definitions of specific attributes and block 10 on DMV-349 Form. Rationale: Needed for uniformity in reported motor vehicle crash statistics, understanding crash causation, and identifying possible crash avoidance countermeasures. For analytic purposes it may be desirable to collect and use information about subsequent events, some of which may be harmful. See Sequence of Events (V32).

0	Unknown
1	Ran Off Road - Right
2	Ran Off Road - Left
3	Ran Off Road - Straight
4	Jackknife
5	Overturn/Rollover
13	Other Non-Collision
14	Pedestrian
15	Pedalcyclist
16	RR Train, Engine
17	Animal
18	Movable Object
19	Fixed Object
20	Parked Motor Vehicle
21	Rear End, Slow Or Stop
22	Rear End, Turn
23	Left Turn, Same Roadway
24	Left Turn, Different Roadways
25	Right Turn, Same Roadway
26	Right Turn, Different Roadways
27	Head On
28	Sideswipe, Same Direction
29	Sideswipe, Opposite Direction
30	Angle
31	Backing Up
32	Other Collision With Vehicle

Category	Field	Description	Source comments
C12. Crash	Most Harmful Event (at Crash Level)	Event that produced the greatest property damage or most severe injury in the crash. Refer to ANSI D16.1 for definitions of specific attributes.	Source: Refer to ANSI D16.1 Classification Manual for definitions of specific attributes and block 11 on DMV-349 Form. Rationale: Important for use in conjunction with Sequence of Events (V20) to generate complete information about the crash.
	0	Unknown	
	1	Ran Off Road - Right	
	2	Ran Off Road - Left	
	3	Ran Off Road - Straight	
	4	Jackknife	
	5	Overturn/Rollover	
	13	Other Non-Collision	
	14	Pedestrian	
	15	Pedalcyclist	
	16	RR Train, Engine	
	17	Animal	
	18	Movable Object	
	19	Fixed Object	
	20	Parked Motor Vehicle	
	21	Rear End, Slow Or Stop	
	22	Rear End, Turn	
	23	Left Turn, Same Roadway	
	24	Left Turn, Different Roadways	
	25	Right Turn, Same Roadway	
	26	Right Turn, Different Roadways	
	27	Head On	
	28	Sideswipe, Same Direction	
	29	Sideswipe, Opposite Direction	
	30	Angle	
	31	Backing Up	
	32	Other Collision With Vehicle	
C13. Crash	Crash Narrative	Provide a word description of events occurring prior to, during, and after the crash which are not elsewhere on the form. Note all pertinent and unusual aspects of the crash. Statements made in this narrative should be in the opinion of the investigating officer.	Attributes: Refer to list of abbreviation codes used to enter this information. Rationale: The crash narrative or description provides valuable information to traffic researchers, enabling them to design and promote Highway Safety Programs. Crash Narrative Note: Narrative information was not keyed between 2000 and 2002 for about 343,000 reports. Instead it has the text "See image for details."

Category	Field	Description	Source comments
C14. Crash	Crash Diagram	Crash Report Drawing file; A drawing by the investigating officer of the crash site, including roads, features, involved vehicles, marks and other pertinent information of the crash. Any roadway or roadside feature that might possibly have been a contributing factor in the crash should be shown. For example, if a vehicle is struck while exiting a driveway, the name of any business located there or the name of the resident at the private driveway is listed.	Source: Refer to block 84 on the DMV-349 Form. Attributes: The crash diagram should include: 1. Roads and intersecting roads, widths of roads, shoulders and median strips, 2. Direction of travel for each traffic lane, 3. All roadside features pertinent to the crash (parked cars, trees, buildings, traffic signs and signals, etc.), 4. Path of travel for involved vehicles and pedestrians prior to, at and after the crash, 5. Tire marks and debris, if important in the crash or otherwise needed, 6. Measurements pertinent to the location of the point of impact (tape measurements for distances up to and including 500 feet; odometer measurements for distances over 500 feet) are acceptable. Rationale: The crash diagram enables the investigating officer to illustrate the special relationships that existed between the vehicles and environment at the time of the crash.
C15. Crash	Additional Property Damage – Type	Any property other than motor vehicles that was damaged in the crash (check block for state property damaged).	Source: Refer to block 86 on the DMV-349 Form. Attributes: Specific property that was damaged. Examples include signs, buildings, mailboxes, fences, etc. Rationale: For statistical purposes, and possible action by property owner to recover damages.
C16. Crash	Additional Property Damage - Owner First Name	First name of owner of property damaged in the crash, other than motor vehicles.	Source: Refer to block 86 on the DMV-349 Form. Rationale: For contacting property owners, who may seek reimbursement as they make repairs.
C16. Crash	Additional Property Damage - Owner Middle Name	Middle name of owner of property damaged in the crash, other than motor vehicles.	Source: Refer to block 86 on the DMV-349 Form. Rationale: For contacting property owners, who may seek reimbursement as they make repairs.
C16. Crash	Additional Property Damage - Owner Last Name	Last name of owner of property damaged in the crash, other than motor vehicles.	Source: Refer to block 86 on the DMV-349 Form. Rationale: For contacting property owners, who may seek reimbursement as they make repairs.
C16. Crash	Additional Property Damage - Owner Name Suffix	Suffix of owner (e.g. JR, SR, III) of property damaged in the crash, other than motor vehicles.	Source: Refer to block 86 on the DMV-349 Form. Rationale: For contacting property owners, who may seek reimbursement as they make repairs.
C16. Crash	Additional Property Damage - Address 1	Street address of owner of property damaged in the crash, other than motor vehicles.	Source: Refer to block 86 on the DMV-349 Form. Rationale: For contacting property owners, who may seek reimbursement as they make repairs.
C16. Crash	Additional Property Damage - Address 2	Additional address, if needed, of owner of property damaged in the crash, other than motor vehicles.	Source: Refer to block 86 on the DMV-349 Form. Rationale: For contacting property owners, who may seek reimbursement as they make repairs.
C16. Crash	Additional Property Damage - City	City where owner lives of property damaged in the crash, other than motor vehicles.	Source: Refer to block 86 on the DMV-349 Form. Rationale: For contacting property owners, who may seek reimbursement as they make repairs.
C16. Crash	Additional Property Damage - State	State where owner lives of property damaged in the crash, other than motor vehicles.	Source: Refer to block 86 on the DMV-349 Form. Rationale: For contacting property owners, who may seek reimbursement as they make repairs.
C16. Crash	Additional Property Damage - Address Zip	Zip code where owner lives of property damaged in the crash, other than motor vehicles.	Source: Refer to block 86 on the DMV-349 Form. Rationale: For contacting property owners, who may seek reimbursement as they make repairs.

Category	Field	Description	Source comments
C16. Crash	Additional Property Damage - Phone	Owner's phone number of property damaged in the crash, other than motor vehicles.	Source: Refer to block 86 on the DMV-349 Form. Rationale: For contacting property owners, who may seek reimbursement as they make repairs.
C17. Crash	Estimated Damage to Additional Property	Estimate of the cost to restore the damaged property to its condition just prior to the crash.	Source: Refer to block 86 on the DMV-349 Form. Attributes: 9999999. Not stated nnnnnnn. Actual dollar estimate 9999998.Damage exceeds 9999998 Rationale: Used in calculating the costs of motor vehicle traffic crashes for estimating the cost benefit of highway safety programs and improvements. Used in possible recovery of cost to repair damaged property, such as "State Property". Also used in classifying property damage only (PDO) crashes.
C18. Crash	First Weather Condition	The general atmospheric conditions that existed at the time of a crash.	Source: Refer to blocks 4-6 on DMV-349 Form. Rationale: Important for management/administration and evaluation. Critical for preventive programs and engineering evaluations.

1	Clear
2	Cloudy
3	Rain
4	Snow
5	Fog, Smog, Smoke
6	Sleet, Hail, Freezing Rain/Drizzle
7	Severe Crosswinds
8	Blowing Sand, Dirt, Snow
9	Other

C18. Crash	Second Weather Condition	The general atmospheric conditions that existed at the time of a crash.	Source: Refer to blocks 4-6 on DMV-349 Form. Rationale: Important for management/administration and evaluation. Critical for preventive programs and engineering evaluations.
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1	Clear
2	Cloudy
3	Rain
4	Snow
5	Fog, Smog, Smoke
6	Sleet, Hail, Freezing Rain/Drizzle
7	Severe Crosswinds
8	Blowing Sand, Dirt, Snow
9	Other

Category	Field	Description	Source comments
C18. Crash	Weather condition(s) contributed to the crash	If the general atmospheric conditions that existed at the time of a crash contributed to the crash.	Source: Refer to blocks 4-6 on DMV-349 Form. Rationale: Important for management/administration and evaluation. Critical for preventive programs and engineering evaluations.
	0	No	
	1	Yes	
	2	Unknown	
C19. Crash	Ambient Light	The type of light that exists at the time of a motor vehicle crash.	Source: Refer to block 7 on DMV-349 Form. Rationale: Important for management/administration and evaluation. Critical for preventive programs and engineering evaluations.
	1	Daylight	
	2	Dusk	
	3	Dawn	
	4	Dark - Lighted Roadway	
	5	Dark - Roadway Not Lighted	
	6	Dark - Unknown Lighting	
	7	Other	
	8	Unknown	
C20. Crash	Road Surface Condition	The roadway surface condition at the time and place of a crash.	Source: Refer to block 3 on DMV-349 Form. Rationale: Important to identify and correct high wet-surface crash locations and provide information for setting coefficient of pavement friction standards. Critical for preventive programs and engineering evaluations.
	1	Dry	
	2	Wet	
	3	Water (Standing, Moving)	
	4	Ice	
	5	Snow	
	6	Slush	
	7	Sand, Mud, Dirt, Gravel	
	8	Fuel, Oil	
	9	Other	
	10	Unknown	

Category	Field	Description	Source comments
C21. Crash	First Contributing Circumstances, Roadway	Apparent condition of the road, which contributed to the crash.	Source: Refer to blocks 12 – 13 on DMV-349 Form. Rationale: Important to determine highway maintenance and possible engineering needs.

0	None
1	Road Surface Condition
2	Debris
3	Rut, Holes, Bumps
4	Work Zone
5	Worn Travel-Polished Surface
6	Obstruction In Roadway
7	Traffic Control Device Inoperative, Not Visible Or Missing
8	Shoulders Low, Soft Or High
9	No Shoulders
10	Non-Highway Work
11	Other
12	Unknown

C21. Crash	Second Contributing Circumstances, Roadway	Apparent condition of the road, which contributed to the crash.	Source: Refer to blocks 12 – 13 on DMV-349 Form. Rationale: Important to determine highway maintenance and possible engineering needs.
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0	None
1	Road Surface Condition
2	Debris
3	Rut, Holes, Bumps
4	Work Zone
5	Worn Travel-Polished Surface
6	Obstruction In Roadway
7	Traffic Control Device Inoperative, Not Visible Or Missing
8	Shoulders Low, Soft Or High
9	No Shoulders
10	Non-Highway Work
11	Other
12	Unknown

Category	Field	Description	Source comments
C22. Crash	Road Feature	A road feature is either an intersection or the connection between a driveway access and a roadway other than a driveway access.	Source: Refer to block 69 on DMV-349 Form. Rationale: Important for site-specific safety studies to identify actual or potential safety problem locations. Bridge approach – describes the area within 500 feet of the bridge, which leads up to the bridge. Related to Intersection refers to the influence area, which is caused by the operation of the intersection. The distance to which the influence area extends from the intersection depends on the intersection design, and traffic control as well as the operating characteristics.

0	No Special Feature
1	Bridge
2	Bridge Approach
3	Underpass
4	Driveway, Public
5	Driveway, Private
6	Alley Intersection
7	Four-Way Intersection
8	T-Intersection
9	Y-Intersection
10	Traffic Circle/Roundabout
11	Five-Point, Or More
12	Related To Intersection
13	Non-Intersection Median Crossing
14	End Or Beginning-Divided Highway
15	Off Ramp Entry
16	Off Ramp Proper
17	Off Ramp Terminal On Crossroad
18	Merge Lane Between On And Off Ramp
19	On Ramp Entry
20	On Ramp Proper
21	On Ramp Terminal On Crossroad
22	Railroad Crossing
23	Tunnel
24	Shared-Use Paths Or Trails
25	Other

Category	Field	Description	Source comments
C23. Crash	Road Surface (Type)	Actual surface type of the roadway in the area in which the crash occurred. Examples are Grooved Concrete (areas where the concrete surface has been sawed, scratched or molded to form grooves intended to improve traction or to make tire noise), Soil (dirt surfaces not identifiable as sand, gravel, or any paved type).	Source: Refer to block 72 on DMV-349 Form.

1	Concrete
2	Grooved Concrete
3	Smooth Asphalt
4	Coarse Asphalt
5	Gravel
6	Sand
7	Soil
8	Other
9	Unknown

C24. Crash	Traffic Control Operating	Determination of whether traffic control device was operating properly at the time of the crash.
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1	Yes
2	No
3	Unknown

C25. Crash	Horizontal and Vertical Alignment (Road Character)	The change in horizontal and vertical direction of a roadway, determined at the point of curvature.	Rationale: Curve data is used in searching for and diagnosing high crash locations. Important for determining relationship between horizontal/vertical alignment related crashes to guide future highway design, speed limits, and driver skill training (e.g., motorcycle curve-entering speed).
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1	Straight - Level
2	Straight - Hillcrest
3	Straight - Grade
4	Straight - Bottom
5	Curve - Level
6	Curve - Hillcrest
7	Curve - Grade
8	Curve - Bottom
9	Other
10	Unknown

Category	Field	Description	Source comments
C26. Crash	Road Classification	The character of service or function of streets or highways. The classification of rural and urban is determined by state and local officials in cooperation with each other and approved by the Federal Highway Administration, U.S. Department of Transportation. Refer to ANSI 016.1 for definitions of specific attributes.	Source: Refer to block 71 on DMV-349 Form. Rationale: Important for comparing crash rates/safety experience of highways of similar design characteristics so as to identify those highways or highway sections that have abnormal rates/experience for future improvements as well as generalized study of the highways in a region or state.

