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Fatality Analysis Reporting System (FARS) Analytical User's Manual 1975-2012

Preface

One of the primary objectives of the National Highway Traffic Safety Administration (NHTSA) is to reduce the staggering human toll and property damage that motor vehicle traffic crashes impose on our society. Crashes each year result in thousands of lives lost, hundreds of thousands of injured victims, and billions of dollars in property damage. Accurate data are required to support the development, implementation, and assessment of highway safety programs aimed at reducing this toll. NHTSA uses data from many sources, including the Fatality Analysis Reporting System (FARS) which began operation in 1975. Providing data about fatal crashes involving all types of vehicles, the FARS is used to identify highway safety problem areas, provide a basis for regulatory and consumer information initiatives, and form the basis for cost and benefit analyses of highway safety initiatives.

FARS is a census of fatal motor vehicle crashes with a set of data files documenting all qualifying fatalities that occurred within the 50 States, the District of Columbia, and Puerto Rico since 1975. To qualify as a FARS case, the crash had to involve a motor vehicle traveling on a trafficway customarily open to the public, and must have resulted in the death of a motorist or a non-motorist within 30 days of the crash.

The purpose of this analytical guide is to introduce the historical coding practices of the Fatality Analysis Reporting System (FARS) from 1975 to 2012. In other words, this guide presents the evolution of FARS coding from inception through 2012.

The compilation of FARS data for three decades has been an outstanding accomplishment. These data store valuable information that have been preserved over time and are available for present and future use. This analytical user's manual should help improve the usefulness and accessibility of the FARS data. With the exception of personal notes, there is no reason to keep older versions of this reference guide. All information in earlier editions has been retained in this newer version.

Thank you for your interest in highway traffic safety.

FARS Operations

The Fatality Analysis Reporting System (FARS), which became operational in 1975, contains data on a census of fatal traffic crashes within the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a trafficway customarily open to the public, and must result in the death of an occupant of a vehicle or a non-occupant within 30 days (720 hours) of the crash.

NHTSA has a cooperative agreement with an agency in each State's government to provide information on all qualifying fatal crashes in the State. These agreements are managed by Regional Contracting Officer's Technical Representatives located in the 10 NHTSA Regional Offices. Trained State employees, called "FARS Analysts," are responsible for gathering, translating, and transmitting their State's data to NCSA in a standard format. The number of analysts varies by State.

FARS data are obtained from various States' documents, such as:

- Police Accident Reports (PAR)
- Death Certificates
- State Vehicle Registration Files
- Coroner/Medical Examiner Reports
- State Driver Licensing Files
- Hospital Medical Reports
- State Highway Department Data
- Emergency Medical Service Reports
- Vital Statistics
- Other State Records

From these documents, the analysts code more than 100 FARS data elements. The specific data elements may be modified slightly each year to conform to changing user needs, vehicle characteristics, and highway safety emphasis areas. The data collected within FARS do not include any personal identifying information, such as names, addresses, or social security numbers. Thus, any data kept in FARS data files and made available to the public fully conform to the Privacy Act.

Each analyst enters data which is automatically checked when entered for acceptable range values and for consistency, enabling the analyst to make corrections immediately. Several programs continually monitor and improve the completeness and accuracy of the data.

Each analyst uses a coding manual which provides a set of written instructions on how to transfer the information from a police accident/crash report (PAR) to the FARS data. To augment the coding manual, classes are held each year to train the coders, and a system wide FARS meeting is held to reinforce uniform coding practices. An unsuspecting analyst might assume that if one had a complete set of coding manuals and sufficient diligence, one could produce the desired results. Unfortunately, the data in the current data files available for analysis do not correspond with the historical coding manuals.

A comprehensive coding manual has been produced each year and undergone various changes. In order to ensure accuracy, each data element of interest must be checked in each year's coding manual when doing analysis across years.

A complete set of consistent coding manuals, unfortunately, does not organize the data for the purpose of analysis. A data analyst may need the FARS data functionally organized. Data users need to know what data are available and how to access them. The data was organized into multiple data files, the most important being the accident, person and vehicle data files. However, due to the standardization of FARS and the National Automotive Sampling System General Estimates System (NASS GES), the data has been structured into 18 data files as of 2012. The increase in the number of data files is a direct result of NHTSA's enhanced data collection efforts and obtaining additional crash information.

Data Element Definitions and Codes

All of the data files contain the following two (2) accident-level data elements:

C1/V1/D1/PC1/P1/NM1 State Number

Definition: This data element identifies the state in which the crash occurred. The codes are from the General Services Administration's (GSA) publication of worldwide Geographic Location Codes (GLC).

Additional Information: GSA state data elements except for 43, Puerto Rico. The State in which the vehicle is registered, REG_STAT, is found in the Vehicle data file; the coding is the same.

SAS Name: STATE

Attribute Codes

1975-Later

01 Alabama	31 Nebraska
02 Alaska	32 Nevada
04 Arizona	33 New Hampshire
05 Arkansas	34 New Jersey
06 California	35 New Mexico
08 Colorado	36 New York
09 Connecticut	37 North Carolina
10 Delaware	38 North Dakota
11 District of Columbia	39 Ohio
12 Florida	40 Oklahoma
13 Georgia	41 Oregon
15 Hawaii	42 Pennsylvania
16 Idaho	43 Puerto Rico
17 Illinois	44 Rhode Island
18 Indiana	45 South Carolina
19 Iowa	46 South Dakota
20 Kansas	47 Tennessee
21 Kentucky	48 Texas
22 Louisiana	49 Utah
23 Maine	50 Vermont
24 Maryland	52 Virgin Islands (<i>since 2004</i>)
25 Massachusetts	51 Virginia
26 Michigan	53 Washington
27 Minnesota	54 West Virginia
28 Mississippi	55 Wisconsin
29 Missouri	56 Wyoming
30 Montana	

C2/V2/D2/PC2/P2/NM2 **Consecutive Number**

Definition: This data element is the unique case number assigned to each crash. It appears on each data file and is used to merge information from the data files together.

Additional Information: This data element is a combination of the GSA State code and an assigned consecutive number. It is assigned by the data entry system to each crash and is the unique identifier for the crash within the year. It is used as the key, when any two of these files from the same year are merged.

This data element is stored as a numeric data element of six characters; the first two characters are the State code, and the next four characters are case number, with leading zeros if necessary.

