CRASH RECORD REPORTING
TRAINING SESSION
2019
After completing this training module, you will be able to...

- Know that your commitment to accurate reporting is crucial to highway safety.
- Validate Crash Report data fields.
- Identify incorrect Crash Report data fields.
- Correct common errors on Crash Reports.
DHSMV is responsible for the collection and dissemination of all state crash records, including the **Fatality Analysis Reporting System** and **Florida Traffic Crash Facts.** *(F.S. 316.069)*

http://www.flhsmv.gov/courts/crash
FDOT’s Traffic Records Coordinating Committee (TRCC) awarded the Florida Department of Highway Safety and Motor Vehicles (DHSMV) the 2019 Crash and Citation Data Accuracy Improvement Project GRANT to improve the accuracy and completeness of crash and UTC data.

www.fltrafficrecords.com
Developed and implemented by numerous state and local partners, including Florida Police Chiefs Association, Florida Sheriffs Association, DHSMV, FHP, DOT, DOE, DOH, the Metropolitan Planning Organization Advisory Council, city and county engineers, and other traffic safety stakeholders.

-Florida Department of Transportation
Motor vehicle crash reporting provides valuable data to many different groups who need timely, complete, and accurate motor vehicle crash information. Main focus areas include:

- Enforcement
- Education
- Engineering
- Emergency Management Services
The application for some of the federal funding that Florida receives is tied to this plan. Focus areas are:

- Impaired driving
- Teen drivers
- Aging drivers
- Occupant protection (seatbelts/child safety seats)
- Speeding/aggressive driving
- Commercial vehicles
- Wrong-way driving
- Work zone safety
- And more...

Many of these areas use grant funding to support training, enhanced enforcement (high-visibility enforcement and overtime) and media campaigns for awareness.
Prioritization is:

- Data-driven
- Based on evaluation of data obtained from crash reports entered by the reporting officers

So, accurately documenting:

- Alcohol and drug involvement
- Driver behaviors
- Crash events

...on the crash report is a vital component of the process.
Timeliness

Electronic records
- 95% crash reports transmitted in XML format
- Loaded to state repository daily

Paper crash records
- 5% received and processed
- Data entered by a third party
- Transmitted and loaded into the state’s repository
Approximately 254,310 people were injured, in addition to 3,116 deaths due to motor vehicle crashes on Florida’s highways last year.

Each of these events is described in the Crash Report that law enforcement officials prepare daily.
All stakeholders need high-quality data to develop policies and programs that will improve the safety and the operation of Florida’s roadway transportation network. Improving motor vehicle traffic crash data will help State and local agencies do the following:

- Identify specific traffic safety problems
- Communicate safety issues to the public
- Make better programming and resource allocation decisions
- Enable better monitoring and program evaluation
Better Data Leads To Safer Roadways
Florida Traffic Crash Reports
Errors in accuracy, completeness and timeliness result from oversights, misunderstandings and law enforcement agencies submitting paper crash reports from which the subsequent data is entered by a third party.
The Florida Traffic Crash Report, which can be designated as either the “Long Form” or “Short Form”, is used by Florida law enforcement officers to report traffic crashes to the Department of Highway Safety and Motor Vehicles.
A Long Form Report (HSMV 90010S) in its entirety must include a Narrative and Diagram when ONE or more of the following criteria are met:

- Resulted in death of, personal injury to, or any indication or complaints of pain or discomfort by any of the parties or passengers involved in the crash
- Leaving the scene involving damage to attended vehicles or property (F.S. 316.061 (1))
- Driving while under the influence (F.S. 316.193)
- Rendered a vehicle inoperable to a degree that required a wrecker to remove it from the scene of the crash
- Involved a commercial motor vehicle

Only the crash reports that meet the above criteria are included in year-end statistics.
The Short Form Report designation is used to report other types of traffic crashes.

If form HSMV 90010S is used as a Short Form Report, a diagram and narrative are not required unless ‘77: Other-Explain in Narrative’ is selected.

A code of “other – explain in narrative” or “unknown”, especially when it is the only value entered for a data element such as Drivers Actions At Time Of Crash or Harmful Event, will potentially prevent the crash from consideration, so it is better to use a more specific code if it applies.

When “77: Other, Explain in Narrative” is selected, the Narrative Page must be completed.
Completing Crash Reports

All Long Form and Short Form crash reports must include:

- The date, time, and location of the crash
- Description of vehicle(s) involved
- Names and address’ of all parties involved, including drivers and passengers
- Names and address’ of all witnesses
- Names of insurance companies
- The name, badge number and agency of the officer investigating the crash
The topics covered in this section include:

- Event Page heading
- Crash Identifiers
- Roadway Information
- Crash Information
  - Harmful Event
  - Work Zone
This section is designed to identify overall characteristics of the traffic crash.

- CRASH DATE
- TIME OF CRASH
- DATE OF REPORT
- REPORTING LEA CASE NUMBER
- HSMV CRASH REPORT NUMBER

<table>
<thead>
<tr>
<th>FLORIDA TRAFFIC CRASH REPORT</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL # OF VEHICLE SECTION(S)</td>
</tr>
<tr>
<td>TOTAL # OF PERSON SECTION(S)</td>
</tr>
<tr>
<td>TOTAL # OF NARRATIVE SECTION(S)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CRASH DATE</th>
<th>TIME OF CRASH</th>
<th>DATE OF REPORT</th>
<th>REPORTING AGENCY CASE NUMBER</th>
<th>HSMV CRASH REPORT NUMBER</th>
</tr>
</thead>
</table>
Crash Identifiers

- COUNTY CODE
- CITY CODE
- COUNTY OF CRASH
- PLACE OR CITY OF CRASH
- NOTIFIED BY

All reports must be coded “2 Law Enforcement”
Latitude/Longitude is not required however, many agencies with software applications have integrated mapping functionality to plot the geolocation of the crash report.

Ensure that all fields are completed if possible. Ignore the ‘Choose only 1 of 4 options’.

The following slides are examples of geo-locations provided by **Signal 4 Analytics**.
Florida Signal Four Analytics is an interactive, web-based system designed to support the crash mapping and analysis needs of law enforcement, traffic engineering, transportation planning agencies, and research institutions in the state of Florida.

This system is developed at the University of Florida, and funded by the state of Florida through the Traffic Records Coordinating Committee (TRCC).

For questions, or to learn more about Florida Signal Four Analytics go to https://s4.geoplan.ufl.edu.
Mapping to Improve Traffic Safety

• Crash map to target enforcement

• Requires each crash report to be mapped
Current Crash Mapping Problems

- Crash location recorded as text
- Crashes mapped after the reports are submitted
- Text-based location is difficult to map by computer automatically
- Statewide success is only 42%
Post-Report Mapping Efforts

- Multiple efforts around the state
- Duplication of efforts, time and money spent
- Third party interpreting police reports to map crashes
- Quality not guaranteed

Which one is right?
Solution: Map-based Crash Location

- The State has funded development of **S4 Geolocation Tool**
  - Allows officers to map the crash point instead of typing the address
  - Designed to be integrated in any crash reporting software
A new **Map Location** button opens the tool on any vendor crash form.
The tools finds the proper crash location information and automatically fills out all 14 crash form location fields.
What’s in this for you?

• Easy, fast and accurate crash location
• Good reference for narratives and diagrams
• Increases location accuracy – better data
• You will save the State time and money
• Your data will show up 100% mapped in Signal Four Analytics and other analytical systems
• Makes data much more timely for utilization

It will save you time filling out the form, while increasing accuracy multifold!
contact:

ILIR BEJLERI at ilir@ufl.edu or
DAN BROWN at danieljbrown@ufl.edu
- Make sure the report includes a distance and direction from intersecting road or highway.
- Please do not use block numbers, instead use a specific address or an at/from road and intersecting road.

### ROADWAY INFORMATION (CHOOSE ONLY 1 OF 4 OPTIONS)

<table>
<thead>
<tr>
<th>ROAD OCCURRED ON STREET, ROAD, HIGHWAY</th>
<th>AT STREET ADDRESS #</th>
<th>AT LATITUDE AND LONGITUDE</th>
</tr>
</thead>
<tbody>
<tr>
<td>FEET</td>
<td>MILES</td>
<td>N</td>
</tr>
<tr>
<td>1</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- **Road System Identifier**
  - 1 Interstate
  - 2 U.S.
  - 3 State
  - 4 County
  - 5 Local
  - 6 Turnpike/Toll
  - 7 Forest Road
  - 8 Private Roadway
  - 9 Parking Lot
  - 77 Other, Explain in Narrative

- **Type of Shoulder**
  - 1 Paved
  - 2 Unpaved
  - 3 Curb

- **Type of Intersection**
  - 1 Not at Intersection
  - 2 Four-Way Intersection
  - 3 T-Intersection
  - 4 Y-Intersection
  - 5 Traffic Circle
  - 6 Roundabout
  - 7 Five-Point, or More
  - 77 Other, Explain in Narrative
## Crash Information