1	Interstate
2	Us Route
3	NC Route
4	State Secondary Route
5	Local Street
6	Public Vehicular Area
7	Private Road, Driveway
8	Other
9	Unknown

C27. Crash	Number of Lanes	Total number of thru lanes of the "road on" at the point of the crash (if two-way, total for both directions). Do not count turning lanes unless they are continuous between intersections.	Source: Refer to block 75 on DMV-349 Form. Attributes: Total number of lanes. Enter "0" for parking lots. Rationale: Used in studying broad categories as well as identifying the environment of a particular crash.
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0	Parking Lot
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
99	99

Category	Field	Description	Source comments										
C28. Crash	Road Configuration	A code indicating whether or not a trafficway is divided and whether it serves one-way or two-way traffic. A divided trafficway is one on which roadways for travel in opposite directions are physically separated by more than an easily traversable centerline. Refer to ANSI D16.1 for definitions of specific attributes.	Source: Refer to block 73 on DMV-349 Form. Rationale: Used in classifying crashes as well as identifying the environment of a particular crash. Note that data must be in a road inventory file or collected by the reporting officer. It is not readily derived from the other road data such as classification or route. Important to guide future trafficway design and traffic control.										
<table border="1"> <tr><td>1</td><td>One-Way, Not Divided</td></tr> <tr><td>2</td><td>Two-Way, Not Divided</td></tr> <tr><td>3</td><td>Two-Way, Divided, Unprotected Median</td></tr> <tr><td>4</td><td>Two-Way, Divided, Positive Median Barrier</td></tr> <tr><td>5</td><td>Unknown</td></tr> </table>				1	One-Way, Not Divided	2	Two-Way, Not Divided	3	Two-Way, Divided, Unprotected Median	4	Two-Way, Divided, Positive Median Barrier	5	Unknown
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2	Two-Way, Not Divided												
3	Two-Way, Divided, Unprotected Median												
4	Two-Way, Divided, Positive Median Barrier												
5	Unknown												
C29. Crash	Access Control	The degree that access to abutting land is fully, partially, or not controlled by a public authority. Full access control provides access only at interchanges (interstate, etc). Partial access control provides no private access. No access control permits private access (driveway, etc.)	Source: Refer to block 74 on DMV-349 Form. Rationale: Access control is highly correlated with crash rates. Road inventory files or police reported data on access control is used in identifying High hazard locations. Important to guide future highway design and traffic control.										
<table border="1"> <tr><td>1</td><td>No Access Control</td></tr> <tr><td>2</td><td>Full Access Control</td></tr> <tr><td>3</td><td>Partial Access Control</td></tr> </table>				1	No Access Control	2	Full Access Control	3	Partial Access Control				
1	No Access Control												
2	Full Access Control												
3	Partial Access Control												
C30. Crash	Crash Roadway Location: RR Crossing ID	A unique number assigned to a railroad crossing by a state highway agency in cooperation with the Federal Railroad Administration for identification purposes (US DOT/AAR number).	Source: Refer to C9 Crash Roadway Location and the location block on DMV-349 Form. Attributes: State specific number assigned by a state in cooperation with the American Association of Railroads. Rationale: The data is used in high crash locations as well as high risk corridors. The RR Crossing ID is important for determining the need for additional controls and evaluating the efficiency of various types of controls.										
C31. Crash	School Bus-Related Contact Vehicle	School bus - Contact vehicle											
<table border="1"> <tr><td>0</td><td>No</td></tr> <tr><td>1</td><td>Yes</td></tr> <tr><td>2</td><td>Unknown</td></tr> </table>				0	No	1	Yes	2	Unknown				
0	No												
1	Yes												
2	Unknown												
C31. Crash	School Bus-Related Non-contact vehicle	School bus - Non-contact vehicle											
<table border="1"> <tr><td>0</td><td>No</td></tr> <tr><td>1</td><td>Yes</td></tr> <tr><td>2</td><td>Unknown</td></tr> </table>				0	No	1	Yes	2	Unknown				
0	No												
1	Yes												
2	Unknown												

Category	Field	Description	Source comments										
C32. Crash	Work Zone-Related: Did crash occur in or near	A crash, which occurs in or near a construction, maintenance or utility work zone.	Source: Refer to block 78-81 on DMV-349 Form. Rationale: Important for assessing the impact of various types of on- highway work activity on traffic safety and evaluating Traffic Control Plans used at work zones and to make adjustments to the traffic control plans to enhance safety to workers and traveling public.										
<table border="1"> <tr><td>1</td><td>Construction Work Area</td></tr> <tr><td>2</td><td>Maintenance Work Area</td></tr> <tr><td>3</td><td>Utility Work Area</td></tr> <tr><td>4</td><td>Intermittent/Moving Work</td></tr> <tr><td>5</td><td>No</td></tr> </table>				1	Construction Work Area	2	Maintenance Work Area	3	Utility Work Area	4	Intermittent/Moving Work	5	No
1	Construction Work Area												
2	Maintenance Work Area												
3	Utility Work Area												
4	Intermittent/Moving Work												
5	No												
C32. Crash	Work Zone-Related: Work activity at the time of the crash	Work zone activity in a crash which occurs in or near a construction, maintenance or utility work zone.	Source: Refer to block 78-81 on DMV-349 Form. Rationale: Important for assessing the impact of various types of on- highway work activity on traffic safety and evaluating Traffic Control Plans used at work zones and to make adjustments to the traffic control plans to enhance safety to workers and traveling public.										
<table border="1"> <tr><td>1</td><td>On Going</td></tr> <tr><td>2</td><td>No Apparent Activity</td></tr> </table>				1	On Going	2	No Apparent Activity						
1	On Going												
2	No Apparent Activity												
C32. Crash	Work Zone-Related: Work area marked with warning signs, cones, etc.	Work zone marked in a crash which occurs in or near a construction, maintenance or utility work zone.	Source: Refer to block 78-81 on DMV-349 Form. Rationale: Important for assessing the impact of various types of on- highway work activity on traffic safety and evaluating Traffic Control Plans used at work zones and to make adjustments to the traffic control plans to enhance safety to workers and traveling public.										
<table border="1"> <tr><td>0</td><td>No</td></tr> <tr><td>1</td><td>Yes</td></tr> </table>				0	No	1	Yes						
0	No												
1	Yes												
C32. Crash	Work Zone-Related: Location of crash	Work zone location of a crash which occurs in or near a construction, maintenance or utility work zone.	Source: Refer to block 78-81 on DMV-349 Form. Rationale: Important for assessing the impact of various types of on- highway work activity on traffic safety and evaluating Traffic Control Plans used at work zones and to make adjustments to the traffic control plans to enhance safety to workers and traveling public.										
<table border="1"> <tr><td>1</td><td>Before Work Area</td></tr> <tr><td>2</td><td>In Work Area Approach Taper</td></tr> <tr><td>3</td><td>Adjacent To Actual Work Area</td></tr> </table>				1	Before Work Area	2	In Work Area Approach Taper	3	Adjacent To Actual Work Area				
1	Before Work Area												
2	In Work Area Approach Taper												
3	Adjacent To Actual Work Area												

Category	Field	Description	Source comments
C33. Crash	Source of Information	Identity of the source providing the information on the crash report.	Source: Refer to officer name, officer number and department on DMV-349 Form. Attributes: The values are derived from the Agency identifier Rationale: This data element is important for quality control and identification purposes. The Police Reporting Agency identifier is to track the reporting of Safetynet crashes for quality control and training purposes.
	1	Municipal Police	
	2	Sheriff	
	3	Rural or County Police	
	4	Highway Patrol	
	5	Other Traffic Investigating Agency	
C34. Crash	Officer First Name	First name of officer preparing the crash report.	Source: Refer to officer name, officer number and department on DMV-349 Form. Attributes: Actual name. Rationale: Important in following up, when completing a report or with specific questions regarding a particular crash investigation
C34. Crash	Officer Middle Name	Middle name of officer preparing the crash report.	Source: Refer to officer name, officer number and department on DMV-349 Form. Attributes: Actual name. Rationale: Important in following up, when completing a report or with specific questions regarding a particular crash investigation
C34. Crash	Officer Last Name	Last name of officer preparing the crash report.	Source: Refer to officer name, officer number and department on DMV-349 Form. Attributes: Actual name. Rationale: Important in following up, when completing a report or with specific questions regarding a particular crash investigation
C35. Crash	Officer Number	Number of officer preparing the crash report	Source: Refer to officer name, officer number and department on DMV-349 Form. Attributes: Law enforcement badge number assigned to officer. Rationale: Linked to previous data element. Provides specific code for each officer.
C36. Crash	Patrol Area	Area of Enforcement	Source: Refer to DMV-349 Form. Attributes: Assigned at the local level. Rationale: Reserved for local law enforcement use.
C37. Crash	Date and Time Reported to Law Enforcement Agency	The date (year, month, and day) and time (00:00-23:59) at which the law enforcement agency was notified about the crash.	Source: Refer to date and time block on DMV-349 Form. Attributes: YYYYMMDDHHMM Midnight is defined as 00:00 to represent the beginning of a new day. Rationale: Useful as a surrogate for time of the crash.

Category	Field	Description	Source comments
C38. Crash	Manner of Crash/Collision Impact - First event	The events in sequence for this vehicle.	Source: Refer to ANSI D16.1 for definitions of specific attributes and refer to blocks 52 - 56 and block 48 on DMV-349 Form. Rationale: Important for evaluation of occupant injuries and structural defects. This data element can be used in conjunction with Motor Vehicle Maneuver /Action (V18) to describe the crash.

0	Unknown
1	Ran Off Road Right
2	Ran Off Road Left
3	Ran Off Road Straight Ahead
4	Jackknife
5	Overturn/Rollover
6	Crossed Centerline/Median
7	Downhill Runaway
8	Cargo/Equipment Loss Or Shift
9	Fire/Explosion
10	Immersion
11	Equipment Failure
12	Separation Of Units
13	Other Non Collision
14	Pedestrian
15	Pedalcyclist
16	RR Train, Engine
17	Animal
18	Movable Object
20	Parked Motor Vehicle
21	Rear End, Slow Or Stop
22	Rear End, Turn
23	Left Turn, Same Roadway
24	Left Turn, Different Roadways
25	Right Turn, Same Roadway
26	Right Turn, Different Roadways
27	Head On
28	Sideswipe, Same Direction
29	Sideswipe, Opposite Direction
30	Angle
31	Backing Up

Category	Field	Description	Source comments
	32	Other Collision With Vehicle	
	33	Tree	
	34	Utility Pole	
	35	Luminaire Pole Non-Breakaway	
	36	Luminaire Pole Breakaway	
	37	Official Highway Sign Non-Breakaway	
	38	Official Highway Sign Breakaway	
	39	Overhead Sign Support	
	40	Commercial Sign	
	41	Guardrail End On Shoulder	
	42	Guardrail Face On Shoulder	
	43	Guardrail End In Median	
	44	Guardrail Face In Median	
	45	Shoulder Barrier End	
	46	Shoulder Barrier Face	
	47	Median Barrier End	
	48	Median Barrier Face	
	49	Bridge Rail End	
	50	Bridge Rail Face	
	51	Overhead Part Underpass	
	52	Pier On Shoulder Of Underpass	
	53	Pier In Median Of Underpass	
	54	Abutment Of Underpass	
	55	Traffic Island Curb Or Median	
	56	Catch Basin Or Culvert On Shoulder	
	57	Catch Basin Or Culvert On Median	
	58	Ditch	
	59	Embankment	
	60	Mailbox	
	61	Fence Or Fence Post	
	62	Construction Barrier	
	63	Crash Cushion	
	64	Other Fixed Object	

Category	Field	Description	Source comments
C38. Crash	Manner of Crash/Collision Impact - Second event	The events in sequence for this vehicle.	Source: Refer to ANSI D16.1 for definitions of specific attributes and refer to blocks 52 - 56 and block 48 on DMV-349 Form. Rationale: Important for evaluation of occupant injuries and structural defects. This data element can be used in conjunction with Motor Vehicle Maneuver /Action (V18) to describe the crash.
C38. Crash	Manner of Crash/Collision Impact - Third event	The events in sequence for this vehicle.	Source: Refer to ANSI D16.1 for definitions of specific attributes and refer to blocks 52 - 56 and block 48 on DMV-349 Form. Rationale: Important for evaluation of occupant injuries and structural defects. This data element can be used in conjunction with Motor Vehicle Maneuver /Action (V18) to describe the crash.
C38. Crash	Manner of Crash/Collision Impact - Fourth	The events in sequence for this vehicle.	Source: Refer to ANSI D16.1 for definitions of specific attributes and refer to blocks 52 - 56 and block 48 on DMV-349 Form. Rationale: Important for evaluation of occupant injuries and structural defects. This data element can be used in conjunction with Motor Vehicle Maneuver /Action (V18) to describe the crash.
V1. Vehicle	Vehicle Unit Number Unique to the Crash	Motor vehicle unit type and number assigned to uniquely identify each motor vehicle involved in the crash. This number is not assigned to pedestrians or bicyclists. (See Non-Motorist Number (P21.)	Source: Refer to Unit block on DMV-349 Form. Attributes: Subfield 1: Type Motor Vehicle in Transport Parked Motor Vehicle Working Vehicle/Equipment Subfield 2: Number Sequential number (alphanumeric and numeric characters) Rationale: Uniquely identifies each motor vehicle unit involved in the crash. Permits occupants to be assigned to the appropriate motor vehicle.
V2. Vehicle	Vehicle Registration State	The state, commonwealth, territory, Indian nation, U.S. Government, foreign country, etc., issuing the registration plate and the year of registration as indicated on the registration plate displayed on the vehicle.	Source: Refer to owner block on DMV-349 Form. Rationale: This element is critical in providing linkage between the crash and vehicle registration files to access the vehicle identification number.
V2. Vehicle	Vehicle Registration Year	Year that the license plate was valid.	Populated or Validated against Vehicle System
V3. Vehicle	Vehicle License Plate Number	The alphanumeric identifier or other characters, exactly as displayed, on the registration plate or tag affixed to the vehicle. For combination trucks, vehicle plate number is obtained from the power unit or tractor.	Source: Refer to owner block on DMV-349 Form. Attributes: Alphanumeric identifier assigned by the State, foreign country, U.S. government, or Indian Nation. Up to 8 positions (characters). This data element does not include Temporary Plates or Permits. Refer to ANSI D16.1 for definitions of specific attributes. Rationale: This element is critical in providing linkage between the crash and vehicle registration files to assess the vehicle identification number.
V4. Vehicle	Vehicle Identification Number (VIN)	A unique combination of alphanumeric characters assigned to a specific vehicle and formulated by the manufacturer. When the technology is available, this number can also be obtained by using a bar code reader while the vehicle is at the scene.	Populated or Validated against Vehicle System; Source: Refer to owner block on DMV-349 Form. Rationale: Important for evaluation of specific vehicle design characteristics and occupant protection systems.

