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Interim Report

IVHS Countermeasures for Rear-End Collisions, Task 1

Volume IV: 1992 NASS CDS Case Analysis

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EXECUTIVE SUMMARY / ABSTRACT

The attached report is from the NHTSA sponsored program, "IVHS Countermeasures for Rear-End Collisions," contract #DTNH22-93-C-07326. The program's primary objective is to develop practical performance guidelines or specifications for rear-end collision avoidance systems. The program consists of three Phases: Phase one: "Laying the Foundation" (Tasks l-4), Phase two: "Understanding the state-of-the-art" (Tasks 5 & 6), and Phase three: "Testing and Reporting" (Tasks 7-9). This work focuses on light (primarily passenger) vehicles and emphasizes autonomous in-vehicle based equipment (as opposed to cooperative infrastructure-based equipment.)

Phase I of this contract, Laying the Foundation, consisted of 4 Tasks: Task 1: a detailed analysis of the rear-end crash problem, Task 2: development of system-level functional goals, Task 3: hardware testing of existing technologies, and Task 4: development of preliminary performance specifications or guidelines. The goals of Tasks 1, 2 and 3 were to develop the background needed to write the preliminary performance guidelines (Task 4).

Task 1, a detailed analysis of the rear-end Crash Problem, consisted of analysis, both clinical and statistical, of available mass accident data bases, some of which include the pre-crash variables, and an initial human factors study. The goal here was to identify, determine the nature of, and quantify the causes of rear-end type crashes. A report volume was written for each of these areas.

The Task 1 Interim Report consists of six volumes. This Volume, Volume V, "1985 NASS Analysis," presents the results of the analysis of the 1985 NASS crash data. Data from 1985 was selected for analysis because it provided more insight into roadway variables that are no longer available in the current CDS or GES databases. This report (all volumes) forms the foundation for the work in the later stages of the contract. Descriptions of Volumes I - IV, VI are as follows:

a. Volume I, "Summary," presents background information, an overview of the framework used to analyze the rear-end collision problem, an overview of the initial human factors studies, and summarizes the clinical conclusions found in other volumes.
b. Volume II, "Statistical Analysis," presents the statistical analysis of rear-end collision accident data that characterizes the accidents with respect to their frequency, severity, time and place of occurrence, the vehicle,. and the involved drivers. Data for this Volume includes NHTSA's Fatal Accident Reporting System (FARS), NHTSA's General Estimates System (GES), and some state accident data files for recent years.
c. Volume III "1991 NASS CDS Clinical Case Analysis," presents the results of the detailed analysis of cases from NHTSA's 1991 National Accident Sampling System (NASS) Crashworthiness Data System (CDS) crash data.
d. Volume IV, "1992 NASS CDS Clinical Case Analysis," presents the results of the detailed analysis of 200 cases from the 1992 NASS CDS crash data including the new pre-crash variables.
e. Volume VI, "Human Factors," presents the results of the initial human factors literature review and study.

From this detailed analysis of the accident databases a framework of the dynamic situations of rear-end collisions was developed and used to analyze the rear-end collision problem. From an in-depth analysis of the dynamic situations it was discovered that most rear-end collisions occur with the following vehicle traveling at a constant velocity and the lead vehicle decelerating to a stop, i.e. the close-following or platooning situation. It was determined that the primary causal factors for rear-end collisions were inattention and following too closely. Also determined was a list of preliminary specification information.

The results presented during Phase I, including the Preliminary Performance Guidelines or Specifications, are based on work carried out with limited interactions with the academic, research, and industry communities, any conclusions drawn from the results presented must bear this in mind.

Phase II goals include a detailed state-of-the-art review of technologies related to rear-end collision avoidance systems and the design of a test bed system. Phase II will complete in June 1996. Phase III goals include the construction and test of the test bed system, the generation of the final performance guidelines or specifications, and the final reporting on all aspects of the project. Phase III will finish in early 1998. Work continues throughout Phase II and III to add to, and to refine, these preliminary performance guidelines or specifications. Numerous items still need to be determined (TBD) throughout the remainder of the research.

Key words: Collision Avoidance, Rear-end Collision, Crash Analysis, Performance Specifications, Causal Factors, Dynamic Situations, Human Factors.

1992 NASS CDS CASE ANALYSIS

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SECTION 1
INTRODUCTION

This volume of the Task 1 Interim Report for NHS Countermeasures for Rear-End Collisions, Contract DTNH22-93-C-07326, deliverable item 5, contains an overview and summary of the analysis of rear-end collision cases from the 1992 National Accident Sampling System Crashworthiness Data System (NASS CDS).

NHTSA previously analyzed rear-end collisions as reported in "Rear-End Crashes: Problem Size Assessment and Statistical Description" and "Assessment of IVHS Countermeasures for Collision Avoidance: Rear-End Crashes" both by Ronald R. Knipling, et al, May, 1993.

The purpose of this analysis was to determine the specific nature of each rear-end collision in order to help identify valid collision countermeasures for each dynamic situation and system type. The different types of dynamic situations are described in detail in Volume I of this report. By analyzing in detail each accident based on the dynamic situation the occurrence of each type of dynamic situation can be determined. This allows estimation of the occurrence of dynamic situations within the entire population of rear-end collisions. Once the population of dynamic situations has been estimated, functional goals can be developed that are qualitative descriptions of the data processing algorithms which will drive the processing function of countermeasure systems. Functional goals will be unique to each dynamic situation and possibly unique to each system type (i.e., headway maintenance, driver warning, automatic control). The clinical analysis performed on the 1992 NASS CDS is also being used to provide inputs to the simulation effort (Task 4).

The method used to select cases to analyze is described in Section 2. A summary of the results of the analysis of cases selected from the 1992 NASS CDS is contained in Section 3. The raw data from the cases listed is contained in Appendix A. A summary of this analysis is in Section 4.

SECTION 2
SELECTION CRITERIA

The case selection criteria for the 1992 NASS CDS was as follows:

- Rear-end collision
- Two and only two vehicles involved
- Delta-V computed for both vehicles
- Attempted avoidance maneuver coded for both vehicles

Delta-V and attempted avoidance maneuver were selection criteria because cases having this information usually have enough detail to allow extraction of the desired information. In addition, this information allows a determination to be made of some of the parameters of the event. Only cases involving two vehicles were selected since these cases were thought to have a more accurate determination of the Delta-V for both vehicles.

A search of the 1992 NASS CDS database using the above criteria found 144 cases of two-vehicle, rear-end collisions with reported attempted avoidance maneuver that were listed with Delta-V calculated. The hard copy case files of the 144 cases were reviewed at Zimmerman, Associates Inc., in Arlington Virginia.

Of the 144 cases reviewed, nine cases were considered unusable:

- Two involved vehicular problems (striking (following) vehicle brake failure).
- One was caused by encroachment and spin-out of a vehicle from another traffic lane but was coded as a rear-end collision.
- Three were not used because the Delta-V's calculated, as well as other factors, were representative of a secondary collision with a fixed object.
- Three were not used because the accidents were caused by spin-out of the struck (lead) vehicle.

The 135 cases left were analyzed as described in the following sections. Table 2-l is a listing of the cases analyzed. Three cases were left in the analysis even though the Delta-V for one of the vehicles in each case was not computed. It was felt that these cases were useful for determining the accident causal factor and dynamic situation even though they could not be used for simulation purposes.

Table 2-l 1992 NASS CDS Cases Analyzed

Case #	Case #	Case #	Case #	Case #
2-058G	2-109D	2-138F	4-040F	4-067J
4-074D	4-079E	4-080G	4-124E	5-055G
5-101H	5-126E	5-135E	5-181E	6-064E
6-076D	6-080K	8-063H	8-137F	8-178E
8-218H	8-244F	9-035H	9-039C	11-001E
1 l-073E	11-089J	11-141H	11-170F	11-175F
11-183G	12-007H	12-091G	12-111D	12-121G
12-133H	12-154E	12-187E	12-192E	12-254G
12-259F	13-008H	13-074H	13-143D	13-158G
13-187G	13-234G	41-008C	41-060C	43-035D
43-036E	43-0750	43-095G	43-098C	43-103G
43-155G	43-192K	45-029F	45-031H	45-064E
45-l19H	45-129E	45-139G	45-182C	45-189G
45-198J	45-230G	45-243H	48-164C	48-215D
48-218D	48-220D	48-244J	48-257C	48-264K
49-006H	49-031E	49-064J	49-0736	49-l07F
49-140F	72-117H	72-213E	72-241J	72-246G
73-132E	74-002F	74-013G	74-025H	74-085G
74-l 14K	74-l 17H	74-131E	74-144G	74-179F
75-028F	75-041F	75-061H	75-087C	75-100J
75-109J	75-129G	75-130C	75-134C	75-136E
75-169E	75-178E	76-035E	76-095F	76-l33F
78-028H	78-122G	78-159E	78-170F	79-033F
79-073K	79-l18F	79-145B	79-146E	79-166F
81-009H	81-021H	81-058J	81-070D	81-083K
82-121F	82-167G	82-179F	82-l 82G	82-200H

SECTION 3
SUMMARY OF RESULTS

Cases from the 1992 NASS CDS include the five new pre-crash variables: Pre-Event Movement (GV64), Critical Pre-crash Event (GV65), Attempted Avoidance Maneuver (GV14), Pre-crash Stability After Avoidance Maneuver (GV66) and Pre-crash Directional Consequences of Avoidance Maneuver (GV67). This analysis used the five pre-crash variables, the accident type, scene diagram, slides of the accident scene and police accident reports to make a determination of the dynamic situation for each of the accidents examined in detail. A definition of dynamic situations is contained in the summary volume, Volume I, of the Task 1 Interim Report. As part of this analysis a determination of the accident causal factor was performed. Rather than find the specific cause of the accident, which had been done in previous NHTSA reports, the accident causal factor was selected from the following broad categories:

- Inattention
- Alcohol/Drug Involvement
- Inattention/following too closely
- External Distraction
- Poor Judgment (False Assumption)
- Driver's Vision Obscured
- Too fast for conditions
- Internal Distraction
- Encroachment of another vehicle
- Disability
- Inattention/too fast for conditions

In order to determine the dynamic situation from an accident, the following guidelines were established. A dynamic situation refers to the motion of the two vehicles with respect to each other prior to either driver recognizing a potential collision problem. Consequently, those collisions that involved striking drivers that "panic braked" were included in the constant velocity category instead of the decelerating category. A distinction had to be made between lead vehicle stopped and lead vehicle decelerating and stopped. There are no variables in either the NASS CDS or GES to make a accurate determination between lead vehicle stopped and lead vehicle decelerating and stopped; this had to be estimated as part of this analysis. If a lead vehicle was decelerating to a stop due to a traffic control device or in order to make a turn on a straight roadway, the dynamic situation was listed as lead vehicle decelerating and stopped. This is because it is believed that a forward looking sensor would have the lead

vehicle within plain view. On the other hand, if the same conditions occurred on a curved roadway it was coded as lead vehicle stopped because it is believed that a forward looking sensor would not have the lead vehicle in view until the lead vehicle came to a complete stop. Table 3-l shows the weighted and unweighted distributions of the dynamic situation from the 1992 NASS CDS.

All of the data presented within this report has been derived from the **135** cases studied in detail from the 1992 NASS CDS.

Individual summary sheets were not created for the 1992 NASS CDS cases analyzed, because of the large number of cases reviewed.

Table 3-1 Percent of Rear-End Collisions vs. Dynamic Situation, Weighted/Unweighted (92 CDS)

Lead Vehicle	Following Vehicle		
	Accelerating	Constant Velocity	Decelerating
Stopped	0.54% / 0.74%	23.72% / 20.74%	0.69% / 1.48%
Constant Velocity	0.74% / 2.22%	2.80% / 7.41%	0.0% / 0.0%
Decelerating	0.0% / 0.0%	14.71% / 14.81%	0.0% / 0.0%
Accelerating	0.0% / 0.0%	2.07% / 3.70%	0.0% / 0.0%
Decel & Stopped	0.11% / 0.74%	50.05% / 45.93%	4.57% / 2.22%

Figure 3-1 shows the distribution of rear-end collisions versus accident type for the 1992 NASS CDS. The 1992 NASS CDS cases reviewed have lead vehicle stopped slightly over-represented and lead vehicle decelerating slightly under-represented compared to the NHTSA reports cited. (Refer to "Rear-End Crashes: Problem Size Assessment and Statistical Description", May 1993, Figure 4-8, page 4-9). Figure 3-2 shows the same data differently as lead vehicle moving or stationary.

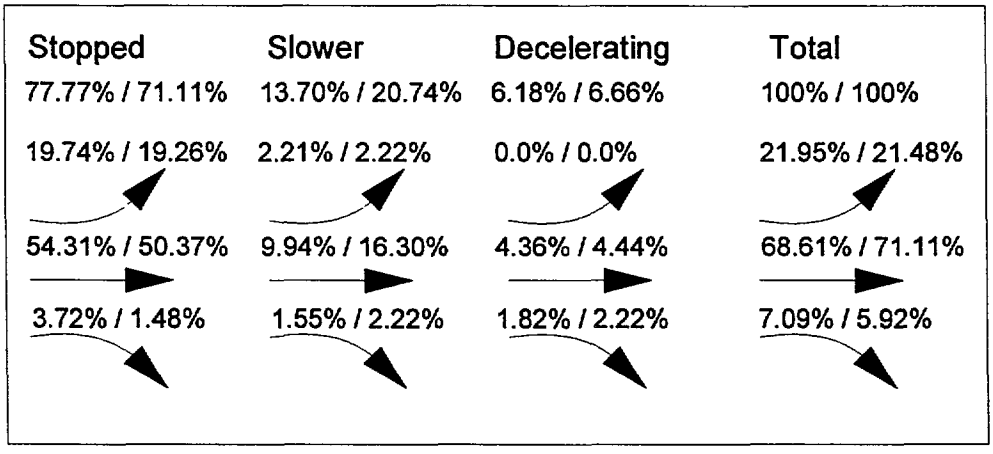

Figure 3-1 Percent of Rear-End Collisions vs. Lead Vehicle Accident Type, Weighted/Unweighted (92 CDS)

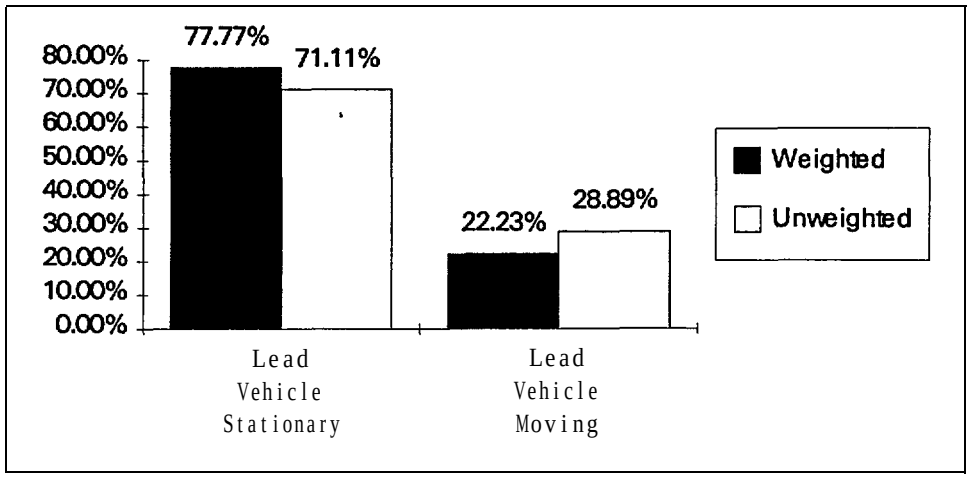

Figure 3-2 Percent of Rear-End Collisions vs. Lead Vehicle Moving or Stationary, Weighted and Unweighted (92 CDS)

Table 3-2 shows the distribution of rear-end collisions versus estimated travel speed for both the lead (struck) and following (striking) vehicles. The estimated travel speed has been rounded to the nearest 5 mph increment. As can be seen there were no lead vehicle estimated travel speeds above 60 mph and there were no following vehicle estimated travel speeds above 70 mph. This places the relative speed between the two vehicles within the range of 5 70 mph. An anomaly in Figure 3-3 should be noted. In some cases, the lead (struck) vehicle has a travel speed higher than the following (striking) vehicle. These anomalies are probably the result of data being entered into the database incorrectly.

Lead Vehicle				Following Vehicle Velocity (MPH)												
Velocity (MPH)	5	10	15	20	25	30	35	40	45	50	55	60	65	70	Unknown	Total
0	1997	110	0	0	1218	3622	3487	475	269	54	0	5255	0	0	39817	56302
5	0	0	641	0	0	525	0	0	698	0	23	0	0	0	0	1887
10	0	0	0	2573	0	0	0	0	0	380	0	0	0	0	0	2953
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	242	151	0	0	0	0	0	0	0	393
25	0	0	0	0	0	298	0	0	0	0	0	0	0	0	362	661
30	0	235	0	0	0	0	334	0	0	0	0	0	0	0	0	569
35	0	0	0	0	0	0	1304	0	0	0	0	0	0	0	0	1304
40	0	0	0	0	0	0	0	0	0	0	0	108	0	0	836	943
45	0	0	0	0	0	0	0	0	0	0	628	0	0	0	0	628
50	0	0	0	0	0	0	0	0	0	0	814	0	0	0	0	814
55	0	0	0	0	0	0	0	0	0	0	0	0	0	460	4	464
60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Unknown	0	0	0	0	0	0	0	56	0	0	0	0	0	0	18747	18803
Total	1997	345	641	2573	1218	4445	5366	681	966	434	1465	5362	0	460	59769	85724

Table 3-2 Table of Rear-End Collisions vs. Estimated Travel Speed, Weighted (92 CDS)

As can be seen in Figure 3-3 the most common striking (following) vehicle pre-event movement is going straight. There were two cases where the striking vehicle was slowing or stopping and seven cases where the striking vehicle was changing lanes or merging. The most commonly coded dynamic situation is with the following vehicle constant velocity versus accelerating or decelerating.

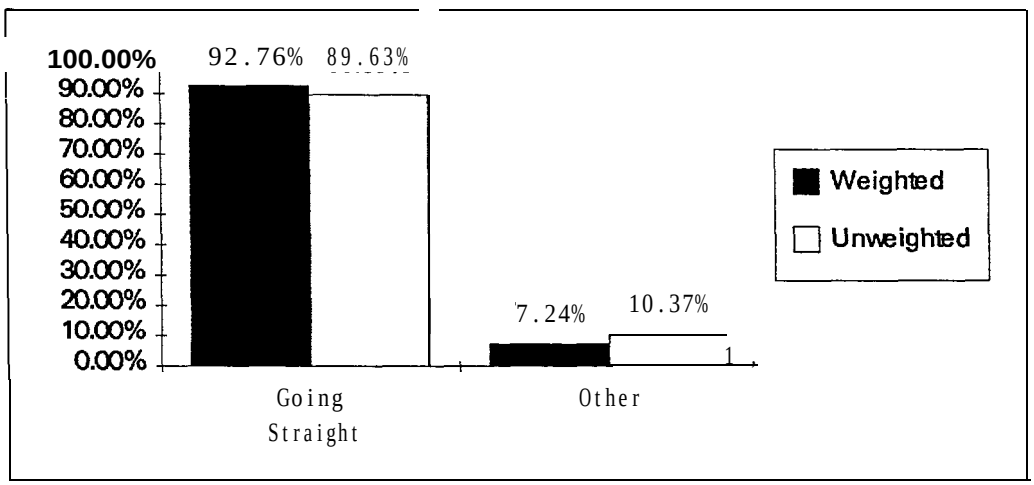

Figure 3-3 Percent of Rear-End Collisions vs. Striking Vehicle Pre-Event Movement (GV64), Weighted and Unweighted (92 CDS)

As a side note, in a comparison of the 1992 NASS GES with the 1992 NASS CDS, the striking vehicle critical pre-crash event was typically coded as lead vehicle stopped in the traffic lane or going slower in the traffic lane in the 1992 NASS CDS. The 1992 NASS GES typically coded this event as striking (following) vehicle traveling in same direction with higher speed. These two codings appear to be equivalent. The 1992 NASS CDS coding of the five pre-crash variables does not allow for coding of the critical pre-crash event as "This vehicle traveling in same direction with higher speed".

