



Data Dictionary

Crash Reporting in RAMS



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BUILD: Person/Vehicle Dashboard

Add Vehicle [X]

Vehicle | Owner | Tow

Recent CJS Queries

Vehicle Information

Vehicle Identifier: 1 (used to identify vehicle on reports)

Vehicle Type: VEHICLES, AUTOMOBILES

Year:

Make:

Model:

Color:

Reg:

Reg Type:

State: MA

VIN:

Insurance Co:

Primary Reg Status:

Description:

Cruiser #: Cruiser Mileage:

Cruiser Type:

Cruiser Owner:

Secondary Reg Status:

- ☐ ADVN - Advanced
- ☐ CHEK - Check Returned
- ☐ INSC - Insurance Cancelled
- ☐ JUNK - Junked
- ☐ NONR - Outstanding tickets
- ☐ PINS - Pending Ins Cancel
- ☐ RDF
- ☐ RNEW - Renewed
- ☐ STPL - Stolen Plate
- ☐ STVE - Stolen Vehicle
- ☐ STVI - Stolen VIN

Save Cancel

Reg Type

Instructions:

Enter a three letter abbreviation indicating the type of vehicle registration.

Definition:

Indicates the type of vehicle registration and associated plate, based on vehicle type and usage.

Rationale:

This element is critical in providing linkage between the crash and motor vehicle registration files in order to access the motor vehicle identification number.

Code	Definition
PAN	Passenger: Normal
PAR	Passenger: Reserved
PAS	Passenger: Specialty (Antique, Veteran, Environmental, Sports, Spay & Neuter, Breast Cancer, United We Stand, etc.)
PAV	Passenger: Vanity
PAY	Passenger: Year of Manufacture (Antique plate with year stamped; AN gets added to the beginning of plate number on registration)
CON	Commercial: Normal (Plates starting with SR are for snow removal; HR for hearse)
COR	Commercial: Reserved
COV	Commercial: Vanity
MCN	Motorcycle: Normal
MCR	Motorcycle: Reserved
MCS	Motorcycle: Specialty
MCV	Motorcycle: Vanity
AHN	Camper: Normal
AHR	Camper: Reserved
AHV	Camper: Vanity
AMN	Ambulance: Normal (includes Animal Ambulance)
AMR	Ambulance: Reserved
AMR	Ambulance: Reserved
LVN	Livery: Normal
LVR	Livery: Reserved

Code	Definition
LVR	Livery: Reserved
LVV	Livery: Vanity
SPN	School Pupil: Normal
TAN	Taxi: Normal
TAR	Taxi: Reserved
TRN	Trailer: Normal (not used on Camper trailers)
TRR	Trailer: Reserved
VPN	VA

Action Taken

Instructions:

Indicate the actions made by the person just prior to the crash based on verbal or physical evidence, but not on speculation alone.

Definition:

The action of the person immediately prior to the crash and an indication of whether the non-motorist was walking/cycling to/from school.

Rationale:

By collecting the actions and circumstances prior to the crash, this element is important for developing more effective roadway design and operation, education, and enforcement measures.

Attribute	Definition
Veh Operator	
Veh Owner	
Passenger	
Suspect	
Airline Passenger	
Airport Patron	
Complainant	

Injury Status

Instructions:

Indicate the driver's injury status.

Definition:

The injury severity level for a driver involved in the crash. The determination of which attribute to assign should be based on the latest information available at the time the report is completed, except as described below for 'fatal' injuries.

Rationale:

This information is necessary for injury outcome analysis and evaluation. This element is also critical in providing linkage between the crash, EMS, and hospital records.

Attribute	Definition
Fatal	A fatal injury is any injury that results in death within 30 days following the motor vehicle crash in which the injury occurred. If the person did not die at the scene but died within 30 days of the motor vehicle crash in which the injury occurred, the injury classification should be changed from the attribute previously assigned to the attribute 'fatal'.
Phased Out (Incapacitating)	<p>An 'incapacitating' injury is any injury other than fatal which results in one or more of the following:</p> <ul style="list-style-type: none"> • Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood • Broken or distorted extremity (arm or leg) • Crush injuries • Suspected skull, chest or abdominal injury other than bruises or minor lacerations • Significant burns (second and third degree burns over 10% or more of the body) • Unconsciousness when taken from the crash scene • Paralysis
Phased Out (Non-Incapacitating)	A 'non-incapacitating' injury is any injury that is evident at the scene of the crash, other than fatal or serious injuries. Examples include lump on the head, abrasions, bruises, minor lacerations (cuts on the skin surface with minimal bleeding and no exposure of deeper tissue/muscle).
Phased Out (Possible)	A possible injury is any injury reported or claimed which is not a fatal, suspected serious, or suspected minor injury. Examples include momentary loss of consciousness, claim of injury, limping, or complaint of pain or nausea. Possible injuries are those that are reported by the person or are indicated by his/her behavior, but no wounds or injuries are readily evident.
Phased Out (No Injury)	No apparent injury is a situation where there is no reason to believe that the person received any bodily harm from the motor vehicle crash. There is no physical evidence of injury and the person does not report any change in normal function.

Suspected serious injury	<p>A suspected serious injury is any injury other than fatal which results in one or more of the following:</p> <ul style="list-style-type: none"> • Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood • Broken or distorted extremity (arm or leg) • Crush injuries • Suspected skull, chest or abdominal injury other than bruises or minor lacerations • Significant burns (second and third degree burns over 10% or more of the body) • Unconsciousness when taken from the crash scene • Paralysis
Suspected minor injury	<p>A minor injury is any injury that is evident at the scene of the crash, other than fatal or serious injuries. Examples include lump on the head, abrasions, bruises, minor lacerations (cuts on the skin surface with minimal bleeding and no exposure of deeper tissue/muscle).</p>
Possible injury	<p>A possible injury is any injury reported or claimed which is not a fatal, suspected serious or suspected minor injury. Examples include momentary loss of consciousness, claim of injury, limping, or complaint of pain or nausea. Possible injuries are those which are reported by the person or are indicated by his/her behavior, but no wounds or injuries are readily evident.</p>
No apparent injury	<p>No apparent injury is a situation where there is no reason to believe that the person received any bodily harm from the motor vehicle crash. There is no physical evidence of injury and the person does not report any change in normal function.</p>
Unknown	<p>If this attribute is used, an explanation in the narrative is recommended.</p>

Transported by Code

Instructions:

Indicate whether the driver was transported to a medical facility.

Definition:

The type and identity of the unit providing transport to the first medical facility receiving the patient.

Rationale:

This element is important for tracing the victim from the scene of crash through the health care system. It facilitates linkage of injured crash victims with Emergency Medical Services data files.

Attribute	Definition
Not Transported	This attribute is used for victims who are dead on the scene and for those who are not taken (or do not go) to a treatment facility or hospital for treatment. For example, this would be used for an uninjured occupant who rides along with an injured person to a treatment facility.
EMS	Victims were transported by Emergency Medical Service workers.
Police	Victims were transported by police officers.
Other	This attribute is used for a variable that is not addressed by the previous attribute options. If this attribute is used, an explanation in the narrative is recommended.
Unknown	If this attribute is used, an explanation in the narrative is recommended.

Medical Facility

Instructions:

Record the name of the medical facility.

Definition:

The hospital, clinic, or trauma center receiving the patient for treatment.

Rationale:

It is important to trace the victim from the scene of crash through the health care system. This element facilitates linkage of injured crash victims with Emergency Medical Services data files.

BUILD: Person/Vehicle – Owner: License Info Dashboard

Add Vehicle [X]

Vehicle | Owner | Tow

Owner Information

Involvement

☒ Operator ☐ Passenger ☐ Not Present in Vehicle

Personal Info | License Info | Charges

License State: MA

License #: S81092583

Primary Status: ACT - Active

Secondary Status: NRE
RRV
DCU

Reason Suspended:

Class: Class D

CDL Endorsements: H - Hazardous
N - Tank Vehicles
P - Passenger Transport
T - Doubles/Triples
X - Tank and Hazardous

Restrictions: [0] Except Tractor-Trailer
[2] Medical log/glucose required
[A] CMV Interstate Medical
[B] Corrective Lenses
[C] Mechanical Devices

Save Cancel

License State

Instructions:

Use the abbreviation to provide the specific state, province, or nation indicated on the driver's license.

Definition:

The geographic or political entity issuing the driver license. Includes the States of the United States (including the District of Columbia and outlying areas), Indian Nations, U.S. Government, Canadian Provinces, and Mexican States (including the Distrito Federal), as well as other jurisdictions.

Rationale:

This element is necessary for evaluating the effectiveness of various licensing laws. This element is also critical in providing linkage between the crash and driver license files at the State level.

License

Instructions:

Record the license number, which is an alphanumeric identifier assigned by the authorizing jurisdiction (state, foreign country, U.S. government, Indian Nation, etc.).

Definition:

A unique set of alphanumeric characters assigned by the authorizing agent issuing a driver license to the individual.

Rationale:

This element is critical to providing linkage between the crash and driver license files at the State level.

Primary Status

Instructions:

Record the current status of the individual's driver license at the time of the crash.

Definition:

The current status of the individual's driver license at the time of the crash.

Rationale:

This element is used to identify whether a driver involved in a crash is in compliance with the limitations of their driver license.

Code	Attribute	Definition
ACT	Active	Indicates driver's license is active.
EXP	Expired	Indicates driver's license is expired.
REV	Revoked	Indicates driver's license is revoked.
SUS	Suspended	Indicates driver's license is suspended.

Class

Instructions:

Identify the driver's license class as indicated on the license.

Definition:

A unique set of alphanumeric characters assigned by the authorizing agent issuing a driver license to the individual.

Rationale:

This information is mandated by FMCSA for commercial drivers. This element is critical for providing linkage between the crash and driver license files at the State level.

Attribute	Definition
Class A	Any combination of vehicles with a Gross Combination Weight Rating (GCWR) of 26,001 pounds or more, provided the GVWR of the vehicle(s) being towed is in excess of 10,000 pounds. Qualifies driver for operation of vehicles in classes B and C.
Class B	Any single vehicle with a Gross Vehicle Weight Rating (GVWR) of 26,001 or more pounds, or any such vehicle towing a vehicle not in excess of 10,000 pounds GVWR. Qualifies driver for operation of vehicles in class C.
Class C	Any single vehicle, or combination of vehicles, that does not meet the definition of Class A or Class B, but is either designed to transport 16 or more passengers, including the driver, or is used to transport materials found to be hazardous which require the motor vehicle to be placarded.
Class D	Any regular or standard driver license issued for the operation of automobiles and light trucks by States that separate these vehicles from Class C. Other class designation codes such as D, R and others may be used by States to indicate a regular driver license class.
Class M	Applies to motorcycles, mopeds, motor-driven cycles
Unknown	If this attribute is used, explanation in the narrative is recommended.

CDL Endorsements

Instructions:

Indicate the endorsement by recording the single letters shown on the license.

Definition:

Compliance with CDL Endorsements indicates whether the vehicle driven at the time of the crash requires endorsement(s) on a CDL and whether this driver is complying with the CDL endorsements.

Rationale:

This element is used to identify whether a driver involved in a crash is in compliance with the limitations and endorsements of their commercial driver's license.

Code	Attribute	Definition
H	Hazardous	This endorsement allows the customer to carry hazardous materials or waste.
N	Tank Vehicles	This endorsement allows the customer to haul liquids in bulk.
P	Passenger Transport	This endorsement allows the customer to carry passengers.
T	Doubles/Triples	This endorsement allows the customer to pull double or triple trailers. This endorsement is only available for Class A driver's licenses. However, it is not a requirement for getting a Class A driver's license.
X	Tank and Hazardous	This endorsement allows the customer to haul liquids in bulk as well as carry hazardous materials or waste.

Restrictions

Instructions:

Record the listed restriction by the corresponding letter or code indicated on license.

Definition:

Restrictions assigned to an individual's driver license by the license examiner.

Rationale:

This element is used for identifying whether a driver involved in the crash has limitations on their driver license.

Code	Attribute	Definition
2	Medical Log / Glucose Required	
A	Use with Certified Driving Instructor Only	
B	Corrective Lenses	This restriction is required when the driver uses glasses, contact lenses, or bioptic telescopic lenses to operate a motor vehicle.
C	Mechanical Aid	This restriction is required when the driver needs a mechanical aid (such as hand controls, spinner knob, parabolic mirror, directional extender, etc.) to operate a motor vehicle. It must be added if so directed by a medical professional or Registry of Motor Vehicles Road Test Examiner. This restriction applies to all permit/license classes.
D	Prosthetic Aid / Personal Medical Aid	This restriction is required when the driver must wear a prosthetic aid. It must be added if so directed by a medical professional or Registry of Motor Vehicles Road Test Examiner. This restriction applies to all permit/license classes.
E	CMV Automatic Transmission	If the driver takes the Skills Test in a vehicle that has an automatic transmission, then an "E" no manual transmission restriction is placed on their license.
F	Outside Mirror	This restriction is required when so directed by a medical professional or a Registry of Motor Vehicles Road Test Examiner. This restriction applies to all permit/license classes.
G	Daylight Only	This restriction is required when the driver passes the vision screening test with between 20/50 – 20/70 distant visual acuity in either eye, with or without corrective lenses, and meets the horizontal peripheral field of vision standards, with not less than 120 degrees combined horizontal peripheral field of vision. This restriction applies to a Class D or Class M permit/license, or a Class D/M license only. A Commercial Driver's License should be downgraded if this restriction is applicable.
H	Limited to Employment	

I	JOL Limited / Other	This attribute is used for a variable that is not addressed by the previous attribute options. If this attribute is used, an explanation in the narrative is recommended.
J	Other	
K	CDL – Intrastate Only	
L	CDL – Vehicles without Airbrakes	If the driver does not pass the Air Brakes Knowledge Test, does not correctly identify the air brake system components, does not properly conduct an air brake systems check, or does not take the Skills test in a vehicle with a full air brake system, the driver must have an “L” no full air brake restriction placed on their license.
M	CDL – Except Class A Bus	If a driver possesses a class A CDL, but obtains his or her passenger or school bus endorsement in a Class B vehicle the State must place an “M” restriction indicating that the driver can only operate Class B and C passenger vehicle or school buses.
N	CDL – Except Class A and B Bus	If a driver possesses a Class B CDL, but obtains his or her passenger or school bus endorsement in a Class C vehicle; the State must place an “N” restriction indicating that the driver can only operate Class C passenger vehicles or school buses.
O	CDL – Except Tractor / Trailer	If the driver takes the Skills Test in a Class A vehicle that has a pintle hook or other non-fifth wheel connection, they will have an “O” restriction placed on their license restricting them from driving any Class A vehicle with a fifth wheel connection.
P	No Passengers in CMV Bus	
Q	Class D Automatic Transmission	
R	Bioptic Telescoping Lens	This restriction is required when the driver must wear eyeglasses with a bioptic telescopic lens when operating a motor vehicle. This restriction applies to Class D permits/licenses only.
S	Proof of Blood Sugar Level	This restriction is required when the customer must carry a glucose monitor, check blood sugar prior to driving, and have proof of blood sugar check (e.g. the log from a blood glucose meter) if requested by a law enforcement official. It must be added if so directed by a medical professional and the restriction is maintained by the Medical Affairs. This restriction applies to all permit/license classes. A Commercial Driver’s License will also have a W restriction or V restriction added.
T	Ignition Interlock	An ignition interlock device or breath alcohol ignition interlock device is a breathalyzer for an individual’s vehicle. It requires the driver to blow into a mouthpiece on the device before starting the vehicle.

U	3 Wheeled Motorcycle	
V	Medical Variance	If the State is notified by the FMCSA that a medical variance has been issued to the driver, the State must indicate the existence of such a medical variance on the CDLIS driving record and the CDL document using a restriction code "V" to indicate that there is information about the medical variance on the CDLIS record.
W	Intrastate Medical Waiver	
X	CDL – No Cargo in CMV Tanker	
Y	Restrict to 14 Passenger Capacity	
Z	CDL – Air Over Hydraulic	If the driver takes the test in a vehicle with an air over hydraulic brake system, then they will have a "Z" no full air brake restriction placed on their license. In either case the driver is not authorized to operate a CMV equipped with full air brakes.
97	Other	This attribute is used for a variable that is not addressed by the previous attribute options. If this attribute is used, an explanation in the narrative is recommended.
99	Unknown	If this attribute is used, an explanation in the narrative is recommended.

CRA-65: Conditions Dashboard

Crash Module - Station:TTP User:4209 Case Number:2021-TTP-000055

Activity Personnel Location Conditions Vehicle Non-Motorist Property Damage Witness Diagram Narrative SP209

Conditions

Light Conditions:

Traffic Control Device:

Was the traffic control device functional?

Road Surface:

Traffic Way Description:

School bus related?

Work zone related?