Category	Field	Description	Source comments
V5. Vehicle	Vehicle Make	The distinctive (coded) name applied to a group of vehicles by a manufacturer.	Source: Refer to owner block on DMV-349 Form. Attributes: Assigned by vehicle manufacturer Rationale: Important for use in identifying vehicle make, for evaluation, research and crash comparison purposes.
V6. Vehicle	Commercial Vehicle	Indication as to whether a commercial vehicle was involved in the crash. A commercial motor vehicle (CMV) is defined as a motor vehicle or combination of motor vehicles used in commerce to transport passengers or property if the motor vehicle: a.Has a gross combination weight rating of 10,001 or more pounds inclusive of a towed unit, or b.Is designed to transport 16 or more passengers including the driver, or c.Is of any size and is used in the transportation of materials found to be hazardous for the purposes of the Hazardous Materials Transportation Act and which require the motor vehicle to be placarded under the Hazardous Materials Regulations. (49 CFR Part 172, Subpart F)	Attributes: Check block provided in the Unit 1, Unit 2 area, etc. of the crash report.
V7. Vehicle	Carrier Name	The name of an individual, partnership or corporation responsible for the transportation of persons or property.	Populated or Validated against a copy of Commercial Vehicle Information Exchange Window system (CVIEW) System; Rationale: The Federal Highway Administration's Office of Motor Carriers has the authority to fine and sanction truck and bus companies that are judged to be unsafe. A key to identifying such carriers is to collect crash data by the name of the company. Carrier crash data allows the OMC to focus enforcement efforts on truck and bus companies that have the largest number of crashes.
V7. Vehicle	Carrier Name Source	Identifies whether the carrier name and address were obtained from the truck, shipping papers or the driver. 1 - Truck 2 - Shipping papers 3 - Driver 4 - Log Book	Rationale: The Federal Highway Administration's Office of Motor Carriers has the authority to fine and sanction truck and bus companies that are judged to be unsafe. A key to identifying such carriers is to collect crash data by the name of the company. Carrier crash data allows the OMC to focus enforcement efforts on truck and bus companies that have the largest number of crashes.
V8. Vehicle	Carrier Street Address 1	The street address of the carrier.	Populated or Validated against a copy of CVIEW; Rationale: Since the Office of Motor Carriers has the authority to visit carriers to conduct review of compliance with FMCSRs, the street address of the carrier is important. The street address is also a way of cross-checking the correct identity of the carrier.
V8. Vehicle	Carrier Street Address 2	Additional address, if needed, of the carrier.	Populated or Validated against a copy of CVIEW; Rationale: Since the Office of Motor Carriers has the authority to visit carriers to conduct review of compliance with FMCSRs, the street address of the carrier is important. The street address is also a way of cross-checking the correct identity of the carrier.
V9. Vehicle	Carrier ICC Number	A unique number, found on the power unit, and assigned by the Interstate Commerce Commission	Populated or Validated against a copy of CVIEW; Rationale: Important for management/administration, evaluation, and linkage.
V9. Vehicle	Carrier State	A unique number, found on the power unit, and assigned by the state to a motor carrier	Populated or Validated against a copy of CVIEW; Rationale: Important for management/administration, evaluation, and linkage.

Category	Field	Description	Source comments
V9. Vehicle	Carrier USA DOT Number	A unique number, found on the power unit, and assigned by the U.S. Department of Transportation	Populated or Validated against a copy of CVIEW; Rationale: Important for management/administration, evaluation, and linkage.

Category	Field	Description	Source comments
V10. Vehicle	Vehicle Style (Type)	Indicates the general configuration of vehicle. Refer to ANSI D16.1 for definitions of specific attributes.	Source: Refer to block 41 on DMV-349 Form. Rationale: This data element provides information about the general configuration of the vehicle which is important to evaluate the types of vehicles that have the most crashes and the effectiveness of various safety counter-measures. It should be collected for all crashes, not just those involving trucks.

1	Passenger Car
2	Pickup
3	Light Truck (Mini-Van, Panel)
4	Sport Utility
5	Van
6	Commercial Bus
7	School Bus
8	Activity Bus
9	Other Bus
10	Single Unit Truck (2-Axle, 6-Tire)
11	Single Unit Truck (3 Or More Axles)
12	Truck/Trailer
13	Truck/Tractor
14	Tractor/Semi-Trailer
15	Tractor/Doulbes
16	Unknown Heavy Truck
17	Taxicab
18	Farm Equipment
19	Farm Tractor
20	Motorcycle
21	Moped
22	Motor Scooter Or Motor Bike
23	Pedalcycle
24	Pedestrian
25	Motor Home/Recreational Vehicle
26	Other
27	All Terrain Vehicle (Atv)
28	Firetruck
29	Ems Vehicle, Ambulance, Rescue Squad
30	Military
31	Police

Category	Field	Description	Source comments
	32	Unknown	
	33	Autocycle	
V11. Vehicle	Cargo Body Type	Coded for commercial motor vehicles (CMV), see V6.	Rationale: This data element provides more information about the vehicle, including all major cargo body types. The information it provides can be important in helping OMC make decisions on regulatory strategies for different types of vehicles.
	1	Bus (Seats For 16 Or More, Including Driver)	
	2	Bus (Seats For Less Than 16, Including Driver)	
	3	Van/Enclosed Box	
	4	Grain/Chips/Gravel Truck	
	5	Pole Truck	
	6	Cargo Tank	
	7	Flatbed	
	8	Dump	
	9	Concrete Mixer	
	10	Auto Transporter	
	11	Garbage/Refuse	
	12	Log Truck	
	13	Other	
	14	Intermodal Cargo Container	
V12. Vehicle	Hazardous Materials Involvement (Cargo Only): Was this vehicle carrying hazardous materials?	Indicates whether this vehicle was carrying hazardous materials.	Rationale: Getting good data on crashes involving trucks carrying hazardous materials (HM) is important to the OMC as a result, OMC imposes tighter regulations on carriers that operate vehicles that transport HM, pulls over sample HM carrying vehicles for roadside inspections, and conducts compliance reviews on a higher percent of HM carriers.
V12. Vehicle	Hazardous Materials Involvement (Cargo Only): Did this vehicle have a hazardous materials placard?	Indicates whether a haz mat placard is presented.	Rationale: Getting good data on crashes involving trucks carrying hazardous materials (HM) is important to the OMC as a result, OMC imposes tighter regulations on carriers that operate vehicles that transport HM, pulls over sample HM carrying vehicles for roadside inspections, and conducts compliance reviews on a higher percent of HM carriers.
V12. Vehicle	Hazardous Materials Involvement (Cargo Only): If placard, record from the hazardous materials placard	The 4-digit number or name from the hazmat placard.	Rationale: Getting good data on crashes involving trucks carrying hazardous materials (HM) is important to the OMC as a result, OMC imposes tighter regulations on carriers that operate vehicles that transport HM, pulls over sample HM carrying vehicles for roadside inspections, and conducts compliance reviews on a higher percent of HM carriers.
V12. Vehicle	Hazardous Materials, Cargo Released from the Cargo Compartment	Indicates whether hazardous cargo was released. This does not include fuel from the fuel tank.	Rationale: Getting good data on crashes involving trucks carrying hazardous materials (HM) is important to the OMC as a result, OMC imposes tighter regulations on carriers that operate vehicles that transport HM, pulls over sample HM carrying vehicles for roadside inspections, and conducts compliance reviews on a higher percent of HM carriers.

Category	Field	Description	Source comments																										
V13. Vehicle	Weight Rating of Power Unit	A gross vehicle weight rating (GVWR) is a value specified by the manufacturer for a single-unit truck, truck tractor or trailer, or the sum of such values for the units, which make up a truck combination.	Source: Refer to block 20 on DMV-349 Form. Attributes: Weight Rating of Power Unit of the Truck <10,000 pounds 10,001-26,000 >26,000 Rationale: Two break points used for FHWA regulation of motor carriers and their vehicles. This variable cannot be derived since some trucks are from out-of-state.																										
V14. Vehicle	Trailer Type	Actual description of the type of trailer. A semi-trailer is one where a significant portion of its weight is supported by the towing vehicle.	Source: Refer to block 82 on DMV-349 Form. Rationale: Semi-trailers should have the length, width, and number of axles. Dual trailers should have the length, width and number of axles for each separate trailer. The maximum length and width for semi-trailers are: Length: Single unit 48 feet, Dual trailer 28 feet (each trailer), Width: Designated routes 102 inches, Otherwise 96 inches																										
<table border="1"> <tbody> <tr><td>0</td><td>No Trailer</td></tr> <tr><td>1</td><td>Boat</td></tr> <tr><td>2</td><td>Camper</td></tr> <tr><td>3</td><td>Utility</td></tr> <tr><td>4</td><td>Horse</td></tr> <tr><td>5</td><td>House Trailer</td></tr> <tr><td>6</td><td>Towed Vehicle</td></tr> <tr><td>7</td><td>Other Non-Semi</td></tr> <tr><td>8</td><td>Tanker</td></tr> <tr><td>9</td><td>Enclosed Van</td></tr> <tr><td>10</td><td>Flatbed Or Platform</td></tr> <tr><td>11</td><td>Other Sem Trailer</td></tr> <tr><td>12</td><td>Double Trailer</td></tr> </tbody> </table>				0	No Trailer	1	Boat	2	Camper	3	Utility	4	Horse	5	House Trailer	6	Towed Vehicle	7	Other Non-Semi	8	Tanker	9	Enclosed Van	10	Flatbed Or Platform	11	Other Sem Trailer	12	Double Trailer
0	No Trailer																												
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9	Enclosed Van																												
10	Flatbed Or Platform																												
11	Other Sem Trailer																												
12	Double Trailer																												
V15. Vehicle	Overwidth Trailer Permit Number	Number of the vehicle pulling the overwidth mobile home, followed by the permit number. Overwidth mobile homes include 12', 14', 16' width variations.	Rationale: Provide the identification of crashes involving overwidth mobile homes, identify the specifics involved in these crashes and allow tracking of the individual permit numbers.																										
V16. Vehicle	Length of Trailer 1	Documents the length, in feet, of the first trailer towed by a vehicle.	Attributes: nn Length in feet of trailer 99 If double trailer and length is not stated																										
V17. Vehicle	Width of Trailer 1	Documents the width, in inches, of the first trailer towed by a vehicle.	Attributes: nnn Width in inches of trailer 999 Not stated																										
V18. Vehicle	Length of Trailer 2	Documents the length, in feet, of the second trailer towed by a vehicle.	Attributes: nn Length in feet of trailer 99 If double trailer and length is not stated																										
V19. Vehicle	Width of Trailer 2	Documents the width, in inches, of the second trailer towed by a vehicle	Attributes: nnn Width in inches of trailer 999 Not stated																										
V20. Vehicle	Number of Axles - Trailer 1	Number of axles for trailer number 1. If the trailer is a semi- trailer, only the axles under the first trailer are recorded.	Attributes: n Number of axles 9 Not stated																										
V21. Vehicle	Number of Axles - Trailer 2	Documents the number of axles on the second trailer towed by a vehicle.	Attributes: n Number of axles 9 Not stated																										

Category	Field	Description	Source comments																
V22. Vehicle	Vehicle Defects	Mechanical defects of the vehicle involved in the crash.	Source: Refer to block 59 on DMV-349 Form. Rationale: Provides defect information for a vehicle involved in a crash and possible related factors, which may have contributed to the crash.																
<table border="1"> <tr><td>0</td><td>None Detected</td></tr> <tr><td>1</td><td>Brakes</td></tr> <tr><td>2</td><td>Headlights</td></tr> <tr><td>3</td><td>Rear Lights</td></tr> <tr><td>4</td><td>Steering</td></tr> <tr><td>5</td><td>Tires</td></tr> <tr><td>6</td><td>Other Defects</td></tr> <tr><td>7</td><td>Unknown</td></tr> </table>				0	None Detected	1	Brakes	2	Headlights	3	Rear Lights	4	Steering	5	Tires	6	Other Defects	7	Unknown
0	None Detected																		
1	Brakes																		
2	Headlights																		
3	Rear Lights																		
4	Steering																		
5	Tires																		
6	Other Defects																		
7	Unknown																		
V23. Vehicle	Vehicle Authorized Speed Limit	Authorized speed limit for the vehicle at the time of the crash. The Authorized Value may be indicated by the posted speed limit, blinking sign at construction zones, restricted speed for permitted vehicles, etc.	Source: Refer to block 60 on DMV-349 Form. Rationale: Important for evaluation purposes in spite of the fact that the speed of the vehicle at the time of the crash may differ significantly from the authorized speed limit.																
V24. Vehicle	Estimate of Original Vehicle Speed	Estimated speed in miles per hour for each vehicle involved - may exceed 100 mph. Estimates reflect the speed of each vehicle at the moment the driver initially perceived an existing hazard.	Source: Refer to block 61 on DMV-349 Form. Attributes: 999 Not stated nnn Estimate of original vehicle speed Rationale: For help in determining the circumstances of the crash.																
V25. Vehicle	Estimated Speed at Impact	Estimated speed in miles per hour for each vehicle involved in the crash. Estimates reflect the speed of each vehicle at the moment of impact.	Attributes: 999 Not stated nnn Estimate of vehicle speed at impact 98 Speed is at least 98 miles per hour Rationale: For help in determining the circumstances of the crash.																
V26. Vehicle	Tire Impressions Before Impact	Length (in feet) of the tire impressions (skid marks, tire print, yaw) for each vehicle involved in the crash, prior to impact.	Source: Refer to block 63 on DMV-349 Form. Attributes: 999 Not stated nnn Length in feet of tire impressions Rationale: For help in determining the circumstances of the crash.																
V27. Vehicle	Distance Traveled After Impact	Distance (in feet) each vehicle or pedestrian traveled after impact as a result of the force of the crash.	Source: Refer to block 64 on DMV-349 Form. Attributes: 999 Not stated nnn Distance in feet traveled after impact Rationale: For help in determining the circumstances of the crash.																
V28. Vehicle	Direction of Travel Before Crash	The direction or a vehicle's normal, general travel on the roadway before the crash. Notice that this is not a compass direction but a direction consistent with the designated direction of the road. For example, for a state designated north-south highway, the direction must be either northbound or southbound even though a vehicle may have been traveling due east as a result of a short segment of the highway having an east-west																	

