# VEHICLE (DETAIL) LEVEL ANALYSIS FILE USER'S GUIDE

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Produced under contract for
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Traffic Safety Bureau

Produced by
Division of Government Research (DGR)
University of New Mexico

# TABLE OF CONTENTS

**Questions and comments regarding this material should be directed to:**

**Division of Government Research**
**University of New Mexico**
**MSC06 3510, 1 University of New Mexico**
**Albuquerque, NM 87131-0001**
**(505) 277-3305**
**www.dgr.unm.edu**
dgrint@unm.edu

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VEHICLE (DETAIL) FILE CODES
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# INTRODUCTION

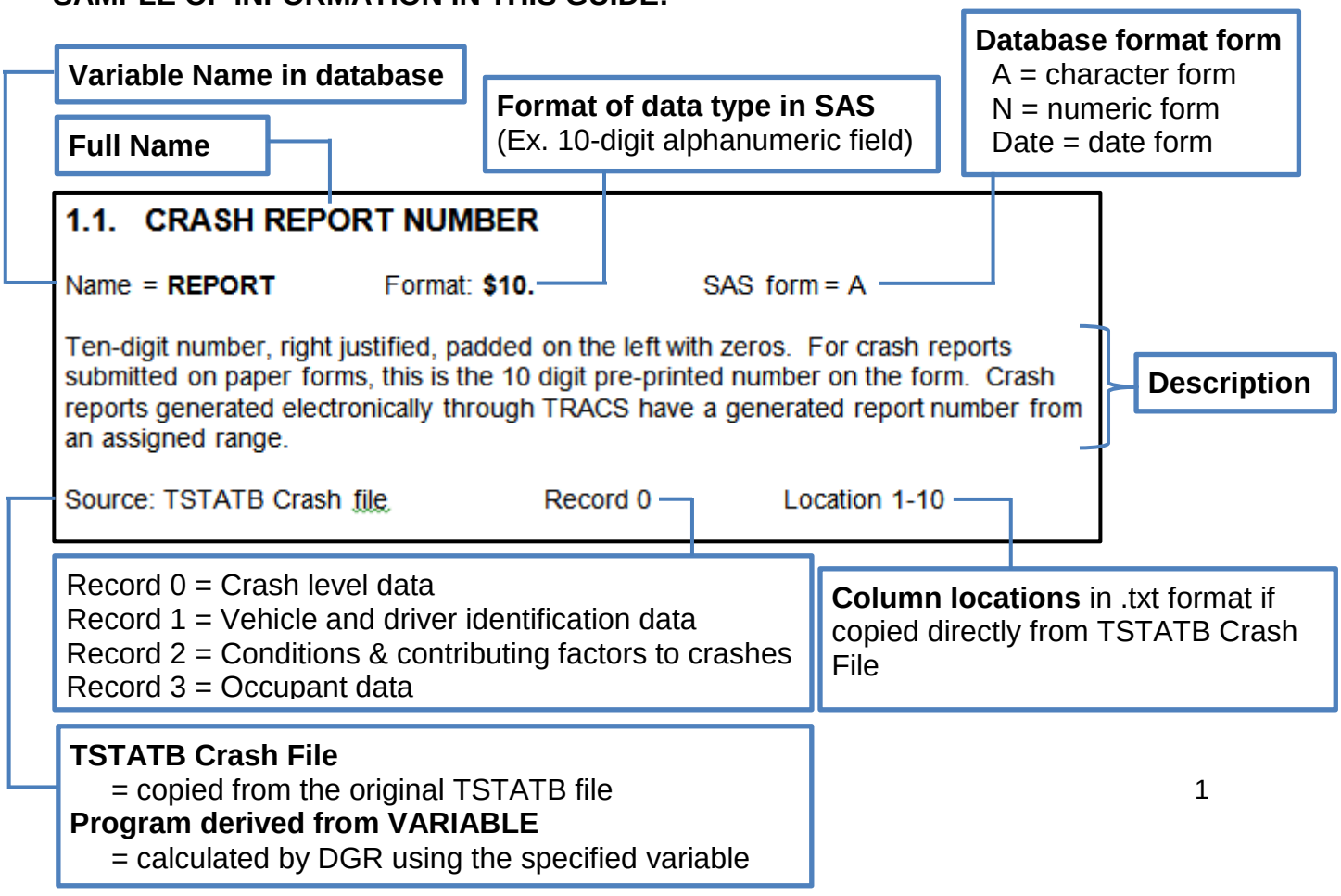
This is a technical guide to the traffic crash data ("TSTATB Crash File") collected by the New Mexico Department of Transportation, Traffic Safety Bureau, Traffic Records Program (NMDOT). The crash data are structured into three groups: data on each crash ("Crash Level"), data on individual vehicles involved in each crash ("Vehicle Level"), and data on occupants of each vehicle ("Occupant Level"). There are technical guides for each level: This document lists data available in the Vehicle Level File, i.e. data collected on individual vehicles involved in each crash.

In addition to vehicle data, the file also contains some crash level data and a few items aggregated up from the occupant level. It contains far more information than the other two files, and is therefore often referred to as the "detail" file. This file is intended for use in more detailed analyses than are possible with the crash level file.

Below is a guide to each numbered item. Items in this guide include references to SAS formats: DGR uses SAS (www.sas.com) to process and analyze the large number of crash records. Access to the SAS format library is available through DGR.

Alphabetical indices by Full Name and Variable Name are at the end of this guide. This guide reflects the state of the file as of 2004, although changes between 2000 and 2004 were minor. For data files prior to 2000, see the 2000 version of this documentation.

**SAMPLE OF INFORMATION IN THIS GUIDE:**



## 2.1. CRASH REPORT NUMBER

Name = **REPORT** Format: **$10.** SAS form = A

Ten-digit number, right justified, padded on the left with zeros. For crash reports submitted on paper forms, this is the 10 digit pre-printed number on the form. Crash reports generated electronically through TraCS (*Tra*ffic and *C*riminal *S*oftware) have a generated report number from an assigned range.

If an agency sends a supplementary form but does not indicate "supplementary", it will be coded and entered as a regular crash. As a result, one crash may be in the files twice, with separate report numbers.

Source: TSTATB Crash file Record 0 Location 1-10

## 2.2. CRASH DATE

Name = **DATE** Format: **SAS DATE FORMATS** SAS form = DATE

Date of the crash in the form MMDDYYYY. Files prior to1980 contain a few incorrect values. For example, in 1979 there are some 1978 and some 1967 dates. But these are very few and the data are quite usable. The date has also been separated into three different variables as MONTH, DY and YEAR.

Source: TSTATB Crash file Record 0 Location 13-20

## 2.3. MONTH OF CRASH

Name = **MONTH** Format: **MNTH** SAS form = N

Month of the crash.

Source: TSTATB Crash file Record 0

## 2.4. DAY OF MONTH OF CRASH

Name = **DY** Format: **2.** SAS form = N

Day of the month of the crash.

Source: TSTATB Crash file Record 0

## 2.5. YEAR OF CRASH

Name = **YEAR** Format: **4.** SAS form = N

Year of the crash in the form YYYY.

Source: TSTATB Crash file Record 0

## 2.6. TIME OF CRASH

Name = **TIME** Format: **$4.** SAS form = A

Time of the crash (24 hour clock). Every year there is a small percentage (e.g., about 0.1 percent in 1980) of TIME coded as 2401 to 2459. Time 0000 generally means unknown, not midnight.

Source: TSTATB Crash file Record 0 Location 24-27

## 2.7. HOUR OF CRASH

Name = **HOUR** Format: **HOUR.** SAS form = N

Hour of the crash. This field is only on SAS files since 1984.

Source: Program derived

## 2.8. DAY OF WEEK

Name = **DAY** Format: **DAYW.** SAS form = N

1 Sunday
2 Monday
3 Tuesday
4 Wednesday
5 Thursday
6 Friday
7 Saturday

Source: TSTATB Crash file Record 0 Location 35

## 2.9. REPORTING AGENCY

Name = **AGENCY** Format: **AGENCY.** SAS form = N

A lot of tribal police don't report, since they have little incentive. When an agency falls far below their normal average, TSTATB often calls to find out what happened and set things straight.

1 Albuquerque Police Department
2 New Mexico State Police
3 County sheriff department
4 Driver report
5 University or campus police
6 All other city police (including marshals)
7 Tribal police

Source: TSTATB Crash file Record 0 Location 21

## 2.10. COUNTY

Name = **COUNTY** Format: **COUNTY.** SAS form = N

Alphabetic county code for the county in which the crash occurred.

NM76 from Española to Chimayo snakes along the border between Santa Fe and Rio Arriba counties and may get coded incorrectly.

| | | | | | |
|---|---|---|---|---|---|
| 1 | Bernalillo | 12 | Harding | 23 | Roosevelt |
| 2 | Catron | 13 | Hidalgo | 24 | Sandoval |
| 3 | Chaves | 14 | Lea | 25 | San Juan |
| 4 | Cibola | 15 | Lincoln | 26 | San Miguel |
| 5 | Colfax | 16 | Los Alamos | 27 | Santa Fe |
| 6 | Curry | 17 | Luna | 28 | Sierra |
| 7 | De Baca | 18 | McKinley | 29 | Socorro |
| 8 | Doña Ana | 19 | Mora | 30 | Taos |
| 9 | Eddy | 20 | Otero | 31 | Torrance |
| 10 | Grant | 21 | Quay | 32 | Union |
| 11 | Guadalupe | 22 | Rio Arriba | 33 | Valencia |

Source: Program derived from LCOUNTY

## 2.11. CRASH LOCATION

Name = **CITY** Format: **CITY.** SAS form = N

Some crashes in Bernalillo County areas such as Cedar Crest, Tijeras, and Los Ranchos. Codes correspond to urban areas rather than official city limits.