<table>
<thead>
<tr>
<th>Light Condition</th>
<th>Weather Condition</th>
<th>Roadway</th>
<th>Surface Condition</th>
<th>School Bus Related</th>
<th>Manner of Collision/Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Daylight</td>
<td>4 Fog, Smog, Smoke</td>
<td>5 Oil</td>
<td>6 Mud, Dirt, Gravel</td>
<td>1 No</td>
<td>4 Sideswipe, Same Direction</td>
</tr>
<tr>
<td>2 Dusk</td>
<td>5 Sleet/Hail/Freezing Rain</td>
<td>6 Mud, Dirt, Gravel</td>
<td>2 Yes, School Bus Directly Involved</td>
<td>2 Front to Rear</td>
<td></td>
</tr>
<tr>
<td>3 Dawn</td>
<td>6 Blowing Sand, Soil, Dirt</td>
<td>7 Sand</td>
<td>8 Water (standing/moving)</td>
<td>3 Yes, School Bus Indirectly Involved</td>
<td>2 Front to Front</td>
</tr>
<tr>
<td>4 Dark-Lighted</td>
<td>7 Severe Crosswinds</td>
<td>9 Other, Explain in Narrative</td>
<td>4 No</td>
<td>77 Other, Explain in Narrative</td>
<td></td>
</tr>
<tr>
<td>5 Dark-Not Lighted</td>
<td>77 Other, Explain in Narrative</td>
<td>1 Front to Rear</td>
<td>2 Yes, School Bus Directly Involved</td>
<td>7 Rear to Rear</td>
<td></td>
</tr>
<tr>
<td>6 Dark-Unknown Lighting</td>
<td>2 Yes, School Bus Directly Involved</td>
<td>2 Yes, School Bus Indirectly Involved</td>
<td>3 Yes, School Bus Indirectly Involved</td>
<td>0 Unknown</td>
<td></td>
</tr>
<tr>
<td>77 Other, Explain in Narrative</td>
<td>98 Unknown</td>
<td>98 Unknown</td>
<td>88 Unknown</td>
<td>88 Unknown</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>First Harmful Event</th>
<th>Non-Collision</th>
<th>Collision Non-Fixed Object</th>
<th>Collision with Fixed Object</th>
<th>First Harmful Event Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 No</td>
<td>1 Overturn/Rollover</td>
<td>19 Impact Attenuator/Crash Cushion</td>
<td>1 On Roadway</td>
<td></td>
</tr>
<tr>
<td>2 Yes</td>
<td>2 Fire/Explosion</td>
<td>10 Pedestrian</td>
<td>2 Off Roadway</td>
<td></td>
</tr>
<tr>
<td>188 Unknown</td>
<td>3 Immersion</td>
<td>12 Railway Vehicle (train, engine)</td>
<td>3 Shoulder</td>
<td></td>
</tr>
<tr>
<td></td>
<td>4 Jackknife</td>
<td>13 Animal</td>
<td>4 Median</td>
<td></td>
</tr>
<tr>
<td></td>
<td>5 Cargo/Equipment</td>
<td>14 Motor Vehicle in Transport</td>
<td>5 Jersey</td>
<td></td>
</tr>
<tr>
<td></td>
<td>6 Loss or Shift</td>
<td>15 Parked Motor Vehicle</td>
<td>6 Gore</td>
<td></td>
</tr>
<tr>
<td></td>
<td>7 Fell/Jumped From Motor Vehicle</td>
<td>16 Work Zone/Maintenance Equipment</td>
<td>7 Separator</td>
<td></td>
</tr>
<tr>
<td></td>
<td>8 Thrown or Falling Object</td>
<td>17 Struck By Falling, Shifting Cargo</td>
<td>8 In Parking Lane or Zone</td>
<td></td>
</tr>
<tr>
<td></td>
<td>9 Ran into Water/Canal</td>
<td>18 Other Non-Fixed Object</td>
<td>9 Outside Right-of-way</td>
<td></td>
</tr>
<tr>
<td></td>
<td>9 Other Non-Collision</td>
<td></td>
<td>10 Roadside</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>First Harmful Event within Interchange</th>
<th>First Harmful Event Relation to Junction</th>
<th>Contributing Circumstances: Road</th>
<th>Contributing Circumstances: Environment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 No</td>
<td>1 Non-Junction</td>
<td>9 Work, Travel-Polished Surface</td>
<td>1 None</td>
</tr>
<tr>
<td>2 Yes</td>
<td>2 Intersection</td>
<td>10 Road Surface Condition (wet, icy, snow, slush, etc.)</td>
<td>2 Weather Conditions</td>
</tr>
<tr>
<td>88 Unknown</td>
<td>3 Intersection-Related</td>
<td>11 Obstruction in Roadway</td>
<td>3 Physical Obstruction(s)</td>
</tr>
<tr>
<td></td>
<td>4 Driveway/Alley Access Related</td>
<td>12 Debris</td>
<td>4 Glare</td>
</tr>
<tr>
<td></td>
<td></td>
<td>13 Traffic Control Device</td>
<td>5 Animal(s) in Roadway</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Inoperative, Missing or Obscured</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>14 Non-Highway Work</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>77 Other, Explain in Narrative</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>88 Unknown</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Work Zone Related</th>
<th>Crash in Work Zone</th>
<th>Type of Work Zone</th>
<th>Workers in Work Zone</th>
<th>Law Enforcement in Work Zone</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 No</td>
<td>1 Before the First Work Zone Warning Sign</td>
<td>1 Lane Closure</td>
<td>1 No</td>
<td>1 No</td>
</tr>
<tr>
<td>2 Yes</td>
<td>2 Advance Warning Area</td>
<td>2 Lane Shift/Crossover</td>
<td>2 Yes</td>
<td>2 Officer Present</td>
</tr>
<tr>
<td>88 Unknown</td>
<td>3 Transition Area</td>
<td>3 Work on Shoulder or Median</td>
<td>88 Unknown</td>
<td>3 Law Enforcement Vehicle Only Present</td>
</tr>
<tr>
<td></td>
<td>4 Activity Area</td>
<td>4 Intermittent or Moving Work</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>5 Termination Area</td>
<td>77 Other, Explain in Narrative</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>First Harmful Event Location</th>
<th>Non-Collision</th>
<th>Collision Non-Fixed Object</th>
<th>Collision with Fixed Object</th>
<th>First Harmful Event Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 On Roadway</td>
<td>1 Overturn/Rollover</td>
<td>19 Impact Attenuator/Crash Cushion</td>
<td>1 On Roadway</td>
<td></td>
</tr>
<tr>
<td>2 Off Roadway</td>
<td>2 Fire/Explosion</td>
<td>10 Pedestrian</td>
<td>2 Off Roadway</td>
<td>3 Shoulder</td>
</tr>
<tr>
<td>3 Shoulder</td>
<td>3 Immersion</td>
<td>12 Railway Vehicle (train, engine)</td>
<td>3 Shoulder</td>
<td>4 Median</td>
</tr>
<tr>
<td>4 Median</td>
<td>4 Jackknife</td>
<td>13 Animal</td>
<td>4 Median</td>
<td>5 Jersey</td>
</tr>
<tr>
<td>5 Jersey</td>
<td>5 Cargo/Equipment</td>
<td>14 Motor Vehicle in Transport</td>
<td>5 Jersey</td>
<td>6 Gore</td>
</tr>
<tr>
<td>6 Gore</td>
<td>6 Loss or Shift</td>
<td>15 Parked Motor Vehicle</td>
<td>6 Gore</td>
<td>7 Separator</td>
</tr>
<tr>
<td>7 Separator</td>
<td>7 Fell/Jumped From Motor Vehicle</td>
<td>16 Work Zone/Maintenance Equipment</td>
<td>7 Separator</td>
<td>8 In Parking Lane or Zone</td>
</tr>
<tr>
<td>8 In Parking Lane or Zone</td>
<td>8 Thrown or Falling Object</td>
<td>17 Struck By Falling, Shifting Cargo</td>
<td>8 In Parking Lane or Zone</td>
<td>9 Outside Right-of-way</td>
</tr>
<tr>
<td>9 Outside Right-of-way</td>
<td>9 Ran into Water/Canal</td>
<td>18 Other Non-Fixed Object</td>
<td>9 Outside Right-of-way</td>
<td>10 Roadside</td>
</tr>
<tr>
<td>10 Roadside</td>
<td>10 Other Non-Collision</td>
<td>9 Other Non-Fixed Object</td>
<td>10 Roadside</td>
<td>11 Roadside</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Contributing Circumstances: Road</th>
<th>Contributing Circumstances: Environment</th>
</tr>
</thead>
<tbody>
<tr>
<td>9 Work, Travel-Polished Surface</td>
<td>1 None</td>
</tr>
<tr>
<td>10 Road Surface Condition (wet, icy, snow, slush, etc.)</td>
<td>2 Weather Conditions</td>
</tr>
<tr>
<td>11 Obstruction in Roadway</td>
<td>3 Physical Obstruction(s)</td>
</tr>
<tr>
<td>12 Debris</td>
<td>4 Glare</td>
</tr>
<tr>
<td>13 Traffic Control Device Inoperative, Missing or Obscured</td>
<td>5 Animal(s) in Roadway</td>
</tr>
<tr>
<td>14 Non-Highway Work</td>
<td>77 Other, Explain in Narrative</td>
</tr>
<tr>
<td>77 Other, Explain in Narrative</td>
<td>88 Unknown</td>
</tr>
<tr>
<td>88 Unknown</td>
<td>88 Unknown</td>
</tr>
</tbody>
</table>
First Harmful Event: This classification is used to identify the first injury or damage-producing event that characterizes the traffic crash type. FIRST HARMFUL EVENT CODES are from 1 – 39.
• Remove trees where front slopes are 1:4 or greater to create recovery area.

• Flatten front slopes and remove trees.

• Install guardrail where correcting front slopes and removing trees will adversely impact wetlands, R/W and etc.
**Intersection**: The type of intersection at which two or more roadways intersect at the same level.

**Driveway**: A roadway providing access to property adjacent to a trafficway. This is important to FDOT since we are focusing on intersection safety and are also responsible for permitting driveway connections to our road system.
Diagram of an Intersection

Less than 10 Meters (33 Feet)
Shoulder
Intersection
Shoulder
Sidewalk
Crosswalk
Curb

10 Meters (33 Feet) or More
Sidewalk
Curb

Crash Information

Diagram of an Interchange

Crashes which occur within the shaded areas are Interchange Crashes.

Crash Report
Vehicle Page
• The topics covered in this section include:
  - Vehicle Description
  - Commercial Vehicle Identification
  - Hazardous Materials
  - Harmful Events
The vehicle data describes the characteristics, events and consequences of the motor vehicles involved in the traffic crash.