Category	Field	Description	Source comments
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V28. Vehicle	Direction of Travel: Reference to Roadway		
1	Vehicle on "On Road"		
2	Vehicle on "From/Reference Road"		
3	Vehicle on neither of the above		

V29. Vehicle	Traffic Control Device Type	The type of traffic control, if any, at crash location.	Source: Refer to block 76 on DMV-349 Form. Rationale: This element needs to be collected at the scene because the presence of specific devices is better verified at the time of the crash. Important for ascertaining the relationship between the use of various TCDs and crashes and identifying the need for upgraded TCDs at specific crash locations.
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0	No Control Present	
1	Stop Sign	
2	Yield Sign	
3	Stop And Go Signal	
4	Flashing Signal With Stop Sign	
5	Flashing Signal Without Stop Sign	
6	RR Gate And Flasher	
7	RR Flasher	
8	RR Crossbucks Only	
9	Human Control	
10	Warning Sign	
11	School Zone Signs	
12	Flashing Stop And Go Signal	
13	Double Yellow Line, No Passing Zone	
14	Other	

Category	Field	Description	Source comments
V30. Vehicle	Vehicle Maneuver/Action	What the vehicle was doing prior to the crash.	Source: Refer to block 49 on DMV-349 Form. Rationale: Important for evaluation purposes, particularly when combined with Direction of Travel.

1	Stopped In Travel Lane
2	Parked Out Of Travel Lanes
3	Parked In Travle Lanes
4	Going Straight Ahead
5	Changing Lanes Or Merging
6	Passing
7	Making Right Turn
8	Making Left Turn
9	Making U Turn
10	Backing
11	Slowing Or Stopping
12	Starting In Roadway
13	Parking
14	Leaving Parked Position
15	Avoiding Object In Road
16	Other

Category	Field	Description	Source comments
V31. Vehicle	Point of Impact	The portion of the vehicle that impacted first in a crash.	Source: Refer to block 48 on DMV-349 Form. Rationale: Important for use in evaluating injury severity in relation to vehicle impact and crash severity.

0	Pedestrian And Non-Contact Vehicle
1	Front - Right
2	Front - Center
3	Front - Left
4	Front - Left Corner
5	Front - Left Fender
6	Left Side (Door)
7	Back Left Fender
8	Rear - Left Corner
9	Trunk
10	Rear Windshield
11	Roof
12	Front Windshield
13	Hood
14	Rear - Left
15	Rear - Center
16	Rear - Right
17	Rear - Right Corner
18	Back Right Fender
19	Right Side (Door)
20	Front - Right Fender
21	Front - Right Corner
22	Underneath - Front
23	Underneath - Center
24	Underneath - Rear
25	Rollover
26	Unknown
27	Front
28	Left Side
29	Rear
30	Right Side
31	Tractor-Trailer Front Left Side
32	Tractor-Trailer Back Left Side

Category	Field	Description	Source comments
	33	Tractor-Trailer Rear Left Corner	
	34	Tractor-Trailer Rear Left	
	35	Tractor-Trailer Rear Center	
	36	Tractor-Trailer Rear Right	
	37	Tractor-Trailer Rear Right Corner	
	38	Tractor-Trailer Back Right Side	
	39	Tractor-Trailer Front Right Side	
	40	Tractor-Trailer Roof	

Category	Field	Description	Source comments
V33. Vehicle	Most Harmful Event for this Vehicle	The most harmful event in terms of property damage and injury caused by this vehicle. Refer to ANSI D16.1 for definitions of specific attributes.	Source: Refer to block 52 - 56 on DMV-349 Form. Rationale: Important for use in conjunction with the sequence of events to generate complete information about the crash.

0	Unknown
1	Ran Off Road Right
2	Ran Off Road Left
3	Ran Off Road Straight Ahead
4	Jackknife
5	Overturn/Rollover
6	Crossed Centerline/Median
7	Downhill Runaway
8	Cargo/Equipment Loss Or Shift
9	Fire/Explosion
10	Immersion
11	Equipment Failure
12	Separation Of Units
13	Other Non Collision
14	Pedestrian
15	Pedalcyclist
16	RR Train, Engine
17	Animal
18	Movable Object
20	Parked Motor Vehicle
21	Rear End, Slow Or Stop
22	Rear End, Turn
23	Left Turn, Same Roadway
24	Left Turn, Different Roadways
25	Right Turn, Same Roadway
26	Right Turn, Different Roadways
27	Head On
28	Sideswipe, Same Direction
29	Sideswipe, Opposite Direction
30	Angle
31	Backing Up
32	Other Collision With Vehicle

Category	Field	Description	Source comments
	33	Tree	
	34	Utility Pole	
	35	Luminaire Pole Non-Breakaway	
	36	Luminaire Pole Breakaway	
	37	Official Highway Sign Non-Breakaway	
	38	Official Highway Sign Breakaway	
	39	Overhead Sign Support	
	40	Commercial Sign	
	41	Guardrail End On Shoulder	
	42	Guardrail Face On Shoulder	
	43	Guardrail End In Median	
	44	Guardrail Face In Median	
	45	Shoulder Barrier End	
	46	Shoulder Barrier Face	
	47	Median Barrier End	
	48	Median Barrier Face	
	49	Bridge Rail End	
	50	Bridge Rail Face	
	51	Overhead Part Underpass	
	52	Pier On Shoulder Of Underpass	
	53	Pier In Median Of Underpass	
	54	Abutment Of Underpass	
	55	Traffic Island Curb Or Median	
	56	Catch Basin Or Culvert On Shoulder	
	57	Catch Basin Or Culvert On Median	
	58	Ditch	
	59	Embankment	
	60	Mailbox	
	61	Fence Or Fence Post	
	62	Construction Barrier	
	63	Crash Cushion	
	64	Other Fixed Object	

Category	Field	Description	Source comments
V34. Vehicle	Distance & Direction from Road to Object Struck	For crashes in which an object was struck, a code describing the distance and direction from the edge of the roadway to the object in question. The edge of the roadway is where the roadway meets the shoulder.	Source: Refer to block 57 on DMV-349 Form. Rationale: For help in determining the circumstances of the crash.
	0	None	
	1	In Road	
	2	Right Of Road 0-10 Ft	
	3	Right Of Road 11-30 Ft	
	4	Right Of Road Over 30 Ft	
	5	Left Of Road 0-10 Ft	
	6	Left Of Road 11-30 Ft	
	7	Left Of Road Over 30 Ft	
	8	Straight Ahead 0-10 Ft	
	9	Straight Ahead 11-30 Ft	
	10	Straight Ahead Over 30 Ft	

V35. Vehicle	Post-Crash Fire	Indication as to whether there was fire after the crash involving this vehicle.	Source: Refer to block 66 on DMV-349 Form. Rationale: Provides another measure of the circumstances as well as the severity of the crash.
	0	No	
	1	Yes	
	2	Unknown	

V36. Vehicle	Underride/Override	An underride refers to a vehicle sliding under another vehicle during a crash. An override refers to a vehicle riding up over another vehicle. Both can occur with a parked vehicle.	Source: Refer to block 58 on DMV-349 Form. Rationale: This information is needed to identify the magnitude of crashes in which an underride or override occurs to support NHTSA rulemaking activities.
	1	Underride	
	2	Override	
	3	Neither Underride Or Override	
	4	Unknown	

Category	Field	Description	Source comments
V37. Vehicle	Damaged Area of Vehicle/Extent of Deformity	Based on the Traffic Accident Damage (TAD) Ratings, a 4- position field is used to record the location and severity of damage on the vehicle from the crash. Each part of the damaged vehicle is described in the first 3 positions and the severity of the damage is denoted in the last position. Three 4-position fields may be recorded per vehicle.	Source: Refer to block 43 on DMV-349 Form. Subfield 2 - Extent of Deformity The Severity of Damage is based on a Scale of "0" being no damage and "7" being the most severe damage. Rationale: Important for evaluation in particular in conjunction with speed and vehicle crash severity.

BC	Rear Center
BD	Rear Distributed
BL	Rear Left Corner
BR	Rear Right Corner
FC	Front Center
FD	Front Distributed
FL	Front Left Corner
FR	Front Right Corner
L&T	Left Side And Top (Rollover)
LBQ	Left Side Rear Quarter
LD	Left Side Distributed
LFQ	Left Side Front Quarter
LP	Left Side (Door)
ND	No Damage
R&T	Right Side And Top (Rollover)
RBQ	Right Side Rear Quarter
RD	Right Side Distributed
RFQ	Right Side Front Quarter
RP	Right Side (Door)
TOP	Top
UND	Underneath
UNK	Unknown Damage

V38. Vehicle	Estimated Amount of Vehicle Damage	Dollar estimate of the cost to restore the vehicle to its condition just prior to the crash or the value of the vehicle before the crash, whichever is less. A vehicle that is (being towed by another is part of the towing vehicle and its damage should be included.	Source: Refer to block 44 on DMV-349 Form. Rationale: Used in classifying property damage only (PDO) crashes, and in calculating the costs of motor vehicle traffic crashes for purposes of estimating the cost benefit of highway safety programs and improvements.
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Category	Field	Description	Source comments														
V39. Vehicle	Vehicle Drivable	Vehicle is disabled by damage severe enough to prevent driving it. Determination as to whether or not vehicle is in a drivable condition to permit it to be driven from the scene of the crash.	Source: Refer to block 42 on DMV-349 Form. Rationale: Determining whether the vehicle sustained disabling damage from a crash so the it could not be safely driven from the scene is key to consistent collection of crash data.														
<table border="1"> <tr> <td>0</td> <td>No</td> </tr> <tr> <td>1</td> <td>Yes</td> </tr> <tr> <td>2</td> <td>Unknown</td> </tr> </table>				0	No	1	Yes	2	Unknown								
0	No																
1	Yes																
2	Unknown																
V40. Vehicle	Vehicle Towed To	Name of the business where the vehicle was towed.	Source: Refer to front of DMV-349 Form. Rationale: Important for management of crash consequences for later reference by persons involved in the crash as well as further need for investigation.														
V40. Vehicle	Vehicle Towed By	Name of the business who towed the vehicle.	Source: Refer to front of DMV-349 Form. Rationale: Important for management of crash consequences for later reference by persons involved in the crash as well as further need for investigation.														
V41. Vehicle	Insurance Company Name	Name of the insurance company for the vehicle involved in the crash.	Populated or Validated against Vehicle System; Source: Refer to owners block on DMV-349 Form. Rationale: Tracking of financial responsibility.														
V42. Vehicle	Policy Number	Insurance policy number for the vehicle involved in the crash.	Populated or Validated against Vehicle System; Source: Refer to owners block on DMV-349 Form.														
P1. Person: All	Person Type	Type of person involved in a crash. Refer to ANSI D16.1 Classification Manual for definitions of specific attributes.	Source: Refer to block 22 on DMV-349 Form. Rationale: Need to know person type for classification purposes to evaluate specific countermeasure designed for specific people.														
<table border="1"> <tr> <td>1</td> <td>Driver</td> </tr> <tr> <td>2</td> <td>Passenger</td> </tr> <tr> <td>3</td> <td>Pedestrian</td> </tr> <tr> <td>4</td> <td>Pedalcyclist</td> </tr> <tr> <td>5</td> <td>Roller Skater, Roller Blader, Etc.</td> </tr> <tr> <td>6</td> <td>Other</td> </tr> <tr> <td>7</td> <td>Unknown</td> </tr> </table>				1	Driver	2	Passenger	3	Pedestrian	4	Pedalcyclist	5	Roller Skater, Roller Blader, Etc.	6	Other	7	Unknown
1	Driver																
2	Passenger																
3	Pedestrian																
4	Pedalcyclist																
5	Roller Skater, Roller Blader, Etc.																
6	Other																
7	Unknown																
P2. Person: All	First name	The first name of the person.	Source: Refer to Unit block on DMV-349 Form. Rationale: This data element should be collected to corroborate the driver license number and to facilitate linkage when names are available in the health and insurance files. When possible, obtain this information from the driver license (via a bar code or "smart" license or via on-line linkage if the technology exists at the state level).														
P2. Person: All	Middle name	The middle name of the person.	Source: Refer to Unit block on DMV-349 Form. Rationale: This data element should be collected to corroborate the driver license number and to facilitate linkage when names are available in the health and insurance files. When possible, obtain this information from the driver license (via a bar code or "smart" license or via on-line linkage if the technology exists at the state level).														

