INSTRUCTIONS FOR COMPLETING

INVESTIGATOR’S MOTOR VEHICLE CRASH REPORT FORMS

JANUARY 2021

MMUCC 5TH EDITION

NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION
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Nebraska Department of Transportation  
Highway Safety Section  
1500 Highway 2  
PO Box 94759  
Lincoln NE 68509-4759  
402-479-4645  
dot.nebraska.gov
Introduction

The Nebraska Department of Transportation (NDOT) acknowledges the many contributions of law enforcement and crash data user communities in the development of the updated Nebraska crash report forms.

The last significant update of the investigator’s crash form was in 2002. The factors contributing to crashes have changed since 2002, such as the growth of cell phone use distraction and autonomous vehicles. The crash report form needed to be brought up to current national standards to support data-driven safety improvement decisions by law enforcement, engineers, elected officials, our safety partners, and the public. NDOT brought in law enforcement agencies from across Nebraska to identify what crash data to collect on the updated crash report form. Those discussions lead to the decision to upgrade our crash report form to the current national crash data standard, Model Minimum Uniform Crash Criteria version 5 (MMUCC5).

This instruction manual was prepared by NDOT as a resource to help the investigator accurately complete the:

• Investigator’s Motor Vehicle Crash Report (NDOT Form 40)
• Investigator’s Motor Vehicle Crash Continuation Report (NDOT Form 40a)
• Investigator’s Motor Vehicle Crash – Vehicle Continuation Report (NDOT Form 40vc)
• Investigator’s Supplemental Heavy Truck/Bus Crash Report (NDOT Form 174)
• Investigator’s Motor Vehicle Crash Report – Non-Motorist Crash Report (NDOT Form 178)
• Investigator’s Motor Vehicle Crash Report – Fatal Crash Report (NDOT Form 179)

State statute requires law enforcement officers to provide to NDOT within 10 days of the crash an original report of their investigation of any traffic crash resulting in injury, death, or in which the estimated damage to the property of any one person exceeds $1,000.

The information collected by law enforcement officers on these reports provides the foundation for the statewide crash database, which is the foundation for crash analysis and contributes to the success of the state’s highway safety program. Accurate reporting of motor vehicle crashes ultimately serves to make Nebraska’s roadways a safer place to travel.
Investigator’s Motor Vehicle Crash Report  
(NDOT Form 40)  

The Investigator’s Motor Vehicle Crash Report is used to collect the primary 
crash data, such as information relating to crash circumstances, vehicles, 
drivers, and occupants.

1. **Sheet ___ of ___**  
   This field is used to help tie the multiple page 
paper reports together in the event of accidental separation. Electronic 
reports will automatically fill in the sheet numbers. In the second blank, 
enter the total number of sheets. Each side of a page will count as 
one sheet. In the first blank, identify the order of each sheet within 
the pack. You may include additional information such as full-page 
diagrams, witness statements, or supplemental reports. Include these 
pages in the total number of sheets.

   Example: Your report for a 1 vehicle crash would have a minimum 
of 6 sheets (2 Investigator’s Information (Crash Data) sheets, 2 
Vehicle Information sheets, 1 Driver Information sheet, and 1 Driver 
and Occupant Information sheet). Each sheet would be appropriately 
marked.

   - The Investigator’s page (front side): Sheet 1 of 7
   - The Investigator’s page (back side): Sheet 2 of 7
   - The Vehicle page (front side): Sheet 3 of 7
   - The Vehicle (cont’d) page (back side): Sheet 4 of 7
   - The Driver page (front side): Sheet 5 of 7
   - The All Drivers and Occupants page: Sheet 6 of 7
   - Additional supplemental page: Sheet 7 of 7

2. **Total Number of Vehicles**  
   Enter the total number of vehicles involved 
in the crash in the box provided.

3. **Local No./District**  
   Some agencies want to keep track of additional 
local numbers or internal districts. If your agency has such a policy, 
enter the appropriate number(s) in the box provided. Otherwise, leave 
this box blank. This field is not required by the state.

4. **Agency Case No.**  
   Enter the internal case number assigned to the 
crash by your agency. If your agency does not have its own case 
numbers, leave this box blank. This field is not required by the state.

5. **Photographs Taken?**  
   Select “Yes” or “No” to indicate whether you 
took any photographs of the crash scene.

6. **Investigation Made at Scene?**  
   Select “Yes” or “No” to indicate 
whether the investigation of this crash was made at the scene.