Table: Vehicle Description

<table>
<thead>
<tr>
<th>VEHICLE #</th>
<th>Check if Commercial</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Vehicle in Transport</td>
<td></td>
</tr>
<tr>
<td>2 Parked Motor Vehicle</td>
<td></td>
</tr>
<tr>
<td>3 Working Vehicle</td>
<td></td>
</tr>
</tbody>
</table>

- **Check if Commercial**: Mark if applicable.

**DENIALS**

- **Damage**:
  - 1 Disabling
  - 2 Minor
  - 3 Functional
  - 4 None

**INSURANCE**

- **INSURANCE COMPANY**: Name of the insurance company.
- **INSURANCE POLICY NUMBER**: Policy number.

**NAME OF VEHICLE OWNER**

- **NAME OF VEHICLE OWNER**: Name of the vehicle owner.
- **CURRENT ADDRESS**: Address of the vehicle owner.
- **CITY & STATE**: City and state of the vehicle owner.
- **ZIP CODE**: Zip code of the vehicle owner.

**TRAILER #**

- **LICENSE NUMBER**: License number of the trailer.
- **STATE**: State where the trailer is registered.
- **REGISTRATION EXPIRES**: Expiration date of the registration.

**VEHICLE TRAVELING**

- **ON STREET, ROAD, HIGHWAY**: Roadway on which the vehicle was traveling.

**Area of Initial Impact**

- **Undercarriage**: Area 18
- **Overtake**: Area 19
- **Windshield**: Area 20
- **Trailer**: Area 21

**Most Damaged Area**

- **Area 15**: Most damaged area

**Area 3**: Undercarriage

**Area 6**: Overtake

**Area 19**: Windshield

**Area 20**: Trailer

**Area 21**: Total Lanes
### Vehicle Description

<table>
<thead>
<tr>
<th>VEHICLE #</th>
<th>Check if Commercial</th>
<th>REPORTING AGENCY CASE NUMBER</th>
<th>HSMV CRASH REPORT NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>48</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- **Check if Commercial**
- **Hit and Run**
- **Make**
- **Model**
- **Style**
- **Towed due to Damage**
- **Vehicle Traveling**
- **Total Lanes**

![Vehicle Diagram]

**Area of Initial Impact**: 18 Undercarriage
19 Overturn
20 Windshield
21 Trailer

**Most Damaged Area**: 14, 15, 16, 17, 18

---

48
When completing a crash report:

- If the crash is **not** a ‘Hit and Run,’ the **vehicle owner information** is required. ‘Same as Driver’ is not acceptable.
- When entering a person’s name, both their **first and last names** must be recorded.
- A ‘Parked Car’ cannot have a driver.
Recording Information for Parked or Stopped Vehicle Off the Roadway

- **Parked Motor Vehicle** - A motor vehicle not in transport. To be ‘parked’ the vehicle must be legally parked off the roadway.

- **Vehicle ‘in-transport’** is a vehicle which is in motion within the trafficway or on the roadway. This includes an illegally parked vehicle.
Best practice is the “violating vehicle” is entered as VEHICLE #1.

Hit and Run is a driver whose vehicle collides with another attended vehicle, non-motorist or causes damage to other property and leaves the scene of a traffic crash. *(Long Form MUST be used)*
Inclusions
- Damage to motor vehicles that could have been driven, but would have been further damaged if so driven.

Exclusions
- Damage that can be remedied temporarily at the scene of the crash without special tools or parts.
- Tire disablement without other damage even if no spare tire is available.
If ‘Check if Commercial’ is populated, the following fields are required:

- Commercial Motor Vehicle Configuration
- Cargo Body Type
- Commercial GVWR/GCWR

**Commercial Motor Vehicle Configuration**

- 1 Vehicle, 10,000 lbs or less Placarded for Hazardous Materials
- 2 Single-Unit Truck (2-axle and GVWR more than 10,000 lbs (4,536 kg))
- 3 Single-Unit Truck (3 or more axles)
- 4 Truck Pulling Trailer(s)
- 5 Truck Tractor (bobtail)
- 6 Truck Tractor/Semi-Trailer
- 7 Truck Tractor/Double
- 8 Truck Tractor/Trailer
- 9 Truck more than 10,000 lbs (4,536 kg), Cannot Classify
- 10 Bus/Large Van (seats for 9-15 occupants, including driver)
- 11 Bus (seats for more than 15 occupants, including driver)
- 77 Other, Explain in Narrative
- 88 Unknown

**Cargo Body Type**

- 1 No Cargo
- 2 Bus
- 3 Van/Enclosed Box
- 4 Hopper
- 5 Pole-Trailer
- 6 Cargo Tank
- 7 Flatbed
- 8 Dump
- 9 Concrete Mixer
- 10 Auto Transport
- 11 Garbage/Refuse
- 12 Log
- 13 Intermodal Container Chassis
- 14 Vehicle Towing Another Vehicle
- 15 Not Applicable (vehicle 10,000 lbs (4,536 kg) or less not displaying HM placard)
- 77 Other, Explain in Narrative
- 88 Unknown
What is a commercial motor vehicle?

A commercial motor vehicle is any self-propelled or towed vehicle used on the public highways in commerce to transport passengers or cargo if such vehicle:

- Has a gross vehicle weight rating of more than 10,000 pounds
- Is designed to transport more than 9 passengers, including the driver
- Is used in the transportation of materials found to be hazardous for the purposes of the Hazardous Materials Transportation Act, as amended (49 U.S.C. ss.1801 et seq.)
If ‘**Comm GVWR/GCWR**’ is populated with a 1, 2, or 3, the following fields are required:

- Check if Commercial
- Haz. Mat. Placard
- Motor Carrier Name
- US DOT Number
- Motor Carrier Address, City, State and Zip Code
Gross Vehicle Weight Rating (GVWR) is the value specified by the manufacturer as the recommended maximum loaded weight of a single motor vehicle. Gross Combination Weight Rating (GCWR) is the value specified by the manufacturer(s) as the recommended maximum loaded weight of a combination (articulated) motor vehicle.
Note code 1 = 10,000 Lbs. or less...
Any self-propelled vehicle- with or without trailer- being used in **commerce** to transport cargo, passengers, government vehicles, or any vehicle displaying a hazardous material placard including a van, etc.
The weight ratings, including GVWR, are printed on the certification label located here.

- driver’s door or door frame
- cab behind driver’s seat
- driver-side visor

Second-stage manufacturers may add an additional GVWR plate, which can be a yellow sticker located on the door frame.

To access a web-based VIN decoder for **CMV’s**, click this link:  
www.nisrinc.com/cmv_id/cmv_id.asp

To access a web-based VIN decoder for **non-CMV’s**, click this link:  
https://services.flhsmv.gov/MVCheckWeb/InquiryView.aspx
If HAZ.MAT.PLACARD is ‘2 Yes’, then the following fields are required:
- HAZ. MAT. NUMBER
- HAZ. MAT. CLASS

Any motor vehicle transporting hazardous materials in quantities above the thresholds established by the U.S. Department of Transportation, or other authorized entity, is required to display a hazardous materials placard.
Hazardous material:
• A substance or material which has been designated by the U.S. Department of Transportation, or other authorizing entity, as capable of posing an unreasonable risk to health, safety and property when transported in commerce.
Hazardous materials placard: a sign required to be affixed to any motor vehicle transporting hazardous materials in quantities above the thresholds established by the U.S. Department of Transportation, or other authorized entity.

Hazardous materials number: the four-digit number from the placard located either on an orange panel or a white ‘square-on-point’ panel.

Hazardous materials class number: a one or two-digit number with a decimal in the middle. The number is critical for identifying and studying various types of hazardous materials involved in traffic crashes. The only number DHSMV accepts is the first.
What is meant by ‘hazardous material released’?

Any material other than fuel or oil carried by the vehicle for its own use should be considered cargo. Fuel or oil carried by the vehicle for its own use is NOT considered cargo and should NOT be reported as ‘hazardous materials released’ on the crash report.

How do you report a crash carrying multiple hazardous materials cargo?

If more than one hazardous material is being transported, record the information for the highest quantity of hazardous material transported.
Motor Carrier Definition

Motor Carrier: the business entity, individual, partnership, corporation, or religious organization responsible for the transportation of goods, property or people.
Additional ways to identify motor carriers include:

- Shipping papers
- Lease/rental agreements
- Driver’s log
- Vehicle registration

This information is essential:

- Full carrier name
- Physical address
- USDOT#
Identifying Motor Carriers

Common Problems in Identifying the Correct Information

- Shipping papers are only required for hazardous material cargo.

- Driver may say that there are no shipping papers or trip manifest, even when they may be in the vehicle.

- USDOT# is not available on the shipping papers or the driver’s log for the carrier responsible for the load.

Event which produced the most severe injury or greatest property damage for this vehicle.

Exclusions:
Injury or damage resulting when a driver dies or loses consciousness because of a disease condition such as a stroke, heart attack, diabetic coma, or epileptic seizure.
Sequence of events captures harmful events and non-harmful events for each involved traffic unit. Sequence of events CANNOT be used for MOST Harmful Event.
### Harmful Event – Non Collison

**Most Harmful Event**
- Non-Collision
- Overturn/Rollover
- Fire/Explosion
- Immersion
- Jackknife
- Cargo/Equipment Loss or Shift
- Fell/Jumped From Motor Vehicle
- Thrown or Falling Object
- Ran into Water/Canal
- Other Non-Collision

**Collision with Non-Fixed Object**
- Pedestrian
- Pedalcycle
- Railway Vehicle (train, engine)
- Animal
- Motor Vehicle in Transport
- Parked Motor Vehicle
- Work Zone/Maintenance Equipment
- Struck By Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle
- Other Non-Fixed Object

**Collision Fixed Object**
- Impact Attenuator/Crash Cushion
- Bridge Overhead Structure
- Bridge Pier or Support
- Bridge Rail
- Culvert
- Curb
- Ditch
- Embankment
- Guardrail Face
- Guardrail End

**GVWR/GCWR**
- 1 Less than 10,000 lbs (4,536 kg)
- 2 10,001-26,000 lbs (4,536-11,793 kg)
- 3 More than 26,000 lbs (11,793 kg)
- 4 Not Applicable

**Sequence of Events**
- 1st
- 2nd

**Additional Information**
- 10 Auto Transport
- 11 Garbage/Refuse
- 12 Log
- 13 Chk
- 14 Narr
- 88 Unit

**Image Description:**
- A picture of a truck that has overturned, indicating a non-collision event.

---

*FLHSMV*
Collision with a motor vehicle in-transport

**Example:** A trailer becomes unhitched from a motor vehicle then swipes the side of a motor vehicle traveling in the opposite direction on an undivided road causing disabling damage.
Guardrail Face

- **Example:** A driver of a Motor Vehicle falls asleep at the wheel, causing his vehicle to strike a pole.
Crash Report
Person Page
The person data elements describe the characteristics, actions, and consequences to the person(s) involved in the crash.