Some cities are not very diligent about sending in crash report forms. Reservation police do not always report. Crashes on roads through reservations are coded as reservation crashes.

Los Alamos County has more crashes than Los Alamos City even though it is a Class H county (combined city-county) and should have the same for both.

TSTATB developed a locational guide (and other locational aids) which began to improve data in early and middle 1979.

| Place | Code | Place | Code |
|---|---|---|---|
| Rural | 000 | Dexter | 110 |
| Alamogordo | 010 | Dora | 111 |
| Albuquerque | 015 | Eagle Nest | 112 |
| Anthony | 016 | Elida | 113 |
| Angel Fire | 017 | Encino | 115 |
| Artesia | 020 | Española | 120 |
| Aztec | 025 | Estancia | 125 |
| Bayard | 030 | Eunice | 130 |
| Belen | 035 | Farmington | 135 |
| Bernalillo | 040 | Floyd | 138 |
| Bloomfield | 045 | Folsom | 140 |
| Bosque Farms | 046 | Ft. Sumner | 145 |
| Capitan | 050 | Gallup | 150 |
| Carlsbad | 055 | Grady | 155 |
| Carrizozo | 060 | Grants | 160 |
| Causey | 063 | Grenville | 165 |
| Central | 065 | Hagerman | 170 |
| Chama | 067 | Hatch | 175 |
| Cimarron | 070 | Hobbs | 180 |
| Clayton | 075 | Hope | 185 |
| Cloudcroft | 080 | House | 187 |
| Clovis | 085 | Hurley | 190 |
| Columbus | 090 | Jal | 200 |
| Corona | 095 | Jemez Springs | 210 |
| Corrales | 097 | Lake Arthur | 215 |
| Cuba | 098 | La Mesilla | 217 |
| Deming | 100 | Las Cruces | 220 |
| Des Moines | 105 | Las Vegas | 225 |

**Crash Location (continued)**

| Place | Code | Place | Code |
|---|---|---|---|
| Logan | 232 | Tatum | 410 |
| Lordsburg | 235 | Texico | 415 |
| Los Alamos | 240 | Tijeras | 416 |
| Los Lunas | 245 | Truth or Consequences | 420 |
| Los Ranchos | 247 | Tucumcari | 425 |
| Loving | 250 | Tularosa | 430 |
| Lovington | 255 | Vaughn | 435 |
| Magdalena | 260 | Virden | 440 |
| Maxwell | 265 | Wagon Mound | 445 |
| Melrose | 270 | Willard | 450 |
| Milan | 280 | Williamsburg | 452 |
| Moriarty | 285 | Acoma | 455 |
| Mosquero | 290 | Alamo-Navajo | 456 |
| Mountainair | 295 | Canoncito Navajo | 457 |
| Pecos | 305 | Cochiti | 458 |
| Portales | 310 | Isleta | 459 |
| Questa | 315 | Jemez | 460 |
| Raton | 325 | Jicarilla Apache | 461 |
| Red River | 327 | Laguna | 462 |
| Reserve | 328 | Mescalero Apache | 463 |
| Rio Rancho | 329 | Nambe | 464 |
| Roswell | 330 | Navajo | 465 |
| Roy | 335 | Picuris | 466 |
| Ruidoso | 340 | Pojoaque | 467 |
| Ruidoso Downs | 345 | Ramah Navajo | 468 |
| San Jon | 355 | Sandia | 469 |
| San Ysidro | 356 | San Felipe | 470 |
| Santa Fe | 360 | San Ildefonso | 471 |
| Santa Rosa | 370 | San Juan | 472 |
| Shiprock | 375 | Santa Ana | 473 |
| Silver City | 380 | Santa Clara | 474 |
| Socorro | 385 | Santo Domingo | 475 |
| Springer | 395 | Taos Pueblo | 476 |
| Sunland Park | 400 | Tesuque | 477 |
| Taos | 405 | Zia | 478 |
| | | Zuni | 479 |

Source: TSTATB Crash file Record 0 Location 28-30

## 2.12. LICENSE COUNTY

Name = **LCOUNTY** Format: **LCOUNTY.** SAS form = N

The Motor Vehicle Division county code for the county in which the crash occurred. See the discussion of COUNTY.

| | | | | | |
|---|---|---|---|---|---|
| 1 | Santa Fe | 12 | San Miguel | 23 | Hidalgo |
| 2 | Bernalillo | 13 | McKinley | 24 | Guadalupe |
| 3 | Eddy | 14 | Valencia | 25 | Socorro |
| 4 | Chaves | 15 | Otero | 26 | Lincoln |
| 5 | Curry | 16 | San Juan | 27 | De Baca |
| 6 | Lea | 17 | Rio Arriba | 28 | Catron |
| 7 | Doña Ana | 18 | Union | 29 | Sandoval |
| 8 | Grant | 19 | Luna | 30 | Mora |
| 9 | Colfax | 20 | Taos | 31 | Harding |
| 10 | Quay | 21 | Sierra | 32 | Los Alamos |
| 11 | Roosevelt | 22 | Torrance | 33 | Cibola |

Source: TSTATB Crash file Record 0 Location 33-34

## 2.13. POPULATION GROUP

Name = **POPGRP** Format: **POPGRP.** SAS form = N

POPGRP has 1970 census figures for data through 1980. Starting with calendar 1981 data, 1980 census counts are used.

| | |
|---|---|
| 5 | Outside city limits, but within urban boundaries |
| 6 | Under 2,500 |
| 7 | 2,500 – 5,000 |
| 8 | 5,000 - 10,000 |
| 9 | 10,000 - 25,000 |
| 11 | 25,000 - 50,000 |
| 12 | Over 50,000 |

Source: TSTATB Crash file Record 0 Location 31-32

## 2.14. STATE DOT COMMISSION DISTRICT

Name = **MDC** Format: **$2.** SAS form = N

The NMDOT has two kinds of districts: Commission districts which are based on county, and maintenance districts which are modifications of the commission districts to make them more suitable for maintenance operations.

State Transportation Commission district. Possible values range from 1 to 6. It is assigned by county.

Source: Program derived

## 2.15. CRASH CLASSIFICATION

Name = **CLASS** Format: **CLASS.** SAS form = N

This is the classification of the first harmful event which can sometimes hide important events that might have occurred after this.

| | | | |
|---|---|---|---|
| 01 | Overturn | 07 | Railroad train |
| 02 | Other non-collision | 08 | Pedalcyclist |
| 03 | Pedestrian | 09 | Animal |
| 04 | Other vehicle | 10 | Fixed object |
| 05 | Vehicle on other roadway | 11 | Other object |
| 06 | Parked vehicle | 00 | Other |

* See ANSI D-16 traffic crash manual for definitions

Source: TSTATB Crash file Record 0 Location 64-65

## 2.16. CRASH ANALYSIS

Name = **ANALYSIS** Format: **ANALYSIS.** SAS form = N

This item is coded in conjunction with Crash Classification (Name=CLASS) and is represented as a four-digit concatenation of the CLASS value with the ANALYSIS code.

OVERTURN (CLASS=01)

| | |
|---|---|
| 00 | Not known or stated |
| 01 | Right side of road |
| 02 | Left side of road |
| 03 | On the road |

OTHER NON-COLLISION (CLASS=02)

| | |
|---|---|
| 01 | All other non-collision |
| 02 | Fire in vehicle (not the result of crash) |
| 03 | Person falling, jumping, or being pushed from vehicle |
| 04 | Trailer jackknifed |
| 05 | Vehicle ran across open area (didn't hit a fixed object) |
| 06 | Vehicle downhill into canyon/ravine |
| 07 | Submersion in water – arroyo |
| 08 | Submersion in water – dip in road |
| 09 | Submersion in water – irrigation canal/ditch |
| 10 | Submersion in water – lake |
| 11 | Submersion in water – pond |
| 12 | Submersion in water – river |
| 21 | Vehicle breakage resulting in injury or further damage |
| 22 | Accidental carbon monoxide poisoning |
| 23 | Explosion of any part of the vehicle |
| 24 | Object or load falling in or from the vehicle |
| 25 | Occupant hit by object in the vehicle |
| 26 | Occupant thrown against part of the vehicle |
| 27 | Injury/damage from moving part of the vehicle |
| 28 | Injury or damage by object thrown into vehicle |
| 29 | Toxic or corrosive chemicals leaking out |
| 30 | Bridge collapses due to vehicle weight |
| 31 | Roadway collapses due to vehicle weight |
| 32 | Object falling on vehicle |
| 33 | Vehicle striking holes or bumps on road surface |
| 34 | Vehicle towing sled, tube, or other such device |

## **CRASH ANALYSIS** (continued)

PEDESTRIAN (CLASS=03)

| | |
|---|---|
| 01 | Vehicle going straight |
| 02 | Vehicle turning right |
| 03 | Vehicle turning left |
| 04 | Vehicle backing |
| 05 | All others and not known |

COLLISION WITH OTHER VEHICLE (CLASS=04)

If a collision with another vehicle is *intersection-related*, then the ANALYSIS code is assigned using items 00 – 24 below. Intersection-related crashes are defined using the Highway Element Code (ELEMENT) where ELEMENT is coded as INTERSECTION (1) or INTERSECTION RELATED (3).