SAS Name: **ST_CASE**

Attribute Codes**1975-Later**

xxxxxx

Two Characters for State Code followed by Four Characters for Case Number

All of the vehicle level data files contain the preceding accident level data elements as well as VEH_NO:

V3/D3/PC3/P3/NM4 Vehicle Number

Definition: This data element is the consecutive number assigned to each vehicle in the case. This data element appears on each vehicle level data file and is used in conjunction with the ST_CASE data element to merge information from vehicle level data files.

Additional Information: All vehicles will have a positive integer value. The value 0 is only used for non-motorists (pedestrians, cyclists, etc.) in the Person File. There are no corresponding Vehicle records for non-motorists. ST_CASE and VEH_NO may be used to merge the complete Person File to the Accident File, but including the Vehicle File in the merge will eliminate non-motorists from the merged data.

Non-Occupants have VEH_NO = 00, in this case see STR_VEH (N_MOT_NO prior to 2011) under Non-Motorist Striking Vehicle Number in the Person data file.

SAS Name: **VEH_NO**

Attribute Codes

1975- 2008	2009- Later	
00-99	000-999	Assigned Number of Motor Vehicle

All of the person level data files contain the preceding accident level and vehicle level data elements as well as PER_NO:

P4/NM3 Person Number

Definition: This data element is the consecutive number assigned to each person in the case (i.e., each occupant, pedestrian, or non-motorists involved in the crash). This data element appears on each person level data file and is used in conjunction with the ST_CASE data element (and sometimes the VEH_NO data element) to merge information from person level data files.

Additional Information: Each occupant of the vehicle is numbered and each non-occupant is numbered, in the case of a non-occupant the vehicle number is zero. The numbers for occupants are consecutive, for each vehicle, beginning with 001. Numbers are never skipped. Drivers do not have to be coded 001. Non-Occupants are identified by vehicle number 0 and are numbered consecutively starting with 01 for each non-motorist. To get drivers see data element PER_TYP, under Person Type.

PER_NO can be used in merges, e.g., when merging the FARS person data file with the multiple cause of death file.

SAS Name: PER_NO

Attribute Codes

1975- 2008	2009- Later	
01-99	001-999	Assigned Person Number

The CEVENT, VEVENT and VSOE data files contain the preceding crash level data elements as well as EVENTNUM:

C17 Event Number

Definition: This data element is the consecutive number assigned to each harmful and non-harmful event in a crash, in chronological order.

Additional Information:

SAS Name: **EVENTNUM**

Attribute Codes

2010-Later

001-999 Event Number

The VEVENT and VSOE data files contain the preceding crash level data elements, VEH_NO and EVENTNUM as well as VEVENTNUM:

C17 Vehicle Event Number

Definition: This data element is the consecutive number assigned to each harmful and non-harmful event for this vehicle, in chronological order.

Additional Information:

SAS Name: **VEVENTNUM**

Attribute Codes

2010-Later

001-999 Vehicle Event Number

The ACCIDENT Data File

The Accident data file includes crash data. It contains the data elements ST_CASE and STATE, which are described in the beginning of the Data Element Definitions and Codes section. ST_CASE is the case identifier for each record. The Accident data file also contains the data elements on the following pages.

C3 **Number of Forms Submitted for Persons Not in Motor Vehicles**

Definition: This data element counts the number of Person Forms (Not a Motor Vehicle Occupant) that are applicable to this case (i.e., non-occupants).

Additional Information: This represents the number of forms created for persons *not* in motor vehicles. It is the count of all persons where "Person Type" is in (4, 5, 6, 7, 8, 10 or 19).
 Note: Persons where "Person Type" = 3 (Occupant of a Motor Vehicle Not In-Transport) are *not* included in this data element but are counted in C3A below.

SAS Name: **PEDS**

Attribute Codes

1991- 2010	2011- Later	
01-99	00-99	Number of Persons Not in Motor Vehicles

C3A **Number of Persons Not in Motor Vehicles in Transport (MVIT)**

Definition: This data element counts the number of non-motorists in the crash. A non-motorist is defined as a pedestrian, a cyclist, an occupant of a motor vehicle not in-transport, a person riding a horse, an occupant of an animal drawn conveyance, person associated with non-motorist conveyance (e.g., baby carriage, skate board, wheelchair), or an other non-motorist (e.g., person outside a trafficway, person in a house).

Additional Information: This data element is derived from the Person data file and is the count of all persons where "Person Type" is in (3, 4, 5, 6, 7, 8, 10 or 19).

SAS Name: **PERNOTMVIT**

Attribute Codes

2011-Later	
0-98	Number of Persons Not in Motor Vehicles in Transport

C4 **Number of Vehicle Forms Submitted- ALL**

Definition: This data element counts the number of contact motor vehicles that the officer reported on the PAR as a unit involved in the crash.

Additional Information: This counts all of the vehicles in the crash. This includes the vehicles in-transport which are in the Vehicle data file and the vehicles not in-transport which are in the Parkwork data file (previously Vehnit). This data element only appears in the Accident data file. Note: The Parkwork data file replaced the Vehnit data file in 2010. The Vehnit data file does not exist prior to 2005.

SAS Name: **VE_TOTAL**

Attribute Codes

2005- 2008	2009- Later	
01-99	001-999	Number of Vehicles in Crash

C4A Number of Motor Vehicles in Transport (MVIT)

Definition: This data element counts the number of vehicles in-transport involved in the crash. Legally parked vehicles are not included.

Additional Information: This data element is the count of all vehicles in the Vehicle data file and is the count where "Unit Type" = 1.

It is unlikely that the number of vehicles involved in the crash is greater than the Number of Vehicle Forms plus two.

1975-1981: *In the event of a hit-and-run crash, if the vehicle information was not known, then no vehicle form was filled out. Likewise, if no information was known on the person level, usually the driver of the unknown vehicle, then a Person Level form was not filled out. The result is that the number of unknowns is much smaller for this time period than 1982 and later.*

Example: From 1975 to 1980, there were 30 to 40 drivers coded with unknown sex, approximately 0.05 percent of all drivers involved in fatal crashes. In 1981 the number of drivers with unknown sex rose to over 300, approximately 0.5 percent of all drivers involved in fatal crashes.