Figure 3-4 shows the percentages for the striking vehicle critical pre-crash event (GV65). As can be seen the most common coding is lead (struck) vehicle stopped in travel lane. The other two common codings are "Other vehicle traveling in lane with lower speed" and "This vehicle traveling too fast for conditions. In the weighted case these two codings sum to about thirty-six percent, which is six percent higher than the lead vehicle moving statistics presented in the NHTSA reports. It is not known if the coding "This vehicle traveling too fast for conditions" assumes that the lead vehicle is moving or stopped.

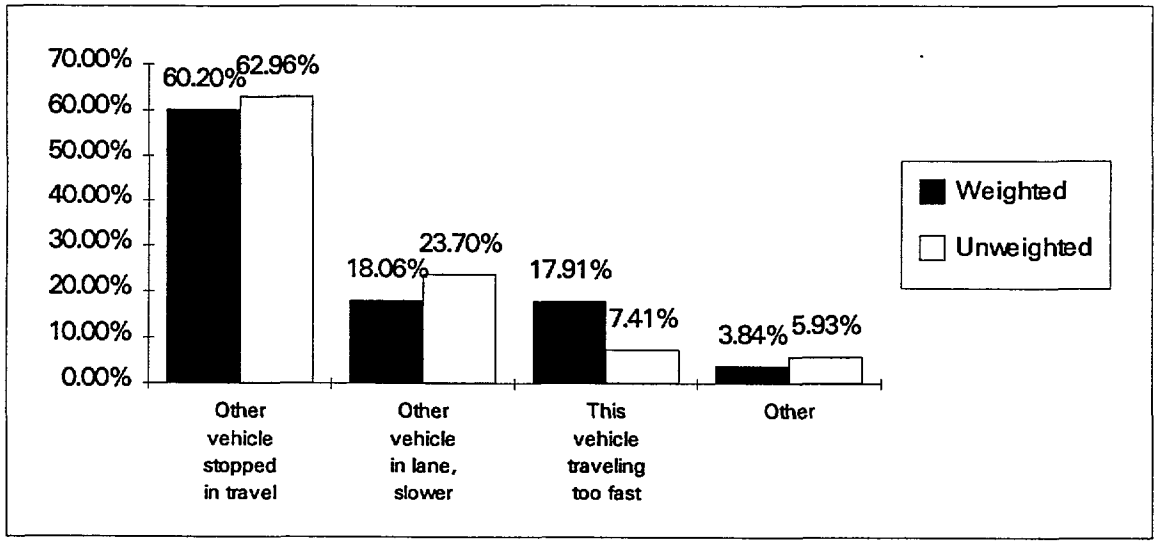

Figure 3-4 Percent of Rear-End Collisions vs. Striking Vehicle Critical Pre-crash Event (GV65), Weighted and Unweighted (92 CDS)

The 1992 NASS CDS clinical analysis found that over eighty percent of the striking (following) vehicle drivers had some type of avoidance maneuver, typically either braking or steering. In comparison the 1992 NASS GES had over sixty percent of the rear-end collisions coded as no corrective action attempted. Over eighty percent of the accidents analyzed in the 1992 NASS CDS involved some type of panic braking. From this information it is believed that the "no avoidance actions" by the striking (following) driver is over-represented in the

GES database. Figure 3-5 shows the distribution of attempted avoidance maneuver (GV14) for the striking (following) vehicle.

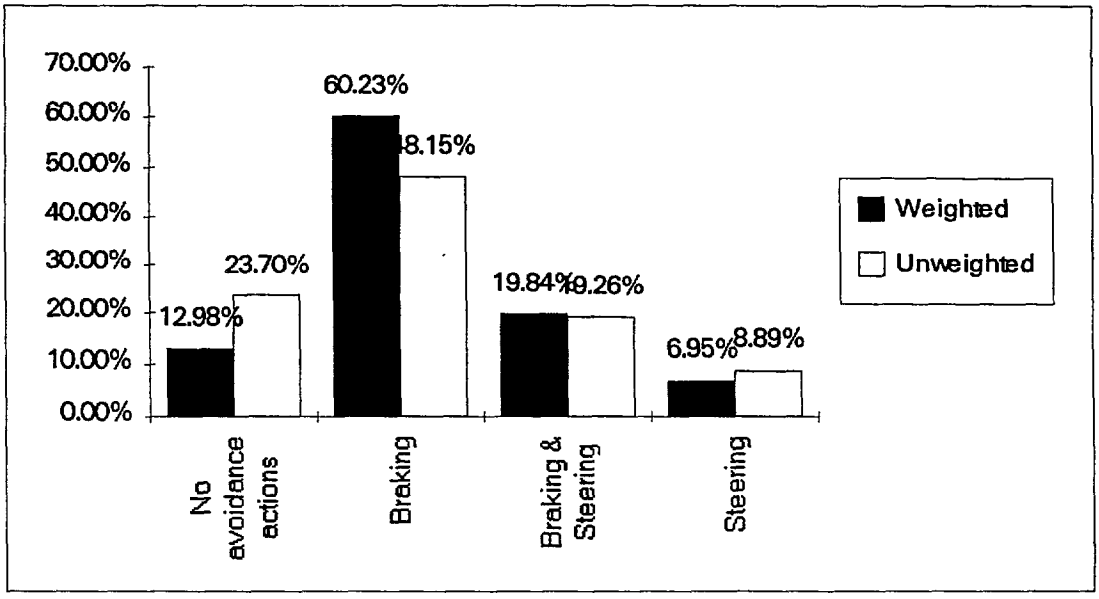

Figure 3-5 Percent of Rear-End Collisions vs. Striking Vehicle Attempted Avoidance Maneuver (GV14), Weighted and Unweighted (92 CDS)

Figure 3-6 shows the distribution of the struck (lead) vehicle versus movement prior to critical event (GV64). The lead vehicle was typically stopped, as previously reported in the NHTSA reports cited.

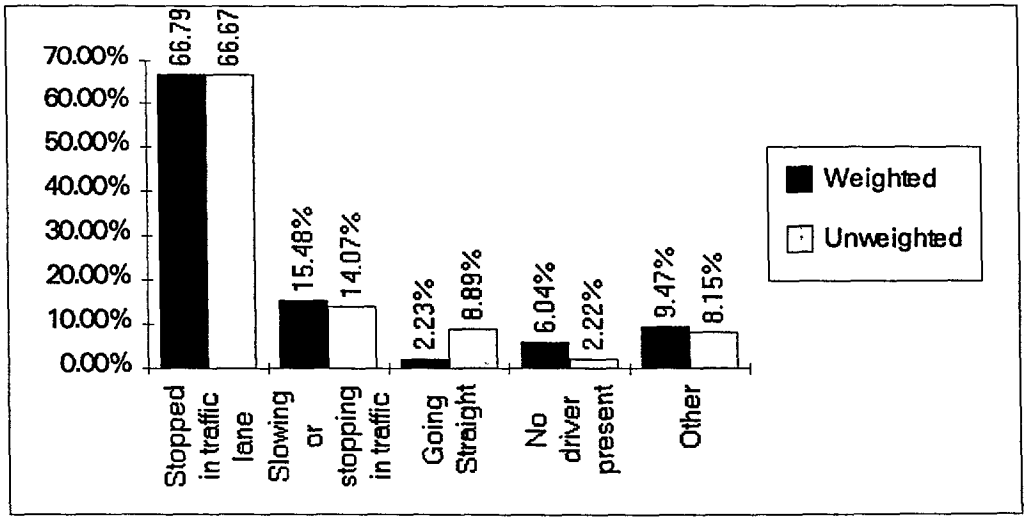

Figure 3-6 Percent of Rear-End Collisions vs. Struck Vehicle Movement Prior to Critical Event (GV64), Weighted and Unweighted (92 CDS)

For the 1992 NASS CDS clinical analysis, more than ninety-six percent of the accidents reviewed coded the struck (lead) vehicle critical pre-crash event (GV65) as "Other motor vehicle in lane traveling in same direction with higher speed". Over ninety percent of the accidents reviewed in the 1992 NASS CDS had attempted avoidance maneuver (GV14) coded as struck (lead) vehicle no avoidance action. As a result, the coding of the pre-crash stability after avoidance maneuver (GV66) and the pre-crash directional consequences of avoidance maneuver (GV67) were "No avoidance maneuver".

SECTION 4
SUMMARY

One hundred thirty-five hard-copy rear-end accident case files from the 1992 NASS CDS were analyzed in detail. This analysis included review of the police accident reports, driver and witness interviews, and pictures of the accident scene. The following paragraphs summarize the results of the analysis.

An important classification within the rear-end crash category is the dynamic situation. The dynamic situation further defines the events leading to a rear-end collision. For the purpose of this analysis, a dynamic situation is defined as referring to the motion of the two vehicles with respect to each other prior to either driver recognizing a potential collision problem and prior to the critical pre-crash event. Consequently, those collisions that involved striking drivers that "panic braked" were included in the constant velocity category instead of the decelerating category.

A distinction had to be made between lead vehicle stopped and lead vehicle decelerating and stopped. There are no variables in either the CDS or GES that allow complete separation of these two dynamic situations. For the 1992 NASS CDS clinical analysis, if a lead vehicle was decelerated to a stop due to a traffic control device or in order to make a turn on a straight roadway, the dynamic situation was coded as lead vehicle decelerating and stopped. This is because it is believed that a forward looking sensor would have the lead vehicle within its view. On the other hand, if the same conditions occurred on a curved roadway it was coded as lead vehicle stopped because it is believed that a forward looking sensor would not have the lead vehicle in its view until the lead vehicle came to a complete stop. This determination could only be made by review of the scene diagram and pictures of the accident scene.

By classifying the rear-end collisions into dynamic situations, more insight can be gained into the nature of rear-end collisions. By combining the common dynamic situations with the type of rear-end collision avoidance systems, functional goals can be established as they relate to a dynamic situation occurring for a specific system type. This will be done as the part of defining the functional goals (Task 2).

Table 5-l again shows the breakdown of the 1992 NASS CDS cases reviewed by dynamic situation.

Table 5-1 Percent of Rear-End Collisions vs. Dynamic Situations, Weighted/Unweighted (92 CDS)

Lead Vehicle	Following Vehicle		
	Accelerating	Constant Velocity	Decelerating
Stopped	0.54% / 0.74%	23.72% / 20.74%	0.69% / 1.48%
Constant Velocity	0.74% / 2.22%	2.80% / 7.41%	0.0% / 0.0%
Decelerating	0.0% / 0.0%	14.71% / 14.81%	0.0% / 0.0%
Accelerating	0.0% / 0.0%	2.07% / 3.70%	0.0% / 0.0%
Decel & Stopped	0.11% / 0.74%	50.05% / 45.93%	4.57% / 2.22%

In conjunction of the review of the 1992 NASS CDS to determine the dynamic situations, an estimation of the accident causal factor was performed and the results are shown in Table 5-2. Rather than find the specific cause of the accident, which had been done in previous NHTSA reports, the accident causal factor was selected from the categories presented in Section 3. The results of this analysis indicate that most rear-end collisions are not due to some external factor such as something wrong with the road, but are due to inattention by the striking (following) vehicle's driver. This confirms the results of the NHTSA reports cited previously. One major difference between the findings of the NHTSA report and this report is that this report found a much higher incidence of alcohol involvement.

Table 5-2 Percent of Rear-End Collisions vs. Estimated Accident Causal Factor, Weighted and Unweighted (92 CDS)

Accident Causal Factor	Weighted	Unweighted	NHTSA†
Inattention	44.01%	42.22%	40.5%
Alcohol/Drug Involvement	16.55%	17.04%	2.1%
Inattention/following too close	11.55%	12.59%	26.5%
External Distraction	8.62%	5.19%	13.9%
Poor Judgment	7.63%	8.15%	0.40%
Driver's Vision Obscured	4.70%	2.22%	0.1%
Too fast for conditions	2.04%	2.22%	2.3%
Internal Distraction	1.94%	3.70%	10.2%
Encroachment of another vehicle	1.34%	2.22%	1.1%
Disability	0.95%	1.48%	1.7%
Inattention/too fast for conditions	0.67%	2.96%	N/A

t Based on the total findings from " Assessment of IVHS Countermeasures for Collision Avoidance: REAR-END CRASHES", May 1993. Table 3-l: Rear-End Crash Causal Factor Analysis, pp3-7.

Again this report confirms the accident causal factor that was presented in the NHTSA report cited previously. This report also presents a good estimation of the dynamic situations.

APPENDIX A
1992 NASS CDS RAW DATA

Number	Case	National Inflation Factor	Accident Month	Accident Year	Accident Day of Week	Accident Time	Lead Vehicle Moving or Stationary	Dynamic Situation	Panic Braking	Accident Causal Factor	Roadway Alignment (horizontal)	Curvature Estimated (deg)	Roadway Alignment (vertical)	Roadway Grade (percent)
1	2-058G	372.74	Apr	1992	Wed	1445	Moving	Lead vehicle accelerating, following vehicle constant velocity	Yes	Inattention	Straight	0	Level	0
2	2-109D	204 63	Jul	1992	Sun	1640	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention	Straight	0	Grade	-2
3	2-138F	175.09	Sep	1992	Sat	1150	Stationary	Lead vehicle stopped, following vehicle constant velocity	Yes	Internal Distraction	Straight	0	Level	0
4	4-040F	2186 69	May	1992	Fri	1905	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention	Straight	0	Level	0
5	4-067J	42 09	Aug	1992	Fri	1305	Stationary	Lead vehicle stopped, following vehicle decelerating	No	Poor Judgement	Curve right	3	Level	0
6	4-074D	37.91	Sep	1992	Wed	1936	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention	Straight	0	Level	0
7	4-079E	254.24	Sep	1992	Thu	1314	Stationary	Lead vehicle decelerating and stopped, following vehicle decelerating	Yes	Too fast for conditions	Straight	0	Level	0
8	4-080G	551.24	Sep	1992	Thu	1315	Stationary	Lead vehicle stopped, following vehicle decelerating	Yes	Poor Judgement	Curve right	2	Grade	-2
9	4-124E	282.92	Nov	1992	Wed	2057	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	No	Inattention	Straight	0	Level	0
10	5-055G	805.87	Apr	1992	Fri	736	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention	Straight	0	Level	0
11	5-101H	560.21	Jun	1992	Fri	1321	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention	Straight	0	Level	0
12	5-126E	370.82	Aug	1992	Fri	1800	Stationary	Lead vehicle stopped, following vehicle constant velocity	No	Internal Distraction	Curve right	7	Grade	-2
13	5-135E	399.13	Aug	1992	Fri	2128	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Alcohol/Drug Involvement	Straight	0	Level	0
14	5-181E	323.29	Dec	1992	Wed	742	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention/following too closely	Straight	0	Level	0
15	6-064E	178.12	May	1992	Thu	1637	Moving	Lead vehicle constant velocity, following vehicle constant velocity	Yes	Inattention	Straight	0	Level	0
16	6-076D	108.89	Jun	1992	Wed	1629	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention	Straight	0	Level	0
17	6-080K	17.03	Jun	1992	Tue	2029	Stationary	Lead vehicle stopped, following vehicle constant velocity	No	Alcohol/Drug Involvement	Straight	0	Grade	-1
18	8-083H	436.24	Apr	1992	Mon	1901	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	External Distraction	Curve right	1	Grade	5%
19	8-137F	301.19	Jul	1992	Mon	Unknown	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	No	Disability	Curve left	2	Grade	1.50%
20	8-178E	331 74	Sep	1992	Sat	1414	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	No	Inattention	Straight	0	Grade	1%
21	8-218H	1390 03	Oct	1992	Tue	2116	Moving	Lead vehicle decelerating, following vehicle constant velocity	Yes	Alcohol/Drug Involvement	Straight	0	Grade	9%
22	8-244F	298.36	Dec	1992	Tue	929	Moving	Lead vehicle decelerating, following vehicle constant velocity	Yes	Inattention	Straight	0	Grade	1%
23	9-035H	4788 8	Mar	1992	Fri	1615	Stationary	Lead vehicle stopped, following vehicle constant velocity	Yes	Inattention	Curve right	1	Level	0
24	9-039C	205.59	Mar	1992	Thu	758	Stationary	Lead vehicle stopped, following vehicle constant velocity	Yes	Inattention	Straight	0	Grade	-5%
25	11-001E	37.86	Jan	1992	Wed	804	Stationary	Lead vehicle stopped, following vehicle constant velocity	Yes	Inattention	Straight	0	Level	0
26	11-073E	314.85	May	1992	Sat	120	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Alcohol/Drug Involvement	Curve left	0.5	Level	0
27	11-089J	76.78	Jun	1992	Fri	1150	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	No	Internal Distraction	Straight	0	Level	0
28	11-141H	1078.14	Oct	1992	Fri	933	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention	Straight	0	Grade	1.50%
29	11-170F	379 78	Dec	1992	Fri	2024	Moving	Lead vehicle constant velocity, following vehicle constant velocity	Yes	Too fast for conditions	Curve left	2	Grade	-2.6
30	11-175F	535 49	Dec	1992	Sat	1936	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention	Straight	0	Grade	1%
31	11-183G	614.93	Dec	1992	Sat	1145	Moving	Lead vehicle decelerating, following vehicle constant velocity	No	Disability	Straight	0	Grade	1%
32	12-007H	1113 5	Jan	1992	Wed	1503	Moving	Lead vehicle decelerating, following vehicle constant velocity	Yes	Too fast for conditions	Straight	0	Grade	-1%
33	12-091G	1178.94	Apr	1992	Tue	759	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	No	Inattention	Straight	0	Grade	-6%
34	12-111D	42.11	May	1992	Fri	2110	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention	Straight	0	Grade	-2%
35	12-121G	1148 37	May	1992	Tue	230	Stationary	Lead vehicle stopped, following vehicle constant velocity	No	Alcohol/Drug Involvement	Straight	0	Level	0
36	12-133H	565.13	Jun	1992	Mon	1440	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention	Straight	0	Level	0
37	12-154E	386 65	Jul	1992	Sat	2347	Stationary	Lead vehicle stopped, following vehicle constant velocity	Yes	Alcohol/Drug Involvement	Curve right	2	Grade	1%
38	12-187E	373.8	Aug	1992	Wed	1720	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention	Straight	0	Level	0
39	12-192E	211.57	Aug	1992	Fri	720	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention	Straight	0	Level	0
40	12-254G	687.8	Nov	1992	Thu	1617	Moving	Lead vehicle decelerating, following vehicle constant velocity	No	Inattention	Straight	0	Level	0
41	12-259F	392.38	Nov	1992	Sat	1519	Stationary	Lead vehicle stopped, following vehicle constant velocity	No	Encroachment of another vehicle	Straight	0	Grade	-2%
42	13-008H	529.37	Jan	1992	Wed	1540	Stationary	Lead vehicle stopped, following vehicle constant velocity	Yes	Inattention	Straight	0	Level	0
43	13-074H	525.15	Mar	1992	Fri	1555	Moving	Lead vehicle decelerating, following vehicle constant velocity	No	Internal Distraction	Straight	0	Level	0
44	13-143D	69.06	Jun	1992	Sat	1543	Moving	Lead vehicle accelerating, following vehicle constant velocity	No	Alcohol/Drug Involvement	Straight	0	Level	0
45	13-168G	286.83	Jul	1992	Sun	1430	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention	Straight	0	Level	0
46	13-187G	165.31	Aug	1992	Fri	1052	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention	Straight	0	Level	0
47	13-234G	216.89	Oct	1992	Thu	1623	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention/following too closely	Straight	0	Level	0
48	41-008C	9.54	Jan	1992	Sun	458	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	No	Alcohol/Drug Involvement	Straight	0	Level	0
49	41-060E	235.27	Mar	1992	Wed	1715	Moving	Lead vehicle decelerating, following vehicle constant velocity	No	External Distraction	Straight	0	Level	0
50	43-035D	56.03	Mar	1992	Fri	1605	Stationary	Lead vehicle stopped, following vehicle constant velocity	Yes	Inattention	Straight	0	Grade	1%
51	43-036E	333.63	Mar	1992	Fri	1752	Moving	Lead vehicle decelerating, following vehicle constant velocity	Yes	Inattention	Curve right	5	Grade	-10%
52	43-076G	3870.41	May	1992	Mon	702	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention	Straight	0	Level	0
53	43-095G	2573.13	Jun	1992	Tue	2019	Stationary	Lead vehicle stopped, following vehicle constant velocity	Yes	Inattention	Curve right	6	Grade	-2%
54	43-098C	66.44	Jun	1992	Fri	1605	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention	Curve right	0 5	Grade	2%
55	43-103G	1324.09	Jun	1992	Tue	1358	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention	Straight	0	Grade	1%
56	43-155G	1088.22	Sep	1992	Wed	1342	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention	Curve right	1	Level	0
57	43-192K	22.53	Nov	1992	Sat	1635	Moving	Lead vehicle decelerating, following vehicle constant velocity	Yes	Inattention	Curve left	2	Grade	-3%
58	45-029F	418.82	Feb	1992	Thu	2143	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Alcohol/Drug Involvement	Straight	0	Grade	3%
59	45-031H	844.1	Feb	1992	Thu	1543	Stationary	Lead vehicle decelerating and stopped, following vehicle decelerating	Yes	Poor Judgement	Straight	0	Level	0
60	45-064E	2262.13	Mar	1992	Sun	1150	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	External Distraction	Straight	0	Grade	2%
61	45-119H	2816 23	Jun	1992	Wed	1710	Stationary	Lead vehicle decelerating and stopped, following vehicle decelerating	Yes	Poor Judgement	Straight	0	Grade	-5%
62	45-129E	459.69	Jun	1992	Tue	1610	Stationary	Lead vehicle stopped, following vehicle accelerating	Yes	Poor Judgement	Curve right	30	Level	0
63	45-139G	2028.93	Jul	1992	Thu	1906	Moving	Lead vehicle decelerating, following vehicle constant velocity	Yes	External Distraction	Straight	0	Level	0
64	45-182C	91.05	Sep	1992	Fri	1425	Stationary	Lead vehicle decelerating and stopped, following vehicle accelerating	Yes	Poor Judgement	Curve right	5	Level	0
65	45-189G	5333 87	Oct	1992	Tue	1500	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention	Straight	0	Grade	-4%
66	45-198J	39 38	Oct	1992	Fri	2330	Moving	Lead vehicle accelerating, following vehicle constant velocity	No	Alcohol/Drug Involvement	Straight	0	Grade	1%
67	45-230G	662 46	Dec	1992	Fri	1715	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention	Straight	0	Level	0
68	45-243H	1629 88	Dec	1992	Tue	1018	Stationary	Lead vehicle stopped, following vehicle constant velocity	No	External Distraction	Curve right	1	Hillcrest	3%
69	48-164C	167 92	Jul	1992	Thu	1635	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention	Straight	0	LEvel	0
70	48-215D	460 58	Oct	1992	Thu	1230	Moving	Lead vehicle accelerating, following vehicle constant velocity	Yes	Encroachment of another vehicle	Straight	0	Level	0
71	48-218D	835 52	Oct	1992	Tue	1145	Moving	Lead vehicle accelerating, following vehicle constant velocity	No	Poor Judgement	Straight	0	Level	0
72	48-220D	1400 52	Oct	1992	Thu	2050	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Alcohol/Drug Involvement	Curve right	1	Grade	2%