| | | |
|---|---|---|
| 00 | Not stated | - Intersection-related crash |
| 01 | Entering at angle | - Both going straight |
| 02 | " | - One right turn |
| 03 | " | - One left turn |
| 04 | " | - Both turning right |
| 05 | " | - Both turning left |
| 06 | " | - One stopped |
| 07 | " | - All others |
| 08 | From same direction | - Both going straight |
| 09 | " | - One right turn |
| 10 | " | - One left turn |
| 11 | " | - Both turning right |
| 12 | " | - Both turning left |
| 13 | " | - One stopped |
| 14 | " | - Vehicle backing |
| 15 | " | - All others |
| 16 | From opposite direction | - Both going straight |
| 17 | " | - One right turn |
| 18 | " | - One left turn |
| 19 | " | - Both turning left |
| 20 | " | - All others |
| 21 | Opposite direction | - Head on collision |
| 22 | " | - Sideswipe collision |
| 23 | Same direction | - Rear end collision |
| 24 | " | - Sideswipe collision |

## **CRASH ANALYSIS** (continued)

If a collision with another vehicle is *non*-intersection-related, then the ANALYSIS code is assigned using items 25 – 62 below. Non-intersection-related crashes are defined using the Highway Element Code (ELEMENT) where ELEMENT is coded as NON-INTERSECTION (2), DRIVEWAY (4), RAILROAD CROSSING (5), BRIDGE (6), CROSSOVER (7), UNDERPASS (8), or ALLEY (9).

| | | |
|---|---|---|
| 25 | One car | - Parked improper location |
| 26 | " | - Stopped in traffic |
| 27 | " | - Entering parked position |
| 28 | " | - Forward from parked position |
| 29 | " | - Backing from parked position |
| 30 | " | - Entering driveway access |
| 31 | " | - Leaving driveway access |
| 32 | " | - Backing from driveway access |
| 33 | " | - Backing from other than driveway |
| 34 | All other non-intersection (use for process of U-turns on highway, road, street) | |
| 35 | Not stated | - Non-intersection related crash |
| 36 | One Car | - Stalled in traffic |
| 37 | Opposite direction – one vehicle spun on roadway before being hit | |
| 38 | Same direction – one vehicle spun on roadway before being hit | |
| 40 | Vehicle wrong way on divided highway – ramp used incorrectly | |
| 41 | " | - other improper entry |
| 42 | " | - U turn from same lanes |
| 43 | " | - access to road unknown |
| 50 | Parts – tire | |
| 51 | Parts – lug nuts/wheel parts | |
| 52 | Parts – miscellaneous vehicle parts | |
| 53 | Trailer disconnected | |
| 54 | Towed vehicle disconnected | |
| 55 | Vehicle load fell – gravel/rocks | |
| 56 | " | - construction materials |
| 57 | " | - trash/branches/etc. |
| 58 | " | - furniture |
| 59 | " | - all other |
| 60 | Gravel/rocks from roadway | |
| 61 | Snow/ice/slush | |
| 62 | Water | |

## **CRASH ANALYSIS** (continued)

COLLISION WITH VEHICLE ON OTHER ROADWAY (CLASS=05)

| | |
|---|---|
| 01 | Vehicle other roadway – NS |
| 02 | Vehicle crossed intersection gore area |
| 03 | Vehicle crossed shoulder to other roadway |
| 04 | Vehicle crossed median - out of control |
| 05 | " - making a U turn |
| 06 | " - all others |
| 10 | Circumstances not stated |
| 20 | Parts – tire |
| 21 | Parts – lug nuts/wheel parts |
| 22 | Parts – miscellaneous vehicle parts |
| 23 | Trailer disconnected |
| 24 | Towed vehicle disconnected |
| 25 | Vehicle load fell – gravel/rocks |
| 26 | " - construction material |
| 27 | " - trash/branches/etc. |
| 28 | " - furniture |
| 29 | " - all other |
| 30 | Gravel/rocks from roadway |
| 31 | Snow/ice/slush |
| 32 | Water |

PARKED VEHICLE (CLASS =06)

| | |
|---|---|
| 00 | Not known or stated |
| 01 | Vehicle parked in proper location |
| 02 | Vehicle parked in improper location |
| 03 | Vehicle backing into parked vehicle |
| 04 | All others |

RAILROAD TRAIN (CLASS =07)

| | |
|---|---|
| 00 | Not known or stated |
| 01 | Vehicle struck train |
| 02 | Train struck vehicle |
| 03 | Vehicle parked or stranded on tracks |
| 04 | Train derailed and struck vehicle |
| 05 | Other motorized railway device on tracks |

## **CRASH ANALYSIS** (continued)

PEDALCYCLIST (CLASS=08)

| | |
|---|---|
| 00 | Not stated |
| 01 | Vehicle struck cyclist from behind |
| 02 | Vehicle struck cyclist head on |
| 03 | Vehicle struck cyclist at angle |
| 04 | Cyclist struck vehicle |

ANIMAL (CLASS=09)

| | |
|---|---|
| 00 | Not stated |
| 01 | Domestic animal (cattle, horse, pigs, etc.) |
| 02 | Game animal (deer, elk, etc.) |
| 03 | Other animal (dogs, cats, etc.) |
| 04 | Bird |
| 11 | Cow |
| 12 | Horse |
| 13 | Pig |
| 14 | Sheep |
| 15 | Goat |
| 21 | Deer |
| 22 | Elk |
| 23 | Bear |
| 24 | Antelope |
| 25 | Cougar |
| 31 | Dog |
| 32 | Cat |
| 33 | Porcupine |
| 34 | Skunk |
| 35 | Badger |
| 36 | Coyote |
| 41 | Eagle |
| 42 | Hawk |
| 43 | Crow |
| 44 | Buzzard |

## **CRASH ANALYSIS** (continued)

COLLISION WITH FIXED OBJECTS (CLASS=10)

| | |
|---|---|
| 00 | Other and not stated |
| 01 | Abutment or pier |
| 02 | Barricade |
| 03 | Bridge |
| 04 | Building |
| 05 | Cattle guard |
| 06 | Construction material or equipment |
| 07 | Culvert or drain pipe (cement) |
| 08 | Ditch |
| 09 | Drain or drain cover (man holes) |
| 10 | Embankment |
| 11 | Equipment (work or construction) |
| 12 | Fence (wood, brick, stone) |
| 13 | Fire hydrant |
| 14 | Guard or reflector posts |
| 15 | Gas meter |
| 16 | Guard rail |
| 17 | Guard rail at bridge or culvert |
| 18 | Hydro cells or tor shok device |
| 19 | Light standard (light pole) |
| 20 | Median (raised) or curb |
| 21 | Sign or sign post (traffic) |
| 22 | Sign or sign post (commercial) |
| 23 | Tree |
| 24 | Utility post or telephone pole |
| 25 | Traffic signal standard |
| 26 | Parking meter |
| 27 | Fence (barbed wire) |
| 28 | Boulder/rocks |
| 29 | Cliff wall |
| 30 | Dry arroyo |
| 31 | Dry irrigation ditch |
| 32 | Dumpster/trash receptacles |
| 33 | Embankment – earth |
| 34 | Embankment - rock/stone |
| 35 | Embankment - manmade - concrete, wire mesh |
| 36 | Embankment - material type unknown |
| 37 | Mailbox |
| 38 | Man-made items (phone boxes, picnic tables, etc.) |
| 39 | Overhead wires |

## **CRASH ANALYSIS** (continued)

40 Overpass
41 Railroad gate
42 Railroad signals/signs
43 Railroad track
44 Roadway divider - concrete Jersey bounce
45 Roadway divider - concrete wall
46 Roadway divider – fence
47 Shrubs/vegetation

OTHER OBJECTS (CLASS=11)

00 Not stated
10 Animal drawn vehicle
11 Animal with rider
12 Street car
13 Railway devices moved by human power
21 Object dropped from vehicle - construction material
22 " - furniture
23 " - load from large trucks
24 " - trash, branches, etc.
25 " - tire
26 " - vehicle part
27 " - all other
30 Fallen tree
31 Boulder, rock
32 Landslide material
33 Avalanche material
34 Other material resulting from landslide, flood, wind, etc.

Source: TSTATB Crash file Record 0 Location 66-67

## 2.17. HIGHEST CONTRIBUTING FACTOR -- CAR

Location = 189-191 Length = 2 Type = N Form = CH

Name = **TOPCFCAR** Format: **TOPCF.** SAS form = N

These are derived from the contributing factors codes in a priority order. When more than one contributing factor is coded, the one with the smallest number on this list is used.

| | |
|---|---|
| 1 | Impaired driving (includes alcohol and drugs) |
| 2 | Pedestrian error |
| 3 | Passed red light |
| 4 | Passed stop sign |
| 5 | Failure to yield (includes FTY for Police or Emergency Vehicle) |
| 6 | Excessive speed |
| 7 | Too fast for conditions |
| 8 | Left of center |
| 9 | Following too close |
| 10 | Improper turn |
| 11 | Improper overtake |
| 12 | Improper lane change |
| 13 | Improper backing |
| 14 | Traffic control out |
| 15 | Defective steering |
| 16 | Defective brakes |
| 17 | Defective tires |
| 18 | Mechanical defect |
| 19 | Road defect |
| 20 | Avoid other vehicle |
| 21 | Avoid other item |
| 22 | Driverless vehicle |
| 23 | Skid -- no braking |
| 24 | Driver inattention (includes cell phone) |
| 25 | Improper driving |
| 26 | Other -- no driver error |
| 27 | None |
| 28 | No indication |

Source: Program derived

## 2.18. HIGHEST CONTRIBUTING FACTOR -- CRASH

Name = **TOPCFACC** Format: **TOPCF.** SAS form = N

This field uses the same codes as item 96 above.