Each person involved in the crash must be given a unique number.

- If ‘1: Driver’ is chosen, all of the Driver applicable fields are required.
- If ‘2: Non-Motorist’ is chosen, all of the Non-Motorist applicable fields are required.
Exemptions to Being Required to Have a CDL

- Active duty military possessing a military license, operating a military vehicle.
- Firefighters meeting approved training standards and operating authorized emergency vehicles.
- Farmers
- Individuals operating motor homes or other vehicles used exclusively to transport personal possessions or family members, for non-business purposes.
### Injury Severity

- **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.

- **An injury**: ANY person(s) injured as a result of the crash who immediately receives medical treatment.
Traffic Fatalities and Serious Bodily Injuries must be reported within 24 hours of the crash.

In accordance with Section 322.27, Florida Statutes, the Department of Highway Safety and Motor Vehicles must be notified, within 24 hours, of any traffic fatality, or when the law enforcement agency initiates action requiring a blood test for impairment or intoxication resulting in a serious bodily injury or fatality pursuant to s. 316.1933.
- DL Type (enter a #, not a letter)
- Driver Distracted By
- Required Endorsements
- Driver Vision Obstructions

When “77: Other, Explain in Narrative” is selected, the Narrative Page must be completed.
- **Driver’s Actions at Time of Crash:** A first occurrence is required, additional actions are optional.
- **Condition at Time of Crash**
### Driver or Passenger

<table>
<thead>
<tr>
<th>Motor Vehicle Seating Position:</th>
<th>Location: SEAT</th>
<th>ROW</th>
<th>OTHER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seat</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Left</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 Middle</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 Right</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 Fourth</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>77 Other</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(explain in narrative)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>88 Unknown</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Row</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Front</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 Second</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 Third</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 Fourth</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>77 Other Row</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>88 Unknown</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Not Applicable</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 Sleeper Section of Truck Cab</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 Other Enclosed Cargo Area</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 Unenclosed Cargo Area</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5 Trailing Unit</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6 Riding on Motor Vehicle Exterior</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>88 Unknown</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Helmet Use (HU)</th>
<th>Location: SEAT</th>
<th>ROW</th>
<th>OTHER</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 DOT-Compliant Motorcycle Helmet</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 Other Helmet</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 No Helmet</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Eye Protection (EP)</th>
<th>Location: SEAT</th>
<th>ROW</th>
<th>OTHER</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 No</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 Not Applicable</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Retract System (RS)</th>
<th>Location: SEAT</th>
<th>ROW</th>
<th>OTHER</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Not Applicable</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 None Used - Motor Vehicle Occupant</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 Shoulder and Lap Belt Used</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 Shoulder Belt Only Used</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5 Lap Belt Only Used</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6 Restraint Used - Type Unknown</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7 Child Restraint System - Forward Facing</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8 Child Restraint System - Rear Facing</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9 Booster Seat</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10 Child Restraint Type Unknown</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Air Bag Deployed (ABD)</th>
<th>Location: SEAT</th>
<th>ROW</th>
<th>OTHER</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Not Deployed</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 Deployed - Other</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 Deployed - Curtain</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 Deployed - Side</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Ejection (EJECT)</th>
<th>Location: SEAT</th>
<th>ROW</th>
<th>OTHER</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Not Ejected</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 Ejected, Totally</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 Ejected, Partially</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 Not Applicable</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>88 Unknown</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Additional Passengers

<table>
<thead>
<tr>
<th>Person #</th>
<th>Vehicle #</th>
<th>Name</th>
<th>Date of Birth</th>
<th>Inj</th>
<th>Box</th>
<th>LOC</th>
<th>SEAT</th>
<th>ROW</th>
<th>OTHER</th>
<th>Eject</th>
<th>HU</th>
<th>EP</th>
<th>ABD</th>
<th>RS</th>
</tr>
</thead>
</table>

![Image of a family in a car]
# Seating Chart

<table>
<thead>
<tr>
<th>Seat #</th>
<th>Seat (S) Position</th>
<th>Row #</th>
<th>Row (R) Position</th>
<th>Other #</th>
<th>Other (O) Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Left</td>
<td>1</td>
<td>Front</td>
<td>1</td>
<td>NA</td>
</tr>
<tr>
<td>2</td>
<td>Middle</td>
<td>2</td>
<td>Second</td>
<td>2</td>
<td>Sleeper/Truck Cab</td>
</tr>
<tr>
<td>3</td>
<td>Right</td>
<td>3</td>
<td>Third</td>
<td>3</td>
<td>Other Enclosed Cargo Area</td>
</tr>
<tr>
<td>4</td>
<td>--</td>
<td>4</td>
<td>Fourth</td>
<td>4</td>
<td>Unenclosed Cargo Area</td>
</tr>
<tr>
<td>5</td>
<td>--</td>
<td>5</td>
<td>--</td>
<td>5</td>
<td>Trailing Unit</td>
</tr>
<tr>
<td>6</td>
<td>--</td>
<td>6</td>
<td>--</td>
<td>6</td>
<td>Riding on MV Exterior</td>
</tr>
<tr>
<td>77</td>
<td>Other</td>
<td>77</td>
<td>Other</td>
<td>77</td>
<td>--</td>
</tr>
<tr>
<td>88</td>
<td>Unknown</td>
<td>88</td>
<td>Unknown</td>
<td>88</td>
<td>Unknown</td>
</tr>
</tbody>
</table>
Seating Chart Diagram

1st Number = Seat Number
2nd Number = Row Number
Non-Motorist required fields:

- Non-Motorist Description
- Non-Motorist Location at Time of Crash
- Action Prior to Crash
- Safety Equipment
- Non-Motorist Actions/Circumstances
If ‘2: Yes’ is selected, fields ‘Alcohol/Drug Tested,’ ‘Alcohol/Drug Test Type,’ and ‘Alcohol/Drug Test Results’ are required.

If ‘3: Test Given’ is selected, the field ‘Alcohol Test Type’ is required.

- Alcohol Test Result
  - If ‘2: Completed’ is selected, the ‘BAC’ field is required.
Source of Transport to Medical Facility

If ‘2: EMS’ is selected, complete the following fields:

- ‘EMS Agency Name or ID’
- ‘EMS Run Number’
- ‘Medical Facility Transported To’
Crash Report Narrative and Diagram
- This page is used to describe the traffic crash scene. It is always used in conjunction with the Florida Traffic Crash Report Long Form, HSMV 90010S.

- The investigating agency report number and the eight digit HSMV crash report number must be **identical** to all other report pages.

- **If there is a correlating field associated with the narrative, that data field must match.** (Exp. Injury field/BAC)
Vehicles #2 and #1, in that order, were stopped facing west in the right thru lane on US 17/92 (SR 50) 900 block of West Colonial Drive, approximately 15 feet east of North Westmoreland Drive. Driver #2 stated she was stopped in her lane of traffic. When traffic began to move forward, she traveled forward. A vehicle in front of her stopped and as she stopped, the rear of her vehicle was struck. Driver #1 stated he was stopped in his lane behind Vehicle #2. When the light changed to green, Vehicle #2 began to move forward. He stated Vehicle #2 then suddenly stopped and his vehicle struck Vehicle #2. Driver #1 stated he did not see any visible damage to the front of Vehicle #1. Vehicle #1’s hitch on the front bumper struck the rear bumper of Vehicle #2. Driver #1 committed the infraction of Following Too Closely, but was not cited. Orlando Fire Department responded to the scene.

1. Clearly identifies the state and the local name,
2. Identifies the lane in which the crash occurred,
3. Gives a distance from roadway on which the crash occurred, giving both the road numbers and the cross street,
4. Clearly identifies the cross street by its local name.
This space is used to draw the traffic crash scene. The diagram should be prepared based on the standard operating procedures of the submitting agency. However, at a minimum, the following information must be documented:

- Location of traffic crash (road names)
- Roadway Markings
- North directional arrow being placed upward or to the right when looking at the page.
It is good because it shows...