Manner of Collision:

Roadway Intersection Type:

Speed Limit:

Number of Vehicles:

Number of Injured:

First Harmful Event:

First Harmful Event Location:

Road Contributing Code:

Weather Conditions:

- ☐ 1 - Clear
- ☐ 2 - Cloudy
- ☐ 3 - Rain
- ☐ 4 - Snow
- ☐ 5 - Sleet, Hail, Freezing rain
- ☐ 6 - Fog, Smog, smoke
- ☐ 7 - Severe Crosswinds
- ☐ 8 - Blowing sand, Snow
- ☐ 97 - Other
- ☐ 99 - Unknown

Previous Next

Light Conditions

Instructions:






Record the appropriate code for Light Conditions at the time of the crash.

Definition:

The type/level of light that existed at the time of the motor vehicle crash.

Rationale:

Important for management/administration and evaluation. Critical for prevention programs and engineering evaluations.

Attribute	Definition	Example
Daylight	Whenever the sun is above the horizon at a given location.	
Dawn	The time that marks the beginning of the twilight before sunrise.	
Dusk	The transition period going from a daylight condition to the dark of night. This is typically the 30 minute period after the sun sets.	
Dark- Lighted Roadway	The scene of the crash is illuminated at night, or another period of darkness, by street lamps or other man-made light sources.	
Dark- Roadway Not Lighted	The scene of the crash is not illuminated at night, or another period of darkness, by street lamps or other man-made light sources.	

Dark- Unknown Roadway Lighting	It is known that the crash occurred at night or during another period of darkness, but it is not known if the crash scene was illuminated by a man-made light source.
Other	This attribute would be used for a variable that is not addressed by the previous attribute options. If this attribute is used, an explanation in the narrative is recommended.
Unknown	If this attribute is used, an explanation in the narrative is recommended.

Traffic Control Device Type

Instructions:


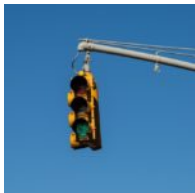


Indicate the type of traffic control device present in the vicinity of the crash and/or relevant to this crash, regardless whether it is functioning or missing.




Definition:

The type of traffic control device (TCD) applicable to this motor vehicle at the crash location.

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. It is also important for ascertaining the relationship between the use of various traffic control devices (TCD) and crashes and identifying the need for upgraded TCDs at specific crash locations.

Attribute	Definition	Example
No Controls	This should be used only in situations when no traffic controls are present. This excludes situations where existing controls are knocked down, obscured, or malfunctioning. That is recorded in Subfield 2. For example, a Stop Sign that is knocked down or obscured would still be recorded as present in Subfield 1 and that it was not operating properly would be recorded in Subfield 2.	
Stop Signs	An eight-sided red sign with "STOP" on it, requiring motor vehicles to come to a full stop and look for on-coming traffic before proceeding with caution.	
Traffic Control Signal	Controls traffic movements by illuminating systematically, a green, yellow, or red light or by flashing a single color light.	
Flashing Traffic Control Signal	A traffic control signal that is flashing or a single light flashing red or yellow.	
Yield Signs	Three-sided signs that require motor vehicles to give way to other vehicles.	

School Zone Sign	Signs or devices which change the speed limit on road adjacent to schools on school days, signs which give advance warning of school and signs which warn of children crossing the road.	
Warning Signs	A sign intended to warn traffic of existing or potentially hazardous conditions on or adjacent to a road.	
Railroad Crossing Device	Any sign, signal, or gate that warns of on-coming trains or train tracks crossing the roadway.	
Unknown	If this attribute is used, it is recommended to be explained in the narrative.	

Was the Traffic Control Device Functional?

Instructions:

Indicate that the traffic control device is not functional or missing by selecting 'No'. If it's operating as intended, select 'Yes'.

Definition:

The functioning state of the traffic control device (TCD) applicable to this motor vehicle at the crash location.

Rationale:

This element needs to be collected at the scene because the confirmation of functionality is more effectively verified at the time of the crash than at a later date.

Attribute	Definition
Yes	Indicates that the traffic control identified in the Traffic Control Device Type field was operating as intended.
No	Indicates that the traffic control identified in the Traffic Control Device Type field was NOT operating as intended at the time of the crash. It is used for static signs (e.g. stop, yield) that are down or obscured such that they cannot be seen by drivers as intended, or for traffic signals that are down, obscured, or not operating properly.

Road Surface

Instructions:






Record the appropriate code for road surface conditions at the time of the crash.

Definition:

The roadway surface condition at the time and place of a crash.

Rationale:

It is important to identify and correct high wet-surface crash locations and provide information for setting coefficient of pavement friction standards. This is critical for prevention programs and engineering evaluations.

Attribute	Definition	Example
Dry	Describes a roadway surface dry, and otherwise is not wet and not covered with water, snow, ice, sand, mud, dirt, oil, gravel, slush or another substance.	
Wet	Describes a roadway surface covered with water from rain or melted snow.	
Snow	Describes a roadway surface covered with snow.	
Ice	Describes a roadway surface covered with ice. This includes a roadway covered with ice from freezing rain.	
Sand, Mud, Dirt, Oil, Gravel	Indicates the presence of sand, mud, dirt, oil or gravel on the surface of the roadway at the crash location, not the surface type of the roadway by design.	

Water (Standing or Moving)	Describes a roadway surface that is covered with an excessive amount of water, usually attributed to flooding and typically localized.
-------------------------------------	--



Slush	Accumulated snow or ice that has partially melted.
-------	--



Other	If this attribute is used, an explanation in the narrative is recommended. This would include spilled substances such as grain, wet leaves, and liquids other than those listed above.
-------	--

Unknown	If this attribute is used, an explanation in the narrative is recommended.
---------	--

Trafficway Description

Instructions:





Select the characteristic that best describes the design of the road on which this vehicle was traveling.

Definition:

Indicates whether the trafficway for this vehicle is divided and whether it serves one-way or two-way traffic. A divided trafficway is one in which roadways for travel in opposite directions are physically separated by a median.

Rationale:

This element is used for classifying crashes as well as identifying the environment of a particular crash. It is important for guiding future trafficway design and traffic control.

Attribute	Definition	Example
Two-Way, Not Divided	This attribute is used whenever there is no median. Generally, medians are not designed to legally carry traffic. Although gores separate roadways, and traffic islands (associated with channels) separate travel lanes, neither is involved in the determination of trafficway division.	
Two-Way, Divided, Unprotected Median	This attribute is used for two-way trafficways that are physically divided by an unprotected median (e.g., painted median > 4ft., vegetation, gravel, trees, water, embankments and ravines that separate a trafficway). Raised curbed medians do not constitute a “positive barrier” by themselves and would be included here.	
Two-Way, Divided, Positive Median Barrier	This attribute is used whenever the traffic is physically divided and the division is protected by any concrete, metal, or other type of longitudinal barrier (i.e. all manufactured barriers). For underpass support structures and bridge rails acting as a barrier, use this attribute. “Traffic barrier” refers to a physical structure such as a guardrail, concrete safety barrier, cable barrier, or other structure designed to mitigate or prevent cross-median travel. Therefore, trees, curbing, rumble strips, drainage depressions, etc. are not considered traffic barriers.	
One-Way, Not Divided	This attribute is used whenever the trafficway is undivided and traffic flows in one direction (e.g., one-way streets).	
Unknown	If this attribute is used, an explanation in the narrative is recommended.	

School Bus Related?

Instructions:


Indicate whether a school bus was involved in the crash.

Definition:

Indicates whether a school bus or other motor vehicle functioning as a school bus for school-related purposes is involved in the crash. The school bus, with or without a passenger on board, must be directly involved as a contact motor vehicle or indirectly involved as a non-contact motor vehicle (including when children are struck when boarding or alighting from the school bus, two vehicles collide as the result of the stopped school bus, etc.).

Rationale:

This element is important for determining where and how school children are at greatest risk for injury when being transported by a school bus and the extent to which school bus operations affect overall traffic safety.

Attribute	Definition	Example
Yes	Indicates that a school bus, or motor vehicle functioning as a school bus, is involved in the crash.	
No	This attribute is used when there is no indication of a school bus, or motor vehicle functioning as a school bus, being involved in the crash.	

Work Zone Related?

Instructions:

Select 'yes' or 'no' to indicate whether this crash occurred in a work zone.



Definition:

Indicating a crash that occurs in or related to a construction, maintenance, or utility work zone, identified by warning signs/signals/indicators, including those on transport devices (e.g. signs, flashing lights, channelizing devices, barriers, pavement markings, flagmen, warning signs and arrow boards mounted on the vehicles in a mobile maintenance activity), whether or not workers were actually present at the time of the crash. A work zone extends from the first warning sign, signal or flashing lights to the END ROAD WORK sign or the last traffic control device pertinent for that work activity. Work zones also include roadway sections where there is ongoing, moving (mobile) work activity such as lane line painting or roadside mowing only if the beginning of the work activity is designated by warning signs or signals.

Work Zone Related crashes may also include those involving motor vehicles slowed or stopped because of the work zone, even if the first harmful event occurred before the first warning sign.

Rationale:

This element is important for assessing the impact on traffic safety of various types of on-highway work activity, to evaluate Traffic Control Plans used at work zones, and to make adjustments to the Traffic Control Plans for the safety of workers and the traveling public. This data element needs to be collected at the scene because work zones are relatively temporary or involve moving operations that are not recorded in permanent road inventory files.

Attribute	Definition	Example
Yes	Indicates a traffic crash wherein the first harmful event occurs within the boundaries of a work zone, or on an approach to or exit from a work zone, resulting from an activity, behavior or control related to the movement of the traffic units through the work zone.	
No	Indicates a traffic crash wherein the first harmful event does not occur within the boundaries of a work zone, or on an approach to or exit from a work zone, and otherwise not resulting from an activity, behavior or control related to the movement of the traffic units through the work zone.	
Unknown	If this attribute is used, an explanation in the narrative is recommended.	

Manner of Collision

Instructions:





Enter the Manner of Collision code for the vehicles involved in the initial or first collision.



Definition:

The identification of the manner in which two motor vehicles in transport initially came together without regard to the direction of force. This data element refers only to crashes where the first harmful event involves a collision between two motor vehicles in transport.

Rationale:

This element is important for evaluating occupant injuries and structural defects.

Attribute	Definition	Example
Single Vehicle Crash	Indicates a crash involving no more than one motor vehicle.	
Rear-end	The front end of one vehicle collides with the rear end of another vehicle, while the two vehicles are traveling in the same direction.	
Angle	A crash where two motor vehicles impact at an angle. For example, the front of one motor vehicle impacts the side of another motor vehicle.	
Sideswipe, Same Direction	Two vehicles traveling in the same direction impact one another in a manner wherein the initial engagement does not overlap the corner of either vehicle so that there is no significant involvement of the front or rear surface areas. The impact then swipes along the surface of the vehicle parallel to the direction of travel.	
Sideswipe, Opposite Direction	Two vehicles traveling in opposite directions impact one another in a manner wherein the initial engagement does not overlap the corner of either vehicle so that there is no significant involvement of the front or rear surface areas. The impact then swipes along the surface of the vehicle parallel to the direction of travel.	

Head on	The front end of one vehicle impacts with the front end of another vehicle, while the two vehicles are traveling in opposite directions.	<p>Front to Front</p> 
Rear to Rear	The rear end of a vehicle impacts with the rear end of another. This can happen when two vehicles are backing up.	<p>Rear to Rear</p> 
Unknown	If this attribute is used, an explanation in the narrative is recommended.	

Roadway Intersection Type

Instructions:


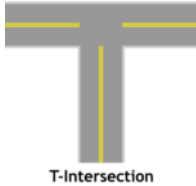


Select the characteristic that best describes the location of the crash.






Definition:

An intersection consists of two or more roadways that intersect at the same level.

Rationale:

This is important for site-specific safety studies to identify actual or potential safety problem locations.

Attribute	Definition	Example
Not At Intersection	This attribute identifies that the crash was not at an intersection or intersection-related. A non-intersection-related crash would occur outside the intersection's boundaries and also: (1) on an approach to or exit from an intersection and (2) as the result of an activity, behavior or control related to the movement of traffic units through the intersection.	
Four-Way Intersection	Where two roadways cross or connect.	
T-Intersection	An intersection where two roadways connect in a perpendicular manner and one roadway does not continue across the other roadway, forming a "T" shape.	 T-Intersection
Y-Intersection	An intersection where three roadways connect and none of the roadways continue across the other roadways, forming a "Y" shape.	 Y-Intersection
On Ramp	A one-way lane for traffic entering a turnpike or highway.	

Off Ramp	A one-way lane for traffic exiting a main highway.	
Traffic Circle	An intersection of roads where motor vehicles must travel around a circle to continue on the same road or leave on any intersecting road.	
Five-Point or More	An intersection where more than two roadways cross or connect.	
Driveway	A driveway is a private way which provides vehicular access to the public from a trafficway to property, parking, or loading areas outside the boundaries of the trafficway, but is considered to be not open to the public for transportation purposes as a trafficway. A driveway is outside the trafficway and is typically not provided an official identification name or number.	
Railway Grade Crossing	An intersection between a roadway and train tracks that cross each other at the same level (Grade).	
Unknown	If this attribute is used, an explanation in the narrative is recommended.	

Speed Limit

Instructions:

Enter the posted/statutory value (miles per hour) as XX.

Definition:

The posted/statutory speed limit for the motor vehicle at the time of the crash. The authorization may be indicated by the posted speed limit, blinking sign at construction zones, etc.

Rationale:

This element is important for evaluation purposes (even though the speed of the motor vehicle at the time of the crash may differ significantly from the authorized speed limit).

Number of Vehicles

Instructions:

Report the number of motor vehicles involved in the crash.

Definition:

The total number of motor vehicles (automobiles, single-unit trucks, truck combinations, motorcycles, etc.) that are involved in the crash.

Rationale:

This element provides a count of the number of motor vehicles involved in the crash without having to count the number of motor vehicle records. This simplifies the use of the crash data file for producing reports in which the number of involved motor vehicles is needed.

Number of Injured

Instructions:

Report the number of persons injured in the crash.

Definition:

The total number of persons injured in the crash, excluding fatalities within 30 days of the crash.

Rationale:

This element provides 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.

First Harmful Event

Instructions:



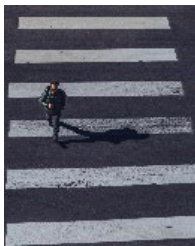


Select the characteristic that best describes the event that caused the first harm to the vehicle/occupants.

Definition:

The first injury or damage-producing event that characterizes the crash type.

Rationale:

This element is 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 V20)

Attribute	Definition	Example
Collision with Motor Vehicle in Transport	A motor vehicle is any motorized (mechanically or electrically powered) road vehicle not operated on rails. When applied to motor vehicles, 'in transport' refers to being in motion or on a roadway. Inclusions: motor vehicle in traffic on a highway, driverless motor vehicle in motion, motionless motor vehicle abandoned on a roadway, disabled motor vehicle on a roadway, etc.	
Collision with Parked Motor Vehicle	A parked motor vehicle is a motor vehicle not in-transport and not presently engaged in highway road work, non-highway road work and commercial work, and is not in motion, not located on the roadway, and legally parked. In roadway lanes used for travel during some periods and for parking during other periods, a parked motor vehicle should be considered to be in-transport during periods when parking is forbidden. Any stopped motor vehicle where the entirety of the vehicle's primary outline as defined by the four sides of the vehicle (e.g., tires, bumpers, fenders) and load, if any, is not within the roadway is parked.	
Collision with Pedestrian	A person who is not an occupant of a motor vehicle in transport or a pedalcyclist. Includes a person who is adjacent to the motor vehicle regardless of their actions.	
Collision with Cyclist	Includes bicycles, tricycles, unicycles, pedal cars, etc. This attribute is used only for occupied pedalcycles. A bicycle in the roadway without a rider that is struck would be a 'collision with unknown/other fixed object'.	
Collision with Animal-Deer	This attribute is used for collisions with live deer. A dead deer (carcass) should be entered as 'collision with unknown/other fixed object'. Default 'collision with deer' if it cannot be determined whether the struck deer was alive or dead at the time of the crash.	