Source: Program derived

## 2.19. CONTRIBUTING FACTORS (I)

Name = **CF1, CF2, and CF3** Format: **CFA.** SAS form = N

TOPCFCAR is a much easier field to use. These contributing factors must be used together in the proper sets of three. They are NOT ordered: Watch for this, as all possible orderings will exist. For each set of three, the rightmost one is most likely to be coded.

Up to three factors can be used from below:

| | |
|---|---|
| 0 | Does not apply |
| 1 | Excessive speed |
| 2 | Speed too fast for conditions |
| 3 | Failed to yield right of way |
| 4 | Passed stop sign |
| 5 | Disregarded traffic signal |
| 6 | Drove left of center |
| 7 | Improper overtaking |
| 8 | Avoiding contact with other vehicle |
| 9 | Avoiding contact with pedestrian, animal, etc. |
| 10 | Cell Phone |
| 11 | Low Visibility due to Smoke |

Source: TSTATB Crash file Record 2 Location 83-85

## 2.20. CONTRIBUTING FACTORS (II)

Name = **CF4, CF5, and CF6** Format: **CFB.** SAS form = N

See CONTRIBUTING FACTORS (I).

Up to three factors can be used from below:

| | |
|---|---|
| 0 | Does not apply |
| 1 | Followed too closely |
| 2 | Made improper turn |
| 3 | Driver inattention |
| 4 | Under influence of alcohol |
| 5 | Other improper driving |
| 6 | Pedestrian error |
| 7 | Inadequate brakes |
| 8 | Driverless moving vehicle |
| 9 | Defective steering |
| 10 | Failed to Yield – Police vehicles |
| 11 | Failed to Yield – Emergency Vehicles |
| 12 | Under the influence of drugs |
| 13 | High speed pursuit |

Source: TSTATB Crash file Record 2 Location 86-88

## 2.21. CONTRIBUTING FACTORS (III)

Name = **CF7, CF8, and CF9** Format: **CFC.** SAS form = N

See CONTRIBUTING FACTORS (I).

Up to three factors can be used from below:

0 Does not apply
1 Defective tires
2 Other mechanical defect
3 Road defect
4 Other - not involving driver error
5 Traffic controls not functioning
6 Improper lane change
7 Improper backing
8 None
9 Vehicle skidded before applying brakes

Source: TSTATB Crash file Record 2 Location 89-91

## 2.22. CRASH SEVERITY

Name = **SEVERITY** Format: **SEVERITY.** SAS form = N

PDO crashes are probably under reported.

1 Fatal crash
2 Non-fatal crash (injury)
3 Property damage only crash (PDO)

Source: TSTATB Crash file Record 0 Location 22

## 2.23. OCCUPANTS IN ENTIRE CRASH

Name = **TOTAL** Format: **2.** SAS form = N

The total number of people involved in a crash. This is not the total number of crashes, as there can be multiple people involved in one crash. The term “occupants” includes drivers, passengers, pedestrians, pedalcyclists and motorcyclists.

Source: Program derived from the occupant level

## 2.24. OCCUPANTS KILLED

Name = **KILLED** Format: **2.** SAS form = N

The number of people killed in a crash. The terms fatalities and deaths are synonymous with killed. This is not the number of fatal crashes, as there can be multiple people killed in one fatal crash. The term “occupants” includes drivers, passengers, pedestrians, pedalcyclists and motorcyclists.

Source: Program derived from the occupant level

## 2.25. OCCUPANTS WITH AN INCAPACITATING INJURY

Name = **CLASSA** Format: **2.** SAS form = N

The number of people with an incapacitating (Class A) injury in a crash (i.e. the injured person was incapacitated and had to be carried from the scene of the crash). This is not the total number of injury crashes, as there can be multiple people injured in one crash. The term “occupants” includes drivers, passengers, pedestrians, pedalcyclists and motorcyclists. The term “serious injuries” refers to Class A plus Class B injuries.

Source: Program derived from the occupant level

## 2.26. OCCUPANTS WITH A NON-INCAPACITATING INJURY

Name = **CLASSB** Format: **2.** SAS form = N

The number of people with a non-incapacitating (Class B) injury in a crash (i.e. the injured person was visible injured but able to walk away from the crash). This is not the total number of injury crashes, as there can be multiple people injured in one crash. The term “occupants” includes drivers, passengers, pedestrians, pedalcyclists and motorcyclists. The term “serious injuries” refers to Class A plus Class B injuries.

Source: Program derived from the occupant level

## 2.27. OCCUPANTS WITH A NON-VISIBLE INJURY

Name = **CLASSC** Format: **2.** SAS form = N

The number of people with a non-visible (Class C) injury in a crash (i.e. the person was not visibly injured but complained of an injury). This is not the total number of injury crashes, as there can be multiple people injured in one crash. The term “occupants” includes drivers, passengers, pedestrians, pedalcyclists and motorcyclists.

Source: Program derived from the occupant level

## 2.28. OCCUPANTS UNHURT (PROPERTY DAMAGE ONLY)

Name = **UNHURT** Format: **2.** SAS form = N

The number of people unhurt (Class O) in a crash (i.e. there was property damage only). The term “occupants” includes drivers, passengers, pedestrians, pedalcyclists and motorcyclists.

Source: Program derived from the occupant level

## 2.29. PEDESTRIAN INVOLVEMENT

Name = **PEDINV** Format: **PEDINV.** SAS form = N

The value is one (1) for any vehicle in a crash that involved a pedestrian. Use TYPEV to identify which vehicle was coded as the pedestrian (i.e. use TYPEV to count the number of pedestrians). PEDINV is available for Federal Fiscal Year 1984 and later.

0 Pedestrian not involved
1 Pedestrian involved

* Note: For files prior to FY84, use PEDMC to select for pedestrians, pedalcyclist or motorcycle involvement.

0 None
1 Motorcycle
2 Pedalcycle
3 Pedestrian

Source: Program derived from the occupant level

## 2.30. PEDESTRIAN

Name = **PEDFLAG** Format: **$PEDFLAG.** SAS form = A

Indicates that this “vehicle” is a pedestrian. TYPEV is more reliable.

Y Yes
N No

Source: TSTATB Crash file Record 2 Location 75

## 2.31. PHYSICAL CONDITION OF DRIVER/PEDESTRIAN (I)

Name = **PCOND1** and **PCOND2** Format: **PCONDA.** SAS form = N

Generally, about 99 percent of the data is "Not stated". PCOND depends on the officer's judgment. Use both PCOND1 and PCOND2. They are not ordered. PCOND2 is more likely to have information.

0 Not stated
1 Fatigue-asleep
2 Eyesight impaired
3 Hearing impaired
4 Physically ill

Source: TSTATB Crash file Record 2 Location 95-96

## 2.32. PHYSICAL CONDITION OF DRIVER/PEDESTRIAN (II)

Name = **PCOND3** and **PCOND4** Format: **PCONDB.** SAS form = N

Generally about 99 percent of the data is either "Not stated" or "No apparent defects". PCOND depends on the officer's judgment. Use PCOND3 and PCOND4 together. Of the two, PCOND4 is more likely to be coded.

0 Not stated
1 Medication
2 Amputee
3 No apparent defects
4 Other physical impairments

Source: TSTATB Crash file Record 2 Location 97-98

## 2.33. PEDESTRIAN ACTION (I) (AT INTERSECTION)

Name = **PEDACT1** Format: **PEDACTA.** SAS form = N

0 Does not apply
1 With signal
2 Against signal
3 No signal
4 Diagonal

Source: TSTATB Crash file Record 2 Location 99

## 2.34. PEDESTRIAN ACTION (II) (NOT AT INTERSECTION)

Name = **PEDACT2** Format: **PEDACTB.** SAS form = N

0 Does not apply
1 From behind car or object
2 No crosswalk
3 Crosswalk
4 Walking with traffic
5 Other

Source: TSTATB Crash file Record 2 Location 100

## 2.35. PEDESTRIAN ACTION (III) (NOT AT INTERSECTION)

Name = **PEDACT3** Format: **PEDACTC.** SAS form = N

0 Does not apply
1 Walking against traffic
2 Standing
3 Pushing or working on vehicle
4 Playing in road

Source: TSTATB Crash file Record 2 Location 101

## 2.36. MOTORCYCLE INVOLVEMENT

Name = **MCINV** Format: **MCINV.** SAS form = N

This field was part of PEDMC field, which was split starting Federal Fiscal Year 1984. This variable is only available since FY84 and thereafter. See note under Pedestrian Involvement.

0 Motorcycle not involved
1 Motorcycle involved

Source: Program derived from the detail level

## 2.37. PEDALCYCLIST INVOLVEMENT

Name = **PECINV** Format: **PECINV.** SAS form = N

This field was part of PEDMC field, which was split starting Federal Fiscal Year 1984. This variable is only available for FY84 and thereafter. See note under Pedestrian Involvement.

0 Pedalcyclist not involved
1 Pedalcyclist involved

Source: Program derived from the detail level

## 2.38. ALCOHOL INVOLVEMENT

Name = **ALCINV** Format: **ALCINV.** SAS form = N

Highest code from the Detail record: (If more than one code applies, the one with the highest number is used.)