7. **Date of Crash**  
   Enter the date of the crash (month, day, year) in 
the boxes provided, being careful to place one number in each box 
provided.

   **DATE OF CRASH**  
   0 7 2 4 2 0 2 1
8. **Day of Week** – Select the box corresponding to the day of week when the crash occurred, making sure it agrees with the date of crash.

9. **Time of Crash** – Enter the hour and minute of the day when the crash occurred, using military time (i.e., 1535 rather than 3:35 p.m.), being careful to place one number in each box provided.

| TIME OF CRASH (Military Time) | 1 5 3 5 |

10. **Time of Roadway Clearance** – Enter the hour and minute of the day when all lanes of traffic are available for traffic flow, using military time (i.e., 1535 rather than 3:35 p.m.), being careful to place one number in each box provided.

| TIME OF ROADWAY CLEARANCE | 1 5 3 5 |

---

**Crash Location**

Accurate reporting of crash locations is important for identifying crash patterns. Once a crash pattern has been recognized, safety improvements can be programmed which may reduce the number and severity of crashes.

Assign the crash to the place where the first injury or damage-producing event occurred.

Whenever possible, measure the distance from the crash site to a permanent reference point or landmark (intersections, bridges, railroad crossings, milepost markers, etc.). The instructions numbered 11-21 explain how to provide complete crash location information.

11. **County** – Enter the name of the county where the crash occurred in the box provided. If a crash occurs on the centerline of a county line road, the crash should be located in the county where the vehicle most at fault was traveling.

12. **City** – If the crash occurred within the corporate limits of a city or town, enter the city name in the box provided.

13. **Secondary Crash?** – Select “Yes” or “No” to indicate whether a motor vehicle traffic crash is within an active traffic incident scene or within a traffic queue in either direction resulting from a prior traffic incident.

14. **Private Property?** – Select “Yes” or “No” to indicate whether the crash occurred on private property.

15. **Latitude** – If you have Global Positioning System (GPS) equipment and can determine the coordinates of the crash, enter the latitude in the blanks provided. Otherwise, leave this field blank.

| LATITUDE | 0 4 1 . 2 9 1 1 1 7 |
**Longitude** – If you have Global Positioning System (GPS) equipment and can determine the coordinates of the crash, enter the longitude in the blanks provided. Otherwise, leave this field blank. Do not include the negative sign.

**Longitude**

0 9 9 . 3 7 8 8 3 2

17. **Road on Which Crash Occurred** – Enter the name of the roadway on which the crash occurred in this box. If the road has both a street name and a highway number, provide both.

<table>
<thead>
<tr>
<th>ROAD ON WHICH CRASH OCCURRED</th>
<th>STREET/ HIGHWAY NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>4th Street, US-275</td>
<td></td>
</tr>
</tbody>
</table>

If the crash happened on a county road, enter the county road name or number, if the roadway has such a designation.

<table>
<thead>
<tr>
<th>ROAD ON WHICH CRASH OCCURRED</th>
<th>STREET/ HIGHWAY NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>County Road F</td>
<td></td>
</tr>
</tbody>
</table>

If the roadway does not have an official name, show the distance and direction from the nearest named street or road.

<table>
<thead>
<tr>
<th>ROAD ON WHICH CRASH OCCURRED</th>
<th>STREET/ HIGHWAY NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Street (one block south of Lincoln Ave)</td>
<td></td>
</tr>
</tbody>
</table>

18. **Distance from Milepost** – Green milepost markers are placed along rural highways at one-mile intervals. (Milepost markers are not usually displayed within city limits.)

Enter the distance in feet, direction from the crash site, the nearest milepost to the crash site, and the highway number for crashes on highways where milepost markers are used. Do not use this field if the crash occurs on a local road.

- Enter the distance in feet.
- Select the direction the crash site is located from the nearest milepost.
- Enter the nearest milepost.
- Enter the highway number the crash occurred on.

<table>
<thead>
<tr>
<th>DISTANCE FROM MILEPOST</th>
<th>FEET</th>
<th>N</th>
<th>S</th>
<th>E</th>
<th>W</th>
<th>OF MILEPOST</th>
<th>HIGHWAY NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>220</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td>134</td>
<td>US-281</td>
</tr>
</tbody>
</table>

19. **If at Intersection** – When a crash occurs at an intersection, enter the road name and/or highway number of the intersecting street in this box.