Category	Field	Description	Source comments
P2. Person: All	Person Last name	The last name of the person.	Source: Refer to Unit block on DMV-349 Form. Rationale: This data element should be collected to corroborate the driver license number and to facilitate linkage when names are available in the health and insurance files. When possible, obtain this information from the driver license (via a bar code or "smart" license or via on-line linkage if the technology exists at the state level).
P2. Person: All	Suffix	Person's Suffix	
P3. Person: All	Address 1	Current address of person, including street address or rural road number. Post office box numbers are not acceptable for the street address. The street address is recorded if (1) No North Carolina driver's license is shown, or (2) Address is Different than shown on North Carolina driver's license. Check box provided to indicate whether this is the same address as indicated on the driver's license. A mailing address is generated if the record exists on the Driver's License Master File. The address is filled in by the system if the address is the same as shown on the North Carolina's driver's license.	Source: Refer to Unit block on DMV-349 Form. Rationale: Need for any follow-up contact of the persons(s) involved in the crash.
P3. Person: All	Address 2	Additional address, if needed.	Source: Refer to Unit block on DMV-349 Form. Rationale: Need for any follow-up contact of the persons(s) involved in the crash.
P3. Person: All	Person Address: City	City where person currently resides	Source: Refer to Unit block on DMV-349 Form. Rationale: Need for any follow-up contact of the persons(s) involved in the crash.
P3. Person: All	Person Address: State	State where person currently resides.	Source: Refer to Unit block on DMV-349 Form. Rationale: Need for any follow-up contact of the persons(s) involved in the crash.
P3. Person: All	Zip code	Zip code where person currently resides.	Source: Refer to Unit block on DMV-349 Form. Rationale: Need for any follow-up contact of the persons(s) involved in the crash.
P4. Person: All	Home Phone Number	The home telephone number for the driver or non-motorist.	Populated or Validated against Driver System; Source: Refer to Unit block on DMV-349 Form. Attributes: Telephone numbers recorded in hard copy form only. Rationale: For follow-up contacts to persons involved in a crash, for additional information.
P4. Person: All	Work Phone Number	The work telephone number for the driver or non-motorist.	Source: Refer to Unit block on DMV-349 Form. Attributes: Telephone numbers recorded in hard copy form only. Rationale: For follow-up contacts to persons involved in a crash, for additional information.
P5. Person: All	Date of Birth	The month, day, and year of birth of person involved in a crash. If not available, record the approximate age.	Source: Refer to Unit block on DMV-349 Form. Rationale: Uses of accurate reporting of age include assessing effectiveness of occupant protection systems for specific age groups, and identifying the need for safety programs directed toward them. This element is also critical in providing linkage between the crash, EMS, and hospital records.
P5. Person: All	Approximate Age	Person's estimated age; only if the DOB is not available.	Source: Refer to Unit block on DMV-349 Form. Rationale: Uses of accurate reporting of age include assessing effectiveness of occupant protection systems for specific age groups, and identifying the need for safety programs directed toward them. This element is also critical in providing linkage between the crash, EMS, and hospital records.

Category	Field	Description	Source comments																		
P6. Person: All	Gender	The sex of person involved in a crash.	Source: Refer to block 26 on DMV-349 Form. Rationale: Necessary to evaluate the effect of gender on occupant protection systems and vehicle design characteristics.																		
<table border="1"> <tr><td>1</td><td>Male</td></tr> <tr><td>2</td><td>Female</td></tr> <tr><td>3</td><td>Unknown</td></tr> </table>				1	Male	2	Female	3	Unknown												
1	Male																				
2	Female																				
3	Unknown																				
P7. Person: All	Ethnicity	The ethnic affiliation of person involved in a crash.	Source: Refer to block 25 on DMV-349 Form.																		
<table border="1"> <tr><td>1</td><td>White</td></tr> <tr><td>2</td><td>Black</td></tr> <tr><td>3</td><td>American Indian</td></tr> <tr><td>4</td><td>Hispanic</td></tr> <tr><td>5</td><td>Asian</td></tr> <tr><td>6</td><td>Other</td></tr> <tr><td>7</td><td>Unknown</td></tr> </table>				1	White	2	Black	3	American Indian	4	Hispanic	5	Asian	6	Other	7	Unknown				
1	White																				
2	Black																				
3	American Indian																				
4	Hispanic																				
5	Asian																				
6	Other																				
7	Unknown																				
P8. Person: All	Injury Status	The most severe injury to a person involved in a crash. Refer to ANSI D16.1 Classification Manual for definitions of specific attributes.	Source: Refer to block 32 on DMV-349 Form. Rationale: Necessary for injury outcome analysis and evaluation. This element is also critical in providing linkage between the crash, EMS, and hospital records.																		
<table border="1"> <tr><td>1</td><td>K Killed</td><td></td></tr> <tr><td>2</td><td>A Type Injury (Suspected Serious)</td><td>5/1/2016 Timeline for the Injury Definition Change - May 2016 - Traffic Records Unit Bulletin sent out to LEAs with information regarding the change in the injury definitions. - September 2016 - Change in injury definition updated in the DMV-349 instruction manual</td></tr> <tr><td>3</td><td>B Type Injury (Suspected Minor)</td><td>5/1/2016 Timeline for the Injury Definition Change - May 2016 - Traffic Records Unit Bulletin sent out to LEAs with information regarding the change in the injury definitions. - September 2016 - Change in injury definition updated in the DMV-349 instruction manual</td></tr> <tr><td>4</td><td>C Type Injury (Possible)</td><td>5/1/2016 Timeline for the Injury Definition Change - May 2016 - Traffic Records Unit Bulletin sent out to LEAs with information regarding the change in the injury definitions. - September 2016 - Change in injury definition updated in the DMV-349 instruction manual</td></tr> <tr><td>5</td><td>O No Injury</td><td></td></tr> <tr><td>6</td><td>N Unknown</td><td></td></tr> </table>				1	K Killed		2	A Type Injury (Suspected Serious)	5/1/2016 Timeline for the Injury Definition Change - May 2016 - Traffic Records Unit Bulletin sent out to LEAs with information regarding the change in the injury definitions. - September 2016 - Change in injury definition updated in the DMV-349 instruction manual	3	B Type Injury (Suspected Minor)	5/1/2016 Timeline for the Injury Definition Change - May 2016 - Traffic Records Unit Bulletin sent out to LEAs with information regarding the change in the injury definitions. - September 2016 - Change in injury definition updated in the DMV-349 instruction manual	4	C Type Injury (Possible)	5/1/2016 Timeline for the Injury Definition Change - May 2016 - Traffic Records Unit Bulletin sent out to LEAs with information regarding the change in the injury definitions. - September 2016 - Change in injury definition updated in the DMV-349 instruction manual	5	O No Injury		6	N Unknown	
1	K Killed																				
2	A Type Injury (Suspected Serious)	5/1/2016 Timeline for the Injury Definition Change - May 2016 - Traffic Records Unit Bulletin sent out to LEAs with information regarding the change in the injury definitions. - September 2016 - Change in injury definition updated in the DMV-349 instruction manual																			
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4	C Type Injury (Possible)	5/1/2016 Timeline for the Injury Definition Change - May 2016 - Traffic Records Unit Bulletin sent out to LEAs with information regarding the change in the injury definitions. - September 2016 - Change in injury definition updated in the DMV-349 instruction manual																			
5	O No Injury																				
6	N Unknown																				
P9. Person	Occupant's/ Non-motorist Vehicle Unit Number Unique to Crash	The number assigned to the vehicle in which the person was an occupant, or to identify the vehicle that struck the nonmotorist in the crash.	Source: Refer to block 21 on DMV-349 Form. Attributes: Number to indicate in which vehicle the occupant was located, or to indicate vehicle that struck the non-motorist. Rationale: Important to link occupants back to vehicles in which they were involved. Necessary to evaluate the effect vehicle type and specific make/model have on occupant protection effectiveness and injury status. For the non-motorist, important for tracking when multiple vehicles are involved in the crash.																		

Category	Field	Description	Source comments
P10. Person: All Occupants	Seating Position	The location for this occupant in, on, or outside of the motor vehicle prior to the impact of a crash.	Source: Refer to block 23 on DMV-349 Form. Rationale: Without known seating position for each person in the vehicle, it is not possible to fully evaluate the effect of occupant protection programs.
	1	Front - Left	
	2	Front - Middle	
	3	Front - Right	
	4	Second Seat - Left	
	5	Second Seat - Middle	
	6	Second Seat - Right	
	7	Third Row - Left	
	8	Third Row - Middle	
	9	Third Row - Right	
	10	Sleeper Section Of Cab	
	11	Passenger In Other Enclosed Area	
	12	Passenger In Unenlosed Area	
	13	Trailing Unit	
	14	Riding On Vehicle Exterior	
	15	Unknown	

Category	Field	Description	Source comments
P11. Person: All Occupants	Occupant/Non-Motorist Protection System Use	The safety protection in use by occupant or non-motorist at the time of the crash.	Source: Refer to block 27 on DMV-349 Form. Rationale: Proper classification of the use of available safety devices/protection systems would be used to evaluate the effectiveness of such equipment.
	0	None Used	
	1	Lap Belt Only	
	2	Shoulder And Lap Belt	
	3	Shoulder Belt Only	
	4	Child Restraint	
	5	Helmet	
	6	Protective Pads (Non-Motorist only)	
	7	Reflective Clothing (Non-Motorist only)	
	8	Lighting (Non-Motorist only)	
	9	Other	
	10	Unable To Determine	

Category	Field	Description	Source comments
P12. Person: All Occupants	Air Bag Deployed	Deployment status of an air bag, relative to each specific occupant.	Source: Refer to blocks 28 and 29 on DMV-349 Form. Rationale: Necessary to evaluate the effectiveness of air bags and other occupant protection equipment, especially at a time when air bags are rapidly increasing in the vehicle population and when consumers are allowed to have the air bag disconnected under certain conditions.

0	No Air Bag(S)
1	Not Deployed
2	Deployed Front
3	Deployed Side
4	Deployed Both Front And Side
5	Unknown

P12. Person: All Occupants	Air Bag Switch Status	Deployment status of an air bag, relative to each specific occupant.	Source: Refer to blocks 28 and 29 on DMV-349 Form. Rationale: Necessary to evaluate the effectiveness of air bags and other occupant protection equipment, especially at a time when air bags are rapidly increasing in the vehicle population and when consumers are allowed to have the air bag disconnected under certain conditions.
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0	No On-Off Switch
1	Switch In On Position
2	Switch In Off Position
3	Unknown If Switch Present
4	Unknown Position In Vehicle

P13. Person: All Occupants	Ejection	The location of each occupant's body as being completely or partially thrown from the vehicle as a result of a crash.	Source: Refer to blocks 30 and 31 on DMV-349 Form. Rationale: Occupant protection systems prevent or mitigate ejections to different extent. Crash injury outcome may depend on information from this element.
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1	Not Ejected
2	Totally Ejected
3	Partially Ejected
4	Unknown

P14. Person: All Occupants	Trapped	Persons who are restrained in the vehicle by damaged vehicle components.	Source: Refer to blocks 30 and 31 on DMV-349 Form. Rationale: This element would be used to evaluate vehicle integrity and the impact of the need for means to extricate vehicle occupants and the medical outcome for victims who are entrapped.
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1	Yes	
2	No	3/12/2018 Level Code Value corrected from 0 to 2 inline with DM-349
3	Unknown	3/12/2018 Level Code Value corrected from 2 to 3 inline with DM-349

Category	Field	Description	Source comments
P15. Person: All Drivers	Driver License State/Province	A code identifying the state or province issuing a driver license to an individual. Includes the states of the United States (including the District of Columbia and outlying areas), Indian Nation, U.S. Government, Canadian provinces, and Mexican states (including the Distrito Federal), as well as other jurisdictions.	Source: Refer to driver block on DMV-349 Form. Attributes: Not Licensed State code (See Appendix A) Indian Nation U.S. Government Canadian Province Mexican State International License (other than Mexico, Canada) Unknown Rationale: Necessary to evaluate the effectiveness of various licensing laws. This element is also critical in providing linkage from the crash file to driver license file.
P16. Person: All Drivers	Driver License Number	A unique number assigned by the authorizing agent issuing a driver license to an individual. Indication as to whether driver license is a CDL license or not.	Populated or Validated against Driver System; Source: Refer to driver block and online access to State Automated Driver License System. Attributes: Specific code assigned by the respective State, foreign country, U.S. government, Indian Nation, etc. ANSI D16.1 Standard allows 25 positions for OLN. Rationale: This element is critical in providing linkage between the crash and driver license files at the state level. The DLN provides a single unique index or key useful within a jurisdiction to locate a driver.
P17. Person: All Drivers	Commercial Driver License (CDL)	Indication as to whether driver license is a CDL license or not. (NOTE: THIS FIELD MAY NOT CONTAIN VALID DATA.)	Populated or Validated against Driver System; Source: Refer to Unit block on DMV-349 Form. Attributes: Check block under space for driver license number.

Category	Field	Description	Source comments
P18. Person: All Drivers	Contributing Circumstances, Driver 1	The actions of the driver, which may have contributed to the crash.	Source: Refer to blocks 14 – 19 on DMV-349 Form. Rationale: Important for evaluating the effect that dangerous driver behavior has on the crash.