0 None indicated
1 From sobriety field
2 From contributing factors
3 Cited for DWI

Source: Program derived from the detail level

## 2.39. DRUG INVOLVEMENT

Name = **DRUGINV** Format: **ALCINV.** SAS form = N

Highest code from the Detail record: (If more than one code applies, the one with the highest number is used.)

0 None indicated
1 From sobriety field
2 From contributing factors
3 Cited for DWI

Source: Program derived from the detail level

## 2.40. HEAVY TRUCK INVOLVEMENT

Name = **TRKINV** Format: **TRKINV.** SAS form = N

Indicates the presence of one or more vehicles classified as Semi's (TYPEV=3)

0 No
1 Yes

Source: Program derived from the detail level

## 2.41. PASSENGER SEAT BELT/HELMET

Name = **PBELT** Format: **DBELT.** SAS form = N

See DBELT for coding pertaining to the right front passenger or the motorcycle passenger.

Source: Program derived

## 2.42. PASSENGER INJURY

Name = **PINJURY** Format: **$INJURY.** SAS form = A

See DINJURY for coding pertaining to the right front passenger or the motorcycle passenger.

Source: Program derived

## 2.43. HIT AND RUN CRASH

Name = **HITRUN** Format: **$HITRUN.** SAS form = A

PDO crashes of this kind are probably very under represented because many of them are likely to go unreported.

Y Yes
N No

Source: TSTATB Crash file Record 0 Location 23

## 2.44. DRIVER LICENSE NUMBER

Name = **DLIC** Format: **$13.** SAS form = A

DLIC is the driver license number, generally not including the state of issue, truncated on the right if necessary.

Source: TSTATB Crash file Record 1 Location 85-97

## 2.45. DRIVER LICENSE STATE OF ISSUE

Name = **DSTATE** Format: **$STATE.** SAS form = A

Generally, DSTATE is clean and accurate. Miscodes: an ON in 1978.

| | | | |
|---|---|---|---|
| AL | Alabama | NB | Nebraska |
| AK | Alaska | NV | Nevada |
| AZ | Arizona | NH | New Hampshire |
| AR | Arkansas | NJ | New Jersey |
| CA | California | NM | New Mexico |
| CO | Colorado | NY | New York |
| CT | Connecticut | NC | North Carolina |
| DE | Delaware | ND | North Dakota |
| DC | District Of Columbia | OH | Ohio |
| FL | Florida | OK | Oklahoma |
| GA | Georgia | OR | Oregon |
| HI | Hawaii | OT | Other |
| ID | Idaho | PA | Pennsylvania |
| IL | Illinois | RI | Rhode Island |
| IN | Indiana | SC | South Carolina |
| IA | Iowa | SD | South Dakota |
| KS | Kansas | TN | Tennessee |
| KY | Kentucky | TX | Texas |
| LA | Louisiana | UT | Utah |
| ME | Maine | VT | Vermont |
| MD | Maryland | VA | Virginia |
| MA | Massachusetts | WA | Washington |
| MI | Michigan | WV | West Virginia |
| MN | Minnesota | WI | Wisconsin |
| MS | Mississippi | WY | Wyoming |
| MO | Missouri | US | Government |
| MT | Montana | Blank or UK | Unknown or none |

Source: TSTATB Crash file Record 1 Location 98-99

## 2.46. DRIVER TYPE OF LICENSE

Name = **DTYPE** Format: **$DTYPE.** SAS form = A

See DNAME for additional notes.

| | |
|---|---|
| A | Class A CDL – over 26,000 lbs |
| B | Class B CDL |
| C | Class C CDL |
| D | Operator – ordinary driver's license |
| I | ID Card |
| N | None |
| P | Provisional or Learner's Permit |
| U | Unknown |

Source: TSTATB Crash file Record 1 Location 100

## 2.47. DRIVER RESIDENCE

Name = **DRESID** Format: **$DRESID.** SAS form = A

The percentage of miscodes is small but there are many different ones. All miscodes are in 1979 and 1980. Some examples are: A, C, E, P, R, U, O, 1, 6, and 8. There are a total of 25 miscodes in 1980.

This field is mainly for picking up out of state involvement - which it does well, except for the possibility of false ID's. The distinction between local and non-local in-state is not very precise; it is a quick guess job by the coders who compare the driver's address to the crash location.

| | |
|---|---|
| L | Local resident (within 25 miles of the crash site) |
| S | State resident |
| O | Out of state resident |
| N | Not stated |

Source: TSTATB Crash file Record 1 Location 101

## 2.48. DRIVER LICENSE RESTRICTIONS

Name = **DRESTR** Format: **DRESTR.** SAS form = N

| | |
|---|---|
| Blank | Unknown |
| 00 | No restrictions |
| 10 | Glasses |
| 11 | Contact lens |
| 12 | Daylight driving only |
| 13 | Route restrictions |
| 14 | Hand controls |
| 17 | Prosthetic device |
| 18 | Mirrors |
| 19 | Other |

Source: TSTATB Crash file Record 1 Location 102-103

## 2.49. DRIVER DATE OF BIRTH

Name = **DBIRTH** Format: **$8.** SAS form = A

Driver date of birth in the form mmddyyyy.

Source: TSTATB Crash file Record 1 Location 104-111

## 2.50. DRIVER SOCIAL SECURITY NUMBER

Name = **DSSN** Format: **$9.** SAS form = A

This is the driver's Social Security Number. This field is generally blank after 2005, and is not in the file after 2009.

Source: TSTATB Accident file Record 1 Location 104-112

## 2.51. DRIVER AGE

Name = **DAGE** Format: **DAGE.** SAS form = N

The age of the driver, pedestrian, or pedalcyclist. For drivers, there are occasionally very young ages, some of which are true but many are data entry errors.

| | |
|---|---|
| 00 | Unknown |
| 99 | 99 and over |

Source: Program derived from relevant record 3 data

## 2.52. DRIVER SEX

Name = **DSEX** Format: **$SEX.** SAS form = A

The sex of the driver, pedestrian, or pedalcyclist.

| | |
|---|---|
| Blank | Unknown |
| M | Male |
| F | Female |

Source: Program derived from relevant record 3 data

## 2.53. DRIVER INJURY

Name = **DINJURY** Format: **$INJURY**. SAS form = A

The injury to the driver, pedestrian, or pedalcyclist.

| | |
|---|---|
| K | Killed |
| A | Incapacitating injury |
| B | Visible injury |
| C | Complaint of injury |
| O | No apparent injury |
| Blank | Unknown / not applicable |

Source: Program derived from relevant record 3 data

## 2.54. DRIVER SEAT BELT/HELMET

Name = **DBELT** Format: **DBELT.** SAS form = N

The seatbelt was used if coded as 3, 5, 6 or 8. The seatbelt was not used if coded as 1, 2, 4 or 7.

| | |
|---|---|
| Blank | Unknown |
| 0 | Not stated (no helmet for motorcyclist) |
| 1 | Seat belt not installed |
| 2 | Belt installed but not used |
| 3 | Belt installed and used |
| 4 | Shoulder harness installed but not used |
| 5 | Harness installed and used |
| 6 | Combination belt and harness used |
| 7 | Ejected from vehicle |
| 8 | Child restraint used |
| 9 | Air bag deployed |

Source: Program derived from relevant record 3 data

## 2.55. DRIVER ALCOHOL INVOLVEMENT

Name = **DALC** Format: **ALCINV.** SAS form = N

The coders generally force SOBRIETY, the contributing factors, and the citation to be internally consistent. For example, if someone is cited for DWI, alcohol involvement is indicated in the contributing factors and the sobriety field. If more than one code applies, the one with the highest number is used.

| | |
|---|---|
| 0 | None indicated |
| 1 | From sobriety field |
| 2 | From contributing factors |
| 3 | Cited for DWI (alcohol indicated in sobriety/contributing factors) |

Source: Program derived

## 2.56. DRIVER DRUG INVOLVEMENT

Name = **DRUG** Format: **ALCINV.** SAS form = N

The coders generally force SOBRIETY, the contributing factors, and the citation to be internally consistent. If more than one code applies, the one with the highest number is used.

0 None indicated
1 From sobriety field
2 From contributing factors
3 Cited for DWI (drugs indicated in sobriety/contributing factors)

Source: Program derived

## 2.57. DRIVER BLOOD ALCOHOL TEST TYPES

Name = **DBACT1** and **DBACT2** Format: **BACT.** SAS form = N

Captured for fatal crashes only.

1 Auto intoximeter
2 SM - 7 balloon
3 Blood
4 Vitreous
5 Urine
6 Tissue
7 Carbon monoxide
8 Drugs

Source: Program derived from relevant record 3 data

## 2.58. DRIVER BLOOD ALCOHOL CONTENT

Name = **DBACLEV** Format: **3.2** SAS form = N

This is the blood alcohol content expressed as a percentage. Coded (and read by SAS) with an implied decimal point before the two digits. The legal limit for presumption of intoxication (DWI) is .08. If more than one test was given, the highest resulting BAC is coded. Captured only for fatal crashes.

Source: Program derived from relevant record 3 data

## 2.59. DRIVER ACTION (I)

Name = **DACT1** Format: **DACTA.** SAS form = N

The category "does not apply" occurs about 20 percent of the time.

0 Does not apply
1 Going straight
2 Overtaking-passing
3 Right turn
4 Left turn
5 U-turn
6 Slowing
7 Backing

Source: TSTATB Crash file Record 2 Location 92

## 2.60. DRIVER ACTION (II)

Name = **DACT2** Format: **DACTB.** SAS form = N

The category "does not apply" occurs about 82 percent of the time.