<table>
<thead>
<tr>
<th>IF AT INTERSECTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>NAME OF INTERSECTING ROADWAY</td>
</tr>
<tr>
<td>84th Street</td>
</tr>
</tbody>
</table>
20. **If Not at Intersection** – Crashes that do not occur at intersections are located more accurately when the measurement from the nearest intersecting street, bridge, or other landmark to the crash scene is provided.

- Enter the measurement distance.
- Select the appropriate box to indicate miles or feet.
- Select the direction the crash site is located from the nearest street, bridge, or other landmark.
- Enter the nearest intersecting street, bridge, or other landmark.

<table>
<thead>
<tr>
<th>IF NOT AT INTERSECTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>120</td>
</tr>
<tr>
<td>X</td>
</tr>
<tr>
<td>10th Street</td>
</tr>
</tbody>
</table>

21. **Crashes Outside the City Limits** – In addition to the fields above, complete this information when the crash occurs outside the city limits.

<table>
<thead>
<tr>
<th>IF CRASH WAS OUTSIDE CITY LIMITS, INDICATE DISTANCE FROM NEAREST TOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>MILES AND</td>
</tr>
<tr>
<td>N  S  E  W</td>
</tr>
<tr>
<td>MILES AND</td>
</tr>
<tr>
<td>N  S  E  W</td>
</tr>
</tbody>
</table>

- Enter the distance in miles.
- Select the direction the crash site is located from the nearest city or town.
- Enter the city or town.

*The crash occurred four miles south of Thedford.*

<table>
<thead>
<tr>
<th>IF CRASH WAS OUTSIDE CITY LIMITS, INDICATE DISTANCE FROM NEAREST TOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>MILES AND</td>
</tr>
<tr>
<td>N  S  E  W</td>
</tr>
<tr>
<td>MILES AND</td>
</tr>
<tr>
<td>N  S  E  W</td>
</tr>
</tbody>
</table>

*The crash occurred three miles south and two miles east of Wilber.*

<table>
<thead>
<tr>
<th>IF CRASH WAS OUTSIDE CITY LIMITS, INDICATE DISTANCE FROM NEAREST TOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>MILES AND</td>
</tr>
<tr>
<td>N  S  E  W</td>
</tr>
<tr>
<td>MILES AND</td>
</tr>
<tr>
<td>N  S  E  W</td>
</tr>
</tbody>
</table>

**Crash Data**

22. **Does Crash Involve Damage to Nebraska Dept. of Transportation Property?** – Select “Yes” or “No” to indicate whether there is property owned by the Nebraska Department of Transportation involved in the crash.

23. **Relation to Junction (Within Interchange Area?)** – Enter the appropriate code to indicate if the first harmful event at a crash location occurred within an interchange area.
**Interchange:** An interchange is 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.

**Diagram of an Interchange**

(Figure 1)

**Specific Junction Location**

Enter the appropriate code in the box provided, that best describes the Specific Junction Location.

If you entered “01 - Yes” for the crash occurring “Within Interchange Area”, enter codes 01 through 07, 98, or 99 in the box provided.

If you entered “02 - No” for the crash occurring “Within Interchange Area”, enter codes 01 through 07 or 99 in the box provided.

If you entered “99” for the crash occurring “Within Interchange Area”, enter codes 00 - 07, 98, or 99 in the box provided.

**00 – Non-Junction:** Roadway outside an interchange area and does not occur in or related to an intersection, ramp, rail grade crossing, crossover, or shared-use path or trail.
*01 – Acceleration/Deceleration Lanes: Within an interchange area an auxiliary or speed-change lane that allows vehicles to accelerate to highway speeds before entering the through roadway or decelerate to safe speeds to negotiate a ramp without interrupting traffic flow on the through roadway exited. (See Figure 2)

Diagram of Acceleration/Deceleration Lanes And Entrance/Exit Ramps
(Figure 2)

*02 – Crossover Related: A crossover is the area of the median of a divided trafficway where motor vehicles are permitted to cross the opposing lane or traffic or execute a U-turn.

*03 – Driveway Access or Related: The driveway access is a portion of the trafficway at the end of a driveway providing access to property adjacent to a trafficway. (See Figure 3)
  • Involves a vehicle entering or leaving a driveway access where at least one vehicle, pedalcyclist, or pedestrian is physically on the driveway access within the trafficway.
  • Crashes occurring on sidewalks within the driveway access
  • Related to the movement of a vehicle, pedalcyclist, or pedestrian onto or out of a driveway.
  • When a driveway access junction is also within an intersection, enter “05-Intersection or Related”.