Collision with Animal-Other	This attribute is used for collisions with live animals (domesticated or wild) that are not themselves being used as transportation or to draw a wagon, cart or other transport device (see Other Non-motorist). A dead animal (carcass) should be entered as 'collision with unknown/other fixed object'. Default 'collision with animal-other' if it cannot be determined whether the struck animal was alive or dead at the time of the crash.	
Collision with Moped	A motor vehicle possessing two wheels in contact with the ground, a seat or saddle for driver and passenger, a steering handle bar, and a brake horsepower not exceeding 2 HP. Unlike motorcycles, a moped by definition cannot include an enclosure.	
Collision with Work Zone Maintenance Equipment	A motor vehicle in the act of performing construction, maintenance, or utility work related to the trafficway. This work may be located within open or closed portions of the trafficway and motor vehicles performing these activities can be within or outside the trafficway boundaries. This attribute excludes vehicles being operated on the trafficway for other work purposes such as, garbage trucks, delivery trucks, police vehicles, etc.	
Collision with Railway Vehicle (Train, Engine)	Any land vehicle (train, engine) that is (1) designed primarily for moving persons or property from one place to another on rails and (2) not in use on a land way other than a railway. This would include a motor vehicle (e.g. pickup truck) specially equipped to operate on rails when in use on a railway.	
Collision with Movable Object	An object other than a motor vehicle in-transport, a pedestrian, another road vehicle in transit, a parked motor vehicle, a railway vehicle, a pedalcycle, an animal, or a fixed object. Fallen trees are one example. If this attribute is selected, an explanation in the narrative is recommended.	
Collision with Curb	A raised edge or border to a roadway. Curbs may be constructed of concrete, asphalt or wood, and typically have a face height of less than 9 inches.	
Collision with Tree	Refers to a tree that is upright and in the ground. A standing tree is a fixed object as opposed to a fallen tree that is a moveable object (see attribute 'collision with unknown/other non-fixed object'). This attribute would include a tree stump. An entire tree or branches/limbs from a tree that falls on a vehicle should be coded as 'other non-collision' under First Harmful Event and described in the narrative.	

Collision
with Utility
Pole

Constructed for the primary function of supporting an electrical line, telephone line or other electrical/electronic transmission line or cable.

Collision
with Light
Pole or
Other Post /
Support

A fixed pole/post constructed to light a roadway, or another pole/post constructed for the primary function of supporting an electric line, telephone line or other electrical-electronic transmission line or cable.

Collision
with
Guardrail

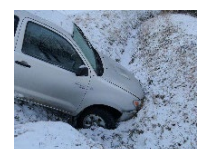
A strong, short metal fence at the side of a roadway, intended to reduce the risk of serious accidents and vehicles leaving the roadway.

Collision
with Median
Barrier

Refers to the longitudinal traffic barriers located in the median, constructed of concrete or several flexible cables typically supported by steel posts. This includes all temporary concrete barriers regardless of location (i.e., a temporary "Jersey Barrier" on a bridge being used to control traffic during bridge repair/construction).

Collision
with Ditch

This includes any man-made structure for drainage purposes. A ditch ends where a culvert begins and resumes on the opposite side of the culvert. A collision with the sides of a ditch ("ditchbank" or "ditch embankment") should be coded as 'collision with ditch' rather than 'collision with embankment'.




Collision
with
Embankment

An earthen structure used to support a channel or roadway.

Collision
with Bridge

Indicates a collision with the supports for a bridge structure, including piers and/or pillars, the ends (abutments) and the bridge rail (a barrier attached to a bridge deck, or a bridge parapet to restrain motor vehicles, pedestrians or other users). NOTE: A bridge rail may be constructed of various materials including metal, concrete, stone, wood, and/or combinations of these materials.



Collision with Bridge Overhead Structure	Indicates a collision with any part of a bridge that is over the reference or subject roadway. In crash reporting, this typically refers to the beams or other structural elements supporting a bridge deck. Collisions with the support structures in the middle of the bridge (piers or columns), at the ends (abutments), or rails and barriers intended to restrain vehicles and pedestrians should be indicated under the attribute 'collision with bridge'.	
Collision with Unknown / Other Fixed Object	To be used for any collision not covered by an existing attribute code. Some examples include (but are not limited to) collisions with: a bicycle without a rider, a dead deer, a dead carcass, or a fallen tree. If this attribute is used, an explanation in the narrative is recommended.	
Overturn / Rollover	A motor vehicle that has overturned at least 90 degrees to its side.	
Jackknife	An uncontrolled articulation between a tractor and trailer(s) that occurs at any time during the crash sequence. 'Jackknife' as a First Harmful Event would only occur as the first injury or damage producing event of the crash. This condition reflects a loss of control of the vehicle by the driver wherein the trailer(s) twists or bends from its normal straight-line path behind the power unit. As an event in a vehicle's Sequence of Events this event is not necessarily harmful to the vehicle that jackknifes. If a jackknifing vehicle strikes another motor vehicle in-transport the proper event sequence is 'jackknife' followed by 'motor vehicle in-transport' for that vehicle.	
Other Non-Collision	This attribute is used for a variable that is not addressed by the previous attribute options. Examples include: (1) Driving off a cliff where damage is not the result of an overturn or a collision with a fixed object, (2) an unbelted passenger hits his or her head on the roof of a vehicle and is injured, when the vehicle travels over a sharp dip in the road, (3) situations where a passenger is sickened or dies due to carbon monoxide fumes leaking from a motor vehicle in transport. This also includes when an occupant of a vehicle is run over by his/her own vehicle after falling from the vehicle. If this attribute is used, an explanation in the narrative is recommended.	
Unknown Non-Collision	If this attribute is used, an explanation in the narrative is recommended.	
Other	This attribute is used for a variable that is not addressed by the previous attribute options. If this attribute is used, an explanation in the narrative is recommended.	
Unknown	If this attribute is used, an explanation in the narrative is recommended.	

First Harmful Event Location

Instructions:







Select the appropriate characteristic that best describes the location of the first harmful event.

Definition:

The location of the first harmful event as it relates to its position within or outside the trafficway.

Rationale:

This element is important for identifying highway geometric deficiencies.

Attribute	Definition	Example
Roadway	The part of a trafficway designed, improved, and ordinarily used for motor vehicle travel or, where various classes of motor vehicles are segregated, the part of a trafficway used by a particular class. Separate roadways may be provided for northbound and southbound traffic (as well as eastbound and westbound) or for trucks and automobiles. Bridle paths and bicycle paths are not included in this definition.	
Median	An area of trafficway between parallel roads separating travel in opposite directions. A median should be four or more feet wide. A median can be depressed, raised, or flush with the travel way surface. A median if flush or painted without a barrier must be four or more feet wide.	
Roadside	The outermost part of the trafficway from the property line to another boundary, in toward the edge of the first road.	
Shoulder-Paved	A paved part of a trafficway sharing a common border with the roadway for emergency use, for accommodation of stopped motor vehicles, and for lateral support of the roadway structure.	
Shoulder-Unpaved	An unpaved part of a trafficway sharing a common border with the roadway for emergency use, for accommodation of stopped motor vehicles, and for lateral support of the roadway structure.	
Shoulder-Travel Lane	A trafficway shoulder used for travel during portions of the day as a congestion relief strategy.	

Outside Roadway	Not physically located on any landway open to the public as a matter of right or custom for moving persons or property from one place to another.
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Unknown	If this attribute is used, an explanation in the narrative is recommended.
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Road Contributing Code

Instructions:





Select the road conditions that potentially contributed to the crash.








Definition:

Apparent environmental or roadway conditions which may have contributed to the crash.

Rationale:

This element is important for identifying the existence of unusual conditions that can be useful for determining the need for additional traffic control devices or geometric improvements. It is also important for determining highway maintenance and possible engineering needs.

Attribute	Definition	Example
None	This attribute indicates that there were no contributing circumstances in this crash related to the road/roadway.	
Traffic Congestion Related	An accumulation of traffic caused by vehicles slowing or stopping the traffic flow. This pertains to daily traffic volume congestion issues. This could occur any day of the week but typically would occur during peak work travel periods in the morning and evening.	
Toll/Booth/Plaza Related	A crash occurring at or in the vicinity of a toll booth (manned or unmanned) or a toll plaza. It includes crashes that occur in the upstream approach to the toll booth/plaza area, continues to the approach area (where the toll road begins to widen) leading up to the toll booths, and also the departure area where the road begins to narrow, leading back to the normal number of lanes comprising the toll road downstream departure area.	
Road Surface Condition (Wet, Icy, Snow, Slush, Etc.)	Indicates the road's surface contributed to the crash by being wet, icy, covered in snow or slush, or a similar Weather Condition.	
Debris	Object(s) in the roadway that may have contributed to the crash, such as cardboard boxes, trash, or vehicle parts or other materials that have fallen from another vehicle. These would be objects in the roadway that are not large enough to block travel (see 'obstruction in roadway') but could cause damage or a loss of control. Other examples include items such as dislodged cargo, parts from a vehicle, tire tread, broken glass, or animal carcasses.	

Rut, Holes, Bumps	Irregular roadway surface, either concave in the case of ruts and holes, or convex in the case of bumps.	
Work Zone (Construction/ Maintenance/ Utility)	A work zone is an area of a trafficway where construction, maintenance, or utility work activities are identified by warning signs/signals/indicators, including those on transport devices (e.g., signs, flashing lights, channelizing devices, barriers, pavement markings, flagmen, warning signs and arrow boards mounted on the vehicles in a mobile maintenance activity) that mark the beginning and end of a construction, maintenance or utility work activity. It extends from the first warning sign, signal or flashing lights to the END ROAD WORK sign or the last traffic control device pertinent for that work activity. Work zones also include roadway sections where there is ongoing, moving (mobile) work activity such as lane line painting or roadside mowing only if the beginning of the ongoing, moving (mobile) work activity is designated by warning signs or signals.	
Non-Highway Work	Maintenance or other types of work occurring near or in the trafficway but not related to the trafficway.	
Worn, Travel- Polished Surface	A road surface that is well used, often very smooth or shiny in appearance.	
Obstruction in Roadway	A blockage in the roadway, such as that caused by a fallen tree or a large boulder.	
Traffic Control Device Inoperative, Missing, or Obscured	This would include traffic control devices disabled or not functioning properly, lane markings faded or missing, signs that are down or covered by foliage, etc.	
Shoulders (None, Low, Soft)	The shoulder is the part of a trafficway for emergency use, accommodation of stopped motor vehicles, and lateral support of the roadway structure, sharing the border with the roadway.	

Other	This attribute is used for a variable that is not addressed by the previous attribute options. If this attribute is used, an explanation in the narrative is recommended.
Unknown	If this attribute is used, an explanation in the narrative is recommended.

Weather Conditions

Instructions:



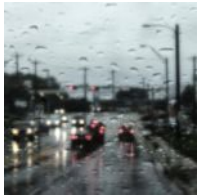


Record the appropriate code for weather conditions at the time of the crash.

Definition:

The prevailing atmospheric conditions that existed at the time of the crash.

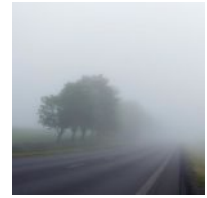
Rationale:

Important for management/administration and evaluation. Critical for prevention programs and engineering evaluations.

Attribute	Definition	Example
Clear	Includes partial cloudiness if sunlight is not diminished.	
Cloudy	Usually “overcast” but may include partial cloudiness if light is diminished.	
Rain	This refers to precipitation other than snow, hail or sleet, or freezing rain. Precipitation falling as “mist” should be coded as “Rain”.	
Snow	This attribute describes a roadway surface that is covered with snow.	
Sleet, Hail, Freezing Rain	This attribute would apply to conditions where precipitation is falling as ice (sleet/hail) or precipitation falling as liquid (rain) and then freezing on the roadway.	

Fog, Smog,
Smoke

This includes natural or man-made conditions that cause reduced visibility.



Severe
Crosswinds

Strong air flow perpendicular to the intended path of travel.

Blowing Sand,
Snow

Earthen particles being blown about by the wind, reducing visibility. Wind-driven snow that reduces visibility. Blowing snow can be falling snow or snow that has already accumulated but is picked up and blown by strong winds.



Other

This attribute would be used for a variable that is not addressed by the previous attribute options. If this attribute is used it is recommended it is explained in the narrative.

Unknown

If this attribute is used, it is recommended to be explained in the narrative.

CRA-65: Vehicle Dashboard

New Vehicle [X]

Vehicle Info | Status | Events | Damage | Occupants/Owner | Tow

☐ Vehicle is an Department Cruiser

Department Cruiser

Cruiser Number: [] Cruiser Type: [] Owner: []

Vehicle Identifier: 3 (used to identify vehicle for this report) Secondary Reg Status:

Make: []

Model: []

Year: []

Registration Number: []

Color: []

VIN: []

Reason Suspended: []

Registration State: []

Registration Type: []

Insurance Company: []

Registration Status: []

Secondary Reg Status:

- ☐ ADVN - Advanced
- ☐ CHEK - Check Returned
- ☐ INSC - Insurance Cancelled
- ☐ JUNK - Junked
- ☐ NONR - Outstanding tickets
- ☐ PINS - Pending Ins Cancel
- ☐ RDF
- ☐ RNEW - Renewed
- ☐ STPL - Stolen Plate
- ☐ STVE - Stolen Vehicle
- ☐ STVI - Stolen VIN
- ☐ STVP - Stolen Vehicle & Plate

Recent CJIS Queries

Previous Next Save Cancel

Make

Instructions:

Record the make of the car, as assigned by the motor vehicle manufacturer.

Definition:

The manufacturer-assigned coded name applied to a group of motor vehicles.

Rationale:

This element is important for identifying the motor vehicle make, to be used for evaluation, research, and crash comparison purposes.

Model

Instructions:

Enter the vehicle model code.

Definition:

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

Rationale:

This element is important for identifying the motor vehicle model for evaluation, research, and crash comparison purposes.

Year

Instructions:

Enter the car model year as YYYY.

Definition:

The year that is assigned to a motor vehicle by the manufacturer.

Rationale:

This element is important for identifying motor vehicle model year for evaluation, research, and crash comparison purposes.

Registration Number

Instructions:

Record the alphanumeric identifier assigned by the state, foreign country, U.S. Government, or Indian Nation in which the vehicle is registered.

Definition:

The alphanumeric identifier or other characters, exactly as displayed, on the registration plate or tag affixed to the motor vehicle. For combination trucks, motor vehicle plate number is obtained from the truck tractor.

Rationale:

This element is critical for linkage between the crash and motor vehicle registration files.

VIN

Instructions:

Record the vehicle identification number (VIN) for the specific motor vehicle.

Definition:

A unique combination of alphanumeric characters assigned to a specific motor vehicle that is designated by the manufacturer.

Rationale:

This element is important for identifying specific motor vehicle design characteristics and occupant protection systems for effectiveness evaluations.

Registration State

Instructions:

Record the state identifier.

Definition:

The State, commonwealth, territory, Indian nation, U.S. Government, foreign country, etc., issuing the registration plate, as well as the year of registration as indicated on the registration plate displayed on the motor vehicle. For foreign countries, MMUCC requires only the name of the country.

Rationale:

This element is critical in providing linkage between the crash and motor vehicle registration files in order to access the motor vehicle identification number.

Registration Type

Instructions:

Enter a three letter abbreviation indicating the type of vehicle registration.

Definition:

Indicates the type of vehicle registration and associated plate, based on vehicle type and usage.

Rationale:

This element is critical in providing linkage between the crash and motor vehicle registration files in order to access the motor vehicle identification number.

Code	Definition
PAN	Passenger: Normal
PAR	Passenger: Reserved
PAS	Passenger: Specialty (Antique, Veteran, Environmental, Sports, Spay & Neuter, Breast Cancer, United We Stand, etc.)
PAV	Passenger: Vanity
PAY	Passenger: Year of Manufacture (Antique plate with year stamped; AN gets added to the beginning of plate number on registration)
CON	Commercial: Normal (Plates starting with SR are for snow removal; HR for hearse)
COR	Commercial: Reserved
COV	Commercial: Vanity
MCN	Motorcycle: Normal
MCR	Motorcycle: Reserved
MCS	Motorcycle: Specialty
MCV	Motorcycle: Vanity
AHN	Camper: Normal
AHR	Camper: Reserved
AHV	Camper: Vanity
AMN	Ambulance: Normal (includes Animal Ambulance)
AMR	Ambulance: Reserved
AMR	Ambulance: Reserved
LVN	Livery: Normal
LVR	Livery: Reserved

Code	Definition
LVR	Livery: Reserved
LVV	Livery: Vanity
SPN	School Pupil: Normal
TAN	Taxi: Normal
TAR	Taxi: Reserved
TRN	Trailer: Normal (not used on Camper trailers)
TRR	Trailer: Reserved
VPN	VA

Insurance Company

Instructions:

Record the insurance company name obtained from the 'proof of insurance' that the vehicle is carrying.

Definition:

The company contracted for the automobile liability policy.

Rationale:

This element is used to determine whether a vehicle involved in a crash is in compliance with mandated insurance coverage.

CRA-65: Vehicle Dashboard – Vehicle Status

New Vehicle [X]

Vehicle Info | **Status** | Events | Damage | Occupants/Owner | Tow

Hit/Run: If Hit/Run, was this the vehicle that fled the scene?

Moped?

Number of Occupants:

Configuration:

Citation Issued?

Vehicle Stolen?

Inventoried?

Emergency Response? Was this vehicle responding to an emergency?

Towed?

Truck/Bus

Carrier | **US DOT** | Trailer | Hazmat

Carrier Name:

Carrier Issuing Authority Code:

Address:

City:

State:

Zip:

Bus Use:

Hit/Run

Instructions:

If the driver and/or the car and driver left the scene, indicate 'yes'.

Definition:

Refers to cases where the vehicle or driver of the vehicle in transport is a contact vehicle in the crash and departs the scene without stopping to render aid or report the crash.