1982-Later: *In the case of a hit-and-run crash, a Vehicle-Driver form and a Person Level form for the driver are filled out. When the information about the vehicle-driver or person is not known -- which is often the case with hit-and-runs -- the values are coded as unknown.*

Example: Between 1982 and 1994, the number of drivers coded with unknown sex fluctuated between 700 and 1,000, approximately 1.5 percent of all drivers involved in fatal crashes. Reviewing the 768 persons in the 1994 Annual Report file, all were drivers and 90 percent of them were involved in hit-and-run crashes.

This data element also appears in the Vehicle and Person data files and in the Parkwork data file as PVE_FORMS.

SAS Name: **VE_FORMS**

Attribute Codes

1976- 1981	1982- 2008	2009- Later	
00-99	01-99	001-999	Number of Vehicle Forms

C4B Number of Parked/Working Vehicles

Definition: This data element counts the number of parked and working vehicles involved in the crash.

Additional Information: This data element is the count of all vehicles in the Parkwork data file and is the count where "Unit Type" is in (2, 3 or 4).

SAS Name: PVH_INVL

Attribute Codes***2011-Later***

0-999 Number of Parked/Working Vehicles in the Crash

C5 Number of Forms Submitted for Persons in Motor Vehicles

Definition: This data element counts the number of Person Level (Motor Vehicle Occupant) Forms that are applicable to this case (i.e., occupants).

Additional Information: This represents the number of forms created for persons in motor vehicles. It is the count of all persons where "Person Type" is in (1, 2, 3 or 9).

Before 2003, the policy was not to submit a Person Level form for occupants of van-based buses. Since 2003, a person level form has been submitted for all occupants of van-based vehicles, including van-based buses.

1975-1981: *In the event of a hit-and-run crash, if the vehicle information was not known, then no vehicle form was filled out. Likewise, if no information was known on the person level, usually the driver of the unknown vehicle, then a Person Level form was not filled out. The result is that the number of unknowns is much smaller for this time period than 1982 and later.*

Example: From 1975 to 1980, there were 30 to 40 drivers coded with unknown sex, approximately 0.05 percent of all drivers involved in fatal crashes. In 1981 the number of drivers with unknown sex rose to over 300, approximately 0.5 percent of all drivers involved in fatal crashes.

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SAS Name: PERSONS

Attribute Codes

1975- 2008	2009- Later	
00-99	000-999	Number of Person Forms

C5A Number of Persons in Motor Vehicles in Transport (MVIT)

Definition: This data element counts the number of motorists in the crash. A motorist is a driver, passenger or unknown occupant type of a motor vehicle in-transport.

Additional Information: This data element is derived from the Person data file and is the count of all persons where "Person Type" is in (1, 2 or 9).

Note: Persons where "Person Type" = 3 (Occupant of a Motor Vehicle Not In-Transport) are *not* included in this data element but are counted in C5 above.

SAS Name: PERMVIT

Attribute Codes**2011-Later**

0-999 Number of Persons in Motor Vehicles In-Transport

C6 County

Definition: This data element records the location of the unstabilized event with regard to the County. The codes are from the General Services Administration's (GSA) publication of worldwide Geographic Location Codes (GLC).

Additional Information: GSA geographical codes are somewhat stable. Occasionally one code will be divided into two codes.

This data element also appears in the Person data file.

SAS Name: COUNTY

Attribute Codes

1975- 2009	2010- Later	
000	000	Not Applicable
001-996	001-996	Use GSA Geographical Codes
997	997	Other
--	998	Not Reported
999	999	Unknown

C7 City

Definition: This data element records the location of the unstabilized event with regard to the City. The codes are from the General Services Administration's (GSA) publication of worldwide Geographic Location Codes (GLC).

Additional Information: GSA geographical codes are somewhat stable. Occasionally one code will be divided into two codes.

SAS Name: CITY

Attribute Codes

1975- 2009	2010- Later	
0000	0000	Not Applicable
0001-9996	0001-9996	GSA Geographical Codes
9997	9997	Other
--	9898	Not Reported
9999	9999	Unknown

C8 **Crash Date**

C8A **Month of Crash**

Definition: This data element records the month in which the crash occurred.

Additional Information: This data element also appears in the Vehicle and Person data files and in the Parkwork data file as PMONTH.

SAS Name: **MONTH**

Attribute Codes

1975- 2008	2009- Later	
01	01	January
02	02	February
03	03	March
04	04	April
05	05	May
06	06	June
07	07	July
08	08	August
09	09	September
10	10	October
11	11	November
12	12	December
99	--	Unknown

C8B **Day of Crash**

Definition: This data element records the day of the month on which the crash occurred.

Additional Information: This data element also appears in the Vehicle and Person data files and in the Parkwork data file as PDAY.

SAS Name: **DAY**

Attribute Codes

1975- 2009	2010- Later	
01-31	01-31	Day of the Month of the Crash
99	--	Unknown

C8C Day of Week

Definition: This data element records the day of the week on which the crash occurred.

Additional Information: This data element has been calculated based on the year, month, and day.

SAS Name: **DAY_WEEK**

Attribute Codes

1975- 2009	2010- Later	
1	1	Sunday
2	2	Monday
3	3	Tuesday
4	4	Wednesday
5	5	Thursday
6	6	Friday
7	7	Saturday
9	--	Unknown

C8D Year of Crash

Definition: This data element records the year in which the crash occurred.

Additional Information:

SAS Name: **YEAR**

Attribute Codes

1975- 1997	1998- Later	
xx	xxxx	Year of the Crash

More Information on [Date of Crash](#)

C9 Crash Time

C9A Hour of Crash

Definition: This data element records the hour at which the crash occurred.

Additional Information: All time is 24-hour military time.

The time of the crash/arrival of the emergency medical service can occur in a different day than the arrival of emergency medical service at the crash scene/hospital.

If you need to separate day and night, see the data element LGT_COND under the heading Light Condition.

This data element also appears in the Vehicle and Person data files and in the Parkwork data file as PHOUR.

SAS Name: HOUR

1975-1998	1999-2008	2009	2010-Later	
00-24	00-24	00-23	00-23	Hour
--	--	88	--	Not Applicable or Not Notified
99	99	99	99	Unknown

C9B Minute of Crash

Definition: This data element records the minutes after the hour at which the crash occurred.

Additional Information: All time is 24-hour military time.

The time of the crash/arrival of the emergency medical service can occur in a different day than the arrival of emergency medical service at the crash scene/hospital.

This data element also appears in the Vehicle and Person data files and in the Parkwork data file as PMINUTE.