0	No Contributing Circumstances Indicated
1	Disregarded Yield Sign
2	Disregarded Stop Sign
3	Disregarded Other Traffic Signs
4	Disregarded Traffic Signals
5	Disregarded Road Markings
6	Exceeded Authorized Speed Limit
7	Exceeded Safe Speed For Conditions
8	Failure To Reduce Speed
9	Improper Turn
10	Right Turn On Red
11	Crossed Centerline/Going Wrong Way
12	Improper Lane Change
13	Use Of Improper Lane
14	Overcorrected/Oversteered
15	Passed Stopped School Bus
16	Passed On Hill
17	Passed On Curve
18	Other Improper Passing
19	Failed To Yield Right Of Way
20	Inattention
21	Improper Backing
22	Improper Parking
23	Driver Distracted
24	Improper Or No Signal
25	Followed To Closely
26	Operated Vehicle In Erratic, Reckless, Careless, Negligent Or Aggressive Manner
27	Swerved Or Avoided Due To Wind, Slippery Surface, Vehicle, Object, Non-Motorist
28	Visibility Obstructed
29	Operated Defective Equipment
30	Alcohol Use
31	Drug Use

Category	Field	Description	Source comments
	32	Other	
	33	Unable To Determine	
	34	Unknown	
	35	Driver Distracted By Electronic Communication Device (Cell Phone, Texting, Etc.)	
	36	Driver Distracted By Other Electronic Device (Navigation Device, Dvd Player, Etc.)	
	37	Driver Distracted By Other Inside The Vehicle	
	38	Driver Distracted By External Distraction (Outside The Vehicle)	
P18. Person: All Drivers	Contributing Circumstances, Driver 2	The actions of the driver, which may have contributed to the crash.	Source: Refer to blocks 14 – 19 on DMV-349 Form. Rationale: Important for evaluating the effect that dangerous driver behavior has on the crash.
P18. Person: All Drivers	Contributing Circumstances, Driver 3	The actions of the driver, which may have contributed to the crash.	Source: Refer to blocks 14 – 19 on DMV-349 Form. Rationale: Important for evaluating the effect that dangerous driver behavior has on the crash.
P18. Person: All Drivers	Contributing Circumstances, Driver 4	The actions of the driver, which may have contributed to the crash.	Source: Refer to blocks 14 – 19 on DMV-349 Form. Rationale: Important for evaluating the effect that dangerous driver behavior has on the crash.
P18. Person: All Drivers	Contributing Circumstances, Driver 5	The actions of the driver, which may have contributed to the crash.	Source: Refer to blocks 14 – 19 on DMV-349 Form. Rationale: Important for evaluating the effect that dangerous driver behavior has on the crash.
P18. Person: All Drivers	Contributing Circumstances, Driver 6	The actions of the driver, which may have contributed to the crash.	Source: Refer to blocks 14 – 19 on DMV-349 Form. Rationale: Important for evaluating the effect that dangerous driver behavior has on the crash.
P19. Person	Name of Person Charged with Traffic Violations	Person charged with a traffic violation.	Source: Refer to "Traffic Violations" block on DMV-349 Form. Rationale: For use at the local level. Citation numbers are optional, also for local use only.
P19. Person	Traffic Violations: Charges	Charge(s)	Source: Refer to "Traffic Violations" block on DMV-349 Form. Rationale: For use at the local level. Citation numbers are optional, also for local use only.
P19. Person: All Drivers	Vehicle Seizure (DWI)	Check box for crashes involving alcohol or other drugs in sufficient amount to constitute a DWI and the vehicle is "seized."	Source: Refer to block 40 on DMV-349 Form.
	0	No	
	1	Yes	
	2	Unknown	

Category	Field	Description	Source comments
P20. Person: All Drivers	Alcohol/Drug Suspected	Investigating police officer's assessment of whether alcohol or other drugs were used by the vehicle driver or non- motorist.	Source: Refer to block 37 on DMV-349 Form. Rationale: Alcohol and other drug related crashes remain a serious traffic safety problem. Identifying crashes in which alcohol or other drugs may have been involved will help evaluate the effectiveness of programs to decrease the incidence of drunk driving or to identify problem areas and so enforcement programs can be targeted to these areas.

0	No
1	Yes - Alcohol, Impairment Suspected
2	Yes - Alcohol, No Impairment Detected
3	Yes - Other Drugs, Impairment Suspected
4	Yes - Other Drugs, No Impairment Detected
5	Yes - Alcohol And Other Drugs, Impairment Suspected
6	Yes - Alcohol And Other Drugs, No Impairment Detected
7	Unknown

P21. Person: All Drivers	Test for Alcohol/Other Drugs	Whether or not a test was given, including the type, or whether a test was refused.	Source: Refer to block 38 on DMV-349 Form.
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0	No Test
1	Alcohol Test
2	Test For Other Drugs
3	Alcohol And Other Drugs Test
4	Test Refused
5	Unknown

P22. Person: All Drivers	Test Results	Indication of the degree of presence of alcohol or other drugs through testing.	Source: Refer to block 39 on DMV-349 Form. Rationale: Alcohol remains the most prevalent drug involved in motor vehicle crashes. Capturing the test result whenever a driver or non-motorist is tested will provide a more accurate assessment of the extent of involvement. Drugs other than alcohol are increasingly involved in traffic crashes. Identifying drug related crashes will help develop and evaluate programs directed at reducing their involvement. Whenever evidence of other drug use is available, it should be captured.
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0	No Test
1	No Alcohol Or Other Drugs
2	Alcohol (Percent Bac)
3	Other Drugs Reported
4	Contaminated Sample/Unusable
5	Pending
6	Unknown

Category	Field	Description	Source comments
P23. Person: All Drivers	Driver or Non-Motorist Condition	The condition of the driver and/or non-motorist at the time of the crash.	Source: Refer to block 35 on DMV-349 Form. Rationale: Important for evaluating the effect that driver fatigue, medications, alcohol, drugs, or other conditions have on the crash. Information about the condition of the non-motorist is needed to develop engineering, educational, and enforcement countermeasures to reduce crashes involving non-motorists.

1	Apparently Normal
2	Illness
3	Fatigue
4	Fell Asleep, Fainted, Loss Of Consciousness
5	Impairment Due To Medications, Drugs, Alcohol
6	Medical Condition
7	Other Physical Impairment
8	Restriction Not Complied With
9	Other
10	Unknown

P24. Person: All Drivers	Vision Obstruction	Description of what prevented the driver or non-motorist from seeing whether or not such movement(s) could be made in a safe manner.	Source: Refer to block 34 and 85 on DMV-349 Form. Rationale: For help in determining the circumstances of the crash.
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0	None
1	Vehicle Window(S) Obscured
2	Trees, Crops, Brush, Etc
3	Building(S)
4	Embankment
5	Sign(S)
6	Hillcrest
7	Parked Vehicle(S)
8	Vehicle(S) In Traffic/Moving
9	Blinded, Headlights
10	Blinded, Sunlight
11	Blinded, Other Lights
12	Other
13	Unknown

P25. Person	Non-motorist Number	The unique number assigned to the non-motorist involved in a crash.	Source: Refer to block 22 on DMV-349 Form. Attributes: Sequential number uniquely identifying the non-motorist involved in a crash. Rationale: Important for management/administration and evaluation. Needed to determine the number and type of non-motorists involved in crash. Needed to track non-motorists preceding crash action and sustained injury.
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Category	Field	Description	Source comments																																	
P26. Person: Non-Motorist	Non-motorist Action Prior to Crash	The actions of the non-motorist prior to the crash.	Source: Refer to block 50 on DMV-349 Form. Rationale: Needed to develop engineering, educational, and enforcement countermeasures to reduce non-motorist crashes and to evaluate effect of existing countermeasures.																																	
<table border="1"> <tr><td>0</td><td>Unknown</td></tr> <tr><td>1</td><td>Entering Or Crossing Specified Location</td></tr> <tr><td>2</td><td>Walking, Riding, Running/Jogging With Traffic</td></tr> <tr><td>3</td><td>Walking, Riding, Running/Jogging Against Traffic</td></tr> <tr><td>4</td><td>Working</td></tr> <tr><td>5</td><td>Pushing Vehicle</td></tr> <tr><td>6</td><td>Approaching Or Leaving Vehicle</td></tr> <tr><td>7</td><td>Playing</td></tr> <tr><td>8</td><td>Standing</td></tr> <tr><td>9</td><td>Other</td></tr> </table>				0	Unknown	1	Entering Or Crossing Specified Location	2	Walking, Riding, Running/Jogging With Traffic	3	Walking, Riding, Running/Jogging Against Traffic	4	Working	5	Pushing Vehicle	6	Approaching Or Leaving Vehicle	7	Playing	8	Standing	9	Other													
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8	Standing																																			
9	Other																																			
P27. Person: Non-Motorist	Non-motorist Action Prior to Crash	The actions of the non-motorist prior to the crash.	Source: Refer to block 5 and 85 on DMV-349 Form. Rationale: Needed to develop engineering, educational, and enforcement countermeasures to reduce non-motorist crashes and to evaluate effect of existing countermeasures.																																	
P28. Person	Non-Motorist Condition at Time of Crash	Any relevant condition of the non-motorist that is directly related to the crash	See P23 for list. Source: Refer to blocks 35 and 85 on DMV-349 Form. Rationale: Important for evaluating the effect that non-motorist fatigue, medications/alcohol/drugs, or other conditions have on the crash.																																	
P29. Person: Non-Motorist	Non-Motorist Contributing Circumstances	The actions of the non-motorist that may have contributed to the crash.	Source: Refer to blocks 8 - 9 on DMV-349 Form. Rationale: Important for evaluating the effect that dangerous risky non- motorist behavior has on motor vehicle crashes.																																	
<table border="1"> <tr><td>0</td><td>None</td><td>Max of 2</td></tr> <tr><td>1</td><td>Coming From Behind Parked Vehicle</td><td>Max of 2</td></tr> <tr><td>2</td><td>Darting</td><td>Max of 2</td></tr> <tr><td>3</td><td>Lying And/Or Illegally In Roadway</td><td>Max of 2</td></tr> <tr><td>4</td><td>Failure To Yield Right Of Way</td><td>Max of 2</td></tr> <tr><td>5</td><td>Not Visible (Dark Clothing, Etc)</td><td>Max of 2</td></tr> <tr><td>6</td><td>Inattentive (Talking, Eating, Etc)</td><td>Max of 2</td></tr> <tr><td>7</td><td>Failure To Obey Traffic Signs, Signals</td><td>Max of 2</td></tr> <tr><td>8</td><td>Wrong Side Of Road</td><td>Max of 2</td></tr> <tr><td>9</td><td>Other</td><td>Max of 2</td></tr> <tr><td>10</td><td>Unknown</td><td>Max of 2</td></tr> </table>				0	None	Max of 2	1	Coming From Behind Parked Vehicle	Max of 2	2	Darting	Max of 2	3	Lying And/Or Illegally In Roadway	Max of 2	4	Failure To Yield Right Of Way	Max of 2	5	Not Visible (Dark Clothing, Etc)	Max of 2	6	Inattentive (Talking, Eating, Etc)	Max of 2	7	Failure To Obey Traffic Signs, Signals	Max of 2	8	Wrong Side Of Road	Max of 2	9	Other	Max of 2	10	Unknown	Max of 2
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10	Unknown	Max of 2																																		
P29. Person: Non-Motorist	Non-Motorist Contributing Circumstances 2	The actions of the non-motorist that may have contributed to the crash.	Source: Refer to blocks 8 - 9 on DMV-349 Form. Rationale: Important for evaluating the effect that dangerous risky non- motorist behavior has on motor vehicle crashes.																																	

Category	Field	Description	Source comments
P30. Person: Non-Motorist	Non-Motorist Location at Time of Crash	The non-motorist's location with respect to the roadway prior to impact.	Source: Refer to block 51 on DMV-349 Form. Rationale: Non-motorist location information is used in developing engineering, educational, and enforcement countermeasures for both motorists and non-motorists to reduce non-motorist crashes. Needed to determine "fault" of crash. Needed to evaluate effect of existing, if any, countermeasures that have been applied.
	1	Marked Crosswalk At Intersection	
	2	At Intersection But No Crosswalk	
	3	Non-Intersectino Crosswalk	
	4	Driveway Access Crosswalk	
	5	In Roadway	
	6	Not In Roadway	
	7	Median	
	8	Island	
	9	Shoulder	
	10	Sidewalk	
	11	Within 10 Feet Or Roadway	
	12	Beyond 10 Feet Of Roadway	
	13	Outside Trafficway	
	14	Shared-Use Path Or Trails	
P31. Person: Non-Motorists	Non-Motorist Safety Equipment	The safety protection in use by occupant or the non-motorist at the time of the crash.	See P11 for list. Source: Refer to block 27 on DMV-349 Form. Rationale: Proper classification of the use of available safety devices/protection systems would be used to evaluate the effectiveness of such equipment.
	6	Protective Pads (Non-Motorist only)	
	7	Reflective Clothing (Non-Motorist only)	
	8	Lighting (Non-Motorist only)	
P32. Person	Unit Number of Motor Vehicle Striking Non-Motorist	Number assigned to identify the motor vehicle that struck the non-motorist in the crash.	Source: Refer to blocks 84 and location block on DMV-349 Form. Attribute: Unit number of motor vehicle that was the first motor vehicle to strike the non-motorist. Rationale: Used for tracking. Important when multiple motor vehicles are involved in the crash.
P33. Person	EMS Responding to the Crash	Actual name of emergency medical service (EMS) that responded to the crash.	Source: Refer to blocks 46 and 47 on DMV-349 Form. Attributes: Actual name of EMS. When recorded on the DMV-349, the EMS name should be preceded by the unique letter designation (from column 1) in the Person Level section of the form, for the injured person being transported. Rationale: For help in tracking the injury control/emergency response treatment provided for person(s) injured in the crash.