Rationale:

This element is important for uniformity, quality control, and identification purposes in reported motor vehicle crash statistics.

Attribute	Definition
No	This attribute indicates the driver did not leave the scene following the crash.
Yes	This attribute indicates the driver or car and driver left the scene following the crash.

Moped?

Instructions:

Indicate whether the person you are recording was operating a moped.

Definition:

A speed-limited motor-driven vehicle possessing two wheels in contact with the ground, a seat or saddle for driver/passenger, a steering handle bar, and a brake, with horsepower not exceeding 2 HP, which may be propelled by pedaling. Unlike motorcycles, a moped by definition cannot include an enclosure.

Rationale:

For data analysis purposes it is useful to be able to extract uncommon vehicle configurations, which likely have very different circumstances surrounding the crash.

Attribute	Definition
No	This attribute indicates the vehicle was not a moped.
Yes	This attribute indicates the vehicle was a moped.

Number of Occupants

Instructions:

Record the total number of injured and uninjured occupants, including the driver.

Definition:

The total number of injured and uninjured persons occupying the motor vehicle involved in the crash, including persons in or on the motor vehicle at the time of the crash.

Rationale:

It is important for the officer at the scene to indicate how many people (injured and uninjured) are involved for reporting purposes. This element is useful for evaluating the effectiveness of countermeasures that prevent or reduce injury and injury severity.

Configuration

Instructions:







Indicate the vehicle's body type/configuration.









Definition:

Indicates the general configuration of this motor vehicle.

Rationale:

This data element provides information about the general configuration of the motor vehicle that is important for evaluating the types of motor vehicles that have the most crashes and the effectiveness of various safety countermeasures.

Attribute	Definition	Example
Passenger Car	This attribute refers to motor vehicles used primarily for carrying passengers.	
Light Truck (Van, Mini-Van, Pick-Up, Sport Utility)	Trucks (van, mini-van, panel, pickup, sport utility) of 10,000 lbs. GVWR or less.	
Motorcycle	A motor vehicle with two or three wheels in contact with the ground (excluding trailers suitable for motorcycle hauling) and having a seat or a saddle for driver and passenger as well as possessing wheel rim diameters of 10 inches or more. A motorcycle may or may not have an enclosure over the driver and passenger.	
Bus (Seats for 16 or More, Including Driver)	A motor vehicle with seating for transporting 16 or more persons, including the driver.	
Bus (Seats 9-15 People Including Driver)	A motor vehicle with seating for transporting 9 to 15 persons, including the driver.	
Single Unit Truck (2 Axles, 6 Tires)	A truck tractor (power unit) that includes a permanently mounted cargo body (also called a straight truck) that has only two axles and a GVWR of over 10,000 pounds.	

Single Unit Truck (3 or more Axles)	A truck tractor (power unit) that includes a permanently mounted cargo body (also called a straight truck) that has three or more axles.	
Truck/Trailer	A motor vehicle combination consisting of a single-unit truck and a trailer.	
Truck Tractor (Bobtail)	A motor vehicle consisting of a single motorized transport device designed primarily for pulling semi-trailers.	
Tractor/Semi-Trailer	A truck tractor that is pulling a semi-trailer.	
Tractor/Doubles	A truck tractor that is pulling a single semi-trailer and one full-trailer.	
Tractor/Triples	A truck tractor that is pulling a single semi-trailer and two full-trailers.	
Unknown Heavy Truck	If this attribute is used, an explanation in the narrative is recommended.	
Motor Home / Recreational	A van where a frame-mounted recreational unit is added behind the driver or cab area or mounted on a bus/truck chassis that is suitable to live in and drive across the country.	
Moped	A motor vehicle Possessing two wheels in contact with the ground, a seat or saddle for driver and passenger, a steering handle bar, and a brake horsepower not exceeding 2 HP. Unlike motorcycles, a moped by definition cannot include an enclosure.	
Low Speed Vehicle	A low speed vehicle (LSV) is a motor vehicle with four or more wheels whose top speed is greater than 20 miles per hour, but not greater than 25 miles per hour. LSVs are required to be equipped with basic safety equipment items: headlamps, stop lamps, turn signal lamps, tail lamps, reflex reflectors, parking brake, windshields of either type AS-1 or type AS-5 glazing, rearview mirrors, seat belts and vehicle identification numbers (VINs).	

All Terrain
Vehicle (ATV)

A small motor vehicle with one or two seats and three or more wheels fitted with large tires, designed for use on rough and uneven ground.



Snowmobile

A motor vehicle used for traveling over snow, usually with runners/skies in the front and caterpillar tracks in the rear.



Other e.g. Farm
Equipment

Applies to body styles that do not fit any of the other attributes such as farm equipment or heavy machinery. If this attribute is used, an explanation is recommended.

Unknown

If this attribute is used, an explanation is recommended.

Emergency Response?

Instructions:

Indicate 'yes'/'no' relative to specific vehicle in crash.

Definition:

Indicates emergency response vehicles involved in the responding to the crash, such as police, ambulance, fire, military, etc. which were on an emergency response with physical emergency signals in use: typically light blinking, siren sounding, etc.

Rationale:

Important for evaluating safety laws and enforcement practices.

Attribute	Definition
No	This attribute indicates the vehicle was not an emergency vehicle (police, fire, EMT, etc.) that is traveling to an emergency.
Yes	This attribute indicates the vehicle was an emergency vehicle (police, fire, EMT, etc.) that is traveling to an emergency.

Towed?

Instructions:

Indicate whether the vehicle was towed and if 'yes', under which circumstance.

Definition:

The method and circumstance to which the involved vehicle left the scene. Towing assistance without removal of the vehicle from the scene, such as pulling a vehicle out of a ditch, is not considered to be towed for the purposes of this element.

Rationale:

The field Towed From Scene with the 'yes, vehicle or trailer disabled' attribute selected is important for identifying non-injury, "tow-away" crashes due to damage sustained in the crash. This information is vital to Federal Motor Carrier Safety Administration in their selection criteria for truck and bus crashes.

Attribute	Definition
Yes, Vehicle or Trailer Disabled	This attribute is used for any towing which is due to disabling damage caused by this crash which prohibits vehicle movement under its own power. Vehicles which could be driven but would be further damaged by doing so should be counted as disabled.
No	This attribute is used for a vehicle that can depart the scene of the crash under its own power (not disabling damage) and did not have to be towed for other reasons. A vehicle that can be driven but would be further damaged by doing so should be considered disabled.
Yes, Other Reason Not Disabled	The vehicle did not sustain disabling damage, but the vehicle was removed from the scene of the crash by tow truck or other vehicle for other reasons (e.g., arrest). For a vehicle that is towed both because it is disabled and for other reasons (e.g. driver arrest), use the attribute 'yes, vehicle or trailer disabled'.
Unknown	If this attribute is used, an explanation in the narrative is recommended.

CRA-65: Vehicle Dashboard – Truck/Bus

New Vehicle [X]

Vehicle Info | **Status** | Events | Damage | Occupants/Owner | Tow

Hit/Run: If Hit/Run, was this the vehicle that fled the scene?

Moped?

Number of Occupants:

Configuration:

Citation Issued?

Vehicle Stolen?

Inventoried?

Emergency Response? Was this vehicle responding to an emergency?

Towed?

Truck/Bus

Carrier | **US DOT** | Trailer | Hazmat

Carrier Name:

Carrier Issuing Authority Code:

Address:

City:

State:

Zip:

Bus Use:

Carrier Name

Instructions:

If motor vehicle is a commercial motor vehicle, record the name of the individual, partnership or corporation as indicated on the shipping manifest.

Definition:

The name of an individual, partnership, or corporation responsible for the transportation of persons or property as indicated on the shipping manifest.

Rationale:

This data element is required by the Federal Motor Carrier Safety Administration (FMCSA) CFR 350.201. The FMCSA has the authority to fine and sanction unsafe interstate (and some intrastate) truck and bus companies. A key way to identify potentially unsafe motor carriers is to collect crash data by the identification name of the company. This data element is collected at the scene to meet FMCSA 90 day reporting requirements.

Carrier Issuing Authority Code

Instructions:

If motor vehicle is a commercial motor vehicle, record the carrier issuing authority code of the individual, partnership or corporation as indicated on the shipping manifest.

Definition:

The carrier issuing authority code of an individual, partnership, or corporation responsible for the transportation of persons or property as indicated on the shipping manifest.

Rationale:

This data element is required by the Federal Motor Carrier Safety Administration (FMCSA) CFR 350.201. The FMCSA has the authority to fine and sanction unsafe interstate (and some intrastate) truck and bus companies. A key way to identify potentially unsafe motor carriers is to collect crash data by the carrier issuing authority code of the company. This data element is collected at the scene to meet FMCSA 90 day reporting requirements.

Attribute	Definition
ICC	Indicates the Interstate Commerce Commission was the carrier issuing authority code.
State	Indicates the State was the carrier issuing authority code.
US DOT	Indicates the United States Department of Transportation was the carrier issuing authority code.

Address

Instructions:

Record the street name and number.

Definition:

The street number and street name listed on the vehicle's registration, regardless of whether the owner is present.

Rationale:

This data element should be collected to facilitate linkage when addresses are available in the health and insurance files and to corroborate the driver license number of drivers. When possible, obtain this information from the driver license.

City

Instructions:

Record the city.

Definition:

The city listed on the vehicle's registration, regardless of whether the owner is present.

Rationale:

This data element should be collected to facilitate linkage when addresses are available in the health and insurance files and to corroborate the driver license number of drivers. When possible, obtain this information from the driver license.

Bus Use

Instructions:







Identify whether a bus was being used at the time of the crash, and if so, how it was being used.

Definition:

Describes the common type of bus service this vehicle was being used as at the time of the crash. Buses are any motor vehicle with seats to transport nine (9) or more people, including the driver's seat. This element does not include vans which are owned and operated for personal use. Refer to the Glossary for attribute definitions.

Rationale:

This data element provides additional information to evaluate the outcome of motor vehicles used as buses that are involved in crashes.

Attribute	Definition	Example
Not a Bus	A vehicle that does not have a bus body type and is not being used as a bus in the accident. This attribute should be used for vehicles with less than 9 seats (including the driver) and personal-use vans with 9 or more seats (including the driver).	
School	This attribute is used for a vehicle that meets the definition of a bus and is being used by a public or private school, a district, or contracted carrier operation on behalf of the entity, providing transport for school children (up to the 12th grade) to/from school or any other school function or activity.	
Transit/Commuter	A government entity or private company providing passenger transportation over fixed, scheduled routes, within primarily urban geographical areas. (For example, inner-city mass transit bus service.)	
Intercity	A company providing for-hire, long-distance passenger transportation between cities over fixed routes with regular schedules (for example, Greyhound bus service between major cities).	
Charter/Tour	A company providing transportation on a for-hire basis and demand-response basis, usually round-trip service for a tour group or outing.	
Shuttle	Private companies providing transportation services for their own employees, non-governmental organizations (such as churches and non-profit groups), and non-educational units of government (such as departments of corrections). (Examples include transporting people from airports, hotels, rental car companies, and business facility to facility.)	
Unknown	If this attribute is used, an explanation in the narrative is recommended.	

CRA-65: Vehicle Dashboard – Events

New Vehicle [X]

Vehicle Info | Status | **Events** | Damage | Occupants/Owner | Tow

Sequence of Events

	Collision with:	Non-Collision:
What happened first?	<input type="text"/>	<input type="text"/>
What happened second?	<input type="text"/>	<input type="text"/>
What happened third?	<input type="text"/>	<input type="text"/>
What happened fourth?	<input type="text"/>	<input type="text"/>
Travelling direction:	<input type="text"/>	
What was the vehicle doing prior to crash?	<input type="text"/>	
Most harmful event:	<input type="text"/>	
Underride/Override:	<input type="text"/>	
Driver contributing code:	<input type="text"/>	

What Happened First/Second/Third/Fourth?

Instructions:



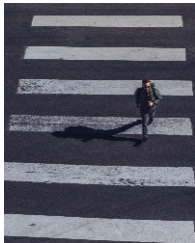

Select the characteristic that best describes the event that caused the first/second/third/fourth harm to the vehicle/occupants.


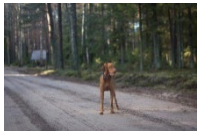




Definition:


The first/second/third/fourth injury or damage-producing event that characterizes the crash type.









Rationale:

This element is 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 V20)

Attribute	Definition	Example
Collision with Motor Vehicle in Transport	A motor vehicle is any motorized (mechanically or electrically powered) road vehicle not operated on rails. When applied to motor vehicles, 'in transport' refers to being in motion or on a roadway. This includes: motor vehicle in traffic on a highway, driverless motor vehicle in motion, motionless motor vehicle abandoned on a roadway, disabled motor vehicle on a roadway, etc.	
Collision with Parked Motor Vehicle	A parked motor vehicle is a motor vehicle not in-transport and not presently engaged in highway road work, non-highway road work and commercial work, and is not in motion, not located on the roadway, and legally parked. In roadway lanes used for travel during some periods and for parking during other periods, a parked motor vehicle should be considered to be in-transport during periods when parking is forbidden. Any stopped motor vehicle where the entirety of the vehicle's primary outline as defined by the four sides of the vehicle (e.g., tires, bumpers, fenders) and load, if any, is not within the roadway is parked.	
Collision with Pedestrian	A person who is not an occupant of a motor vehicle in transport or a pedalcyclist. Includes a person who is adjacent to the motor vehicle regardless of their actions.	
Collision with Cyclist	Includes bicycles, tricycles, unicycles, pedal cars, etc. This attribute is used only for occupied pedalcycles. A bicycle in the roadway without a rider that is struck would be a 'collision with other movable object'.	

Collision with Animal-Deer	This attribute is used for collisions with live deer. A dead deer (carcass) should be entered as 'collision with unknown/other fixed object'. Default 'collision with deer' if it cannot be determined whether the struck deer was alive or dead at the time of the crash.	
Collision with Animal-Other	This attribute is used for collisions with live animals (domesticated or wild) that are not themselves being used as transportation or to draw a wagon, cart or other transport device. A dead animal (carcass) should be entered as collision with 'other movable object'. Default to 'collision with animal-other' if unable to determine if the struck animal was alive or dead at the time of the crash.	
Collision with Moped	A motor vehicle possessing two wheels in contact with the ground, a seat or saddle for driver and passenger, a steering handle bar, and a brake horsepower not exceeding 2 HP. Unlike motorcycles, a moped by definition cannot include an enclosure.	
Collision with Work Zone Maintenance Equipment	A motor vehicle in the act of performing construction, maintenance, or utility work related to the trafficway. This work may be located within open or closed portions of the trafficway, and motor vehicles performing these activities can be within or outside the trafficway boundaries. This attribute excludes vehicles being operated on the trafficway for other work purposes such as, garbage trucks, delivery trucks, police vehicles, etc.	
Collision with Railway Vehicle (Train, Engine)	Any land vehicle (train, engine) that is (1) designed primarily for moving persons or property from one place to another on rails and (2) not in use on a land way other than a railway. This would include a motor vehicle (e.g. pickup truck) specially equipped to operate on rails when in use on a railway.	
Collision with Other Movable Object	An object other than a motor vehicle in-transport, a pedestrian, another road vehicle in transit, a parked motor vehicle, a railway vehicle, a pedalcycle, an animal, or a fixed object. Fallen trees are one example. If this attribute is selected, an explanation in the narrative is recommended.	
Collision with Unknown Movable Object	An object other than a motor vehicle in-transport, a pedestrian, another road vehicle in transit, a parked motor vehicle, a railway vehicle, a pedalcycle, an animal, or a fixed object that cannot be identified. If this attribute is selected, an explanation in the narrative is recommended.	

Collision with Curb	A raised edge or border to a roadway. Curbs may be constructed of concrete, asphalt or wood, and typically have a face height of less than 9 inches.	
Collision with Tree	Refers to a tree that is upright and in the ground. A standing tree is a fixed object as opposed to a fallen tree that is a moveable object (see attribute 'collision with unknown/other non-fixed object'). This attribute would include a tree stump. An entire tree or branches/limbs from a tree that falls on a vehicle should be coded as 'other non-collision' under First Harmful Event and described in the narrative.	
Collision with Utility Pole	Constructed for the primary function of supporting an electric line, telephone line or other electrical/electronic transmission line or cable.	
Collision with Light Pole or Other Post / Support	A fixed pole/post constructed to light a roadway, or another pole/post constructed for the primary function of supporting an electric line, telephone line or other electrical-electronic transmission line or cable.	
Collision with Guardrail	A strong, short metal fence at the side of a roadway, intended to reduce the risk of serious accidents and vehicles leaving the roadway.	
Collision with Median Barrier	Refers to the longitudinal traffic barriers located in the median, constructed of concrete or several flexible cables typically supported by steel posts. This includes all temporary concrete barriers regardless of location (i.e., a temporary "Jersey Barrier" on a bridge being used to control traffic during bridge repair/construction).	
Collision with Ditch	Includes any man-made structure used for drainage purposes. A ditch ends where a culvert begins and resumes on the opposite side of the culvert. A collision with the sides of a ditch (ditchbank or ditch embankment) should be coded as a 'collision with ditch' rather than a 'collision with embankment'.	
Collision with Embankment	Earthen structure used to support a channel or roadway.	