SAS Name: MINUTE

1975-2008	2010-2009	Later	
00-59	00-59	00-59	Minute
--	88	--	Not Applicable or Not Notified
99	99	99	Unknown

C10 National Highway System

Definition: This data element identifies whether this crash occurred on a trafficway that is part of the National Highway System.

Additional Information:

SAS Name: NHS

Attribute Codes***1994-Later***

- 0 This Section is Not on the National Highway System
- 1 This Section is on the National Highway System
- 9 Unknown

C11 Roadway Function Class

Definition: This data element identifies the functional classification of the trafficway on which the crash occurred.

Additional Information: This data element also appears in the Person data file.

SAS Name: ROAD_FNC

Attribute Codes**1975-1980**

This data element is included in the format, but is not initialized. Do not use it.

1981-1986

- 1 Principal Arterial – Interstate
- 2 Principal Arterial – Other Urban Freeways and Expressways
- 3 Principal Arterial – Other
- 4 Minor Arterial
- 5 Urban Collector
- 6 Major Rural Collector
- 7 Minor Rural Collector
- 8 Local Road or Street
- 9 Unknown

1987-Later*RURAL*

- 01 Principal Arterial – Interstate
- 02 Principal Arterial – Other
- 03 Minor Arterial
- 04 Major Collector
- 05 Minor Collector
- 06 Local Road or Street
- 09 Unknown

URBAN

- 11 Principal Arterial – Interstate
 - 12 Principal Arterial – Other Freeways or Expressways
 - 13 Other Principal Arterial
 - 14 Minor Arterial
 - 15 Collector
 - 16 Local Road or Street
 - 19 Unknown
-
- 99 Unknown

More Information on [Roadway Function Class and Land Use](#)

C12 Route Signing

Definition: This data element identifies the route signing of the trafficway on which the crash occurred.

Additional Information:

SAS Name: **CL_TWAY** **1975-1986**
 ROUTE **1987-Later**

Attribute Codes

1975- 1980	1982- 1986	
1	1	Interstate
2	--	Other Limited Access
3	2	Other U.S. Route
4	3	Other State Route
5	--	Other Major Artery
6	4	County Road
7	5	Local Street
8	8	Other Road
9	9	Unknown

1981

Data were not available for this data element in 1981.

1987-Later

- 1 Interstate
- 2 U.S. Highway
- 3 State Highway
- 4 County Road
- 5 Local Street – Township
- 6 Local Street – Municipality
- 7 Local Street – Frontage Road (*Since 1994*)
- 8 Other
- 9 Unknown

C14 Milepoint

Definition: This data element records the milepoint nearest to the location where the crash occurred.

Additional Information: Five digits are always coded.

EXAMPLES:

Milepoint	Code
10	00100
39.89	00399
404	04040
73.1	00731

In 2011, this data element changed from alphanumeric (character) to numeric.

SAS Name: MILEPT

Attribute Codes

1982- 2009	2010- Later	
00000	00000	None
xxxxx	xxxxx	Actual to Nearest Tenth Mile (Assume decimal, e.g., 12345 = 1234.5)
--	99998	Not Reported
99999	99999	Unknown

C16 Special Jurisdiction

Definition: This data element identifies if the location on the trafficway where the crash occurred qualifies as a Special Jurisdiction even though it may be patrolled by state, county or local police (e.g., all State highways running through Indian reservations are under the jurisdiction of the Indian reservation).

Additional Information:

SAS Name: **SP_JUR**

Attribute Codes**1975-Later**

- 0 No Special Jurisdiction (*Includes National Forests Since 2008*)
- 1 National Park Service
- 2 Military
- 3 Indian Reservation
- 4 College/University Campus
- 5 Other Federal Properties (*Since 1977*)
- 8 Other (*Since 1976*)
- 9 Unknown

C18 First Harmful Event

Definition: This data element describes the first injury or damage producing event of the crash.

Additional Information: "First Harmful Event" (HARM_EV) applies to the crash. "Most Harmful Event" (M_HARM) applies to the vehicle. Harmful events are judgment calls of the FARS analysts based on the data within the PAR.

From 2004 to 2009, the data elements "First Harmful Event", "Most Harmful Event", and the "Sequence of Events" have the same attributes. The harmful event attributes were modified to be consistent with the sequence of events data elements. Starting in 2009, these data elements still have the same attributes except non-harmful event attributes were added to the Sequence of Events data element.

This data element also appears in the Vehicle and Person data files and in the Parkwork data file as PHARM_EV.

SAS Name: HARM_EV

Attribute Codes**1975-1981**

- 01 Overturn
- 02 Fire/Explosion
- 03 Immersion
- 04 Gas Inhalation
- 05 Fell from Vehicle
- 06 Injured in Vehicle
- 07 Other Non-Collision
- 08 Pedestrian
- 09 Pedalcycle
- 10 Railway Train
- 11 Animal
- 12 Motor Vehicle in Transport
- 13 Motor Vehicle in Transport in Other Roadway
- 14 Parked Motor Vehicle
- 15 Other Type Non-Motorist
- 16 Other Object
- 17 Bridge or Overpass (1975-1978 Only)
- 18 Building
- 19 Culvert
- 20 Curb or Wall
- 21 Divider
- 22 Embankment
- 23 Fence
- 24 Guard Rail
- 25 Light Support
- 26 Sign Post
- 27 Tree/Shrubbery

C18 First Harmful Event (continued)**Attribute Codes****1975-1981**

28	Utility Pole
29	Other Pole/Support
30	Impact Attenuator
31	Other Fixed Object
32	Bridge or Overpass [<i>Passing Under</i>] (1979-1981 Only)
33	Bridge or Overpass [<i>Passing Over</i>] (1979-1981 Only)
99	Unknown