Number	Case	Roadway Surface Type	Roadway Surface Condition	Relation to Intersection	Number of Travel Lanes	Crash Severity	Alcohol Involvement	Drug Involvement	Speed Limit	Striking Vehicle Model Year	Striking Vehicle Make	Striking Vehicle Model	Striking Vehicle Body Type	Striking Vehicle Travel Speed	Striking Vehicle Attempted Avoidance Maneuver
1	2-058G	Asphalt	Dry	Intersection related	One, Left turn	PDO	No	No	35	84	Saab	900	4-door sedan, hardtop	Unknown	Braking (lockup unknown)
2	2-109D	Asphalt	Wet	Non-intersection	One	PDO	No	No	55	88	Honda	Accord	4-door sedan, hardtop	Unknown	Braking (lockup unknown)
3	2-138F	Asphalt	Dry	Intersection related	Two	PDO	No	No	30	82	Ford	Thunderbird	2-door sedan, hardtop, coupe	Unknown	Braking (no lockup)
4	4-040F	Asphalt	Dry	Intersection related	One	PDO	No	No	45	85	Chevrolet	Cavalier	4-door sedan, hardtop	Unknown	Braking (lockup)
5	4-067J	Asphalt	Dry	Intersection related	One	Injury	No	No	50	89	Honda	Prelude	2-door sedan, hardtop, coupe	Unknown	No avoidance actions
6	4-074D	Asphalt	Dry	Intersection related	One	Injury	No	No	35	86	Mitsubishi	Pickup	Compact pickup	Unknown	Braking (lockup)
7	4-079E	Asphalt	Wet	Intersection related	One	Injury	No	No	50	87	Isuzu	Pickup	Compact pickup	Unknown	Braking (lockup unknown)
8	4-080G	Asphalt	Wet	Intersection related	Two	PDO	No	No	35	89	Chevrolet	Corsica	4-door sedan, hardtop	Unknown	Braking (lockup)
9	4-124E	Asphalt	Wet	Intersection related	Two, Right Turn, Left Turn	PDO	No	No	40	92	Plymouth	Sundance	5-door/4-door hatchback	Unknown	No avoidance actions
10	5-055G	Asphalt	Dry	Intersection related	One	PDO	Not reported	Not reported	50	90	Buick	LeSabre	4-door sedan, hardtop	Unknown	Braking (no lockup)
11	5-101H	Asphalt	Dry	Intersection related	One	Injury	No	No	35	81	American Motors	Concord	4-door sedan, hardtop	Unknown	Braking (lockup)
12	5-126E	Asphalt	Dry	RR crossing related	One	Injury	No	No	40	92	Chevrolet	Cavalier	2-door sedan, hardtop, coupe	30	Steering right
13	5-135E	Asphalt	Wet	Intersection related	One	Injury	Yes	No	35	91	Ford	Aerostar	Minivan	25	Braking (lockup)
14	5-181E	Asphalt	Dry	Intersection related	Two	Injury	Not reported	No	40	91	Dodge	Shadow	5-door/4-door hatchback	Unknown	Braking (lockup)
15	6-064E	Asphalt	Dry	Non-intersection	Three	PDO	No	No	50	85	Buick	Skylark	4-door sedan, hardtop	Unknown	Braking and steering right
16	6-076D	Asphalt	Dry	Intersection related	One	Injury	Not reported	Not reported	55	86	Buick	Century	4-door sedan, hardtop	Unknown	Braking and steering right
17	6-080K	Asphalt	Dry	Non-intersection	One	Injury	Yes	Not reported	25	86	Chevrolet	Camaro	3-door/2-door hatchback	Unknown	No avoidance actions
18	8-063H	Asphalt	Dry	Intersection related	One	PDO	Not reported	Not reported	35	78	Buick	Park Avenue	4-door sedan, hardtop	Unknown	Braking (lockup unknown)
19	8-137F	Asphalt	Dry	Non-intersection	Two	PDO	No	No	35	86	Toyota	Tercel	3-door/2-door hatchback	Unknown	No avoidance actions
20	8-178E	Asphalt	Dry	Intersection related	Two	PDO	No	No	35	91	Ford	Taurus	Station wagon	Unknown	No avoidance actions
21	8-218H	Asphalt	Dry	Intersection related	One	Injury	Yes	No	25	85	Oldsmobile	Firenza	4-door sedan, hardtop	Unknown	Braking (lockup)
22	8-244F	Asphalt	Wet	Non-intersection	One	Injury	No	No	35	85	Toyota	Corolla	2-door sedan, hardtop, coupe	30	Braking (lockup)
23	9-035H	Asphalt	Wet	Intersection related	Three, Left turn	Injury	No	No	35	86	Toyota	Corolla	4-door sedan, hardtop	Unknown	Braking (lockup)
24	9-039C	Asphalt	Dry	Intersection related	One	Injury	No	No	25	88	Hyundai	Excel	4-door sedan, hardtop	Unknown	Braking (no lockup)
25	11-001E	Asphalt	Dry	Non-intersection	Two	PDO	No	No	35	79	Honda	Civic	3-door/2-door hatchback	35	Braking (lockup)
26	11-079E	Asphalt	Dry	Intersection related	Three	PDO	Yes	No	35	86	Toyota	Celica	2-door sedan, hardtop, coupe	25	Braking (no lockup)
27	11-089J	Asphalt	Dry	Intersection related	Two	Injury	No	No	50	80	Ford	Mustang	2-door sedan, hardtop, coupe	Unknown	No avc'dance actions
28	11-141H	Asphalt	Dry	Intersection related	Two	PDO	Not reported	Not reported	35	91	Mercury	Cougar	2-door sedan, hardtop, coupe	Unknown	Braking and steering right
29	11-170F	Asphalt	Ice	Non-intersection	Two	Injury	No	No	55	89	Ford	F-150	Large pickup	50	Braking and steering right
30	11-175F	Asphalt	Wet	Intersection related	One	PDO	No	No	45	79	Ford	Thunderbird	2-door sedan, hardtop, coupe	Unknown	Braking and steering right
31	11-183G	Asphalt	Dry	Intersection related	Two	PDO	No	No	50	92	Oldsmobile	Delta 88	4-door sedan, hardtop	Unknown	No avoidance actions
32	12-007H	Concrete	Ice	Non-intersection	Three	PDO	No	No	55	87	Buick	Riviera	2-door sedan, hardtop, coupe	Unknown	Braking (no lockup)
33	12-091G	Asphalt	Unknown	Intersection related	Two	PDO	No	No	40	85	Chrysler	Laser	3-door/2-door hatchback	Unknown	Steering right
34	12-111D	Asphalt	Dry	Intersection related	One	PDO	No	No	55	89	Dodge	RAM	Standard pickup	Unknown	Braking and steering right
35	12-121G	Asphalt	Dry	Intersection related	Two, Left turn	PDO	Yes	No	35	89	Chevrolet	Camaro	3-door/2-door hatchback	60	No avoidance actions
36	12-133H	Asphalt	Dry	Intersection related	One	PDO	No	No	30	83	Ford	LTD Station wagon	Station wagon	Unknown	Braking and steering right
37	12-154E	Asphalt	Dry	Non-intersection	One	Injury	No	No	50	89	Chevrolet	Corsica	4-door sedan, hardtop	Unknown	Braking (no lockup)
38	12-187E	Asphalt	Dry	Intersection related	One	Injury	No	No	35	75	Oldsmobile	Cutlass	Station wagon	35	Braking and steering right
39	12-192E	Asphalt	Wet	Intersection related	Two	Injury	No	No	45	86	Chevrolet	Chevette	3-door/2-door hatchback	45	Braking (lockup)
40	12-254G	Asphalt	Dry	Intersection related	Two, Center turn	PDO	No	No	45	88	Chevrolet	Corsica	4-door sedan, hardtop	45	Steering left
41	12-259F	Asphalt	Dry	Non-intersection	Two	Injury	No	No	50	86	Buick	Century	4-door sedan, hardtop	35	No avoidance actions
42	13-008H	Asphalt	Wet	Non-intersection	Two, Left turn	PDO	No	No	55	87	Dodge	Caravan	Minivan	Unknown	Braking and steering right
43	13-074H	Asphalt	Dry	Intersection related	Two, Center turn	PDO	No	No	30	86	Plymouth	Horizon Tourismo 2.2	2-door sedan, hardtop, coupe	30	Steering right
44	13-143D	Asphalt	Dry	Non-intersection	One	PDO	Yes	No	40	86	Buick	LeSabre	4-door sedan, hardtop	Unknown	No avoidance actions
45	13-168G	Asphalt	Wet	RR crossing related	One	PDO	No	No	35	87	Nissan	Sentra	2-door sedan, hardtop, coupe	25	Braking (lockup)
46	13-187G	Asphalt	Dry	Non-intersection	Two	PDO	No	No	35	89	GMC	S15 Sonoma	Compact pickup	Unknown	Braking (no lockup)
47	13-234G	Asphalt	Dry	Non-intersection	Two, Center turn	PDO	No	No	30	90	Mercury	Topaz	4-door sedan, hardtop	30	Braking (lockup unknown)
48	41-008C	Asphalt	Dry	Intersection related	Three, Left turn	Injury	Yes	No	40	85	Honda	Accord	3-door/2-door hatchback	45	No avoidance actions
49	41-060E	Asphalt	Dry	Non-intersection	Three, Center turn	Injury	No	No	40	80	Dodge	Omni	5-door/4-door hatchback	10	No avoidance actions
50	43-035D	Concrete	Wet	Non-intersection	Two	PDO	No	No	55	86	Nissan	Sentra	2-door sedan, hardtop, coupe	40	Braking (lockup)
51	43-036E	Asphalt	Wet	Non-intersection	Two, Center turn	PDO	No	No	45	89	Pontiac	Grand Am	4-door sedan, hardtop	35	Braking (lockup unknown)
52	43-075G	Asphalt	Dry	Intersection related	One	PDO	No	No	55	89	Ford	Mustang LX	3-door/2-door hatchback	60	Braking (no lockup)
53	43-095G	Asphalt	Dry	Non-intersection	One	PDO	No	No	55	91	Honda	Civic/CRX	3-door/2-door hatchback	20	Braking (lockup unknown)
54	43-098C	Asphalt	Wet	Non-intersection	Two	PDO	No	No	45	91	Ford	Escort	3-door/2-door hatchback	35	Braking (lockup)
55	43-103G	Asphalt	Dry	Intersection related	Three	PDO	No	No	35	89	Toyota	Celica	3-door/2-door hatchback	30	Braking and steering left
56	43-155G	Asphalt	Wet	Non-intersection	Two, Center turn	PDO	No	No	35	91	Oldsmobile	Cutlass	4-door sedan, hardtop	30	Braking (lockup)
57	43-192K	Asphalt	Dry	Non-intersection	Two	Injury	No	No	55	88	Chevrolet	Astro Van	Minivan	55	Braking (lockup unknown)
58	45-029F	Asphalt	Dry	Intersection related	One, Right turn	PDO	Yes	Not reported	45	68	GMC	C-series pickup	Standard pickup	Unknown	Braking and steering right
59	45-031H	Asphalt	Dry	Intersection related	One	PDO	No	No	30	85	Dodge	Colt	3-door/2-door hatchback	Unknown	Braking and steering left
60	45-084E	Asphalt	Dry	Intersection related	Two	Injury	No	No	30	95	Dodge	Daytona	3-door/2-door hatchback	Unknown	Braking and steering right
61	45-119H	Asphalt	Wet	Intersection related	Two	PDO	No	No	30	87	Chevrolet	Cavalier	4-door sedan, hardtop	Unknown	Braking (lockup)
62	45-129E	Asphalt	Dry	Intersection related	One	PDO	No	No	35	88	Toyota	Tercel	3-door/2-door hatchback	Unknown	Braking (lockup unknown)
63	45-139G	Asphalt	Dry	Non intersection	Two	PDO	No	No	55	83	Chevrolet	Cavalier	2-door sedan, hardtop, coupe	Unknown	Braking (lockup)
64	45-182C	Asphalt	Dry	Non-intersection	Two	Injury	No	No	55	90	Dodge	Caravan	Minivan	Unknown	Braking (lockup unknown)
65	45-189G	Asphalt	Dry	Intersection related	Two, Center turn	Injury	No	No	45	87	Oldsmobile	Delta 88	4-door sedan, hardtop	Unknown	Braking (lockup)
66	45-198J	Asphalt	Dry	Intersection related	Two	Injury	Yes	No	50	89	Hyundai	Excel	4-door sedan, hardtop	Unknown	No avoidance actions
67	45-230G	Asphalt	Dry	Non-intersection	One	PDO	No	No	50	90	Honda	Accord	2-door sedan, hardtop, coupe	Unknown	Braking (lockup)
68	45-243H	Asphalt	Dry	Intersection related	One	PDO	No	No	55	83	Subaru	GL	4-door sedan, hardtop	Unknown	No avoidance actions
69	48-164C	Asphalt	Dry	Intersection related	One	Injury	No	No	35	76	Ford	LTD	4-door sedan, hardtop	Unknown	Braking (lockup)
70	48-215D	Asphalt	Dry	Intersection related	Two	PDO	No	No	55	82	Chevrolet	Caprice	4-door sedan, hardtop	55	Braking and steering left
71	48-218D	Asphalt	Dry	Non-intersection	Two	Injury	No	No	65	86	Honda	Prelude	2-door sedan, hardtop, coupe	Unknown	No avoidance actions
72	48-220D	Asphalt	Dry	Intersection related	One	Injury	Yes	Unknown	50	88	Volkswagen	Jetta	4-door sedan, hardtop	Unknown	Braking (lockup)