Collision with Highway Traffic Sign Post	A pole, post or other type of support for a traffic sign.	
Collision with Overhead Sign Support	A pole, post or other type of support for a traffic sign hanging over the roadway.	
Collision with Fence	Includes fence posts. A fence can be made of wood, chain link, stone, etc. This would exclude shrubs or hedges serving as containment for property. Shrubs or hedges would be coded as 'collision with other fixed object'.	
Collision with Mailbox	A private box into which mail is delivered, often mounted on a post at the entrance to a driveway.	
Collision with Impact Attenuator / Crash Cushion	A barrier at a spot location, less than 25 ft. (7.6 m) away, designed to prevent an errant motor vehicle from impacting a fixed object hazard by gradually decelerating the motor vehicle to a safe stop or by redirecting the motor vehicle away from the hazard.	
Collision with Bridge	Indicates a collision with the supports for a bridge structure, including piers and/or pillars, the ends (abutments) and the bridge rail (a barrier attached to a bridge deck, or a bridge parapet to restrain motor vehicles, pedestrians or other users). NOTE: A bridge rail may be constructed of various materials including metal, concrete, stone, wood, and/or combinations of these materials.	
Collision with Bridge Overhead Structure	Indicates a collision with any part of a bridge that is over the reference or subject roadway. In crash reporting, this typically refers to the beams or other structural elements supporting a bridge deck. Collisions with the support structures in the middle of the bridge (piers or columns), at the ends (abutments), or rails and barriers intended to restrain vehicles and pedestrians should be indicated under the attribute 'collision with bridge'.	
Collision with Other Fixed Object (Wall, Building, Tunnel)	Other fixed objects include walls, buildings, tunnels, etc. If this attribute is used, an explanation in the narrative is recommended.	
Collision with Unknown Fixed Object	If this attribute is used, an explanation in the narrative is recommended.	

Ran Off Road Right (Sequence Event Only)	Failure of the driver to keep the motor vehicle on the roadway. The roadway is the part of a trafficway designed, improved and ordinarily used for motor vehicle travel. For vehicles departing the roadway when turning at "T" intersections, it is recommended that right or left be chosen based on the direction of travel for the vehicle's proper travel lane for their intended path. For vehicles traveling straight through, use 'ran off road right' as it would be departing to the right side of the trafficway at the top of the "T".	
Ran Off Road Left (Sequence Event Only)	Failure of the driver to keep the motor vehicle on the roadway. The roadway is that part of a trafficway designed, improved and ordinarily used for motor vehicle travel. For vehicles departing the roadway when turning at "T" intersections, it is recommended that right or left be chosen based on the direction of travel for the vehicle's proper travel lane for their intended path. For vehicles traveling straight through, use 'ran off road left' as it would be departing to the left side of the trafficway at the top of the "T". See examples of this attribute below.	
Cross Median / Centerline (Sequence Event Only)	Indicates motor vehicle crossing median area of trafficway between parallel roads or painted line separating travel in opposite directions. A median should be four or more feet wide. A median can be depressed, raised, or flush with the travel way surface. If flush or painted without a barrier, a median must be four or more feet wide.	
Overturn / Rollover	A motor vehicle that has overturned at least 90 degrees to its side.	
Equipment Failure (Blown Tire, Brake Failure, Etc.) (Sequence Event Only)	Mechanical failures of a vehicle's parts such as a tire blowout, broken fan belt, or broken axle are not considered harmful events but can start the unstabilized situation and begin or occur as part of a vehicle's Sequence of Events.	
Fire / Explosion	A fire or explosion that was the cause or result of the crash. A fire/explosion is a non- collision harmful event.	
Immersion	Entry of a vehicle into liquid so that it is completely covered or there is damage to the vehicle or harm to an occupant.	

Jackknife	An uncontrolled articulation between a tractor and trailer(s) that occurs at any time during the crash sequence.	
Cargo / Equipment Loss or Shift	As a non-collision event in First Harmful Event or Most Harmful Event, the loss or shift would have to cause damage to the motor vehicle or occupants that is transporting the cargo/equipment or the cargo or equipment itself. If cargo/equipment is lost and strikes another vehicle, that is a collision event. As a non-collision event in the Sequence of Events, a cargo/equipment loss or shift is not necessarily harmful. For example, the loss or release of the goods being transported from the cargo compartment of the truck, or the shifting off position of the load affecting its balance.	
Separation of Units (Sequence Event Only)	When the truck or truck tractor becomes separated from the semi-trailer and/or trailer(s) they are pulling.	
Downhill Runaway (Sequence Event Only)	Refers to any vehicle that cannot decelerate on a downhill grade.	
Other Non-Collision	This attribute is used for a variable that is not addressed by the previous attribute options. Examples include: (1) Driving off a cliff where damage is not the result of an overturn or a collision with a fixed object, (2) an unbelted passenger hits his or her head on the roof of a vehicle and is injured, when the vehicle travels over a sharp dip in the road, (3) situations where a passenger is sickened or dies due to carbon monoxide fumes leaking from a motor vehicle in transport. (4) This also includes when an occupant of a vehicle is run over by his/her own vehicle after falling from the vehicle.	
Unknown Non-Collision	If this attribute is used, an explanation in the narrative is recommended.	
Other	This attribute is used for a variable that is not addressed by the previous attribute options. If this attribute is used, an explanation in the narrative is recommended.	
Unknown	If this attribute is used, an explanation in the narrative is recommended.	

Traveling Direction

Instructions:

Select 'northbound', 'eastbound', 'southbound', or 'westbound' as the direction of travel.

Definition:

The motor vehicle's travel direction on the roadway prior to the crash. Notice that this is not a compass direction, but a direction consistent with the designated direction of the road. For Example, the direction of a State-designated North-South highway must be either northbound or southbound even though a motor vehicle may have been traveling due east as a result of a short segment of the highway having an east-west orientation.

Rationale:

It is important to indicate the direction the motor vehicle was traveling prior to the crash for evaluation and comparison purposes.

What Was the Vehicle Doing Prior to Crash?

Instructions:

Document the motor vehicle's actions just prior to the collision.

Definition:

The controlled maneuver for this motor vehicle prior to the beginning of the sequence of events.

Rationale:

This element is important for crash evaluation, particularly when combined with sequence of events.

Attribute	Definition
Travelling Straight Ahead	This attribute is used when this vehicle's path of travel was straight ahead on the roadway without any attempted or intended changes. See attribute 'other' for vehicles traveling on off-roadway locations.
Slowing or Stopped	Indicates the motor vehicle was stopped or slowing to a stop prior to the crash.
Turning Right	A motor vehicle moving forward and turning right, maneuvering from one roadway to a different roadway or landway (e.g., from or to a driveway, parking lot or intersection).
Turning Left	This attribute is used for vehicles moving forward and turning left, maneuvering from one roadway to a different roadway or landway (e.g., from or to a driveway, parking lot or intersection).
Changing Lanes	A motor vehicle shifting from one traffic lane to another traffic lane while moving in the same direction.
Entering Traffic Lane	A motor vehicle entering a travel lane by: merging from a ramp, entering after being stopped on the shoulder or roadside, leaving a curbside parking position, etc. This is not used for a vehicle that was turning from one land way to another.
Leaving Traffic Lane	A motor vehicle moving outside the travel lane.
Making U-turn	A motor vehicle that is turning around to reverse direction on the same trafficway. It includes both legal and illegal U-turns.
Overtaking / Passing	A motor vehicle that moves from behind a motor vehicle to in front of the same motor vehicle.
Backing	A start from a parked or stopped position in the direction of the rear of the motor vehicle.
Parked	A parked motor vehicle is a motor vehicle not in-transport and not presently engaged in highway road work, non-highway road work and commercial work, and is not in motion, not located on the roadway,

and legally parked. In roadway lanes used for travel during some periods and for parking during other periods, a parked motor vehicle should be considered to be in-transport during periods when parking is forbidden. Any stopped motor vehicle where the entirety of the vehicle's primary outline as defined by the four sides of the vehicle (e.g., tires, bumpers, fenders) and load, if any, is not within the roadway is parked.

Other	This attribute is used when this vehicle's maneuver is known but none of the specified attributes are applicable. An example would be a vehicle operating in an off-road location within the trafficway such as an ATV traveling along the roadside. If this is selected, an explanation in the narrative is recommended.
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Unknown	If this attribute is used, an explanation in the narrative is recommended.
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Most Harmful Event

Instructions:



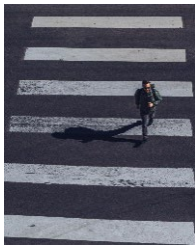

Select which event was the most harmful.


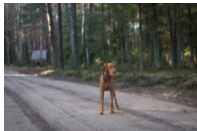




Definition:








Most Harmful Event is the event that resulted in the most severe injury or, if no injury, the greatest property damage involving this motor vehicle.









Rationale:




This field is important for use in conjunction with Sequence of Events and Vehicle Action Prior to Crash in order to generate complete information about the crash.

Attribute	Definition	Example
Collision with Motor Vehicle in Transport	A motor vehicle is any motorized (mechanically or electrically powered) road vehicle not operated on rails. When applied to motor vehicles, 'in transport' refers to being in motion or on a roadway. This includes: motor vehicle in traffic on a highway, driverless motor vehicle in motion, motionless motor vehicle abandoned on a roadway, disabled motor vehicle on a roadway, etc.	
Collision with Parked Motor Vehicle	A parked motor vehicle is a motor vehicle not in-transport and not presently engaged in highway road work, non-highway road work and commercial work, and is not in motion, not located on the roadway, and legally parked. In roadway lanes used for travel during some periods and for parking during other periods, a parked motor vehicle should be considered to be in-transport during periods when parking is forbidden. Any stopped motor vehicle where the entirety of the vehicle's primary outline as defined by the four sides of the vehicle (e.g., tires, bumpers, fenders) and load, if any, is not within the roadway is parked.	
Collision with Pedestrian	A person who is not an occupant of a motor vehicle in transport or a pedalcyclist. Includes a person who is adjacent to the motor vehicle regardless of their actions.	
Collision with Cyclist	Includes bicycles, tricycles, unicycles, pedal cars, etc. This attribute is used only for occupied pedalcycles. A bicycle in the roadway without a rider that is struck would be a 'collision with other movable object'.	

Collision with Animal-Deer	This attribute is used for collisions with live deer. A dead deer (carcass) should be entered as 'collision with unknown/other fixed object'. Default 'collision with deer' if it cannot be determined whether the struck deer was alive or dead at the time of the crash.	
Collision with Animal-Other	This attribute is used for collisions with live animals (domesticated or wild) that are not themselves being used as transportation or to draw a wagon, cart or other transport device. A dead animal (carcass) should be entered as collision with 'other movable object'. Default to 'collision with animal-other' if unable to determine if the struck animal was alive or dead at the time of the crash.	
Collision with Moped	A motor vehicle possessing two wheels in contact with the ground, a seat or saddle for driver and passenger, a steering handle bar, and a brake horsepower not exceeding 2 HP. Unlike motorcycles, a moped by definition cannot include an enclosure.	
Collision with Work Zone Maintenance Equipment	A motor vehicle in the act of performing construction, maintenance, or utility work related to the trafficway. This work may be located within open or closed portions of the trafficway, and motor vehicles performing these activities can be within or outside the trafficway boundaries. This attribute excludes vehicles being operated on the trafficway for other work purposes such as, garbage trucks, delivery trucks, police vehicles, etc.	
Collision with Railway Vehicle (Train, Engine)	Any land vehicle (train, engine) that is (1) designed primarily for moving persons or property from one place to another on rails and (2) not in use on a land way other than a railway. This would include a motor vehicle (e.g. pickup truck) specially equipped to operate on rails when in use on a railway.	
Collision with Other Movable Object	An object other than a motor vehicle in-transport, a pedestrian, another road vehicle in transit, a parked motor vehicle, a railway vehicle, a pedalcycle, an animal, or a fixed object. Fallen trees are one example. If this attribute is selected, an explanation in the narrative is recommended.	
Collision with Unknown Movable Object	An object other than a motor vehicle in-transport, a pedestrian, another road vehicle in transit, a parked motor vehicle, a railway vehicle, a pedalcycle, an animal, or a fixed object that cannot be identified. If this attribute is selected, an explanation in the narrative is recommended.	

Collision with Curb	A raised edge or border to a roadway. Curbs may be constructed of concrete, asphalt or wood, and typically have a face height of less than 9 inches.	
Collision with Tree	Refers to a tree that is upright and in the ground. A standing tree is a fixed object as opposed to a fallen tree that is a moveable object (see attribute 'collision with unknown/other non-fixed object'). This attribute would include a tree stump. An entire tree or branches/limbs from a tree that falls on a vehicle should be coded as 'other non-collision' under First Harmful Event and described in the narrative.	
Collision with Utility Pole	Constructed for the primary function of supporting an electric line, telephone line or other electrical/electronic transmission line or cable.	
Collision with Light Pole or Other Post / Support	A fixed pole/post constructed to light a roadway, or another pole/post constructed for the primary function of supporting an electric line, telephone line or other electrical-electronic transmission line or cable.	
Collision with Guardrail	A strong, short metal fence at the side of a roadway, intended to reduce the risk of serious accidents and vehicles leaving the roadway.	
Collision with Median Barrier	Refers to the longitudinal traffic barriers located in the median, constructed of concrete or several flexible cables typically supported by steel posts. This includes all temporary concrete barriers regardless of location (i.e., a temporary "Jersey Barrier" on a bridge being used to control traffic during bridge repair/construction).	
Collision with Ditch	Includes any man-made structure used for drainage purposes. A ditch ends where a culvert begins and resumes on the opposite side of the culvert. A collision with the sides of a ditch (ditchbank or ditch embankment) should be coded as a 'collision with ditch' rather than a 'collision with embankment'.	
Collision with Embankment	Earthen structure used to support a channel or roadway.	

Collision with Highway Traffic Sign Post	A pole, post or other type of support for a traffic sign.	
Collision with Overhead Sign Support	A pole, post or other type of support for a traffic sign hanging over the roadway.	
Collision with Fence	Includes fence posts. A fence can be made of wood, chain link, stone, etc. This would exclude shrubs or hedges serving as containment for property. Shrubs or hedges would be coded as 'collision with other fixed object'.	
Collision with Mailbox	A private box into which mail is delivered, often mounted on a post at the entrance to a driveway.	
Collision with Impact Attenuator / Crash Cushion	A barrier at a spot location, less than 25 ft. (7.6 m) away, designed to prevent an errant motor vehicle from impacting a fixed object hazard by gradually decelerating the motor vehicle to a safe stop or by redirecting the motor vehicle away from the hazard.	
Collision with Bridge	Indicates a collision with the supports for a bridge structure, including piers and/or pillars, the ends (abutments) and the bridge rail (a barrier attached to a bridge deck, or a bridge parapet to restrain motor vehicles, pedestrians or other users). NOTE: A bridge rail may be constructed of various materials including metal, concrete, stone, wood, and/or combinations of these materials.	
Collision with Bridge Overhead Structure	Indicates a collision with any part of a bridge that is over the reference or subject roadway. In crash reporting, this typically refers to the beams or other structural elements supporting a bridge deck. Collisions with the support structures in the middle of the bridge (piers or columns), at the ends (abutments), or rails and barriers intended to restrain vehicles and pedestrians should be indicated under the attribute 'collision with bridge'.	
Collision with Other Fixed Object (Wall, Building, Tunnel)	Other fixed objects include walls, buildings, tunnels, etc. If this attribute is used, an explanation in the narrative is recommended.	
Collision with Unknown Fixed Object	If this attribute is used, an explanation in the narrative is recommended.	

Ran Off Road Right (Sequence Event Only)	Failure of the driver to keep the motor vehicle on the roadway. The roadway is the part of a trafficway designed, improved and ordinarily used for motor vehicle travel. For vehicles departing the roadway when turning at "T" intersections, it is recommended that right or left be chosen based on the direction of travel for the vehicle's proper travel lane for their intended path. For vehicles traveling straight through, use 'ran off road right' as it would be departing to the right side of the trafficway at the top of the "T".	
Ran Off Road Left (Sequence Event Only)	Failure of the driver to keep the motor vehicle on the roadway. The roadway is that part of a trafficway designed, improved and ordinarily used for motor vehicle travel. For vehicles departing the roadway when turning at "T" intersections, it is recommended that right or left be chosen based on the direction of travel for the vehicle's proper travel lane for their intended path. For vehicles traveling straight through, use 'ran off road left' as it would be departing to the left side of the trafficway at the top of the "T". See examples of this attribute below.	
Cross Median / Centerline (Sequence Event Only)	Indicates motor vehicle crossing median area of trafficway between parallel roads or painted line separating travel in opposite directions. A median should be four or more feet wide. A median can be depressed, raised, or flush with the travel way surface. If flush or painted without a barrier, a median must be four or more feet wide.	
Overturn / Rollover	A motor vehicle that has overturned at least 90 degrees to its side.	
Equipment Failure (Blown Tire, Brake Failure, Etc.) (Sequence Event Only)	Mechanical failures of a vehicle's parts such as a tire blowout, broken fan belt, or broken axle are not considered harmful events but can start the unstabilized situation and begin or occur as part of a vehicle's Sequence of Events.	
Fire / Explosion	A fire or explosion that was the cause or result of the crash. A fire/explosion is a non- collision harmful event.	
Immersion	Entry of a vehicle into liquid so that it is completely covered or there is damage to the vehicle or harm to an occupant.	