Example A: A car turning into a private residence driveway strikes a bicyclist riding on the sidewalk that crosses over the driveway access.

Example B: A tractor trailer backing out of a business entrance onto the trafficway, while partially on the driveway access, is struck by a car on the roadway.
Example C: A vehicle attempting to turn left into a driveway from the eastbound lanes is struck by another vehicle traveling in the westbound lanes.

Example D: A vehicle that has just entered the trafficway from a driveway is struck in the rear before it can gain speed.

*04 – Entrance/Exit Ramp or Related: When the crash occurs on an entrance or exit ramp and is not related to the movement of a vehicle, pedalcyclist, or pedestrian through an intersection. This would include all the areas between the acceleration/deceleration lanes and the entrance/exit ramp intersection. (See Figure 2)

- When the crash occurs off the entrance/exit ramp but is related to the use of or entry onto the ramp. (See Figure 2)
- If the crash occurs in the intersection of a ramp and a roadway, then use “05 - Intersection or Related”.
- If the crash occurs on the ramp outside of an intersection of the ramp and the surface roadway and is related to the movement of traffic through the intersection, then use “05 - Intersection or Related”.

*05 – Intersection or Related: The area that contains a crossing or connection of two or more roadways not classified as a driveway access. Where the distance along a roadway between two areas meeting these criteria is less than 33 feet, the two areas and the roadway connecting them are considered parts of a single intersection. (See Figure 4)

- Related to the movement of a vehicle, pedalcyclist, or pedestrian through the intersection.
- Crash occurs in a crosswalk at an intersection area.
- Crash occurs on an approach to or exit from an intersection.
*06 – Railway Grade Crossing: An intersection between a roadway and train tracks that cross each other at the same level.

*07 – Shared Use Path or Trail: A shared-use path is a bikeway separated from motorized vehicular traffic by an open space or barrier and either within the highway right of way or an independent right of way. Shared-use paths will also be used by pedestrians, skaters, wheelchairs, joggers, and other non-motorist users. A shared-use path is not a sidewalk, and where a shared-use path crosses another land way is similar, but not, a crosswalk. MMUCC - Shared-Use Path or Trail – A bikeway physically separated from motor vehicle traffic by an open space or barrier. They may also be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users. Most have two-way travel.

*98 – Other Location (median, shoulder, or roadside within an interchange area): Within an Interchange, off the roadway (e.g., median, shoulder, roadside) and is not related to the use of or the entry onto a ramp. (See Figure 1)

Example A: A vehicle on the through roadway portion of the interchange departs the roadway and overturns in the median.

Example B: A vehicle leaves the through roadway portion of the interchange and strikes a vehicle parked on the shoulder.
24. **Road Surface Condition** – Enter the appropriate code in the box provided, that best describes the condition of the road surface at the time of the crash.

25. **Road Surface** – Enter the appropriate code in the box provided that identifies the type of material used to surface the road at the crash site.

26. **Type of Intersection** – An intersection consists of two or more roadways that intersect at the same level. If the crash occurred within an intersection, enter the appropriate code that best describes the Number of Approaches (roads that lead up to or out of an intersection), Overall Intersection Geometry, and Overall Traffic Control Device.

27. **Weather Conditions** *(up to 2 choices)* – Enter the appropriate code(s) in the box(es) provided that best describe the weather conditions at the time of the crash. Enter up to 2 choices for weather conditions into the boxes. If only one weather condition applies, leave the second box blank.
28. **Light Condition** – Enter the appropriate code in the box provided that best describes the light conditions at the time of the crash.

![LIGHT CONDITION Table]

29. **Contributing Circumstances - Roadway Environment** *(up to 2 choices)* – Enter the appropriate code(s) which indicate any environmental or roadway condition which may have contributed to the occurrence of the crash. If only one contributing circumstance applies, leave the second box blank.

![CONTRIBUTING CIRCUMSTANCES – ROADWAY ENVIRONMENT Table]

30. **Manner of Crash/Collision Impact** – Enter the appropriate code in the box provided that identifies the way the two motor vehicles in transport initially came together without regard to the direction of travel.

Example A: If Vehicle 1 hits Vehicle 2 head on, the manner of crash would be “02-Front-to-Front”.