Number	Case	Striking Vehicle Accident Type	Striking Vehicle Curb Weight (lbs)	Striking Vehicle Cargo Weight (lbs.)	Striking Vehicle Total Weight (lbs.)	Striking Vehicle Heading Angle (deg)	Striking Vehicle Basis for Total Delta-V	Striking Vehicle Total Delta-V	Striking Vehicle Longitudinal Delta-V	Striking Vehicle Lateral Delta-V	Striking Vehicle Confidence in Reconstruction	Striking Vehicle Pre-Event Movement
1	2-058G	Slower	2640	0	2640	0	Missing vehicle algorithm	8	8	-0.14	Collision fits model - results appear reasonable	Going Straight
2	2-109D	Stopped	2500	0	2500	90	Missing vehicle algorithm	23	-23	0	Borderline reconstruction - results appear reasonable	Going Straight
3	2-139F	Stopped	3200	0	3200	0	CRASH program - damage only routine	8	-8	0	Collision fits model - results appear reasonable	Merging
4	4-040F	Stopped	2400	0	2400	350	CRASH program - damage only routine	18	-18	-3	Collision fits model - results appear high	Going Straight
5	4-067J	Stopped	2700	0	2700	253	CRASH program - damage only routine	17	-16	3	Borderline reconstruction - results appear reasonable	Going Straight
6	4-074D	Stopped	3000	0	3000	280	Missing vehicle algorithm	11	-11	0	Borderline reconstruction - results appear reasonable	Going Straight
7	4-079E	Stopped	2300	Unknown	2300	51	Missing vehicle algorithm	19	-19	-1	Borderline reconstruction - results appear reasonable	Slowing or stopping in traffic lane
8	4-080G	Stopped	2600	0	2600	345	Missing vehicle algorithm	10	-10	-1	Borderline reconstruction - results appear reasonable	Slowing or stopping in traffic lane
9	4-124E	Stopped	2700	0	2700	16	CRASH program - damage only routine	26	-25	2	Collision fits model - results appear high	Going Straight
10	5-055G	Stopped	3200	0	3200	95	CRASH program - damage only routine	16	-16	-1	Borderline reconstruction - results appear reasonable	Going Straight
11	5-101H	Stopped	2800	0	2800	270	CRASH program - damage only routine	23	-23	0	Collision fits model - results appear reasonable	Going Straight
12	5-126E	Stopped	2400	0	2400	130	CRASH program - damage only routine	14	-14	1	Collision fits model - results appear reasonable	Going Straight
13	5-135E	Stopped	3400	100	3500	15	Missing vehicle algorithm	18	-17	-5	Borderline reconstruction - results appear reasonable	Going Straight
14	5-181E	Stopped	2700	0	2700	280	CRASH program - damage only routine	19	-19	2	Collision fits model - results appear reasonable	Going Straight
15	6-064E	Slower	2600	Unknown	2600	280	Missing vehicle algorithm	9	-9	2	Borderline reconstruction - results appear reasonable	Going Straight
16	6-078D	Stopped	2900	0	2900	310	CRASH program - damage only routine	19	-19	0	Collision fits model - results appear high	Going Straight
17	6-080K	Stopped	3000	0	3000	0	CRASH program - damage only routine	17	-17	0	Borderline reconstruction - results appear reasonable	Going Straight
18	8-063H	Stopped	3900	100	4000	37	Missing vehicle algorithm	8	-8	1	Collision fits model - results appear reasonable	Going Straight
19	8-137F	Stopped	2000	0	2000	311	CRASH program - damage only routine	10	-9	2	Collision fits model - results appear reasonable	Merging
20	8-178E	Stopped	3300	0	3300	248	Missing vehicle algorithm	15	-15	1	Collision fits model - results appear reasonable	Going Straight
21	8-218H	Slower	2400	0	2400	108	CRASH program - damage only routine	18	-18	2	Collision fits model - results appear reasonable	Going Straight
22	8-244F	Slower	2200	0	2200	320	CRASH program - damage only routine	17	-17	-3	Collision fits model - results appear reasonable	Going Straight
23	9-035H	Stopped	2100	0	2100	250	Missing vehicle algorithm	17	-17	1	Collision fits model - results appear high	Going Straight
24	9-039C	Stopped	2200	0	2200	205	Missing vehicle algorithm	12	-12	0	Collision fits model - results appear reasonable	Going Straight
25	11-001E	Stopped	1800	0	1800	90	CRASH program - damage only routine	15	-15	0	Collision fits model - results appear reasonable	Going Straight
26	11-073E	Stopped	2400	0	2400	0	CRASH program - damage only routine	10	-10	0	Collision fits model - results appear reasonable	Going Straight
27	11-089J	Stopped	2600	100	2700	270	CRASH program - damage only routine	25	-25	0	Collision fits model - results appear reasonable	Going Straight
28	11-141H	Stopped	3600	0	3600	250	Missing vehicle algorithm	16	-15	5	Borderline reconstruction - results appear reasonable	Going Straight
29	11-170F	Specifics Other	3700	100	3800	90	CRASH program - damage only routine	9	-4	-7	Collision fits model - results appear reasonable	Negotiating a curve
30	11-175F	Stopped	4000	100	4100	97	CRASH program - damage only routine	11	-11	2	Collision fits model - reaulet appear reasonable	Going Straight
31	11-183G	Decelerating	3400	0	3400	255	CRASH program - damage only routine	9	-9	2	Collision fits model - results appear reasonable	Going Straight
32	12-007H	Decelerating	3300	0	3300	90	CRASH program - damage only routine	10	-10	0	Collision fits model - results appear reasonable	Going Straight
33	12-091G	Stopped	2600	0	2600	98	Missing vehicle algorithm	14	-14	0	Collision fits model - results appear reasonable	Going Straight
34	12-111D	Stopped	3700	0	3700	272	Missing vehicle algorithm	11	-11	-1	Collision fits model - results appear reasonable	Going Straight
35	12-121G	Stopped	3100	0	3100	2	Missing vehicle algorithm	10	-10	1	Collision fits model - results appear reasonable	Going Straight
36	12-133H	Stopped	3100	0	3100	129	CRASH program - damage only routine	10	-10	0	Collision fits model - results appear reasonable	Going Straight
37	12-154E	Stopped	2600	0	2600	4	Missing vehicle algorithm	14	-14	-3	Collision fits model - results appear reasonable	Going Straight
38	12-187E	Stopped	4500	0	4500	90	CRASH program - damage only routine	13	-12	-4	Collision fits model - results appear reasonable	Going Straight
39	12-192E	Stopped	2100	0	2100	180	Missing vehicle algorithm	12	-12	0	Borderline reconstruction - results appear reasonable	Going Straight
40	12-254G	Slower	2800	100	2900	266	CRASH program - damage only routine	17	-15	-9	Collision fits model - results appear reasonable	Going Straight
41	12-259F	Stopped	2700	0	2700	180	Missing vehicle algorithm	15	-15	0	Collision fits model - results appear reasonable	Successful previous avoidance maneuver
42	13-008H	Stopped	2800	0	2800	90	CRASH program - damage only routine	17	-17	3	Collision fits model - results appear reasonable	Going Straight
43	13-074H	Slower	2300	0	2300	100	CRASH program - damage only routine	13	-13	2	Collision fits model - results appear reasonable	Going Straight
44	13-143D	Slower	3200	0	3200	180	CRASH program - damage only routine	12	-12	0	Collision fits model - results appear reasonable	Going Straight
45	13-158G	Stopped	2200	0	2200	90	CRASH program - damage only routine	11	-11	0	Collision fits model - results appear reasonable	Going Straight
46	13-187G	Stopped	2600	100	2700	270	CRASH program - damage only routine	10	-10	0	Collision fits model - results appear reasonable	Going Straight
47	13-234G	Stopped	2800	0	2800	90	Missing vehicle algorithm	9	-9	0	Collision fits model - results appear reasonable	Going Straight
48	41-008C	Stopped	2300	0	2300	270	CRASH program - damage only routine	27	-26	-5	Collision fits model - results appear reasonable	Going Straight
49	41-060E	Slower	2200	0	2200	90	CRASH program - damage only routine	14	-14	0	Collision fits model - results appear reasonable	Going Straight
50	43-035D	Stopped	1900	0	1900	270	CRASH program - damage only routine	25	-23	-8	Collision fits model - results appear reasonable	Going Straight
51	43-038E	Decelerating	2600	0	2600	0	CRASH program - damage only routine	13	-13	0	Collision fits model - results appear reasonable	Going Straight
52	43-075G	Stopped	2800	0	2800	14	CRASH program - damage only routine	20	-20	0	Collision fits model - results appear reasonable	Going Straight
53	43-095G	Stopped	2100	0	2100	260	Missing vehicle algorithm	10	-10	-1	Borderline reconstruction - results appear reasonable	Going Straight
54	43-098C	Stopped	3200	0	3200	186	CRASH program - damage only routine	8	-8	0	Collision fits model - results appear reasonable	Going Straight
55	43-103G	Stopped	2100	0	2100	0	Missing vehicle algorithm	14	-14	0	Collision fits model - results appear reasonable	Going Straight
56	43-155G	Stopped	2800	0	2800	0	Missing vehicle algorithm	9	-9	0	Collision fits model - results appear reasonable	Going Straight
57	43-192K	Decelerating	3600	0	3600	120	CRASH program - damage only routine	28	-28	-3	Collision fits model - results appear high	Going Straight
58	45-029F	Stopped	3400	100	3500	310	Missing vehicle algorithm	16	-16	-1	Collision fits model - results appear reasonable	Going Straight
59	45-031H	Stopped	2200	0	2200	270	Missing vehicle algorithm	11	-11	-1	Collision fits model - results appear reasonable	Going Straight
60	45-064E	Stopped	2600	0	2600	255	CRASH program - damage only routine	14	-14	1	Collision fits model - results appear reasonable	Going Straight
61	45-119H	Stopped	2300	0	2300	180	Missing vehicle algorithm	12	-12	0	Collision fits model - results appear reasonable	Going Straight
62	45-129E	Stopped	2100	0	2100	55	Missing vehicle algorithm	9	-9	-2	Collision fits model - results appear reasonable	Going Straight
63	45-139G	Slower	2400	0	2400	0	Missing vehicle algorithm	19	-19	0	Borderline reconstruction - results appear reasonable	Going Straight
64	45-182C	Stopped	3200	300	3500	270	Missing vehicle algorithm	19	-19	0	Borderline reconstruction - results appear reasonable	Going Straight
65	45-189G	Stopped	3200	0	3200	90	Missing vehicle algorithm	11	-11	0	Borderline reconstruction - results appear reasonable	Going Straight
66	45-199J	Slower	2200	0	2200	190	CRASH program - damage only routine	27	-27	-5	Collision fits model - results appear reasonable	Going Straight
67	45-230G	Stopped	2700	0	2700	95	Missing vehicle algorithm	14	-14	2	Borderline reconstruction - results appear reasonable	Going Straight
68	45-243H	Specifics Other	2200	0	2200	30	CRASH program - damage only routine	13	-13	0	Collision fits model - results appear low	Going Straight
69	48-164C	Stopped	4500	0	4500	35	CRASH program - damage only routine	17	-17	0	Collision fits model - results appear reasonable	Going Straight
70	48-215D	Slower	3600	Unknown	3600	264	Missing vehicle algorithm	11	-11	0	Borderline reconstruction - results appear reasonable	Going Straight
71	48-218D	Slower	2400	Unknown	2400	236	Missing vehicle algorithm	21	-20	4	Borderline reconstruction - results appear reasonable	Going Straight
72	48-220D	Stopped	2300	0	2300	15	CRASH program - damage only routine	14	-14	2	Collision fits model - results appear reasonable	Going Straight

Number	Case	Striking Vehicle Critical Precrash Event	Striking Vehicle Precrash Stability	Striking Vehicle Precrash Directional Consequences	Striking Driver Age (years)	Striking Driver Sex	Struck Vehicle Model Year	Struck Vehicle Make	Struck Vehicle Model
1	2-058G	This vehicle traveling too fast for conditions	Precrash stability unknown	Directional consequences unknown	Unknown	Unknown	88	Ford	Mustang/Mustang II
2	2-109D	Other vehicle stopped in travel lane	Precrash stability unknown	Directional consequences unknown	20	Male	78	Buick	Century
3	2-138F	Other vehicle stopped in travel lane	Tracking	Vehicle stayed in travel lane	Unknown	Unknown	87	Ford	Tempo
4	4-040F	Other vehicle stopped in travel lane	Skidding longitudinally	Vehicle stayed in travel lane	82	Female	88	Sterling	825S
5	4-087J	Other vehicle stopped in travel lane	No avoidance actions	No avoidance maneuver	54	Female	87	Chevrolet	Cavalier
6	4-074D	Other vehicle stopped in travel lane	Skidding longitudinally	Vehicle stayed in travel lane	19	Male	84	Oldsmobile	Firenza
7	4-079E	This vehicle traveling too fast for conditions	Skidding longitudinally	Vehicle stayed in travel lane	17	Male	88	Honda	Accord
8	4-080G	Other vehicle stopped in travel lane	Skidding longitudinally	Vehicle stayed in travel lane	85	Male	85	Lincoln	Continental
9	4-124E	Other vehicle stopped in travel lane	No avoidance actions	No avoidance maneuver	27	Male	90	Chevrolet	Caprice
10	5-055G	Other vehicle stopped in travel lane	Tracking	Vehicle stayed in travel lane	33	Male	91	Chevrolet	Stereraft
11	5-101H	Other vehicle stopped in travel lane	Skidding longitudinally	Vehicle stayed in travel lane	21	Male	88	Oldsmobile	Delta 88
12	5-126E	Other vehicle stopped in travel lane	Tracking	Vehicle stayed in travel lane	21	Male	80	Ford	Fairmont
13	5-135E	Other vehicle stopped in travel lane	Skidding longitudinally	Vehicle stayed in travel lane	28	Male	80	Ford	Fairmont
14	5-181E	Other vehicle stopped in travel lane	Skidding longitudinally	Vehicle stayed in travel lane	19	Female	85	Ford	Tempo
15	6-064E	Other vehicle traveling in same direction with lower speed	Precrash stability unknown	Vehicle stayed on roadway, not known if vehicle left travel lane	45	Male	88	Hyundai	Excel
16	6-076D	Other vehicle stopped in travel lane	Skidding laterally	Vehicle stayed in travel lane	85	Male	86	Nissan	Maxima
17	6-080K	Other vehicle stopped in travel lane	No avoidance actions	No avoidance maneuver	38	Male	88	BMW	528E
18	8-063H	Other vehicle stopped in travel lane	Precrash stability unknown	Vehicle stayed in travel lane	64	Male	88	Ford	Taurus GL
19	8-137F	Other vehicle stopped in travel lane	No avoidance actions	No avoidance maneuver	23	Male	87	Ford	Escort
20	8-178E	Other vehicle stopped in travel lane	No avoidance actions	No avoidance maneuver	39	Female	90	Chrysler	LeBaron
21	8-218H	Other vehicle traveling in same direction with lower speed	Skidding longitudinally	Vehicle stayed in travel lane	34	Male	85	Ford	LTD Crown Victoria
22	8-244F	Other vehicle traveling in same direction with lower speed	Skidding longitudinally	Vehicle stayed in travel lane	36	Female	79	Pontiac	Bonneville
23	9-035H	This vehicle traveling too fast for conditions	Skidding longitudinally	Vehicle stayed in travel lane	16	Female	90	Ford	Ranger
24	9-039C	This vehicle traveling too fast for conditions	Tracking	Vehicle stayed in travel lane	33	Male	84	Ford	Tempo
25	11-001E	Other vehicle stopped in travel lane	Skidding longitudinally	Vehicle stayed in travel lane	46	Male	90	Ford	Tempo
26	11-073E	Other vehicle stopped in travel lane	Tracking	Vehicle stayed in travel lane	33	Male	89	Dodge	Shadow
27	11-089J	Other vehicle stopped in travel lane	No avoidance actions	No avoidance maneuver	22	Female	90	Dodge	Ram Van
28	11-141H	Other vehicle stopped in travel lane	Tracking	Vehicle stayed in travel lane	55	Male	81	Buick	Skylark
29	11-170F	Poor road conditions	Skidding longitudinally	Vehicle stayed in travel lane	29	Male	84	Chevrolet	F-series pickup
30	11-175F	Other vehicle stopped in travel lane	Tracking	Vehicle stayed in travel lane	16	Male	83	Chevrolet	S-10
31	11-183G	Other vehicle traveling in same direction with lower speed	No avoidance actions	No avoidance maneuver	70	Male	81	AMC	Eagle
32	12-007H	Other vehicle traveling in same direction with lower speed	Tracking	Vehicle stayed in travel lane	43	Male	81	Ford	Econoline van
33	12-091G	Other vehicle stopped in travel lane	Tracking	Vehicle stayed in travel lane	18	Female	91	Chrysler	New Yorker
34	12-111D	Other vehicle stopped in travel lane	Tracking	Vehicle departed roadway	21	Male	91	Ford	Escort
35	12-121G	Other vehicle stopped in travel lane	No avoidance actions	No avoidance maneuver	18	Male	86	BMW	325
36	12-133H	Other vehicle stopped in travel lane	Tracking	Vehicle stayed in travel lane	17	Female	85	Chevrolet	S10
37	12-154E	Other vehicle stopped in travel lane	Tracking	Vehicle departed roadway	33	Male	91	Chevrolet	Geo Metro
38	12-187E	Other vehicle stopped in travel lane	Tracking	Vehicle stayed in travel lane	39	Female	90	Plymouth	Sundance
39	12-192E	Other vehicle stopped in travel lane	Skidding longitudinally	Vehicle stayed in travel lane	24	Male	92	Chevrolet	Geo Metro
40	12-254G	Other vehicle traveling in same direction with lower speed	Tracking	Vehicle stayed in travel lane	36	Female	85	Pontiac	6000
41	12-259F	Other vehicle stopped in travel lane	No avoidance actions	No avoidance maneuver	65	Female	83	Chevrolet	Beauville Van
42	13-008H	Other vehicle stopped in travel lane	Tracking	Vehicle stayed in travel lane	17	Female	82	Pontiac	J2000
43	13-074H	Other vehicle traveling in same direction with lower speed	Tracking	Vehicle stayed in travel lane	17	Female	80	Cadillac	Deville (coupe)
44	13-143D	Other vehicle traveling in same direction with lower speed	No avoidance actions	No avoidance maneuver	35	Female	85	Dodge	Charger
45	13-158G	Other vehicle stopped in travel lane	Skidding longitudinally	Vehicle stayed in travel lane	26	Female	89	Ford	Escort
46	13-187G	Other vehicle stopped in travel lane	Tracking	Vehicle stayed in travel lane	29	Male	78	AM General	Dispatcher (mail truck)
47	13-234G	Other vehicle stopped in travel lane	Skidding longitudinally	Vehicle stayed in travel lane	28	Male	81	Chevrolet	Citation
48	41-008C	Driver fell asleep	No avoidance actions	No avoidance maneuver	27	Male	90	Toyota	Corolla
49	41-060E	Other vehicle traveling in same direction with lower speed	No avoidance actions	No avoidance maneuver	35	Male	91	Chevrolet	Geo Storm
50	43-035D	This vehicle traveling too fast for conditions	Skidding longitudinally	Vehicle stayed on roadway, but travel lane departure unknown	31	Female	87	Chevrolet	Monte Carlo
51	43-036E	Other vehicle traveling in same direction with lower speed	Skidding longitudinally	Vehicle stayed in travel lane	34	Male	89	Plymouth	Voyager
52	43-075G	Other vehicle stopped in travel lane	Tracking	Vehicle stayed in travel lane	19	Female	91	Ford	Crown Victoria
53	43-095G	Other vehicle stopped in travel lane	Tracking	Vehicle stayed in travel lane	17	Female	87	Subaru	GL-10 Sedan
54	43-098C	Other vehicle stopped in travel lane	Skidding longitudinally	Vehicle stayed in travel lane	21	Female	91	Subaru	Justy
55	43-103G	This vehicle traveling too fast for conditions	Skidding longitudinally	Vehicle stayed in travel lane	20	Female	89	Ford	Mustang LX
56	43-155G	Other vehicle traveling in same direction with lower speed	Skidding longitudinally	Vehicle stayed in travel lane	22	Female	92	Toyota	Corolla
57	43-192K	This vehicle traveling too fast for conditions	Skidding longitudinally	Vehicle stayed in travel lane	42	Male	80	Ford	Fairmont
58	45-029F	Other vehicle stopped in travel lane	Tracking	Vehicle stayed in travel lane	35	Male	88	Isuzu	Trooper II
59	45-031H	Other vehicle stopped in travel lane	Skidding longitudinally	Vehicle stayed in travel lane	20	Male	86	Isuzu	Trooper II 4WD
60	45-064E	Other vehicle stopped in travel lane	Skidding longitudinally	Vehicle stayed in travel lane	17	Male	91	Toyota	Camry
61	45-119H	This vehicle traveling too fast for conditions	Skidding longitudinally	Vehicle stayed in travel lane	26	Female	87	Ford	Thunderbird
62	45-129E	Other vehicle stopped in travel lane	Tracking	Vehicle stayed in travel lane	40	Male	89	Ford	Tempo
63	45-139G	Other vehicle traveling in same direction with lower speed	Skidding longitudinally	Vehicle stayed in travel lane	Unknown	Unknown	88	Chevrolet	Cavalier
64	45-182C	Other vehicle stopped in travel lane	Tracking	Vehicle stayed in travel lane	27	Male	82	Oldsmobile	Ninety-Eight
65	45-189G	This vehicle traveling too fast for conditions	Skidding longitudinally	Vehicle stayed on roadway, but left travel lane	78	Male	89	Chevrolet	Cavalier
66	45-198J	Other vehicle traveling in same direction with lower speed	No avoidance actions	No avoidance maneuver	36	Female	72	Dodge	D-series pickup
67	45-230G	Other vehicle stopped in travel lane	Skidding longitudinally	Vehicle stayed in travel lane	24	Male	76	Chevrolet	Monte Carlo
68	45-243H	Driver not looking where he/she was going	No avoidance actions	No avoidance maneuver	58	Female	89	Oldsmobile	Ninety-Eight
69	48-164C	Other vehicle stopped in travel lane	Skidding longitudinally	Vehicle stayed in travel lane	34	Male	88	Dodge	D-series pickup
70	48-215D	Other vehicle encroaching from adjacent lane over left lane line	Precrash stability unknown	Vehicle stayed in travel lane	28	Male	82	Chevrolet	S-10
71	48-218D	Other vehicle traveling in same direction with lower speed	No avoidance actions	No avoidance maneuver	25	Female	87	Lincoln	Continental
72	48-220D	Other vehicle stopped in travel lane	Skidding longitudinally	Vehicle stayed in travel lane	38	Male	80	Mercury	Capri