- the median,
- the roadway markings
- the north arrow
- the road name for both the on-road and the intersecting road that the intersection in question is stop-controlled
- the position of the vehicles in the lane and on roadway at the point of first impact.
- a building with an address as a landmark which helps clear up confusion when multiple areas match the described location.
Improving Accuracy & Completeness
Accuracy Measure E-03

Intersection Type to Junction Type

Pass Rate 80.50%

Error Count 42,990
Total Checks 220,420
### Event

<table>
<thead>
<tr>
<th>TYPE OF INTERSECTION</th>
<th>FIRST HARMFUL EVENT RELATION TO JUNCTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 - (four-way intersection)</td>
<td>CANNOT BE 1 - (non-junction)</td>
</tr>
<tr>
<td>3 - (T-intersection)</td>
<td>4 - (driveway/alley access related)</td>
</tr>
<tr>
<td>4 - (Y-intersection)</td>
<td>5 - (railway grade crossing)</td>
</tr>
<tr>
<td>5 - (traffic circle)</td>
<td></td>
</tr>
<tr>
<td>6 - (roundabout)</td>
<td></td>
</tr>
<tr>
<td>7 - (five-point or more)</td>
<td></td>
</tr>
</tbody>
</table>

If the LEO indicates that the type of intersection was an intersection, then first harmful event relation to junction should not indicate a non-junction:
School Bus Involved

Pass Rate
82.43%

Error Count
383

Total Checks
2,180
### Event

<table>
<thead>
<tr>
<th>Special Function of Motor Vehicle</th>
<th>CANNOT BE</th>
<th>School Bus Related</th>
</tr>
</thead>
<tbody>
<tr>
<td>12 – School Bus</td>
<td></td>
<td>1-No</td>
</tr>
</tbody>
</table>

When a vehicle involved is described as a school bus, the event cannot have 'School Bus Related' marked as 1 -'No'.

![Special Function of Motor Vehicle]

![School Bus Related]
Accuracy Measure V-03

CMV Bus Related

Pass Rate 86.07%

Error Count 274
Total Checks 1,967
## Event

<table>
<thead>
<tr>
<th>CMV Configuration</th>
<th>Vehicle Body Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 – Bus/Large Van (seats for 9-15 occupants, including driver)</td>
<td>MUST BE</td>
</tr>
<tr>
<td>11 – Bus (seats for more than 15 occupants, including the driver)</td>
<td>2 – Passenger Van</td>
</tr>
<tr>
<td></td>
<td>8 – Bus</td>
</tr>
</tbody>
</table>

### Commercial Motor Vehicle Configuration

1. Vehicle 10,000 lbs or less Placarded for Hazardous Materials
2. Single-Unit Truck (2-axle and GVWR more than 10,000 lbs (4,536 kg))
3. Single-Unit Truck (3 or more axles)
4. Truck Pulley Trailer(s)
5. Truck Tractor (bobtail)
6. Truck Tractor/Semi-Trailer
7. Truck Tractor/Double

### Vehicle Body Type

1. Passenger Car
2. Passenger Van
3. Pickup
4. Motor Home
5. Bus
6. Motorcycle
7. Moped
8. All Terrain Vehicle (ATV)
Accuracy Measure V-07

CMV Vehicle Weight < 10,000

Pass Rate 73.35%

Error Count 270
Total Checks 1,013
### Accuracy Measure V-07

**Vehicle Configuration**

<table>
<thead>
<tr>
<th>CMV CONFIGURATION - 1</th>
<th>CANNOT BE</th>
<th>COMM GVWR/GCWR - 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>(vehicle 10,000 lbs. or less placarded)</td>
<td></td>
<td>(10,001 to 26,000 lbs.) or 3 (more than 26,000 lbs.)</td>
</tr>
</tbody>
</table>

If the LEO indicates the CMV configuration is 1-vehicle 10,000 lbs. or less placarded then Comm GVWR/GCWR cannot be 2-10,001 to 26,000 lbs. or 3-more than 26,000 lbs.

**Commercial Motor Vehicle Configuration**

1. Vehicle 10,000 lbs or less Placarded for Hazardous Materials
2. Single-Unit Truck (2-axle and GVWR more than 10,000 lbs (4,536 kg))
3. Single-Unit Truck (3 or more axles)
4. Truck Pulling Trailer(s)
5. Truck Tractor (bobtail)
6. Truck Tractor/Semi-Trailer
7. Truck Tractor/Double
8. Truck Tractor/Triple
9. Truck more than 10,000 lbs (4,536 kg), Cannot Classify
10. Bus/Large Van (seats for 9-15 occupants, including driver)
11. Bus (seats for more than 15 occupants, including driver)
77. Other, Explain in Narrative
88. Unknown

**Comm GVWR/GCWR**

1. 10,000 lbs (4,536 kg) or less
2. 10,001-26,000 lbs (4,536-11,793 kg)
3. More than 26,000 lbs (11,793 kg)
4. Not Applicable
Accuracy Measure V-12

Most Harmful/Sequence Event - Parked Vehicle

Pass Rate: 78.62%

Error Count: 18,378
Total Checks: 85,968
### Accuracy Measure V-12

#### Vehicle

<table>
<thead>
<tr>
<th>SEQUENCE OF EVENTS or MOST HARMFUL EVENT</th>
<th>VEHICLE TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 - (parked motor vehicle)</td>
<td>2 - (parked motor vehicle)</td>
</tr>
</tbody>
</table>

If the LEO indicates in the sequence of events or most harmful event was a collision with a parked motor vehicle, then at least one vehicle type should be parked motor vehicle:

- **Most Harmful Event:**
  - 1. Overturn/Rollover
  - 2. Fire/Explosion
  - 3. Immersion
  - 4. Jackknife
  - 5. Cargo/Equipment Loss or Shift
  - 6. Fell/Jumped From Motor Vehicle
  - 7. Thrown or Falling Object
  - 8. Ran into Water/ Canal
  - 9. Other Non-Collision

- **Sequence of Events:**
  - 1st
  - 2nd
  - 3rd
  - 4th

- **Collision with Non-Fixed Object:**
  - 10. Pedestrian
  - 11. Pedalcycle
  - 12. Railway Vehicle (train, engine)
  - 13. Animal
  - 15. Parked Motor Vehicle
  - 16. Work Zone/Maintenance Equipment
  - 17. Struck By Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle
  - 18. Other Non-Fixed Object

- **Collision Fixed Object:**
  - 19. Impact Attenuator/Crash Cushion
  - 20. Bridge Overhead Structure
  - 21. Bridge Pier or Support
  - 22. Bridge Rail
  - 23. Culvert
  - 24. Curb
  - 25. Ditch
  - 26. Embankment
  - 27. Guardrail Face
  - 28. Guardrail End

- **Other Fixed Object:**
  - 29. Cable Barrier
  - 30. Concrete Traffic Barrier
  - 31. Other Traffic Barrier
  - 32. Tree (standing)
  - 33. Utility Pole/Light Support
  - 34. Traffic Sign Support
  - 35. Traffic Signal Support
  - 36. Other Post, Pole, or Support
  - 37. Fence
  - 38. Mailbox
  - 39. Other Fixed Object (wall, building, tunnel, etc.)

- **Vehicles in Transport:**
  - 1. Vehicle in Transport
  - 2. Parked Motor Vehicle
  - 3. Working Vehicle

Accuracy Measure V-05

Emergency Vehicle Use

Pass Rate

52.16%

Error Count
3,358

Total Checks
7,019
## Accuracy Measure V-05

<table>
<thead>
<tr>
<th>EMERGENCY VEHICLE USE</th>
<th>SPECIAL FUNCTION OF MOTOR VEHICLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 - Yes</td>
<td>3 - Police</td>
</tr>
<tr>
<td></td>
<td>8 - Military</td>
</tr>
<tr>
<td></td>
<td>9 - Ambulance</td>
</tr>
<tr>
<td></td>
<td>10 - Fire Truck</td>
</tr>
</tbody>
</table>

If the LEO indicates “Yes”, Emergency Vehicle Use; then at least one Special Function of Motor Vehicle type is required.
Accuracy Measure P-10

Non-Motorist Location Check

Pass Rate 77.91%

Error Count 1,569
Total Checks 7,102
## Accuracy Measure P-10

<table>
<thead>
<tr>
<th>Person</th>
</tr>
</thead>
<tbody>
<tr>
<td>Non-Motorist Location at Time of Crash</td>
</tr>
<tr>
<td>1 - Intersection - marked crosswalk</td>
</tr>
<tr>
<td>2 - Intersection - unmarked crosswalk</td>
</tr>
<tr>
<td>3 - Intersection - other</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Type of Intersection</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Not at intersection</td>
</tr>
<tr>
<td>2 - Four-Way Intersection</td>
</tr>
<tr>
<td>3 - T-Intersection</td>
</tr>
<tr>
<td>4 - Y-Intersection</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Non-Motorist Location at Time of Crash</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Intersection - Marked Crosswalk</td>
</tr>
<tr>
<td>2 - Intersection - Unmarked Crosswalk</td>
</tr>
<tr>
<td>3 - Intersection - Other</td>
</tr>
<tr>
<td>4 - Midblock - Marked Crosswalk</td>
</tr>
<tr>
<td>5 - Travel Lane - Other Location</td>
</tr>
<tr>
<td>6 - Bicycle Lane</td>
</tr>
<tr>
<td>7 - Shoulder/Roadside</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Type of Intersection</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Not at Intersection</td>
</tr>
<tr>
<td>2 - Four-Way Intersection</td>
</tr>
<tr>
<td>3 - T-Intersection</td>
</tr>
<tr>
<td>4 - Y-Intersection</td>
</tr>
<tr>
<td>5 - Traffic Circle</td>
</tr>
<tr>
<td>6 - Roundabout</td>
</tr>
<tr>
<td>7 - Five-Point, or More</td>
</tr>
<tr>
<td>77 - Other, Explain in Narrative</td>
</tr>
<tr>
<td>88 - Unknown</td>
</tr>
</tbody>
</table>
Motorcycle Endorsement Check

Pass Rate 66.39%

Error Count 3,674
Total Checks 10,931
<table>
<thead>
<tr>
<th>Person</th>
<th>REQUIRED ENDORSEMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Driver</td>
<td>CANNOT BE</td>
</tr>
<tr>
<td>AND</td>
<td>3 - No req. endorsement</td>
</tr>
<tr>
<td>VEHICLE BODY TYPE</td>
<td></td>
</tr>
<tr>
<td>11 - Motorcycle</td>
<td></td>
</tr>
</tbody>
</table>