Example B: If Vehicle 1 was backing and hits the front of Vehicle 2 with the rear of their vehicle, the manner of crash would be “03-Front-to-Rear”.

Example C: If Vehicle 1 makes a left-hand turn in front of Vehicle 2 and Vehicle 2 hits the side of Vehicle 1, the manner of crash would be “01-Angle”.

![MANNER OF CRASH / COLLISION IMPACT Table]
Work Zone Codes

A crash should be considered work zone related if it occurs in or near a construction, maintenance, or utility work zone, whether workers were actually present at the time of the crash or not. Work zone related crashes include those involving vehicles slowed or stopped because of the work zone, even if the first harmful event was before the first warning sign.

Diagram of a Work Zone Area

- **Traffic Space** allows traffic to pass through the activity area.
- **Buffer Space (lateral)** provides protection for traffic and workers.
- **Work Space** is set aside for workers, equipment, and material storage.
- **Buffer Space (longitudinal)** provides protection for traffic and workers.
- **Downstream Taper** lets traffic resume normal operations.
- **Activity Area** is where work takes place.
- **Transition Area** moves traffic out of its normal path.
- **Advance Warning Area** tells traffic what to expect ahead.
31. **Work Zone** – Enter the appropriate code to indicate if the first harmful event at a crash location occurred within a work zone.

If you entered “01” for the crash occurring within a work zone, enter the appropriate codes in the boxes provided for Worker’s Present, Type of Work Zone, Location of the Crash, and Law Enforcement Present.

If you entered “02” for the crash occurring within a work zone, enter “97” in the boxes provided for Worker’s Present, Type of Work Zone, Location of the Crash, and Law Enforcement Present.

If you entered “99” for the crash occurring within work zone, enter “99” in the boxes provided for Worker’s Present, Type of Work Zone, Location of the Crash, and Law Enforcement Present.

If you believe that the presence of a work zone at this location contributed to the cause of the crash, indicate this fact by marking code 21, “Work Zone,” in the field **Contributing Circumstances, Roadway Environment**.

32. **School Bus Related** – Enter the appropriate code into the box provided which best describes whether a school bus was directly or indirectly involved in the crash.

A **school bus is directly involved** when it is a contact vehicle in a crash. A **school bus is indirectly involved** if it is a non-contact vehicle, but its presence played a role in the crash.

Example: A student who has just disembarked from a stopped school bus steps into traffic and is struck by another vehicle would be coded as “School Bus Indirectly Involved”.

**WORK ZONE**

Was the crash in a construction, maintenance or utility work zone, or was it related to an activity within a work zone?

- 01 - Yes
- 02 - No
- 99 - Unknown

Workers Present?

- 01 - Yes
- 02 - No
- 97 - Not Applicable
- 99 - Unknown

Type of Work Zone

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

Location of the Crash

- 01 - Before Work Zone Warning Sign
- 02 - Advance Warning Area
- 03 - Transition Area
- 04 - Activity Area
- 05 - Termination Area
- 97 - Not Applicable
- 98 - Other
- 99 - Unknown

Law Enforcement Present

- 01 - Officer Present
- 02 - Not Present
- 03 - Only Law Enforcement Vehicle Present
- 97 - Not Applicable
- 98 - Other
- 99 - Unknown

**SCHOOL BUS RELATED**

- 00 - No
- 01 - School Bus Directly Involved
- 02 - School Bus Indirectly Involved
- 99 - Unknown
33. **Property** – If property, other than the motor vehicles involved, was damaged in the crash, complete this section. Provide the following for each owner whose property was damaged:

- A brief description of the damaged object(s)
- The name, address, and phone number of the owner
- The approximate total cost of the damage to that owner’s property

<table>
<thead>
<tr>
<th>OBJECT DAMAGED</th>
<th>OWNER NAME</th>
<th>ADDRESS</th>
<th>PHONE</th>
<th>APPROX. COST OF DAMAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fence</td>
<td>John Grisby</td>
<td>742 Elm St. Lincoln NE</td>
<td>402-442-2114</td>
<td>$3500.00</td>
</tr>
<tr>
<td>Mailbox</td>
<td>Sandra Johnson</td>
<td>744 Elm St. Lincoln NE</td>
<td>402-442-7080</td>
<td>$75.00</td>
</tr>
</tbody>
</table>

34. **Witnesses** – Enter the names, addresses, and phone numbers of any witnesses to the crash.