Number	Case	Struck Vehicle Body Type	Struck Vehicle Travel Speed	Struck Vehicle Avoidance Maneuver	Struck Vehicle Accident Type	Struck Vehicle Curb Weight (lbs.)	Struck Vehicle Cargo Weight (lbs.)	Struck Vehicle Total Weight (lbs.)	Struck Vehicle Heading Angle (deg)	Struck Vehicle Basis for Total Delta-V	Struck Vehicle Total Delta-V	Struck Vehicle Longitudinal Delta-V	Struck Vehicle Lateral Delta-V
1	2-058G	3-door/2-door hatchback	Unknown	No avoidance actions	Lead Vehicle Slower	2800	0	2800	0	Missing vehicle algorithm	8	-8	0
2	2-109D	Station wagon	0	No avoidance actions	Lead Vehicle Stopped	3300	Unknown	3300	90	Missing vehicle algorithm	17	17	0
3	2-138F	4-door sedan, hardtop	0	No avoidance actions	Lead Vehicle Stopped, turning left	2500	0	2500	350	CRASH program - damage only routine	10	10	0
4	4-040F	4-door sedan, hardtop	0	No avoidance actions	Lead Vehicle Stopped, turning left	3200	0	3200	349	CRASH program - damage only routine	13	13	2
5	4-067J	4-door sedan, hardtop	0	No avoidance actions	Lead Vehicle Stopped, turning left	2300	0	2300	246	CRASH program - damage only routine	19	19	-3
6	4-074D	3-door/2-door hatchback	0	No avoidance actions	Lead Vehicle Stopped, turning left	2400	0	2400	275	Missing vehicle algorithm	13	13	1
7	4-079E	4-door sedan, hardtop	0	No avoidance actions	Lead Vehicle Stopped	2500	0	2500	50	Missing vehicle algorithm	18	18	2
8	4-080G	4-door sedan, hardtop	Unknown	No avoidance actions	Lead Vehicle Stopped	3800	0	3800	346	Missing vehicle algorithm	7	7	1
9	4-124E	4-door sedan, hardtop	0	No avoidance actions	Lead Vehicle Stopped	3700	200	3900	16	CRASH program - damage only routine	17	17	1
10	5-055G	Standard van	0	No avoidance actions	Lead Vehicle Stopped	4500	1100	5600	95	CRASH program - damage only routine	10	10	0
11	5-101H	4-door sedan, hardtop	0	No avoidance actions	Lead Vehicle Stopped, turning left	3100	0	3100	270	CRASH program - damage only routine	21	21	0
12	5-126E	4-door sedan, hardtop	0	No avoidance actions	Lead Vehicle Stopped	2700	0	2700	120	CRASH program - damage only routine	13	13	2
13	5-136E	4-door sedan, hardtop	0	No avoidance actions	Lead Vehicle Stopped	2700	0	2700	25	Missing vehicle algorithm	22	22	2
14	5-181E	4-door sedan, hardtop	0	No avoidance actions	Lead Vehicle Stopped, turning left	2400	0	2400	270	CRASH program - damage only routine	22	22	2
15	6-064E	3-door/2-door hatchback	Unknown	No avoidance actions	Lead Vehicle Slower	2200	Unknown	2200	270	Missing vehicle algorithm	11	11	-1
16	6-076D	4-door sedan, hardtop	0	No avoidance actions	Lead Vehicle Stopped, turning left	3100	0	3100	300	CRASH program - damage only routine	17	17	0
17	6-080K	4-door sedan, hardtop	0	No avoidance actions	Lead Vehicle Stopped	3100	0	3100	0	CRASH program - damage only routine	16	16	0
18	8-063H	4-door sedan, hardtop	0	No avoidance actions	Lead Vehicle Stopped	3000	0	3000	38	Missing vehicle algorithm	11	-11	-1
19	8-137F	3-door/2-door hatchback	0	No avoidance actions	Lead Vehicle Stopped	2200	0	2200	306	CRASH program - damage only routine	8	7	3
20	8-176E	4-door sedan, hardtop	0	No avoidance actions	Lead Vehicle Stopped, turning left	2900	0	2900	245	Missing vehicle algorithm	17	17	0
21	8-218H	4-door sedan, hardtop	Unknown	No avoidance actions	Lead Vehicle Slower, turning left	3700	0	3700	99	CRASH program - damage only routine	12	12	1
22	8-244F	4-door sedan, hardtop	25	No avoidance actions	Lead Vehicle Slower	3700	0	3700	314	CRASH program - damage only routine	11	10	2
23	9-036H	Compact pickup	Unknown	No avoidance actions	Lead Vehicle Stopped	2800	0	2800	250	Missing vehicle algorithm	14	14	-1
24	9-039C	4-door sedan, hardtop	0	No avoidance actions	Lead Vehicle Stopped, turning left	2400	0	2400	205	Missing vehicle algorithm	13	13	0
25	11-001E	4-door sedan, hardtop	0	No avoidance actions	Lead Vehicle Stopped	2600	0	2600	90	CRASH program - damage only routine	10	10	0
26	11-073E	5-door/4-door hatchback	0	No avoidance actions	Lead Vehicle Stopped	2800	Unknown	2800	0	CRASH program - damage only routine	10	10	0
27	11-089J	Step van or Walk-in van	0	No avoidance actions	Lead Vehicle Stopped, turning left	3800	1000	4800	270	CRASH program - damage only routine	16	16	0
28	11-141H	4-door sedan, hardtop	0	No avoidance actions	Lead Vehicle Stopped, turning left	2500	0	2500	230	Missing vehicle algorithm	21	21	0
29	11-170F	Beauville van	10	No avoidance actions	Specifice Other	3900	0	3900	146	CRASH program - damage only routine	8	7	-3
30	11-175F	Standard pickup	Unknown	No avoidance actions	Lead Vehicle Stopped, turning left	2700	0	2700	90	CRASH program - damage only routine	17	16	-3
31	11-183G	Station wagon	Unknown	No avoidance actions	Lead Vehicle Decelerating, turning right	3400	0	3400	253	CRASH program - damage only routine	9	9	3
32	12-007H	Standard van	Unknown	No avoidance actions	Lead Vehicle Decelerating	4000	0	4000	90	CRASH program - damage only routine	8	8	0
33	12-091G	4-door sedan, hardtop	Unknown	No avoidance actions	Lead Vehicle Stopped, turning left	3400	0	3400	90	Missing vehicle algorithm	11	10	1
34	12-111D	3-door/2-door hatchback	Unknown	No avoidance actions	Lead Vehicle Stopped	2100	0	2100	269	Missing vehicle algorithm	19	19	3
35	12-121G	4-door sedan, hardtop	0	No avoidance actions	Lead Vehicle Stopped, turning left	2700	Unknown	2700	0	Missing vehicle algorithm	10	10	-1
36	12-133H	Compact pickup	0	No avoidance actions	Lead Vehicle Stopped	2700	300	3000	129	CRASH program - damage only routine	10	10	0
37	12-164E	3-door/2-door hatchback	Unknown	No avoidance actions	Lead Vehicle Stopped, turning left	1800	0	1800	352	Missing vehicle algorithm	21	19	8
38	12-187E	5-door/4-door hatchback	0	No avoidance actions	Lead Vehicle Stopped, turning right	2700	0	2700	90	CRASH program - damage only routine	21	21	4
39	12-192E	3-door/2-door hatchback	0	No avoidance actions	Lead Vehicle Stopped	1800	0	1800	180	Missing vehicle algorithm	16	16	0
40	12-264G	4-door sedan, hardtop	3	No avoidance actions	Lead Vehicle Slower, turning right	2800	100	2900	282	CRASH program - damage only routine	17	15	-9
41	12-269F	Standard van	0	No avoidance actions	Lead Vehicle Stopped, turning left	4400	200	4600	180	Missing vehicle algorithm	9	9	0
42	13-008H	2-door sedan, hardtop, coupe	Unknown	No avoidance actions	Lead Vehicle Stopped	2400	0	2400	90	CRASH program - damage only routine	19	19	-3
43	13-074H	2-door sedan, hardtop, coupe	5	No avoidance actions	Lead Vehicle Slower	4200	Unknown	4200	90	CRASH program - damage only routine	8	8	0
44	13-143D	3-door/2-door hatchback	Unknown	No avoidance actions	Lead Vehicle Slower	2400	0	2400	180	CRASH program - damage only routine	15	15	0
45	13-158G	3-door/2-door hatchback	0	No avoidance actions	Lead Vehicle Stopped	2300	0	2300	90	CRASH program - damage only routine	10	10	0
46	13-187G	Truck based utility	0	No avoidance actions	Lead Vehicle Stopped	2600	Unknown	2600	270	CRASH program - damage only routine	10	10	0
47	13-234G	3-door/2-door hatchback	0	No avoidance actions	Lead Vehicle Stopped	2600	Unknown	2600	90	Missing vehicle algorithm	9	9	0
48	41-008C	4-door sedan, hardtop	0	No avoidance actions	Lead Vehicle Stopped	2700	0	2700	270	CRASH program - damage only routine	23	22	-4
49	41-060E	3-door/2-door hatchback	30	No avoidance actions	Lead Vehicle Slower	2300	0	2300	90	CRASH program - damage only routine	13	13	0
50	43-036D	2-door sedan, hardtop, coupe	Unknown	No avoidance actions	Lead Vehicle Stopped	3300	0	3300	270	CRASH program - damage only routine	16	16	3
51	43-038E	Minivan	30	No avoidance actions	Lead Vehicle Decelerating	3400	0	3400	355	CRASH program - damage only routine	9	9	2
52	43-075G	4-door sedan, hardtop	0	No avoidance actions	Lead Vehicle Stopped	3800	400	4200	24	CRASH program - damage only routine	14	13	-2
53	43-095G	4-door sedan, hardtop	10	No avoidance actions	Lead Vehicle Stopped	2200	100	2300	265	Missing vehicle algorithm	11	11	0
54	43-098C	3-door/2-door hatchback	0	No avoidance actions	Lead Vehicle Stopped	1800	0	1800	185	CRASH program - damage only routine	14	14	0
55	43-103G	2-door sedan, hardtop, coupe	0	No avoidance actions	Lead Vehicle Stopped	2800	0	2800	0	Missing vehicle algorithm	11	11	0
56	43-155G	4-door sedan, hardtop	0	No avoidance actions	Lead Vehicle Stopped	2300	0	2300	0	Missing vehicle algorithm	11	11	0
57	43-192K	4-door sedan, hardtop	5	No avoidance actions	Lead Vehicle Decelerating, turning right	2700	0	2700	130	CRASH program - damage only routine	35	35	-6
58	45-029F	Truck based utility	Unknown	No avoidance actions	Lead Vehicle Stopped	3600	0	3600	310	Missing vehicle algorithm	15	15	1
59	45-031H	Truck based utility	Unknown	No avoidance actions	Lead Vehicle Stopped, turning left	3300	0	3300	270	Missing vehicle algorithm	7	7	1
60	45-064E	4-door sedan, hardtop	0	No avoidance actions	Lead Vehicle Stopped, turning left	2800	0	2800	250	CRASH program - damage only routine	13	13	0
61	45-119H	2-door sedan, hardtop, coupe	0	No avoidance actions	Lead Vehicle Stopped, turning right	3100	0	3100	180	Missing vehicle algorithm	9	9	0
62	45-120E	4-door sedan, hardtop	0	No avoidance actions	Lead Vehicle Stopped	2600	0	2600	55	Missing vehicle algorithm	7	7	1
63	45-139G	2-door sedan, hardtop, coupe	Unknown	No avoidance actions	Lead Vehicle Slower	2400	0	2400	0	Missing vehicle algorithm	18	18	0
64	45-182C	4-door sedan, hardtop	Unknown	No avoidance actions	Lead Vehicle Stopped	3600	0	3600	270	Missing vehicle algorithm	19	19	0
65	45-189G	4-door sedan, hardtop	0	No avoidance actions	Lead Vehicle Stopped	2400	0	2400	90	Missing vehicle algorithm	15	15	0
66	45-198J	Standard pickup	Unknown	No avoidance actions	Lead Vehicle Slower	2500	100	2600	170	CRASH program - damage only routine	23	23	4
67	45-230G	2-door sedan, hardtop, coupe	0	No avoidance actions	Lead Vehicle Stopped	4000	0	4000	90	Missing vehicle algorithm	10	10	0
68	45-243H	4-door sedan, hardtop	0	No avoidance actions	Specifice Other	3300	0	3300	30	CRASH program - damage only routine	9	9	0
69	48-184C	Standard pickup	0	No avoidance actions	Lead Vehicle Stopped, turning left	3500	200	3700	35	CRASH program/- damage only routine	19	19	0
70	48-215D	Compact pickup	45	No avoidance actions	Lead Vehicle Slower	2500	0	2500	275	Missing vehicle algorithm	16	15	-3
71	48-218D	4-door sedan, hardtop	40	No avoidance actions	Lead Vehicle Slower	3800	0	3800	234	Missing vehicle algorithm	13	13	-2
72	48-220D	2-door sedan, hardtop, coupe	0	No avoidance actions	Lead Vehicle Stopped	2800	0	2800	15	CRASH program - damage only routine	12	12	0

Number	Case	Struck Vehicle Confidence in Reconstruction	Struck Vehicle Pre-Event Movement	Struck Vehicle Critical Precrash Event	Struck Vehicle Precrash Stability	Struck Vehicle Precrash Directional Consequences	Struck Driver Age (years)	Struck Driver Sex
1	2-058G	Collision fits model - results appear high	Starting in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	26	Female
2	2-109D	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	35	Female
3	2-138F	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle encroaching into lane from adjacent right lane	No avoidance actions	No avoidance maneuver	39	Female
4	4-040F	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	38	Female
5	4-067J	Borderline reconstruction - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	24	Female
6	4-074D	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	25	Female
7	4-079E	Collision fits model - results appear high	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	74	Female
8	4-080G	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	78	Male
9	4-124E	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	27	Male
10	5-055G	Borderline reconstruction - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	Unknown	Unknown
11	5-101H	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	25	Female
12	5-126E	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	39	Male
13	5-135E	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	29	Male
14	5-181E	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	32	Female
15	6-064E	Collision fits model - results appear reasonable	Going Straight	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	25	Female
16	6-076D	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	24	Male
17	6-080K	Borderline reconstruction - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	40	Male
18	8-063H	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	Unknown	Unknown
19	8-137F	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	36	Female
20	8-178E	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	39	Female
21	8-218H	Collision fits model - results appear reasonable	Slowing or stopping in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	Unknown	Unknown
22	8-244F	Collision fits model - results appear reasonable	Slowing or stopping in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	37	Female
23	9-035H	Borderline reconstruction - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	Unknown	Unknown
24	9-039C	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	17	Female
25	11-001E	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	37	Male
26	11-073E	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	Unknown	Unknown
27	11-089J	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	Unknown	Male
28	11-141H	Borderline reconstruction - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	60	Male
29	11-170F	Collision fits model - results appear reasonable	Slowing or stopping in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	Unknown	Unknown
30	11-175F	Collision fits model - results appear high	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	24	Male
31	11-183G	Collision fits model - results appear reasonable	Slowing or stopping in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	Unknown	Unknown
32	12-007H	Collision fits model - results appear reasonable	Successful avoidance to previous event	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	Unknown	Unknown
33	12-091G	Borderline reconstruction - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	60	Female
34	12-111D	Collision fits model - results appear high	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	21	Male
35	12-121G	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	22	Male
36	12-133H	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	27	Male
37	12-154E	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle encroaching into lane from adjacent left lane	No avoidance actions	No avoidance maneuver	22	Female
38	12-187E	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	28	Female
39	12-192E	Collision fits model - results appear high	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	25	Female
40	12-264G	Collision fits model - results appear reasonable	Slowing or stopping in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	22	Female
41	12-269F	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	Unknown	Unknown
42	13-008H	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	20	Male
43	13-074H	Collision fits model - results appear reasonable	Slowing or stopping in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	Unknown	Unknown
44	13-143D	Collision fits model - results appear reasonable	Starting in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	Unknown	Unknown
45	13-158G	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	18	Female
46	13-187G	Collision fits model - results appear reasonable	Stopped in traffic	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	Unknown	Unknown
47	13-234G	Borderline reconstruction - results appear reasonable	Stopped in traffic	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	Unknown	Unknown
48	41-008C	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	27	Male
49	41-060E	Collision fits model - results appear reasonable	Slowing or stopping in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	23	Female
50	43 035D	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle encroaching into lane from adjacent left lane	No avoidance actions	No avoidance maneuver	20	Female
51	43-036E	Collision fits model - results appear reasonable	Slowing or stopping in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	50	Female
52	43-076G	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	27	Male
53	43-095G	Collision fits model - results appear reasonable	Slowing or stopping in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	Unknown	Unknown
54	43-098C	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	41	Male
55	43-103G	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	34	Female
56	43-155G	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	22	Female
57	43-192K	Collision fits model - results appear reasonable	Slowing or stopping in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	56	Male
58	45-029F	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	Unknown	Unknown
59	45-031H	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	19	Male
60	45-084E	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	51	Male
61	45-119H	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	Unknown	Unknown
62	45-129E	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	61	Female
63	45-139G	Collision fits model - results appear reasonable	Slowing or stopping in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	33	Female
64	45-182C	Collision fits model - results appear low	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	75	Female
65	45-188G	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	55	Female
66	45-198J	Collision fits model - results appear reasonable	Starting in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	69	Male
67	45-230G	Borderline reconstruction - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	Unknown	Unknown
68	45-243H	Collision fits model - results appear high	Parked on shoulder	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	67	Female
69	48-164C	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	59	Female
70	48-215D	Borderline reconstruction - results appear reasonable	Changing lanes	This vehicle traveling over the lane line on the right side of travel lane	No avoidance actions	No avoidance maneuver	51	Male
71	48-218D	Borderline reconstruction - results appear reasonable	Merging	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	78	Male
72	48-220D	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	Unknown	Unknown

Number	Case	Striking Vehicle Impact Speed	Struck Vehicle Impact Speed	Striking Vehicle Travel Speed	Struck Vehicle Travel Speed	Striking Vehicle Post-Impact Speed	Struck Vehicle Post-Impact Speed
1	2-058G	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
2	2-109D	40	0	40	0	17	17
3	2-138F	18	0	18	0	10	10
4	4-040F	31	0	31	0	13	13
5	4-067J	36	0	36	0	19	19
6	4-074D	24	0	24	0	13	13
7	4-079E	37	0	37	0	18	18
8	4-080G	17	0	17	0	7	7
9	4-124E	42	0	42	0	17	17
10	5-055G	26	0	26	0	10	10
11	5-101H	44	0	44	0	21	21
12	5-126E	27	0	27	0	13	13
13	5-135E	40	0	40	0	22	22
14	5-181E	41	0	41	0	22	22
15	6-064E	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
16	6-076D	36	0	36	0	17	17
17	6-080K	33	0	33	0	16	16
18	8-063H	19	0	19	0	11	11
19	8-137F	18	0	18	0	8	8
20	8-178E	32	0	32	0	17	17
21	8-218H	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
22	8-244F	53	25	53	25	36	36
23	9-035H	31	0	31	0	14	14
24	9-039C	25	0	25	0	13	13
25	11-001E	25	0	25	0	10	10
26	11-073E	20	0	20	0	10	10
27	11-089J	41	0	41	0	16	16
28	11-141H	37	0	37	0	21	21
29	11-170F	27	10	27	10	18	18
30	11-176F	28	0	28	0	17	17
31	11-183G	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
32	12-007H	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
33	12-091G	25	0	25	0	11	11
34	12-111D	30	0	30	0	19	19
35	12-121G	20	0	20	0	10	10
36	12-133H	20	0	20	0	10	10
37	12-164E	35	0	35	0	21	21
38	12-187E	34	0	34	0	21	21
39	12-192E	28	0	28	0	16	16
40	12-264G	37	3	37	3	20	20
41	12-269F	24	0	24	0	9	9
42	13-008H	36	0	36	0	19	19
43	13-074H	26	5	26	5	13	13
44	13-143D	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
45	13-168G	21	0	21	0	10	10
46	13-187G	20	0	20	0	10	10
47	13-234G	18	0	18	0	9	9
48	41-008C	50	0	50	0	23	23
49	41-060E	67	30	67	30	43	43
50	43-035D	41	0	41	0	16	16
51	43-036E	52	30	52	30	39	39
52	43-075G	34	0	34	0	14	14
53	43-095G	21	0	21	0	11	11
54	43-098C	22	0	22	0	14	14
55	43-103G	25	0	25	0	11	11
56	43-155G	20	0	20	0	11	11
57	43-192K	68	5	68	5	40	40
58	45-029F	31	0	31	0	15	15
59	45-031H	18	0	18	0	7	7
60	45-064E	27	0	27	0	13	13
61	45-119H	21	0	21	0	9	9
62	45-129E	18	0	18	0	7	7
63	45-139G	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
64	45-182C	38	0	38	0	19	19
65	45-189G	26	0	26	0	15	15
66	45-198J	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
67	45-230G	24	0	24	0	10	10
68	45-243H	22	0	22	0	9	9
69	48-164C	36	0	36	0	19	19
70	48-215D	71	45	71	45	60	60
71	48-218D	74	40	74	40	53	53
72	48-220D	26	0	26	0	12	12