**Vehicle Body Type**

1. Passenger Car
2. Passenger Van
3. Pickup
4. Motor Home
5. Bus
6. Motorcycle
7. Moped
8. All Terrain Vehicle (ATV)
9. Low Speed Vehicle
10. (Sport) Utility Vehicle
11. Cargo Van (10,000 lbs (4,536 kg) or less)
12. Motor Coach
13. Other Light Trucks (10,000 lbs (4,536 kg) or less)
14. Medium/Heavy Trucks (more than 10,000 lbs (4,536 kg))
15. Farm Labor Vehicle
16. Other, Explain in Narrative
17. Unknown
Accuracy Measure E-05

School Bus Directly Involved

Pass Rate 55.63%

Error Count 1,408
Total Checks 3,173
# Accuracy Measure E-05

## Event

<table>
<thead>
<tr>
<th>SCHOOL BUS RELATED</th>
<th>MUST BE</th>
<th>SPECIAL FUNCTION OF MOTOR VEHICLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 - Yes, school bus</td>
<td></td>
<td>12 - School bus</td>
</tr>
</tbody>
</table>

### School Bus Related

- 1 No
- 2 Yes, School Bus Directly Involved
- 3 Yes, School Bus Indirectly Involved

### Special Function of Motor Vehicle

- 1 No Special Function
- 2 Farm Vehicle
- 3 Police
- 7 Taxi
- 8 Military
- 9 Ambulance
- 10 Fire Truck
- 11 Farm Labor Transport
- 12 School Bus
- 13 Transit/Commuter Bus
- 14 Intercity Bus
- 15 Charter/Tour Bus
- 16 Shuttle Bus
- 17 Farm Labor Bus
- 88 Unknown
Accuracy Measure P-03

Fatality Transport

Pass Rate 70.53%

Error Count 1,166
Total Checks 3,956
<table>
<thead>
<tr>
<th>INJURY SEVERITY</th>
<th>CANNOT BE</th>
<th>SOURCE OF TRANSPORT TO MEDICAL FACILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 - Fatal within 30 days</td>
<td>1 - Not transported</td>
<td></td>
</tr>
</tbody>
</table>

**INJURY SEVERITY (INJ)**
1. None
2. Possible
3. Non-incapacitating
4. Incapacitating
5. Fatal (within 30 days)
6. Non-Traffic Fatality

**SOURCE OF TRANSPORT TO MEDICAL FACILITY**
1. Not Transported
2. EMS
3. Law Enforcement
77. Other, Explain in Narrative
88. Unknown
Accuracy Measure E-04

Road Circumstance
Work Zone

Pass Rate
70.65%

Error Count
1,124

Total Checks
3,829
### Accuracy Measure E-04

#### Event

<table>
<thead>
<tr>
<th>CONTRIBUTING CIRCUMSTANCES ROAD</th>
<th>MUST BE</th>
<th>WORK ZONE RELATED</th>
</tr>
</thead>
<tbody>
<tr>
<td>4 – Work zone, construction/maintenance/utility)</td>
<td></td>
<td>2 - Yes</td>
</tr>
</tbody>
</table>

#### Contributing Circumstances: Road

1. None
2. Work Zone (construction/maintenance/utility)
3. Text not visible

#### Work Zone Related

1. No
2. Yes
3. Unknown
Completeness Measure P-22

EMS Run Number Required

Pass Rate 80.45%

Error Count 23,695
Total Checks 121,173
## Completeness Measure P-22

<table>
<thead>
<tr>
<th>Person</th>
<th>MUST HAVE</th>
<th>EMS RUN NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>SOURCE OF TRANSPORT TO MEDICAL FACILITY - 2 (EMS)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

SOURCE OF TRANSPORT TO MEDICAL FACILITY
1 Not Transported
2 EMS
3 Law Enforcement
77 Other, Explain in Narrative
88 Unknown

EMS RUN NUMBER
Completeness Measure P-11

Safety Equipment Required

Pass Rate 1.21%

Error Count 22,939
Total Checks 23,221
<table>
<thead>
<tr>
<th>Person</th>
<th>MUST HAVE</th>
<th>Safety Equipment</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 – Non-Motorist</td>
<td>1 – None</td>
<td>1 – None</td>
</tr>
<tr>
<td></td>
<td>2 – Helmet</td>
<td>2 – Helmet</td>
</tr>
<tr>
<td></td>
<td>3 – Protective Pads Used</td>
<td>3 – Protective Pads Used</td>
</tr>
<tr>
<td></td>
<td>4 – Reflective Clothing</td>
<td>4 – Reflective Clothing</td>
</tr>
<tr>
<td></td>
<td>5 – Lighting</td>
<td>5 – Lighting</td>
</tr>
<tr>
<td></td>
<td>6 – Not Applicable</td>
<td>6 – Not Applicable</td>
</tr>
<tr>
<td></td>
<td>77 – Other</td>
<td>77 – Other</td>
</tr>
<tr>
<td></td>
<td>88 - Unknown</td>
<td>88 - Unknown</td>
</tr>
</tbody>
</table>

1 Driver
2 Non-Motorist
3 Passenger
Completeness Measure P-23

Drug Test Result
Positive – No Type of Drug

Pass Rate
67.56%

Error Count
386

Total Checks
1,190
<table>
<thead>
<tr>
<th>Person</th>
<th>MUST HAVE</th>
<th>Drug Test Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drug Tested</td>
<td></td>
<td>Drug Test Result</td>
</tr>
<tr>
<td>3 – Test Given</td>
<td></td>
<td>Drug Test Result</td>
</tr>
</tbody>
</table>

**DRUG TESTED:**
- 1 Test Not Given
- 2 Test Refused
- 3 Test Given
- 88 Unknown, if Tested

**DRUG TEST RESULT:**
- 1 Positive
- 2 Negative
- 3 Pending
- 88 Unknown
### Completeness Measure V-15

<table>
<thead>
<tr>
<th>Comm/Non-Commercial</th>
<th>Person</th>
<th>MUST HAVE</th>
<th>US DOT Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 – Interstate Carrier</td>
<td>Person</td>
<td>MUST HAVE</td>
<td>US DOT Number</td>
</tr>
</tbody>
</table>

#### Comm/Non-Commercial
- 1 Interstate Carrier
- 2 Intrastate Carrier
- 3 Not in Commerce/Government
- 4 Not in Commerce/Other Truck

#### US DOT NUMBER

---

**Note:**
- Interstate Carrier MUST HAVE US DOT Number.
Completeness Measure V-16

Motor Carrier Address Required

Pass Rate 88.33%

Error Count 1,703
Total Checks 14,598
## Completeness Measure V-16

### Person

<table>
<thead>
<tr>
<th>Comm/Non-Commercial</th>
<th>MUST HAVE</th>
<th>Motor Carrier Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 – Interstate Carrier</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Comm/Non-Commercial Options:

1. Interstate Carrier
2. Intrastate Carrier
3. Not in Commerce/Government
4. Not in Commerce/Other Truck

MOTOR CARRIER ADDRESS
Completeness Measure V-14

Motor Carrier Name Required

Pass Rate 89.29%

Error Count 1,564
Total Checks 14,598
<table>
<thead>
<tr>
<th>Comm/Non-Commercial</th>
<th>MUST HAVE</th>
<th>Motor Carrier Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 – Interstate Carrier</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- **Comm/Non-Commercial**
  - 1 Interstate Carrier
  - 2 Intrastate Carrier
  - 3 Not in Commerce/Government
  - 4 Not in Commerce/Other Truck

**MOTOR CARRIER NAME**
Drug Test Data Collection

Person

<table>
<thead>
<tr>
<th>Drug Test Result - 1 (Positive)</th>
<th>MUST HAVE Drug Test Result Data Collection</th>
</tr>
</thead>
</table>

If the LEO indicates in the Drug Test Result is “1-Positive”, then at least one Positive Drug Test result is required under Drug Testing Data Collection.

Drug Test Result Data Collection

Please Note: Required if person(s) in the crash test positive for drugs in accordance with F.S. 381.989(3)(b).

<table>
<thead>
<tr>
<th>CRASH DATE</th>
<th>TIME OF CRASH</th>
<th>DATE OF REPORT</th>
<th>REPORTING AGENCY CASE NUMBER</th>
<th>HSMV CRASH REPORT NUMBER</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>PERSON #</th>
<th>Date of Birth</th>
<th>Positive Drug Test Results</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Choose up to 4)</td>
<td></td>
<td>1-Amphetamine 5-Other Controlled Substance</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2-Cocaine 6-PCP</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3-Marijuana 7-Other Drug (excludes post-crash drugs)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4-Opiate 88-Unknown</td>
</tr>
</tbody>
</table>
Proposed Crash Report Changes
Event Section
Proposed Additional Data Elements

Data element = Ownership

Attribute values:

- Public property
- Private property

**Public Property:** is used for any crash that occurs and is entirely contained within a location that is owned by the public. Also use this attribute for crashes that originate on a location that is owned by the public where a harmful event occurs on private property. For example, a vehicle that departs the roadway and impacts a tree in a citizen’s front yard should be classified as “public property.”

**Private Property:** is used for a crash that occurs and is entirely contained within a location that is not owned by the public. Do not use this selection for crashes that originate on private property where a harmful event occurs on public property. That circumstance should be classified as “public property.” For example, a crash where a driver loses control of their vehicle backing from their private driveway and impacts a vehicle on the roadway should be classified as “public property.”
Proposed Additional Data Elements

Data element = Characteristics

- Trafficway, On Road
- Trafficway, Not on Road
- Non-Trafficway

**Trafficway, On Road:** is used for motor vehicle traffic crashes where the unstabilized situation originates on the roadway or shoulder or at least one harmful event occurs on the roadway or shoulder. Example 1: A motor vehicle driving on a roadway runs off the road and crashes into a tree. Example 2: A motor vehicle driving on a roadway crosses the centerline and crashes into another motor vehicle. Example 3: A motor vehicle backs out of a private driveway, into the trafficway, and crashes into another motor vehicle on the roadway.