Jackknife	An uncontrolled articulation between a tractor and trailer(s) that occurs at any time during the crash sequence.	
Cargo / Equipment Loss or Shift	As a non-collision event in First Harmful Event or Most Harmful Event, the loss or shift would have to cause damage to the motor vehicle or occupants that is transporting the cargo/equipment or the cargo or equipment itself. If cargo/equipment is lost and strikes another vehicle, that is a collision event. As a non-collision event in the Sequence of Events, a cargo/equipment loss or shift is not necessarily harmful. For example, the loss or release of the goods being transported from the cargo compartment of the truck, or the shifting off position of the load affecting its balance.	
Separation of Units (Sequence Event Only)	When the truck or truck tractor becomes separated from the semi-trailer and/or trailer(s) they are pulling.	
Downhill Runaway (Sequence Event Only)	Refers to any vehicle that cannot decelerate on a downhill grade.	
Other Non-Collision	This attribute is used for a variable that is not addressed by the previous attribute options. Examples include: (1) Driving off a cliff where damage is not the result of an overturn or a collision with a fixed object, (2) an unbelted passenger hits his or her head on the roof of a vehicle and is injured, when the vehicle travels over a sharp dip in the road, (3) situations where a passenger is sickened or dies due to carbon monoxide fumes leaking from a motor vehicle in transport. (4) This also includes when an occupant of a vehicle is run over by his/her own vehicle after falling from the vehicle.	
Unknown Non-Collision	If this attribute is used, an explanation in the narrative is recommended.	
Other	This attribute is used for a variable that is not addressed by the previous attribute options. If this attribute is used, an explanation in the narrative is recommended.	
Unknown	If this attribute is used, an explanation in the narrative is recommended.	

Driver Contributing Code

Instructions:

Indicate the actions of the driver that may have contributed to the crash.

Definition:

The actions by the driver that may have contributed to the crash. This data element is based on the judgment of the law enforcement officer investigating the crash and need not match Violation Codes.

Rationale:

This element is important for identifying specific driver behaviors during a crash and understanding and mitigating the effects of dangerous behaviors.

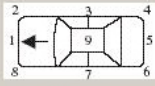
Attribute	Definition
No Improper Driving	This attribute indicates that in the law enforcement officer's judgment the driver took no improper driving actions at the time of the crash that contributed to the crash. Other circumstances contributing to the crash such as alcohol or cell phone use would be recorded under Condition at Time of the Crash and Driver Distracted By respectively.
Exceeded Authorized Speed Limit	When a motor vehicle is traveling above the posted/statutory speed limit on certain designated roadways and/or by certain types of vehicles; e.g., for trucks, buses, motorcycles, on bridge, at night, in school zone, etc.).
Disregarded Traffic Signs, Signals, Road Markings	Indicates a failure to obey traffic signs, traffic lights, and road markings, such as stop signs, yield signs, traffic lights, pavement arrows, etc.
Failed to Yield Right of Way	Driver fails to yield right-of-way to another motor vehicle or non-occupant as required.
Followed Too Closely	Driver is positioned at a distance behind another motor vehicle or non-occupant that is too close to permit safe response to any change in movement or behavior by the other motor vehicle or non-occupant.
Made an Improper Turn	The driver performed an improper turning maneuver.
Driving Too Fast for Conditions	Traveling at a speed that is unsafe for the road, weather, traffic, or other environmental conditions at the time of the crash.
Wrong Side or Wrong Way	The driver operated the motor vehicle on the wrong side of the road or in the wrong direction in the case of a one way street.
Failure to Keep in Proper Lane or Running Off Road	Driver does not maintain position in appropriate travel lane.
Operating Vehicle in Erratic, Reckless, Careless,	Driver actions could include but not be limited to excessive speed, frequent or unsafe lane changes, tailgating, etc.

Negligent, or Aggressive Manner	
Swerving or Avoiding Due to Wind, Slippery Surface, Vehicle, Object, Non-Motorist in Road Way, Etc.	Defensive driver action to defend against an apparent danger in, on, or due to the condition of the roadway or the presence of a motor vehicle or object or non-motorist in the roadway in order to avoid a crash.
Over-Correcting/Over-Steering	Driver actions that result in over-steering/correction, resulting in and loss of control of the vehicle.
Glare	A very harsh, bright, dazzling light that impairs vision.
Physical Impairment	A condition that results in some decrease in a physical ability.
Emotional	Examples include; depressed, angry, disturbed. Includes; fighting, disagreements, emotionally upset, screaming, etc.
Illness	Examples include: diabetic reactions, allergic reactions to medications/drugs, failure to take required medication, seizures, heart attack, high/low blood pressure.
History Heart / Epilepsy / Fainting	Refers to a history of heart problems (including heart attacks), epilepsy (which can manifest as seizures) and/or fainting.
Visibility Obstructed	An object blocking the driver's sight, contributing to the crash (such as a bush, tree, etc.).
Inattention	Actions could include but are not limited to failure to yield the right of way, disregarding traffic controls, failure to signal, etc.
Distracted	Distractions that influence driver/non-motorist performance, involving both an action taken by the driver/non-motorist and the source of the distraction.
Fatigued/Asleep	Indicates non-motorist experienced a temporary loss of consciousness or was in a reduced physical and mental capacity due to weariness, medication, or other drugs.
Operating Defective Equipment	Indicates driver was operating a motor vehicle with defective equipment.
Other Improper Action	This attribute is used for a variable that is not addressed by the previous attribute options. If this attribute is used, an explanation in the narrative is recommended.
Unknown	If this attribute is used, an explanation in the narrative is recommended.

CRA-65: Vehicle Dashboard – Damage

New Vehicle [X]

Vehicle Info | Status | Events | **Damage** | Occupants/Owner | Tow



Damaged Area(s): ☐ 0 - None ☐ 1 - Front ☐ 2 - Right Front ☐ 3 - Right Side ☐ 4 - Right Rear ☐ 5 - Rear ☐ 6 - Left Rear ☐ 7 - Left Side ☐ 8 - Left Front ☐ 9 - Roof ☐ 10 - Undercarriage ☐ 11 - Totalled (select a maximum of 3)

Was vehicle damage more than \$1,000?

Damage

Instructions:




Indicate the areas where the motor vehicle was damaged due to the crash. These include the areas of the motor vehicle that received the initial impact and the area that was most damaged.

Definition:

This element is intended to record all areas of the vehicle that were damaged in the crash.

Rationale:

This element is Important for evaluating injury severity in relation to motor vehicle impact and crash severity.

Attribute	Definition	Example
None	This attribute is used when the vehicle has harmful events but the events do not produce physical damage to the vehicle itself and thus there are not damaged areas to record.	
Center Front	Indicate damage to the center of the motor vehicle's front end.	
Right Front	Indicate damage to the right portion of the motor vehicle's front end. Note: if damage occurred on both the 'right front' and 'right side', indicate both Damaged Area Codes.	
Right Side	Indicate damage to the right side of the motor vehicle. Note: if damage occurred on both the 'right side' and 'right front', indicate both Damaged Area Codes.	

Right Rear

Indicate damage to the right portion of the motor vehicle's rear end. Note: if damage occurred on both the 'right rear' and 'right side', indicate both Damaged Area Codes.



Center Rear

Indicate damage to the center of the motor vehicle's rear end.



Left Rear

Indicate damage to the left portion of the motor vehicle's rear end of the motor vehicle. Note: if damage occurred on both the 'left rear' and 'left side', indicate both Damaged Area Codes.



Left Side




Indicate damage to the right side of the motor vehicle. Note: if damage occurred on both the 'left side' and 'left front', indicate both Damaged Area Codes.



Left Front

Indicate damage to the left portion of motor vehicle's front end. Note: if damage occurred on both the 'left rear' and 'left side', indicate both Damaged Area Codes.



Top and Window	Indicate damage to the hood, windshield, roof, rear window, and/or truck deck.	
Undercarriage	Indicate damage to the tires/wheels, axles, exhaust system, etc.	
Total (All Areas)	This attribute is used to indicate a vehicle with damage to all planes/clock value areas on the vehicle (01-12, Top and Undercarriage). For example a vehicle that rolls and is then consumed by fire or involved in a severe crash with multiple impacts resulting in damage all over the vehicle.	
Other	This attribute is used for a variable that is not addressed by the previous attribute options. If this attribute is used, an explanation in the narrative is recommended.	
Unknown	If this attribute is used, an explanation in the narrative is recommended	




CRA-65: Vehicle Dashboard – Occupant/Owner





New Vehicle [X]

Vehicle Info | Status | Events | Damage | **Occupants/Owner** | Tow

Occupants/Owners

Owner	Operator	Occupant	Last Name	First Name	Corporation

 Add Person  Edit Person  Delete Person

 Previous Next   Save  Cancel

Last

Instructions:

Record the Last name.

Definition:

The last name of the owner of the 'vehicle' involved in the crash, as listed on the registration, regardless of whether the owner is present.

Rationale:

This data element should be collected to facilitate linkage when names are available in the health and insurance files and to corroborate the driver's driver license number. When possible, obtain this information from the driver license.

First

Instructions:

Record the First name.

Definition:

The first name of the owner of the 'vehicle' involved in the crash, as listed on the registration, regardless of whether the owner is present.

Rationale:

This data element should be collected to facilitate linkage when names are available in the health and insurance files and to corroborate the driver's driver license number. When possible, obtain this information from the driver license.

Middle

Instructions:

Record the Middle name.

Definition:

The middle name of the owner of the 'vehicle' involved in the crash, as listed on the registration, regardless of whether the owner is present.

Rationale:

This data element should be collected to facilitate linkage when names are available in the health and insurance files and to corroborate the driver's driver license number. When possible, obtain this information from the driver license.

Suffix

Instructions:

Record the Suffix.

Definition:

The suffix of the owner of the 'vehicle' involved in the crash, as listed on the registration, regardless of whether the owner is present.

Rationale:

This data element should be collected to facilitate linkage when names are available in the health and insurance files and to corroborate the driver's driver license number. When possible, obtain this information from the driver license.

DOB (MM/DD/YYYY)**Instructions:**

Enter the birth date as MMDDYYYY.

Definition:

The year, month, and day of birth (or age, to be used only when the date of birth cannot be obtained) of the person involved in a crash.

Rationale:

Accurate reporting of date of birth is used to assess the effectiveness of occupant protection systems for specific age groups, and to identify the need for safety programs directed toward them. This element is also critical in providing linkage between the crash, EMS, and hospital records.

Address

Instructions:

Record the street name and number.

Definition:

The street number listed on the vehicle's registration, regardless of whether the owner is present.

Rationale:

This data element should be collected to facilitate linkage when addresses are available in the health and insurance files and to corroborate the driver license number of drivers. When possible, obtain this information from the driver license.

City

Instructions:

Record the city.

Definition:

The city listed on the vehicle's registration, regardless of whether the owner is present.

Rationale:

This data element should be collected to facilitate linkage when addresses are available in the health and insurance files and to corroborate the driver license number of drivers. When possible, obtain this information from the driver license.

State

Instructions:

Record the State.

Definition:

The state listed on the vehicle's registration, regardless of whether the owner is present.

Rationale:

This data element should be collected to facilitate linkage when addresses are available in the health and insurance files and to corroborate the driver license number of drivers. When possible, obtain this information from the driver license.

Gender

Instructions:

Record the identified gender of the person involved in the crash.

Definition:

The gender of the person involved in the crash.

Rationale:

This element is necessary, for example, to evaluate the effect of gender of the person involved on occupant protection systems and motor vehicle design characteristics.

CRA-65: Vehicle Dashboard – Occupant/Owner: Occupant

Add/Edit Person for Vehicle 3

Person/Owner Info

☒ Owner ☐ Operator ☒ Occupant Involvement: Action Taken:

Name License **Occupant** Charges Statement Deceased

Seat Position:

Safety System:

Airbag Status:

Airbag Switch:

Eject Code:

Trap Code:

Injury Status:

Transported by Code:

Medical Facility:

Driver Distracted By:

Driver Suspected Drug Use:

Driver Suspected Alcohol Use:

Alcohol Test Status:

Alcohol Type Of Test:

Alcohol Test Result:

Seat Position

Instructions:







Identify the place where the occupant was seated when the crash occurred. The majority of crashes will have the driver in seat position 1. NOTE: Mail or foreign vehicles may be right hand drive and the driver will be listed as seat position 3.





Definition:

The location of this occupant in, on, or outside of the motor vehicle prior to the first event in the sequence of events.

Rationale:

Without known seating position for each person in the motor vehicle, it is not possible to fully evaluate, for Example, the effect of occupant protection programs.

Attribute	Definition	Example
Front Seat-Left Seat (or Motorcycle Driver)	Typically the leftmost driver side seat. The majority of crashes will have the driver here in seat position 1. If a motorcycle, this indicates the motorcycle's driver seat. NOTE: Mail-carrying or foreign vehicles may be right hand drive and the driver will be listed as seat position 3.	
Front Seat-Middle	The front middle seat, if applicable.	
Front Seat-Right Side	Typically the front passenger side seat, though mail-carrying or foreign vehicles may be right hand drive and the driver will be listed here as seat position 3.	
Second Seat-Left Side (or Motorcycle Passenger)	The leftmost seat in the second row from the front of the motor vehicle. If the vehicle is a motorcycle, this indicates the second row motorcycle passenger seat.	
Second Seat-Middle	The middle seat in the second row from the front of the motor vehicle.	
Second Seat-Right Side	The rightmost seat in the second row from the front of the motor vehicle.	

Third Row- Left Side (or Motorcycle Passenger)	The leftmost seat in the third row from the front of the motor vehicle. If the vehicle is a motorcycle, this indicates the third row motorcycle passenger seat.	
Third Row- Middle	The middle seat in the third row from the front of the motor vehicle.	
Third Row- Right Side	The rightmost seat in the third row from the front of the motor vehicle.	
Sleeper Section of Cab	Section in back of truck cab where occupants can sleep.	
Enclosed Passenger Area	Used for persons in an enclosed area where no defined seating exists, or a fold-down type seat in its folded-down position is used (e.g. persons in the cargo box of a moving truck). For persons in a trailer use 'trailing unit'.	
Unenclosed Passenger Area	Used for persons in an unenclosed area where no defined seating exists. Examples include passenger riding in an open pickup bed, top of open double-decker bus, etc. For persons in a trailer use 'trailing unit'.	
Trailing Unit	Attached trailer of a motor vehicle or occupant of a motorcycle caboose.	
Riding on Vehicle Exterior	Person outside of motor vehicle (on hood, running board, trunk, non-trailing unit, etc.) while riding.	
Other	This attribute is used for a variable that is not addressed by the previous attribute options. If this attribute is used, an explanation in the narrative is recommended.	
Unknown	Use when the location of the occupant, with respect to Seating Position, is unknown.	

Safety System

Instructions:







Indicate the driver's use of safety/restraint equipment (or the helmet use by a motorcyclist) at the time of the crash.

Definition:

The restraint equipment in use by the driver, or the helmet in use by a motorcyclist driver at the time of the crash.

Rationale:

Proper classification of the use of available occupant restraint systems and helmet use is vital to evaluating the effectiveness of such equipment.

Attribute	Definition	Example
None Used	This attribute is used for persons that did not use a restraint in a seat position where there was a restraint available. In the case of a motorcycle occupant without a helmet, indicate no helmet.	
Shoulder and Lap Belt	Occupant restraint system where both the shoulder belt and lap belt portions are connected to a buckle.	
Lap Belt Only	Use of a lap safety belt either because the motor vehicle is equipped only with lap belt or because the shoulder belt is not in use.	
Shoulder Belt Only	In a two-part occupant restraint system, only the shoulder belt portion is connected to a buckle.	
Child Safety Seat	Child passenger seated in a forward or rear facing child safety seat. This does not imply correct use or placement of the seat.	
Helmet (Motorcycle Only)	Motorcycle helmets complying with Federal Motor Vehicle Safety Standards typically weigh approximately 3 pounds, have an inner liner at least one-inch thick of firm polystyrene foam, have an inside label that states the manufacturer, model, and date of manufacture, and have a DOT sticker on the back of the helmet. A DOT sticker alone is not sufficient evidence to	

indicate that the helmet is DOT compliant, as counterfeit stickers have been found affixed to non-compliant helmets.