Number	Case	National Inflation Factor	Accident Month	Accident Year	Accident Day of Week	Accident Time	Lead Vehicle Moving or Stationary	Dynamic Situation	Panic Braking	Accident Causal Factor	Roadway Alignment (horizontal)	Curvature Estimated (deg)	Roadway Alignment (vertical)	Roadway Grade (percent)
73	48-244J	167.92	Nov	1992	Wed	1840	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention/following too closely	Straight	0	Grade	3%
74	48-257C	167.92	Dec	1992	Fri	1225	Moving	Lead vehicle constant velocity, following vehicle accelerating	No	Poor Judgement	Curve right	0.5	Level	0
75	48-264K	171.21	Dec	1992	Fri	1945	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention/following too closely	Straight	0	Level	0
76	49-006H	4307 02	Jan	1992	Sun	1540	Stationary	Lead vehicle stopped, following vehicle constant velocity	Yes	Alcohol/Drug Involvement	Straight	0	Level	0
77	49-031E	406 44	Apr	1992	Mon	46	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention	Straight	0	Level	0
78	49-064J	19 02	Aug	1992	Tue	255	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	No	Alcohol/Drug Involvement	Straight	0	Level	0
79	49-073G	383 71	Aug	1992	Sun	2320	Moving	Lead vehicle constant velocity, following vehicle constant velocity	Yes	Poor Judgement	Straight	0	Grade	7%
80	49-107F	708.02	Oct	1992	Sat	1350	Stationary	Lead vehicle stopped, following vehicle constant velocity	Yes	Inattention	Straight	0	Grade	-4%
81	49-140F	158.92	Nov	1992	Tue	2135	Stationary	Lead vehicle stopped, following vehicle constant velocity	No	Driver's Vision Obscured	Curve left	5	Grade	2%
82	72-117H	410.73	May	1992	Sat	1000	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention/following too closely	Straight	0	Level	0
83	72-213E	107.25	Sep	1992	Thu	1545	Stationary	Lead vehicle stopped, following vehicle constant velocity	No	Inattention/following too closely	Straight	0	Level	0
84	72-241J	3 85	Oct	1992	Sat	810	Moving	Lead vehicle constant velocity, following vehicle constant velocity	Yes	Inattention	Straight	0	Level	0
85	72-246G	104 35	Nov	1992	Mon	520	Stationary	Lead vehicle stopped, following vehicle constant velocity	Yes	Inattention	Curve left	2	Grade	2%
86	73-132E	277 54	Aug	1992	Sun	1900	Moving	Lead vehicle decelerating, following vehicle constant velocity	Yes	Inattention/following too closely	Straight	0	Level	0
87	74-002F	286.78	Jan	1992	Sat	1530	Moving	Lead vehicle decelerating, following vehicle constant velocity	No	Inattention/following too closely	Curve right	10	Grade	1%
88	74-013G	382.45	Jan	1992	Sat	143	Moving	Lead vehicle constant velocity, following vehicle accelerating	Yes	Inattention/too fast for conditions	Straight	0	Grade	-1%
89	74-025H	715 02	Feb	1992	Fri	1725	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention/following too closely	Straight	0	Level	0
90	74-085G	217.2	May	1992	Fri	918	Stationary	Lead vehicle stopped, following vehicle constant velocity	Yes	Inattention/following too closely	Straight	0	Grade	-2%
91	74-114K	10 65	Jul	1992	Fri	1510	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention/following too closely	Straight	0	Level	0
92	74-117H	851.69	Jul	1992	Mon	225	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention/following too closely	Straight	0	Level	0
93	74-131E	111.72	Aug	1992	Fri	1440	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	No	Inattention	Straight	0	Grade	-1%
94	74-144G	78.92	Sep	1992	Wed	2110	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Alcohol/Drug Involvement	Straight	0	Grade	1%
95	74-179F	726.78	Dec	1992	Fri	2310	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	No	Alcohol/Drug Involvement	Straight	0	Grade	1%
96	75-028F	621.62	Feb	1992	Mon	1417	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention/following too closely	Straight	0	Grade	-3%
97	75-041F	1492.71	Mar	1992	Tue	2355	Stationary	Lead vehicle stopped, following vehicle constant velocity	Yes	Inattention	Straight	0	Grade	1%
98	75-061H	1997.4	Apr	1992	Fri	217	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	No	Alcohol/Drug Involvement	Straight	0	Grade	4%
99	75-087C	276.91	Jun	1992	Fri	1901	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Alcohol/Drug Involvement	Straight	0	Grade	1%
100	75-100J	38.11	Jun	1992	Mon	1535	Stationary	Lead vehicle stopped, following vehicle constant velocity	Yes	Inattention	Curve left	3	Level	0
101	75-108J	47.43	Jul	1992	Fri	1500	Stationary	Lead vehicle stopped, following vehicle constant velocity	Yes	Inattention	Curve right	15	Grade	3%
102	75-129G	1304.22	Aug	1992	Sat	1537	Moving	Lead vehicle decelerating, following vehicle constant velocity	No	Inattention/following too closely	Straight	0	Grade	4%
103	75-130C	47.16	Aug	1992	Wed	1500	Stationary	Lead vehicle stopped, following vehicle constant velocity	No	Inattention	Straight	0	Hillcrest	4%
104	75-134C	54.33	Aug	1992	Sat	950	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention	Straight	0	Grade	3%
105	75-136E	362.45	Sep	1992	Sat	950	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention	Straight	0	Grade	-4%
106	75-169E	313.12	Oct	1992	Thu	1512	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	No	Inattention	Straight	0	Grade	-2%
107	75-178E	389 55	Nov	1992	Mon	805	Stationary	Lead vehicle stopped, following vehicle constant velocity	Yes	Inattention	Curve left	3	Grade	-5%
108	76-035E	299.16	Mar	1992	Sun	946	Stationary	Lead vehicle stopped, following vehicle constant velocity	No	Encroachment of another vehicle	Straight	0	Level	0
109	76-095F	813 9	Jul	1992	Fri	1420	Moving	Lead vehicle constant velocity, following vehicle constant velocity	Yes	Driver's Vision Obscured	Curve right	20	Grade	-6
110	76-133F	641.06	Oct	1992	Sat	2130	Moving	Lead vehicle decelerating, following vehicle constant velocity	Yes	External Distraction	Straight	0	Level	0
111	78-028H	460.1	Mar	1992	Sun	1700	Moving	Lead vehicle constant velocity, following vehicle constant velocity	No	Alcohol/Drug Involvement	Straight	0	Level	0
112	78-122G	150.77	Sep	1992	Thu	1630	Moving	Lead vehicle constant velocity, following vehicle constant velocity	Yes	External Distraction	Straight	0	Grade	2%
113	78-159E	99.04	Nov	1992	Sat	1420	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention	Straight	0	Level	0
114	78-170F	107.71	Dec	1992	Thu	900	Moving	Lead vehicle constant velocity, following vehicle accelerating	Yes	Poor Judgement	Straight	0	Level	0
115	79-033F	241.78	Feb	1992	Sat	2250	Moving	Lead vehicle decelerating, following vehicle constant velocity	No	Inattention	Straight	0	Level	0
116	79-073K	3.72	Apr	1992	Tue	505	Moving	Lead vehicle constant velocity, following vehicle constant velocity	No	Alcohol/Drug Involvement	Straight	0	Level	0
117	79-118F	176.34	Jul	1992	Tue	1307	Moving	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention/too fast for conditions	Straight	0	Level	0
118	79-145B	3.68	Aug	1992	Sun	300	Moving	Lead vehicle constant velocity, following vehicle constant velocity	No	Inattention/too fast for conditions	Straight	0	Level	0
119	79-146E	243.6	Sep	1992	Sun	2200	Moving	Lead vehicle decelerating, following vehicle constant velocity	Yes	Poor Judgement	Curve left	3	Level	0
120	79-166F	67.86	Sep	1992	Thu	135	Stationary	Lead vehicle stopped, following vehicle constant velocity	No	Alcohol/Drug Involvement	Straight	0	Grade	3%
121	81-009H	985.63	Jan	1992	Tue	715	Moving	Lead vehicle decelerating, following vehicle constant velocity	Yes	Inattention	Curve right	5	Grade	2%
122	81-021H	3141.43	Feb	1992	Mon	1720	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention/following too closely	Straight	0	Grade	4%
123	81-058J	19.82	Apr	1992	Mon	2200	Moving	Lead vehicle constant velocity, following vehicle constant velocity	No	Alcohol/Drug Involvement	Straight	0	Level	0
124	81-070D	33.7	Apr	1992	Mon	1505	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention/too fast for conditions	Straight	0	Level	0
125	81-083K	19.38	May	1992	Wed	1910	Stationary	Lead vehicle stopped, following vehicle constant velocity	No	Alcohol/Drug Involvement	Curve right	5	Grade	2%
126	81-093E	611.23	Jun	1992	Tue	1833	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	No	Internal Distraction	Straight	0	Grade	-3%
127	81-103F	618.25	Jun	1992	Tue	2147	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Alcohol/Drug Involvement	Straight	0	Grade	-7%
128	81-126H	3056.75	Aug	1992	Sat	1825	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Driver's Vision Obscured	Straight	0	Grade	-2%
129	81-174C	67.92	Nov	1992	Sat	46	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	Yes	Inattention	Straight	0	Grade	-2%
130	82-076D	19.55	May	1992	Tue	1424	Stationary	Lead vehicle stopped, following vehicle constant velocity	No	Inattention	Curve right	5	Grade	5%
131	82-121F	97.02	Jul	1992	Fri	1055	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	No	Inattention	Straight	0	Level	0
132	82-167G	417.74	Oct	1992	Sat	1135	Moving	Lead vehicle decelerating, following vehicle constant velocity	Yes	Inattention	Straight	0	Grade	3%
133	82-179F	380.3	Nov	1992	Mon	1432	Stationary	Lead vehicle decelerating and stopped, following vehicle constant velocity	No	Inattention	Straight	0	Level	0
134	82-182G	1024.27	Dec	1992	Sat	1947	Moving	Lead vehicle decelerating, following vehicle constant velocity	Yes	Inattention/following too closely	Straight	0	Grade	-8%
135	82-200H	71.02	Dec	1992	Tue	1633	Moving	Lead vehicle decelerating, following vehicle constant velocity	Yes	Inattention/following too closely	Straight	0	Level	0

Number	Case	Roadway Surface Type	Roadway Surface Condition	Relation to Intersection	Number of Travel Lanes	Crash Severity	Alcohol Involvement	Drug Involvement	Speed Limit	Striking Vehicle Model Year	Striking Vehicle Make	Striking Vehicle Model	Striking Vehicle Body Type	Striking Vehicle Travel Speed	Striking Vehicle Attempted Avoidance Maneuver
73	48-244J	Asphalt	Dry	Non-intersection	Two	Injury	No	No	65	90	Honda	Civic	3-door/2-door hatchback	60	Braking and steering right
74	48-257C	Asphalt	Dry	Non-intersection	One	Injury	No	No	55	92	Chevrolet	S-10	Compact pickup	55	Steering right
75	48-264K	Asphalt	Wet	Intersection related	Two	Injury	No	No	40	84	Mercury	Topaz	4-door sedan, hardtop	35	Braking (lockup)
76	49-008H	Concrete	Dry	Non-intersection	Three	PDO	Yes	No	40	83	Chevrolet	Monte Carlo	2-door sedan, hardtop, coupe	Unknown	Braking (lockup)
77	49-031E	Concrete	Wet	Non-intersection	Three	Injury	No	No	55	85	Ford	Escort	3-door/2-door hatchback	Unknown	Steering left
78	49-064J	Asphalt	Dry	Intersection related	Three, Left turn	Injury	Yes	No	35	92	Nissan	Pickup	Compact pickup	Unknown	No avoidance actions
79	49-073G	Concrete	Dry	Non-intersection	Two	PDO	No	No	30	88	Ford	Escort	5-door/4-door hatchback	Unknown	Braking (lockup)
80	49-107F	Asphalt	Dry	Non-intersection	Five	PDO	No	No	55	76	Dodge	Tradesman 200	Standard van	Unknown	Braking (no lockup)
81	49-140F	Concrete	Dry	Non-intersection	One	Injury	No	No	55	87	Chevrolet	Caprice	4-door sedan, hardtop	Unknown	No avoidance actions
82	72-117H	Asphalt	Wet	Intersection related	One	PDO	No	No	30	88	Chevrolet	Pickup	Standard pickup	Unknown	Braking (lockup unknown)
83	72-213E	Asphalt	Dry	Intersection related	One	Injury	No	No	30	81	Oldsmobile	Delta-88	2-door sedan, hardtop, coupe	Unknown	No avoidance actions
84	72-241J	Asphalt	Dry	Non-intersection	Four	Injury	No	No	55	86	Merkur	XR4TI	3-door/2-door hatchback	Unknown	Braking (lockup)
85	72-246G	Asphalt	Wet	Non-intersection	Six	PDO	No	No	45	88	Dodge	Caravan	Minivan	Unknown	Braking and steering left
86	73-132E	Asphalt	Dry	Non-intersection	Three	Injury	No	No	55	86	Ford	Taurus	4-door sedan, hardtop	Unknown	Braking (lockup)
87	74-002F	Asphalt	Dry	Intersection Related	Two, Left turn	PDO	No	No	30	90	Ford	F-series pickup	Standard pickup	Unknown	No avoidance actions
88	74-013G	Concrete	Dry	Non-intersection	Two, Left turn	PDO	No	No	40	80	Chevrolet	Caprice	2-door sedan, hardtop, coupe	Unknown	Braking (lockup)
89	74-026H	Asphalt	Wet	Intersection related	Three	PDO	No	No	45	84	Chevrolet	Celebrity	Station Wagon	Unknown	Braking (no lockup)
90	74-085G	Asphalt	Dry	Non-intersection	Two, Center turn	PDO	No	No	35	88	Chevrolet	Corsica	4-door sedan, hardtop	25	Braking (no lockup)
91	74-114K	Asphalt	Wet	Driveway/alley related	One	PDO	No	No	25	80	Mercury	Zephyr	2-door sedan, hardtop, coupe	0	Braking (no lockup)
92	74-117H	Concrete	Dry	Intersection related	Two	PDO	No	No	35	72	Chevrolet	Nova	2-door sedan, hardtop, coupe	Unknown	Braking and steering left
93	74-131E	Concrete	Dry	Intersection related	Two	Injury	No	No	35	89	Pontiac	Bonneville	4-door sedan, hardtop	Unknown	No avoidance actions
94	74-144G	Asphalt	Dry	Intersection related	One	Injury	Yes	No	40	91	Chevrolet	Geo Storm	2-door sedan, hardtop, coupe	Unknown	Braking (no lockup)
95	74-179F	Asphalt	Dry	Intersection related	Two	Injury	Yes	No	35	89	Ford	Mustang	3-door/2-door hatchback	Unknown	Steering right
96	75-028F	Asphalt	Dry	Intersection related	Two, Left turn	Injury	No	No	35	91	Ford	Van	Standard Van	30	Braking and steering right
97	75-041F	Asphalt	Dry	Intersection related	Two, Left turn	Injury	Not reported	Not reported	40	78	Dodge	Monaco	4-door sedan, hardtop	35	Braking and steering right
98	75-061H	Asphalt	Dry	Intersection related	Two, Right turn	PDO	Yes	Not reported	35	87	Chevrolet	Sprint	2-door sedan, hardtop, coupe	5	No avoidance actions
99	75-087C	Asphalt	Wet	Driveway/alley related	Two	Injury	Yes	No	35	77	Toyota	Corona	Station Wagon	35	Braking (no lockup)
100	75-100J	Asphalt	Dry	Intersection related	Two, Left turn	Injury	No	No	35	85	Chevrolet	S-10	Compact pickup	Unknown	Braking and steering left
101	75-109J	Asphalt	Dry	Intersection related	One	Injury	No	No	45	89	Ford	Escort	3-door/2-door hatchback	45	Braking (no lockup)
102	75-129G	Asphalt	Dry	Intersection related	One	PDO	Not reported	Not reported	35	84	Mercury	Cougar	2-door sedan, hardtop, coupe	35	Steering left
103	75-130C	Asphalt	Dry	Non-intersection	One	Injury	No	No	35	90	Chevrolet	Prizm	4-door sedan, hardtop	Unknown	Steering right
104	75-134C	Asphalt	Dry	Intersection related	Two	Injury	No	No	50	91	Eagle	Summit	3-door/2-door hatchback	50	Braking (no lockup)
105	75-136E	Asphalt	Dry	Intersection related	Three, Left turn	Injury	No	No	35	89	Toyota	Corolla	4-door sedan, hardtop	35	Braking and steering left
106	75-169E	Asphalt	Dry	Intersection related	Two	Injury	No	No	40	88	Volkswagen	Fox	4-door sedan, hardtop	35	No avoidance actions
107	75-178E	Asphalt	Dry	Intersection related	One	PDO	No	No	30	88	Chevrolet	Spectrum	4-door sedan, hardtop	Unknown	Braking and steering left
108	76-035E	Asphalt	Dry	Intersection related	Two, Left turn	PDO	No	No	45	89	Ford	Probe	3-door/2-door hatchback	40	No avoidance actions
109	76-095F	Asphalt	Dry	Non-intersection	Two	Injury	No	No	55	86	Chevrolet	Sprint	3-door/2-door hatchback	55	Braking (lockup)
110	76-133F	Asphalt	Dry	Non-intersection	One	PDO	Unknown	No	25	80	Chevrolet	Malibu Classic	2-door sedan, hardtop, coupe	15	No avoidance actions
111	78-028H	Asphalt	Dry	Non-intersection	Two	PDO	Unknown	Yes	65	87	Nissan	300 ZX	3-door/2-door hatchback	70	No avoidance actions
112	78-122G	Concrete	Dry	Non-intersection	Two	PDO	No	No	40	91	Nissan	Pickup	Compact pickup	40	Braking (lockup)
113	78-159E	Asphalt	Dry	Intersection related	One	Injury	No	No	25	93	Honda	Civic	4-door sedan, hardtop	10	Braking and steering right
114	78-170F	Asphalt	Dry	Non-intersection	One	PDO	No	No	60	87	Honda	Accord	3-door/2-door hatchback	60	Braking and steering right
115	79-033F	Asphalt	Dry	Intersection related	Two, Left turn	Injury	No	No	35	76	Chevrolet	Nova	2-door sedan, hardtop, coupe	35	No avoidance actions
116	79-073K	Concrete	Dry	Non-intersection	Five	PDO	Yes	No	55	78	Oldsmobile	Delta-88	2-door sedan, hardtop, coupe	Unknown	No avoidance actions
117	79-118F	Concrete	Dry	Non-intersection	Five	PDO	No	No	55	87	Nissan	Sentra	2-door sedan, hardtop, coupe	40	Braking (lockup unknown)
118	79-145B	Concrete	Dry	Non-intersection	Four	Fatal	Unknown	No	55	85	Cadillac	Eldorado	2-door sedan, hardtop, coupe	Unknown	Steering Left
119	79-146E	Asphalt	Dry	Intersection related	Three, Center turn	Injury	Unknown	Unknown	35	89	Nissan	Sentra	4-door sedan, hardtop	Unknown	Braking (lockup)
120	79-166F	Concrete	Wet	Non-intersection	Two	Injury	Yes	No	55	86	Honda	Accord	3-door/2-door hatchback	60	No avoidance actions
121	81-009H	Asphalt	Wet	Intersection related	Two, Left turn	PDO	No	No	35	88	Honda	Accord	4-door sedan, hardtop	Unknown	Braking (lockup)
122	81-021H	Asphalt	Dry	Intersection related	One, Left turn	PDO	No	No	35	86	Audi	5000	4-door sedan, hardtop	Unknown	Braking (no lockup)
123	81-058J	Asphalt	Wet	Non-intersection	One	PDO	Yes	No	35	86	Cadillac	Deville	4-door sedan, hardtop	Unknown	Steering left
124	81-070D	Asphalt	Dry	Non-intersection	Two	Injury	No	No	55	86	Chevrolet	Celebrity	4-door sedan, hardtop	Unknown	Braking (lockup)
125	81-083K	Asphalt	Dry	Intersection related	Two, Left turn	Injury	Yes	No	35	79	Chevrolet	Malibu	4-door sedan, hardtop	Unknown	No avoidance actions
126	81-093E	Asphalt	Dry	Intersection related	One	PDO	No	No	35	88	Toyota	Pickup	Compact pickup	Unknown	Steering right
127	81-103F	Asphalt	Dry	Intersection related	One, Left turn, Right turn	PDO	Yes	No	35	83	Chevrolet	Cavalier	Station Wagon	Unknown	Braking and steering right
128	81-125H	Asphalt	Dry	Intersection related	One	PDO	No	No	30	87	Dodge	Aries	4-door sedan, hardtop	Unknown	Braking and steering right
129	81-174C	Asphalt	Wet	Intersection related	Two, Center turn	Injury	No	No	45	88	Ford	Tempo	4-door sedan, hardtop	Unknown	Braking (lockup)
130	82-075D	Asphalt	Dry	Intersection related	Two	Injury	No	No	20	76	Ford	Pinto	Station Wagon	Unknown	No avoidance actions
131	82-121F	Asphalt	Dry	Intersection related	Three	Injury	No	No	30	87	Toyota	Camry	Station Wagon	Unknown	No avoidance actions
132	82-167G	Asphalt	Dry	Intersection related	Four	PDO	No	No	55	89	Ford	Taurus	Station Wagon	Unknown	Braking (lockup)
133	82-179F	Asphalt	Dry	Intersection related	Two, Center turn, HOV	PDO	No	No	40	83	Honda	Accord	4-door sedan, hardtop	Unknown	No avoidance actions
134	82-182G	Asphalt	Snow & Slush	Intersection related	Two	Injury	No	No	30	87	Mercury	XRUTI	3-door/2-door hatchback	Unknown	Braking (lockup)
135	82-200H	Asphalt	Dry	Non-intersection	Four	PDO	No	No	55	78	Ford	Fairmont	4-door sedan, hardtop	Unknown	Braking (lockup)