**Trafficway, Not on Road:** is used for motor vehicle traffic crashes where the unstabilized situation does not originate on the roadway or shoulder and no harmful events occur on the roadway or shoulder. Example 1: A motor vehicle is purposely driving entirely on the roadside (within the trafficway), runs off the roadside and crashes into a tree. Example 2: A motor vehicle is purposely driving entirely in the median and crashes into a traffic sign.

**Non-trafficway:** is used for motor vehicle crashes where both of these conditions apply: (1) the unstabilized situation originates outside the boundaries of the trafficway and (2) no harmful event occurs within the boundaries of the trafficway. Example 1: A motor vehicle is driving in a parking aisle (outside the trafficway) and crashes into a parked motor vehicle. Example 2: A motor vehicle is driving on a dirt trail (not a recognized trafficway), and overturns.
Remove Existing Data Element

Data element = Notified By

Attribute values:
- Motorist
- Law Enforcement

Proposed change:
- Remove data element
  (rational: Only law enforcement is allowed to complete and submit crash report (HSMV 90010 S))
Data Element = Type of Intersection

Current Attribute values:
- Not at intersection
- Four-Way Intersection
- T-Intersection
- Y-Intersection
- Traffic Circle
- Roundabout
- Five-Point, More
- Other

Proposed Change: Type of intersection data element broken into three subfields
1) Number of Approaches
2) Overall Intersection Geometry
3) Overall Traffic Control Device
Major Change

**Data Element = Number of Approaches**

Attribute values:
- Not an Intersection
- (2) Two
- (3) Three
- (4) Four
- (5+) Five or more

**Data Element = Overall Intersection Geometry**

Attribute values:
- Angled/Skewed
- Roundabout/Traffic Circle
- Perpendicular
- Not Applicable/Not an Intersection

**Data Element = Overall Traffic Control Device**

Attribute values:
- Signalized
- Stop – All Way
- Stop – Partial
- Yield
- No Controls
- Not Applicable/Not an Intersection
Data element = First Harmful Event
(Non-Collision)

Attribute value:
• Immersion

Proposed Change
• Immersion, full
• Immersion, Partial
**Data element = First Harmful Event**

(Collison Non-fixed Object)

Attribute value:
- Work Zone/ Maintenance Equipment

Proposed change
- Construction Equipment (backhoe, bulldozer, etc.)
- Farm Equipment (tractor, combine, harvester, etc.)

Additional attribute values:
- Other non-motorist
- Strikes Object at Rest from MV in Transport

Language change

Attribute value:
Struck by falling, shifting Cargo

Proposed change
Struck by Falling, shifting Cargo, or Anything Set in Motion by Motor Vehicle
Data element = First Harmful Event Location

Language change

Data Element Title:
• First Harmful Event Location

Proposed change
• Location of First Harmful Event Relative to the Trafficway

Attribute value:
• Separator
• Outside Right-of-Way

Proposed change
• Separator/Traffic Island
• Outside Road/Right-of-Way

Attribute value:
• Shoulder

Proposed change
• On shoulder, Left side
• On shoulder, Right side
Data element = Manner of Collision/Impact
(Note: currently should only be completed if crash is between two or more motor vehicles)

Additional Attribute value:
- Not a Collision Between Two Motor Vehicles

Data element = Weather Conditions

Attribute value:
- Sleet/Hail/Freezing Rain

Proposed change
- Freezing Rain
- Sleet or Hail

Additional Attribute values:
- Snow
- Unknown
**Data element = Roadway Surface Condition**

Additional attribute values:
- Slush
- Snow

**Data element = Contributing Circumstances: Road**

(Note: allows up to three choices; Proposed change: allow only two choices)

Additional attribute values:
- Obstructed Crosswalks
- Prior Crash
- Prior Non-Recurring Incident
- Regular Congestion
- Related to Bus Stop
- Toll Booth/Plaza related
- Traffic incident
- Visual Obstructions
ATTRIBUTE CHANGES TO EXISTING DATA ELEMENTS

Data element = Contributing Circumstances: Environment
(Note: allows up to three choices; Proposed change: allow only two choices)

Data element = First Harmful Event Relation to Junction

Language change

Attribute value:
• Other

Proposed change
• Other Location Not Listed Within an Interchange Area (median, shoulder and roadside)

Data element = Work Zone Related

Language change

Data Element title
• Work Zone Related

Proposed change
• Was the crash in a construction, maintenance, or utility work zone or was it related to activity within a work zone?
Data element = Crash in work Zone
Language change
Data Element title
• Crash in Work Zone

Proposed change
• Location of the crash

Data element = Type of Work Zone
Language change

Attribute value:
• Other

Proposed change
• Other Type of Work Zone

Additional attribute value:
• Not Applicable/Not within or Related to work zone
Data element = Workers in Work Zone

Language change

Data Element title
• Workers in Work Zone

Proposed change
• Workers Present

Additional attribute value:
• Not Applicable/Not within or Related to work zone
Data element = Law Enforcement in Work Zone

Language change

Data Element title
• Law Enforcement in Work Zone

Proposed change
• Law Enforcement Present

Additional attribute value:
• Not Applicable/Not within or Related to work zone

Remove attribute value:
• Law Enforcement Vehicle Only Present
Vehicle Section
Data Element = Total Occupants in Motor Vehicle

Attribute Value
- XX

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

Data Element = Special Sizing (allows up to 4 choices)

Attribute Values:
- No Special Sizing
- Over-height
- Over-length
- Over-weight
- Over-width

Data Element = Permitted?

Attribute Values:
- Non-Permitted Load
- Permitted Load

Data element = Total Number of Axles

- Text field, Truck Tractor Number of Axles
Data Element = Automation System or Systems in Vehicle
Attribute Values:
• No
• Yes
• Unknown

Data Element = Automation System Levels in Vehicle
Attribute values:
• No Automation
• Driver Assistance
• Partial Automation
• Conditional Automation
• High Automation
• Full Automation
• Automation Level Unknown
• Unknown
Data Element = Automation System Levels Engaged at Time of Crash

Attribute values:

- No Automation
- Driver Assistance
- Partial Automation
- Conditional Automation
- High Automation
- Full Automation
- Automation Level Unknown
- Unknown
### Motor Vehicle Automated Driving System(s)

#### Figure 21: SAE International’s Levels of Driving Automation; SAE International Standard J3016 (2014)

<table>
<thead>
<tr>
<th>SAE level</th>
<th>Name</th>
<th>Narrative Definition</th>
<th>Execution of Steering and Acceleration/Deceleration</th>
<th>Monitoring of Driving Environment</th>
<th>Fallback Performance of Dynamic Driving Task</th>
<th>System Capability (Driving Modes)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>0</strong></td>
<td>No Automation</td>
<td>the full-time performance by the human driver of all aspects of the dynamic driving task, even when enhanced by warning or intervention systems</td>
<td>Human driver</td>
<td>Human driver</td>
<td>Human driver</td>
<td>n/a</td>
</tr>
<tr>
<td><strong>1</strong></td>
<td>Driver Assistance</td>
<td>the driving mode-specific execution by a driver assistance system of either steering or acceleration/deceleration using information about the driving environment and with the expectation that the human driver perform all remaining aspects of the dynamic driving task</td>
<td>Human driver and system</td>
<td>Human driver</td>
<td>Human driver</td>
<td>Some driving modes</td>
</tr>
<tr>
<td><strong>2</strong></td>
<td>Partial Automation</td>
<td>the driving mode-specific execution by one or more driver assistance systems of both steering and acceleration/deceleration using information about the driving environment and with the expectation that the human driver perform all remaining aspects of the dynamic driving task</td>
<td>System</td>
<td>Human driver</td>
<td>Human driver</td>
<td>Some driving modes</td>
</tr>
<tr>
<td><strong>3</strong></td>
<td>Conditional Automation</td>
<td>the driving mode-specific performance by an automated driving system of all aspects of the dynamic driving task with the expectation that the human driver will respond appropriately to a request to intervene</td>
<td>System</td>
<td>System</td>
<td>Human driver</td>
<td>Some driving modes</td>
</tr>
<tr>
<td><strong>4</strong></td>
<td>High Automation</td>
<td>the driving mode-specific performance by an automated driving system of all aspects of the dynamic driving task, even if a human driver does not respond appropriately to a request to intervene</td>
<td>System</td>
<td>System</td>
<td>System</td>
<td>Some driving modes</td>
</tr>
<tr>
<td><strong>5</strong></td>
<td>Full Automation</td>
<td>the full-time performance by an automated driving system of all aspects of the dynamic driving task under all roadway and environmental conditions that can be managed by a human driver</td>
<td>System</td>
<td>System</td>
<td>System</td>
<td>All driving modes</td>
</tr>
</tbody>
</table>

*Copyright © 2014 SAE International. The summary table may be freely copied and distributed provided SAE International and J3016 are acknowledged as the source and must be reproduced AS-IS.*
ATTRIBUTE CHANGES TO EXISTING DATA ELEMENTS

Date Element = Type of Vehicle
(Note: title not displayed on crash report)

Language change

Attribute:
• Working vehicle

Proposed change
• Working Vehicle/Equipment

Date Element = Vehicle Body Type

Language change

Attribute value:
• Passenger Van

Proposed change
• Passenger Van (<9 seats)
• 9 or 12-Passenger Van
• 15-Passenger Van
Date Element = Vehicle Body Type

Attribute value:
- Moped
- All Terrain Vehicle (ATV)

Proposed change
- Moped or Motorized Bicycle
- All terrain Vehicle/all Terrain Cycle (ATV/ATC)

Attribute value:
- Bus

Proposed change
- Mini-bus
- School bus
- Transit bus
- Other bus type
ATTRIBUTE CHANGES TO EXISTING DATA ELEMENTS