Helmet Safety helmet worn by non-motorist (bicyclist, skateboarder, etc.).



Protective Pads (Elbows, Knees, Etc.) Padded, shaped attachments were used by the non-motorist to protect specific areas of the body (elbows, knees, shins, etc.).



Reflective Clothing Wearable items that reflect light and also return most of that reflection back along the path of the incoming light.



Lighting Non-motorist use of lights as safety equipment on his/her person, on a motor vehicle not in transport, or on transport vehicles other than a motor vehicle.



Other This attribute is used when some other type of restraint, not described in the previous attributes, was being used at the time of the crash. (e.g. a person restrained in a wheelchair). This would not apply to motorcycle occupants. If this attribute is used, an explanation in the narrative is recommended.



Unknown If this attribute is used, an explanation in the narrative is recommended.

Airbag Status

Instructions:





Indicate whether airbags were deployed during the crash.

Definition:

The deployment status of an air bag relative to the position in the vehicle for this occupant.

Rationale:

This information is necessary for evaluating the effectiveness of air bags and other occupant protection equipment, especially at a time when air bags are becoming standard equipment.

Attribute	Definition	Example
Deployed-Front	This attribute indicates the driver or front seat passenger air bag is out of its cover and protruding into driver compartment. The bag is fully or partially deflated or inflated.	
Deployed-Side	Air bag on the side of the motor vehicle is out of its cover and protruding into an occupant's compartment. Bag is fully or partially deflated or inflated.	
Deployed-Both Side and Front	More than one air bag deploys, including front driver and front passenger, front and side, or front, side and other, etc.	
Not Deployed	Indicates the vehicle is equipped with an air bag (or air bags) for this occupant's seat position, but it/they did not deploy in this crash.	
Not Applicable	This attribute applies to any person who is: Not an occupant of a vehicle in transport (non-motorists); occupants in seat positions that are not equipped with an air bag in vehicles that have air bags in some seat positions; every seating position in vehicles that are not equipped with air bags in any seat position.	
Unknown	Whether air bag is out of its cover and protruding into occupant compartment is unknown.	

Eject Code

Instructions:

Indicate whether the driver was ejected from the vehicle and the degree to which they were ejected (if applicable).

Definition:

Indicates whether the driver has been completely or partially thrown from the interior of the motor vehicle, excluding motorcycles, as a result of a crash.

Rationale:

Occupant protection systems prevent or mitigate ejections to various degrees. Analyses of the effectiveness of safety systems depend on information from this data element.

Attribute	Definition
Not Ejected	This attribute is used for persons who are neither totally or partially ejected from the vehicle.
Totally Ejected	Occupant's body completely thrown from the motor vehicle as a result of the crash.
Partially Ejected	Occupant's body was not completely thrown from the motor vehicle as a result of the impact.
Not Applicable	This attribute is used for persons who are riding on the exterior of a vehicle or for motorcycle occupants. Exterior of the vehicle includes running boards, roof, fenders and bumpers, but not the bed of pickup trucks, open tail gate or boot of a convertible. This attribute also would apply to any person that is not a motor vehicle occupant.
Unknown	This attribute is used when it is not known if this occupant was ejected or not from the vehicle. For example, an occupant that has been transported from the scene prior to arrival by law enforcement and information regarding their ejection status is not obtainable from other sources such as EMS or witness statements.

Trap Code

Instructions:

Indicate whether the driver was trapped in their vehicle, and if so, whether they were freed by 'mechanical' or 'non-mechanical' means.

Definition:

Indicates whether the occupant is structurally prohibited from leaving the interior of the motor vehicle without manipulation as a result of a crash.

Rationale:

Collecting this data is necessary for evaluating the effectiveness of vehicle design and occupant protection equipment.

Attribute	Definition
Not Trapped	Indicates the motor vehicle occupant was not trapped inside the vehicle.
Freed by Mechanical Means	Indicates the motor vehicle occupant was trapped inside the vehicle and freed using a mechanical device.
Freed by Non-Mechanical Means	Indicates the motor vehicle occupant was trapped inside the vehicle and freed without using a mechanical device.
Unknown	If this attribute is used, an explanation in the narrative is recommended.

Injury Status

Instructions:

Indicate the driver's injury status.

Definition:

The injury severity level for a driver involved in the crash. The determination of which attribute to assign should be based on the latest information available at the time the report is completed, except as described below for 'fatal' injuries.

Rationale:

This information is necessary for injury outcome analysis and evaluation. This element is also critical in providing linkage between the crash, EMS, and hospital records.

Attribute	Definition
Fatal	A fatal injury is any injury that results in death within 30 days following the motor vehicle crash in which the injury occurred. If the person did not die at the scene but died within 30 days of the motor vehicle crash in which the injury occurred, the injury classification should be changed from the attribute previously assigned to the attribute 'fatal'.
Phased Out (Incapacitating)	<p>An 'incapacitating' injury is any injury other than fatal which results in one or more of the following:</p> <ul style="list-style-type: none"> • Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood • Broken or distorted extremity (arm or leg) • Crush injuries • Suspected skull, chest or abdominal injury other than bruises or minor lacerations • Significant burns (second and third degree burns over 10% or more of the body) • Unconsciousness when taken from the crash scene • Paralysis
Phased Out (Non-Incapacitating)	A 'non-incapacitating' injury is any injury that is evident at the scene of the crash, other than fatal or serious injuries. Examples include lump on the head, abrasions, bruises, minor lacerations (cuts on the skin surface with minimal bleeding and no exposure of deeper tissue/muscle).
Phased Out (Possible)	A possible injury is any injury reported or claimed which is not a fatal, suspected serious, or suspected minor injury. Examples include momentary loss of consciousness, claim of injury, limping, or complaint of pain or nausea. Possible injuries are those that are reported by the person or are indicated by his/her behavior, but no wounds or injuries are readily evident.
Phased Out (No Injury)	No apparent injury is a situation where there is no reason to believe that the person received any bodily harm from the motor vehicle crash. There is no physical evidence of injury and the person does not report any change in normal function.

Suspected serious injury	<p>A suspected serious injury is any injury other than fatal which results in one or more of the following:</p> <ul style="list-style-type: none"> • Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood • Broken or distorted extremity (arm or leg) • Crush injuries • Suspected skull, chest or abdominal injury other than bruises or minor lacerations • Significant burns (second and third degree burns over 10% or more of the body) • Unconsciousness when taken from the crash scene • Paralysis
Suspected minor injury	<p>A minor injury is any injury that is evident at the scene of the crash, other than fatal or serious injuries. Examples include lump on the head, abrasions, bruises, minor lacerations (cuts on the skin surface with minimal bleeding and no exposure of deeper tissue/muscle).</p>
Possible injury	<p>A possible injury is any injury reported or claimed which is not a fatal, suspected serious or suspected minor injury. Examples include momentary loss of consciousness, claim of injury, limping, or complaint of pain or nausea. Possible injuries are those which are reported by the person or are indicated by his/her behavior, but no wounds or injuries are readily evident.</p>
No apparent injury	<p>No apparent injury is a situation where there is no reason to believe that the person received any bodily harm from the motor vehicle crash. There is no physical evidence of injury and the person does not report any change in normal function.</p>
Unknown	<p>If this attribute is used, an explanation in the narrative is recommended.</p>

Transported by Code

Instructions:

Indicate whether the driver was transported to a medical facility.

Definition:

The type and identity of the unit providing transport to the first medical facility receiving the patient.

Rationale:

This element is important for tracing the victim from the scene of crash through the health care system. It facilitates linkage of injured crash victims with Emergency Medical Services data files.

Attribute	Definition
Not Transported	This attribute is used for victims who are dead on the scene and for those who are not taken (or do not go) to a treatment facility or hospital for treatment. For example, this would be used for an uninjured occupant who rides along with an injured person to a treatment facility.
EMS	Victims were transported by Emergency Medical Service workers.
Police	Victims were transported by police officers.
Other	This attribute is used for a variable that is not addressed by the previous attribute options. If this attribute is used, an explanation in the narrative is recommended.
Unknown	If this attribute is used, an explanation in the narrative is recommended.

Medical Facility

Instructions:

Record the name of the medical facility.

Definition:

The hospital, clinic, or trauma center receiving the patient for treatment.

Rationale:

It is important to trace the victim from the scene of crash through the health care system. This element facilitates linkage of injured crash victims with Emergency Medical Services data files.

Driver Distracted By

Instructions:






Indicate whether the officer suspects a driver was distracted based on verbal or physical evidence and not on speculation alone.

Definition:

Indicates the presence and type of distractions which may have influenced the driver performance. The distractions can be inside the motor vehicle (internal) or outside the motor vehicle (external). This includes distractions that may have influenced driver performance, involving an action taken by the driver and the source of the distraction.

Rationale:

This element is important for identifying specific driver behaviors during a crash and understanding and mitigating the effects of distracting activities.

Attribute	Definition	Example
Not Distracted	This attribute indicates that the driver was attentive to the driving task in the officer's assessment.	
Manually Operating an Electronic Device (Texting, Typing, Dialing)	The driver was in the act of manually manipulating an electronic communication device (cell phone, smart phone, hand-held radio, etc.). The types of device manipulation include dialing, texting, and typing.	
Talking on Hands-Free Electronic Device	The driver was conversing using a hands-free electronic device such as a Bluetooth equipped headset/earpiece or vehicle-integrated system.	
Talking on Hand-Held Electronic Device	The driver was conversing on a hand-held electronic device such as a cell phone.	
Other Activity, Electronic Device (Navigation System, DVD Player, Etc.)	The driver was in the act of using an electronic device for some purpose other than communicating, such as operating a navigation device, playing a game, or watching a video. If this attribute is used, an explanation in the narrative is recommended.	
Other Activity (Searching, Eating,	Other distractions inside the vehicle affecting the driver. This may include actions taken by the driver such as eating, drinking, smoking, etc., or distractions within the vehicle originating from neither the driver nor	

Personal Hygiene, Etc.)	passengers, such as a pet or flying insect. If this attribute is used, an explanation in the narrative is recommended.
Passenger	Occupant of motor vehicle other than the driver. In regard to driver distraction, a passenger can be the source of distraction affecting the driver.
External Distraction (Outside the Vehicle)	Driver distractions that occur outside the vehicle, such as a crash in the next lane or on the other side of the median, automated highway signs, interesting objects in the sky, fire off the roadway, etc.
Unknown	This attribute indicates, that in the officer's assessment, it is not known if the driver was attentive to the driving task or distracted at the time of the crash.

Driver Suspected Drug Use

Instructions:

Indicate whether law enforcement suspects drug use.

Definition:

Indicates whether the driver or non-motorist involved in the crash is suspected by law enforcement to have used drugs.

Rationale:

Drug-related crashes remain a serious traffic safety problem. Identifying crashes in which drugs may have been involved will help evaluate the effectiveness of programs to decrease the incidence of driving while under the influence of drugs.

Attribute	Definition
Yes, Drug Used	This attribute reflects the officer's opinion of the use (presence) of drugs.
No, Drug Not Used	This element reflects the officer's opinion of the use (presence) of drugs.
Unknown	Indicates the officer is unable to take a position as to involvement/presence of drugs (officer still may order an evidential test).

Driver Suspected Alcohol Use

Instructions:

Indicate whether law enforcement suspects alcohol use.

Definition:

Indicates whether the driver or non-motorist involved in the crash is suspected by law enforcement to have used alcohol.

Rationale:

Alcohol-related crashes remain a serious traffic safety problem. Identifying crashes in which alcohol may have been involved will help evaluate the effectiveness of programs to decrease the incidence of drunk driving or to identify problem areas.

Attribute	Definition
Yes, Alcohol Used	This attribute reflects the officer's opinion of the use (presence) of alcohol, not a judgment of quantity.
No, Alcohol Not Used	This element reflects the officer's opinion of the use (presence) of alcohol, not a judgment of quantity.
Unknown	Indicates the officer is unable to take a position as to involvement/presence of alcohol (officer still may order an evidential test).

Alcohol Test Status

Instructions:

Indicate whether the driver was tested for alcohol or drug use.

Definition:

Indicates the presence of alcohol by test, type, and result.

Rationale:

Alcohol is the most prevalent drug involved in motor vehicle crashes. When a driver or non-motorist is tested, capturing this information allows a greater ability to assess alcohol involvement and the role of enforcement.

Attribute	Definition
Test Not Given	Indicates this person was not given a test for the detection of drugs.
Test Refused	Indicates that this person refused to provide a specimen to be tested for the detection of drugs for a test that was requested by law enforcement.
Test Given	Indicates that this person was given a test for the detection of drugs.
Unknown If Tested	Indicates that it is unknown if a test was administered for the detection of drugs for this person.
Unknown	If this attribute is used, an explanation in the narrative is recommended.

Alcohol Type of Test

Instructions:




Indicate the type of test administered.

Definition:

Indicates the presence of alcohol by test, type, and result.

Rationale:

Alcohol is the most prevalent drug involved in motor vehicle crashes. The type of test used to obtain the alcohol concentration is important information to collect.

Attribute	Definition	Example
Blood	Also called the “whole blood test” where blood is drawn to be tested.	
Breath	Includes evidential breathalyzer or a Pre-Arrest Breath Test (PBT).	
Urine	A test wherein a urine sample is collected and analyzed.	
Other	This would be used to indicate a type of test for the detection of drugs other than testing performed on the person’s blood or urine. Examples include tests that may be performed on fatally injured persons such as liver and blood plasma. If this attribute is used, an explanation in the narrative is recommended.	
Unknown	If this attribute is used, an explanation in the narrative is recommended.	

Alcohol Test Result

Instructions:

Record the BAC Test results, if administered. If results are pending, temporarily use code 6 and revise later.

Definition:

Indicates the presence of alcohol by test, type, and result.

Rationale:

Alcohol remains the most prevalent drug involved in motor vehicle crashes. Capturing alcohol concentration whenever a driver or non-motorist is tested will provide an accurate assessment of the role of alcohol involvement.

Attribute	Definition
Test Not Given	Indicates a BAC test was not administered.
0.00-0.01	Indicates the result of a BAC test.
0.02-0.03	Indicates the result of a BAC test.
0.04-0.07	Indicates the result of a BAC test.
0.08 or Greater	Indicates the result of a BAC test.
BAC Test Performed, Results Unknown	If this attribute is used, an explanation in the narrative is recommended.
Positive Reading with No actual Value	Indicates a positive result without an actual numerical value from an administered BAC test. If this attribute is used, an explanation in the narrative is recommended.
Unknown, if Tested	If this attribute is used, an explanation in the narrative is recommended.

CRA-65: Non-Motorist Dashboard - Name

Add/Edit Non-Motorist [X]

Non-Motorist Info

Involvement: [] Action Taken: []

Name | License | Non-Motorist | Charges | Statement | Deceased

☐ Person is Department Employee

Corporation Name: []

Last: []

First: []

Middle: []

Suffix: []

DOB: [] Age: ?

SSN/Tax ID: []

Address: []

City: []

State: []

Zip: []

Phone: () - -

Gender: []

Recent CJIS Queries

Previous Next

Save Cancel

Action Taken

Instructions:

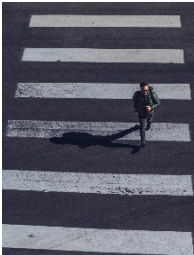
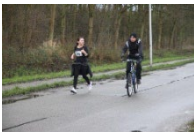


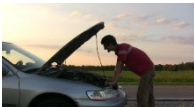
Indicate the actions made by the non-motorist just prior to the crash based on verbal or physical evidence, but not on speculation alone.


Definition:

The action of the non-motorist immediately prior to the crash and an indication of whether the non-motorist was walking/cycling to/from school.

Rationale:

By collecting the actions and circumstances prior to the crash, this element is important for developing more effective roadway design and operation, education, and enforcement measures to accommodate pedestrians and bicyclists and prevent crashes with motor vehicles.

Attribute	Definition	Example
Entering or Crossing Location	Indicates the non-motorist was entering or crossing the crash location when the crash occurred.	
Walking, Running, or Cycling	Indicates the non-motorist was walking, running or cycling in the crash location when the crash occurred.	
Working	Indicates the non-motorist was working in the crash location when the crash occurred.	
Pushing Vehicle	Indicates the non-motorist was pushing a vehicle in the crash location when the crash occurred.	
Approaching or Leaving Vehicle	Indicates the non-motorist was approaching, entering or exiting a vehicle in the crash location when the crash occurred.	
Working on Vehicle	Indicates the non-motorist was working on or providing maintenance to a vehicle within the crash location when the crash occurred.	

Standing	Indicates the non-motorist was standing within the crash location when the crashed occurred (and not 'walking, running or cycling', 'entering or crossing location', 'working', 'pushing vehicle', 'approaching or leaving vehicle').	
Other	This attribute is used for a variable that is not addressed by the previous attribute options. If this attribute is used, explanation in the narrative is recommended.	
Unknown	If this attribute is used, explanation in the narrative is recommended.	