Number	Case	Striking Vehicle Accident Type	Striking Vehicle Curb Weight (lbs.)	Striking Vehicle Cargo Weight (lbs.)	Striking Vehicle Total Weight (lbs.)	Striking Vehicle Heading Angle (deg)	Striking Vehicle Basis for Total Delta-V	Striking Vehicle Total Delta-V	Striking Vehicle Longitudinal Delta-V	Striking Vehicle Lateral Delta-V	Striking Vehicle Confidence in Reconstruction	Striking Vehicle Pre-Event Movement
73	48-244J	Stopped	2100	0	2100	112	Missing vehicle algorithm	9	-9	1	Borderline reconstruction - results appear reasonable	Going Straight
74	48-267C	Slower	Unknown	Unknown	Unknown	29	Missing vehicle algorithm	15	-15	-2	Borderline reconstruction - results appear reasonable	Passing or overtaking another vehicle
75	48-284K	Stopped	2400	0	2400	180	Missing vehicle algorithm	17	-17	0	Borderline reconstruction - results appear reasonable	Going Straight
76	49-006H	Stopped	3300	0	3300	0	CRASH program - damage only routine	13	-13	0	Collision fits model - results appear reasonable	Going Straight
77	49-031E	Stopped	2100	0	2100	355	Missing vehicle algorithm	12	-11	-2	Borderline reconstruction - results appear reasonable	Going Straight
78	49-064J	Stopped	2700	200	2900	270	CRASH program - damage only routine	22	-22	0	Collision fits model - results appear reasonable	Going Straight
79	49-073G	Slower	2200	0	2200	240	CRASH program - damage only routine	12	-12	2	Collision fits model - results appear reasonable	Going Straight
80	49-107F	Stopped	3700	200	3900	180	Missing vehicle algorithm	18	-18	0	Borderline reconstruction - results appear reasonable	Going Straight
81	49-140F	Stopped	3500	0	3500	0	CRASH program - damage only routine	16	-16	0	Collision fits model - results appear reasonable	Negotiating a curve
82	72-117H	Stopped	4000	200	4200	0	Missing vehicle algorithm	8	-8	0	Borderline reconstruction - results appear reasonable	Going Straight
83	72-213E	Stopped	3700	0	3700	270	Missing vehicle algorithm	13	-13	1	Borderline reconstruction - results appear reasonable	Going Straight
84	72-241J	Slower	2900	Unknown	2900	270	CRASH program - damage only routine	32	-32	0	Collision fits model - results appear reasonable	Going Straight
85	72-246G	Stopped	3400	0	3400	175	CRASH program - damage only routine	20	-20	2	Collision fits model - results appear reasonable	Going Straight
86	73-132E	Decelerating	2800	0	2800	90	CRASH program - damage only routine	9	-9	-2	Collision fits model - results appear reasonable	Going Straight
87	74-002F	Slower	3800	0	3800	5	CRASH program - damage only routine	15	-15	-3	Collision fits model - results appear reasonable	Going Straight
88	74-013G	Slower	3500	0	3500	275	CRASH program - damage only routine	9	-9	0	Collision fits model - results appear reasonable	Going Straight
89	74-025H	Stopped	3100	0	3100	90	Missing vehicle algorithm	14	-13	0	Borderline reconstruction - results appear reasonable	Going Straight
90	74-085G	Stopped	2400	0	2400	90	CRASH program - damage only routine	15	-15	0	Collision fits model - results appear reasonable	Going Straight
91	74-114K	Stopped	2700	0	2700	355	CRASH program - damage only routine	12	-12	1	Collision fits model - results appear reasonable	Going Straight
92	74-117H	Stopped	3200	0	3200	170	Missing vehicle algorithm	5	-5	0	Borderline reconstruction - results appear reasonable	Changing lanes
93	74-131E	Stopped	3300	0	3300	0	CRASH program - damage only routine	28	-28	5	Collision fits model - results appear reasonable	Going Straight
94	74-144G	Stopped	2300	0	2300	270	Missing vehicle algorithm	10	-10	-1	Borderline reconstruction - results appear reasonable	Going Straight
95	74-179F	Stopped	2800	0	2800	270	CRASH program - damage only routine	8	-8	0	Collision fits model - results appear reasonable	Going Straight
96	75-028F	Stopped	4100	800	4900	3	Missing vehicle algorithm	7	-7	-1	Borderline reconstruction - results appear reasonable	Going Straight
97	75-041F	Stopped	4000	0	4000	7	Missing vehicle algorithm	16	-16	0	Borderline reconstruction - results appear reasonable	Going Straight
98	75-061H	Stopped	1800	0	1800	187	CRASH program - damage only routine	10	-10	2	Collision fits model - results appear reasonable	Changing lanes
99	75-087C	Stopped	2800	0	2800	270	CRASH program - damage only routine	11	-11	0	Collision fits model - results appear reasonable	Going Straight
100	75-100J	Stopped	3000	0	3000	100	CRASH program - damage only routine	8	-8	0	Collision fits model - results appear reasonable	Going Straight
101	75-109J	Stopped	2200	0	2200	0	Missing vehicle algorithm	22	-22	0	Borderline reconstruction - results appear reasonable	Negotiating a curve
102	75-129G	Decelerating	3200	0	3200	355	CRASH program - damage only routine	8	-8	0	Collision fits model - results appear low	Going Straight
103	75-130C	Stopped	2300	0	2300	10	Missing vehicle algorithm	11	-11	0	Borderline reconstruction - results appear reasonable	Going Straight
104	75-134C	Stopped	2200	0	2200	270	CRASH program - damage only routine	21	-21	0	Collision fits model - results appear reasonable	Going Straight
105	75-136E	Stopped	2200	0	2200	265	CRASH program - damage only routine	13	-13	0	Collision fits model - results appear reasonable	Going Straight
106	75-169E	Stopped	2200	0	2200	0	CRASH program - damage only routine	27	-27	0	Collision fits model - results appear high	Going Straight
107	75-178E	Stopped	2200	0	2200	356	CRASH program - damage only routine	14	-13	-2	Collision fits model - results appear reasonable	Going Straight
108	76-035E	Stopped	2700	Unknown	2700	86	CRASH program - damage only routine	13	-13	0	Collision fits model - results appear reasonable	Going Straight
109	76-095F	Slower	1500	0	1500	240	Missing vehicle algorithm	18	-18	0	Borderline reconstruction - results appear reasonable	Successful previous avoidance maneuver
110	76-133F	Decelerating	3100	0	3100	270	Missing vehicle algorithm	12	-12	0	Borderline reconstruction - results appear reasonable	Going Straight
111	76-028H	Slower	3300	0	3300	90	Missing vehicle algorithm	11	-11	0	Borderline reconstruction - results appear reasonable	Going Straight
112	76-122G	Slower	2800	Unknown	2800	5	Missing vehicle algorithm	15	-15	0	Borderline reconstruction - results appear reasonable	Going Straight
113	76-159E	Stopped	2300	0	2300	4	Missing vehicle algorithm	10	-10	-1	Borderline reconstruction - results appear reasonable	Going Straight
114	76-170F	Slower	2400	0	2400	190	Missing vehicle algorithm	11	-11	2	Borderline reconstruction - results appear reasonable	Passing or overtaking another vehicle
115	76-033F	Slower	3400	Unknown	3400	90	Missing vehicle algorithm	35	-35	-3	Collision fits model - results appear high	Going Straight
116	76-073K	Slower	3600	0	3600	280	Delta-V not calculated	Unknown	Unknown	Unknown	No reconstruction	Changing lanes
117	76-118F	Stopped	2200	Unknown	2200	180	Missing vehicle algorithm	14	-14	-1	Borderline reconstruction - results appear reasonable	Going Straight
118	76-145B	Slower	3700	0	3700	350	CRASH program - damage only routine	13	-13	0	Collision fits model - results appear reasonable	Going Straight
119	76-148E	Slower	2200	0	2200	315	CRASH program - damage only routine	18	-18	-3	Collision fits model - results appear reasonable	Going Straight
120	76-186F	Stopped	2400	0	2400	0	Missing vehicle algorithm	16	-16	1	Borderline reconstruction - results appear reasonable	Going Straight
121	81-009H	Slower	2500	0	2500	270	Missing vehicle algorithm	12	-12	-1	Borderline reconstruction - results appear reasonable	Going Straight
122	81-021H	Stopped	2900	0	2900	0	CRASH program - damage only routine	8	-8	0	Collision fits model - results appear reasonable	Going Straight
123	81-058J	Slower	3300	0	3300	90	CRASH program - damage only routine	17	-17	-2	Collision fits model - results appear reasonable	Going Straight
124	81-070D	Stopped	2700	0	2700	180	CRASH program - damage only routine	13	-13	0	Collision fits model - results appear reasonable	Going Straight
125	81-083K	Stopped	3200	0	3200	20	CRASH program - damage only routine	11	-11	2	Collision fits model - results appear reasonable	Going Straight
126	81-093E	Stopped	3100	0	3100	190	CRASH program - damage only routine	21	-21	0	Collision fits model - results appear reasonable	Going Straight
127	81-103F	Stopped	2500	0	2500	170	CRASH program - damage only routine	11	-11	1	Borderline reconstruction - results appear reasonable	Going Straight
128	81-125H	Stopped	2400	0	2400	90	Missing vehicle algorithm	13	-13	-1	Borderline reconstruction - results appear reasonable	Going Straight
129	81-174C	Stopped	2600	0	2600	180	CRASH program - damage only routine	19	-19	0	Collision fits model - results appear reasonable	Going Straight
130	82-075D	Stopped	2800	0	2800	358	Missing vehicle algorithm	7	-7	0	Borderline reconstruction - results appear reasonable	Going Straight
131	82-121F	Stopped	2900	0	2900	0	CRASH program - damage only routine	10	-10	0	Collision fits model - results appear reasonable	Going Straight
132	82-167G	Slower	3200	0	3200	357	Missing vehicle algorithm	10	-10	0	Borderline reconstruction - results appear reasonable	Going Straight
133	82-179F	Stopped	2200	0	2200	0	Missing vehicle algorithm	9	-9	1	Borderline reconstruction - results appear reasonable	Going Straight
134	82-182G	Decelerating	2900	0	2900	90	CRASH program - damage only routine	8	-8	-1	Collision fits model - results appear reasonable	Going Straight
135	82-200H	Decelerating	2700	0	2700	0	CRASH program - damage only routine	12	-12	0	Borderline reconstruction - results appear reasonable	Going Straight

Number	Case	Striking Vehicle Critical Precrash Event	Striking Vehicle Precrash Stability	Striking Vehicle Precrash Directional Consequences	Striking Driver Age (years)	Striking Driver Sex	Struck Vehicle Model Year	Struck Vehicle Make	Struck Vehicle Model
73	48-244J	Other vehicle stopped in travel lane	Tracking	Vehicle stayed in travel lane	42	Male	86	Chevrolet	S-10 Blazer
74	48-257C	Other vehicle traveling in same direction with lower speed	Tracking	Vehicle stayed on roadway, but left travel lane	23	Male	84	Pontiac	Sunbird
75	48-264K	Other vehicle stopped in travel lane	Skidding longitudinally	Vehicle stayed in travel lane	22	Male	88	Dodge	Aries
76	49-006H	Other vehicle stopped in travel lane	Skidding longitudinally	Vehicle stayed in travel lane	25	Male	84	Volkswagon	Quantum
77	49-031E	Other vehicle stopped in travel lane	Tracking	Vehicle stayed in travel lane	19	Male	89	Honda	Prelude
78	49-064J	Other vehicle stopped in travel lane	No avoidance actions	No avoidance maneuver	28	Male	90	Pontiac	Grand Am
79	49-073G	Other vehicle encroaching from adjacent lane over right lane line	Skidding longitudinally	Vehicle stayed in travel lane	20	Male	81	Pontiac	Grand Prix
80	49-107F	Other vehicle stopped in travel lane	Tracking	Vehicle stayed in travel lane	35	Female	86	Pontiac	Grand Am
81	49-140F	Other vehicle stopped in travel lane	No avoidance actions	No avoidance maneuver	40	Male	77	Dodge	Diplomat
82	72-117H	Other vehicle stopped in travel lane	Skidding longitudinally	Vehicle stayed in travel lane	Unknown	Unknown	82	Ford	Escort
83	72-213E	Other vehicle stopped in travel lane	No avoidance actions	No avoidance maneuver	Unknown	Unknown	92	Ford	Ranger
84	72-241J	Other vehicle traveling in same direction with lower speed	Skidding longitudinally	Vehicle stayed in travel lane	28	Male	92	Pontiac	Grand Am
85	72-246G	Other vehicle stopped in travel lane	Tracking	Vehicle stayed in travel lane	45	Male	88	Plymouth	Reliant K
86	73-132E	Other vehicle traveling in same direction with lower speed	Skidding longitudinally	Vehicle stayed in travel lane	24	Female	92	Mazda	Miata
87	74-002F	Other vehicle traveling in same direction with lower speed	No avoidance actions	No avoidance maneuver	30	Male	84	Meroury	Cougar
88	74-013G	Other vehicle traveling in same direction with lower speed	Skidding longitudinally	Vehicle stayed in travel lane	21	Male	89	Hyundai	Excel
89	74-025H	Other vehicle stopped in travel lane	Tracking	Vehicle stayed in travel lane	39	Male	89	Chevrolet	Pickup
90	74-085G	Other vehicle stopped in travel lane	Tracking	Vehicle stayed in travel lane	23	Female	85	Other bus	BUS
91	74-114K	Other vehicle stopped in travel lane	Tracking	Vehicle stayed in travel lane	34	Female	90	Honda	Civic/CRX
92	74-117H	Other vehicle stopped in travel lane	Tracking	Vehicle stayed in travel lane	16	Male	89	Chevrolet	van
93	74-131E	Other vehicle stopped in travel lane	No avoidance actions	No avoidance maneuver	76	Male	71	Chevrolet	V-series pickup
94	74-144G	Other vehicle stopped in travel lane	Tracking	Vehicle stayed in travel lane	40	Male	90	Plymouth	Voyager
95	74-179F	Other vehicle stopped in travel lane	Tracking	Vehicle stayed in travel lane	25	Female	84	Ford	Tempo
96	75-028F	Other vehicle stopped in travel lane	Tracking	Vehicle stayed in travel lane	Unknown	Unknown	78	Cadillac	Fleetwood
97	75-041F	Other vehicle stopped in travel lane	Tracking	Vehicle stayed on roadway, but left travel lane	37	Female	88	Ford	F-series pickup
98	75-061H	Other vehicle stopped in travel lane	No avoidance actions	No avoidance maneuver	26	Female	76	Toyota	Corolla
99	75-087C	Other vehicle stopped in travel lane	Tracking	Vehicle stayed in travel lane	34	Female	92	Buick	Regal (FWD)
100	75-100J	Other vehicle stopped in travel lane	Tracking	Vehicle stayed in travel lane	26	Male	90	Chevrolet	Prism
101	75-109J	Other vehicle stopped in travel lane	Tracking	Vehicle stayed in travel lane	25	Male	82	American Motors	Eagle
102	75-129G	Other vehicle stopped in travel lane	Tracking	Vehicle stayed in travel lane	Unknown	Unknown	90	Oldsmobile	Cutlass Calais
103	75-130C	Other vehicle stopped in travel lane	Tracking	Vehicle stayed in travel lane	44	Female	90	Chevrolet	Prizm
104	75-134C	Other vehicle stopped in travel lane	Tracking	Vehicle stayed in travel lane	40	Male	87	Chevrolet	Caprice
105	75-136E	Other vehicle stopped in travel lane	Skidding longitudinally	Vehicle stayed in travel lane	48	Female	87	Dodge	Dakota SE
106	75-169E	Other vehicle stopped in travel lane	No avoidance actions	No avoidance maneuver	49	Female	79	Meroury	Cougar
107	75-178E	Other vehicle stopped in travel lane	Tracking	Vehicle stayed in travel lane	20	Female	92	Acura	Integra
108	76-035E	This vehicle traveling over the lane line on left side of travel lane	No avoidance actions	No avoidance maneuver	21	Female	70	Ford	Country sedan
109	76-095F	Other vehicle traveling in same direction with lower speed	Skidding longitudinally	Vehicle stayed in travel lane	27	Female	86	Mazda	626
110	76-133F	Other vehicle traveling in same direction with lower speed	No avoidance actions	No avoidance maneuver	Unknown	Unknown	80	Plymouth	Champ
111	78-028H	Other vehicle traveling in same direction with lower speed	No avoidance actions	No avoidance maneuver	29	Male	81	Datsun	Long bed Pickup
112	78-122G	Other vehicle traveling in same direction with lower speed	Skidding longitudinally	Vehicle stayed in travel lane	Unknown	Unknown	90	Nissan/Datsun	Stanza
113	78-159E	Other vehicle stopped in travel lane	Skidding longitudinally	Vehicle stayed in travel lane	43	Male	87	Jeep	cherokee
114	78-170F	This vehicle traveling over the lane line on left side of travel lane	Skidding laterally	Vehicle stayed on roadway, but left travel lane	36	Male	81	Ford	Escort
115	79-033F	Other vehicle traveling in same direction with lower speed	No avoidance actions	No avoidance maneuver	Unknown	Unknown	87	Nissan	Stanza
116	79-073K	Other vehicle traveling in same direction with lower speed	No avoidance actions	No avoidance maneuver	22	Male	83	Chevrolet	Cavalier
117	79-118F	This vehicle traveling too fast for conditions	Skidding longitudinally	Vehicle stayed in travel lane	24	Female	81	Toyota	Tercel
118	79-145B	Other vehicle traveling in same direction with lower speed	Tracking	Vehicle stayed in travel lane	43	Male	85	Pontiac	Sunbird
119	79-148E	Other vehicle traveling in same direction with lower speed	Skidding longitudinally	Vehicle stayed in travel lane	Unknown	Male	92	Plymouth	Grand Voyager SE
120	79-166F	Other vehicle stopped in travel lane	No avoidance actions	No avoidance maneuver	29	Male	87	Toyota	Corolla
121	81-009H	Other vehicle traveling in same direction with lower speed	Skidding longitudinally	Vehicle stayed in travel lane	Unknown	Unknown	84	Ford	Escort
122	81-021H	Other vehicle stopped in travel lane	Tracking	Vehicle stayed in travel lane	45	Male	84	Ford	Tempo
123	81-058J	Other vehicle traveling in same direction with lower speed	Tracking	Vehicle stayed in travel lane	36	Male	88	Mazda	323
124	81-070D	Other vehicle stopped in travel lane	Skidding longitudinally	Vehicle stayed in travel lane	36	Male	76	Mazda	Cosmo
125	81-083K	This vehicle traveling over the lane line on left side of travel lane	No avoidance actions	No avoidance maneuver	29	Male	85	Honda	Civic
126	81-093E	Other vehicle stopped in travel lane	Tracking	Vehicle stayed on roadway, but left travel lane	26	Male	83	Chrysler	LeBaron
127	81-103F	Other vehicle stopped in travel lane	Skidding longitudinally	Vehicle stayed in travel lane	28	Female	87	Honda	Accord
128	81-125H	Other vehicle stopped in travel lane	Skidding longitudinally	Vehicle stayed in travel lane	40	Female	78	American Motors	concord
129	81-174C	Other vehicle stopped in travel lane	Skidding longitudinally	Vehicle stayed in travel lane	21	Male	70	Plymouth	Valiant
130	82-076D	Other vehicle stopped in travel lane	No avoidance actions	No avoidance maneuver	45	Female	86	Volkswagen	Vanagon
131	82-121F	Other vehicle stopped in travel lane	No avoidance actions	No avoidance maneuver	66	Female	79	Meroury	Marquis
132	82-167G	Other vehicle traveling in same direction with lower speed	Skidding longitudinally	Vehicle stayed in travel lane	31	Female	81	Mercedes Benz	240
133	82-179F	Other vehicle stopped in travel lane	No avoidance actions	No avoidance maneuver	39	Female	76	Ford	F-series pickup
134	82-182G	Other vehicle traveling in same direction with lower speed	Skidding longitudinally	Vehicle stayed in travel lane	Unknown	Unknown	90	Chevrolet	Cavalier
135	82-200H	Other vehicle traveling in same direction with lower speed	Skidding longitudinally	Vehicle stayed in travel lane	41	Male	78	Chevrolet	Impala