Date Element = Vehicle Body Type

Attribute value:
- Motorcycle

Proposed change
- 2-Wheeled Motorcycle
- 3-wheeled Motorcycle
- Autocycle

Date Element = Vehicle Body Type

Additional Attribute values:
- Golf Cart
- Recreational Off Highway Vehicles (ROV)
- Construction Equipment (backhoe, bulldozer, etc.)
- Farm Equipment (tractor, combine, harvester, etc.)
- Signal unit truck
- Truck tractor
- Large Limousine
- Other trucks

Remove Attribute values:
- Other light trucks (10,000 lbs (4,536 kg) or less)
- Medium/Heavy Trucks (more than 10,000 lbs (4,536 kg))
ATTRIBUTE CHANGES TO EXISTING DATA ELEMENTS

Data Element = Comm GVWR/GCWR

Language change

Data element Title
• Comm GVWR/GCWR (note: applies to commercial vehicles only)

Proposed Title change (note: applies to all vehicles)
• Vehicle Size

Language change

Attribute values:
• 10,000lbs (4,536 kg) or less
• 10,0001 – 26,000 lbs (4,536 – 11,793 kg)
• More than 26,000 lbs (11,793 kg)
• Not applicable

Proposed change
• Light (less than 10,000 lbs GVWR/GCWR)
• Medium (10,001 – 26,000 lbs GVWR/GCWR)
• Heavy (greater than 26,000 lbs GVWR/GCWR)
Data Element = Special Function of Motor Vehicle

Language change

Attribute value:
- School bus

Proposed change
- Bus - School (Public or Private)

Additional attribute values:
- Bus - Childcare/Daycare
- Bus - Other
- Highway/Maintenance
- Mail Carrier
- Public Utility
- Non-Transport Emergency Services Vehicle
- Safety Service Patrols - Incident Response
- Other Incident Response
- Rental Truck (Over 10,000 lbs.)
- Towing - Incident Response
- Truck Acting as Crash Attenuator
- Vehicle Used for Electronic Ride-hailing (transportation network company)
- Other
Data Element = Emergency Vehicle Use

Language change

Data element Title
• Emergency Vehicle Use

Proposed change
• Emergency Vehicle Mode

Data Element = Posted Speed

Additional attribute values:
• No Applicable
• Unknown
Data Element = Vehicle Maneuver Action

Language change

Attribute value:
• Straight Ahead

Proposed change
• Movements Essentially Straight Ahead

Data Element = Damage

Additional Attribute value
• Vehicle not at Scene
Data Element = Area of Initial Impact
Data Element = Most Damaged Areas

Additional Attribute values:
- No Damage
- Vehicle not at Scene
Data Element = Damage

Language change

Data Element Title:
• Damage

Proposed change
• Resulting Extent of Damage

Additional attribute values
• Vehicle not at Scene
ATTRIBUTE CHANGES TO EXISTING DATA ELEMENTS

Data element = Most Harmful Event
Data element = Sequence of Events
  (Collision Non-fixed Object)

Attribute value:
•  Work Zone/ Maintenance Equipment

Proposed change
•  Construction Equipment (backhoe, bulldozer, etc.)
•  Farm Equipment (tractor, combine, harvester, etc.)

Additional attribute values:
•  Other non-motorist
•  Strikes Object at Rest from MV in Transport

Language change

Attribute value:
•  Struck by falling, shifting Cargo

Proposed change
•  Struck by Falling, shifting Cargo, or Anything Set in Motion by Motor Vehicle
ATTRIBUTE CHANGES TO EXISTING DATA ELEMENTS

Data element = Most Harmful Event

Data element = Sequence of Events
(Collision with Fixed Object)

Language change

Attribute value:
• Guardrail End

Proposed change
• Guardrail End Terminal

Data element = Sequence of Events

Additional Data elements values for Sequence of Events only:
• End Departure (T-intersection, dead-end, etc.)
• Reentering Roadway
• Other Non-Harmful Event
Data Element = Hit and Run

Language change

Attribute values:
- No
- Yes
- Unknown

Proposed change
- No, Did Not Leave Scene
- Yes, Driver or Car and Driver Left Scene
- Unknown

Data Element = Towed Due to Damage

Language change

Attribute values:
- No
- Yes

Proposed change
- Not Towed
- Towed, But Not Due to Disabling Damage
- Towed Due to Disabling Damage
**Data Element = Vehicle Defects**

Currently allows for two attribute choices

Proposed change
- Allow only one attribute choice

**Data Element = Motor Carrier Address**

Proposed change
- Add Country
Data Element = Comm/Non-Commercial

Language change

Data Element Title:
- Comm/Non-Commercial

Proposed change to Data Element Title
- Type of Carrier

Attribute value:
- Not in Commerce/Other Truck

Proposed change
- Not in Commerce/Other Truck or Bus
Data Element = Cargo Body Type

Language change

Attribute values:
• No Cargo Body
• Auto Transport
• Hopper

Proposed change
• No Cargo Body (bobtail, light MV with hazardous materials [HM] placard, etc.)
• Auto Transporter
• Hopper (Grain/Chips/Gravel)
Person Section
Data Element = Attempted Avoidance Maneuver
(Note: required only if fatal crash)

Attribute values:
- No Driver Present/Unknown if Driver Present
- Accelerating
- Accelerating and Steering Left
- Accelerating and Steering Right
- Braking and Steering Left
- Braking and Steering Right
- Braking (Lockup)
- Braking (Lockup Unknown)
- Braking (No Lockup)
- No Avoidance Maneuver
- Releasing Brakes
- Steering Left
- Steering Right
- Other Actions
- Unknown
Proposed Additional Data Element

**Data Element = Unit Number of Motor Vehicle Striking Non-Motorist**

Attribute value
(Text field allows number from 0 through 99)

**Data Element = Initial Contact Point on Non-motorist**

Attribute value
- Front
- Right
- Rear
- Left
- Unknown
ATTRIBUTE CHANGES TO EXISTING DATA ELEMENTS

Person Description (no data element title)

Attribute value:
• Driver
• Non-Motorist
• Passenger

Proposed Change
• Driver
• Non-motorist
• Passenger
• Occupant of Motor Vehicle not in Transport

Data Element = Non-Motorist Description

Attribute value:
• Occupant of Motor Vehicle not in Transport (parked, etc.)

Proposed change
Remove
• Occupant of Motor Vehicle not in Transport (parked, etc.)
(Note: occupant of a parked motor vehicle is no longer considered a non-motorist)
Data Element = Required Endorsements

Attribute Values:

- Yes
- No
- No Req. Endorsement

Proposed change

- No Endorsement(s) Required for the Vehicle
- Endorsement(s) Required, Complied With
- Endorsement(s) Required, Not Complied With
- Endorsement(s) Required, Compliance Unknown
- Unknown if Required
Data Element = Injury Severity

Attribute Value:
- None
- Possible
- Non-Incapacitating
- Incapacitating
- Fatal (Within 30 Days)
- Non-Traffic Fatality

Proposed change
Data element Title = Injury Status

Attribute Value:
- No Apparent Injury
- Possible Injury
- Minor Injury
- Serious Injury
- Fatal Injury (Within 30 Days)
- Non-Traffic Fatality
- Fatal Injury (More Than 30 Days)
Data Element = Restraint Systems

Add attributes:
• Stretcher
• Wheelchair
• No Applicable

Data Element = Air Bag Deployed
(Note: Currently allows one choice: Proposed change, allow four choices)

Attribute value
• Deployed-combination

Proposed change
• Remove Deployed-combination
(rational: multiple choices would better articulate the combination of air bags deployed)
**ATTRIBUTE CHANGES TO EXISTING DATA ELEMENTS**

**Data Element = Condition at Time of Crash**

Note: Currently allows one choice: Proposed change, allow two choices

Add attribute:
- Not Applicable

**Data Element = Source of Transport to Medical Facility**

Attribute value:
- EMS

Proposed change
- EMS Air
- EMS ground

**Data Element = Non-Motorist Location at Time of Crash**

Add sub data element = Bicycle Facility

Attribute value:
- Signed Route (no pavement markings)
- Shared Lane Markings
- On-Street Bike Lanes
- On-Street Buffered Bike Lanes
- Separated Bike Lanes
- Off-Street Trails/Sidepaths
Data Element = Action Prior to Crash
Add sub data element = Origin/Destination

Attribute value:
- Going to or from School (K-12)
- Going to or from Transit
- Not Applicable
- Unknown

Data Element = Safety Equipment

Currently allows for two attribute choices

Proposed change
- Allow three attribute choices

Language change

Attribute value:
- Reflective Clothing (Jacket, backpack, etc.)

Proposed change
- Reflective Wear (backpack, triangles, etc.)
Effective July 1, 2018, Autocycles no longer require a motorcycle endorsement.
The Florida Traffic Crash Report is used by Law Enforcement Officers (LEO) in Florida to report traffic crashes to the DHSMV.

Traffic crashes can be reported by the use of a long or short form Florida Traffic Crash Report and must be submitted to DHSMV within 10 days of the crash.

It is important that those who investigate and complete traffic crash reports do so uniformly to ensure accuracy.

A crash report must include a motor vehicle.
FLHSMV Resources

Anticipate having fully ruggedized laptops available from FLHSMV; hard drives are not included.

For more information, please contact crashrecords@flhsmv.gov
Florida Department of Highway Safety and Motor Vehicles
Court Assist: Courttassist@flhsmv.gov or call (850) 617-2589
Visit http://flhsmv.gov/courts

Vehicle Information Check accessing VIN and GVWR for non-CMV vehicles
https://services.flhsmv.gov/MVCheckWeb/InquiryView.aspx

FMCSA Company CMV Snapshot:

National Institute for Safety Research and FMCSA CMV ID 4.0
(accessing CMV VIN & Safetynet Crash Data):
www.nisrinc.com/cmv_id/cmv_id.asp
Thank you for participating in this Training. We are interested in your feedback!

Please send us your comments, questions, concerns, or any input you wish to provide to DHSMV email at: CourtAssist@flhsmv.gov