1982-2003 2004-2009 2010-Later

01	01	01	Rollover/Overturn
02	02	02	Fire/Explosion
03	03	03	Immersion (<i>or Partial Immersion, Since 2012</i>)
04	04	04	Gas Inhalation
05	05	05	Fell/Jumped from Vehicle
06	06	--	Injured in Vehicle
--	--	06	Injured in Vehicle (<i>Non-Collision</i>)
07	07	07	Other Non-Collision
08	08	08	Pedestrian
09	09	--	Pedalcycle
--	--	09	Pedalcyclist
10	10	--	Railway Train
--	--	10	Railway Vehicle
11	11	--	Animal
--	--	11	Live Animal
12	12	--	Motor Vehicle in Transport on Same Roadway
--	--	12	Motor Vehicle in Transport
13	13	--	Motor Vehicle in Transport on Other Roadway
14	14	14	Parked Motor Vehicle (<i>Not In Transport</i>)
15	--	--	Other Type Non-Motorist
--	15	15	Non-Motorist on Personal Conveyance
16	16	16	Thrown or Falling Object
17	17	17	Boulder
18	18	18	Other Object (<i>Not Fixed</i>)
19	19	19	Building
20	20	20	Impact Attenuator/Crash Cushion
21	21	--	Bridge Pier or Abutment
--	--	21	Bridge Pier or Support
22	22	--	Bridge Parapet End
23	23	--	Bridge Rail
--	--	23	Bridge Rail (<i>Includes Parapet</i>)
24	24	24	Guardrail Face
25	25	25	Concrete Traffic Barrier

C18 First Harmful Event (continued)**Attribute Codes**

1982- 2003	2004- 2009	2010- Later	
26	26	26	Other Traffic Barrier
27	27	--	Highway/Traffic Sign Post
28	28	--	Overhead Sign Support/Sign
29	29	--	Luminary/Light Support
30	30	--	Utility Pole
--	--	30	Utility Pole/Light Support
31	31	31	Other Post, Other Pole, or Other Support
32	32	32	Culvert
33	33	33	Curb
34	34	34	Ditch
35	35	--	Embankment – Earth
--	--	35	Embankment
36	36	--	Embankment – Rock, Stone, or Concrete
37	37	--	Embankment – Material Type Unknown
38	38	38	Fence
39	39	39	Wall
40	40	40	Fire Hydrant
41	41	41	Shrubbery
42	42	42	Tree (<i>Standing Only</i>)
43	43	43	Other Fixed Object
44	--	--	Pavement Surface Irregularity (<i>1993 Only</i>)
--	44	--	Pavement Surface Irregularity
--	--	44	Pavement Surface Irregularity (<i>Ruts, Potholes, Grates, etc.</i>)
45	--	--	Transport Device Used as Equipment (<i>1993-2003 Only</i>)
45	45	--	Working Construction, Maintenance or Utility Vehicles
--	--	45	Working Motor Vehicle
46	46	46	Traffic Signal Support
47	47	--	Vehicle Occupant Struck or Run Over by Own Vehicle (<i>Since 1997</i>)
48	48	--	Collision With Snow Bank (<i>Since 1997</i>)
--	--	48	Snow Bank
49	49	49	Ridden Animal or Animal-Drawn Conveyance (<i>Since 1998</i>)
50	50	50	Bridge Overhead Structure
--	51	--	Jackknife
--	--	51	Jackknife (<i>Harmful to This Vehicle</i>)
--	52	52	Guardrail End
--	53	53	Mail Box
--	54	--	Motor Vehicle Struck by Falling/Shifting Cargo or Anything Set in Motion by Another Motor Vehicle in Transport
--	--	54	Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport
--	55	--	Other Not in-Transport Motor Vehicle (<i>2005-2007 Only</i>)

C18 First Harmful Event (continued)

Attribute Codes

1982- 2003	2004- 2009	2010- Later	
--	55	55	Motor Vehicle in Motion Outside the Trafficway (<i>Since 2008</i>)
--	57	57	Cable Barrier (<i>Since 2008</i>)
--	--	58	Ground
--	--	59	Traffic Sign Support
--	60	--	Cargo/Equipment Loss or Shift (<i>Causing Injury or Damage</i>)
--	--	72	Cargo/Equipment Loss or Shift (<i>Harmful to This Vehicle</i>)
--	--	98	Not Reported (<i>2010 Only</i>)
99	99	99	Unknown

C19 Manner of Collision

Definition: This data element describes the orientation of two motor vehicles in-transport when they are involved in the “First Harmful Event” of a collision crash. If the “First Harmful Event” is not a collision between two motor vehicles in-transport it is classified as such.

Additional Information: In the original data files, from 1975 to 1977 sideswipe was coded as 5 but has since been changed to 7. These years are not consistent with the documentation of the time.

This data element also appears in the Vehicle and Person data files and in the Parkwork data file as PMAN_COLL.

SAS Name: **MAN_COLL**

Attribute Codes

1975- 1977	1978- 2001	
0	0	Not Collision With Motor Vehicle in Transport
1	1	Rear-End
2	2	Head-On
3	3	Rear-to-Rear
4	4	Angle
--	5	Sideswipe, Same Direction
--	6	Sideswipe, Opposite Direction
7	--	Sideswipe (<i>May Either Be Same or Opposite Direction</i>)
9	9	Unknown

Attribute Codes

2002- 2009	2010- Later	
00	00	Not Collision with Motor Vehicle in Transport (<i>Not Necessarily in Transport for 2005-2009</i>)
01	01	Front-to-Rear
02	02	Front-to-Front
03	--	Angle – Front-to-Side, Same Direction
04	--	Angle – Front-to-Side, Opposite Direction
05	--	Angle – Front-to-Side, Right Angle (<i>Includes Broadside</i>)
06	--	Angle – Front-to-Side/Angle-Direction Not Specified
--	06	Angle
07	07	Sideswipe – Same Direction
08	08	Sideswipe – Opposite Direction
09	09	Rear-to-Side
10	10	Rear-to-Rear
11	11	Other (<i>End-Swipes and Others</i>)
--	98	Not Reported
99	99	Unknown

More Information on [Manner of Collision](#)

C20 Relation to Junction

C20A Relation to Junction- Within Interchange Area

Definition: This data element identifies the crash's location with respect to presence in an interchange area. The coding of this data element is done in two sub-fields (see also C20B) and is based on the location of the "First Harmful Event" of the crash.

Additional Information:

SAS Name: RELJCT1

Attribute Codes**2010-Later**

- 0 No
- 1 Yes
- 8 Not Reported
- 9 Unknown

C20B Relation to Junction- Specific Location

Definition: This data element identifies the crash's location with respect to presence in or proximity to components typically in junction or interchange areas. The coding of this data element is done in two sub-fields (see also C20A) and is based on the location of the "First Harmful Event" of the crash.