Last Name

Instructions:

Record the Last name of the non-motorist.

Definition:

The last name of a non-motorist involved in the crash.

Rationale:

This data element should be collected to facilitate linkage when names are available in the health and insurance files and to corroborate the driver's driver license number. When possible, obtain this information from the driver license.

First Name

Instructions:

Record the First name of the non-motorist.

Definition:

The first name of a non-motorist involved in the crash.

Rationale:

This data element should be collected to facilitate linkage when names are available in the health and insurance files and to corroborate the driver's driver license number. When possible, obtain this information from the driver license.

Middle Name

Instructions:

Record the Middle name of the non-motorist.

Definition:

The middle name of a non-motorist involved in the crash.

Rationale:

This data element should be collected to facilitate linkage when names are available in the health and insurance files and to corroborate the driver's driver license number. When possible, obtain this information from the driver license.

CRA-65: Non-Motorist Dashboard – Non-Motorist

Add/Edit Non-Motorist [X]

Non-Motorist Info

Involvement: Action Taken:

Name | **License** | **Non-Motorist** | **Charges** | **Statement** | **Deceased**

Type:

Action:

Location:

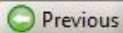
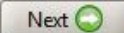
Condition:

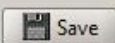
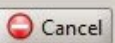
Safety System:

Injury Status:

Transported by Code:

Medical Facility:

 Previous Next 

 Save  Cancel

Type

Instructions:

Indicate the type of non-motorist involved in the crash.

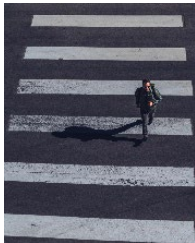



Definition:

The type of non-motorist involved in a crash. A non-motorist is any person other than a motorist, and includes a person on foot; a person walking, running, jogging, hiking, sitting or lying within the trafficway or on private property, etc.; persons in buildings; a person on personal conveyance; a person ejected from a transport vehicle who has come to rest in the trafficway during a prior unstabilized situation and struck in a second or subsequent unstabilized situation is considered a pedestrian

However, a person ejected from a transport vehicle during one unstabilized situation is still considered an occupant and not a pedestrian for the purposes of that unstabilized situation.

Rationale:

It is important to know the person type for classification purposes in order to evaluate specific countermeasures designed for specific people.

Attribute	Definition	Example
Pedestrian	This attribute indicates a person who is not an occupant of a motor vehicle in transport or a pedalcyclist was involved. This includes a person who is adjacent to the motor vehicle regardless of their actions.	
Cyclist	Refers to persons onboard a two-wheel, non-motorized cycle. Includes all persons (operator and passengers) on a bicycle.	
Skater	A person wearing in-line roller skates, roller or bladed skates or using a skateboard.	
Train/Trolley Passenger	A railway vehicle passenger. A railway vehicle is described as any land vehicle that is (1) designed primarily for moving persons or property from one place to another on rails and (2) not in use on a land way other than a railway. This would include a motor vehicle (e.g. pickup truck) specially equipped to operate on rails when in use on a railway.	

Other	This attribute is used for a variable that is not addressed by the previous attribute options. If this attribute is used, explanation in the narrative is recommended.
-------	--

Unknown	This attribute is used only when it cannot be determined which attribute is applicable for a person that is known to have not been in a motor vehicle. If this attribute is used, explanation in the narrative is recommended.
---------	--

Action

Instructions:

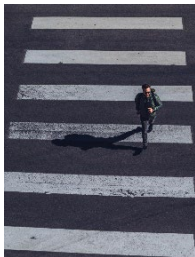
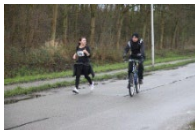


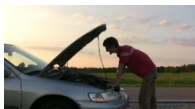
Indicate the actions made by the non-motorist just prior to the crash based on verbal or physical evidence, but not on speculation alone.


Definition:

The action of the non-motorist immediately prior to the crash and an indication of whether the non-motorist was walking/cycling to/from school.

Rationale:

By collecting the actions and circumstances prior to the crash, this element is important for developing more effective roadway design and operation, education, and enforcement measures to accommodate pedestrians and bicyclists and prevent crashes with motor vehicles.

Attribute	Definition	Example
Entering or Crossing Location	Indicates the non-motorist was entering or crossing the crash location when the crash occurred.	
Walking, Running, or Cycling	Indicates the non-motorist was walking, running or cycling in the crash location when the crash occurred.	
Working	Indicates the non-motorist was working in the crash location when the crash occurred.	
Pushing Vehicle	Indicates the non-motorist was pushing a vehicle in the crash location when the crash occurred.	
Approaching or Leaving Vehicle	Indicates the non-motorist was approaching, entering or exiting a vehicle in the crash location when the crash occurred.	
Working on Vehicle	Indicates the non-motorist was working on or providing maintenance to a vehicle within the crash location when the crash occurred.	

Standing	Indicates the non-motorist was standing within the crash location when the crashed occurred (and not 'walking, running or cycling', 'entering or crossing location', 'working', 'pushing vehicle', 'approaching or leaving vehicle').	
Other	This attribute is used for a variable that is not addressed by the previous attribute options. If this attribute is used, explanation in the narrative is recommended.	
Unknown	If this attribute is used, explanation in the narrative is recommended.	

Location

Instructions:







Identify the non-motorist's location at the time of the crash.



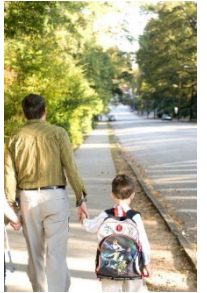

Definition:

The location of the non-motorist with respect to the roadway at the time of crash.

Rationale:

By the collecting the location of the non-motorist at the time of crash, this element is important for developing effective roadway design and operation, education, and enforcement measures to accommodate pedestrians and cyclists and prevent crashes with motor vehicles.

Attribute	Definition	Example
Marked Crosswalk at Intersection	A marked crosswalk is the portion of the roadway that is distinctly indicated for pedestrian crossing by lines or other markings on the surface of the roadway.	
At Intersection but no Crosswalk	Indicates an intersection, but not within a location typically designated for non-motorists to cross the roadway.	
Non-Intersection Crosswalk	Indicates a crosswalk within a location that is not an intersection.	
In Roadway	Non-motorist in roadway, such as a child playing or a mechanic working on a motor vehicle.	
Not in Roadway	This attribute should be used for a non-motorist that was struck while outside the trafficway boundaries. For example a person in a building/house, in their front yard or private driveway, or a person in a parking lot stall or aisle.	
Median (But not on Shoulder)	An area of trafficway between parallel roads separating travel in opposite directions. A median should be four or more feet wide. A median can be depressed, raised, or flush with the travel way surface. A median if flush or painted without a barrier must be four or more feet wide.	

Island	A cement or grassy area in the middle of a trafficway.	
Shoulder	That part of a trafficway for emergency use, accommodation of stopped motor vehicles, and lateral support of the roadway structure, sharing a common border with the roadway.	
Sidewalk	Any improved surface primarily constructed for use by pedestrians. Do not select this attribute for sidewalks within a 'driveway', 'median (but not on shoulder)', 'island' or 'not in roadway'.	
Shared-Use Paths or trails	A bikeway physically separated from motor vehicle traffic by an open space or barrier. They may also be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users. Most have two-way travel.	
Unknown	Indicates that the non-motorist's location was not known at the time of the crash. If this attribute is used, explanation in the narrative is recommended.	

Condition

Instructions:




Indicate the non-motorist's condition at the time of the crash based on verbal or physical evidence and not on speculation alone.

Definition:

Any relevant condition of the individual (motorist or non-motorist) that is directly related to the crash.

Rationale:

This element is important for evaluating the effect that fatigue, medications/alcohol/drugs, or other conditions have on the crash.

Attribute	Definition	Example
Apparently Normal	Indicates that in the officer's assessment none of the Non-Motorist Condition attributes apply to this person	
Physical Impairment	A condition that results in some decrease in physical ability.	
Emotional (ex: Depression, Angry)	Examples include: depressed, angry, disturbed. Behaviors include: fighting, disagreements, being emotionally upset, road rage, etc.	
Illness	Examples include: diabetic reactions, allergic reactions to medications/drugs, failure to take required medication, seizures, heart attack, high/low blood pressure.	
Fell Asleep, Fainted, Fatigue, Etc.	Indicates non-motorist experienced a temporary loss of consciousness or was in a reduced physical and mental capacity due to weariness, medication, or other drugs.	
Under the Influence of Drugs/Alcohol/Med	Indicates this person is suspected of being under the influence of alcohol or drugs. This includes any legal prescription drug or over-the-counter medication such as cough syrup as well as illegal drugs of any type.	
Other	This attribute is used for a variable that is not addressed by the previous attribute options. If this attribute is used, explanation in the narrative is recommended.	

Unknown

If this attribute is used, explanation in the narrative is recommended.

Safety System

Instructions:







Indicate the non-motorist's use of safety equipment at the time of the crash.






Definition:

The safety equipment in use by the non-motorist, such as a helmet, protective pads, reflective clothing, bicyclists lighting, etc.

Rationale:

Proper classification of the use of available occupant restraint systems and helmet use is vital to evaluating the effectiveness of such equipment.

Attribute	Definition	Example
None Used	This attribute is used for persons that did not use a restraint in a seat position where there was a restraint available. In the case of a motorcycle occupant without a helmet, indicate no helmet.	
Shoulder and Lap Belt	Occupant restraint system where both the shoulder belt and lap belt portions are connected to a buckle.	
Lap Belt Only	Use of a lap safety belt either because the motor vehicle is equipped only with lap belt or because the shoulder belt is not in use.	
Shoulder Belt Only	In a two-part occupant restraint system, only the shoulder belt portion is connected to a buckle.	
Child Safety Seat	Child passenger seated in a forward or rear facing child safety seat. This does not imply correct use or placement of the seat.	
Helmet (Motorcycle Only)	Motorcycle helmets complying with Federal Motor Vehicle Safety Standards typically weigh approximately 3 pounds, have an inner liner at least one-inch thick of firm polystyrene foam, have an inside label that states the manufacturer, model, and date of manufacture, and have a DOT sticker on the back of the helmet. A DOT sticker alone is not sufficient evidence to indicate that the helmet is DOT compliant, as counterfeit stickers have been found affixed to non-compliant helmets.	

Helmet	Safety helmet worn by non-motorist (bicyclist, skateboarder, etc.).	
Protective Pads (Elbows, Knees, Etc.)	Padded, shaped attachments were used by the non-motorist to protect specific areas of the body (elbows, knees, shins, etc.).	
Reflective Clothing	Wearable items that reflect light and also return most of that reflection back along the path of the incoming light.	
Lighting	Non-motorist use of lights as safety equipment on his/her person, on a motor vehicle not in transport, or on transport vehicles other than a motor vehicle.	
Other	This attribute is used when some other type of restraint, not described in the previous attributes, was being used at the time of the crash. (e.g. a person restrained in a wheelchair). This would not apply to motorcycle occupants. If this attribute is used, an explanation in the narrative is recommended.	
Unknown	If this attribute is used, an explanation in the narrative is recommended.	

Injury Status

Instructions:

Indicate the non-motorist's injury status.

Definition:

The injury severity level for a non-motorist involved in the crash. The determination of which attribute to assign should be based on the latest information available at the time the report is completed, except as described below for 'fatal' injuries.

Rationale:

This information is necessary for injury outcome analysis and evaluation. This element is also critical in providing linkage between the crash, EMS, and hospital records.

Attribute	Definition
Fatal	A fatal injury is any injury that results in death within 30 days following the motor vehicle crash in which the injury occurred. If the person did not die at the scene but died within 30 days of the motor vehicle crash in which the injury occurred, the injury classification should be changed from the attribute previously assigned to the attribute 'fatal'.
Phased Out (Incapacitating)	<p>An 'incapacitating' injury is any injury other than fatal which results in one or more of the following:</p> <ul style="list-style-type: none"> • Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood • Broken or distorted extremity (arm or leg) • Crush injuries • Suspected skull, chest or abdominal injury other than bruises or minor lacerations • Significant burns (second and third degree burns over 10% or more of the body) • Unconsciousness when taken from the crash scene • Paralysis
Phased Out (Non-Incapacitating)	A 'non-incapacitating' injury is any injury that is evident at the scene of the crash, other than fatal or serious injuries. Examples include lump on the head, abrasions, bruises, minor lacerations (cuts on the skin surface with minimal bleeding and no exposure of deeper tissue/muscle).
Phased Out (Possible)	A possible injury is any injury reported or claimed which is not a fatal, suspected serious, or suspected minor injury. Examples include momentary loss of consciousness, claim of injury, limping, or complaint of pain or nausea. Possible injuries are those that are reported by the person or are indicated by his/her behavior, but no wounds or injuries are readily evident.
Phased Out (No Injury)	No apparent injury is a situation where there is no reason to believe that the person received any bodily harm from the motor vehicle crash. There is no physical evidence of injury and the person does not report any change in normal function.

Suspected serious injury	<p>A suspected serious injury is any injury other than fatal which results in one or more of the following:</p> <ul style="list-style-type: none"> • Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood • Broken or distorted extremity (arm or leg) • Crush injuries • Suspected skull, chest or abdominal injury other than bruises or minor lacerations • Significant burns (second and third degree burns over 10% or more of the body) • Unconsciousness when taken from the crash scene • Paralysis
Suspected minor injury	<p>A minor injury is any injury that is evident at the scene of the crash, other than fatal or serious injuries. Examples include lump on the head, abrasions, bruises, minor lacerations (cuts on the skin surface with minimal bleeding and no exposure of deeper tissue/muscle).</p>
Possible injury	<p>A possible injury is any injury reported or claimed which is not a fatal, suspected serious or suspected minor injury. Examples include momentary loss of consciousness, claim of injury, limping, or complaint of pain or nausea. Possible injuries are those which are reported by the person or are indicated by his/her behavior, but no wounds or injuries are readily evident.</p>
No apparent injury	<p>No apparent injury is a situation where there is no reason to believe that the person received any bodily harm from the motor vehicle crash. There is no physical evidence of injury and the person does not report any change in normal function.</p>
Unknown	<p>If this attribute is used, an explanation in the narrative is recommended.</p>

Transported by Code

Instructions:

Indicate whether the driver was transported to a medical facility.

Definition:

The type and identity of the unit providing transport to the first medical facility receiving the patient.

Rationale:

This element is important for tracing the victim from the scene of crash through the health care system. It facilitates linkage of injured crash victims with Emergency Medical Services data files.

Attribute	Definition
Not Transported	This attribute is used for victims who are dead on the scene and for those who are not taken (or do not go) to a treatment facility or hospital for treatment. For example, this would be used for an uninjured occupant who rides along with an injured person to a treatment facility.
EMS	Victims were transported by Emergency Medical Service workers.
Police	Victims were transported by police officers.
Other	This attribute is used for a variable that is not addressed by the previous attribute options. If this attribute is used, an explanation in the narrative is recommended.
Unknown	If this attribute is used, an explanation in the narrative is recommended.

Medical Facility

Instructions:

Record the name of the medical facility.

Definition:

The hospital, clinic, or trauma center receiving the patient for treatment.

Rationale:

It is important to trace the victim from the scene of crash through the health care system. This element facilitates linkage of injured crash victims with Emergency Medical Services data files.

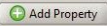


CRA-65: Property Damage & Witness Dashboard



Crash Module - Station: B-4 User: 3391 Case Number: 2020-084-000950

Activity Personnel Location Conditions Vehicle Non-Motorist **Property Damage** Witness Diagram Narrative SP209

Property Damage

Property Type	Description	Value	First Name	Last Name	MI	Corporation	Address	Phone

Property Damage [X]

Property

Property Type:

Description:

Owner

State Owner Helper:

First:

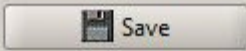

Last:

MI:

Corporation:

Address:

Phone:

Property Type

Instructions:

Indicate the owner of the property that was damaged, if applicable.

Definition:

The owner of property, public or private, damaged by the involved vehicle.

Rationale:

The extent of property damage is recorded in order to capture damage done to private or public property in the crash report. This will allow the property owner to seek repair of the damages. In many instances, the town or utility owner will need this information in order to know who (the person or insurance company) to charge for the repairs.

Attribute	Definition
State	Property belonging to a federal, state or local government.
DCR	The Department of Conservation & Recreation (DCR) manages and oversees state parks, conservation areas and public recreation areas.
Municipal	Municipal corporations are created to aid state governments in the regulation and administration of local affairs. For the purpose of executing governmental powers, municipal corporations are given the power to acquire, hold, and manage property.
Utilities	Property belonging to an organization supplying a community with electricity, gas, water, or sewage.
Other	This attribute is used for a variable that is not addressed by the previous attribute options. If this attribute is used, an explanation in the narrative is recommended.
Unknown	If this attribute is used, an explanation in the narrative is recommended.