0 Does not apply
1 Stopped for traffic
2 Stopped for sign/signal
3 Start in traffic lane
4 Start from park
5 Parked
6 Other

Source: TSTATB Crash file Record 2 Location 93

## 2.61. DRIVER/PEDESTRIAN SOBRIETY

Name = **SOBRIETY** Format: **SOBRIETY.** SAS form = N

| | |
|---|---|
| 0 | Not stated |
| 1 | Consumed alcohol |
| 2 | Consumed a controlled substance |
| 3 | Had not consumed alcohol |
| 4 | Sobriety unknown |
| 5 | Consumed medication |
| 6 | Tested by instrument |
| 7 | Field sobriety test |
| 8 | Eye gaze / Nystagmus |
| 10 | Breath test administered |
| 11 | Blood test administered |

If sobriety is 1, alcohol will be coded in contributing factors II.
If sobriety is 2 or 5, drugs will be coded in contributing factors II.

Source: TSTATB Crash file Record 2 Location 94

## 2.62. VEHICLE NUMBER (CAR NUMBER)

Name = **CARNO** Format: **3.** SAS form = N

A number is assigned to each vehicle in a crash. The number follows the sequence used on the Uniform Crash Report: 01, 02, 03, etc. Pedestrians and pedalcyclists are also designated with a car number, but never in the first position (01). Sorting by REPORT, DATE and then CARNO gives a unique identifier (primary key) when merging variables between the Vehicle file and Occupant file.

Source: TSTATB Crash file Record 1 & 2 Location 21-22

## 2.63. VEHICLE TYPE

Name = **TYPEV** Format: **TYPEV.** SAS form = N

TYPEV is fairly accurate, but can be a bit fuzzy, since it is derived from VMAKE, VMODEL and VSTYLE which all have some sort of problem. In 1999 “Other” was added.

1 Passenger car
2 Pickup
3 Semi
4 Bus
5 Motorcycle, moped, etc.
6 Pedalcyclist
7 Pedestrian
8 Other
9 Van or four-wheel drive
10 Unknown

Source: Program derived

## 2.64. VEHICLE IDENTIFICATION NUMBER

Name = **VIN** Format: **$21.** SAS form = A

All vehicles manufactured since 1981 have a standard 17 character VIN.

Source: TSTATB Crash file Record 1 Location 165-185

## 2.65. VEHICLE LICENSE NUMBER

Name = **VLIC** Format: **$8.** SAS form = A

See VYEAR.

Source: TSTATB Crash file Record 1 Location 149-156

## 2.66. VEHICLE LICENSE STATE

Name = **VSTATE** Format: **$STATE.** SAS form = A

See DSTATE for the list of state abbreviations. VSTATE is generally good.

Source: TSTATB Crash file Record 1 Location 147-148

## 2.67. VEHICLE LICENSE YEAR

Name = **VLYEAR** Format: **$4.** SAS form = A

The four digits of the expiration year of the vehicle registration. For every year there are a couple of impossible dates. Government vehicle registrations expire in 2050. 0000 indicates unknown. See VYEAR for additional notes.

Source: TSTATB Crash file Record 1 Location 143-146

## 2.68. VEHICLE YEAR

Name = **VYEAR** Format: **$4.** SAS form = A

Four digits giving vehicle model year. Before July, 1980, VYEAR, VMAKE, VMODEL, VSTYLE, VLYEAR, VLIC, and VIN were all hand coded and so there were significant data entry errors.

Blanks and zeros signify missing data.

Source: TSTATB Crash file Record 1 Location 121-124

## 2.69. VEHICLE MODEL

Name = **VMODEL** Format: **$3.** SAS form = A

Codes for all vehicles can be found in the National Crime Information Center (NCIC) manual. Generally only TK for truck and MC for motorcycles are coded in recent years.

| Model | Code |
|---|---|
| Truck | TK (including light trucks) |
| Motorcycle | MC |
| Motorbicycle | MB |
| Motorscooter | MS |
| Minibike | MK |
| Mo-Ped | MP |

Source: TSTATB Crash file Record 1 Location 129-131

## 2.70. VEHICLE MAKE

Name = **VMAKE** Format: **$4.** SAS form = A

See the National Crime Information Center (NCIC) manual for vehicle make and model codes. See VYEAR for additional notes.

Source: TSTATB Crash file Record 1 Location 125-128

## 2.71. VEHICLE BODY STYLE

Name = **VSTYLE** Format: **$VSTYLE.** SAS form = A

***Automobiles*:**

| Body style | Code | Body style | Code |
|---|---|---|---|
| Ambulance | AM | Sedan | SD |
| Convertible | CV | Sedan 2 door | 2D |
| Coupe | CP | Sedan 4 door | 4D |
| Hardtop | HT | Station Wagon | SW |
| Hardtop 2 door | 2T | Unknown | UK, UN |
| Hardtop 4 door | 4T | | |

***Motorcycles*:**

The motorcycle body style and the body type are to be left blank.

***Trucks*:**

These codes apply when the vehicle model is TK.

| Body style | Code | Body style | Code |
|---|---|---|---|
| Bus (church) | BC | Pick-up Camper | PM |
| Bus (private) | BP | Stake or Rack | ST |
| Bus (school) | BS | Tank | TN |
| Concrete Mixer | CM | Tow or Wrecker | TT |
| Construction Equip. | CS | Farm Tractor | TF |
| Dump | DP | Van | VN |
| Flatbed | FB | Tractor (Semi) | DS (Diesel) |
| Fire truck | FT | Tractor (Semi) | TR (Gasoline) |
| Garbage | GG | Tractor (Semi) | TA (Tanker) |
| House Trailer | HS | Commercial Trucks | CL (2-Ton) |
| Motor Home | MH | 4-Wheel Drive | WG (Blazer) |
| Panel | PN | Unknown | UK, UN |
| Pickup | PK | Hummer | H2 |

***Other*:**

| Body style | Code |
|---|---|
| All-terrain vehicle | AV |

Source: TSTATB Crash file Record 1 Location 139-140

## 2.72. VEHICLE BODY TYPE

Name = **VTYPE** Format: **$VTYPE.** SAS form = A

| Body Type | Code | Body Type | Code |
|---|---|---|---|
| Ambulance | AM | Automobile | 10 |
| Emergency | EM | Light Truck | 11 |
| Farm | FM | School Bus | 14 |
| Military | MV | Private/Commercial Bus | 16 |
| NM State Police | SP | Heavy Truck | 18 |
| NM State Hwy Dept. | HD | Motorcycle | 21 |
| NM State Agency | NM | ATV | 22, AV |
| Police | PE | Motorhome | 29 |
| Public Owned | PO | | |
| Taxi | TX | | |
| Pedalcyclist | PC | | |
| Other | OT | | |

The codes in the left-hand column take precedence over those in the right hand column. Codes 12, 17, 19, 27 and 31 exist in small numbers in 2006-2010 data but do not appear to have a consistent pattern relative to other vehicle data.

Source: TSTATB Crash file Record 1 Location 141-142

## 2.73. OWNER ADDRESS

Name = **OWNERADD** Format **$50.** SAS form = A

The address of the vehicle owner for commercial motor vehicles only. Contains owner name, street name address, state and zip. The city name is omitted.

Source: TSTATB Crash file Record 2 Location 23-72

## 2.74. TRACTOR

Name = **VTRACTOR** Format: **none** SAS form = A

Values range from A to T. Use this field with TRAILER below. T indicates unknown tractor type. This field was added July 1, 1984 by TSTATB. Tractor refers to the front part of a combination tractor trailer unit. See the NMDOT Uniform Accident Report user manual for picture definitions of A-T tractors.

Source: TSTATB Crash file Record 1 Location 186

## 2.75. TRAILER

Name = **VTRAILER** Format: **none** SAS form = N

Values range from 1 to 16. Trailer refers to the pulled unit of a combination tractor trailer unit. This field and the VTRACTOR field, above, are to be used together to describe the size and type of tractor trailer unit. See the NMDOT Uniform Accident Report user manual for picture definitions of 1-16 tractors.