Category	Field	Description	Source comments
P34. Person	Injured Taken by EMS to	Destination of injured person(s) if they were taken to a hospital, clinic, doctor's office, or other place of emergency medical aid.	Source: Refer to blocks 46 and 47 on DMV-349 Form. Attributes: Name of treatment facility and city or town. When recorded on the DMV-349, the destination should be preceded by the unique letter designation (from column 1) in the Person Level section of the form, for the injured person being transported. Rationale: Important for follow-up and to be able to trace victim from the scene to the particular place of emergency medical aid.
CD1. Crash Derived	Crash Severity	The severity of a crash based on the most severe injury to any person involved in the crash.	Source: Derived from Injury Status (P8) for each person involved in the crash. Rationale: Provides the user a classification of the severity of the crash without having to search through the person level records. This simplifies the use of the crash data file for producing reports by crash severity.
	1	'F' - Fatal	
	2	'A' - Injury Type A	Timeline for the Injury Definition Change: May 2016 – Traffic Records Unit Bulletin sent out to LEAs with information regarding the change in the injury definitions. September 2016 – Change in injury definition updated in the DMV-349 instruction manual
	3	'B' - Injury Type B	Timeline for the Injury Definition Change: May 2016 – Traffic Records Unit Bulletin sent out to LEAs with information regarding the change in the injury definitions. September 2016 – Change in injury definition updated in the DMV-349 instruction manual
	4	'C' - Injury Type C	Timeline for the Injury Definition Change: May 2016 – Traffic Records Unit Bulletin sent out to LEAs with information regarding the change in the injury definitions. September 2016 – Change in injury definition updated in the DMV-349 instruction manual
	5	'P' - Property Damage Only	
	6	'P' - Property Damage Only	
CD2. Crash Derived	Number of Motor Vehicles	The total number of motor vehicles (e.g., automobiles, single-unit trucks, truck combinations, and other motor vehicle types that are in motion or on a roadway) involved in a crash.	Source: Derived by counting the number of vehicles involved in a crash as indicated in Vehicle Unit Number Unique to Crash (V1). Rationale: Provides the user a count of the number of vehicles involved in the crash without having to count the number of vehicle records. This simplifies the use of the crash data file for producing reports in which the number of involved vehicles is needed.
CD3. Crash Derived	Number of Occupants in Vehicle	The total number of occupants in this vehicle involved in the crash including persons in or on the vehicle at the time of the crash.	Source: Derived by counting the number of drivers and passengers involved in the crash in block 22 on DMV-349 Form as indicated in Person Type (P1). Rationale: Important for use in evaluating total involved in crash and injury/severity.
CD4. Crash Derived	Number of Non-motorists	The total number of non-motorists (pedestrian, pedalcyclists, etc.) involved in a crash.	Source: Derived by counting the number of non-motorists involved in the crash in block 22 on DMV-349 Form as indicated in Person Type (P1). Rationale: Provides the user with a count of the number of non-motorists involved in the crash without having to count the number of non-motorist records. This simplifies the use of the crash data file for producing reports in which the number of non-motorists is needed or in identifying crashes involving non-motorists.
CD5. Crash Derived	Total Non-Fatal Injuries	The total number of persons injured, excluding fatalities within 30 days, in the crash.	Source: Derived by counting the number of persons injured in the crash from Injury Status in (P8). Refer to block 32 on DMV- 349 Form. Rationale: Provides the user with a count of the number of persons injured in the crash without having to search through the person level records. This Simplifies the use of the crash data file for producing reports in which the number of injured persons is needed.

Category	Field	Description	Source comments																
CD6. Crash Derived	Total Fatal Injuries	The total number of fatalities (motorists and non-motorists) which resulted from injuries sustained as the result of a specific road vehicle crash. In reporting fatality statistics, a 30-day counting rule is generally used for highway safety statistics. These rules provide that only those deaths, which occur within 30 days of a crash will be counted for statistical purposes.	Source: Derived by counting the number of persons fatally injured in the crash from Injury Status (P8). Refer to block 32 on DMV- 349 Form. Rationale: Provides the user with a count of the number of persons fatally injured in the crash without having to search through the person level records. This simplifies the use of the crash data file for producing reports in which the number of fatalities is needed or in identifying crashes involving a fatality.																
CD7. Crash Derived	Alcohol/Drug Involvement	Investigating police officer's assessment of whether alcohol or drug use was suspected or demonstrated to be present by test for any vehicle driver or non-motorist in the crash.	Source: Derived from the Driver and Non-motorist, Alcohol, Drug Data Elements (P20-P22). Refer to blocks 37-39 on DMV- 349 Form. Rationale: Provides the user with the ability to easily identify alcohol/drug related crashes without having to search through the person level records. This simplifies the use of the crash data file for producing reports in which the number of alcohol/drug involved crashes is needed or in identifying crashes involving alcohol or drugs.																
<table border="1"> <tbody> <tr><td>0</td><td>Neither Alcohol Nor Other Drugs</td></tr> <tr><td>1</td><td>Yes Alcohol, Impairment Suspected</td></tr> <tr><td>2</td><td>Yes Alcohol, No Impairment Detected</td></tr> <tr><td>3</td><td>Yes Other Drugs, Impairment Suspected</td></tr> <tr><td>4</td><td>Yes Other Drugs, No Impairment Detected</td></tr> <tr><td>5</td><td>Yes Alcohol And Other Drugs, Impairment Suspected</td></tr> <tr><td>6</td><td>Yes Alcohol And Other Drugs, No Impairment Detected</td></tr> <tr><td>7</td><td>Unknown</td></tr> </tbody> </table>				0	Neither Alcohol Nor Other Drugs	1	Yes Alcohol, Impairment Suspected	2	Yes Alcohol, No Impairment Detected	3	Yes Other Drugs, Impairment Suspected	4	Yes Other Drugs, No Impairment Detected	5	Yes Alcohol And Other Drugs, Impairment Suspected	6	Yes Alcohol And Other Drugs, No Impairment Detected	7	Unknown
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6	Yes Alcohol And Other Drugs, No Impairment Detected																		
7	Unknown																		
CD8. Crash Derived	Day of Week	The day of the week on which a crash occurred.	Source: Derived from the Crash Date (C3). Rationale: Crash occurrences are often a function of day of week. This element provides this Classification for the user without having to translate the date.																
<table border="1"> <tbody> <tr><td>1</td><td>Monday</td></tr> <tr><td>2</td><td>Tuesday</td></tr> <tr><td>3</td><td>Wednesday</td></tr> <tr><td>4</td><td>Thursday</td></tr> <tr><td>5</td><td>Friday</td></tr> <tr><td>6</td><td>Saturday</td></tr> <tr><td>7</td><td>Sunday</td></tr> </tbody> </table>				1	Monday	2	Tuesday	3	Wednesday	4	Thursday	5	Friday	6	Saturday	7	Sunday		
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2	Tuesday																		
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4	Thursday																		
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6	Saturday																		
7	Sunday																		
VD1. Vehicle Derived	Vehicle Model Year	The year, which is assigned to a vehicle by the manufacturer.	Populated or Validated against Vehicle System; Source: Derived from the 10th position of the Vehicle identification number (V4) for 1981 to the present. Prior to 1981, the position for the model year varied by manufacturer. This information can also be obtained separately from the Vehicle Registration File. Rationale: Important for use in identifying vehicle model year for evaluation, research and crash comparison purposes.																

Category	Field	Description	Source comments
VD2. Vehicle Derived	Vehicle Model	The manufacturer assigned code denoting a family of vehicles (within a make) which has a degree of similarity in construction, such as body, chassis, etc.	Source: Derived (usually) from positions 4, 5, 6, and 7 of Vehicle Identification Number (V4) for 1981 to the present. Prior to 1981, the position for the model varied by manufacturer. This information can also be obtained separately from the Vehicle Registration File. Attributes: Assigned by vehicle manufacturer. Rationale: Important for use in identifying vehicle model, for evaluation, research and crash comparison purposes.

Category	Field	Description	Source comments
VD3. Vehicle Derived	Vehicle Body Type	Code used in the Vehicle Identification Number to indicate the general configuration or shape or a vehicle distinguished by characteristics such as number of doors, seats, windows, roof line, hardtop or convertible.	Source: Derived from the Vehicle Identification Number (V4). Rationale: Important for use in identifying the specific type of vehicle involved in a crash for evaluation and comparison purposes.

AM	Passenger Vehicle: Ambulance	
CB	Passenger Vehicle: Cab & Chassis (Luv)	
CP	Passenger Vehicle: Coupe	
CV	Passenger Vehicle: Convertible	
HB	Passenger Vehicle: Hatchback	Use when more detail is unknown.
HR	Passenger Vehicle: Hearse	
HT	Passenger Vehicle: Hardtop	Use when more detail is unknown.
LB	Passenger Vehicle: Liftback	
LM	Passenger Vehicle: Limousine	
NB	Passenger Vehicle: Notchback	
PK	Passenger Vehicle: Pickup	To code trucks commonly registered as passengers.
PN	Passenger Vehicle: Panel	To code trucks commonly registered as passengers.
RO	Passenger Vehicle: Roadster	
SB	Passenger Vehicle: Sport Hatchback	
SC	Passenger Vehicle: Sport Coupe	
SO	Passenger Vehicle: Sedan	Use when more detail is unknown.
SV	Passenger Vehicle: Sport Van	
SW	Passenger Vehicle: Station Wagon	
UT	Passenger Vehicle: Utility	To code trucks commonly registered as passengers.
WW	Passenger Vehicle: Wide Wheel Wagon	
2D	Passenger Vehicle: Sedan, 2-door	
2F	Passenger Vehicle: Formal Hardtop, 2-door	
2H	Passenger Vehicle: (81-03) Hatchback, 2-door	
2L	Passenger Vehicle: Liftback, 3-door	
2P	Passenger Vehicle: Pillard Hardtop, 2-door	
2T	Passenger Vehicle: Hardtop, 2-door	
2W	Passenger Vehicle: Wagon, 2-door	
3D	Passenger Vehicle: Runabout, 3-door	
4D	Passenger Vehicle: Sedan, 4-door	
4H	Passenger Vehicle: (81-03) Hatchback, 4-door	
4L	Passenger Vehicle: Liftback, 5-door	

Category	Field	Description	Source comments
	4P	Passenger Vehicle: Pillard Hardtop, 4-door	
	4T	Passenger Vehicle: Hardtop, 4-door	
	4W	Passenger Vehicle: Wagon, 4-door	
	5D	Passenger Vehicle: Sedan, 5-door	
	AC	Truck: Auto Carrier	
	AR	Truck: Armored Truck	
	BU	Truck: Bus	
	CS	Truck: Chassis and cab	
	CC	Truck: Conventional Cab	
	CG	Truck: Cargo Van	
	CH	Truck: Crew Chassis	
	CL	Truck: Club Chassis	
	CM	Truck: Concrete or Transit Mixer	
	CR	Truck: Crane	
	CS	Truck: Super Cab/Chassis Pickup	
	CU	Truck: Custom Pickup	
	CV	Truck: Convertible (Jeep Commando, Suzuki. Samurai, Dodge Dakota)	
	CW	Truck: Crew Pickup	
	CY	Truck: Cargo Cutaway	
	DP	Truck: Dump	
	OS	Truck: Tractor Truck (diesel)	
	EC	Truck: Extended Cargo Van	
	ES	Truck: Extended Sport Van	
	EV	Truck: Extended Van	
	EW	Truck: Extended Window Van	
	FB	Truck: Flat-bed or platform	
	FC	Truck: Forward Control	
	FE	Truck: Farm Equipment	
	FT	Truck: Fire Truck	
	FTR	Truck: Farm Tractor	
	GG	Truck: Garbage or Refuse	
	GL	Truck: Gliders	
	GN	Truck: Grain	
	HO	Truck: Hopper	

Category	Field	Description	Source comments
	IC	Truck: Incomplete Chassis	
	IE	Truck: Incomplete Extended Van	
	LG	Truck: Logger	
	LL	Truck: Suburban and Carry All	
	MH	Truck: Motorized Home	
	MP	Truck: Multi-purpose	
	MV	Truck: Maxi Van	
	MY	Truck: Motorized Cutaway	
	PC	Truck: Club Cab Pickup	
	PO	Truck: Parcel Delivery	
	PK	Truck: Pickup	
	PM	Truck: Pickup with Camper mounted on bed	
	PN	Truck: Panel	
	PS	Truck: Super Cab Pickup	
	RD	Truck: Roadster (Jeep, Jeep Commando)	
	AT	Motorcycle: All Terrain	
	EN	Motorcycle: Enduro	
	MK	Motorcycle: Mini-bike	
	MN	Motorcycle: Mini Moto Cross	
	MP	Motorcycle: Moped	
	MR	Motorcycle: Mini Road/Trail	
	MS	Motorcycle: Motor Scooter	
	MX	Motorcycle: Moto Cross	
	MY	Motorcycle: Mini Cycle	
	RC	Motorcycle: Racer	
	RS	Motorcycle: Road/Street	
	RT	Motorcycle: Road/Trail	
	T	Motorcycle: Dirt	
	TL	Motorcycle: Trail/Dirt	
	TR	Motorcycle: Trail	

VD4. Vehicle Derived	Total Trailers Attached to Truck	Total number of trailers attached to a large truck.	Attributes: Derived by counting the number of trailers attached to a truck as indicated by Trailer Type and/or trailer length/Width (V14-V19) data elements. Rationale: This information is important to evaluate safety issues relative to truck, doubles, triples, etc.
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Category	Field	Description	Source comments
PL1. Person Linked	Driver License Class	The type of commercial or noncommercial vehicle that a licensed driver has been examined on and approve to operate.	Attributes: Class A vehicles - any combination of vehicles with a GVWR of 26,001 or more pounds, provided the GVWR of the vehicle(s) being towed is in excess of 10,000 pounds (holders of a Class A license may with the appropriate endorsement operate all class B & C vehicles). Class B vehicles - any single vehicle with a GVWR of 26,001 or more pounds, or any such vehicle towing a vehicle not in excess of 10,000 pounds (holders of a Class B license may, with the appropriate endorsement, operate all class C vehicles). Class C vehicles - any single vehicle less than 26,001 pounds GVWR, or any such vehicle towing a vehicle not in excess of 10,000 pounds GVWR. Class M vehicles - motorcycles, mopeds, motor-driven cycles. Never held a license or state can no longer provide this information. Rationale: Used to identify those drivers who were not complying with the limitations of their operator's license.
PL2. Person Linked	Driver License Status, CDL	The current status of an individual's federally-approved commercial driver license (CDL).	Rationale: Used to identify those truck and bus drivers--operating vehicles in interstate commerce and vehicles carrying hazardous materials in intrastate commerce--who were not complying with the limitations of their operator's license and who were involved in crashes. Federal law mandates the commercial driver's license. The OMC has jurisdiction over this federal program, and the identification of drivers not having valid CDLs and those having crashes is vital data for the OMC's drivers license program.