Additional Information:

SAS Name: REL_JUNC 1975-2009
RELJCT2 2010-Later

Attribute Codes**1975-1990**

- 1 Non-Junction
- 2 Intersection
- 3 Intersection-Related
- 4 Intersection Area
- 5 Driveway, Alley, Access, etc.
- 6 Entrance/Exit Ramp (*Since 1978*)
- 7 Rail Grade Crossing (*Since 1979*)
- 8 In Crossover (*Since 1980*)
- 9 Unknown

C20B Relation to Junction- Specific Location (continued)

Attribute Codes**1991-2009**

00 None

NON-INTERCHANGE AREA

- 01 Non-Junction
- 02 Intersection
- 03 Intersection-Related
- 04 Driveway, Alley Access, etc.
- 05 Entrance/Exit Ramp-Related
- 06 Railway Grade Crossing
- 07 In Crossover
- 08 Driveway Access Related (*Since 2003*)
- 09 Unknown, Non-Interchange

INTERCHANGE AREA

- 10 Intersection
- 11 Intersection-Related
- 12 Driveway Access
- 13 Entrance/Exit Ramp-Related
- 14 In Crossover
- 15 Other Location in Interchange
- 19 Unknown, Interchange Area
- 99 Unknown

2010-Later

- 01 Non-Junction
- 02 Intersection
- 03 Intersection Related
- 04 Driveway Access
- 05 Entrance/Exit Ramp Related
- 06 Railway Grade Crossing
- 07 Crossover Related
- 08 Driveway Access Related
- 16 Shared-Use Path or Trail
- 17 Acceleration/Deceleration Lane
- 18 Through Roadway
- 19 Other Location Within Interchange Area
- 98 Not Reported
- 99 Unknown

C21 Type of Intersection

Definition: This data element identifies and allows separation of various intersection types.

Additional Information:

SAS Name: TYP_INT

Attribute Codes*2010-Later*

- 1 Not an Intersection
- 2 Four-Way Intersection
- 3 T-Intersection
- 4 Y-Intersection
- 5 Traffic Circle
- 6 Roundabout
- 7 Five-Point, or More
- 8 Not Reported
- 9 Unknown

C22 Relation to Trafficway

Definition: This data element identifies the location of the crash as it relates to its position within or outside the trafficway based on the "First Harmful Event".

Additional Information:

SAS Name: REL_ROAD

Attribute Codes**1975-1997**

- 1 On Roadway
- 2 Shoulder
- 3 Median
- 4 Roadside
- 5 Outside Right-of-way
- 6 Off Roadway – Location Unknown
- 7 In Parking Lane (*Since 1980*)
- 8 Gore (*Since 1982*)
- 9 Unknown

**1998-2009 2010-
2009 Later**

- 01 01 On Roadway
- 02 02 On Shoulder
- 03 03 On Median
- 04 04 On Roadside
- 05 -- Outside Trafficway/Outside Right-Of-Way
- 05 Outside Trafficway
- 06 06 Off Roadway – Location Unknown
- 07 -- In Parking Lane (*1998-2006 Only*)
- 07 07 In Parking Lane/Zone (*Since 2007*)
- 08 08 Gore
- 10 10 Separator
- 11 -- Two-way Continuous Left-Turn Lane (*Since 2001*)
- 11 Continuous Left-Turn Lane
- 98 Not Reported
- 99 99 Unknown

More Information on [Relation to Trafficway](#)

C23 Work Zone

Definition: This data element identifies a motor vehicle traffic crash in which the first harmful event occurs within the boundaries of a work zone or on an approach to or exit from a work zone, resulting from an activity, behavior, or control related to the movement of the traffic units through the work zone.

Additional Information: This data element identifies a "Work Zone Accident" as defined in ANSI D16.1, 7th Edition. If the crash qualifies as a "Work Zone Accident" then the type of work activity is identified. Use of the codes does not imply that the crash was caused by the construction, maintenance, or work activity.

The data element name was "Construction/Maintenance Zone" from 1975 to 2008. The data element name has been changed to "Work Zone" since 2009.

SAS Name: **C_M_ZONE** 1975-2008
WRK_ZONE 2009-Later

Attribute Codes**1975-1979**

The data element exists in the data files but has not been initialized. The data was not collected.

1980- 1981	1982- 2009	2010- 2011	2012- Later	
0	0	0	0	None
1	1	1	1	Construction
2	2	2	2	Maintenance
3	--	--	--	Construction or Maintenance
--	3	3	3	Utility
--	4	4	4	Work Zone, Type Unknown
--	--	8	--	Not Reported

C24 Light Condition

Definition: This data element records the type/level of light that existed at the time of the crash as indicated in the case material.

Additional Information:

SAS Name: **LGT_COND**

Attribute Codes

1975- 1979	1980- 2008	2009	2010- Later	
1	1	1	1	Daylight
2	2	--	--	Dark
--	--	2	2	Dark – Not Lighted
3	3	3	--	Dark but Lighted
--	--	--	3	Dark – Lighted
--	4	4	4	Dawn
--	5	5	5	Dusk
6	--	--	--	Dawn or Dusk
--	--	6	6	Dark – Unknown Lighting
--	--	7	7	Other
--	--	--	8	Not Reported
9	9	9	9	Unknown

C25 Atmospheric Conditions

Definition: This data element records the prevailing atmospheric conditions that existed at the time of the crash as indicated in the case material.

Additional Information: This data element identifies up to two values. If more than two atmospheric conditions were reported, the two conditions that most affect visibility were selected. Accident.WEATHER1 and Accident.WEATHER2 are coded data elements, and Accident.WEATHER is derived from these two.

SAS Name: **WEATHER** **1975-2006**
WEATHER, WEATHER1, WEATHER2 **2007-Later**

Attribute Codes

1975- 1979	1980- 1981	1982- 2006	2007- 2009	2010- Later	
1	--	--	--	01	Clear
--	1	--	--	--	Normal
--	--	1	0	--	No Adverse Atmospheric Conditions
--	--	--	--	00	No Additional Atmospheric Conditions
--	--	--	1	--	Clear/Cloud (<i>No Adverse Conditions</i>)
2	2	--	--	02	Rain
--	--	2	2	--	Rain (<i>Mist</i>)
3	3	--	--	--	Sleet
--	--	3	3	--	Sleet (<i>Hail</i>)
--	--	--	--	03	Sleet, Hail (<i>Freezing Rain or Drizzle</i>)
4	4	4	--	04	Snow
--	--	--	4	--	Snow or Blowing Snow
--	5	5	--	--	Fog
--	--	--	5	05	Fog, Smog, Smoke
--	--	6	--	--	Rain and Fog
--	--	--	6	06	Severe Crosswinds
--	--	7	--	--	Sleet and Fog
--	--	--	7	07	Blowing Sand, Soil, Dirt
--	8	8	--	--	Other: Smog, Smoke, Blowing Sand or Dust
--	--	--	8	08	Other
7	--	--	--	10	Cloudy
--	--	--	--	11	Blowing Snow
--	--	--	--	98	Not Reported
9	9	9	9	99	Unknown

C26 School Bus Related

Definition: This data element identifies if a school bus, or motor vehicle functioning as a school bus, is related to the crash.

Additional Information: A school bus crash is (1) a motor vehicle crash in which a school bus, with or without a pupil on board, is involved directly as a contact vehicle, or (2) a motor vehicle crash or an other-road-vehicle crash in which a school bus, with or without a pupil on board, is involved indirectly as a non-contact vehicle.

SAS Name: SCH_BUS

Attribute Codes

<i>1977- 2009</i>	<i>2010- Later</i>	
0	0	No
1	1	Yes
--	8	Not Reported

More Information on [School Bus Related](#)

C27 Rail Grade Crossing Identifier

Definition: This data element identifies if the crash occurred in or near a rail grade crossing.

Additional Information:

SAS Name: RAIL

Attribute Codes**1979-Later**

000000	Not Applicable
xxxxxA	Six Digits Followed by One Alphabetic Valid F.R.A. Code
999999	Unknown

C28 Notification Time EMS

C28A Hour of Notification

Definition: This data element records the hour that emergency medical service was notified.

Additional Information: All time is 24-hour military time.

SAS Name: NOT_HOUR

1975- 1998	1999- 2008	2009- Later	
00-24	00-24	00-23	Hour
00	00	--	Not Applicable or Not Notified (<i>when NOT_MIN = 00</i>)
--	--	88	Not Applicable or Not Notified
99	99	99	Unknown Hour
--	99	99	Unknown if Notified (<i>when NOT_MIN = 98</i>)

C28B Minute of Notification

Definition: This data element records the minutes after the hour that emergency medical service was notified.

Additional Information:

SAS Name: NOT_MIN

1975- 1998	1999- 2008	2009- Later	
00-59	00-59	00-59	Minute
00	00	--	Not Applicable or Not Notified (<i>when NOT_HOUR = 00</i>)
--	--	88	Not Applicable or Not Notified
--	98	98	Unknown if Notified
99	99	99	Unknown Minutes

C29 Arrival Time EMS**C29A Hour of Arrival at Scene**

Definition: This data element records the hour that emergency medical service arrived on the crash scene.

Additional Information: All time is 24-hour military time.

The time of the crash/arrival of the emergency medical service can occur in a different day than the arrival of emergency medical service at the crash scene/hospital.

SAS Name: **ARR_HOUR**

1975- 1998	1999- 2008	2009- Later	
00-24	00-24	00-23	Hour
00	--	--	Not Notified or Officially Cancelled (<i>when ARR_MIN = 00</i>)
--	00	--	Not Notified (<i>when ARR_MIN = 00</i>)
--	--	88	Not Applicable or Not Notified
99	99	99	Unknown Hour
--	99	99	Officially Cancelled (<i>when ARR_MIN = 97</i>)
--	99	99	Unknown if Arrived (<i>when ARR_MIN = 98</i>)

C29B Minute of Arrival at Scene

Definition: This data element records the minutes after the hour that emergency medical service arrived on the crash scene.

Additional Information: The time of the crash/arrival of the emergency medical service can occur in a different day than the arrival of emergency medical service at the crash scene/hospital.

SAS Name: **ARR_MIN**

1975- 1998	1999- 2008	2009- Later	
00-59	00-59	00-59	Minute
00	--		Not Notified or Officially Cancelled (<i>when ARR_HOUR = 00</i>)
--	00	--	Not Notified (<i>when ARR_HOUR = 00</i>)
--	--	88	Not Applicable or Not Notified
--	97	97	Officially Cancelled
--	98	98	Unknown if Arrived
99	99	99	Unknown Minutes

C30 EMS Time at Hospital**C30A Hour of EMS Arrival at Hospital**

Definition: This data element records the hour that emergency medical service arrived at the treatment facility to which it was transporting victims of the crash.

Additional Information: All time is 24-hour military time.

The time of the crash/arrival of the emergency medical service can occur in a different day than the arrival of emergency medical service at the crash scene/hospital.

SAS Name: HOSP_HR

1987-1998	1999-2008	2009-Later	
00-24	00-24	00-23	Hour
00	--	--	Not Notified, Officially Cancelled or Not Transported (when HOSP_MIN = 00)
--	00	--	Not Notified or Not Transported (when HOSP_MIN = 00)
--	--	88	Not Applicable or Not Notified
99	99	99	Unknown Hour
--	99	99	Officially Cancelled (when HOSP_MIN = 97)
--	99	99	Unknown if Transported (when HOSP_MIN = 98)

C30B Minute of EMS Arrival at Hospital

Definition: This data element records the minutes after the hour that emergency medical service arrived at the treatment facility to which it was transporting victims of the crash.

Additional Information: The time of the crash/arrival of the emergency medical service can occur in a different day than the arrival of emergency medical service at the crash scene/hospital.

SAS Name: HOSP_MIN

1987-1998	1999-2008	2009-Later	
00-59	00-59	00-59	Minute
00	--	--	Not Notified, Officially Cancelled or Not Transported (when HOSP_HR = 00)
--	00	--	Not Notified or Not Transported (when HOSP_HR = 00)
--	--	88	Not Applicable or Not Notified
--	96	96	Terminated Transport
--	97	97	Officially Cancelled
--	98	98	Unknown if Transported
99	99	99	Unknown Minutes

C31 Related Factors- Crash Level

Definition: This data element records factors related to the crash expressed by the investigating officer.

Additional Information: There are also vehicle-level-related factors in the Vehicle data file, VEH_SC1 and VEH_SC2 (VEH_CF1 and VEH_CF2 prior to 2010) and driver-related factors, also in the Vehicle data file, namely DR_SF1, DR_SF2, DR_SF3 and DR_SF4 (DR_CF1–DR_CF4 prior to 2010). In addition there are person-related factors P_SF1, P_SF2, and P_SF3 (P_CF1–P_CF3 prior to 2010) in the Person data file.