Source: TSTATB Crash file Record 1 Location 187-188

## 2.76. TRAILER TOWED BY

Name = **TOWEDBY** Format: **TOWEDBY.** SAS form = N

| | |
|---|---|
| 0, Blank | Does not apply or not stated |
| 1 | Car |
| 2 | Truck |
| 3 | Tractor (semi) |
| 4 | Motorcycle |
| 5 | Other |

Source: TSTATB Crash file Record 2 Location 120

## 2.77. CARGO

Name = **VCARGO** Format: **$VCARGO.** SAS form = A

This field added July 1, 1984 by TSTATB.

| | |
|---|---|
| Y | Yes |
| N | No |
| U | Unknown |
| ( ) | Not indicated |

Source: TSTATB Crash file Record 1 Location 189

## 2.78. HAZARDOUS MATERIAL TYPE

Name = **HZTYPE** Format: **HZTYPE.** SAS form = N

This field indicates the hazardous material actually in the trailer at the time of crash. The values for this field are the same as "HAZARDOUS MATERIAL PLACARD" (HZPLAQ) below. This field was added July 1, 1984 by TSTATB. This field is often missing. Where it exists it agrees with the information from HZPLAQ and HZSPILL. Coding is based on the class of hazardous material. The class number from the bottom corner of the placard is shown in parentheses.

| | |
|---|---|
| 1 | Explosive A (1.1) |
| 2 | Explosive B (1.2 or 1.3) |
| 3 | Blasting agents (1.4 – 1.6) |
| 4 | Poison gas (Inhalation hazard) (2) |
| 5 | Flammable gas (2) |
| 6 | Non-flammable gas (2) |
| 7 | Chlorine (Inhalation Hazard) (2) |
| 8 | Oxygen (2) |
| 9 | Flammable liquid (3) |
| 10 | Combustible liquid (3) |
| 11 | Flammable solid (4) |
| 12 | Spontaneously combustible (4) |
| 13 | Oxidizer (5.1) |
| 14 | Organic peroxide (5.2) |
| 15 | Poison (6) |
| 16 | Radioactive (7) |
| 17 | Corrosive (8) |
| 18 | Dangerous (multiple substances) |
| 98 | Not recorded |
| 99 | Unknown |

Source: TSTATB Crash file Record 1 Location 190-191

## 2.79. HAZARDOUS MATERIAL PLACARD

Name = **HZPLAQ** Format: **HZTYPE.** SAS form = N

Indicates signing of cargo, not necessarily the same as cargo. This field was added July 1, 1984 by TSTATB and is often missing. Where it exists it appears to be useful and agrees with the other hazardous materials data.

| | |
|---|---|
| 1 | Explosive A (1.1) |
| 2 | Explosive B (1.2 or 1.3) |
| 3 | Blasting agents (1.4 – 1.6) |
| 4 | Poison gas (Inhalation hazard) (2) |
| 5 | Flammable gas (2) |
| 6 | Non-flammable gas (2) |
| 7 | Chlorine (Inhalation Hazard) (2) |
| 8 | Oxygen (2) |
| 9 | Flammable liquid (3) |
| 10 | Combustible liquid (3) |
| 11 | Flammable solid (4) |
| 12 | Spontaneously combustible (4) |
| 13 | Oxidizer (5.1) |
| 14 | Organic peroxide (5.2) |
| 15 | Poison (6) |
| 16 | Radioactive (7) |
| 17 | Corrosive (8) |
| 18 | Dangerous (multiple substances) |
| 98 | Not recorded |
| 99 | Unknown |

Source: TSTATB Crash file Record 1 Location 180-181

## 2.80. HAZARDOUS MATERIAL SPILLED

Name = **HZSPILL** Format: **$HZSPILL.** SAS form = A

This field added July 1, 1984 by TSTATB. This field is often missing. Where it exists it appears to be useful and agrees with the other hazardous materials data.

| | |
|---|---|
| Y | Yes |
| N | No |
| U | Unknown |
| ( ) | Not indicated |

Source: TSTATB Crash file Record 1 Location 164

## 2.81. VEHICLE DAMAGE

Name = **DAMAGE** Format: **MAXDAM.** SAS form = N

Notice that damage intensity decreases from 0 to 5 but code 6 corresponds to maximal damage. This field depends on the officer's judgment.

0 Not stated
1 Disabling damage (cannot be driven)
2 Functional damage (affects operation of vehicle)
3 Other vehicle damage (usually affects only appearance, dents, glass, cracks, trim)
4 Other property damage (if no damage to vehicle, damage to other property involved)
5 No damage (none apparent, usually injury incurred by occupant or pedestrian)
6 Vehicle caught on fire as a result of the crash

Source: TSTATB Crash File Record 2 Location 73

## 2.82. LIABILITY INSURANCE

Name = **INSURE** Format: **$INSURE.** SAS form = A

Generally, about 15 percent are coded U.

Y Yes
N No
U Unknown

Source: TSTATB Crash file Record 2 Location 74

## 2.83. DESIGNATED ROUTE NAME

Name = **RTNAME** Format: $8. SAS form = A

RTNAME is derived from ASTREET by recognizing the common ways to write route name (I-25, I 25, Interstate 25, HWY 25, etc.) and creating a standardized form (I 25). Since route numbers in NM are unique (there is no NM 25 or US 25) the route number is used to look up the route in the HPMS file and derive the correct prefix (I, NM, or US) for the route. The HPMS file is an extract from the official road inventory file maintained by the NMDOT. Also, the milepost is checked against the range of mileposts for the route. If a route does not match to the HPMS or the milepost is out of range, RTNAME and milepost are missing.

Source: RTNAME: Program derived

## 2.84. DESIGNATED ROUTE NAME IN HPMS FORMAT

Name = **CHDBRT** Format: $6. SAS form = A

CHDBRT is coded in the TSTATB crash file. It is a designated route name in a format that matches the HPMS (I00025, NM0048, US0064). CHDBRT is updated from the match to HPMS for crashes that match.

Source: TSTATB Crash file Record 0 Location 46-50

## 2.85. MILE POST

Name = **MILEPOST** Format: **6.2** SAS form = N

Five digit mile post of crash with two implied decimal places. MILEPOST is inaccurate in data prior to 1988. Mile post markers can be incorrect by as much as a mile in rare cases. Route name and mile post are the primary location variables for crashes on the rural state road system, particularly in data since 1999.

Source: MILEPOST: Program derived Record 0 Location 46-50

## 2.86. MILE LOG

Name = **MILELOG** Format: **6.2** SAS form = N

Five digit mile log of crash with two implied decimal places. Precision is probably not always to tenths as it should be. MILELOG is used with ROUTE (not RTNAME) to provide location. As provided on the TSTATB crash file, LOG has been interpolated incorrectly using the ALCG (Accident Location Coding Guide). The interpolation is corrected by DGR in SAS and the corrected output is MILELOG.
.
Source: MILELOG: program derived Record 0 Location 37-41

## 2.87. ADMINISTRATIVE ROUTE

Name = **ROUTE** Format: **$4.** SAS form = A

This is the administrative route code indicating crash location. MILELOG is used with ROUTE to provide the exact location (do not use milepost with route). Full description of the codes is available in a separate document available from the Division of Government Research. While ROUTE is still coded on the TSTATB crash file, the primary location system used by the NMDOT since 1988 is based on route name and milepost. ROUTE is determined from the Accident Location Coding Guide (ALCG) file based on RTNAME and MILEPOST. See OROUTE for the administrative route originally coded in the TSTATB file.

Examples of codes are:

| Code | Status | Highway | |
|---|---|---|---|
| 0401 | 1-4,or 7 | I-40 | Federal aid interstate - FAI (purple) |
| 0311 | | US666 | Federal aid primary - FAP (green) |
| 1217 | 5 | NM176 | Federal aid secondary - FAS (red) |
| 2042 | | NM42 | Other state roads (brown) |
| 3000 | | | All local roads |
| 4000 | 5 | | Federal aid urban (state) FAU (blue) |
| 4000 | 6 | | Federal aid urban (local) FAU (orange) |
| 6000 | | | Municipal arterial project MAP (pink) |
| 7032 | | INDIAN 32 | Tribal or BIA |
| 8145 | | FR 145 | Forest service |
| 9206 | A | CR 206A | County roads according to district |

Source: ROUTE: program derived Record 0 Location 128-131

## 2.88. ROUTE STATUS

Name = **STATUS** Format: **$STATUS.** SAS form = A

Because of a variety of county road numbering schemes, any alpha or numeric character is possible in this field.

| | |
|---|---|
| 0 | No status |
| 1,2,3 | Interstate routes in various stages of completion |
| 4 | Other incomplete interstate and primary loops |
| 5 | All federal aid secondary routes |
| 6 | Federal aid urban route – state and local |
| 7 | Interstate frontage road (including some of US66, US85) |
| A,B,C | County roads (generally indicated commission district) |

Source: TSTATB Crash file Record 0 Location 132

## 2.89. ROAD SYSTEM

Name = **SYSTEM** Format: **SYS.** SAS form = N

Since SYSTEM is derived from POPGRP and ROUTE, data through 1980 is based on the 1970 census. Starting with calendar 1981 data, 1980 census counts are used. The "urban" category includes interstate routes within cities.

| | |
|---|---|
| 1 | Rural non-interstate |
| 2 | Urban (towns of 5,000 or more) |
| 3 | Rural interstate |

Source: Program derived

## 2.90. HIGHWAY ELEMENT CODE

Name = **ELEMENT** Format: **ELEMENT.** SAS form = N

ELEMENT depends on the judgment of the reporting officer.

| | |
|---|---|
| 1 | Intersection |
| 2 | Non-intersection |
| 3 | Intersection related |
| 4 | Driveway access |
| 5 | Railroad crossing |
| 6 | Bridge, overpass, culvert |
| 7 | Crossover-divided roadway |
| 8 | Underpass |
| 9 | Alley |
| 0 | Not stated |

Source: TSTATB Crash file Record 0 Location 36

## 2.91. DIRECTION OF VEHICLE

Name = **DIREC** Format: **$DIREC.** SAS form = A

| | |
|---|---|
| Blank | Not known or does not apply |
| N | North |
| E | East |
| S | South |
| W | West |
| B | Backing |
| P | Parked |

Source: TSTATB Crash file Record 1 Location 23

## 2.92. LIGHTING

Name = **LIGHT** Format: **LIGHT.** SAS form = N

Every year about 0.2 percent are coded zero. Accuracy is questionable. Often it may be coded according to conditions when the officer got there - not when the crash occurred.

1 Daylight
2 Dawn
3 Dusk
4 Dark (lighted)
5 Dark (not lighted)
6 Other or not stated

Source: TSTATB Crash file Record 0 Location 95

## 2.93. WEATHER

Name = **WEATHER** Format: **WEATHERS.** SAS form = N

No problems found.