Number	Case	Struck Vehicle Body Type	Struck Vehicle Travel Speed	Struck Vehicle Avoidance Maneuver	Struck Vehicle Accident Type	Struck Vehicle Curb Weight (lbs.)	Struck Vehicle Cargo Weight (lbs.)	Struck Vehicle Total Weight (lbs.)	Struck Vehicle Heading Angle (deg)	Struck Vehicle Basis for Total Delta-V	Struck Vehicle Total Delta-V	Struck Vehicle Longitudinal Delta-V	Struck Vehicle Lateral Delta-V
73	48-244J	Truck based utility	0	No avoidance actions	Lead Vehicle Stopped	3200	0	3200	107	Missing vehicle algorithm	9	9	0
74	48-267C	4-door sedan, hardtop	45	No avoidance actions	Lead Vehicle Slower	2400	0	2400	25	Missing vehicle algorithm	15	15	3
75	48-264K	4-door sedan, hardtop	0	No avoidance actions	Lead Vehicle Stopped, turning left	2400	0	2400	170	Missing vehicle algorithm	19	18	3
76	49-006H	4-door sedan, hardtop	0	No driver present	Lead Vehicle Stopped	2700	0	2700	0	CRASH program - damage only routine	17	17	0
77	49-031E	2-door sedan, hardtop, coupe	0	No avoidance actions	Lead Vehicle Stopped	2500	0	2500	0	Missing vehicle algorithm	9	9	1
78	49-064J	2-door sedan, hardtop, coupe	0	No avoidance actions	Lead Vehicle Stopped	2500	0	2500	270	CRASH program - damage only routine	25	25	0
79	49-073G	2-door sedan, hardtop, coupe	Unknown	Steering right	Lead Vehicle Slower, turning right	3300	0	3300	230	CRASH program - damage only routine	8	8	1
80	49-107F	2-door sedan, hardtop, coupe	0	No driver present	Lead Vehicle Stopped	2500	0	2500	180	Missing vehicle algorithm	31	31	0
81	49-140F	4-door sedan, hardtop	0	No driver present	Lead Vehicle Stopped	3700	0	3700	350	CRASH program - damage only routine	16	16	3
82	72-117H	5-door/4-door hatchback	0	No avoidance actions	Lead Vehicle Stopped	2100	0	2100	0	Missing vehicle algorithm	15	15	0
83	72-213E	Compact pickup	0	No avoidance actions	Lead Vehicle Stopped	3200	0	3200	270	Missing vehicle algorithm	15	15	-1
84	72-241J	4-door sedan, hardtop	Unknown	No avoidance actions	Lead Vehicle Slower	2900	0	2900	270	CRASH program - damage only routine	30	29	0
85	72-246G	4-door sedan, hardtop	0	No avoidance actions	Lead Vehicle Stopped	2400	0	2400	180	CRASH program - damage only routine	27	27	-2
86	73-132E	2-door sedan, hardtop, coupe	Unknown	No avoidance actions	Lead Vehicle Decelerating	2200	Unknown	2200	100	CRASH program - damage only routine	10	10	2
87	74-002F	2-door sedan, hardtop, coupe	Unknown	No avoidance actions	Lead Vehicle Slower, turning left	3100	0	3100	355	CRASH program - damage only routine	17	17	3
88	74-013G	4-door sedan, hardtop	25	No avoidance actions	Lead Vehicle Slower	2200	0	2200	270	CRASH program - damage only routine	14	14	-1
89	74-026H	Compact pickup	0	No avoidance actions	Lead Vehicle Stopped	3100	Unknown	3100	90	Missing vehicle algorithm	14	14	1
90	74-086G	Transit bus	0	No avoidance actions	Lead Vehicle Stopped	Unknown	Unknown	Unknown	90	Delta-V not calculated	Unknown	Unknown	Unknown
91	74-114K	3-door/2-door hatchback	0	No avoidance actions	Lead Vehicle Stopped	1700	0	1700	0	CRASH program - damage only routine	19	19	0
92	74-117H	Standard Van	0	No avoidance actions	Lead Vehicle Stopped	3900	500	4400	180	Missing vehicle algorithm	4	4	-1
93	74-131E	Standard pickup	0	No avoidance actions	Lead Vehicle Stopped	3600	0	3600	0	CRASH program - damage only routine	28	28	-2
94	74-144G	Minivan	0	No avoidance actions	Lead Vehicle Stopped, turning left	3200	0	3200	265	Missing vehicle algorithm	7	7	1
95	74-179F	4-door sedan, hardtop	0	No avoidance actions	Lead Vehicle Stopped, turning left	2400	0	2400	255	CRASH program - damage only routine	9	9	2
96	75-028F	4-door sedan, hardtop	0	No avoidance actions	Lead Vehicle Stopped	4300	0	4300	0	Missing vehicle algorithm	8	8	1
97	75-041F	Standard pickup	0	No avoidance actions	Lead Vehicle Stopped	4500	300	4800	0	Missing vehicle algorithm	14	14	2
98	75-061H	2-door sedan, hardtop, coupe	0	No avoidance actions	Lead Vehicle Stopped	2300	0	2300	180	CRASH program - damage only routine	8	8	-2
99	75-087C	2-door sedan, hardtop, coupe	0	No avoidance actions	Lead Vehicle Stopped	3200	0	3200	270	CRASH program - damage only routine	10	10	0
100	75-100J	4-door sedan, hardtop	0	No avoidance actions	Lead Vehicle Stopped	2300	0	2300	90	CRASH program - damage only routine	10	10	2
101	75-109J	Station wagon	0	No avoidance actions	Lead Vehicle Stopped	3400	Unknown	3400	0	Missing vehicle algorithm	15	15	0
102	75-129G	4-door sedan, hardtop	35	Releasing brakes	Lead Vehicle Decelerating	2600	0	2600	0	CRASH program - damage only routine	9	9	-1
103	75-130C	4-door sedan, hardtop	0	No avoidance actions	Lead Vehicle Stopped	2300	0	2300	0	Missing vehicle algorithm	12	11	2
104	75-134C	4-door sedan, hardtop	0	No avoidance actions	Lead Vehicle Stopped	3500	0	3500	270	CRASH program - damage only routine	15	15	0
105	75-136E	Compact pickup	0	No avoidance actions	Lead Vehicle Stopped	3600	400	4000	270	CRASH program - damage only routine	7	7	0
106	75-169E	2-door sedan, hardtop, coupe	0	No avoidance actions	Lead Vehicle Stopped, turning left	3900	0	3900	0	CRASH program - damage only routine	15	15	0
107	75-178E	3-door/2-door hatchback	0	No avoidance actions	Lead Vehicle Stopped	2600	0	2600	0	CRASH program - damage only routine	12	12	0
108	76-035E	Station wagon	0	No avoidance actions	Lead Vehicle Stopped	4100	100	4200	75	CRASH program - damage only routine	9	9	2
109	76-095F	4-door sedan, hardtop	50	No avoidance actions	Lead Vehicle Slower	2400	0	2400	240	Missing vehicle algorithm	11	11	0
110	76-133F	3-door/2-door hatchback	5	No avoidance actions	Lead Vehicle Decelerating	2200	Unknown	2200	270	Missing vehicle algorithm	12	-12	0
111	78-028H	Compact pickup	55	No avoidance actions	Lead Vehicle Slower	2800	Unknown	2800	90	Missing vehicle algorithm	14	14	0
112	78-122G	4-door sedan, hardtop	20	No avoidance actions	Lead Vehicle Slower	2800	0	2800	0	Missing vehicle algorithm	15	15	1
113	78-159E	Truck based utility	0	No avoidance actions	Lead Vehicle Stopped	3000	Unknown	3000	4	Missing vehicle algorithm	8	8	1
114	78-170F	Station wagon	40	No avoidance actions	Lead Vehicle Slower	2100	Unknown	2100	180	Missing vehicle algorithm	12	12	0
115	79-033F	4-door sedan, hardtop	20	No avoidance actions	Lead Vehicle Slower, turning left	2800	0	2800	90	Missing vehicle algorithm	38	37	3
116	79-073K	2-door sedan, hardtop, coupe	60	No avoidance actions	Lead Vehicle Slower	2400	0	2400	270	Missing vehicle algorithm	14	13	2
117	79-119F	4-door sedan, hardtop	0	No avoidance actions	Lead Vehicle Stopped	1900	0	1900	180	Missing vehicle algorithm	16	16	1
118	79-145B	4-door sedan, hardtop	55	No avoidance actions	Lead Vehicle Slower	2400	0	2400	0	CRASH program - damage only routine	20	20	-4
119	79-146E	Minivan	Unknown	No avoidance actions	Lead Vehicle Slower, turning right	4100	0	4100	314	Delta-V not calculated	Unknown	Unknown	Unknown
120	79-166F	4-door sedan, hardtop	0	No avoidance actions	Lead Vehicle Stopped	2100	0	2100	350	Missing vehicle algorithm	18	18	1
121	81-009H	5-door/4-door hatchback	Unknown	No avoidance actions	Lead Vehicle Slower	2100	0	2100	270	Missing vehicle algorithm	14	14	1
122	81-021H	4-door sedan, hardtop	0	No avoidance actions	Lead Vehicle Stopped	2400	0	2400	0	CRASH program - damage only routine	9	9	0
123	81-058J	4-door sedan, hardtop	Unknown	No avoidance actions	Lead Vehicle Slower	2200	0	2200	90	CRASH program - damage only routine	26	26	2
124	81-070D	2-door sedan, hardtop, coupe	0	No avoidance actions	Lead Vehicle Stopped	2800	0	2800	180	CRASH program - damage only routine	14	14	0
125	81-083K	3-door/2-door hatchback	0	No avoidance actions	Lead Vehicle Stopped, turning left	2000	0	2000	30	CRASH program - damage only routine	17	16	-6
126	81-093E	2-door sedan, hardtop, coupe	0	No avoidance actions	Lead Vehicle Stopped, turning left	2500	0	2500	185	CRASH program - damage only routine	25	24	2
127	81-103F	4-door sedan, hardtop	0	No avoidance actions	Lead Vehicle Stopped	2400	0	2400	170	CRASH program - damage only routine	11	11	-2
128	81-125H	4-door sedan, hardtop	0	No avoidance actions	Lead Vehicle Stopped, turning left	3100	0	3100	90	Missing vehicle algorithm	10	10	1
129	81-174C	2-door sedan, hardtop, coupe	0	No avoidance actions	Lead Vehicle Stopped	2900	0	2900	180	CRASH program - damage only routine	15	15	0
130	82-075D	Minivan	0	No avoidance actions	Lead Vehicle Stopped	3200	0	3200	0	Missing vehicle algorithm	7	7	0
131	82-121F	4-door sedan, hardtop	0	No avoidance actions	Lead Vehicle Stopped	3700	0	3700	0	CRASH program - damage only routine	8	8	0
132	82-167G	4-door sedan, hardtop	Unknown	No avoidance actions	Lead Vehicle Slower	3100	0	3100	2	Missing vehicle algorithm	10	10	-1
133	82-179F	Standard pickup	0	No avoidance actions	Lead Vehicle Stopped	3300	0	3300	0	3	6	6	-1
134	82-182G	4-door sedan, hardtop	Unknown	No avoidance actions	Lead Vehicle Decelerating, turning right	2400	0	2400	105	CRASH program - damage only routine	7	7	-1
135	82-200H	Station wagon	Unknown	No avoidance actions	Lead Vehicle Decelerating	4200	0	4200	0	CRASH program - damage only routine	8	8	0

Number	Case	Struck Vehicle Confidence in Reconstruction	Struck Vehicle Pre-Event Movement	Struck Vehicle Critical Precrash Event	Struck Vehicle Precrash Stability	Struck Vehicle Precrash Directional Consequences	Struck Driver Age (years)	Struck Driver Sex
73	48-244J	Borderline reconstruction - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	46	Male
74	48-257C	Borderline reconstruction - results appear reasonable	Going Straight	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	62	Male
75	48-264K	Borderline reconstruction - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	43	Female
76	49-006H	Collision fits model - results appear reasonable	No driver present	Other vehicle traveling in same lane with higher speed	No driver present	No driver present	Unknown	Unknown
77	49-031E	Borderline reconstruction - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	23	Female
78	49-064J	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	26	Male
79	49-073G	Collision fits model - results appear reasonable	Going Straight	This vehicle traveling over the lane line on the right side of travel lane	Tracking	Vehicle stayed in travel lane	Unknown	Unknown
80	49-107F	Borderline reconstruction - results appear reasonable	No driver present	Other vehicle traveling in same lane with higher speed	No driver present	No driver present	Unknown	Unknown
81	49-140F	Collision fits model - results appear reasonable	No driver present	Other vehicle traveling in same lane with higher speed	No driver present	No driver present	Unknown	Unknown
82	72-117H	Collision fits model - results appear high	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	19	Male
83	72-213E	Borderline reconstruction - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	27	Male
84	72-241J	Collision fits model - results appear reasonable	Going Straight	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	44	Male
85	72-246G	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	38	Male
86	73-132E	Collision fits model - results appear reasonable	Slowing or stopping in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	31	Male
87	74-002F	Collision fits model - results appear reasonable	Turning left	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	55	Female
88	74-013G	Collision fits model - results appear reasonable	Going Straight	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	18	Male
89	74-025H	Borderline reconstruction - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	Unknown	Unknown
90	74-085G	No Reconstruction	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	Unknown	Unknown
91	74-114K	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	28	Female
92	74-117H	Borderline reconstruction - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	Unknown	Unknown
93	74-131E	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	24	Male
94	74-144G	Borderline reconstruction - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	Unknown	Unknown
95	74-179F	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	29	Male
96	75-028F	Borderline reconstruction - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	39	Female
97	75-041F	Borderline reconstruction - results appear reasonable	Disabled or parked in travel lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	29	Male
98	75-061H	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	25	Female
99	75-087C	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	42	Male
100	75-100J	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	69	Female
101	75-109J	Borderline reconstruction - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	60	Female
102	75-129G	Collision fits model - results appear reasonable	Slowing or stopping in traffic lane	Other vehicle traveling in same lane with higher speed	Tracking	Vehicle stayed in travel lane	68	Female
103	75-130C	Borderline reconstruction - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	41	Female
104	75-134C	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	36	Female
105	75-136E	Collision fits model - results appear high	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	Unknown	Unknown
106	75-169E	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	57	Male
107	75-178E	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	39	Female
108	76-035E	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle encroaching into lane from adjacent left lane	No avoidance actions	No avoidance maneuver	Unknown	Unknown
109	76-095F	Borderline reconstruction - results appear reasonable	Successful avoidance to previous event	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	Unknown	Unknown
110	76-133F	Borderline reconstruction - results appear reasonable	Slowing or stopping in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	18	Female
111	78-028H	Borderline reconstruction - results appear reasonable	Going Straight	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	57	Male
112	78-122G	Borderline reconstruction - results appear reasonable	Going Straight	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	42	Female
113	78-159E	Borderline reconstruction - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	Unknown	Unknown
114	78-170F	Borderline reconstruction - results appear reasonable	Going Straight	Other vehicle encroaching into lane from adjacent left lane	No avoidance actions	No avoidance maneuver	58	Female
115	79-033F	Collision fits model - results appear high	Slowing or stopping in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	35	Male
116	79-073K	Borderline reconstruction - results appear reasonable	Going Straight	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	27	Male
117	79-118F	Borderline reconstruction - results appear reasonable	Slowing or stopping in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	Unknown	Unknown
118	79-145B	Collision fits model - results appear reasonable	Going Straight	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	24	Female
119	79-146E	No reconstruction	Slowing or stopping in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	62	Male
120	79-166F	Borderline reconstruction - results appear reasonable	Stopped in traffic lane	This vehicle loss of control due to stalled engine	No avoidance actions	No avoidance maneuver	45	Female
121	81-009H	Borderline reconstruction - results appear reasonable	Slowing or stopping in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	19	Female
122	81-021H	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	Unknown	Unknown
123	81-058J	Collision fits model - results appear reasonable	Going Straight	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	36	Female
124	81-070D	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	28	Male
125	81-083K	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle encroaching into lane from adjacent right lane	No avoidance actions	No avoidance maneuver	39	Male
126	81-093E	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	21	Male
127	81-103F	Borderline reconstruction - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	44	Male
128	81-125H	Borderline reconstruction - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	Unknown	Unknown
129	81-174C	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	18	Male
130	82-075D	Borderline reconstruction - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	46	Female
131	82-121F	Collision fits model - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	60	Male
132	82-187G	Borderline reconstruction - results appear reasonable	Slowing or stopping in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	Unknown	Unknown
133	82-179F	Borderline reconstruction - results appear reasonable	Stopped in traffic lane	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	Unknown	Unknown
134	82-182G	Collision fits model - results appear reasonable	Turning right	This vehicle turning right at intersection	No avoidance actions	No avoidance maneuver	20	Female
135	82-200H	Borderline reconstruction - results appear reasonable	Going Straight	Other vehicle traveling in same lane with higher speed	No avoidance actions	No avoidance maneuver	Unknown	Unknown

Number	Case	Striking Vehicle Impact Speed	Struck Vehicle Impact Speed	Striking Vehicle Travel Speed	Struck Vehicle Travel Speed	Striking Vehicle Post-Impact Speed	Struck Vehicle Post-Impact Speed
73	48-244J	18	0	18	0	9	9
74	48-257C	75	45	75	45	60	60
75	48-264K	36	0	36	0	19	19
76	49-006H	30	0	30	0	17	17
77	49-031E	21	0	21	0	9	9
78	49-064J	47	0	47	0	25	25
79	49-073G	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
80	49-107F	49	0	49	0	31	31
81	49-140F	32	0	32	0	16	16
82	72-117H	23	0	23	0	15	15
83	72-213E	28	0	28	0	15	15
84	72-241J	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
85	72-246G	47	0	47	0	27	27
86	73-132E	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
87	74-002F	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
88	74-013G	48	25	48	25	39	39
89	74-025H	28	0	28	0	14	14
90	74-085G	Unknown	0	Unknown	0	Unknown	Unknown
91	74-114K	31	0	31	0	19	19
92	74-117H	9	0	9	0	4	4
93	74-131E	54	0	54	0	26	26
94	74-144G	17	0	17	0	7	7
95	74-179F	17	0	17	0	9	9
96	75-028F	15	0	15	0	8	8
97	75-041F	30	0	30	0	14	14
98	75-081H	19	0	19	0	9	9
99	75-087C	21	0	21	0	10	10
100	75-100J	18	0	18	0	10	10
101	75-109J	37	0	37	0	15	15
102	75-129G	52	35	52	35	44	44
103	75-130C	23	0	23	0	12	12
104	75-134C	36	0	36	0	15	15
105	75-136E	20	0	20	0	7	7
106	75-169E	42	0	42	0	15	15
107	75-178E	26	0	26	0	12	12
108	76-035E	22	0	22	0	9	9
109	76-095F	79	50	79	50	61	61
110	76-133F	29	5	29	5	17	17
111	78-028H	80	55	80	55	69	69
112	78-122G	60	20	60	20	35	35
113	78-159E	18	0	18	0	8	8
114	78-170F	63	40	63	40	52	52
115	79-033F	93	20	93	20	58	58
116	79-073K	Unknown	60	Unknown	60	Unknown	74
117	79-118F	30	0	30	0	16	16
118	79-145B	88	55	88	55	75	75
119	79-146E	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
120	79-166F	34	0	34	0	18	18
121	81-009H	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
122	81-021H	17	0	17	0	9	9
123	81-058J	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
124	81-070D	27	0	27	0	14	14
125	81-083K	28	0	28	0	17	17
126	81-093E	46	0	46	0	25	25
127	81-103F	22	0	22	0	11	11
128	81-126H	23	0	23	0	10	10
129	81-174C	34	0	34	0	15	15
130	82-075D	14	0	14	0	7	7
131	82-121F	18	0	18	0	8	8
132	82-167G	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
133	82-179F	15	0	15	0	6	6
134	82-182G	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
135	82-200H	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown