

UTAH INVESTIGATORS VEHICLE CRASH REPORT INSTRUCTION MANUAL



DI-9 IMPLEMENTATION MANUAL
FOR USE BY ALL
UTAH LAW ENFORCEMENT AGENCIES

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There are many individuals and agencies who participated in the process of creating a new Model Minimum Uniform Crash Criteria (MMUCC)-compliant driver investigation form (DI-9) for the state of Utah.

The TRCC ad hoc committee, fondly known as the MMUCC/DI-9 committee, spent well over 2100 hours going through the DI-9 form and making recommendations. The committee includes: Roland Stanger (MMUCC expert), Federal Highway Safety Administration (FHWA); Rob Clayton, John Leonard, Randy Stohel, Michelle Verucchi, and Robert Hull (UDOT); Carrie Silcox, (UDOTMC); Randy Campbell and Mo Vandermyde, (DLD); Marilee Gomez, HSO, Department of Public Safety; Robert Taylor, Richard Wilcox, Troy Giles, and Captain Robert Anderson, Utah Highway Patrol (UHP); A.J. Horting, Weber County Sheriff; Sam Winkler, South Jordan Police Department; Larry Cook, CODES/IICRC; Jackie Haus, TRCC; and Ken Hackman, FMCSA and his team in Washington D.C.

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Most of all, my sincere thanks to the hundreds of men and women who protect and serve the people of Utah. It is for them, that the DI-9 became more than just a form. The DI-9 represents people and families whose lives are affected by the outcomes of crashes. Utah law enforcement officers work together with engineers, agencies, and law makers to provide accurate crash information, so we can all work to make our roadways safer and ultimately save lives.

FOREWARD

The Utah Department of Transportation's automated Centralized Accident Records System (CARS) was developed with the primary goal of reducing the number and severity of motor vehicle crashes in the State of Utah. Every law enforcement officer who investigates crashes will be instrumental in reaching this goal.

Much has been written about the need for better crash reporting. These reports are the key to successfully relating crashes to highway locations and physical features of the highway.

The adequacy of any crash records system is dependent on the role of the enforcement agencies. **A high standard of reporting is required for accurate crash records.** Crash records systems must rely on the full participation of state, county and local enforcement units.

This manual is designed to assist all law enforcement officers in preparing complete and accurate traffic crash reports. The primary objective of this manual is to encourage statewide uniformity in reporting motor vehicle crashes in order to obtain accurate and adequate accounts of all reportable traffic crashes on all roadway systems in the State of Utah. It does not contain all the answers in every situation, but serves as a guide to assist officers in filling out the report of motor vehicle crashes.

Motor vehicle crash reports provide the foundation for an effective traffic safety program. They provide the basic information needed to:

- Determine the magnitude and nature of the vehicle crash problem on a local and statewide scale
- Identify changes and trends in the magnitude and nature of vehicle crashes
- Detect high or potentially high crash locations
- Detect behavioral, health, or other factors contributing to crashes
- Evaluate the effectiveness of vehicle crash countermeasures.

Good crash reporting is an essential part of the foundation for any effective traffic safety program. Crash prevention programs must be based on accurate collections and competent analysis of facts. This task can challenge all of your skills as an investigator. The information is only as good as the reports from which the information is acquired. With increased emphasis on uses of vehicle crash reports you can be sure that your efforts toward good reporting will have a noticeable and lasting effect on the overall quality of the crash data system.

This instructional manual is designed to show, step by step, guidelines for what information is desired on the report form and why it is necessary. Familiarity with the manual's content will save you time and effort at the crash scene and will help you to complete an acceptable and essential report.

USES OF THE CRASH REPORTS

The value of an investigation can only be measured by the ability of an officer to inquire systematically into the crash to find out how and why the crash happened. An officer must have the ability to report findings on the crash form so that the Law Enforcement Agency, Utah Department of Transportation (UDOT), Drivers License Division (DLD), the Utah Traffic Safety Office, Department of Public Safety, the courts, and other agencies, who use the vital information gathered at a crash, may obtain all the necessary information about the crash. Reporting must answer questions about where and when the crash happened, who participated, what drivers and vehicles were doing and intending to do, what kinds of vehicles were involved, and the how and why the crash happened.

The new DI-9 provides an efficient means to record the facts and circumstances of the crash. It is designed to consolidate the officer's time and effort in obtaining and recording the facts of a crash.

Each question is important to a variety of data users listed below. Plus there are many other agencies we have not listed in detail who work on prevention, and adjudication of traffic crashes.

AAA
AARP
CODES
Department of Transportation
Driver License Division
FARS
Federal Highway Administration
Federal Motor Carrier Safety Administration
Governors Highway Safety Council
Grants for Traffic and Highway Safety Projects and Personnel
Health Department
Highway Safety Office
Intermountain Injury Control Research Center (IICRC)
Law Enforcement – local, county, and state
LOBBYISTS
MADD
Media – local, state, and national
National Highway Traffic Safety Administration
Private Citizens
SADD
University Researchers
Utah Division of Transportation
Utah Legislature

DI-9 CRASH FORM CHANGES

The DI-9 crash form was updated in 2005 to meet modern Model Minimum Uniform Crash Criteria (MMUCC) standards for crash reporting. This update to the form was long overdue, and not only will it make crash reporting easier for officers, but it will provide better data to the many organizations that utilize the crash data. There are several areas that have been changed in the new DI-9 form:

- More information is collected on crash occupants
- New primary and secondary driver contributing factors
- New latitude and longitude variables
- New section for reportable crashes
- New section for commercial vehicles
- New coding for the purpose of commercial vehicles
- New trailer information placement
- New variables for estimating speed
- Sequence of event variables have been expanded
- Most harmful event has been added
- New estimating method for damages
- New work zone code
- New workers present variable
- New system for estimating property damage
- New code for digital film
- New placement for driver/occupant injury
- New variables for safety equipment used
- New variables for airbags
- New supplemental sheet for additional occupants and witnesses
- Contributing circumstances reorganized
- Pedestrian and bicyclist info captured differently
- New seating position chart
- New ejection path codes
- Commercial vehicle design is simplified

GENERAL INSTRUCTIONS

1. The Uniform Traffic Crash Report (DI-9) is designed for use with a laminated overlay. The DI-9 form must be placed inside the overlay to enter the appropriate alphanumeric character in the boxes placed vertically on both the right and left margins of the report form and Sequence of Events and Most Harmful Event for each vehicle. The overlay contains all of the codes needed to complete the DI-9 form. County and Commercial Vehicle Description of Cargo codes are on the front side of the overlay. Driver and Persons information codes are on the backside of the overlay. These codes include: Person Type, Sex, Injury Level, Injury Cause, Injury Area, Disposition of Vehicle, Transport By, Safety Equipment, Proper Use, Air Bag, Extrication, Ejection, and Ejection Path of Occupants. *Note there is special commercial vehicle and training information on the inside of the overlay for your convenience.*
2. Use black ink on all handwritten forms or print from computer printout.
3. Write information legibly and correctly. Remember, many different agencies read and need to understand the crash report for a variety of uses.
4. The overlay is designed to remain in your vehicle for use with all paper DI-9 reports. The front side of the DI-9 coincides with the front side of the overlay. Insert your DI-9 inside the overlay and you will be able to quickly fill out the information boxes located on both right and left sides of the form. Simply turn the overlay over with the form inside and fill out the reverse side. As stated above, county and cargo descriptions are located on the front side of the overlay. Sequence of Events and Most Harmful Event codes are on the backside of the overlay. Driver and person injured information codes are on the backside of the overlay. You will need these codes to fill out information contained in the form which are not located on the side boxes.
Additional copies of the overlay can be downloaded from either the TRCC or UHP websites or requested from the Drivers License Division office.
5. Fill in all spaces, unless directions specify otherwise.
6. If an answer for a code box is not known, use the two-digit code 99 Unknown. Some boxes may also have a two-digit code 96 Not Applicable or a dash for not applicable. Any boxes marked with a two-digit code 97 Other* must always include a description in the narrative.
7. If additional space is required to describe events, use additional copies of the formed marked "ORIGINAL" at the bottom. Staple all pages firmly together. DO NOT use paper clips. Make sure each page is properly identified. The officer's name must be printed. (DO NOT SIGN – it is important to be able to read an officer's name in case someone from the DLD or UDOT may need to contact an officer for additional information.)
8. Non-contact vehicles, when identified, shall be shown as something other than vehicle #1 on the regular report form or supplement, giving complete driver and vehicle information. Indicate in the narrative which vehicle(s) were non-contact.

9. Occasionally, crashes occur as a result of a previous stabilized crash. When this occurs and there is an obvious connection, whether there is contact between the multiple crashes or not, indicate in the narrative the name of the other drivers for reference purposes and give a brief description of what the connection was.
10. If a report is filed prior to receiving the Blood-Alcohol Content (BAC) information, a supplemental report, (DI-9 marked supplement at the bottom) shall be filed with the B.A.C. information. See page 35.
11. Submit original copy. If you make a copy for your own use make sure both sides of the official copy are original.
12. All completed reports are to be submitted immediately upon completion of the investigation or as otherwise directed. All investigations should be pursued diligently without unreasonable delay. Section 41-6a-402 (6). Accident reports -- Duty of operator and investigative officer to file: requires "a peace officer who, in the regular course of duty, investigates a motor vehicle accident described under Subsection (1) shall file the original or an electronic copy of the report of the accident with the department within ten days after completing the investigation." Delayed reports cause many problems with other data users.

OVERLAY INFORMATION

The DI-9 report form requires use of the DI-9 form and overlay. An officer will place the crash report inside the overlay. On each side of the crash report is a series of numbered boxes, 1 through 37. The overlay gives the officer corresponding information to fill in the boxes. The following information describes what is needed for the front page of both the DI-9 and overlay with the corresponding numbers. Side two information is available on page 57.

Side One Information:

DI-9 Report Fill-in Boxes:

- Crash Date
- Time And Location (county codes located on front side of overlay)
- Vehicle Information (including any trailers)
- Driver/ Owner Information
- Insurance Information
- Commercial Vehicle Information
- Speed Information
- Number of Occupant(s)
- Estimated Vehicle Damage
- Damage To Other Property & Owner Information
- Witnesses Contact Information
- Policy Activity
- Crash Arrest Information
- Work Zone Information
- Number of Lanes
- Number of Vehicles

Front Page Overlay Boxes:

- 1– Crash Severity
- 2 – Motor Vehicle Body Type
- 3 – Trailing Units
- 4 – Cargo Body Type
- 5 – Special Function of Motor Vehicle
- 6 – Area of Initial Impact
- 7 – Most Damaged Area
- 8 – Extent of Deformity
- 9 – Alcohol/Drug Use Suspected
- 10 – Alcohol/Drug Test
- 11 – Test Results
- 12 – Work Zone Type
- 13 – Work Zone Location
- 14 – Direction of Vehicle Travel
- 15 – Vehicle Contributing Circumstances
- 16 – Driver Condition
- 17 – Driver Contributing Circumstances
- 18 – Vehicle Maneuver
- 19 – Driver Distraction
- 20 – Traffic Control Device
- 21 – Roadway Description
- 22 – Manner of Collision
- 23 – Roadway Contributing Circumstance

1	TIME	Date of Crash Month / Day / Year	Day of Week S M T W T F S	Military Time	DLD Number
----------	------	-------------------------------------	------------------------------	---------------	------------

2	LOCATION	PLACE WHERE CRASH OCCURRED: <input type="checkbox"/> COUNTY CODE _____ City or Town of Jurisdiction _____ If crash was outside city limits indicate distance from city limits or nearest town _____ Miles <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> of _____ City or Town _____ ROAD, STREET, HWY CRASH OCCURRED: _____ Street Name or Highway Number _____ UDOT USE ONLY 1. AT THE INTERSECTION WITH _____ 2. IF NOT AT INTERSECTION _____ Feet <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> of _____ _____ N S E W _____ N S E W _____ Nearest intersection, street, house no., landmark _____ Tenth of a mile <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> of Mile Post _____ Be sure to complete if road has mile post _____	Case Number _____ Latitude _____ Longitude _____ REPORTABLE CRASH <input type="checkbox"/> YES <input type="checkbox"/> NO UDOT USE
----------	-----------------	--	---

3	VEH # <small>(Each)</small>	VIN# _____	LICENSE PLATE INFO _____	NUMBER _____	STATE _____	EXP DATE _____ <small>mm/yy</small>	MAKE _____	MODEL _____	YEAR _____ <small>yyyy</small>	OCCUPANT(S) _____ <small>#</small>		
4	DRIVER	FIRST _____ INITIAL _____ LAST _____		STREET, CITY, STATE, ZIP _____							PHONE () _____	
4	DRIVER LICENSE	STATE _____	NUMBER _____	CLASS _____	ENDORSEMENT(S) _____	RESTRICTION(S) _____	DATE OF BIRTH _____ <small>mm / dd / yyyy</small>	AGE _____	CHARGE(S) _____	CITATION # _____ <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> PENDING <input type="checkbox"/> UNKNOWN		
5	OWNER	FIRST _____ INITIAL _____ LAST _____		STREET, CITY, STATE, ZIP _____							PHONE () _____	

5	CARRIER	NAME _____		STREET, CITY, STATE, ZIP _____							PHONE () _____		
5	COMMERCIAL VEHICLE INFO	US DOT # _____	CVSA INSPECTION # _____	GCWR / GVWR (check one) <input type="checkbox"/> 10,000 lbs or LESS <input type="checkbox"/> 10,001 - 26,000 lbs <input type="checkbox"/> MORE THAN 26,000 lbs		HAZ MAT RELEASED <input type="checkbox"/> YES <input type="checkbox"/> NO	HAZ MAT PLACARD # or NAME - CLASS _____	CARGO CODE _____	PURPOSE OF USE <input type="checkbox"/> GOVT <input type="checkbox"/> PERSONAL <input type="checkbox"/> INTERSTATE <input type="checkbox"/> INTRASTATE				
6	1ST TRAILER LICENSE PLATE #	STATE _____	EXP DATE _____ <small>mm / yy</small>	LENGTH _____	2ND TRAILER LICENSE PLATE #	STATE _____	EXP DATE _____ <small>mm / yy</small>	LENGTH _____	3RD TRAILER LICENSE PLATE #	STATE _____	EXP DATE _____ <small>mm / yy</small>	LENGTH _____	
6	SPEED	POSTED _____	POSTED ADVISORY _____	EST TRAVEL _____	EST IMPACT _____	ESTIMATED BY: <input type="checkbox"/> Officer <input type="checkbox"/> Driver	SEQUENCE OF EVENTS <small>(Codes 01 - 69, 96)</small>	FIRST EVENT _____	SECOND EVENT _____	THIRD EVENT _____	FOURTH EVENT _____	MOST HARMFUL EVENT For VEHICLE <small>(Use codes 00, 07 - 69)</small>	
7	VEHICLE DAMAGE	ESTIMATED DAMAGE <input type="checkbox"/> NO DAMAGE <input type="checkbox"/> \$1 - \$999 <input type="checkbox"/> \$1,000 or MORE	INSURANCE COMPANY _____				EFFECTIVE DATE _____	EXPIRATION DATE _____	POLICY NUMBER _____				
7	INSURANCE APPEARS VALID	<input type="checkbox"/> YES <input type="checkbox"/> NO	AGENCY/AGENT THAT SOLD POLICY _____				ADDRESS _____						PHONE () _____

8	VEH # <small>(Event)</small>	VIN# _____	LICENSE PLATE INFO _____	NUMBER _____	STATE _____	EXP DATE _____ <small>mm/yy</small>	MAKE _____	MODEL _____	YEAR _____ <small>yyyy</small>	OCCUPANT(S) _____ <small>#</small>		
8	DRIVER	FIRST _____ INITIAL _____ LAST _____		STREET, CITY, STATE, ZIP _____							PHONE () _____	
8	DRIVER LICENSE	STATE _____	NUMBER _____	CLASS _____	ENDORSEMENT(S) _____	RESTRICTION(S) _____	DATE OF BIRTH _____ <small>mm / dd / yyyy</small>	AGE _____	CHARGE(S) _____	CITATION # _____ <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> PENDING <input type="checkbox"/> UNKNOWN		
9	OWNER	FIRST _____ INITIAL _____ LAST _____		STREET, CITY, STATE, ZIP _____							PHONE () _____	

9	CARRIER	NAME _____		STREET, CITY, STATE, ZIP _____							PHONE () _____		
9	COMMERCIAL VEHICLE INFO	US DOT # _____	CVSA INSPECTION # _____	GCWR / GVWR (check one) <input type="checkbox"/> 10,000 lbs or LESS <input type="checkbox"/> 10,001 - 26,000 lbs <input type="checkbox"/> MORE THAN 26,000 lbs		HAZ MAT RELEASED <input type="checkbox"/> YES <input type="checkbox"/> NO	HAZ MAT PLACARD # or NAME - CLASS _____	CARGO CODE _____	PURPOSE OF USE <input type="checkbox"/> GOVT <input type="checkbox"/> PERSONAL <input type="checkbox"/> INTERSTATE <input type="checkbox"/> INTRASTATE				
10	1ST TRAILER LICENSE PLATE #	STATE _____	EXP DATE _____ <small>mm / yy</small>	LENGTH _____	2ND TRAILER LICENSE PLATE #	STATE _____	EXP DATE _____ <small>mm / yy</small>	LENGTH _____	3RD TRAILER LICENSE PLATE #	STATE _____	EXP DATE _____ <small>mm / yy</small>	LENGTH _____	
10	SPEED	POSTED _____	POSTED ADVISORY _____	EST TRAVEL _____	EST IMPACT _____	ESTIMATED BY: <input type="checkbox"/> Officer <input type="checkbox"/> Driver	SEQUENCE OF EVENTS <small>(Codes 01 - 69, 96)</small>	FIRST EVENT _____	SECOND EVENT _____	THIRD EVENT _____	FOURTH EVENT _____	MOST HARMFUL EVENT For VEHICLE <small>(Use codes 00, 07 - 69)</small>	
11	VEHICLE DAMAGE	ESTIMATED DAMAGE <input type="checkbox"/> NO DAMAGE <input type="checkbox"/> \$1 - \$999 <input type="checkbox"/> \$1,000 or MORE	INSURANCE COMPANY _____				EFFECTIVE DATE _____	EXPIRATION DATE _____	POLICY NUMBER _____				
11	INSURANCE APPEARS VALID	<input type="checkbox"/> YES <input type="checkbox"/> NO	AGENCY/AGENT THAT SOLD POLICY _____				ADDRESS _____						PHONE () _____

Work Zone? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown	Total # of Lanes on Roadway	Damage to Property Other than Vehicles <small>(Name object and state nature)</small>	Workers Present? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown	# Vehicles Involved	Name and Address of Owner of Object Struck	Phone () _____	PROPERTY DAMAGE ESTIMATE <input type="checkbox"/> \$1,000 OR MORE <input type="checkbox"/> LESS THAN \$1,000
--	------------------------------------	--	--	----------------------------	---	-----------------	--

WITNESSES							
Name _____		Address _____			Phone () _____		
Name _____		Address _____			Phone () _____		
Law Enforcement Activity							
Time Notified of Crash	Arrived at Scene	Date Notified of Crash	Investigation Completed	Field Diagram	Video	Photo (s)	Digital/Film
<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Digital <input type="checkbox"/> Film						

REPORT SUBMISSION GUIDELINES

All law enforcement agencies are required to submit a reportable crash investigation form (DI-9) within 10 days following the completion of the crash investigation. Mail the ORIGINAL REPORT to: Driver License Division, 4501 South 2700 West, P.O. Box 30560, Salt Lake City, Utah 84130-0560. IF your agency is approved to submit electronic report, **DO NOT SUBMIT** a paper report. Duplication of records can be a time consuming problem.

DI-9 FRONT PAGE INFORMATION

The information on the front page of the DI-9 includes time, location, vehicle, plate, driver's license, number of occupants, insurance, commercial vehicle specific information, work zone, damage, witnesses, and report status. Actual views of each section will be included in the manual.

Begin at the top right hand corner by filling in the page number of the report (*remember to use blank ink or type*):

Page Number of Total Report Pages

Page ____ of ____

Be sure to fill out which page (sheet) you are completing at the top (front and back equals one page or sheet). This may have to be completed at the end of the report to indicate how many pages the report includes. This is usually the case for larger crashes. Fill out the information even if there is only one page. If there are more pages, fill out accordingly (i.e. 1 of 2, 2 of 6, etc.).

Rationale: This is very critical information for the users as it is passed from agency to agency. This will alert other data users to verify they have a complete report.

TIME

The time section is located at the top of the form as shown below

TIME	Date of Crash	Month / Day / Year	Day of Week	1	2	3	4	5	6	7	Military Time
				S	M	T	W	T	F	S	

If an officer responds immediately to the crash, please use the time given by dispatch as the time of crash. If an officer is notified after the crash occurs (and in the event of inclement, snowy weather where they may be an excessive number of crashes, this could be several days), please use the estimated time given by the party who is notifying you of the crash.

Rationale: Important for management/administration, evaluation, and linkage.

Date of Crash

Date of Crash	Month / Day / Year
---------------	--------------------

Definition: Actual crash date of the incident. Month Day Year

Using numeric values, report the month, day and year the crash occurred.

Example: 01-09-05 (01 month, 09 for day, and 05 for year).

Location fields are critical for UDOT. An agency should include GPS information if available. Continue to fill out the entire location section when using GPS. County information is always required. Many local jurisdictions use this information for city planning and engineering and do not have access to GPS maps.

Definition: Exact location on the roadway to document where the first harmful event of the crash occurred.

Rationale: Critical for problem identification, prevention programs, engineering evaluations, mapping, and linkage purposes.

County

	COUNTY CODE
--	----------------

Definition: The county or equivalent entity in which the crash occurred.

Use the appropriate two-digit code to indicate the county where the crash occurred. Do not abbreviate. (The following list is found on the upper right front side of your overlay):

01 Beaver	21 Iron	41 Sevier
03 Box Elder	23 Juab	43 Summit
05 Cache	25 Kane	45 Tooele
07 Carbon	27 Millard	47 Uintah
11 Davis	29 Morgan	49 Utah
13 Duchesne	31 Piute	53 Wasatch
15 Emery	33 Rich	55 Wayne
17 Garfield	35 Salt Lake	57 Weber
19 Grand	37 San Juan	

Rationale: Important for analyses of county area programs such as "Safe Communities." Information is critical for linkage of the crash file to other state data files (EMS, hospital, roadway, etc.). This data is Important for intrastate comparisons as well.

City or Town of Jurisdiction

City or Town of Jurisdiction _____

Definition: The city/town (political jurisdiction) in which the crash occurred. If applicable, indicate the city or town where the crash occurred. Note: Any city or town, whether it is incorporated or unincorporated, can be used for location purposes. Example: Kearns, White City, etc.

Rationale: Important for analyses of local area programs such as "Safe Communities." This information is critical for linkage of the crash file to other state data files. (EMS, hospital, roadway, etc.)

Distance from City Limits of Nearest Town

If crash was outside city limits _____
indicate distance from city limits or nearest town _____ Miles

If the crash occurred outside the limits of a city or town, indicate the distance and direction from the nearest reference point, mile post, city or town limits. Miles should be indicated in tenths.

Example: 1.7 miles or 0.3 miles Indicate distance from city limits or nearest town in miles.

N S E W
 of _____
City or Town

And then indicate which direction: north; south; east; or west; of the town as well as the city or town name that the crash occurred.

Case Number

Case Number

This is the case number issued by the reporting officer's agency case number assigned to the crash. The number may be issued by your dispatch and should also be written on each page of your crash form for your agency records. An agency may or may not use this box. *If not used by your agency, it should be left blank.*

Rationale: Used to document a specific crash. If this identifier is available at the scene, it can also be recorded on the EMS record for linkage purposes. Enables sub files to be created for analyses and linked back to the crash data file. An officer will complete the information in this box as instructed by the officer's agency.

Latitude/Longitude

Latitude	Longitude
----------	-----------

GPS coordinates are entered in this box. A crash should be referenced at the point of the most harmful event location if possible. (see page 34). If a vehicle has left the roadway, the next alternative is to locate the nearest location on the roadway where the vehicle left the roadway. In the case of multiple vehicle crashes, please do your best to reference the most harmful location of the crash.

Reportable Crash

REPORTABLE CRASH
<input type="checkbox"/> YES <input type="checkbox"/> NO

Several local agencies have requested a place to mark if a crash is reportable or not. Due to varying procedures and practices, a reportable crash box is now available. *Note: Some agencies may choose to complete a DI-9 on all reported crashes, while others may choose to report only those with injuries and/or at least \$1,000 of property damage.*



UDOT Use

UDOT USE									

This box is used by UDOT staff for mile posting a crash location. Please do not write in this box.

VEHICLE INFORMATION

VEH # <small>(Print)</small>	VIN#	LICENSE PLATE INFO	NUMBER	STATE	EXP DATE <small>mm/yy</small>	MAKE	MODEL	YEAR <small>yyyy</small>	OCCUPANT(S) <small>#</small>			
DRIVER	FIRST INITIAL LAST	STREET, CITY, STATE, ZIP			PHONE ()							
DRIVER LICENSE	STATE NUMBER	CLASS	ENDORSEMENT(S)	RESTRICTION(S)	DATE OF BIRTH <small>mm / dd / yyyy</small>	AGE	CHARGE(S)		CITATION #			
OWNER	FIRST INITIAL LAST	STREET, CITY, STATE, ZIP			PHONE ()							
<input type="checkbox"/> Same as Driver												
CARRIER	COMMERCIAL VEHICLE INFO		NAME		STREET, CITY, STATE, ZIP			PHONE ()				
<input type="checkbox"/> Same as Owner												
US DOT #	CVSA INSPECTION #	GCWR / GVWR (check one) <input type="checkbox"/> 10,000 lbs or LESS <input type="checkbox"/> MORE THAN 26,000 lbs		HAZ MAT RELEASED <input type="checkbox"/> YES <input type="checkbox"/> NO		HAZ MAT PLACARD # or NAME - CLASS	CARGO CODE	PURPOSE OF USE <input type="checkbox"/> GOVT <input type="checkbox"/> PERSONAL <input type="checkbox"/> INTERSTATE <input type="checkbox"/> INTRASTATE				
<input type="checkbox"/> CDL Presented at Scene												
1ST TRAILER LICENSE PLATE #	STATE	EXP DATE <small>mm / yy</small>	LENGTH	2ND TRAILER LICENSE PLATE #	STATE	EXP DATE <small>mm / yy</small>	LENGTH	3RD TRAILER LICENSE PLATE #	STATE	EXP DATE <small>mm / yy</small>	LENGTH	
SPEED	POSTED	POSTED ADVISORY	EST TRAVEL	EST IMPACT	ESTIMATED BY: <input type="checkbox"/> Officer <input type="checkbox"/> Driver	<input type="checkbox"/> Occupant <input type="checkbox"/> Witness <input type="checkbox"/> None	SEQUENCE OF EVENTS <small>(Codes 01 - 89, 98)</small>	FIRST EVENT	SECOND EVENT	THIRD EVENT	FOURTH EVENT	MOST HARMFUL EVENT For VEHICLE <small>(Use codes 00, 07 - 89)</small>
VEHICLE DAMAGE	ESTIMATED DAMAGE <input type="checkbox"/> NO DAMAGE <input type="checkbox"/> \$1 - \$999 <input type="checkbox"/> \$1,000 or MORE	INSURANCE COMPANY			EFFECTIVE DATE	EXPIRATION DATE	POLICY NUMBER					
INSURANCE APPEARS VALID <input type="checkbox"/> YES <input type="checkbox"/> NO	AGENCY/AGENT THAT SOLD POLICY	ADDRESS			PHONE ()							

Officers will collect information in this section for specific vehicles, driver(s) and/or owner(s). It is important to fill out complete information so individuals can be contacted at a later date if needed. DLD and the Courts use this information when citations are issued. This information is critical for enforcement. Each vehicle has a section. Vehicle 1 is generally the vehicle at fault if known. Additional forms will be needed if there are more than two vehicles. Remember to staple all copies together and indicate the number of total pages at the top of each page.

We now have an "Additional Persons Form" for officers' use when vehicles have several occupants and/or additional witnesses are present. This new form will alleviate the need for additional pages of the DI-9 and save the officer time.

"Motor Vehicle in Transport" means in motion or within the portion of a transport way ordinarily used by similar transport vehicles.

Inclusions:

- Motor vehicle in traffic on a highway
- Driverless motor vehicle in motion
- Motionless motor vehicle abandoned on a roadway
- Disabled motor vehicle on a roadway
- And others

In roadway lanes used for travel during rush hours and parking during off-peak periods, a parked motor vehicle is in transport during periods when parking is forbidden.

Vehicle Number 1



Definition: Motor vehicle unit type and number assigned to uniquely identify each motor vehicle involved in the crash. This number is not assigned to other participants such as pedestrians or pedal cyclists.

Assign a number for each vehicle, i.e. 1, 2, 3, etc. Generally the vehicle known or thought to be "at fault" will take position # 1.

Rationale: Uniquely identifies each motor vehicle unit involved in the crash. This permits occupants to be assigned to the appropriate motor vehicle.

Trailers

Special Instructions for vehicles with trailers: If a crash involves a vehicle with trailer(s), fill out the report with all units (truck, tractor, or other vehicle) as one (1) vehicle. (see page XX).

Information on each trailer should be entered in the appropriate section of the corresponding motor unit to trailer. NOTE: We will no longer use 1A, 2A, etc. for trailers **UNLESS** damage occurs. In the event of trailer damage, the trailer will be assigned the corresponding vehicle number – 1A, 1B, 1C, etc. in the vehicle box following the power unit and all applicable trailer information should be included (ie. Insurance, Owner, Driver same as power unit driver, etc.).

For Example: A tractor with double trailers is involved in a crash. The tractor is listed as vehicle 1. Its trailers will be located in the same box under 1st Trailer and 2nd Trailer. There is ample space for information from all three trailers. If any of the trailers were damaged, then the damaged trailer(s) would be filled out as a separate vehicle and marked 1A. The trailer section(s) will still need to be filled out indicating trailer license plate information and length.

Vehicle Identification Number (VIN)

VIN#

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

Indicate the vehicle identification number (VIN) or serial number, which can be obtained from various locations on the vehicle. Please print clearly and legibly. Although an officer may take the VIN from a registration or insurance card, it should always be verified with the stamped VIN off of the vehicle.

Most common location of the VIN is the driver side interior dash. 1969 and newer cars will have the VIN on the drivers side dash viewable through the windshield. Additional possibilities include: trunk (under spare); driver door jam (open door); back wheel well; front of engine block; and stamped on the front end of the frame. You can see it by looking down between the front carb and your windshield washer unit. This location is most likely on older cars.

Rationale: Important to identify specific motor vehicle design characteristics and occupant protection systems for effectiveness evaluations.

License Plate Information

LICENSE PLATE INFO	NUMBER	STATE	EXP DATE
			mm/yy

Definition: The state, commonwealth, territory, Indian Nation, U.S. Government, foreign country, etc., issuing the registration plate and the year of registration as indicated on the registration plate displayed on the motor vehicle.

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

Number

NUMBER

Definition: The alphanumeric identifier or other characters, exactly as displayed, on the registration plate or tag affixed to the motor vehicle.

Indicate the license plate number only. The license validation number on the tag does not have to be entered. For combination trucks, motor vehicle plate number is obtained from the power unit or tractor.

Rationale: Critical for linkage between the crash and motor vehicle registration files.

State

STATE

Indicate the state that issued the vehicle license plate. Use the two letter postal abbreviation code. For example: UT (Utah), CA (California), etc. (Appropriate state and country abbreviations are listed in the Appendix A on page 81).

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

Expiration Date

EXP DATE
mm/yy

Indicate numerically the month and year that the license plate expires in the mm/yy box.

Use only the last two-digits of the year and the following codes for the month.

01 January	05 May	09 September
02 February	06 June	10 October
03 March	07 July	11 November
04 April	08 August	12 December

Make

MAKE

Definition: The distinctive (coded) name applied to a group of motor vehicles by a manufacturer.

Indicate the general make of the vehicle as shown on the registration card. For example: Chevrolet (Chev), Ford, Toyota (Toyt), etc. Appropriate character abbreviations can be used in this box. See Appendix B page 75.

Rationale: Important for use in identifying motor vehicle make, for evaluation, research and crash comparison purposes.

Model

MODEL

Definition: The manufacturer-assigned code denoting a family of motor vehicles (within a make) that have a degree of similarity in construction, such as body, chassis, etc. Generally the secondary name given to a vehicle indicated on the registration card, such as Escalade, Four Runner, Camry, Camaro, etc. (See Appendix B, page 76 for a complete listing.)

Indicate the model. If no model is indicated, then mark a dash.

Rationale: Important for use in identifying the motor vehicle model for evaluation, research, and crash comparison purposes.

Year

YYYY

Definition: The model year assigned to a motor vehicle by the manufacturer.

Indicate the model year of the vehicle. Non-motor vehicles such as trains, road graders, bicycles, etc. do not need a model year identification. Use a dash for non-motor vehicles. Use a four digit year for this box. *Example: 2006.*

Rationale: Important for use in identifying motor vehicle model year for evaluation, research, and crash comparison purposes.

OCCUPANTS

Occupant(s)

OCCUPANT(S) #

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

Indicate the number of occupants for each vehicle in the box.

Rationale: Important for the officer at the scene to indicate how many people (injured and uninjured) are involved for reporting purposes. Used to evaluate the effectiveness of countermeasures that prevent or reduce injury and injury severity.

Driver

DRIVER	FIRST	INITIAL	LAST
--------	-------	---------	------

Definition: The full name of the individual driver.

Insert the full name of the person driving the motor vehicle at the time of the crash. If the person driving the vehicle is licensed, the name should be exactly the same as shown on the driver license. If the driver's true name is different from that shown on the license, the difference should be explained on the back of the report in the description area. If the driver is unlicensed, indicate the full name from other means of identification. Print the driver information in the following order:

First Name Middle Initial Last Name

If the driver has no middle initial, then leave the area blank for the middle initial. DO NOT USE ABBREVIATIONS, SUCH AS NMN FOR 'NO MIDDLE NAME.

Rationale: This data element should be collected to corroborate the driver license number and to facilitate linkage when names are available in the health and insurance files. When possible, obtain this information from the driver license (via a bar code or "smart" license or via on-line linkage).

Driver Address

STREET, CITY, STATE, ZIP	PHONE ()
--------------------------	-----------------

Do not copy the address from the driver license unless it is acknowledged to be correct. Otherwise, obtain the street address or RFD number, apartment number, city, state, and zip code from some other source.

Ask the driver to verify his or her address before entering it in the box. It is extremely important to obtain a correct phone number, Drivers License Financial Responsibility and the Courts may need to follow up with this number.

Driver's License

DRIVER LICENSE	STATE	NUMBER	CLASS	ENDORSEMENT(S)	RESTRICTION(S)
----------------	-------	--------	-------	----------------	----------------

Rationale: Necessary to evaluate the effectiveness of various licensing laws. This element is also critical in providing linkage between the crash and driver license files at the state level.

State

DRIVER LICENSE	STATE
-------------------	-------

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

Indicate the state that issued the driver license. Abbreviate the name of the state using acceptable two character codes (see Appendix A for appropriate state and country codes)

Number

NUMBER

Definition: The unique driver's license number assigned to the individual.

Indicate the driver's driver license number. **Be sure to copy the number completely and accurately.** Auto fill makes this simple on the electronic version, especially for accuracy and verification. If the driver is not licensed, enter a dash to indicate none.

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

License Class

CLASS

Definition: Issued to drivers after successfully completing a driver's test that qualifies them to operate a specific type of motor vehicle.

Enter the driver license classification letter (i.e. A, C, D, etc.)

A – Commercial over 26,001 w/towed unit over 10,001 GVWR

B – Commercial over 26,001 w/towed unit under 10,000 GVWR

C – Commercial under 26,000

D – Private for all other vehicles which are not Commercial or Motorcycles

M – Motorcycle Only

Endorsement Codes

ENDORSEMENT(S)

Definition: Issued to drivers after successfully completing a specialized test that qualifies them to operate a specific type of commercial motor vehicle.

Enter the endorsement code (i.e. M, N, T, etc.)

M – Motorcycle

N – Tank Vehicles

S – School Bus

T – Double/Triple Trailers

H – Hazardous Materials

P – Passengers

X – Tankers/Hazardous Materials

Z – Taxicab

If a driver does not have a drivers license put a dash in the box to indicate none.

Rationale: Important to evaluate issues related to licensing policies for drivers of commercial motor vehicles.

Restriction Codes

RESTRICTION(S)

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

Enter the restriction code from the Utah Driver's License. Restriction on other state licenses should be coded as follows:

A – No Restrictions	G – Daylight Only	Q – Limit Employment
B – Corrective Lenses	I – Limited Other	R – No Hazardous Materials
C – Mechanical Aid	J – Other	U – 3 Wheel Motorcycle
D – Prosthetic Aid	K – CDL Intrastate Only	V – 40 MPH or Less
E – Automatic Transmission	L – Vehicle Without Air Brakes	W – Medical
F – Outside Mirror	O – 90 cc Cycle	Y – LT 10K less than 10,000

Note: If a driver has an out of state license, please adapt their code to fit the Utah codes listed above.

Rationale: Used to identify drivers with limitations on their operators' license that have been involved in crashes.

Date of Birth

DATE OF BIRTH		
mm	dd	yyyy

Definition: The month, day, and year of birth of the person involved in a crash.

Indicate the date of birth. This information should be taken from the driver license or other identification received in the investigation. The date of birth shall be listed numerically mm/dd/yyyy. Example: Month 06 Date 13 Year 1960

If you do not have a date of birth put a dash in the box.

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

Age

AGE

Indicate the age of the driver from the last birth date. Make sure the age of the driver corresponds to the birth date on the driver's license. Infants under one year of age are coded as 0. If you do not know the age, please mark "U" for unknown.

Law Enforcement Action

CHARGE(S)	CITATION #
<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> PENDING <input type="checkbox"/> UNKNOWN	

The following boxes are used by law enforcement.

Note: The citation number may be used to auto fill the DI-9 when using the FATPOT program. This will save time when filling out the form.

Charge(s)

CHARGE(S)
<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> PENDING <input type="checkbox"/> UNKNOWN

Indicate charge(s) relating to the crash in the space provided. Also check the appropriate status of the charges in the corresponding box:

YES
NO

PENDING
UNKNOWN

Citation

CITATION #

Indicate the number of the citation. Citation numbers are issued from the state BCI. When using the electronic form, the numbers are issued automatically when an officer creates a new citation. For printed forms, agencies must request citation books from BCI. The agency will be issued a range of citation numbers for their use. The citation number may be used to auto fill duplicate information already captured in an electronic citation.

Owner

OWNER	FIRST	INITIAL	LAST
	<input type="checkbox"/> Same as Driver		

Verify ownership by checking the information contained in the registration. Indicate the name of the person (s) or firm having legal right of control.

If the driver is the owner, then check the *Same as Driver* box. If the driver has no middle initial, then the area blank for the middle initial. **DO NOT USE ABBREVIATIONS, SUCH AS NMN FOR NO MIDDLE NAME.**

If operator is under authority of a carrier, go to the Commercial Carrier Box, see page X, and use the carrier name. Otherwise, obtain the information from the registration certificate, the driver, or other available sources.

Address

STREET, CITY, STATE, ZIP	PHONE ()
--------------------------	-------------

Verify the address on the registration before entering information given by the driver. If the registration information is incorrect, obtain the street address or RFD number, apartment number, city, state, and zip code and phone number from some other source.

Always indicate: street, city, state, zip, and phone number including area code. Although it may take extra time, your effort to retrieve this information is greatly appreciated by the Drivers License Division.

This information is critical to help support license suspension and revocation.

COMMERCIAL VEHICLES

For the purposes of crash reporting, the term “commercial vehicle” means any vehicle involved in a crash with one or more of the following:

- a truck having a GCWR of 10,001 or more pounds; OR
 - a vehicle displaying a hazardous material placard; OR
 - a vehicle designed to transport 9 or more people, including driver; OR
- AND
- a fatality; OR
 - an injury requiring transportation for immediate medical attention; OR
 - a vehicle was disabled requiring a tow away from the scene

Commercial Vehicles are regulated by Utah Department of Transportation and the Federal Motor Carrier Safety Administration (FMCSA) (See Appendixes H – L; pp. 87 – 90 for additional information.)

Commercial vehicle specific information is captured on the DI-9 in boxes shown below.

CARRIER	COMMERCIAL VEHICLE INFO	NAME	STREET, CITY, STATE, ZIP		PHONE ()		CDL Presented at Scene	
	<input type="checkbox"/> Same as Owner						<input type="checkbox"/>	<input type="checkbox"/>
US DOT #	CVSA INSPECTION #	GCWR / GVWR (check one)		HAZ MAT RELEASED	HAZ MAT PLACARD # or NAME - CLASS	CARGO CODE	PURPOSE OF USE	
		<input type="checkbox"/> 10,001 - 26,000 lbs	<input type="checkbox"/> 10,000 lbs or LESS	<input type="checkbox"/> YES <input type="checkbox"/> NO			<input type="checkbox"/> GOVT <input type="checkbox"/> PERSONAL	<input type="checkbox"/> INTERSTATE <input type="checkbox"/> INTRASTATE

Commercial Vehicle Information

CARRIER	COMMERCIAL VEHICLE INFO	NAME	STREET, CITY, STATE, ZIP		PHONE ()		CDL Presented at Scene	
	<input type="checkbox"/> Same as Owner						<input type="checkbox"/>	<input type="checkbox"/>

If the carrier is the same as the owner, check the ‘Same as Owner’ box. If not, print the name of the carrier. Indicate the Carriers name, complete address, and phone number including the area code.

Verify the carrier address by using registration, shipping, or lease paperwork. It is extremely important to obtain a correct phone number so that the parties can later be contacted to verify or provide additional information needed.

Also check the CDL Presented box if the CDL was presented by the driver. This information is required by the Drivers License Division. If the driver does not have license to present do not check the box.

US DOT

UNITED STATES DEPARTMENT OF TRANSPORTATION NUMBER

US DOT #

Definition: The identification number, name and address of an individual, partnership or corporation responsible for the transportation of persons or property as indicated on the shipping manifest.

Enter the appropriate number off the side of the commercial vehicle. This includes taxis and limousines.

Rationale: The Federal Motor Carrier Safety Administration (FMCSA) along with Utah Department of Transportation (UDOT) have the authority to fine and sanction unsafe interstate and intrastate truck and bus companies. A key way to identify potentially unsafe motor carriers is to collect crash data by the identification number, name and address of the company. The street address allows UDOT and FMCSA to visit carriers to conduct review of compliance with Federal Motor Carrier Safety Regulations and provides a crosscheck for the correct identity of the carrier.

The identification number (found on the power unit, and assigned by the U.S. DOT or by a state) is a key element for carrier identification in the UDOT and FMCSA databases for crashes and other carrier information. This data element is collected at the scene to meet FMCSA 90 day reporting requirements.

CVSA Inspection

CVSA INSPECTION #

If an inspection was conducted at the scene, enter the ten (10) digit inspection number in the box.

G.C.W.R. / G.V.W.R.

GCWR / GVWR (check one)	
<input type="checkbox"/> 10,000 lbs or LESS	<input type="checkbox"/> 10,001 - 26,000 lbs
<input type="checkbox"/>	<input type="checkbox"/> MORE THAN 26,000 lbs

Definition: The Gross Vehicle Weight Rating (GVWR) is the amount recommended by the manufacturer as the upper limit to the operational weight for a motor vehicle and any cargo (human or other) to be carried. The Gross Combination Weight Rating (GCWR) is calculated by summing the GVWRs for each unit in a combination-unit motor vehicle. Thus for single-unit trucks there is no difference between the GVWR and the GCWR. For combination trucks (truck tractors pulling a single trailer, truck tractors pulling double or triple trailers, trucks pulling trailers, and trucks pulling other motor vehicles) the GCWR is the total of the GVWRs of all units in the combination.

Additional regulations are imposed on all motor vehicles with GCWR/GVWRs of more than 26,000 lbs (11,793 kg). Manufacturer's weight rating can be found on the plate usually located on the door jam.

Check the appropriate G.C.W.R. /G.V.W.R. box of the commercial vehicle:

- 10,000 lbs. or less
- 10,001 – 26,000 lbs.
- More than 26,000 lbs.

Rationale: The Federal Motor Carrier Safety Administration (FMCSA) imposes certain regulations on all single or combination-unit trucks that have a Gross Combination Weight Rating (GCWR) of more than 10,000 lbs (4,536 kg).

Hazardous Materials

Definition: Indication that a motor vehicle had a hazardous materials placard as required by federal/state regulations. Hazardous materials that were released from the cargo compartment should be documented whether or not the motor vehicle displayed a placard.

Any substance or material which has been determined by the U.S. Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce and which has been so designated under regulations of the USDOT. A truck transporting hazardous materials can be identified by a diamond shaped sign that must be affixed to any motor vehicle that carries hazardous materials. It usually contains a four-digit number in the middle of the placard, a one-digit number at the bottom that indicates the hazard class and specific material being carried. (See Appendix L page 90.)

Rationale: UDOT and FMCSA devote special attention to motor carriers that transport hazardous materials (HM), including imposing tighter regulations and conducting compliance reviews on a higher percentage of HM carriers. Getting good data on crashes involving trucks carrying HM and whether HM are spilled during the crashes helps UDOT and FMCSA focus law enforcement efforts.

Haz Mat Released

HAZ MAT RELEASED	
<input type="checkbox"/> YES	<input type="checkbox"/> NO

Check the appropriate box for hazardous materials released from the cargo compartment.

Note: Leaking fuel from the power unit does not constitute a reportable hazard release of material. This only refers to cargo.

Haz Mat Placard Number – Class

HAZ MAT PLACARD # or NAME - CLASS

Enter the appropriate four-digit USDOT placard number and one- or two-digit class number with a decimal in the box provided. These can be found on the diamond shaped hazardous material sign if present. If the vehicle placard is not visible, retrieve the numbers from other sources AFTER the hazardous material is determined

Description of Cargo

CARGO (Code)

This section to be used with Commercial Vehicles Only, unless Haz-Mat is being transported.

Identify the cargo being transported in the space provided (these codes can be found on the front side of the overlay):

00	None	19	Logs, Poles, Beams, Lumber
01	Agriculture/Farm Supplies	20	Machinery, Large Objects
02	Beverages	21	Meat
03	Building Materials	22	Metal
04	Chemicals	23	Mobile Home
05	Coal, Coke	24	Motor Vehicles
06	Commodities, Dry Bulk	25	Oilfield Equipment
07	Concrete	26	Ore
08	Construction	27	Paper Products
09	Drive-Away, Tow-Away	28	Passengers
10	Fresh Produce	29	Radioactive
11	Garbage, Refuse, Trash	30	Refrigerated Food
12	General Freight	31	Rock, Sand, Gravel
13	Grain, Feed, Hay	32	Salt
14	Household Goods	33	US Mail
15	Intermodal Containers	34	Utilities
16	Liquids/Gases	35	Water Well
17	Livestock	97	Other* (Write Explanation in Narrative)
18	Livestock Containers		

Purpose of Use

PURPOSE OF USE	<input type="checkbox"/> GOVT	<input type="checkbox"/> PERSONAL
	<input type="checkbox"/> INTERSTATE	<input type="checkbox"/> INTRASTATE

Definitions:

Government (Govt): Any government agency or exempt vehicle such as a city bus, snowplow, school bus, etc. License plate will indicate exempt status.

Personal: Any personal use, not associated with business or commercial use.

Interstate: The term means commercial vehicle travel exists or occurs between two or more states.

Intrastate: The term means commercial vehicle travel exists or occurs within the geographical boundaries of the State of Utah. Generally there is a UT following the USDOT number on the truck.

Example #1: If a commercial vehicle operates within Utah and is registered only in Utah, it is classified as an *Intrastate* vehicle. However, if the vehicle transports cargo out of Utah and operates in other states, it shall be classified as *Interstate*. This information can be verified with permits issued to the individual vehicle.

Example #2: A truck may have an interstate permit, but the driver is off duty and running an errand for personal business. You would check the personal box instead of the interstate box in this scenario.

To determine the Purpose of Use for the vehicle ask the driver the purpose of the trip.

Check the appropriate Purpose of Use box for the vehicle use at the time of the crash.

Government (GOVT)
Personal

Interstate
Intrastate

Note: This section is for Motor Carrier Vehicles ONLY.

Trailing Units

#1 TRAILER LICENSE PLATE #	STATE	EXP DATE	LENGTH	#2 TRAILER LICENSE PLATE #	STATE	EXP DATE	LENGTH	#3 TRAILER LICENSE PLATE #	STATE	EXP DATE	LENGTH
		mm / yy				mm / yy				mm / yy	

Write in the license plate number, state and expiration date for up to three trailer units. If there is damage to trailing unit(s), then the trailer will also become a vehicle (all write after the power unit with the corresponding vehicle number + A, B, and C depending on the number of trailers).

1ST Trailer License Plate

#1 TRAILER LICENSE PLATE #

Enter the license plate number of the trailer. The plate number is located on the trailer.

State

STATE

Enter the two-letter state abbreviation.

Note: Appropriate state and country abbreviations are located in the Appendix A (page X).

Expiration Date

EXP DATE
mm / yy

Enter the two-digit month and two-digit year expiration date from the trailer license plate.

Length

LENGTH

Enter the trailer length in feet.

Note: The length can be found stamped on some trailers. If necessary use roll-a-tape to measure for the trailer length.

2ND 2NDTrailer and 3RD Trailers information should be entered exactly as instructed for the 1ST Trailer.

SPEED

SPEED	POSTED	POSTED ADVISORY	EST TRAVEL	EST IMPACT	ESTIMATED BY:	<input type="checkbox"/> Occupant
					<input type="checkbox"/> Officer	<input type="checkbox"/> Witness
					<input type="checkbox"/> Driver	<input type="checkbox"/> None

Rationale: Speed is a crash indicator. It is important to include specific pieces of information. These will include information prior to the crash. An officer may have to estimate speeds as indicated by road markings, eye witnesses, crash severity, etc.

Posted

SPEED	POSTED
-------	--------

Definition: Authorized speed limit for the motor vehicle at the time of the crash. The speed limit may be indicated by a regulatory speed limit sign.

Enter the authorized speed for the roadway on which the vehicle was traveling. If the roadway or area (parking lot, private property, etc.) is unknown or not posted, mark 'U' for unknown.

Rationale: Important for evaluation purposes (even though the speed of the motor vehicle at the time of the crash may differ significantly from the authorized speed limit).

Posted Advisory

POSTED ADVISORY

If there is a warning sign with a posted advisory speed (such as for curves, construction, etc.) enter the advisory speed in the Posted Advisory box for each vehicle. Write 'U' for unknown or mark a dash if there is not a Posted Advisory speed limit.

Estimated Travel

EST TRAVEL

Enter the estimated speed each vehicle prior to the crash. Write the speed in the box provided. Write 'U' for unknown.

Estimated Impact

EST IMPACT

Enter the estimated speed of each vehicle at impact. This speed may or may not be the same as the est. travel speed. The speed will depend up many factors including any attempts to brake or swerve. Write the speed in the box provided. Write 'U' for unknown or dash for not applicable.

Estimated By

ESTIMATED BY:	<input type="checkbox"/> Occupant
<input type="checkbox"/> Officer	<input type="checkbox"/> Witness
<input type="checkbox"/> Driver	<input type="checkbox"/> None

Check the appropriate box to indicate how the speed of each vehicle was estimated.

Officer	Witness
Driver	None
Occupant	

Sequence of Events

SEQUENCE OF EVENTS (Codes 01 - 96)	FIRST EVENT	SECOND EVENT	THIRD EVENT	FOURTH EVENT	MOST HARMFUL EVENT For VEHICLE (Use codes 00, 07 - 69)	

Definition: The events in sequence **related to the motor vehicle (NOT DRIVER)**, including both non-collision and collision events.

The sequence of events boxes are used to describe what occurred during the crash. In order to account for the complex scenarios, you may enter up to four events per vehicle. If there are more than four events, record the four most significant events. The sequence of events codes are grouped into three categories: non-collision (i.e. ran-off road and rollover), collisions with non-fixed objects (i.e. motor vehicle vs. motor vehicle and motor vehicle pedestrian), and collisions with fixed objects (i.e. light poles and trees).

The following codes will be used for the First Event, Second Event, Third Event, Most Harmful Event and First Harmful Event of the Crash (Box 37 on overlay).

Note: Refer only to vehicle events (NOT DRIVER ACTIONS).

SEQUENCE OF EVENTS

Non-Collision:

- | | |
|---|--|
| 00 No Damage or Injury, This Vehicle | 07 Overturn/Rollover |
| 01 Ran Off Road Right | 08 Cargo/Equipment Loss or Shift |
| 02 Ran Off Road Left | 09 Jackknife |
| 03 Crossed Median/Centerline | 10 Fire/Explosion |
| 04 Equipment Failure (tire, brakes, etc.) | 11 Immersion |
| 05 Separation of Units | 12 Fell/Jumped From Motor Vehicle |
| 06 Downhill Runaway | 19 Other Non-Collision* (Explain in Narrative) |

Collision with Person, Vehicle, or Non-Fixed Object

- | | |
|----------------------------------|------------------------------------|
| 20 Operating Motor Vehicle | 27 Work Zone/Maintenance Equipment |
| 21 Parked Motor Vehicle | 28 Freight Rail |
| 22 Pedestrian | 29 Light Rail |
| 23 Pedal cycle | 30 Passenger Heavy Rail |
| 24 Skates, Scooters, Skateboards | 31 Thrown or Fallen Object |
| 25 Animal – Wild | 39 Other Non-Fixed Object* |
| 26 Animal – Domestic | |

Collision with Fixed Object

- | | |
|--------------------------------|--------------------------------|
| 40 Guardrail | 52 Delineator Post |
| 41 Concrete Barrier | 53 Other Post, Pole or Support |
| 42 Cable Barrier | 54 Utility Pole/Light Support |
| 43 Crash Cushion | 55 Traffic Signal Support |
| 44 Guardrail End Section | 56 Culvert |
| 45 Concrete Sloped End Section | 57 Ditch |
| 46 Cable Barrier End Section | 58 Embankment |
| 47 Access Control Cable | 59 Snow Bank |
| 48 Bridge Rail | 60 Tree/Shrubbery |
| 49 Bridge Pier or Support | 61 Mailbox/Fire Hydrant |
| 50 Bridge Overhead Structure | 62 Fence |
| 51 Traffic Sign Support | 69 Other Fixed Object* |

96 Not Applicable (used only to fill unused box[es])

Rationale: Important for use in conjunction with most harmful event and motor vehicle maneuver to generate complete information about the crash.

First Event

FIRST EVENT

Definition: The first injury or damage-producing event caused by the vehicle (mechanical means) that characterizes the crash type.

Example: A vehicle does not run a stop sign. Although at times, the vehicle may have equipment failure.

This is the first event that took place with regard to the vehicle. Enter the two-digit code in the box, indicating the most appropriate code from list above.

Rationale: Needed for uniformity in reported motor vehicle crash statistics, understanding crash causation, and identifying possible crash avoidance countermeasures. For analytic purposes it may be desirable to collect and use information about subsequent events, some of which may be harmful.

Second Event

SECOND EVENT

This is the second event of the chain of events that took place during the crash. Enter the two-digit code in the box, indicating the most appropriate code from list above. If there is not a second event, mark 96 (not applicable).

Third Event

THIRD EVENT

This is the third event of the chain of events that took place during the crash. Enter the two-digit code in the box, indicating the most appropriate code from list above. If there is not a third event, mark 96 (not applicable).

Fourth Event

FOURTH EVENT

This is the fourth event of the chain of events that took place during the crash. Enter the two-digit code in the box, indicating the most appropriate code from list above. If there is not a fourth event, mark 96 (not applicable).

Most Harmful Event for Vehicle

(use codes 00, 07 – 69)

MOST HARMFUL EVENT For VEHICLE (Use codes 00, 07 - 69)	
--	--

Definition: Vehicle event that resulted in the most severe injury or, if no injury, the greatest property damage involving this motor vehicle.

This data item is designed to capture which event was most responsible for the injuries that resulted from the crash. This may not necessarily be the first event. For instance, if a vehicle leaves the road and strikes a tree, then a code of 60 (tree/shrubbery) should be entered here. Striking the tree was most responsible for the injuries; likely, no injuries resulted in simply leaving the road. Also, not all

codes listed under sequence of events can cause injuries. For this reason, codes 01 through 06 CANNOT be used in this box.

Enter the two-digit code from the Sequence of Events that was the Most Harmful Event for each vehicle.

Rationale: Important for use in conjunction with the Sequence of Events to generate complete information about the crash.

Damage

VEHICLE DAMAGE	ESTIMATED DAMAGE	<input type="checkbox"/> \$1 - \$999
	<input type="checkbox"/> NO DAMAGE	<input type="checkbox"/> \$1,000 or MORE

Use for each vehicle involved in the crash. It is important to note that any vehicles being towed or carried on another vehicle such as a truck or flatbed trailer would be considered cargo and not classified as vehicles.

Check the box that best describes your estimate of the damage to each vehicle. If the vehicle was not damaged, mark "No Damage" in the box.

INSURANCE

INSURANCE COMPANY		EFFECTIVE DATE	EXPIRATION DATE	POLICY NUMBER
INSURANCE APPEARS VALID <input type="checkbox"/> YES <input type="checkbox"/> NO	AGENCY/AGENT THAT SOLD POLICY	ADDRESS		PHONE ()

The information captured in these boxes is important for identifying uninsured motorists and is needed by the Drivers License Division. There is a misconception that the main importance of the DI-9 is for the Insurance company's use. In reality, this information is the most effective way for the DLD to revoke a driver's license. It also helps support law enforcement in removing irresponsible drivers and their uninsured vehicles from Utah roads.

Note: If you are provided with an insurance card, binder, or insurance policy, take the information from the document provided and fill out the information on the crash report. Otherwise, obtain this information from the driver.

Insurance Company

INSURANCE COMPANY

Write the name of the insurance company providing coverage for the vehicle. Any information here is helpful, even if no proof of insurance can be shown.

Effective Date

EFFECTIVE DATE

Write the date the insurance policy became effective for the vehicle (mm/dd/yy).

Expiration Date

EXPIRATION DATE

Write expiration date of the insurance policy stated on the insurance document.(mm/dd/yy). If no documentation exists, ask the driver to estimate the date.

Policy Number

POLICY NUMBER

Write the insurance company policy number.

Insurance Valid

INSURANCE APPEARS VALID	
<input type="checkbox"/> YES	<input type="checkbox"/> NO

Check the appropriate box. Mark "yes" if valid insurance is provided. Mark "no" if no insurance can be verified.

Agency/Agent that Sold Policy

AGENCY/AGENT THAT SOLD POLICY

Write the name of the insurance agent that provided the insurance for the vehicle as indicated on the card or by the driver.

Address

ADDRESS	PHONE ()
---------	-----------

Write the address of the insurance agency. **DO NOT FORGET THE ZIP CODE.** This is very important especially with large companies.

Phone

PHONE ()

Write the phone number including area code. It is critical to indicate a phone number for Financial Responsibility's department in the Driver License Division.

VEHICLE NUMBER 2, 3, 4, etc.

VEH #	VR#	LICENSE PLATE INFO	mm/yy	STATE	NUMBER	MAKE	MODEL	yyyy	OCCUPANT(S) #			
DRIVER	FIRST INITIAL LAST	STREET, CITY, STATE, ZIP		PHONE ()								
DRIVER LICENSE	STATE NUMBER	CLASS	ENDORSEMENT(S)	RESTRICTION(S)	DATE OF BIRTH mm / dd / yyyy	AGE	CHARGE(S)	CITATION #				
OWNER	FIRST INITIAL LAST	STREET, CITY, STATE, ZIP		PHONE ()								
CARRIER	COMMERCIAL VEHICLE INFO	NAME		STREET, CITY, STATE, ZIP		PHONE ()						
	US DOT #	CVSA INSPECTION #	GCWR / GVWR (check one)	<input type="checkbox"/> 10,001 - 26,000 lbs	<input type="checkbox"/> 10,000 lbs or LESS	<input type="checkbox"/> 10,001 - 26,000 lbs	HAZ MAT RELEASED <input type="checkbox"/> YES <input type="checkbox"/> NO	HAZ MAT PLACARD # or NAME - CLASS	CARGO (Code)	PURPOSE <input type="checkbox"/> GOVT <input type="checkbox"/> PERSONAL <input type="checkbox"/> INTERSTATE <input type="checkbox"/> INTRASTATE		
	#1 TRAILER LICENSE PLATE #	STATE	mm/yy	LENGTH	#2 TRAILER LICENSE PLATE #	STATE	mm/yy	LENGTH	#3 TRAILER LICENSE PLATE #	STATE	mm/yy	LENGTH
SPEED	POSTED	POSTED ADVISORY	EST TRAVEL	EST IMPACT	ESTIMATED BY: <input type="checkbox"/> Occupant <input type="checkbox"/> Officer <input type="checkbox"/> Driver	SEQUENCE OF EVENTS (Codes 01 - 69)	FIRST EVENT	SECOND EVENT	THIRD EVENT	FOURTH EVENT	MOST HARMFUL EVENT OF THE CRASH (Use codes 09, 07 - 69)	
DAMAGE	<input type="checkbox"/> \$1,000 or MORE <input type="checkbox"/> LESS THAN \$1,000		ESTIMATED VEHICLE DAMAGE		INSURANCE COMPANY		EFFECTIVE DATE	EXPIRATION DATE	POLICY NUMBER			
INSURANCE APPEARS VALID	<input type="checkbox"/> YES <input type="checkbox"/> NO		AGENCY/AGENT THAT SOLD POLICY		ADDRESS		PHONE ()					

This section should be filled out exactly as described above for vehicle number one.

WORK ZONE

A work zone is an area of highway that contains construction, maintenance, or utility work activities. The work zone typically extends from the first advance warning sign to the END ROAD WORK sign, or the last traffic control device. Work zones may exist for short or long durations and may include stationary or moving activities. It is not necessary for workers or work vehicles to be present to be considered a work zone. Traffic control devices define a work zone.

A work zone crash is a traffic crash, including both collision and non-collision crashes, that has the First Harmful Event occurring:

- A. Within the boundaries of a work zone, or;
- B. On an approach to or exit from a work zone, when the crash results from an activity, behavior, or control related to the movement of the traffic units through the work zone.

A work zone crash excludes single vehicle crashes involving working vehicles not located in the trafficway. For example: 1) a maintenance truck strikes a highway worker inside the work site; 2) a utility worker repairing the electrical lines over the trafficway falls from the bucket of a cherry picker.

Work zones represent special hazards on the roadways. It is important to capture information about crashes occurring in and around roadway work. Collection of this information helps to make our roadways safer for drivers, their passengers, workers, and law enforcement officers who assist in monitoring work zone areas.

Work Zone Related

Work Zone Related? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown

Work zones represent special hazards on the roadways. It is important to capture information about crashes occurring in and around roadway work. This will help make these areas safer for workers and motorists alike.

Definition: A crash that occurs in or related to a construction, maintenance, or utility work zone, whether or not workers were actually present at the time of the crash. Work zone-related' crashes may also include those involving motor vehicles slowed or stopped because of the work zone, even if the first event occurred before the first warning sign.

Check the appropriate box.

Note: In large work zone project areas especially on freeways, the zone may be several miles long.

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

Workers Present

Workers Present? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown

Definition: When a work zone crash occurs, determine whether or not workers were actually present at the time of the crash.

Check the appropriate box whether or not workers were present at the time of the crash.

Note: If there is no work zone, then check the No Box.

Rationale: Important to assess the impact on traffic safety of various types of on-highway work activity when workers are present, to evaluate Traffic Control Plans used at work zones, and to make adjustments to the Traffic Control Plans for the safety of workers and the traveling public. This data element needs to be collected at the scene because work zones are relatively short term or moving operations that are not recorded in permanent road inventory files

Total # Lanes on Roadway

Total # of Lanes on Roadway

Definition: Total number of lanes in the roadway on which this motor vehicle was traveling.

- For undivided highways:
Total "thru" lanes in both directions (excluding designated turn lanes).
- For divided highways:
Total "thru" lanes for the roadway (on which the motor vehicle under consideration was traveling).

A divided highway is a facility that is continuously separated by either a barrier or a raised/depressed median between the opposing directions of traffic.

Write the number of lanes in one direction of the roadway if divided and total number of lanes if undivided roadway.

Rationale: Used in studying roadway safety issues as well as identifying the environment of a particular crash.

of Vehicles Involved

Vehicles Involved

Definition: The total number of motor vehicles (automobiles, single-unit trucks, truck combinations, motorcycles, etc.) that are involved in the crash. Total number of vehicles can be derived by counting the number of motor vehicles involved in a crash as indicated in Motor Vehicle Unit Type and Number V2, V3, V4, etc.

Write the number of vehicles involved in the crash.

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



Property Damage

Damage to Property Other than Vehicles (Name object and state nature)		
Name and Address of Owner of Object Struck	Phone ()	PROPERTY DAMAGE ESTIMATE <input type="checkbox"/> \$1,000 OR MORE <input type="checkbox"/> LESS THAN \$1,000

Damage to Property other than Vehicles

Damage to Property Other than Vehicles (Name object and state nature)

Write the name and nature of the object struck in the crash. If any light, power, or telephone pole was damaged, indicate the number of the pole along with description.

Note: Utah Power and Light and DOT addresses are located in most drop down boxes of the electronic versions.

Example: Light pole #P-135 (Indicate your estimate of the damage and check appropriate box.)

Name and Address of Owner of Object Struck

Name and Address of Owner of Object Struck	Phone ()
---	--------------

State the name and address of the owner. Please make sure to include the zip code and phone number. Both are very important for the Financial Responsibility Department of Drivers License Division.

Property Damage Estimate

PROPERTY DAMAGE ESTIMATE <input type="checkbox"/> \$1,000 OR MORE <input type="checkbox"/> LESS THAN \$1,000

Estimate the cost of the damage to the property and check either '\$1000 or more' or 'Less than \$1000' damage.

WITNESSES INFORMATION

Write names, addresses, and phone numbers for persons who witnessed the crash in the spaces provided. Passengers in the vehicles involved in the crash should not be listed here, but should be shown under the passenger section. If additional space is needed, fill out the Additional Person Form.

WITNESSES		
Name _____	Address _____	Phone () _____
Name _____	Address _____	Phone () _____

Name

Print the witness' full name. Using first, middle (if available), and last.

Address

Write out the entire address including street, state and zip code.

Phone Number

Write the entire phone number. Be sure to include area code with the phone number.

LAW ENFORCEMENT ACTIVITY

Law Enforcement Activity

Time Notified of Crash	Arrived at Scene	Date Notified of Crash	Investigation Completed
<input type="text"/>	<input type="text"/>	<input type="text"/> / <input type="text"/> / <input type="text"/>	<input type="text"/> / <input type="text"/> / <input type="text"/>
Use Military Time		mm dd yy	mm dd yy

Field Diagram	<input type="checkbox"/> Yes <input type="checkbox"/> No	Video	<input type="checkbox"/> Yes <input type="checkbox"/> No	Photo (s)	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Digital <input type="checkbox"/> Film
---------------	---	-------	---	-----------	---	---

Time Notified Of Crash

Time Notified of Crash

Enter the military time the officer was notified of crash.

Arrived At Scene

Arrived at Scene

Enter the military time officer arrived on scene.

Date Notified Of Crash

Date Notified of Crash

 / /

mm/dd/yy

Enter the date that the crash was reported. This will usually be the same as the date of the crash, but may differ for crashes occurring near midnight or crashes that are not witnessed. Use mm/dd/yy format for the date.

Investigation Completed

Investigation Completed

 / /

mm/dd/yy

Enter the date investigation was completed. Use mm/dd/yy format for the date.

FILE COPIES FOR FUTURE USE

Field Diagram	<input type="checkbox"/> Yes <input type="checkbox"/> No	Video	<input type="checkbox"/> Yes <input type="checkbox"/> No	Photo (s)	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Digital <input type="checkbox"/> Film
---------------	---	-------	---	-----------	---	---

This section is helpful to determine if diagrams, video(s), and photo(s) are available for use in investigations.

Field Diagram

Field Diagram	<input type="checkbox"/> Yes <input type="checkbox"/> No
---------------	---

Check the appropriate box to indicate if field diagram was completed for crash.

Video

Video	<input type="checkbox"/> Yes <input type="checkbox"/> No
-------	---

Check the appropriate box to indicate if video was taken for crash.

Photo(S)

Photo (s)	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Digital <input type="checkbox"/> Film
-----------	---	---

Check the appropriate box to indicate if photographs were taken at crash. If photographs were taken, check appropriate box for digital or film format.

Report Type

ORIGINAL REPORT ADDITIONAL PERSONS REPORT SUPPLEMENTAL REPORT AMENDED REPORT

State Law Requires a Reportable Crash Report to be Forwarded to Dept. of Public Safety Within 10 Days Following Completion of Investigation.
Mail ORIGINAL REPORT TO: Driver License Division, 4501 South 2700 West, P.O.Box 30560, Salt Lake City, Utah 84130-0560

Check the appropriate box:

Original Report
Additional Persons Report (new form)

Supplemental Report
Amended Report

The report should be marked “Original Report” if this is the first report filed after the initial investigation. Also Additional Persons Report should be marked if the form was used. Reports should be marked “Supplemental Report” if additional information is being supplied that was not available at the time of the original report. Examples include information obtained later about the driver of a hit and run vehicle or drug and alcohol test results that became available after original report has been filed.

Reports should be marked “Amended Report” if information is being changed from what was submitted on the original report. An example of this situation is changing false information given by a driver at the time of the crash of which you became aware of at a later time.

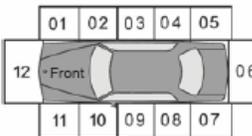
Supplemental and Amended report(s) should at a minimum include information from the Original Report:

- Date of the Crash
- Location Information
- Name of Driver(s)
- Number of Vehicles Involved
- Box 1 (Crash Severity)

Write in the description on the back of the DI-9 what is being added, amended, or changed from the Original Report. A copy of the Original Report should be attached to Supplemental or Amended Reports.



SIDE ONE OF DI-9 OVERLAY

1	1 Crash Severity 01 No Injury/PDO 02 Possible Injury 03 Non-Incapacitating Injury 04 Incapacitating Injury 05 Fatal	Counties (location section) 01 Beaver 25 Kane 35 Salt Lake 47 Uintah 02 Box Elder 26 Morgan 37 San Juan 49 Utah 03 Carbon 27 Millard 39 Sanpete 51 Wasatch 04 Cache 28 Garfield 41 Sevier 53 Washington 05 Carbon 29 Piute 43 Summit 55 Wayne 06 Daggett 30 Rich 45 Tooele 57 Weber 11 Davis 13 Duchesne 15 Emery 17 Garfield 19 Grand 21 Iron 23 Juab
2-Odd Veh.	2 Motor Vehicle Body Type 01 Passenger Car (2 door) 02 Passenger Car (4 door) 03 Station Wagon 04 Pickup 05 Sport Utility Vehicle 06 Van or Mini Van 07 Single Unit Truck (2 axles, 6 tires) 08 Single Unit Truck (3 or more axles)	09 Truck Tractor 18 RV/Motor Home 10 Truck/Trailer 19 No Motor Vehicle 11 Heavy Truck Other (trailer only) 12 Motorcycle 97 Other* 13 School Bus 99 Unknown 14 Bus/Motorcoach (not school) 15 Farm Equipment (combine, etc.) 16 Motorized Scooter/Moped, etc. 17 Off Road Vehicle (snowmobile, ATV, etc.)
2-Even Veh.	3 Trailing Unit(s) 00 No Trailer/Attachment 01 Utility Trailer 02 Boat Trailer 03 Camping Trailer 04 Horse Trailer 05 Towed Motor Vehicle 06 Combination - 2 or More 07 Semi-Trailer - Single 08 Semi-Trailer - Doubles 09 Semi-Trailer - Triples 10 Mobile Home 11 Farm Equipment/Trailer 97 Other* 99 Unknown	14 Direction of Vehicle Travel 01 Northbound 96 Not Applicable 02 Southbound (immobile from previous crash, stuck, etc.) 03 Eastbound 04 Westbound 99 Unknown 05 Not on Roadway (also for parked motor vehicle)
3-Odd Veh.	4 Cargo Body Type 96 Not Applicable 01 Van/Enclosed Box 02 Hopper (grain, gravel, etc) 03 Bus/Van (seats for 9 - 15 people, including driver) 04 Bus (seats more than 15 people, including driver) 05 Intermodal Container Chassis 06 Auto Transporter 07 Concrete Mixer 08 Garbage/Refuse 09 Flatbed 10 Cargo Tank 11 Pole 12 Log Truck 13 Dump 97 Other* 99 Unknown	15 Vehicle Contributing Circumstances 00 None 01 Brakes 02 Steering 03 Power Train 04 Suspension 05 Tires 06 Exhaust 07 Headlights 08 Signal Lights 09 Tail Lights 10 Horn 11 Windows/Windshield 12 Wheels 13 Trailer Hitch 14 Cargo 15 Fuel System 16 Mirrors 17 Wipers 18 Body, Doors, Hood 97 Other* 99 Unknown
3-Even Veh.	5 Special Function of Motor Vehicle 01 Law Enforcement - Emer 02 Law Enforcement - Non-Emer 03 Ambulance - Emer 04 Ambulance - Non-Emer 05 Fire - Emer 06 Fire - Non-Emer 07 Snowplow - in Use 08 Tow Truck - in Use 09 Construction - in Use 99 Unknown	16 Driver Condition 01 Normal 02 Illness 03 Fatigue/Asleep 04 Exceeded HOS Limits 05 Under the Influence of Alcohol/Drugs/Medications 06 Emotional 97 Other* 99 Unknown
4-Odd Veh.	6 Area of Initial Impact  00 Impact, No Damage 13 Top (roof) 14 Undercarriage 15 Damage, No Impact 16 No Impact, No Damage 99 Unknown	17 Driver Contributing Circumstances 00 None 01 Exceeded Posted Speed Limit 02 Too Fast for Conditions 03 Failed to Yield Right-of-Way 04 Failed to Keep in Proper Lane 05 Improper Lane Change 06 Over-Correcting/Over-Steering 07 Disregard Traffic Signs 08 Disregard Traffic Signals 09 Disregard Road Markings 10 Swerved or Evasive Action 11 Followed too Closely 12 Reckless/Aggressive 13 Wrong Side/Wrong Way 14 Improper Parking/Stopping 15 Ran Off Road 16 Improper Backing 17 Improper Signal 18 Improper Passing 19 Improper Turn 20 Hit and Run 21 Street Racing 97 Other* 99 Unknown
4-Even Veh.	7 Most Damaged Area	18 Vehicle Maneuver 01 Straight Ahead 02 Backing 03 Changing Lanes 04 Overtaking/Passing 05 Turning Right 06 Turning Left 07 Making U-turn 08 Leaving Traffic Lane 09 Entering Traffic Lane 10 Stopped in Traffic Lane 11 Slowing in Traffic Lane 12 Immobile From Previous Crash 13 Parked 14 Parking Maneuvers 97 Other* 99 Unknown
5-Odd Veh.	8 Extent of Deformity for Most Damaged Area 00 None 01 Minor 02 Moderate 03 Severe 99 Unknown	19 Driver Distraction 00 None 01 Cell Phone 02 Radio/CD/DVD etc. 03 Other Electronic Device 04 Passengers 97 Other* 99 Unknown
5-Even Veh.	9 Alcohol/Drug Use Suspected 00 None 01 Alcohol 02 Drugs 03 Both 99 Unknown	20 Traffic Control Device 00 None 01 Traffic Control Signal 02 Flashing Traffic Control Signal 03 Stop Sign 04 Yield Sign 05 Warning Sign 06 Flagger or Officer 07 HOV Lane 08 Ramp Metering - Active 09 School Zone 10 School Zone Reduced Speed - Active 11 Railroad Crossing-No Signal 12 Railroad Crossing-Signal/Gate 97 Other* 99 Unknown
6-Odd Veh.	10 Alcohol/Drug Test 00 Not Given 01 Refused 02 Alcohol 03 Drug	21 Roadway Description 01 Two-Way, Not Divided 02 Two-Way, Not Divided With a Continuous Left Turn Lane 03 Two-Way, Divided, Unprotected Median 04 Two-Way, Divided, Positive Median Barrier 05 One-Way 99 Unknown
6-Even Veh.	11 Test Results 96 Not Applicable 01 Alcohol-Pos. 02 Drug-Pos. 03 Both-Pos. 04 Negative 05 Pending	22 Manner of Collision (two or more motor vehicles) 96 Not Applicable 01 Angle 02 Front to Rear 03 Head On (front-to-front) 04 Sideswipe Same Direction 05 Sideswipe Opposite Direction 06 Parked Vehicle 07 Rear to Side 08 Rear to Rear 99 Unknown
7-Odd Veh.	12 Work Zone Type 96 Not Applicable 01 Lane Closure 02 Lane Shift/Crossover 03 Work on Shoulder or Median 04 Intermittent or Moving Work 97 Other* 99 Unknown	23 Roadway Contributing Circumstances 00 None 01 Debris 02 Rut, Hole, Bump 03 Road Surface Condition (wet, icy, snow, slush, etc.) 04 Work Zone (construction/maintenance/utility) 05 Worn, Travel-Polished Surface 06 Traffic Control Device (inoperative, missing, or obscured) 07 Shoulder (none, low, soft, high) 08 Animal Caused Evasive Action 09 Non-Motorist Caused Evasive Action 10 Non-Contact Vehicle Caused Evasive Action 11 Obstruction from Previous Crash 97 Other* 99 Unknown
7-Even Veh.	13 Work Zone Location 96 Not Applicable 01 Before the First Work Zone Warning Sign 02 Advance Warning Area (after the first warning sign, but before the work area) 03 Transition Area (where lanes are shifted or tapered for lane closure) 04 Activity Area (adjacent to actual work area, whether workers and equipment were present or not) 05 Termination Area (after the activity area, but before traffic resumes normal conditions) 99 Unknown	*Explain in Narrative
8-Odd Veh.	Description of Cargo (front page, each vehicle) 00 None 01 Agriculture/Farm Supplies 02 Beverages 03 Building Materials 04 Chemicals 05 Coal, Coke 06 Commodities, Dry Bulk 07 Concrete 08 Construction 09 Drive-Away, Tow-Away 10 Fresh Produce 11 Garbage, Refuse, Trash 12 General Freight 13 Grain, Feed, Hay 14 Household Goods 15 Intermodal Containers 16 Liquids/Gases 17 Livestock 18 Livestock Containers 19 Logs, Poles, Beams, Lumber 20 Machinery, Large Objects 21 Meat 22 Metal 23 Mobile Home 24 Motor Vehicles 25 Oilfield Equipment 26 Ore 27 Paper Products 28 Passengers 29 Radioactive 30 Refrigerated Food 31 Rock, Sand, Gravel 32 Salt 33 US Mail 34 Utilities 35 Water Well 97 Other*	14-Odd Veh. 14-Even Veh. 15-Odd Veh. 15-Even Veh. 16-Odd Veh. 16-Even Veh. 17-Odd Veh. 17-Even Veh. 18-Odd Veh. 18-Even Veh. 19-Odd Veh. 19-Even Veh. 20-Odd Veh. 20-Even Veh. 21-Odd Veh. 21-Even Veh. 22 23

OVERLAY FIELDS

Front Side



Identified by FRONT SIDE graphic:

1. Crash Severity

1	1	Crash Severity	02	Possible Injury	04	Incapacitating Injury
	01	No Injury/PDO	03	Non-Incapacitating Injury	05	Fatal

Definition: The severity of a crash is based on the most severe injury to any person involved in the crash.

It may be helpful to fill out the injury severity codes for all persons involved first. This will help you determine the most severe overall injury of the crash.

The following definitions will help you to determine the injury level of the persons involved in the crash.

1. NO INJURY (PROPERTY DAMAGE ONLY) – is a situation in which there is no reason to believe that any person suffered any bodily harm as a result of the motor vehicle crash. This includes confusion, excitement, anger, and internal injuries unknown to the person until after leaving the scene. Possible amendment if reported at a later date.
 2. POSSIBLE INJURY – Complaint of pain without visible injury.
 3. NON-INCAPACITATION INJURY – Any injury, other than a fatal injury or an incapacitating injury, that is evident to observers at the scene of the crash in which the injury occurred. Example: contusions (bruises), laceration, bloody nose.
 4. INCAPACITATING INJURY – Any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred. Often defined as “needing help from the scene.”
 5. FATAL – Any injury that results in death within a 30-day period after the crash occurred.
- Determinations of severity are made at the scene of the crash. The only exception is when a person subsequently dies as a result of crash injuries. In these cases, a five (5) for “fatal” must be entered on the form if it has not been entered previously. Additionally, the officer should send an amended crash report form to Driver License Division.

Enter the appropriate two-digit code for the most severe injured person in Box 1:

01	No Injury/PDO	03	Non-Incapacitating Injury	05	Fatal
02	Possible Injury	04	Incapacitating Injury		

Rationale: Provides a classification of the severity of the crash for the user without having to search through the person-level records. This simplifies the use of the crash data file for producing reports by crash severity.

2. Motor Vehicle Body Type

	2 Motor Vehicle Body Type	09 Truck Tractor	18 RV/Motor Home
	01 Passenger Car (2 door)	10 Truck/Trailer	19 No Motor Vehicle (trailer only)
	02 Passenger Car (4 door)	11 Heavy Truck Other	
2-Odd Veh.	03 Station Wagon	12 Motorcycle	97 Other*
	04 Pickup	13 School Bus	99 Unknown
	05 Sport Utility Vehicle	14 Bus/Motorcoach (not school)	
2-Even Veh.	06 Van or Mini Van	15 Farm Equipment (combine, etc.)	
	07 Single Unit Truck (2 axes, 6 tires)	16 Motorized Scooter/Moped, etc.	
	08 Single Unit Truck (3 or more axes)	17 Off Road Vehicle (snowmobile, ATV, etc.)	

Definition: The category indicating the general configuration or shape of a motor vehicle distinguished by characteristics such as number of doors, rows of seats, windows, or roof line.

Determine the body style or type of vehicle: for example, 2-door, station wagon, pickup, etc. A bus is defined as a motor vehicle consisting primarily of a transport device designed for carrying more than eight persons per the regulations of the Federal Motor Carrier Safety Administration.

Enter the two-digit code describing the vehicle type for the each vehicle in Box 2:

01 Passenger Car (2 door)	09 Truck Tractor	17 Off Road Vehicle (snowmobile, ATV, etc.)
02 Passenger Car (4 door)	10 Truck/Trailer	18 RV/Motor Home
03 Station Wagon	11 Heavy Truck	19 No Motor Vehicle (trailer only)
04 Pickup	12 Motorcycle	97 Other* (Explain in Narrative)
05 Sport Utility Vehicle	13 School Bus	99 Unknown
06 Van or Mini Van	14 Bus/Motorcoach (not school)	
07 Single Unit Truck (2 axes, 6 tires)	15 Farm Equipment (combine, etc.)	
08 Single Unit Truck (3 or more axes)	16 Motorized Scooter/Moped, etc.	

NOTE: “Jeep” type, “Blazer” type, “Escalade” type vehicles should be coded as 05, Sport Utility Vehicles.

Rationale: Important to identify the specific type of motor vehicle involved in the crash for evaluation and comparison purposes.

3. Trailing Units

	3 Trailing Unit(s)	04 Horse Trailer	09 Semi-Trailer - Triples
3-Odd Veh.	00 No Trailer/Attachment	05 Towed Motor Vehicle	10 Mobile Home
	01 Utility Trailer	06 Combination - 2 or More	11 Farm Equipment/Trailer
	02 Boat Trailer	07 Semi-Trailer - Single	97 Other*
3-Even Veh.	03 Camping Trailer	08 Semi-Trailer - Doubles	99 Unknown

Determine the type of trailing unit. Enter the two-digit code describing the trailing unit type for each vehicle in Box 3:

00 No Trailer/Attachment	05 Towed Motor Vehicle	10 Mobile Home
01 Utility Trailer	06 Combination - 2 or More	11 Farm Equipment/Trailer
02 Boat Trailer	07 Semi-Trailer - Single	97 Other* (Explain in Narrative)
03 Camping Trailer	08 Semi-Trailer - Doubles	99 Unknown
04 Horse Trailer	09 Semi-Trailer - Triples	



4. Cargo Body Type

	4 Cargo Body Type	06 Auto Transporter	09 Flatbed
4-Odd Veh.	96 Not Applicable	07 Concrete Mixer	10 Cargo Tank
	01 Van/Enclosed Box	08 Garbage/Refuse	11 Pole
	02 Hopper (grain, gravel, etc)		12 Log Truck
	03 Bus/Van (seats for 9 - 15 people, including driver)		13 Dump
4-Even Veh.	04 Bus (seats more than 15 people, including driver)	97 Other*	
	05 Intermodal Container Chassis	99 Unknown	

Definition: The element relates to the type of body for commercial vehicles. If vehicle is not a commercial vehicle use code 96 (not applicable).

Enter the two-digit code describing the cargo body type for each vehicle in Box 4:

01 Van/Enclosed Box	09 Flatbed
02 Hopper (grain, gravel, etc)	10 Cargo Tank
03 Bus/Van (seats for 9 - 15 people, including driver)	11 Pole
04 Bus (seats more than 15 people, including driver)	12 Log Truck
05 Intermodal Container Chassis	13 Dump
06 Auto Transporter	96 Not Applicable
07 Concrete Mixer	97 Other*(Explain in Narrative)
08 Garbage/Refuse	99 Unknown

Rationale: This data element provides additional information about the motor vehicle, including all major cargo body types. The information it provides can be important in helping Utah Department of Transportation and FMCSA make decisions on regulatory strategies for different types of motor vehicles. This data element is collected at the scene because FMCSA requires reporting within 90 days.

5. Special Function of Motor Vehicle

	5 Special Function of Motor Vehicle	
5-Odd Veh.	00 None	06 Fire - Non-Emer
	01 Law Enforcement - Emer	07 Snowplow - In Use
	02 Law Enforcement - Non-Emer	08 Tow Truck - In Use
	03 Ambulance - Emer	09 Construction - In Use
5-Even Veh.	04 Ambulance - Non-Emer	99 Unknown
	05 Fire - Emer	

Definition: The type of special function (Emergency, Non-Emergency, In Use) being served by each vehicle at the time of the crash, regardless if the function is marked on the vehicle.

Determine the type of special function of each vehicle. If the vehicle has no special function, enter '00' for none.

Enter the two-digit code describing the special function type in Box 5:

00 None	06 Fire – Non-Emergency
01 Law Enforcement -Emergency	07 Snowplow - In Use
02 Law Enforcement – Non-Emergency	08 Tow Truck - In Use
03 Ambulance - Emergency	09 Construction - In Use
04 Ambulance – Non-Emergency	99 Unknown
05 Fire - Emergency	

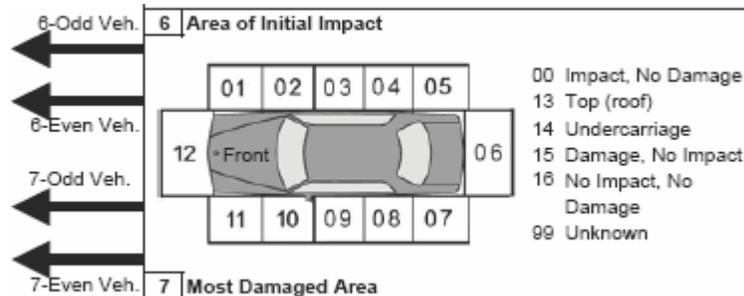
Rationale: Important to evaluate the outcome of vehicles used for special uses that are involved in crashes. Certain vehicles have special functions, such as law enforcement vehicles and ambulances.



DAMAGED AREAS

Boxes 6 and 7 are for the areas of damage to the motor vehicle caused by the crash. These areas include the areas of the motor vehicle that received the initial impact and the area that was most damaged.

6. Area of Initial Impact



Definition: The area of the motor vehicle that received the initial impact in the crash. This information is useful in determining the direction of the initial forces involved in a crash.

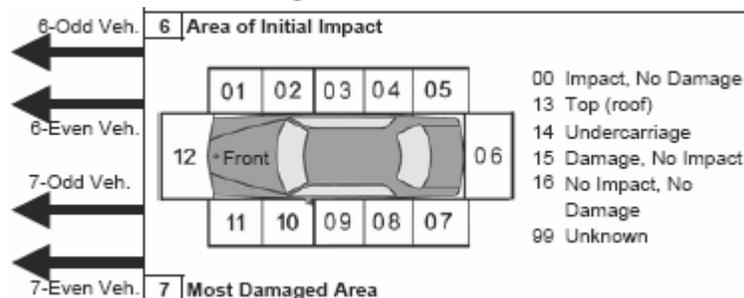
Use the two-digit codes from the diagram or the other codes listed to show the area of impact. (See Appendix XX for non passenger car vehicles, page XX).

Enter the code for the area of the vehicle that received the initial impact in Box 6:

00 Impact No Damage	14 Undercarriage	99 Unknown
01 – 12 (use diagram)	15 Damage, No impact	
13 Top (roof)	16 No Impact, No Damage	

Rationale: Important for use in evaluating injury severity in relation to motor vehicle impact and crash severity.

7. Most Damaged Area



Definition: The area of the vehicle that received the most damage.

This information is important when assessing the likelihood of receiving an injury for passengers sitting in different parts of the vehicle. Often, the area of initial impact and most damaged area will be the same. However, this is not always true.

Enter the two-digit code from the diagram or other codes listed for the most damaged area of each vehicle in Box 7:

00 Impact, No Damage	14 Undercarriage	99 Unknown
01 – 12 (use diagram)	15 Damage, No impact	
13 Top (roof)	16 No Impact, No Damage	

8. Extent of Deformity for Most Damaged Area

8-Odd Veh.	8	Extent of Deformity for Most Damaged Area	
	00	None	03 Severe
	01	Minor	99 Unknown
8-Even Veh.	02	Moderate	

Definition: Estimation of total damage to motor vehicle from crash. Disabling damage implies damage to the motor vehicle that is sufficient to require the motor vehicle to be towed or carried from the scene.

Estimate the level of deformity sustained by this motor vehicle caused by the crash. This information is useful in estimating the forces involved in the crash and estimating the likelihood of injury for passengers in the motor vehicle.

None – No visible damage to the motor vehicle

Minor – Damage which does not affect the operation of or disable the motor vehicle in transport and is mostly cosmetic in nature

Moderate – Damage that is between minor and severe

Severe – Intrusion of damage into the passenger compartment.

Enter the appropriate two-digit code for each vehicle in the Box 8:

00	None	02	Moderate	99	Unknown
01	Minor	03	Severe		

Rationale: Standardizing the extent of damage a motor vehicle sustains in a crash is key to consistent collection of crash data.

9. Alcohol/Drug Use Suspected

9-Odd Veh.	9	Alcohol/Drug Use Suspected	
	00	None	03 Both
	01	Alcohol	99 Unknown
9-Even Veh.	02	Drugs	

Definition: Driver involved in the crash suspected by law enforcement to have used alcohol or drugs. This element does not require that a test be given. Includes both alcohol/drug use under the legal limit and at or over the legal limit.

Enter the appropriate two-digit code for the alcohol/drug use suspected for each driver in Box 9.

00	None	03	Both
01	Alcohol	99	Unknown
02	Drugs		

Rationale: Alcohol and drug-related crashes remain a serious traffic safety problem. Identifying crashes in which alcohol or drugs may have been involved will help evaluate the effectiveness of programs to decrease the incidence of drunk driving or driving under the influence of drugs or to identify problem areas. This data provides another way for the data user to easily identify alcohol or drug-related crashes without having to search through person level records.

10. Alcohol/Drug Test

10-Odd Veh.	10 Alcohol/Drug Test
←	00 Not Given
←	01 Refused 04 Both
	02 Alcohol 97 Other*
10-Even Veh.	03 Drug

Definition: Indication of alcohol or drug test given.

Enter appropriate two-digit code to indicate if which test(s) were given either at the crash or if the driver was transported to a testing site for test administration in Box10:

00	Not Given	03	Drug
01	Refused	04	Both
02	Alcohol	97	Other*

Rationale: Alcohol remains the most prevalent drug involved in motor vehicle crashes. Capturing alcohol concentration whenever a driver or non-motorist is tested will provide an accurate assessment of the role of alcohol involvement. Identifying drug-related crashes help develop and evaluate programs directed at reducing their involvement. Whenever evidence of other drug use is available, it should be captured.

11. Test Results

11-Odd Veh.	11 Test Results
←	96 Not Applicable
←	01 Alcohol-Pos.
	02 Drug-Pos. 04 Negative
11-Even Veh.	03 Both-Pos. 05 Pending

Definition: General results of alcohol or drug test(s).

Often an officer will have to file an amendment for test results due to the nature of time needed for results to become available. The actual BAC results are recorded on the back of the form in the Person(s) Involved section.

Enter the appropriate two-digit code for the alcohol and/or drug test results in Box 11:

96	Not Applicable	02	Negative
01	Positive	03	Pending

WORK ZONE

A work zone is an area of highway that contains construction, maintenance, or utility work activities. The work zone typically extends from the first advance warning sign to the END ROAD WORK sign, or the last traffic control device. Work zones may exist for short or long durations and may include stationary or moving activities. It is not necessary for workers or work vehicles to be present to be considered a work zone. Temporary traffic control devices define a work zone.

Work zones represent special hazards on the roadways. It is important to capture information about crashes occurring in and around roadway work. Collection of this information helps to make our roadways safer for drivers, their passengers, workers, and law enforcement officers who assist in monitoring work zone areas.

12. Work Zone Type

12	12 Work Zone Type		
	96 Not Applicable	03 Work on Shoulder or Median	97 Other*
	01 Lane Closure	04 Intermittent or Moving Work	99 Unknown
	02 Lane Shift/Crossover		

Definition: The general type of work zone present at the crash location.

A Lane Shift/Crossover means that the number of lanes remains the same but traffic is shifted from the normal lanes. This includes two-way traffic on freeways.

Intermittent Work is an operation where work stops at multiple locations along the highway, but for short durations. Moving Work is an operation where work does not stop along the highway, usually moving at slow speeds.

If there is no work zone enter Code 96 Not Applicable.

Enter the appropriate two-digit code for the crash location in Box 12:

96	Not Applicable	04	Intermittent or Moving Work
01	Lane Closure	97	Other*
02	Lane Shift/Crossover	99	Unknown
03	Work on Shoulder or Median		

13. Work Zone Location

13	13 Work Zone Location	
	96 Not Applicable	
	01 Before the First Work Zone Warning Sign	
	02 Advance Warning Area (after the first warning sign, but before the work area)	
	03 Transition Area (where lanes are shifted or tapered for lane closure)	
	04 Activity Area (adjacent to actual work area, whether workers and equipment were present or not)	
	05 Termination Area (after the activity area, but before traffic resumes normal conditions)	
99 Unknown		

Definition: The location of the crash with respect to the work zone.

Work zones have four general areas as described in Codes 02 through 05. If there is no work zone enter Code 96 Not Applicable.

Enter the appropriate two-digit code for the location crash in Box 13:

96	Not Applicable
01	Before the First Work Zone Warning Sign
02	Advance Warning Area (after the first warning sign, but before the work area)
03	Transition Area (where lanes are shifted or tapered for lane closure)
04	Activity Area (adjacent to actual work area, whether workers and equipment were present or not)
05	Termination Area (after the activity area, but before traffic resumes normal conditions)
99	Unknown

Rationale: Knowing where the crash occurred in the work zone helps in improving the safety of work zones.



14. Direction of Vehicle Travel

14 Direction of Vehicle Travel	
01 Northbound	96 Not Applicable
02 Southbound	(immobile from previous
03 Eastbound	crash, stuck, etc).
04 Westbound	99 Unknown
05 Not on Roadway (also for parked	
motor vehicle)	

14-Odd Veh.

→

14-Even Veh.

→

Definition: The direction of a motor vehicle's travel on the roadway before the crash.

Enter the appropriate two-digit code for the direction that best describes the direction of vehicle travel prior to the crash in Box 14:

01	Northbound	05	Not on Roadway (also for parked motor vehicle)
02	Southbound	96	Not Applicable (immobile from previous crash, stuck, etc).
03	Eastbound	99	Unknown
04	Westbound		

Rationale: Important to indicate direction the motor vehicle was traveling before the crash for evaluation purposes.

15. Vehicle Contributing Circumstances

15 Vehicle Contributing Circumstances		
00 None	07 Headlights	14 Cargo
01 Brakes	08 Signal Lights	15 Fuel System
02 Steering	09 Tail Lights	16 Mirrors
03 Power Train	10 Horn	17 Wipers
04 Suspension	11 Windows/Windshield	18 Body, Doors, Hood
05 Tires	12 Wheels	97 Other*
06 Exhaust	13 Trailer Hitch	99 Unknown

15-Odd Veh.

→

15-Even Veh.

→

Definition: Pre-existing motor vehicle defects or maintenance conditions that may have contributed to the crash.

Indicate any preexisting motor vehicle defects or maintenance conditions that may have contributed to the crash. If more than one condition exists, enter the one that most directly contributed to the crash.

Enter the appropriate two-digit code for each vehicle in Box 15:

00	None	07	Headlights	14	Cargo
01	Brakes	08	Signal Lights	15	Fuel System
02	Steering	09	Tail Lights	16	Mirrors
03	Power Train	10	Horn	17	Wipers
04	Suspension	11	Windows/Windshield	18	Body, Doors, Hood
05	Tires	12	Wheels	97	Other*
06	Exhaust	13	Trailer Hitch	99	Unknown

Rationale: Important for determining the significance of pre-existing problems, including equipment and operation, in motor vehicles involved in crashes that could be useful in determining the need for improvements in manufacturing and consumer alerts.

16. Driver Condition

16 Driver Condition			16-Odd Veh.
01 Normal	04 Exceeded HOS Limits	06 Emotional	→
02 Illness	05 Under the Influence of Alcohol/Drugs/Medications	97 Other*	
03 Fatigue/Asleep		99 Unknown	→
			16-Even Veh.

Definition: Any relevant condition of the driver that is directly related to the crash.

If more than one condition exists, enter the one that most directly contributed to the crash.

Enter the appropriate two-digit code for each driver involved in crash in Box 16:

01 Normal	05 Under the Influence of Alcohol/Drugs/Medications
02 Illness	06 Emotional
03 Fatigue/Asleep	97 Other*
04 Exceeded HOS Limits	99 Unknown

Rationale: Important for evaluating the effect that driver fatigue, medications/ alcohol/drugs/other conditions have on crashes.

17. Driver Contributing Circumstances

17 Driver Contributing Circumstances			17-Odd Veh.
00 None	08 Disregard Traffic Signals	16 Improper Backing	→
01 Exceeded Posted Speed Limit	09 Disregard Road Markings	17 Improper Signal	
02 Too Fast for Conditions	10 Swerved or Evasive Action	18 Improper Passing	→
03 Failed to Yield Right-of-Way	11 Followed too Closely	19 Improper Turn	
04 Failed to Keep in Proper Lane	12 Reckless/Aggressive	20 Hit and Run	→
05 Improper Lane Change	13 Wrong Side/Wrong Way	21 Street Racing	
06 Over-Correcting/Over-Steering	14 Improper Parking/Stopping	97 Other*	→
07 Disregard Traffic Signs	15 Ran Off Road	99 Unknown	
			17-Even Veh.

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

There are two boxes for each driver. If there is only one contributing circumstance for a driver, mark 00 None in the second box. This is the only code box containing primary and secondary contributing circumstances. Odd-numbered vehicle codes will be in the upper two boxes and even-numbered vehicle codes will be in the lower two boxes.

For example a vehicle may be 02 (too fast for conditions) and 10 (followed too closely).

Enter the primary two-digit code first and the secondary two-digit code second in Boxes 17a and 17 b:

00 None	12 Reckless/Aggressive
01 Exceeded Posted Speed Limit	13 Wrong Side/Wrong Way
02 Too Fast for Conditions	14 Improper Parking/Stopping
03 Failed to Yield Right-of-Way	15 Ran Off Road
04 Failed to Keep in Proper Lane	16 Improper Backing
05 Improper Lane Change	17 Improper Signal
06 Over-Correcting/Over-Steering	18 Improper Passing
07 Disregard Traffic Signs	19 Improper Turn
08 Disregard Traffic Signals	20 Hit and Run
09 Disregard Road Markings	21 Street Racing
10 Swerved or Evasive Action	97 Other*
11 Followed too Closely	99 Unknown

Rationale: Important for evaluating the effect that dangerous driver behavior has on crashes.

18. Vehicle Maneuver

18 Vehicle Maneuver			18-Odd Veh.
01 Straight Ahead	07 Making U-turn	13 Parked	
02 Backing	08 Leaving Traffic Lane	14 Parking Maneuvers	18-Even Veh.
03 Changing Lanes	09 Entering Traffic Lane	97 Other*	
04 Overtaking/Passing	10 Stopped in Traffic Lane	99 Unknown	
05 Turning Right	11 Slowing in Traffic Lane		
06 Turning Left	12 Immobile From Previous Crash		

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

Enter the appropriate two-digit code for the controlled maneuver for each motor vehicle prior to the beginning of the sequence of events in Box 18:

01	Straight Ahead	09	Entering Traffic Lane
02	Backing	10	Stopped in Traffic Lane
03	Changing Lanes	11	Slowing in Traffic Lane
04	Overtaking/Passing	12	Immobile From Previous Crash
05	Turning Right	13	Parked
06	Turning Left	14	Parking Maneuvers
07	Making U-turn	97	Other*
08	Leaving Traffic Lane	99	Unknown

Rationale: Important for evaluation purposes, particularly when combined with sequence of events.

19. Driver Distraction

19 Driver Distraction			19-Odd Veh.
00 None	03 Other Electronic Device		
01 Cell Phone	04 Passengers		19-Even Veh.
02 Radio/CD/DVD etc.	97 Other*	99 Unknown	

Definition: Distractions that may have influenced the driver performance. This element focuses on distractions inside the vehicle prior to the crash.

Use code 97 Other* to explain in the Narrative if the distraction occurred outside the vehicle.

Enter the appropriate two-digit code for each vehicle in Box19:

00	None	04	Passengers
01	Cell Phone	97	Other* (Explain in Narrative)
02	Radio/CD/DVD etc.	99	Unknown
03	Other Electronic Device		

Rationale: Important for evaluating the effect that driver behavior has on crashes.

Any items that may have distracted the driver in a way that may have influenced driver performance. The distractions can occur inside the motor vehicle (internal) or outside the motor vehicle (external).



20. Traffic Control Device

20 Traffic Control Device	07 HOV Lane	
00 None	08 Ramp Metering - Active	
01 Traffic Control Signal	09 School Zone	20-Odd Veh.
02 Flashing Traffic Control Signal	10 School Zone Reduced Speed - Active	→
03 Stop Sign	11 Railroad Crossing-No Signal	→
04 Yield Sign	12 Railroad Crossing-Signal/Gate	20-Even Veh.
05 Warning Sign	97 Other*	
06 Flagger or Officer	99 Unknown	

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

Enter the appropriate two-digit code for each vehicle in Box 20:

00	None	08	Ramp Metering – Active
01	Traffic Control Signal	09	School Zone
02	Flashing Traffic Control Signal	10	School Zone Reduced Speed – Active
03	Stop Sign	11	Railroad Crossing-No Signal
04	Yield Sign	12	Railroad Crossing-Signal/Gate
05	Warning Sign	97	Other*
06	Flagger or Officer	99	Unknown
07	HOV Lane		

Rationale: Needs to be collected at scene because the presence of specific devices is better verified at the time of the crash. Important for ascertaining the use of various traffic control devices (TCD) and crashes, and identifying the need for upgraded TCDs at specific crash locations. These can include flashing signals, school zones, stop, yield warning, railway crossing signs/signals, etc.

21. Roadway Description

21 Roadway Description	
01 Two-Way, Not Divided	21-Odd Veh.
02 Two-Way, Not Divided With a Continuous Left Turn Lane	→
03 Two-Way, Divided, Unprotected Median	→
04 Two-Way, Divided, Positive Median Barrier	21-Even Veh.
05 One-Way	
99 Unknown	

Definition: Indication of whether or not the trafficway for this vehicle is divided and whether it serves one-way or two-way traffic. A divided highway is a facility that is continuously separated by either a barrier or a raised/depressed median between the opposing directions of traffic.

The part of a trafficway designed, improved, and ordinarily used for motor vehicle travel, or where various classes of motor vehicles are segregated, that part of a traffic way used by a particular class.

Enter the appropriate two-digit code for each vehicle involved in crash in Box 21:

01	Two-Way, Not Divided	04	Two-Way, Divided, Positive Median Barrier
02	Two-Way, Not Divided With a Continuous Left Turn Lane	05	One-Way
03	Two-Way, Divided, Unprotected Median	99	Unknown

Rationale: Used in classifying crashes and identifying the environment of a crash. Note that the data must be collected by the reporting officer at the scene. It is not derived from road data such as classification or route. Important to guide future trafficway design and traffic control. Separate roadways may be provided for northbound southbound traffic (as well as eastbound and westbound) or for trucks and automobiles. Bridle paths, bicycle paths, and shoulders are not included in this definition.

22. Manner of Collision (TWO OR MORE MOTOR VEHICLES)

22 Manner of Collision (two or more motor vehicles)		
96 Not Applicable	04 Sideswipe Same Direction	22 →
01 Angle	05 Sideswipe Opposite Direction	
02 Front to Rear	06 Parked Vehicle	
03 Head On (front-to-front)	07 Rear to Side	
	08 Rear to Rear	
	09 Unknown	

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

Identify the manner in which two (or more) motor vehicles in transport initially came together without regard to direction of force. **Use code 96 Not Applicable for single vehicle crashes.**

When more than two motor vehicles are involved, enter the *Manner of Collision* code for the two vehicles involved in the initial or first collision.

Enter the appropriate two-digit code in Box 22:

96	Not Applicable	05	Sideswipe Opposite Direction
01	Angle	06	Parked Vehicle
02	Front to Rear	07	Rear to Side
03	Head On (front-to-front)	08	Rear to Rear
04	Sideswipe Same Direction	09	Unknown

Rationale: Important for evaluation of occupant injuries and structural defects. This data element can be used in conjunction with Motor Vehicle Maneuver/Action to describe the crash.

23. Roadway Contributing Circumstances

23 Roadway Contributing Circumstances	
00 None	97 Other*
01 Debris	99 Unknown
02 Rut, Hole, Bump	
03 Road Surface Condition (wet, icy, snow, slush, etc.)	23 →
04 Work Zone (construction/maintenance/utility)	
05 Worn, Travel-Polished Surface	
06 Traffic Control Device (inoperative, missing, or obscured)	
07 Shoulder (none, low, soft, high)	
08 Animal Caused Evasive Action	
09 Non-Motorist Caused Evasive Action	
10 Non-Contact Vehicle Caused Evasive Action	
11 Obstruction from Previous Crash	

Definition: Apparent condition of the roadway which may have contributed to the crash.

Use only one code for the entire crash. If more than one condition exists, enter the one that most directly contributed to the crash.

Enter the appropriate two-digit code in Box 23:

00	None	06	Traffic Control Device (inoperative, missing, or obscured)
01	Debris	07	Shoulder (none, low, soft, high)
02	Rut, Hole, Bump	08	Animal Caused Evasive Action
03	Road Surface Condition (wet, icy, snow, slush, etc.)	09	Non-Motorist Caused Evasive Action
04	Work Zone (construction/maintenance/utility)	10	Non-Contact Vehicle Caused Evasive Action
05	Worn, Travel-Polished Surface	11	Obstruction from Previous Crash
		97	Other*
		99	Unknown

Rationale: Important to determine highway maintenance and possible engineering needs. This is any apparent condition of the road which may have contributed to the crash.

SIDE TWO OF DI-9 CRASH FORM OVERLAY

DRIVER AND PERSONS INJURED INFORMATION (Back Page, Upper Right)						
Person Type 01 Driver 02 Passenger 03 Pedestrian	04 Pedalycolist 05 Scooter/Skater 97 Other* 99 Unknown	Sex M Male F Female U Unknown	Transport By 01 Not Transported 02 Ambulance 03 Helicopter	04 Law Enforcement 05 Private Vehicle 97 Other* 99 Unknown	Ejection 00 Not Ejected 01 Totally Ejected 02 Partially Ejected 96 Not Applicable (motorcycle, snowmobile, pedestrian, pedalycolist, etc.) 99 Unknown	
Injury Level 01 No Injury 02 Possible Injury 03 Non-Incapacitating Injury 04 Incapacitating Injury 05 Fatal	Injury Area 00 None 01 Head 02 Face 03 Neck 04 Chest	05 Abdomen/Pelvis 06 Spine 07 Upper Extremity 08 Lower Extremity 99 Unknown	Safety Equipment 00 None 01 Lap & Shoulder Belt 02 Shoulder Belt Only 03 Lap Belt Only 04 Child Restraint - Forward Facing 05 Child Restraint - Rear Facing	06 Booster Seat 07 Helmet 08 Helmet Plus Other 97 Other* 99 Unknown	Ejection Path 96 Not Applicable 01 Windshield 02 Side Window/Door 03 Rear Window/Door	
Injury Cause 00 None 01 Steering Wheel 02 Dash/Windshield 03 Airbag 04 Seatbelt 05 Roof	Other Interior 06 Vehicle Exterior 07 External Object 97 Other* 99 Unknown	Disposition of Vehicle 01 Retained by Driver 02 Towed/Disabled 03 Towed/Impounded 04 Towed Other 05 Hit and Run	Used Properly 01 Yes 02 No 99 Unknown Air Bag 00 None 01 Not Deployed 02 Deployed - Front 03 Deployed - Side	04 Deployed - Other 05 Deployed - Combination 06 Deactivated 07 Missing 99 Unknown	Extrication 01 Not Extricated 02 Extricated 99 Unknown	
24 Visual Contributing Circumstances 00 None 01 Weather Condition 02 Physical Obstruction 03 Windshield or Other Window Obscured 04 Trees, Crops, Bushes, Other Vegetation 05 Parked Vehicle(s) 06 Signs, Billboards, etc.	07 Moving Vehicle(s) 08 Building 09 Guardrail/Barrier 10 Glare 11 Smoke 97 Other* 99 Unknown	24-Odd Veh. ←	30 Non-Motorist Action 96 Not Applicable 01 Entering or Crossing Road 02 Walking, Running, Jogging, Playing, etc. 03 Approaching or Leaving Motor Vehicle 04 Standing, Lying, Sitting	05 Cycling 06 Working 07 Working on Vehicle 08 Pushing Motor Vehicle 09 Alcohol/Drugs 97 Other* 99 Unknown	→ 30	
25 Weather Condition 01 Clear 02 Cloudy 03 Rain	04 Snowing 05 Blowing Snow 06 Sleet, Hail	07 Fog, Smog 08 Severe Crosswinds 09 Blowing Sand, Soil, Dirt 99 Unknown	31 Non-Motorist Contributing Circumstances 96 Not Applicable 01 Improper Crossing 02 Daring 03 Wrong Side of Road 04 Not Visible	05 Inattentive 06 Failure to Obey Traffic Signs, Signals, or Officer 07 Failure to Yield Right-of-Way 08 In Roadway (standing, on knees, lying, etc.) 97 Other* 99 Unknown	→ 31	
26 Light Condition 01 Daylight 02 Dark - Lighted 03 Dark - Not Lighted	04 Dark - Unknown Lighting 05 Dawn 06 Dusk 99 Unknown	← 26	32 Non-Motorist Location 96 Not Applicable 01 Marked Crosswalk at Intersection 02 Unmarked Crosswalk at Intersection 03 Mid-Block Crosswalk 04 School Crosswalk at Intersection 05 Mid-Block School Crosswalk 06 In Roadway (no crosswalk or intersection) 07 Median (not on shoulder)	08 Shoulder 09 Island 10 Sidewalk 11 Roadside 12 Dedicated Bike Path 13 Shared Use Path/Trail 14 Outside Right-of-Way 15 Inside Building 97 Other* 99 Unknown	→ 32	
27 Roadway Surface Condition 01 Dry 02 Wet 03 Snow 04 Slush 05 Ice 06 Water (standing, moving)	07 Mud 08 Sand, Dirt, Gravel 09 Oil 97 Other* 99 Unknown	← 27	BACK SIDE	33 Horizontal Alignment 01 Straight 02 Curve 99 Unknown	→ 33	
28 Roadway/Junction Feature <u>Non-Intersection</u> 00 No Special Feature/Junction 01 Bridge (overpass/underpass) 02 Railroad Crossing 03 Business Drive 04 Farm/Residential Drive 05 Alley 06 Crossover in Median 07 On-Ramp Merge Area 08 Off-Ramp Diverge Area 09 On-Ramp 10 Off-Ramp	<u>Intersection</u> 20 4-Leg Intersection 21 T-Intersection 22 Y-Intersection 23 5-Leg or More Intersection 24 Roundabout 25 Ramp Intersection With Crossroad 26 Bike/Ped Path Intersection 97 Other* 99 Unknown	← 28		ONLY ONE CODE per BOX	34 Vertical Alignment 01 Level 02 Grade 03 Hillcrest 04 Sag (bottom) 99 Unknown	→ 34
29 Road Jurisdiction 01 State (I, U.S., SR) 02 County 03 City 04 Federal (NP, BLM, FS, etc.)	05 Private Property 97 Other* 99 Unknown	← 29	*Explain in Narrative	35 Pavement Type 01 Concrete 02 Asphalt (blacktop) 03 Gravel, Stone 04 Dirt 97 Other* 99 Unknown	→ 35	
Sequence of Events (codes 01 - 96 only) Most Harmful Event (codes 00, 07 - 69 only)			(front page, each vehicle)	36 Location of First Harmful Event 01 On Roadway 02 Shoulder 03 Median 04 Gore 05 Roadside (outside of shoulder)	→ 36	
Non-Collision: 00 No Damage or Injury, This Vehicle 01 Ran Off Road Right 02 Ran Off Road Left 03 Crossed Median/Centerline 04 Equipment Failure (tire, brakes, etc.) 05 Separation of Units 06 Downhill Runaway 07 Overturn/Rollover 08 Cargo/Equipment Loss or Shift 09 Jackknife 10 Fire/Explosion 11 Immersion 12 Fell/Jumped From Motor Vehicle 19 Other Non-Collision*			Collision With Person, Vehicle, or Non-Fixed Object 20 Motor Vehicle in Transport 21 Parked Motor Vehicle (off roadway) 22 Pedestrian 23 Pedalycycle 24 Skates, Scooters, Skateboards 25 Animal - Wild 26 Animal - Domestic 27 Work Zone/Maintenance Equipment 28 Freight Rail 29 Light Rail 30 Passenger Heavy Rail 31 Thrown or Fallen Object 39 Other Non-Fixed Object*	Collision With Fixed Object: 40 Guardrail 41 Concrete Barrier 42 Cable Barrier 43 Crash Cushion 44 Guardrail End Section 45 Concrete Sloped End Section 46 Cable Barrier End Section 47 Access Control Cable 48 Bridge Rail 49 Bridge Pier or Support 50 Bridge Overhead Structure 51 Traffic Sign Support 52 Delineator Post 53 Other Post, Pole or Support	54 Utility Pole/Light Support 55 Traffic Signal Support 56 Culvert 57 Ditch 58 Embankment 59 Snow Bank 60 Tree/Shrubbery 61 Mailbox/Fire Hydrant 62 Fence 69 Other Fixed Object* 96 Not Applicable (used only to fill unused box(es))	→ 37

9/1/2005

BACK SIDE OF REPORT FORM REQUIRES THE FOLLOWING INFORMATION:

- EMS INFORMATION
- DISPOSITION OF VEHICLE(S)
- DRIVER(S) AND PERSON(S) INVOLVED INFORMATION
- CRASH DIAGRAM
- CRASH DESCRIPTION
- INVESTIGATING OFFICER INFORMATION
- BACK PAGE OVERLAY BOXES:
 - 24 – Visual Contributing Circumstances
 - 25 – Weather Condition
 - 26 – Light Condition
 - 27 – Roadway Surface Condition
 - 28 – Roadway/ Junction Feature
 - 29 – Road Jurisdiction
 - 30 – Non- Motorist Action
 - 31 – Non-Motorist Contributing Circumstances
 - 32 – Non-Motorist Location
 - 33 – Horizontal Alignment
 - 34 – Vertical Alignment
 - 35 – Pavement Type
 - 36 – Location of First Harmful Event
 - 37 – First Harmful Event (codes (07 – 69 only)

DRIVER(S) & PERSON(S) INVOLVED INFORMATION

EMS Time Called

EMS Time Called:

Indicate the military time Emergency Medical Services were called by officer, dispatch, or witness. If EMS was not called please put a dash.

EMS Time Arrived

EMS Time Arrived:

If EMS was called, please indicate using military time when EMS arrived on scene.

Disposition of Vehicle

Disposition of Vehicle #	TOWED BY:
Disposition of Vehicle #	TOWED BY:

Disposition of Vehicle	
01	Retained by Driver
02	Towed/Disabled
03	Towed/Impounded
04	Towed Other
05	Hit and Run
96	Not Applicable

Three pieces of information are needed:

- Enter the number of each vehicle from the front of the form.
- Enter the appropriate two-digit code located on back of the overlay in the Driver(s) and Person(s) Involved Information box (middle lower section):

01	Retained by Driver	05	Hit and Run
02	Towed/Disabled	96	Not Applicable
03	Towed/Impounded		
04	Towed Other		

- If the vehicle was towed, please enter the company or private party which towed the vehicle.

This information is especially important for motor carrier data users.

DRIVER(S) AND PERSON(S) INVOLVED INFORMATION

Information to complete this part of the DI-9 form is found on the back side of the overlay at the top.

DRIVER(S) AND PERSON(S) INVOLVED INFORMATION (Back Page, Upper Right)					
Person Type	04 Pedalcyclist	Sex	04 Law Enforcement	Ejection	
01 Driver	05 Scooter/Skater	M Male	01 Not Transported	05 Private Vehicle	00 Not Ejected
02 Passenger	97 Other*	F Female	02 Ambulance	97 Other*	01 Totally Ejected
03 Pedestrian	99 Unknown	U Unknown	03 Helicopter	99 Unknown	02 Partially Ejected
Injury Level	Injury Area	Safety Equipment	06 Booster Seat	96 Not Applicable (motorcycle, snowmobile, pedestrian, pedalcyclist, etc.)	
01 No Injury	00 None 05 Abdomen/Pelvis	00 None	07 Helmet	99 Unknown	
02 Possible Injury	01 Head 06 Spine	01 Lap & Shoulder Belt	08 Helmet Plus Other	Ejection Path	
03 Non-Incapacitating Injury	02 Face 07 Upper Extremity	02 Shoulder Belt Only	97 Other*	96 Not Applicable	97 Other*
04 Incapacitating Injury	03 Neck 08 Lower Extremity	03 Lap Belt Only	99 Unknown	01 Windshield	99 Unknown
05 Fatal	04 Chest 99 Unknown	04 Child Restraint - Forward Facing		02 Side Window/Door	
Injury Cause	Disposition of Vehicle	05 Child Restraint - Rear Facing	Used Properly	01 Yes	96 Not Applicable
00 None	01 Retained by Driver	02 Towed/Disabled	02 No	99 Unknown	03 Rear Window/Door
01 Steering Wheel	06 Other Interior	03 Towed/Impounded	Air Bag	04 Deployed - Other	Extrication
02 Dash/Windshield	07 Vehicle Exterior	04 Towed Other	00 None	05 Deployed - Combination	01 Not Extricated
03 Airbag	08 External Object	05 Hit and Run	01 Not Deployed	06 Deactivated	02 Extricated
04 Seatbelt	97 Other*	06 Not Applicable	02 Deployed - Front	07 Missing	99 Unknown
05 Roof	99 Unknown	96 Not Applicable	03 Deployed - Side	99 Unknown	

Information is needed for each driver, passenger, and non-motorist (i.e. pedestrian, bicyclist, etc.) involved in a crash. The person data elements describe the characteristics, actions, and consequences to the persons involved in the crash.

PERSON(S) INVOLVED	VEH #	DRIVER	Transported to:	BAC	Person Type	Seating Position	Sex	INJURY			Transported By	Safety Equipment	Used Properly	Air Bag	Ejection	Ejection Path	Extrication
								Level	Area	Cause							
	VEH #	DRIVER	Transported to:	BAC													
	VEH #	DRIVER	Transported to:	BAC													
	VEH #	Name	DOB	Age	Transported to:			BAC									
	#	Address	Phone ()														
	VEH #	Name	DOB	Age	Transported to:			BAC									
	#	Address	Phone ()														
	VEH #	Name	DOB	Age	Transported to:			BAC									
	#	Address	Phone ()														
	VEH #	Name	DOB	Age	Transported to:			BAC									
	#	Address	Phone ()														

DRIVER INFORMATION

You will **NOT** need to fill out the driver's Name, Date of Birth (DOB), Age or Address in this section. (It should be filled out on the front side in the driver section of the vehicle.)

Vehicle

VEH	i
#	j

Definition: Unique number assigned for crash to motor vehicle occupant(s).

Enter the number of the vehicle in which the person was occupant. It is important to match each person to the correct vehicle.

If the person involved in the crash is a non-motorist, enter 0 for the vehicle number. (This is a major change from the previous form).

Rationale: Important to link occupants back to motor vehicles in which they were riding. Necessary, for example, to evaluate the effect motor vehicle type and specific make /model have on occupant protection effectiveness and injury status.

Transported To

Transported to:

This box collects the name of the medical facility to which the injured person was transported.

If an individual was transported to a medical facility, please enter the medical facility where the individual was taken. If the person is not transported, please write 96 for not applicable.

Blood Alcohol Content

BAC

If a Blood Alcohol Content (BAC) test was given, enter the results in this space for each individual. If a BAC is not applicable enter a dash (for not applicable) or U for Unknown if the test will be given.

Since BAC results aren't usually available when the Original Report is filled out, this will generally be submitted as part of a Supplemental Report.

PERSON(S) INVOLVED CODES

Person Type	Seating Position	Sex	INJURY			Transported By	Safety Equipment	Used Properly	Air Bag	Ejection	Ejection Path	Extrication
			Level	Area	Cause							

Enter the appropriate two-digit code for each of the following elements for each person involved in the crash: Person Type, Seating Position, Sex, Injury Level, Injury Area, Injury Cause, Transported By, Safety Equipment, Used Properly, Air Bag, Ejection, Ejection Path, and Extrication.

Person Type

Person Type

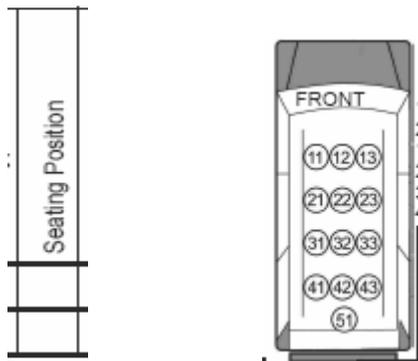
Definition: Type of person involved in a crash.

Indicate person type for each crash participant using the following codes:

01	Driver	05	Scooter/Skater
02	Passenger	97	Other*
03	Pedestrian	99	Unknown
04	Pedal cyclist		

Rationale: Need to know person type for classification purposes to evaluate specific countermeasures designed for specific people.

Seating Position



SEATING POSITION		
11 - Motorcycle Driver	50 - Sleeper Section of Cab (Truck)	57 - Right Side Driver
21 - Motorcycle Passenger	51 - Enclosed Cargo Area	60 - Non-Motorist
18 - Front Row Other	52 - Unenclosed Cargo Area	97 - Other*
28 - Second Row Other	54 - Trailing Unit	99 - Unknown
38 - Third Row Other	55 - Riding on Vehicle Exterior	
48 - Fourth Row Other	56 - Seating Position 11, Not Driver	

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

Codes 11 and 57 only apply to drivers of motor vehicles. If a second person is riding on the driver's lap in the driver's seat, use code 56.

Code 60 should be used for persons not riding in or on a motor vehicle (pedestrians, scooter/skaters, pedal cyclists, etc).

Enter the appropriate two-digit code for the seating position of each person involved:

11 - Motorcycle Driver	50 - Sleeper Section of Cab (truck)	57 - Right Side Driver
21 - Motorcycle Passenger	51 - Enclosed Cargo Area	60 - Non-Motorist
18 - Front Row Other	52 - Unenclosed Cargo Area	97 - Other* (Explain in Narrative)
28 - Second Row Other	54 - Trailing Unit	99 - Unknown
38 - Third Row Other	55 - Riding on Vehicle Exterior	
48 - Fourth Row Other	56 - Seating Position 11, Not Driver	

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

Sex



Definition: The sex of the person involved in the crash.

Enter the appropriate two-digit code for the sex of each person involved:

M	Male
F	Female
U	Unknown

Rationale: Necessary, for example, to evaluate the effect of sex of the person involved on occupant protection systems and motor vehicle design characteristics.

Injury Descriptions

INJURY		
Level	Area	Cause

These three sections refer to the injury a driver, vehicle occupant(s), or non-motorist(s) may have sustained in a crash.

Injury Level

Level

Definition: The injury severity level for a person involved in a crash.

1. NO INJURY (PROPERTY DAMAGE ONLY) – is a situation in which there is no reason to believe that any person suffered any bodily harm as a result of the motor vehicle crash. This includes confusion, excitement, anger, and internal injuries unknown to the person until after leaving the scene. Possible amendment if reported at a later date.
2. POSSIBLE INJURY – Complaint of pain without visible injury.
3. NON-INCAPACITATION INJURY – Any injury, other than a fatal injury or an incapacitating injury, that is evident to observers at the scene of the crash in which the injury occurred. Example: contusions (bruises), laceration, bloody nose.
4. INCAPACITATING INJURY – Any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred, often defined as “needing help from the scene.”
5. FATAL – Any injury that results in death within a 30-day period after the crash occurred.

Determinations of severity are made at the scene of the crash. The only exception is when a person subsequently dies as a result of crash injuries. In these cases, a five (5) for “fatal” must be entered on the form if it has not been entered previously. Additionally, the officer should send an amended crash report form to Driver License Division.

Enter the appropriate two-digit code for the type of injury suffered by each person in the crash:

01	No Injury	04	Incapacitating Injury
02	Possible Injury	05	Fatal
03	Non-Incapacitating Injury		

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

Injury Area

Definition: The primary or most obvious area of the person's body injured during the crash.

If a person is injured in more than one body location, enter the area with the most serious injury. For example, if a person had a bloody nose and a broken arm, enter 07 for upper extremity. If a person is not injured, enter 00 do not leave the box blank.

Enter the appropriate two-digit code for the area of the body that suffered the most severe injury:

00	None	04	Chest	08	Lower Extremity
01	Head	05	Abdomen/Pelvis	99	Unknown
02	Face	06	Spine		
03	Neck	07	Upper Extremity		

Rationale: This type of information will help to distinguish between multiple injuries in the same crash and help evaluate motor vehicle design, restraint and safety equipment.

Injury Cause

Definition: Cause of injury to the primary injury area.

Enter the appropriate two-digit code of the object which caused the injury:

00	None	04	Roof	97	Other*
01	Steering Wheel	05	Other Interior	99	Unknown
02	Dash/Windshield	06	Vehicle Exterior		
03	Airbag	07	External Object		

Rationale: Important to distinguish between multiple injuries in the same crash and help evaluate motor vehicle design, restraint and safety equipment.

Transported By



Definition: Type and identity of unit providing transport to the medical facility receiving the patient.

People with severe injuries at a crash scene may be transported by helicopter, ambulance, private vehicles, etc. Your efforts to capture all of this information are appreciated.

Enter the appropriate two-digit code for the type of emergency medical service or other agency that transported the person involved:

01	Not Transported	04	Law Enforcement	99	Unknown
02	Ambulance	05	Private Vehicle		
03	Helicopter	97	Other*		

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

Safety Equipment



Definition: The restraint equipment in use by an occupant, or the safety equipment use by a motorcyclist or non-motorist, at the time of the crash.

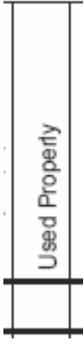
Note: Enter safety equipment use also for Non Motorists (bicyclists, skaters, etc.). For example, if a skater is using helmet and pads, enter code 08 Helmet Plus Other. Pedestrians or joggers, using reflective clothing, should be coded as '97 Other*' and described in the narrative

Enter the appropriate two-digit code for the type of safety equipment for each person involved:

00	None	06	Booster Seat
01	Lap & Shoulder Belt	07	Helmet
02	Shoulder Belt Only	08	Helmet Plus Other
03	Lap Belt Only	97	Other*
04	Child Restraint - Forward Facing	99	Unknown
05	Child Restraint - Rear Facing		

Rationale: Proper classification of the use of available occupant protection systems is used to evaluate the effectiveness of such equipment.

Used Properly



Used Properly refers to safety equipment in the vehicle.

Examples of improper use of safety equipment include: none used, children wearing a lap belt but with the shoulder belt under their arm or over their head; car seats that are not anchored or belted to the vehicle, and bicycle helmets that are not strapped tight.

Enter the appropriate two-digit code to indicate if the safety equipment was used properly for each person involved:

01	Yes
02	No
96	Not Applicable
99	Unknown

Air Bag



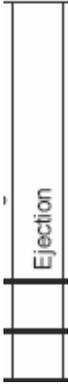
Definition: Deployment status of an air bag relative to the position in the vehicle for the occupant.

Enter the appropriate two-digit code for the status of the airbag for each person involved.

00	None	05	Deployed – Combination
01	Not Deployed	06	Deactivated
02	Deployed - Front	07	Missing
03	Deployed - Side	99	Unknown
04	Deployed - Other		

Rationale: Necessary to evaluate the effectiveness of air bags and other occupant protection equipment, especially at a time when air bags are becoming standard equipment.

Ejection



Definition: Occupant completely or partially thrown from the interior of the motor vehicle, excluding motorcycles, as a result of a crash.

Note: For motorcyclists, pedal cyclists, etc. use code 96 Not Applicable rather than code 01 Ejected. Similarly for non-motorists use 96 Not Applicable rather than code 00 Not Ejected.

Enter the appropriate two-digit code for the driver and/or passenger(s) ejection:

00	Not Ejected	96	Not Applicable (motorcycle, snowmobile, pedestrian, pedal cyclist, etc.)
01	Totally Ejected		
02	Partially Ejected	99	Unknown

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

Ejection Path



Definition: Path or area of person(s) who were ejected from vehicle.

Enter the appropriate two-digit code for the ejected individual:

96	Not Applicable	97	Other*
01	Windshield	99	Unknown
02	Side Window/Door		

Extrication

Extrication

Definition: Extrication refers to use of equipment or other force to remove persons from the vehicles, i.e., more than just lifting or carrying person out of wreckage.

Note: Please do not enter a code of 02 Extricated for helping a person from a vehicle. Extricated will generally require mechanical means such as a “jaws of life” or other extrication equipment.

Enter the appropriate two-digit code for the driver and/or passenger(s) regarding extrication:

01	Not Extricated
02	Extricated
99	Unknown

NON-DRIVER PERSONS INVOLVED INFORMATION

Name

Name

Definition: The full name of the occupant and/or pedestrian and/or bicyclist.

Enter the names of the non-driver occupants and non-motorists involved in the crash in this space.

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

Date of Birth (DOB)

DOB

Definition: The month, day, and year of birth of the person involved in a crash.

Indicate the date of birth. This information should be taken from identification (if present), statement or other identification received in the investigation. The date of birth shall be listed numerically mm/dd/yyyy. Example: Month 06 Date 13 Year 1960

If you do not have a date of birth put a dash in the box.

Write the date of birth of the individual using the mm/dd/yyyy format.

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

Age

Age

Enter the age of the person from the last birth date. Make sure the age of the person corresponds to the birth date on any identification they might have. Infants under one year of age are coded as 0. If you do not know the age, please mark "U" for unknown.

Rationale: Age is necessary to determine the effectiveness of safety countermeasures appropriate for various age groups.

Address/Phone

Address	Phone ()
---------	-----------

Make sure to fill in complete address information: street, city, state and zip code. Phone number must be complete with the area code included. It is very important for Drivers License Division to have complete address records and the phone number with area code.

Vehicle

Same as for a Driver (see above) except if the person involved in the crash is a non-motorist. Enter 0 for the vehicle number for all non-motorists. **(This is a major change from the previous form).**

Transported To

Same as for a Driver (see above)

BAC

Same as for a Driver (see above)

PERSON(S) INVOLVED

Person Type	Seating Position	Sex	INJURY			Transported By	Safety Equipment	Used Properly	Air Bag	Ejection	Ejection Path	Extraction
			Level	Area	Cause							

Enter the appropriate two-digit code for each of the following elements for each person involved in the crash: Person Type, Seating Position, Sex, Injury Level, Injury Area, Injury Cause, Transported By, Safety Equipment, Used Properly, Air Bag, Ejection, Ejection Path, and Extraction.

PERSON INVOLVED CODES

The following are all filled out the same as you would indicate for the driver:

- Person Type**
- Seating Position**
- Sex**
- Injury Descriptions**
- Injury Level**
- Injury Area**
- Injury Cause**
- Transported By**
- Safety Equipment**
- Used Properly**
- Air Bag**
- Ejection***
- Ejection Path**
- Extrication**

Note: For motorcyclists, pedal cyclists, etc. use code 96 Not Applicable rather than code 01 Ejected.
For non-motorists use 96 Not Applicable rather than code 00 Not Ejected.

DLD#



Driver License Division #

This box is for DLD USE ONLY and contains the Driver License unique number assigned to a crash.

Agency Specific Information

OFFICER'S RANK AND NAME PRINT	I.D.NO.	DEPARTMENT	CASE NUMBER	SUPERVISOR'S APPROVAL	DATE OF REPORT
----------------------------------	---------	------------	-------------	-----------------------	----------------

Each law enforcement agency has a unique protocol for crash investigation submissions. Please check with your supervisor for your agencies policies on submission of the DI-9.

All agencies are required to submit a reportable crash investigation form (DI-9) within 10 days following the completion of the crash investigation.

Mail the ORIGINAL REPORT to: Driver License Division, 4501 South 2700 West, P.O. Box 30560, Salt Lake City, Utah 84130-0560.

Officer's Rank and Name

OFFICER'S RANK AND NAME PRINT	I.D.NO.	DEPARTMENT
----------------------------------	---------	------------

Definition: Affiliation of the person completing the crash report.

Print officer's name. DO NOT SIGN. Data users need to be able to read the officers name in case there is further information needed from the investigating officer.

Rationale: Important for quality control and identification purposes. The law enforcement reporting agency identifier is critical to report SAFETYNET crashes.

Case Number

If used, it is the same agency case number as entered on the front side of the DI-9.

Date of Report

DATE OF REPORT

Definition: The date (month, day, year) which the law enforcement agency officer wrote the crash report.

Write the date using the MM/DD/YYYY format.

Rationale: Useful as a surrogate for date of the crash.

SIDE TWO OVERLAY FIELDS



Graphic indicates side two of overlay

24. Visual Contributing Circumstances

24 Visual Contributing Circumstances	
00 None	07 Moving Vehicle(s)
01 Weather Condition	08 Building
02 Physical Obstruction	09 Guardrail/Barrier
03 Windshield or Other Window Obscured	10 Glare
04 Trees, Crops, Bushes, Other Vegetation	11 Smoke
05 Parked Vehicle(s)	97 Other*
06 Signs, Billboards, etc.	99 Unknown

Definition: Apparent visual conditions which may have contributed to the crash.

If more than one condition exists, enter the code element that most directly contributed to the crash for each vehicle.

Enter the appropriate two-digit code for the visual contributing circumstances prior to the crash for each vehicle in Box 24:

00	None	07	Moving Vehicle(s)
01	Weather Condition	08	Building
02	Physical Obstruction	09	Guardrail/Barrier
03	Windshield or Other Window Obscured	10	Glare
04	Trees, Crops, Bushes, Other Vegetation	11	Smoke
05	Parked Vehicle(s)	97	Other*
06	Signs, Billboards, etc.	99	Unknown

25. Weather Condition

25 Weather Condition			
01 Clear	04 Snowing	07 Fog, Smog	99 Unknown
02 Cloudy	05 Blowing Snow	08 Severe Crosswinds	
03 Rain	06 Sleet, Hail	09 Blowing Sand, Soil, Dirt	

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

Enter the appropriate two-digit code for the weather condition at the time of the crash in Box 25:

01	Clear	05	Blowing Snow	09	Blowing Sand, Soil, Dirt
02	Cloudy	06	Sleet, Hail	99	Unknown
03	Rain	07	Fog, Smog		
04	Snowing	08	Severe Crosswinds		

Rationale: Important for management/administration and evaluation. This data is critical for prevention programs and engineering evaluations.

26. Light Condition

← 26	26 Light Condition		
	01 Daylight	04 Dark - Unknown Lighting	99 Unknown
	02 Dark - Lighted	05 Dawn	
	03 Dark - Not Lighted	06 Dusk	

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

Enter the appropriate two-digit code for the light condition at the time of the crash in Box 26:

01	Daylight	05	Dawn
02	Dark – Lighted	06	Dusk
03	Dark - Not Lighted	99	Unknown
04	Dark - Unknown Lighting		

Rationale: This element is Important for management/administration and evaluation and is critical for prevention programs and engineering evaluations.

27. Roadway Surface Condition

← 27	27 Roadway Surface Condition	
	01 Dry	07 Mud
	02 Wet	08 Sand, Dirt, Gravel
	03 Snow	09 Oil
	04 Slush	97 Other*
	05 Ice	99 Unknown
	06 Water (standing, moving)	

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

Enter the appropriate two-digit code for the roadway surface condition at the time of the crash in Box 27:

01	Dry	07	Mud
02	Wet	08	Sand, Dirt, Gravel
03	Snow	09	Oil
04	Slush	97	Other*
05	Ice	99	Unknown
06	Water (standing, moving)		

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

28. Roadway/Junction Feature

← 28	28 Roadway/Junction Feature	
	<u>Non-Intersection</u>	
	00 No Special Feature/Junction	20 4-Leg Intersection
	01 Bridge (overpass/underpass)	21 T-Intersection
	02 Railroad Crossing	22 Y-Intersection
	03 Business Drive	23 5-Leg or More Intersection
	04 Farm/Residential Drive	24 Roundabout
	05 Alley	25 Ramp Intersection With Crossroad
	06 Crossover in Median	26 Bike/Ped Path Intersection
	07 On-Ramp Merge Area	
	08 Off-Ramp Diverge Area	97 Other*
	09 On-Ramp	99 Unknown
	10 Off-Ramp	

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

Roadway/Junction Features include: (1) all at-grade intersections; (2) connections between a driveway or alley and a roadway which is not a driveway or alley; or (3) connection between a driveway access and an alley access or Bike/Ped Path

Enter the appropriate two-digit codes to indicate roadway/junction feature where crash occurs in Box 28:

Non-Intersection

00	No Special Feature/Junction	06	Crossover in Median
01	Bridge (overpass/underpass)	07	On-Ramp Merge Area
02	Railroad Crossing	08	Off-Ramp Diverge Area
03	Business Drive	09	On-Ramp
04	Farm/Residential Drive	10	Off-Ramp
05	Alley		

Intersection

20	4-Leg Intersection	24	Roundabout
21	T-Intersection	25	Ramp Intersection With Crossroad
22	Y-Intersection	26	Bike/Ped Path Intersection
23	5-Leg or More Intersection		
97	Other*		
99	Unknown		

Rationale: Important for site-specific safety studies to identify actual or potential safety problem locations.

29. Road Jurisdiction

29	29 Road Jurisdiction
←	01 State (I, US, SR) 05 Private Property
	02 County 97 Other*
	03 City 99 Unknown
	04 Federal (NP, BLM, FS, etc)

Definition: The owner of the road upon which the crash occurred.

Note: The Interstate and US highways are owned by the state.

Enter the appropriate two-digit code to indicate the roadway jurisdiction in Box 29:

01	State (I, US, SR)	04	Federal (NP, BLM, FS, etc)	99	Unknown
02	County	05	Private Property		
03	City	97	Other*		

Rationale: Important for analyzing crashes by type of jurisdiction

NON-MOTORIST

A non-motorist is any person other than an occupant of a motor vehicle in transport. This includes pedestrians, bicyclists, other cyclists, occupants of other motor vehicles not in transport, and occupants of transport vehicles other than motor vehicles.

30. Non-Motorist Action

30 Non-Motorist Action		
96 Not Applicable	05 Cycling	97 Other*
01 Entering or Crossing Road	06 Working	99 Unknown
02 Walking, Running, Jogging, Playing, etc.	07 Working on Vehicle	
03 Approaching or Leaving Motor Vehicle	08 Pushing Motor Vehicle	
04 Standing, Lying, Sitting	09 Alcohol/Drugs	



Definition: The action of the non-motorist prior to the crash.

If more than one condition exists, enter the one that most directly contributed to the crash.

Enter the appropriate two-digit code to indicate any non-motorist action in Box 30:

96	Not Applicable	06	Working
01	Entering or Crossing Road	07	Working on Vehicle
02	Walking, Running, Jogging, Playing, etc	08	Pushing Motor Vehicle
03	Approaching or Leaving Motor Vehicle	09	Alcohol/Drugs
04	Standing, Lying, Sitting	97	Other*
05	Cycling	99	Unknown

Rationale: Needed to develop engineering, educational, and enforcement countermeasures to reduce non-motorist involvement in crashes.

31. Non-Motorist Contributing Circumstances

31 Non-Motorist Contributing Circumstances		
96 Not Applicable	05 Inattentive	
00 None	06 Failure to Obey Traffic Signs, Signals, or Officer	
01 Improper Crossing	07 Failure to Yield Right-of-Way	
02 Darting	08 In Roadway (standing, on knees, lying, etc.)	
03 Wrong Side of Road	97 Other*	
04 Not Visible	99 Unknown	



Definition: Any relevant condition of the non-motorist that is directly related to the crash.

Enter the appropriate two-digit codes to indicate any non-motorist action that contributed to the crash. If more than one condition exists, enter the one that most directly contributed to the crash:

96	Not Applicable	06	Failure to Obey Traffic Signs, Signals, or Officer
00	None	07	Failure to Yield Right-of-Way
01	Improper Crossing	08	In Roadway (standing, on knees, lying, etc.)
02	Darting	97	Other*
03	Wrong Side of Road	99	Unknown
04	Not Visible		
05	Inattentive		

Rationale: Important for evaluating the effect that dangerous or risky non-motorist behavior has on motor vehicle crashes.

32. Non-Motorist Location

32 Non-Motorist Location		
96 Not Applicable	08 Shoulder	97 Other*
01 Marked Crosswalk at Intersection	09 Island	99 Unknown
02 Unmarked Crosswalk at Intersection	10 Sidewalk	
03 Mid-Block Crosswalk	11 Roadside	
04 School Crosswalk at Intersection	12 Dedicated Bike Path	
05 Mid-Block School Crosswalk	13 Shared Use Path/Trail	
06 In Roadway (no crosswalk or intersection)	14 Outside Right-of-Way	
07 Median (not on shoulder)	15 Inside Building	

Definition: The non-motorist's location with respect to the roadway at the time of the crash.

Enter the appropriate two-digit location code for any non-motorist involved in Box 32:

96	Not Applicable	09	Island
01	Marked Crosswalk at Intersection	10	Sidewalk
02	Unmarked Crosswalk at Intersection	11	Roadside
03	Mid-Block Crosswalk	12	Dedicated Bike Path
04	School Crosswalk at Intersection	13	Shared Use Path/Trail
05	Mid-Block School Crosswalk	14	Outside Right-of-Way
06	In Roadway (no crosswalk or intersection)	15	Inside Building
07	Median (not on shoulder)	97	Other*
08	Shoulder	99	Unknown

Rationale: Used to develop engineering, educational, and enforcement countermeasures for both motorists and non-motorists to reduce non-motorist crashes. This element is needed to examine location at time of crash. Needed to evaluate the effect of existing, if any, countermeasures that have been applied.

ROADWAY INFORMATION

33. Horizontal Alignment

33	Horizontal Alignment	33
01	Straight	02 Curve 99 Unknown



Definition: The geometric or layout and inclination characteristics of the roadway in the direction of travel for this vehicle.

Enter the appropriate two-digit codes for the horizontal alignment of the roadway at the crash location in Box 33:

- 01 Straight
- 02 Curve
- 99 Unknown

Rationale: Important to document the horizontal alignment and grade of the roadway as it relates to this specific vehicle involved in the crash for the purpose of evaluating vehicles that run-off-road, rollover, or are runaways. The change in horizontal direction of a roadway determined at the point of curvature (pc) and expressed in terms of direction, degree of curve and length.

34. Vertical Alignment

34	Vertical Alignment	34
01 Level	03 Hillcrest	99 Unknown
02 Grade	04 Sag (bottom)	



Definition: The geometric or layout and inclination characteristics of the roadway in the direction of travel for this vehicle.

Enter the appropriate two-digit code for vertical alignment of the roadway at the location of the crash in Box 34:

- 01 Level
- 02 Grade
- 03 Hillcrest
- 04 Sag (bottom)
- 99 Unknown

Rationale: Important to document the vertical alignment and grade of the roadway as it relates to this specific vehicle involved in the crash for the purpose of evaluating vehicles that run-off-road, rollover, or are runaways. The inclination of a roadway, expressed in the rate of rise or fall in feet (meters) per 100 feet (meters) of horizontal distance, includes level, hillcrest, up hill, downhill, sag (bottom).

35. Pavement Type

35	Pavement Type	35
01 Concrete	04 Dirt	
02 Asphalt (blacktop)	97 Other*	
03 Gravel, Stone	99 Unknown	



Describe the type of pavement on roadway at crash location.

Enter the appropriate two-digit code for the pavement type in Box 35:

- 01 Concrete
- 02 Asphalt (blacktop)
- 03 Gravel, Stone
- 04 Dirt
- 97 Other*
- 99 Unknown

36. Location of First Harmful Event

36 Location of First Harmful Event		36 →
01 On Roadway	06 In Parking Lane or Zone	
02 Shoulder	07 Off Roadway, Location Unknown	
03 Median	08 Outside Right-of-Way	
04 Gore	99 Unknown	
05 Roadside (outside of shoulder)		

Definition: The location of the first harmful event as it relates to its position within or outside the traffic way.

Enter the appropriate two-digit code to indicate location of first harmful event in Box 36:

01	On Roadway	06	In Parking Lane or Zone
02	Shoulder	07	Off Roadway, Location Unknown
03	Median	08	Outside Right-of-Way
04	Gore	99	Unknown
05	Roadside (outside of shoulder)		

Rationale: Important to identify highway geometric deficiencies.

37. First Harmful Event

37 First Harmful Event (codes 07 - 69 only)	37 →
---	------

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

Use only codes 00, 07 – 69.

Note: 01 – 06 are not harmful. Running off of the road is not harmful – hitting the tree is harmful.

Enter the appropriate two-digit code for the First Harmful Event of the crash in Box 37:

Sequence of Events (codes 01 - 96 only) Most Harmful Event (codes 00, 07 - 69 only)		(front page, each vehicle)	37 First Harmful Event (codes 07 - 69 only)
Non-Collision:	Collision With Person, Vehicle, or Non-Fixed Object:	Collision With Fixed Object:	
00 No Damage or Injury, This Vehicle	20 Motor Vehicle in Transport	40 Guardrail	54 Utility Pole/Light Support
01 Ran Off Road Right	21 Parked Motor Vehicle (off roadway)	41 Concrete Barrier	55 Traffic Signal Support
02 Ran Off Road Left	22 Pedestrian	42 Cable Barrier	56 Culvert
03 Crossed Median/Centerline	23 Pedalcycle	43 Crash Cushion	57 Ditch
04 Equipment Failure (tire, brakes, etc.)	24 Skates, Scooters, Skateboards	44 Guardrail End Section	58 Embankment
05 Separation of Units	25 Animal - Wild	45 Concrete Sloped End Section	59 Snow Bank
06 Downhill Runaway	26 Animal - Domestic	46 Cable Barrier End Section	60 Tree/Shrubbery
07 Overturn/Rollover	27 Work Zone/Maintenance Equipment	47 Access Control Cable	61 Mailbox/Fire Hydrant
08 Cargo/Equipment Loss or Shift	28 Freight Rail	48 Bridge Rail	62 Fence
09 Jackknife	29 Light Rail	49 Bridge Pier or Support	69 Other Fixed Object*
10 Fire/Explosion	30 Passenger Heavy Rail	50 Bridge Overhead Structure	
11 Immersion	31 Thrown or Fallen Object	51 Traffic Sign Support	96 Not Applicable (used only to fill unused box(es))
12 Fell/Jumped From Motor Vehicle	39 Other Non-Fixed Object*	52 Delineator Post	
19 Other Non-Collision*		53 Other Post, Pole or Support	

Overlay Rev. 11/05

Rationale: Needed for uniformity in reported motor vehicle crash statistics, understanding crash causation, and identifying possible crash avoidance countermeasures. For analytic purposes it may be desirable to collect and use information about subsequent events, some of which may be harmful.

Appendix A – State and Country Abbreviations

United States (USA)

AK, Alaska	MA, Massachusetts	PA, Pennsylvania
AL, Alabama	MD, Maryland	RI, Rhode Island
AR, Arkansas	ME, Maine	SC, South Carolina
AZ, Arizona	MI, Michigan	SD, South Dakota
CA, California	MN, Minnesota	TN, Tennessee
CO, Colorado	MO, Missouri	TX, Texas
CT, Connecticut	MS, Mississippi	UT, Utah
DE, Delaware	MT, Montana	VA, Virginia
DC, District of Columbia	NC, North Carolina	VT, Vermont
FL, Florida	ND, North Dakota	WA, Washington
GA, Georgia	NE, Nebraska	WI, Wisconsin
HI, Hawaii	NH, New Hampshire	WV, West Virginia
IA, Iowa	NJ, New Jersey	WY, Wyoming
ID, Idaho	NM, New Mexico	GU, Guam
IL, Illinois	NV, Nevada	PR, Puerto Rico
IN, Indiana	NY, New York	VI, Virgin Islands (US)
KS, Kansas	OH, Ohio	AA, Armed Forces America
KY, Kentucky	OK, Oklahoma	AE, Armed Forces Africa
LA, Louisiana	OR, Oregon	AP, Armed Forces Pacific

MEXICO (MX)

BJ, Baja Calif (S)	CU, Coahuila	TL, Tlaxcala
YU, Yucatan	GP, Guadeloupe,	VC, Veracruz
DF, Distrito Federal-Mex	TA, Tamaulipas	
CH, Chihuahua	TF, Tuamotu Archipelago	

CANADA (CD)

AB, Alberta	NK, New Brunswick	PE, Prince Edward Island
BC, British Columbia	NT, Northwest Territory	PQ, Quebec
MB, Manitoba	NS, Nova Scotia	SN, Saskatchewan,
NF, Newfoundland	ON, Ontario	YT, Yukon Territory

NATIVE AMERICAN RESERVATIONS

Absentee Shawnee, EE	Muscogee (Creek) TRI, DT	Pottawa, DW
Apache Tribe, AX	Midway Islands, MW	Puebla, PB
Chipewa Turtle Mtn, UC	Osage Nation, OG	Red Lake, RL
Comanche Nation, DP	Okinawa, OI	Seminole Nation, SK
Iowa Tribe, IW	Otoe-Missouria Tribe, OO	Seneca-Cayuga Tribes, DV
Kickapoo Tribe, KK	Oglala Sioux, OS	Shakopee, KP
Kiowa, KW	Oneida Tribe of Indi, OT	Sinaloa, SI
Menominee, IX	Pawnee Tribe, PW	Wichita Tribe, WT
Miami Tribe, DS	Ponca Tribe, PN	Wyandotte Tribe, WD

OTHER COUNTRIES

United Arab Emirates, AE	Bonaire, NX	Ecuador, EU
Antigua and Barbuda, AI	Brazil, BZ	Egypt, EY
Netherlands Antilles, AN	Bahamas, BS	Spain, SP
Antarctica, AQ	Belize, BZ	Finland, FD
Argentina, AR	British Solomon Island, BS	Fiji, FJ
American Samoa, AM	Canal Zone, CZ	France, FR
Austria, AU,	Chile, CL	England, GB
Australia, AS	China, CN	Germany, DE
Aruba, AJ	Colombia, CB	Guatemala, GT
Belgium, BG	Costa Rica, CR	Greece, GR
Bahrain, BH	Cuba, CU	Greenland, GL
Bermuda, BM	Denmark, DK	Hong Kong, HK
Bolivia, BV	Dominican Republic, DR	

OTHER COUNTRIES (con't)

Honduras, HD
Haiti, HT
Ireland, IE
Israel, IS
India, II
Iran, IR
Iraq, IQ
Iceland, IC
Italy, IT
Jamaica, JM
Jordan, JO
Japan, JP
North Korea, KN
South Korea, KO

Kuwait, KW
Morocco, MQ,
Monaco, MC
Nicaragua, NI
Netherlands, NL,
Norway, NW,
New Zealand, NZ
Peru, PU
Philippines, PI
Saudi Arabia, SA
Singapore, SR
Sweden, SE
Switzerland, SZ
Thailand, TH

Tonga, TG
Uruguay, UY
Venezuela, VZ
Samoa,, WS
Yemen, YE
Yugoslavia, YG
El Salvador, EL
Scotland, SS
Wales, WL
Western Samoa, WS

XX, Unknown

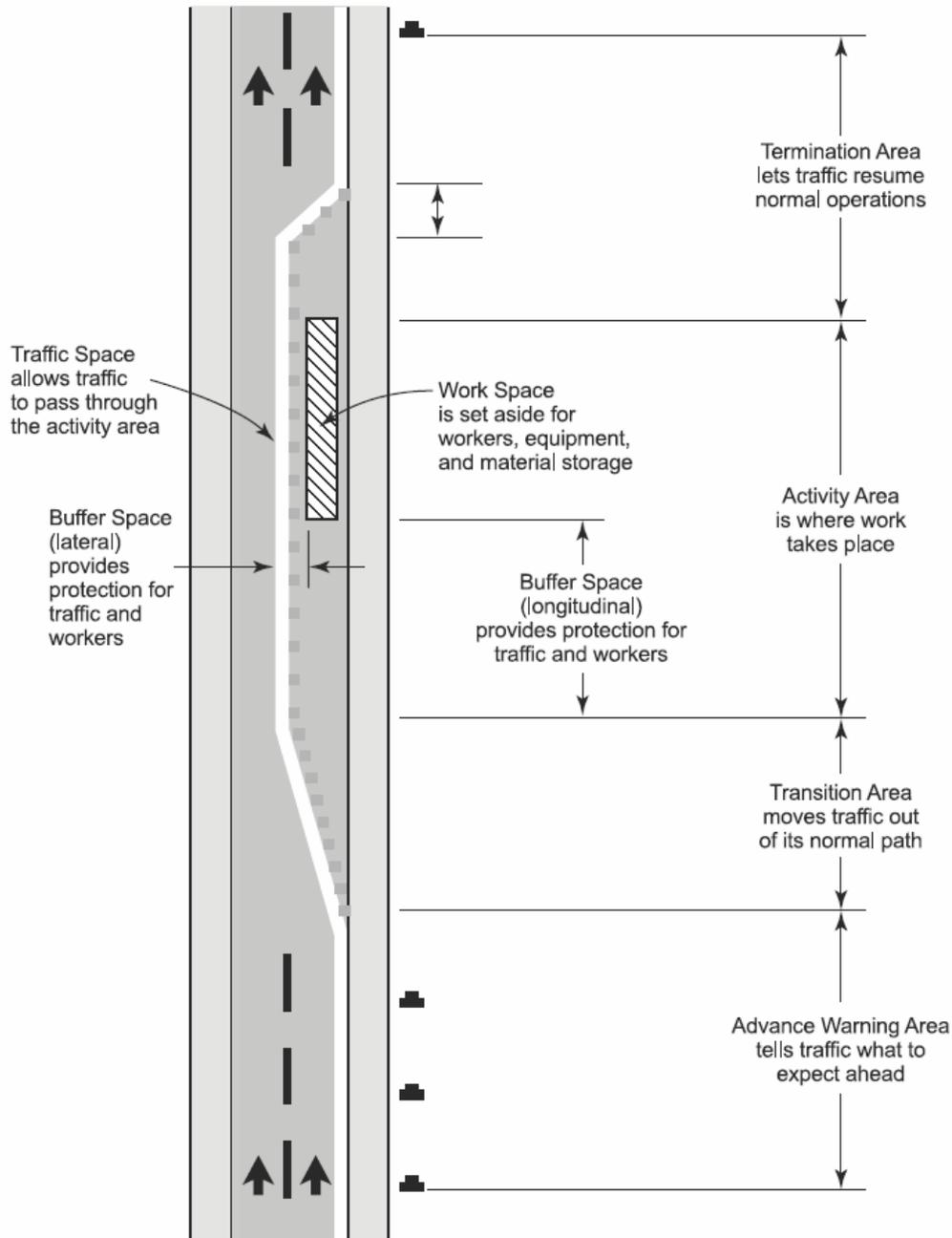
Appendix B – Vehicle Makes

NCIC Codes for Motor Vehicle Makes

ACURA	ACUR	LANCIA	LNCI
ALFA ROMEO	ALFA	LAND ROVER	LNDR
AMERICAN MOTORS	AMER	LEXUS	LEXS
ASUNA	ASUN	LINCOLN	LINC
AUDI	AUDI	MACK	MACK
AUSTIN	AUST	MAZDA	MAZD
BMW	BMW	MERCEDES BENZ	MERZ
BUICK	BUIC	MERCURY	MERC
CADILLAC	CADI	MERKUR	MERK
CAPRI	CAP	MG	MG
CHEVROLET	CHEV	MITSUBISHI	MITA
CHRYSLER	CHRY	NISSAN	NISS
DAEWOO	DAEW	OLDSMOBILE	OLDS
DAIHATSU	DAIH	OPEL	OPEL
DODGE	DODG	OSHKOSH	OSHK
EAGLE	EGIL	PASSPORT	PASS
FIAT	FIAT	PETERBUILT	PTRB
FORD	FORD	PEUGEOT	PEUG
FREIGHTLINER	FRHT	PLYMOUTH	PLYM
FWD	FWD	PONTIAC	PONT
GEO	GEO	PORSCHE	PORS
GM	GM	RENAULT	RENA
GMC	GMC	SAAB	SAA
HARLEY DAVIDSON	HD	SATURN	STRN
HINO	HINO	SSI	SSI
HONDA	HOND	STERLING	STRG
HYUNDAI	HYUN	SUBARU	SUBA
INFINITI	INFI	SUZUKI	SUZI
INTERNATIONAL	INTL	TOYOTA	TOYT
ISUZU	ISU	TRIUMPH	TRIU
IVECO	IVEC	VOLKSWAGEN	VOLK
JAGUAR	JAGU	VOLVO	VOLV
JEEP	JEEP	WHITE	WHIT
JENSEN	JENS	WHITEGMC	WHGM
KAWASAKI	KAWK	WINNEBAGO	WINN
KENWORTH	KW	YAMAHA	YAMA
KIA	KIA	YUGO	YUGO
LADA	LADA		

Appendix C – Work Zone Diagram

DIAGRAM OF A WORK ZONE AREA*



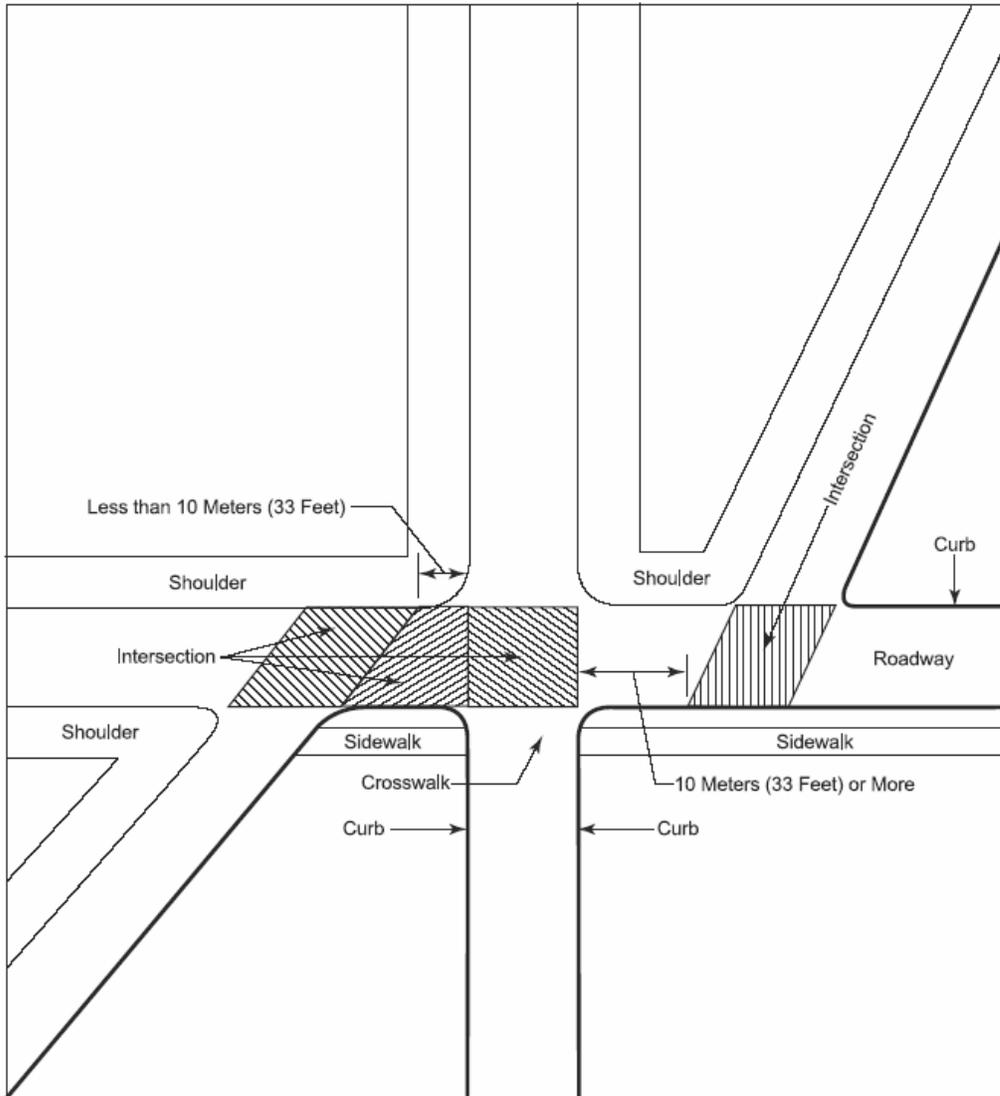
Legend:

➔ Direction of travel

*Source: FHWA.

Appendix D – Intersection Diagram

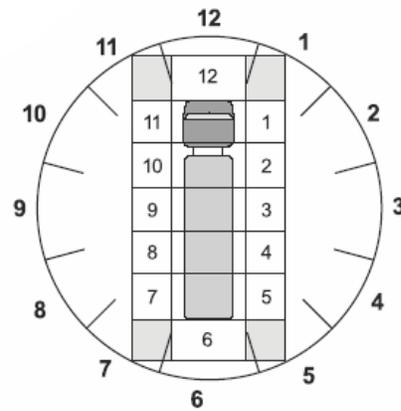
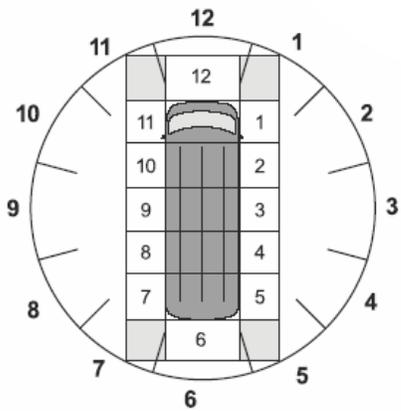
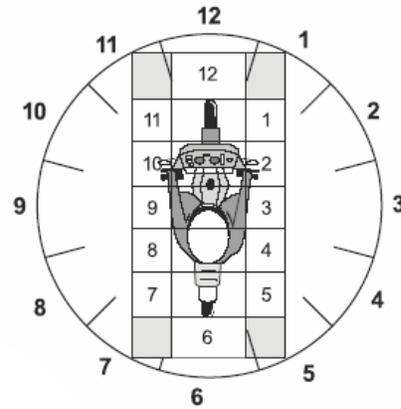
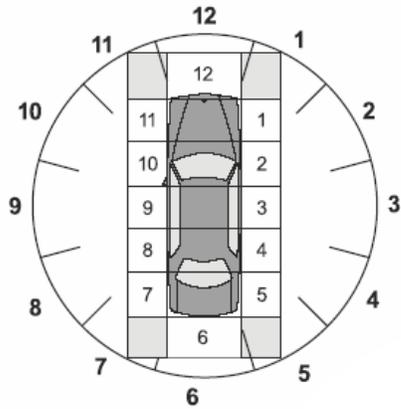
DIAGRAM OF AN INTERSECTION*



*Source: ANSI D16.1-1996 Manual on Classification of Motor Vehicle Traffic Accidents, Sixth Edition.

Appendix E – Vehicle Impact Points Diagram

CLOCKPOINT DIAGRAMS FOR DIFFERENT TYPES OF MOTOR VEHICLES*



*Source: FARS Coding Manual

Appendix F – MMUCC Terms

GLOSSARY

ACRONYMS AND MMUCC TERMINOLOGY MMUCC GUIDELINE, 2ND EDITION (2003)

ACRONYMS

AAMVA	American Association of Motor Vehicle Administrators
AAR	Association of American Railroads
AASHTO	American Association of State Highway and Transportation Officials
ANSI	American National Standards Institute
ASCE	Association of State and Community Engineers
ATSIP	Association of Traffic Safety Information Professionals
FARS	Fatality Analysis Reporting System
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
GHSA	Governors Highway Safety Association
HSIS	Highway Safety Information System
IACP	International Association of Chiefs of Police
IPTM	Institute of Police Technology and Management
ITE	Institute of Transportation Engineers
LETN	Law Enforcement Training Network
MMUCC	Model Minimum Uniform Crash Criteria
NASS-CDS	National Automotive Sampling System Crashworthiness Data System
NASS-GES	National Automotive Sampling System General Estimates System
NCIC	National Crime Information Center
NCSA	National Center for Statistics and Analysis
NHTSA	National Highway Traffic Safety Administration
PDO	Property Damage Only
SAE	Society of Automotive Engineers
TEA21	Transportation Equity Act for the 21st Century
TraCS	Traffic and Criminal Software
TRCC	Traffic Records Coordinating Committee
US DOT	United States Department of Transportation

Appendix G – FMCSA Reporting

Truck and Bus Crashes Reportable to FMCSA

REPORT A TRAFFIC CRASH IF IT INVOLVES...

Any truck that has a gross vehicle weight rating (GVWR) of more than 10,000 pounds or a gross combination weight rating (GCWR) of more than 10,000 pounds used on public highways

OR

Any motor vehicle with seating to transport nine (9) or more people, including the driver's seat

OR

Any motor vehicle displaying a hazardous materials placard (regardless of weight)

...AND RESULTS IN

A fatality: any person(s) killed in or outside of any vehicle (truck, bus, car, etc.) involved in the crash or who dies within 30 days of the crash as a result of an injury sustained in the crash

OR

An injury: any person(s) injured as a result of the crash who immediately receives medical treatment away from the crash scene

OR

A tow-away: any motor vehicle (truck, bus, car, etc.) disabled as a result of the crash and transported away from the scene by a tow truck or other vehicle

Revised 06/05

Federal Motor Carrier
Safety Administration



U.S. Department of Transportation
www.fmcsa.dot.gov

Crashes involving commercial motor vehicles and some non-commercial motor vehicles must be reported on a State's crash report and to the FMCSA. A commercial motor vehicle is any motor vehicle that is used on a trafficway for the transportation of goods, property, or people in interstate or intrastate commerce.

INCLUDED:

Here are some examples of commercial and non-commercial operations that, when involved in a crash, should be included if they meet the criteria on the front of this card.

Examples:

1. A trucking company or individual owner/operator hauling the goods of a business for a fee.
2. A manufacturing company hauling its own products to retail stores, or a retail store delivering products to its buyers.
3. A farm hauling its produce to market.
4. A motorcoach, airport shuttle, or hotel-owned shuttle bus or limousine service transporting passengers.
5. A government-owned truck or bus.
6. A school bus transporting students to/from school or school-related activities.
7. A rented or leased truck used to transport either commercial or personal goods.
8. A truck or truck tractor owned and operated for commerce being used for a personal trip or to transport personal goods.

EXCLUDED:

Here are some examples of non-commercial operations that, when involved in a crash, should not be included.

Examples:

1. A non-commercial horse owner transporting hay bales from his pasture on one side of the road to his stables on the other side of the road in a truck with a GVWR greater than 10,000 pounds.
2. A homeowner carrying recyclables to a drop-off point in a personally owned pickup truck with a GVWR greater than 10,000 pounds.
3. A family of 10 persons taking a trip in the family's 12-person van.
4. A personally owned pickup truck hauling a boat, horse or utility trailer with a GCWR greater than 10,000 pounds not operating in commerce or as part of a business.
5. A family operating a personally owned and registered recreational vehicle or motor home.

Appendix H – Motor Carrier Vehicle Configuration

Vehicle Configuration	
<p>Bus (9-15 Seats, Including Driver)</p>	<p>Truck/Trailer (Single-Unit Truck Pulling a Trailer)</p>
<p>Bus (16 or More Seats, Including Driver)</p>	<p>Truck Tractor (Bobtail)</p>
<p>Single-Unit (2 Axles, 6 Tires)</p>	<p>Tractor/Semi Trailer (One Trailer)</p>
<p>Single-Unit (3 or More Axles)</p>	<p>Truck Tractor/Double (Two Trailers)</p>
	<p>Truck Tractor/Triple (Three Trailers)</p>

Revised 06/05

Federal Motor Carrier Safety Administration U.S. Department of Transportation
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Appendix I – Motor Carrier Cargo Body Type

Cargo Body Type		
<p>Bus (9-15 Seats, Including Driver)</p>	<p>Dump</p>	<p>Pole</p>
<p>Bus (16 or More Seats, Including Driver)</p>	<p>Concrete Mixer</p>	<p>Log</p>
<p>Van/Enclosed Box</p>	<p>Auto Transporter</p>	<p>Intermodal Chassis</p>
<p>Cargo Tank</p>	<p>Garbage/Refuse</p>	<p>Vehicle Towing Motor Vehicle</p>
<p>Flat Bed</p>	<p>Grain, Chips, Gravel</p>	<p>No Cargo Body</p>

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Appendix J – Carrier and U.S. Dot Number

How to Find the Responsible Carrier and Correct U.S. DOT Number?



SIDE OF THE VEHICLE
In most cases, this is good for name and number. Look for a number preceded by the letters: USDOT.



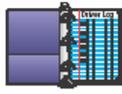
DON'T STOP
...keep on looking...
The information on the side of the truck may not be the U.S. DOT number, name, or address of the responsible motor carrier.



DRIVER INTERVIEW
1. Is the vehicle leased or rented?
2. Who is the motor carrier responsible for this load?
3. Who is directing and controlling the movement of this vehicle?
4. Where is the motor carrier's principal place of business?



LEASE AGREEMENT
identifies the name of the lessee and their U.S. DOT number.



DRIVER'S LOG
contains the name of the motor carrier and the city and State for the carrier's principal place of business.



SHIPPING PAPERS provide the name of the motor carrier responsible for the load, but not the carrier's U.S. DOT number.

NOTE: VEHICLE REGISTRATION
Generally good for identifying owner or registrant.
CAREFUL: This may not be the responsible carrier!

FMCSA WEB SITE: <http://safer.fmcsa.dot.gov/CompanySnapshot.aspx> is an excellent source for verifying a motor carrier's U.S. DOT number, legal name, 'doing business as' name, physical address, and phone number.

Revised 08/05

Federal Motor Carrier Safety Administration



U.S. Department of Transportation
www.fmcsa.dot.gov

How to Find the Responsible Carrier and Correct U.S. DOT Number?

<p>EXAMPLE 1: John Smith owns his own truck tractor, operating under John Smith Trucking. He contracts with White Manufacturing to take one of its trailers loaded with its goods from New York to Los Angeles.</p> <p>Who is the Motor Carrier: A. John Smith? B. White Manufacturing?</p>	<p>EXAMPLE 2: John Smith, driving his truck tractor, utilizes a cargo broker, K&S Trucking, to obtain goods from Intermodal Inc. shipping company for his return trip back to New York.</p> <p>Who is the Motor Carrier: A. John Smith? B. K&S Trucking? C. Intermodal Inc.?</p>
<p>EXAMPLE 3: John Smith, driving his truck tractor, leases his services to Polyester Chemical Company. Polyester directs Smith to deliver a semi-trailer from New York to St. Louis.</p> <p>Who is the Motor Carrier: A. John Smith? B. Polyester?</p>	<p>EXAMPLE 4: John Smith is driving a tractor/semi-trailer owned and operated by ABC Trucking.</p> <p>Who is the Motor Carrier: A. John Smith? B. ABC Trucking?</p>
<p>EXAMPLE 5: John Smith is driving a tractor owned by ABC Trucking, which has been leased to XYZ Trucking. XYZ uses the tractor to pull XYZ trailers in its regular shipping service.</p> <p>Who is the Motor Carrier: A. John Smith? B. ABC Trucking? C. XYZ Trucking?</p>	<p>John Smith is the motor carrier, because K&S transferred the responsibility of the load to John Smith.</p> <p>ABC Trucking is the motor carrier. John Smith is just a driver for ABC Trucking.</p> <p>In this case XYZ is the motor carrier, because XYZ is directing the carrying of the load.</p>

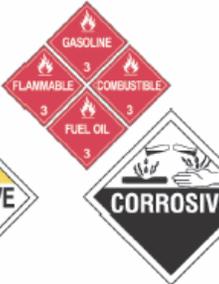
Federal Motor Carrier Safety Administration



U.S. Department of Transportation
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Appendix K – Hazardous Materials Information

Nine Classes of Hazardous Materials

<p>Class 1: Explosives Divisions: 1.1, 1.2, 1.3, 1.4, 1.5, 1.6</p>  <p>Class 6: Poison (Toxic) and Poison Inhalation Hazard</p>	<p>Class 2: Gases Divisions: 2.1, 2.2, 2.3</p>  <p>Class 7: Radioactive</p>	<p>Class 3: Flammable Liquid and Combustible Liquid</p>  <p>Class 8: Corrosive</p>	<p>Class 4: Flammable Solid, Spontaneously Combustible, and Dangerous When Wet Divisions 4.1, 4.2, 4.3</p>  <p>Class 9: Miscellaneous</p>	<p>Class 5: Oxidizer and Organic Peroxide Divisions 5.1, 5.2</p>  <p>Dangerous</p>
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Reporting Hazardous Materials Information

ACCURATE REPORTING SAVES LIVES

Data you collect is used to calculate risk assessment, determine response methods, and develop regulations. Vehicles carrying hazardous materials are required to carry shipping papers containing the HM Class and ID number (or name). Your Accident or Collision Report/ Supplement may ask the following hazardous materials questions (exact wording will vary by State):

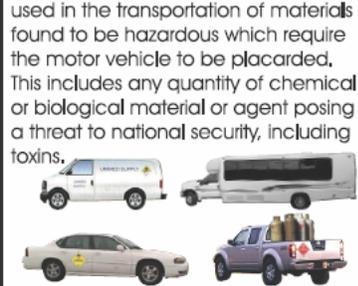
<p>1. DOES THE VEHICLE HAVE A HAZARDOUS MATERIALS PLACARD? YES <input checked="" type="radio"/> NO <input type="radio"/></p> <p>Placards should be on all four sides of the vehicle. For containers with bulk packages inside, if the required ID# marking is not visible, the transport vehicle must be marked on each side and each end. <i>Some Common Placards</i></p>	<p>2. ENTER THE FOUR-DIGIT NUMBER (OR NAME) FROM THE PLACARD <u>1993</u></p> <p>The four-digit number may be on an orange panel or a white "square-on-point" panel. If no four-digit number appears on the placard, enter the Placard Name.</p>
<p>3. ENTER THE HAZARDOUS MATERIALS CLASS NUMBER FROM THE BOTTOM OF THE PLACARD <u>3</u></p> <p>The Class Number can be a one- or two-digit number with a decimal in the middle. <u>5.1</u> It is critical for identifying and studying various types of hazardous materials involved in traffic crashes.</p>	<p>4. WAS HAZARDOUS CARGO RELEASED? YES <input type="radio"/> NO <input checked="" type="radio"/></p> <p>The intent of this question is to determine whether any of the placarded material was released or escaped from its transport container into the environment. Fuel or oil carried by the vehicle for its own use is NOT considered cargo and should not be reported in this section.</p>

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Appendix L – Commercial Driver’s License Information (CDL)

Commercial Driver’s License(CDL)

Commercial Motor Vehicle Groups

<p>Group A (Combination Vehicle) Any combination of vehicles with a gross combination weight rating (GCWR) of 26,001 pounds or more provided the GVWR of the vehicle(s) being towed is in excess of 10,000 pounds.</p> 	<p>Group B (Heavy Straight Vehicle) Any single vehicle with a GVWR of 26,0001 pounds or more, or any such vehicle towing a vehicle not in excess of 10,000 pounds GVWR.</p> 	<p>Group C (Small Vehicle) Any single vehicle or combination of vehicles, that meets neither the definition of Group A nor Group B, but is designed to transport 16 or more passengers including the driver, or is used in the transportation of materials found to be hazardous which require the motor vehicle to be placarded. This includes any quantity of chemical or biological material or agent posing a threat to national security, including toxins.</p> 
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Commercial Driver’s License(CDL)

CDL Endorsements

<p>Double/Triple Trailers (T)</p> 	<p>Passenger Vehicles (P)</p> 	<p>Tank Vehicles (N)</p> 
<p>Hazardous Materials (H) (any size vehicle)</p> 	<p>School Buses (S)</p> 	<p>Tank & Hazardous Materials (X)</p> 

GLOSSARY

DEFINITIONS OF TERMS:

ACCELERATION LANE - A speed-change lane for the purpose of enabling a vehicle entering a roadway to increase its speed to a rate at which it can safely merge with through traffic, providing necessary merging distance, and giving the main roadway traffic necessary time and distance to make appropriate adjustments.

ALLEY - A street or highway intended to provide access to the rear or side of lots or buildings in urban districts and not intended for the purpose of through vehicular traffic.

AMBULANCE - See AUTHORIZED EMERGENCY VEHICLE.

ARTERIAL STREET - Any United States or state-numbered route, controlled-access highway, or other major radial or circumferential street or highway designated by local authorities within their respective jurisdictions as part of a major arterial systems of streets or highways.

ASPHALT/BLACKTOP - A road paved with a mixture of gravel and a dark colored, solid bituminous substance.

AUTHORIZED EMERGENCY VEHICLE - Vehicles of a fire department, police vehicles, and such ambulances and such other publicly or privately owned vehicles as are designated by the Commissioner of Public Safety.

BICYCLE - Every device propelled by human power upon which any person may ride, having two tandem wheels, either of which is more than 12 inches in diameter.

BICYCLIST - Anyone riding a bicycle, tricycle, unicycle, or in any trailers or sidecars attached to a bicycle.

BUS (MOTOR COACH) - Every motor vehicle designed for carrying more than 16 passengers (including the driver) and used for the transportation of persons; every motor vehicle, other than a taxicab, designed and used for the transportation of persons for compensation.

CANCELLATION - The termination by the Division of a license issued through error or fraud or for which consent under Section 53-3-211 has been withdrawn.

CENTERLINE - A line indicating the division of the roadway between traffic traveling in opposite directions.

COMMERCIAL DRIVER - Every person who is employed by another for the principal purpose of driving a motor vehicle; every person who drives a school bus transporting school children or nursery school children; or any motor vehicle when in use for the transportation of persons or property for compensation; and every person who is employed by another for the principal purpose of driving a motor vehicle, operating any motor vehicle or combination of vehicles having a combined gross laden weight in excess of 10,000 pounds.

COLLISION CRASH - Any crash involving a motor vehicle in transport, in which the motor vehicle, its load, its parts, or objects set in motion by the motor vehicle, collide with other things, such as other motor vehicles, railway trains, other road vehicles, pedestrians, animals or objects fixed, movable or moving.

CONTROLLED-ACCESS HIGHWAY - Every highway, street, or roadway in respect to which owners or occupants of abutting lands and other persons have no legal right of access to or from the same except at such points only and in such manner as may be determined by the public authority having jurisdiction over such highway, street or roadway.

CRASH - An event involving a motor vehicle that produces injury or damage.

CROSSWALK - (a) That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway; and in the absence of a sidewalk on one side of the roadway, that part of a roadway included within the extension of the lateral lines of the existing sidewalk at right angles to the centerline; or, (b) Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface.

CURB - A vertical or sloping member, generally along and defining the edge of a roadway.

DECELERATION LANE - A speed-change lane for the purpose of enabling a vehicle that is to make an exit turn from a roadway to slow to the safe speed after it has left the main stream of faster-moving traffic.

DENIAL - The withdrawal of a driving privilege by the Division to which the provisions of Title 41-12a-IV, Proof of Owner's or Operator's Security, do not apply.

DEPARTMENT - The Department of Public Safety.

DISQUALIFICATION - The suspension, revocation, cancellation, denial, or any other withdrawal by a state of person's privileges to drive a commercial motor vehicle.

DIVIDED HIGHWAY - A highway divided into two or more roadways by leaving an intervening space or by a physical barrier or by a clearly indicated dividing section so constructed as to impede vehicular traffic.

DRIVER - Any person who drives or is in actual physical control of a vehicle.

DRIVER EDUCATION - All learning experiences provided by a school for the purpose of helping students to learn to use motor vehicles safely and efficiently.

EMERGENCY VEHICLE - See AUTHORIZED EMERGENCY VEHICLE.

EMS - An acronym for Emergency Medical Service.

EXPLOSIVES - Any chemical compound or mechanical mixture that is commonly used or intended for the purpose of producing an explosion and which contains any oxidizing and combustive units or other ingredients in such proportions, quantities or packing that an ignition by fire, by friction, by concussion, by percussion or by detonator of any part of the compound or mixture may cause a sudden generation of highly heated gases that the resultant gaseous pressures are capable of producing destructible effects on contiguous objects or of destroying life or limb.

FARM TRACTOR - Every motor vehicle designed and used primarily as a farm implement, for drawing plows, mowing machines, and other implements of husbandry.

FATAL INJURY - Any injury that results in death within thirty (30) days of the motor vehicle traffic crash.

FIXED OBJECT- Any stationary object in the roadway or immediately adjacent to the roadway such as a curb, bridge railing, traffic sign, fallen tree, or any object intentionally placed for an official purpose, such as traffic barricades, construction materials or similar objects.

FRONTAGE ROAD - A roadway contiguous to and generally paralleling an expressway, freeway, parkway, or through street so designed as to intercept, collect and distribute traffic desiring to cross, enter, or leave such facility and to furnish access to property which otherwise would be isolated as a result of the controlled access features.

HAZARDOUS MATERIALS - Any substance or material which has been determined by the U.S. Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce and which has been so designed under regulations of the US DOT. Includes any caustic, flammable, explosive, or any combination of these types of materials, in any solid, liquid, or gaseous form. See Section 109, 49 App. USC 1801.

HIGHWAY - The entire width between the boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel.

HIT AND RUN - Crashes where the vehicle, or the driver of the vehicle, in transport is a contact vehicle in the crash, and departs the scene without stopping to render aid. Leaving the scene of a crash without giving proper identification or notification.

INCAPACITATING INJURY - Any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred. Often defined as “needing help from the scene.”

INJURY - Any usually detectable bodily harm received by any person in a motor vehicle traffic crash.

INTERCHANGE - A system of interconnecting roadways in conjunction with one or more grade separations, providing for the movement of traffic between two or more roadways on different levels.

INTERSECTION - (a) The area embraced within the prolongation or connection of the lateral curb lines, or if none, then the lateral boundary lines of the roadways of two highways which join one another at, or approximately at, right angles, or the area within which vehicles traveling upon different highways joining at any other angle come in conflict; (b) where a highway includes two roadways 30 feet or more apart, then every crossing of each roadway of such divided highway by an intersecting highway shall be regarded as a separate intersection. In the event such intersecting highway also includes two roadways 30 feet or more apart, then every crossing of two roadways or such highways shall be regarded as a separate intersection; (c) the junction of an alley with a street or highway shall not constitute an intersection.

INTERSECTION CRASH - Any motor vehicle traffic crash in which the initial impact occurs within the limits of an intersection.

INTERSECTION RELATED CRASH - Any motor vehicle traffic crash that occurs on the approach to or exit from an intersection which results from an activity, behavior, or control affecting motor vehicle movement through the intersection which, in turn, affects motor vehicles on the approach to or exit from the intersection. If it cannot be clearly established that a crash is intersection related, assume that the crash is not intersection related.

IN TRANSPORT-

The state of condition of a vehicle when it is in use primarily for moving persons or property (including the vehicle itself) from one place to another and is:

- in motion (Motor vehicle in traffic on a highway)
- in readiness for motion; or
- on a roadway, and not parked in a designated parking area.
- in motion or within the portion of a transport way ordinarily used by similar transport vehicles.

In Transport May Also Include:

- Driverless motor vehicle in motion
- Motionless motor vehicle abandoned on a roadway
- parked motor vehicle in transport during periods when parking is forbidden (Disabled motor vehicle on a roadway)

In roadway lanes used for travel during rush hours and parking during off-peak periods,

ISLAND, CHANNELIZING - A traffic island located in a roadway area to control and direct specific movements of traffic to definite channels.

ISLAND [TRAFFIC ISLAND] - An area within a roadway from which vehicular traffic is intended to be excluded, together with any area at the approach thereto occupied by signs or warning devices.

JURISDICTION - The area or range of judicial or other authority.

LANED ROADWAY - A roadway which is divided into two or more clearly marked lanes for vehicular traffic.

LOCAL AUTHORITIES - Every county, municipal, and other local board or body having authority to enact laws relating to traffic under the constitution and laws of the state.

MAKE [VEHICLE] - A distinctive name, applied to a group of vehicles from one manufacturer, which may be further subdivided into car line or body type, such as: Chevrolet, Ford, Porsche, etc.

MEDIAN - The portion of a divided highway separating the traveled ways for traffic in opposite direction.

MODEL [CAR LINE] - A name denoting a family of vehicles within a make which has a degree of commonality in construction, such as body, chassis, etc.

MODEL YEAR - A year designation used by the vehicle manufacturer for marketing (not necessarily the year of manufacture.)

MOPED - A bicycle that is equipped with a motor that has a capacity of less than 50 cubic centimeters piston displacement, or rated less than one brake horsepower. For the purpose of completing a motor vehicle crash report, a moped will be considered a motor vehicle.

MOTORCYCLE - Every motor vehicle, other than a tractor, having a seat or saddle for the use of the rider and designed to travel on not more than three wheels.

MOTOR-DRIVENCYCLE - Every motorcycle, including every motor scooter, with a motor which produces no more than five horsepower, and every bicycle with motor attached.

MOTOR VEHICLE - Every vehicle which is self-propelled and every vehicle which is propelled by electric power obtained from overhead trolley wires, but not operated upon rails.

MOTOR VEHICLE CRASH - A crash involving a motor vehicle in transport, but not involving aircraft or watercraft.

MOTOR VEHICLE TRAFFIC CRASH - Any motor vehicle crash that occurs on a traffic way or that occurs after the motor vehicle runs off a roadway but before events are stabilized. For a crash to have occurred, either property damage (to a motor vehicle or other property) or injury must have resulted.

NO INJURY (DAMAGE ONLY) – is a situation in which there is no reason to believe that any person suffered any bodily harm as a result of the motor vehicle crash. This includes confusion, excitement, anger, and internal injuries unknown to the person until after leaving the scene.– is a situation in which there is no reason to believe that any person suffered any bodily harm as a result of the motor vehicle crash. This includes confusion, excitement, anger, and internal injuries unknown to the person until after leaving the scene.

NON-INCAPACITATING INJURY - Any injury, other than a fatal injury or an incapacitating injury, which is evident to observers at the scene of the crash in which the injury occurred. Example: contusions (bruises), laceration, bloody nose.

NON-INTERSECTION CRASH -A motor vehicle crash that is not an intersection crash, or intersection-related crash.

NON-VEHICLE DAMAGE - Damage to property other than motor vehicle, if there is no damage to a motor vehicle in the crash.

OCCUPANT [OF VEHICLE] - A driver, passenger, or other rider in or on a vehicle.

ODOMETER - An instrument for measuring the distance passed over, or traveled, as by an automobile.

OFFICIAL TRAFFIC-CONTROL DEVICES - All signs, signals, markings and devices not inconsistent with the law of the Utah Code Annotated placed or erected by authority of a public body or official having jurisdiction, for the purpose of regulating, warning or guiding traffic.

OPERATOR - Every person who is in actual physical control of a motor vehicle upon a highway.

OTHER ROAD VEHICLE- Any device, except motor vehicle and pedestrian conveyance (and pedal-cycle) in, upon, or by which any person or property may be transported upon a land way or place, such as a traffic way. Includes: animal drawn vehicle (any type); animal harnessed to a conveyance; animal carrying a person; and street car.

OVERTAKING - To be in the act of passing another vehicle.

OVERTURN - To turn on (its) side, front, or top. A vehicle's final resting place may be upright even though it overturned.

OWNER - A person having the property in or title to a vehicle. The term includes a person entitled to the use and possession of a vehicle subject to a security interest in another person, but excludes a lessee under a lease not intended as security.

PARK OR PARKING - The standing of a vehicle, whether occupied or not, other than temporarily for the purpose of and while actually engaged in loading or unloading property or passengers.

PEDESTRIAN - Any person afoot.

PEDESTRIAN CONVEYANCE - Any human powered device by which a pedestrian may move or be moved by another pedestrian, other than by pedaling. This includes, but is not limited to: baby carriage, coaster wagon, skates, wheelchair, sled.

PEDAL CYCLE - A vehicle which is operated solely by pedals, and propelled by human power. Pedal cycle includes, but is not limited to: bicycle (any size), tricycle, unicycle, pedal-operated four-wheeler, and any sidecar or trailer attached to any of these devices.

PNEUMATIC TIRE - Every tire in which compressed air is designed to support the load.

POLE TRAILER - Every vehicle without, motive power designed to be drawn by another vehicle and attached to the towing vehicle by means of a reach, or pole, or by being boomed or otherwise secured to the towing vehicle and ordinarily used for transporting long or irregular shaped loads such as poles, pipes or structural members capable, generally of sustaining themselves as beams between the supporting connections.

POLICE OFFICER - Every officer authorized to direct or regulate traffic or to make arrests for violations of traffic regulations.

POSSIBLE INJURY - Complaint of pain without visible injury.

PRIVATE ROAD TO DRIVEWAY- Every way or place in private ownership and used for vehicular travel by the owner and those having express or implied permission from the owner, but not by other persons.

RAILROAD - A carrier of persons or property upon cars, operated upon stationary rails.

RAILROAD SIGN OR SIGNAL- Any sign, signal or device erected by authority of a public body or official or by a railroad and intended to give you notice of the presence of railroad tracks or the approach of a railroad train.

RAILROAD TRAIN - A steam engine, electric or other motor, with or without cars coupled thereto, operated upon rails.

RAMP - An inclined section of way over which traffic passes for the primary purpose of ascending or descending so as to make connections with other ways. Also, an interconnecting roadway of a traffic interchange, or any connection between highway facilities of different levels, on which vehicles may enter or leave a designated highway.

REGISTRATION - The certificate issued with correspondingly numbered plates and displaying information identifying the owner and describing the vehicle.

REVOCATION - The licensee's privilege to drive a motor vehicle is terminated.

RIGHT OF WAY - The right of one vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian approaching under such circumstances of direction, speed and proximity as to give rise to danger of collision unless one grants precedent to the other.

ROAD - That part of the traffic way which includes both the roadway and any shoulder alongside the roadway.

ROADWAY - That part of the traffic way designed, improved, and ordinarily used for vehicular traffic. In the event that the traffic way includes two or more separate roadways, the term "roadways" refers to any such roadway separately, but not to all such roadways collectively. The roadway does not include any shoulder that may exist nor any other area not intended for regular vehicle travel.

RURAL AREA - For the purpose of this manual, a rural area is defined as any area *not* within the boundaries of a city, town, or established community that is shown on the official state map.

SCHOOL BUS - Every motor vehicle owned by a public or governmental agency and operated for the transportation of children to or from school or privately owned and operated for compensation for the transportation of children to or from school.

SEMITRAILER - Every vehicle without motive power, other than a pole trailer, designed for carrying persons or property and for being drawn by a motor vehicle and so constructed that some part of its weight and that of its load rests upon or is carried by another vehicle.

SHOULDER - That portion of the road contiguous with the roadway for accommodation of stopped vehicles, for emergency use, and for lateral support of the roadway structure. The line between the roadway and the shoulder may be a painted edge line” a change in surface color or material, or a curb.

SIDEWALK - That portion of a street between the curb lines, or the lateral lines of a roadway, and the adjacent property lines, intended for use by pedestrians.

SKIDMARKS - Marks left on the road by tires that are not free to rotate usually because brakes are applied strongly enough to lock the wheels.

SPUR - A segment of roadway connecting two roadways at the same grade or level. Spurs are used to connect roadways which do not interchange. (See INTERCHANGE and RAMP.)

STREET OR HIGHWAY - The entire width between property lines of every way or place of whatever nature when any part thereof is open to the use of the public, as a matter of right, for purposes of vehicular traffic.

SUSPENSION - The licensee’s privilege to drive a vehicle is temporarily withdrawn.

TAR & CHIP - A road paved by applying and compacting successive layers of broken stones and tar.

TRAFFIC - Pedestrians, ridden or herded animals, vehicles, streetcars, and other conveyances, either singularly or together while using any highway for purposes of travel.

TRAFFIC CONTROL SIGNAL - Any device, whether manually, electrically, or mechanically operated, by which symbolic information is communicated to drivers for the purposes of traffic control.

TRAFFIC LANE - A strip of roadway intended to accommodate the forward movement of a single lane of vehicles.

TRAFFIC WAY - The entire width between property lines, or other boundary lines, of every way or place, of which any part is open to the public for purposes of vehicular travel as a matter of right or custom.

TRAILER - Every vehicle with or without motive power, other than a pole trailer, designed for carrying persons or property and for being drawn by a motor vehicle and so constructed that no part of its weight rests upon the towing vehicle. (see POLE TRAILER and SEMITRAILER.)

TRUCK - Every motor vehicle designed, used or maintained for the transportation of property.

TRUCK TRACTOR - every motor vehicle designed and used primarily for drawing other vehicles and not so constructed as to carry a load other than a part of the weight of the vehicle and load so drawn.

UNDERCARRIAGE - The supporting framework underneath a vehicle.

UNDER THE INFLUENCE [INTOXICATING LIQUOR] - Drinking to the extent of affecting one’s judgment and discretion or affecting one’s nervous system to the extent that there is a failure of normal coordination, although not amounting to intoxication.

VEHICLE - every device in, upon, or by which any person or property is or may be transported or drawn upon a highway, except devices moved by human power or used exclusively upon stationary rails or tracks.

WORK ZONE - Work zone locations includes collision and non-collision crashes occurring within the signs or markings indicating a work zone or occurring on approach to, within the signs or markings indicating a work zone or occurring on approach to, exiting from or adjacent to work zones that are related to the work zone. Excludes single-vehicle crashes involving working vehicles not located in trafficway.

WORK ZONE CRASH - A Work Zone Crash is a 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. Includes collision and non-collision crashes occurring within the signs or markings indicating a work zone or occurring on approach to, exiting from or adjacent to work zones that are related to the work zone. or example: 1) An automobile on the roadway loses control within a work zone due to a shift or reduction in the travel lanes and crashes into another vehicle in the work zone; 2) A van in an open travel lane strikes a highway worker in the work zone; 3) A highway construction vehicle working on the edge of the roadway is struck by a motor vehicle in transport in a construction zone; 4) A rear-end collision crash occurs before the signs or markings indicating a work zone due to vehicles slowing or stopped on the roadway because of the work zone activity; 5) transport loses control in an open travel lane within a work zone due to a shift or reduction in the travel lanes and crashes into another vehicle which exited the work zone; 6) A tractor-trailer approaching an intersection where the other roadway has a work zone strikes a pedestrian outside the work zone because of lack of visibility caused by the work zone equipment. involving working vehicles not located in traffic way. For example: maintenance truck strikes a highway worker inside the work site; 2) A utility worker repairing the electrical lines over the traffic way falls from the bucket of a cherry picker.

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