0 Not stated
1 Clear
2 Raining
3 Snowing
4 Fog
5 Dust
6 Wind
7 Other

Source: TSTATB Crash file Record 0 Location 96

## 2.94. ROAD CONDITION

Name = **ROADCOND** Format: **ROADCOND.** SAS form = N

0 Not stated
1 Dry
2 Wet
3 Snow
4 Ice
5 Loose material
6 Other
7 Moving or standing water
8 Slush

Source: TSTATB Crash file Record 2 Location 76

## 2.95. ROADWAY RELATION

Name = **ROADREL** Format: **ROADREL.** SAS form = N

No problems found.

1 First harmful event was on the roadway
2 First harmful event was off the roadway

Source: TSTATB Crash file Record 0 Location 63

## 2.96. ROAD CHARACTER

Name = **CHARACT** Format: **CHARACT.** SAS form = N

0 Not stated
1 Straight
2 Curve

Source: TSTATB Crash file Record 0 Location 97

## 2.97. ROAD GRADE

Name = **GRADE** Format: **GRADE.** SAS form = N

0 Not stated
1 Level
2 Hillcrest
3 On grade
4 Dip

Source: TSTATB Crash file Record 0 Location 98

## 2.98. ROAD SURFACE

Name = **ROADSURF** Format: **ROADSURF.** SAS form = N

0 Not stated
1 Paved unstriped
2 Paved center stripe
3 Paved center and edgeline
4 Unpaved

Source: TSTATB Crash file Record 2 Location 77

## 2.99. ROAD DEFECTS

Name = **ROADDEF** Format: **ROADDEF.** SAS form = N

In all years, greater than 99 percent are coded “Does not apply.” ROADCOND may be more useful.

0 Does not apply
1 Defective shoulders
2 Holes in road
3 Loose material
4 Obstruction
5 Flood, rockslide
6 Obstructed by previous crash
7 Slippery pavement
8 Other - wavy

Source: TSTATB Crash file Record 2 Location 186

## 2.100. ROAD DESIGN

Name = **RDES1 and RDES2** Format: **RDESA.** SAS form = N

Use these together. The number of lanes refers to the number of lanes available for that car's travel. Most rural crashes should be one lane, undivided; there is one lane available although access to another for passing may be present.

Interpretational errors may arise. What is really a one-lane, undivided road may be reported as a two lane, divided, by using the total number of lanes for both directions of travel and assuming that a yellow stripe constitutes division. The coders check for errors like this and correct them, but some may slip by.

0 Not stated
1 One lane
2 Two lane
3 Three lane
4 Four lane
5 Undivided
6 Physical divider (large open area or concrete divider)
7 Painted divider (painted turning bays, not just painted center stripe)

Source: TSTATB Crash file Record 2 Location 79-80

## 2.101. ROAD DESIGN (II)

Name = **RDES3 and RDES4** Format: **RDESB.** SAS form = N

Use these together.

0 Not stated
1 One-way
2 Ramp
3 Freeway
4 Undeveloped
5 Alley
6 Other
7 Construction

Source: TSTATB Crash file Record 2 Location 81-82

## 2.102. TRAFFIC CONTROL

Name = **TCONTRL** Format: **TCONTRL.** SAS form = N

0 Not stated
1 No passing zone
2 Stop sign
3 Traffic signals
4 Yield sign
5 R.R. Gate
6 Four-way stop
7 Flashers
8 No control
9 Other

Source: TSTATB Crash file Record 2 Location 78

## 2.103. INDICATION OF VEHICLE OR ROAD PROBLEMS

Name = **VRDEF** Format: **VRDEF.** SAS form = N

Generally, about 97 percent is "None" or "Does not apply".

Blank Does not apply
0 None
1 Vehicle defect
2 Road defect
3 Both

Source: Program derived

## 2.104. ENFORCEMENT ACTION

Name = **ENFACT1** and **ENFACT2** Format: **$ENF.** SAS form = A

These come in pairs; use both. Up to two actions may be specified, with the most severe action in ENFACT1. Actions will not be repeated (e.g., CC).

| | |
|---|---|
| B | Booked |
| C | Citation |
| W | Warning |
| 0,Blank | None or not stated |
| P | Pending |

Source: TSTATB Crash file Record 2 Location 121-122

## 2.105. VIOLATIONS

Name = **VIOL1, VIOL2** & **VIOL3** Format: **$VIOL.** SAS form = A

The most severe three citations on the crash form for this vehicle. Codes can be found in the Motor Vehicle Division Point Assessment Index.

AC1 = Acc injury
AC2 = Property damage
AC3 = No damage
AC4 = No fault
AC5 = Fail to rep.
AM1 = Modified suspen.
DE1 = Defect headlights
DE2 = Defect brakes
DE3 = Defect exhaust
DE4 = Defect tires
DE5 = Defect control
DE6 = Defect other
DI1 = DWI
DI2 = Dr. medication
EM5 = Fail to dim lights
EM6 = Use illegal act
EM7 = Use without owner
EM8 = Fail turn lights
EM9 = Obstruct vision
ER1 = Operate w/o equipment
ER2 = Equip. prohibited
FA1 = Fatal death
FA2 = Fatal own death
DI3 = Refuse to test
DI4 = Alcohol minor
DI5 = Alcohol adult
DI6 = Tribal convict
DI7 = Driving impaired
DS1 = Unable to pass test
DS2 = Disable improper
DS3 = Disability drowsy
DS4 = Vehicle noise
DS5 = Refusal exam
EM1 = Vehicle unattended
EM2 = Vehicle overloading
EM3 = Towed improper
EM4 = Vehicle noise
MR2 = License invalid
MR3 = License not own
MR4 = Loaning license
MR5 = Dup. License
MR6 = False ID – arrest
MR7 = Perjury
MS1 = Improper start
MS2 = Improper backing
MS3 = Open while move

## **VIOLATIONS** (continued)

FA3 = Suicide
FE1 = Felony commit
FE2 = Felony connect
FE3 = Aid & abet felony
FO1 = Follow too close
FO2 = Fail sufficient distance
FO3 = Ambulance chasing
FR1 = Unsatisfied judge
FR2 = Fail require F.R.
FR3 = Fail to file F.R.
FR4 = Fail file as req.
FR5 = Fail insurance
FT1 = FTA court
HB1 = Hear suspension
HB6 = Speed 71 to 79
HB7 = Speed 80 to 89
HB8 = Speed 90 or more
HG2 = Hear revocation
HR1 = Failure stop
HR2 = Fail identity
HR3 = Leave after aid
HR4 = Evade road blocks
HR5 = Evade no lights
HR6 = Leaving scene
HR7 = Evade arrest
IL1 = Lane changing
IL2 = Fail keep lane
IL3 = Ran off road
IL4 = Drive shoulder
IL5 = Improper exit
LI1 = Throw harm sub.
LI2 = Throw burning sub.
LI3 = Littering
MR1 = False ID license
SC1 = Instruction
SC2 = Fail obey sign
SC3 = Prohibited area
SC4 = Fail warnings
SC5 = Fail safety zone
SC6 = Illegal sign
SC7 = Fail school signal
SH1 = Dr. improve vol.
SH2 = Dr. improve sus.
SH4 = Fail improve sch.
MS4 = Cross fire hose
MS5 = Sex in vehicle
MS6 = Unsafe operation
MS7 = Improper parking
PA1 = Pass on hill
PA2 = Pass wrong side
PA3 = Pass without distance
PA4 = Pass school bus
PA5 = Fail to signal pass
PA6 = Fail to yield
RK1 = Reckless-driving
RK2 = Careless driving
RK3 = Transport hazard
RK4 = Coasting
RR1 = Fail file report
RR2 = FTA Trial
RR3 = Fail surrender
RR4 = License in possession
RR5 = Plate missing
RR6 = Expired sticker
RR7 = Fail remit fine
RT1 = Fail register
RT2 = Exp. Registration
RT3 = False ID for reg.
RT4 = Invalid reg.
RV1 = Repeat violation
RV2 = Accumulated violation
RV3 = Admin. Violation
RW1 = Fail yield ambulance
RW2 = Fail yield sign
RW3 = Fail yield intersection
RW4 = Fail yield pedestrian
RW5 = Fail yield bus
RW6 = Failure to yield
SP7 = Limit
SP8 = Limit
SP9 = Speed sch. zone
TU1 = Left turn right lane
TU2 = Right turn left lane
TU3 = Improper turn
VR1 = Drive revoked
VR2 = Drive suspended
VR3 = License denied
VR4 = Drive contrary

**VIOLATIONS** (continued)

SI1 = Sig reduce speed
SI2 = Wrong signal
SI3 = Fail cancel sig.
SP1 = Drag racing
SP2 = Too fast cond.
SP4 = Speed less min.
SP5 = Erratic speeds
SP6 = Limit
VR5 = Drive w/o license
VR6 = Allow w/o license
WA1 = MVD warn notice
WA2 = MVD warn notice
WA3 = MVD warn notice
WW1 = Wrong one-way
WW2 = Wrong side
WW3 = Wrong direction
WW4 = Wrong lane

Source: TSTATB Crash file Record 2 Location 123-125, 144-146, 165-167

## 2.106. NUMBER OF CITATIONS FOR VEHICLE

Name = **CITES** Format: **2.** SAS form = N

Source: Program derived

# INDEX BY VARIABLE DESCRIPTION / FULL NAME

# INDEX BY VARIABLE NAME