The FARS analyst may have used any of the three data elements to code a related factor. One must test all three data elements to insure that the selected related factor is included.

Note: Starting in 1982, many of the Related Factors Crash Level factors, values 01 - 29, are coded as Related Factors – Driver Level, values 61 - 87, in the vehicle section of the data.

SAS Name: CF1, CF2, CF3

Attribute Codes

1975-1981

00 None

VISION OBSCURED BY:

- 01 Rain, Snow, Fog, Smoke, Sand, Dust (*i.e., Weather Conditions*)
- 02 Reflected Glare, Bright Sunlight, Headlights
- 03 Curve, Hill or Other Design Features (*Including Traffic Signs, Embankments*)
- 04 Building, Billboard, etc.
- 05 Trees, Crops, Vegetation
- 06 Moving Vehicle (*Including Load*)
- 07 Parked Vehicle
- 08 Other Object Not Classified Above

SWERVING DUE TO:

- 20 Severe Crosswind
- 21 Wind From Passing Truck
- 22 Slippery Surface
- 23 Avoiding Debris or Objects in Road
- 24 Ruts, Holes, Bumps, in Road
- 25 Avoiding Animals in Road
- 26 Avoiding Vehicle in Road
- 27 Avoiding Phantom Vehicle
- 28 Avoiding Pedestrian, Pedalcyclist, Other Non-Motorist in Road
- 29 Avoiding Water, Snow, Oil Slick on Road

C31 Related Factors- Crash Level (continued)**Attribute Codes****1975-1981***ROADWAY FEATURES:*

- 40 Traffic Controls Not Functioning Properly
- 41 Inadequate Warning of Exits, Lanes Narrowing, Traffic Controls, etc.
- 42 Uncontrolled Intersection or Railroad Crossing
- 43 Shoulder Too Low or High
- 44 Shoulders Too Narrow or No Shoulders for Emergency Use
- 47 Other Construction
- 48 No or Obscured Pavement Markings
- 49 Surface Underwater (*Since 1979*)
- 50 Inadequate Construction or Poor Design of Roadway, Bridge, etc. (*Since 1979*)
- 51 Surface Washed Out (*Caved in, Road Slippage, Since 1979*)
- 99 Unknown

1982-Later

- 00 None
- 01 Inadequate Warning of Exits, Lanes Narrowing, Traffic Controls etc.
- 02 Shoulder Related (*Design or Condition, Since 2002*)
- 03 Other Maintenance or Construction-Created Condition
- 04 No or Obscured Pavement Marking
- 05 Surface Under Water
- 06 Inadequate Construction or Poor Design of Roadway, Bridge, etc.
- 07 Surface Washed Out (*Caved in, Road Slippage*)
- 13 Aggressive Driving/Road Rage by Non-Contact Vehicle Driver (*Since 2006*)
- 14 Motor Vehicle (*In Transport 1983-2004 Only*) Struck By Falling Cargo or Something That Came Loose From or Something That Was Set in Motion By a Vehicle (*Since 1983*)
- 15 Non-Occupant Struck By Falling Cargo, or Something Came Loose From or Something That Was Set In Motion By A Vehicle (*Since 1983*)
- 16 Non-Occupant Struck Vehicle (*Since 1983*)
- 17 Vehicle Set In Motion By Non-Driver (*Since 1983*)
- 18 Date of Crash and Date of EMS Notification Were Not Same Day (*Since 1988*)
- 19 Recent Previous Crash Scene Nearby (*Since 1989*)
- 20 Police-Pursuit-Involved (*Since 1994*)
- 21 Within Designated School Zone (*Since 1995*)
- 22 Speed Limit Is a Statutory Limit as Recorded or Was Determined as This State's "Basic Rule" (*Since 1999*)
- 23 Indication of a Stalled/Disabled Vehicle (*Since 2008*)
- 24 Unstabilized Situation Began and All Harmful Events Occurred Off of the Roadway (*Since 2012*)
- 25 Toll-Plaza Related (*Since 2012*)
- 99 Unknown

More Information on [Related Factors- Crash Level](#)

C100 Drunk Driver

Definition: This data element records the number of drunk drivers involved in the fatal crash and is derived from data elements in the Vehicle and Person data files.

Additional Information: Data from the Vehicle and Person data files are analyzed and if there is sufficient information to conclude that a driver was drunk, i.e., if the blood alcohol concentration (BAC) is positive, or if the police reported alcohol involvement, then the driver is counted as a drunk driver. A driver being charged with an alcohol violation by itself does not have the driver counted as a drunk driver. Note that alcohol data is often missing. For that reason this data element may undercount the actual number of drunk drivers. For detailed analysis of alcohol involvement, the alcohol data files should be used.

A crash is alcohol-involved if a driver, pedestrian, or pedal cyclist involved in the crash has (1) police-reported alcohol involvement, or (2) a positive alcohol test result.

From 1975 to 1993 the maximum number of drunk drivers was 6. Virtually all crashes have no more than two drunk drivers.

Two useful partitions of this data element are:

- (1) no drunk drivers, one or more drunk drivers involved, and
- (2) no drunk drivers, one drunk driver, multiple drunk drivers

In the early years of FARS, especially 1975 and 1976, the alcohol data must be used with care. In these two years no drunk drivers were identified for North Dakota. In 1975/76 Alabama, Mississippi, New Mexico, North Carolina, Texas, and West Virginia have a reported drunk driver rate for fatal crashes of less than 5 percent. In 1979 the data from these States reports a drunk-driver rate for fatal crashes between 18.5 percent and 43 percent.

Note: The DRUNK_DR data element on the Crash level was incorrectly derived on all person types from 1999 through 2007. Since then, it was derived based on all person types rather than based on Drivers only. Furthermore, the data element name (DRUNK_DR) implies that the individual was drunk, however, it actually captures those individuals whom the police reported alcohol involvement OR who tested positive for alcohol (i.e. their blood alcohol concentration was .01 g/dL or greater). Beginning with the 2008 Final FARS data file, DRUNK_DR has been derived for Drivers only.

SAS Name: DRUNK_DR

Attribute Codes**1975-Later**

00-99 Number of Drunk Drivers Involved in the Fatal Crash.

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**National Highway
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Administration**