E	Eligible
L	Licensed
N	Not Eligible
R	Reported Deceased

PL3. Person Linked	Commercial Motor Vehicle Endorsements	Issued to drivers after successfully completing a specialized test that qualifies them to operate a specific type of commercial motor vehicle.	Source: Obtained by linking Driver License Number and Class (P16) for in-state drivers to the driver license number in the driver history data system. Law Enforcement Officers' have mainframe access to endorsement information. Rationale: Important to evaluate issues related to licensing policies for drivers of commercial motor vehicles.
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T	Double/Triple Trailer (Applies to Class A)
P	Passenger Vehicle (Applies to transportation of 16 or more passengers including the driver)
N	Tank Vehicle (Required on any A, B, C classified license for vehicles transporting, as its primary cargo, any liquid or gaseous material within a tank attached to the vehicle)
H	Required To Be Placarded For Hazardous Materials (Required on all Class A, B, C licenses for any vehicle transporting hazardous materials requiring placarding as defined by USDOT regulations)
X	Combined Tank/HAZ-MAT (Qualifies a driver for both the Tank endorsement and the Hazardous Material endorsement)
	Other (Used to represent state-specific endorsements that are not generally covered by the endorsements above)

Category	Field	Description	Source comments
PL4. Person Linked	Driver License Status, Non-CDL	The current status of an individual's driver license other than a federally approved commercial driver license (CDL).	Rationale: Used to identify drivers who were not complying with the limitations of their operator's license and who were involved in crashes.

E	Eligible
L	Licensed
N	Not Eligible
R	Reported Deceased

PL5. Person Linked	Driver License Restrictions	Restrictions assigned to an individual's driver license by the license examiner. This data element is generated by the system; however, officers will continue to record restriction information from the driver's license onto the DMV-349.	Source: Refer to block 36 on DMV-349 Form. Rationale: Used to identify drivers with limitations on their operator's license who were involved in a crash.
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0	None Or No NC Lic
1	Corrective Lenses
2	45 Mph Speed Limit
3	Daylight Driving
4	Corrective Lenses And 45 Mph Speed Limit
5	Corrective Lenses, 45 Mph Speed Limit, Daylight Driving
6	Corrective Lenses, Daytime And Daylight Driving Only
7	45 Mph Speed Limit And Daylight Driving Only
8	No Interstate Driving
9	Other

Category	Field	Description	Source comments
PL6. Injured Person Linked	Injury Area	The primary or most obvious area of the person's body injured during the crash.	Source: Obtained by linking current identifiers for the person, such as Date of Birth (P5), Sex (P6), Transported to Medical Facility By (P33), and crash location information including Crash City/Place (C6), Crash Location (C7), Date and Time Crash Reported to Law Enforcement Agency (C3C4), etc., to pre-hospital EMS, emergency department, and/or hospital discharge data files. Refer to block 85 on DMV-349 Form. Attributes: Types of areas are indicated by a matrix or narrative in the EMS records or as an injury or billing code (ICD-9-CM, etc.) in the emergency department, hospital or insurance records. The following list represents the major areas of the body subject to injury.

1	Head/Brain
2	Face
3	Neck
4	Spine
5	Back
6	Chest
7	Upper extremities
8	Abdomen
9	Lower extremities
10	Other
11	Injured, area unknown

PL7. Injured Person Linked	Injury Description	Type of injury inflicted to primary Injury Area (PL6).	Rationale: This type of information will help to distinguish between multiple injured in the same crash.
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1	Visible bleeding
2	Visible broken bone
3	Visible burn
4	Complaint of pain
5	Apparently unconscious
6	Other visible or expressed injury
7	Injury type not otherwise specified and not visible
8	Unknown

RL1. Roadway Linked	Bridge/Structure Identification	A unique code assigned to a bridge, underpass, overpass, or tunnel.	Attributes: Number as described in the Recording and Coding guide for the Structure Inventory and Appraisal of the Nation's Bridges, December 1988, Federal Highway Administration item 8. HPMS/90, item 77. Rationale: Identifying the bridge can link to the specific geometric data describing the bridge for problem identification analysis. Important for determining the relationship between structure characteristics and crashes.
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RL2. Roadway Linked	Grade: Direction of Slope	The inclination of a roadway, expressed in the rate of rise or fall in feet/meters per 100 feet/meters of horizontal distance.	Up or down; Rationale: Grade is used in diagnosing possible causes and countermeasures for a high crash site.
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Category	Field	Description	Source comments
RL2. Roadway Linked	Grade: Percent of Slope	The inclination of a roadway, expressed in the rate of rise or fall in feet/meters per 100 feet/meters of horizontal distance.	Nearest percent of slope Rationale: Grade is used in diagnosing possible causes and countermeasures for a high crash site.
RL3. Roadway Linked	Part of National Highway System	Designation as part of the national highway system.	Rationale: Important to monitor highway safety on national highway system.
	1	Yes	
	2	No	
	3	Unknown	
RL4. Roadway Linked	Annual Average Daily Traffic: Calendar Year	The average number of vehicles passing a point on a trafficway in a day, for all days of the year, during a specified calendar year.	Rationale: Important to normalize crash data to account for the exposure.
RL4. Roadway Linked	Annual Average Daily Traffic: Vehicles per day (AADT)	The average number of vehicles passing a point on a trafficway in a day, for all days of the year, during a specified calendar year.	Rationale: Important to normalize crash data to account for the exposure.
RL5. Roadway Linked	Shoulder Width	Width of lane or shoulder where crash occurred.	Rationale: Important to monitor the association of shoulder type/width and the frequency of crashes.
RL5. Roadway Linked	Shoulder Type	Width of lane or shoulder where crash occurred.	Rationale: Important to monitor the association of shoulder type/width and the frequency of crashes.
RL6. Roadway Linked	Lane Width	Width of lane where crash occurred.	Attributes: Number of Feet Rationale: Important to monitor the association of shoulder/lane width and the frequency of crashes.
RL7. Roadway Linked	Median Width	A median is an area of a trafficway between parallel roads separating travel in opposite directions.	Rationale: Important to monitor the unmet need for medians to protect motorists from oncoming traffic.
		Less than four feet	
		Four feet or greater	
		Unknown	
RL7. Roadway Linked	Median Type	A median is an area of a trafficway between parallel roads separating travel in opposite directions.	Rationale: Important to monitor the unmet need for medians to protect motorists from oncoming traffic.
RL8. Roadway Linked	Roadway Lighting	The type of illumination at a point on the roadway.	Rationale: Lighting is recognized as having a benefit to safe highway operations. The presence of lighting is an important element in the analysis of a spot location, a section of highway, or a network analysis. Important for determining the effects of highway illumination on nighttime crashes to guide future installations.
		No lighting	
		Spot illumination	
		Continuous lighting	

Category	Field	Description	Source comments
RL9. Roadway Linked	Pavement Markings, Longitudinal: Function and Color	The longitudinal markings (paint, plastic, or other) used on the roadway surface to guide or control the path followed by drivers.	Rationale: Knowledge of the existence of pavement markings is necessary to the analysis of crash data. Important for determining the affects of various types of longitudinal markings on various types of crashes to guide future applications.
		Centerline, skip-dash, yellow	
		Centerline, solid, yellow	
		Centerline, solid double, yellow	
		No passing barrier, right or left, yellow	
		Lane line, skip-dash, white	
		Lane line, solid, white	
		Edge line, left, yellow	
		Edge line, right, white	
		Left turn lane lines, combination of solid and skipdash, yellow	
		Turn arrow symbols, right, through, left, or combination of two	
		Unknown	

RL9. Roadway Linked	Pavement Markings, Longitudinal: Material Paint	The longitudinal markings (paint, plastic, or other) used on the roadway surface to guide or control the path followed by drivers.	Rationale: Knowledge of the existence of pavement markings is necessary to the analysis of crash data. Important for determining the affects of various types of longitudinal markings on various types of crashes to guide future applications.
		Thermoplastic	
		Raised Markers	
		Permanent inlay	
		Tape	
		Other	
		Unknown	

RL10. Roadway Linked	Bikeway	Any road, path or way which in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes (Refer to ANSI D16.1 for definitions of specific attributes).	Rationale: Needed to determine usage of bicycle facilities. Needed to determine location of bicycle crashes in relation to bicycle facility. Information is used to design facilities to more safely accommodate both bicycles and motor vehicles. Important for ascertaining the relative safety performance of various types/classes of bike paths to guide future design/operation decisions.
		No Bikeway	
		Bicycle Route (signed)	
		Bicycle Lane (striped) - right only	
		Bicycle Lane (striped) - both sides	
		Bicycle Lane (striped) - left only	
		Separate Bicycle Path/Trail	
		Unknown	

Category	Field	Description	Source comments												
RL11. Roadway Linked	Delineator Presence	The presence or absence of a series of reflecting devices mounted at regular intervals along the side of the road to indicate the alignment of the roadway.	Rationale: Important for determining the effectiveness of delineation on nighttime and run off-the-road crashes and guide future installations.												
<table border="1"> <tr><td>None</td></tr> <tr><td>Delineators, right</td></tr> <tr><td>Delineators, left</td></tr> <tr><td>Delineators, both sides</td></tr> <tr><td>Unknown</td></tr> </table>				None	Delineators, right	Delineators, left	Delineators, both sides	Unknown							
None															
Delineators, right															
Delineators, left															
Delineators, both sides															
Unknown															
RL12. Roadway Linked	Clearzone Distance	The total roadside border area, starting at the edge of the traveled way, available for safe use by errant vehicles. This area may consist of a shoulder, a recoverable slope, a nonrecoverable slope, and/or a clear run-out area. The desired width is dependent on the traffic volumes and speeds, and roadside geometry. A clear run-out area is the area at the toe of a non-recoverable slope available for safe use by an errant vehicle.													
RL13. Roadway Linked	Sideslope	The part of the highway that tapers the traveled way with the existing terrain. The relative steepness of the terrain is expressed as a ratio or percentage. Slopes may be categorized as positive (backslope) or negative (foreslope) and as parallel or cross slopes in relation to the direction of traffic, A side slope typically seen on the interstates is a negative parallel slope that has a drainage facility in the median.													
RL14. Roadway Linked	Roadway Functional Class	The character of service or function of streets or highways. The classification of rural and urban is determined by the state and local officials in cooperation with each other and approved by the Federal Highway Administration, U.S. Department of Transportation.	Source: Obtained by linking Crash Location (C9) to the Roadway Inventory data. Refer to block 71 on DMV-349 Form.												
<table border="1"> <tr><td>1</td><td>Interstate 2 US Route</td></tr> <tr><td>3</td><td>NC Route</td></tr> <tr><td>4</td><td>State Secondary Route</td></tr> <tr><td>5</td><td>Local Street</td></tr> <tr><td>6</td><td>Public Vehicular Area</td></tr> <tr><td>7</td><td>Private Road, Driveway</td></tr> </table>				1	Interstate 2 US Route	3	NC Route	4	State Secondary Route	5	Local Street	6	Public Vehicular Area	7	Private Road, Driveway
1	Interstate 2 US Route														
3	NC Route														
4	State Secondary Route														
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Category	Field	Description	Source comments
RL15. Roadway Linked	Access Control	The degree that access to abutting land is fully, partially or not controlled by a public authority. Full access control provides no private access. No access control permits private access (driveway, etc).	Source: Obtained by linking Crash Location (C9) to the Roadway Inventory data. Refer to block 74 on DMV-349 Form. Rationale: Highly correlated with crash rates and, therefore, useful in identifying high hazard locations. Important to guide future highway design and traffic control.

Full Access Control
Partial Access Control
No Access Control

RL16. Roadway Linked	Railway Crossing ID	A unique US DOT/AAR number assigned for identification purposes to a railroad crossing by a state highway agency in cooperation with the Federal Railroad Administration.	Source: Obtained by linking Crash Location (C9) to state or Federal Railway Administration data. Refer to location block on DMV-349 Form. Attributes: State specific number assigned by a state in cooperation with the American Association of Railroads. Rationale: The data are used in high crash locations as well as highrisk corridors. Important for determining the need for additional controls and evaluating the efficacy of various types of controls.
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RL17. Roadway Linked	Traffic Control Type at Intersection	The type of traffic control, if any, at crash location.	Source: Refer to block 76 on DMV-349 Form. Rationale: This element needs to be collected at the scene because the presence of specific devices is better verified at the time of the crash. Important for ascertaining the relationship between the use of various TCDs and crashes and identifying the need for upgraded TCDs at specific crash locations.
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00	No Control Present
01	Stop Sign
02	Yield Sign
03	Stop and Go Signal
04	Flashing Signal with Stop Sign
05	Flashing Signal without Stop Sign
06	RR Gate and Flasher
07	RR Flasher
08	RR Crossbucks Only
09	Human Control
10	Warning Sign
11	School Zone Signs
12	Flashing Stop and Go Signal
13	Double Yellow Line, No Passing Zone
14	Other

Category	Field	Description	Source comments
RL18. Roadway Linked	Mainline Number of Lanes at Intersection	Number of "thru" lanes on the mainline approaches of an intersection, including all lanes with "thru" movement ("thru" and left-turn, or "thru and right-turn) but not exclusive turn lanes.	Source: Obtained by linking Crash Location (C5) to the Roadway Inventory data. Refer to blocks 84 and 75 on DMV-349 Form. Rationale: Important to describe the intersection.

One Lane
Two Lanes
Three Lanes
Four to Six Lanes
Seven or More Lanes
Unknown

RL19. Roadway Linked	Side-Road Number of Lanes at Intersection	Number of "thru" lanes on the side-road approaches at intersection including all lanes with "thru" movement ("thru" and left-turn, or "thru" and right-turn) but not exclusive turn lanes.	Source: Obtained by linking Crash Location (C5) to the Roadway Inventory data. Refer to blocks 75 and 84 on DMV-349 Form. Rationale: Important to describe the intersection.
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One Lane
Two Lanes
Three Lanes
Four to Six Lanes
Seven or More Lanes
Unknown

RL20. Roadway Linked	Roadway Curvature	The measurement of the curvature in the roadway expressed in terms of its radius, length, and super elevation.	Source: Obtained by linking Crash Location (C5) to the Roadway Inventory data. See Roadway Alignment and Grade (V16). Refer to block 70 on DMV-349 Form. Rationale: Curve data is used in searching for and diagnosing high crash locations. Important for determining relationship between horizontal alignment-related crashes to guide future highway design, speed limits, and driver skill training (motorcycle curve entering speed, etc).
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1	Straight, level
2	Straight, hillcrest
3	Straight, grade
4	Straight, bottom (sag)
5	Curve, level
6	Curve, hillcrest
7	Curve, grade
8	Curve, bottom (sag)
9	Other