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>PHONE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rhonda Smith</td>
<td>3210 Adams St. Falls City NE 68355</td>
<td>402-487-0989</td>
</tr>
<tr>
<td>Patrick Smith</td>
<td>3210 Adams St. Falls City NE 68355</td>
<td>402-487-0989</td>
</tr>
</tbody>
</table>

35. **Investigator Information** – Complete the report by filling in the officer information at the bottom of the form. **It is important that you sign your name.**

**Instructions for the Back Page of the Report**

36. **Indicate by Diagram What Happened** – A diagram should be drawn for all crashes. The diagram is critical for analysts to understand how the crash occurred. If the vehicles were moved prior to your arrival at the scene, use the information obtained from your investigation to draw the diagram. The state does not require that the diagram be drawn to scale. If the space provided on the NDOT Form 40 is inadequate for your diagram, submit your diagram on a separate sheet of paper. If you use a separate sheet of paper, be sure to indicate the county and date of the crash and the drivers’ names on that sheet.
What to Show on the Diagram

• All streets and highways should be properly labeled with their name and/or number.

• Number each vehicle. Use a solid arrow to show the paths the vehicles or any involved pedestrians were traveling prior to the collision.

• Draw the vehicle positions at the time of impact.

• Use a dotted arrow to indicate the post-crash paths of the vehicles and draw where the vehicles came to rest after the crash.

• The distance and direction to landmarks (intersections, mileposts, bridges, railroad crossings, etc.) should be indicated and identified by name or number. Choose a landmark that would best help a person unfamiliar with the local area to pinpoint the crash on a map.

37. Description of Crash Based on Officer’s Investigation – Provide a complete description of the crash. Refer to the vehicles by number. Your narrative along with the diagram should describe the main events of the crash.

Vehicle #1 was stopped at the stop sign, eastbound on Grove Hill Road. Driver #1 pulled out to make a left-turn onto US-65 and struck Vehicle #2, a northbound motorcycle. Driver #1 stated that he did not see Vehicle #2. Driver #2 stated that she did not expect Vehicle #1 to pull out in front of her and could not avoid the collision. After being hit by Vehicle #1, Vehicle #2 struck and damaged a fence at the residence on the northeast corner of the intersection.
Vehicles

Enter the information for each vehicle involved in the crash on separate sheets. A Vehicle sheet and a Vehicle (cont’d) sheet are available for entering each vehicle involved. Information about the vehicle owner is listed first and then the information about the vehicle is listed second.

<table>
<thead>
<tr>
<th>VEHICLE NO.</th>
<th>MOTOR VEHICLE UNIT TYPE</th>
<th>DRIVER PRESENT?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>01 - Motor Vehicle in Transport</td>
<td>🗡YES  NO</td>
</tr>
</tbody>
</table>

VEHICLE OWNER NAME (Last, First, Middle) CONTACT PHONE
MAILING ADDRESS CITY STATE ZIP
LICENSE PLATE NO. STATE REG. YEAR MAKE MODEL MODEL YEAR COLOR
LICENSE PLATE TYPE VIN
INSURANCE COVERAGE 01 - Yes 02 - No 99 - Unk.
INSURANCE COMPANY INSURANCE POLICY NO.

Although they are not motor vehicles, a train or a bicycle involved in a crash may be listed in a vehicle block to ensure that its information is recorded.

38. **Vehicle No.** – Enter a sequential number for each vehicle involved in the crash.

39. **Motor Vehicle Unit Type** – Enter the Motor Vehicle Unit Type code into the box provided.

<table>
<thead>
<tr>
<th>MOTOR VEHICLE UNIT TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>01 - Motor Vehicle in Transport</td>
</tr>
</tbody>
</table>

40. **Driver Present?** – Select the appropriate box to indicate whether or not the driver was present at the crash scene.

41 **Vehicle Owner Name** – Enter the full name, contact phone number, and current mailing address of the vehicle owner. Be sure to include owner information for any parked motor vehicles that are involved in crashes.

<table>
<thead>
<tr>
<th>VEHICLE OWNER NAME (Last, First, Middle)</th>
</tr>
</thead>
<tbody>
<tr>
<td>John and Ellen Andrews</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONTACT PHONE</th>
</tr>
</thead>
<tbody>
<tr>
<td>505-421-2980</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MAILING ADDRESS</th>
</tr>
</thead>
<tbody>
<tr>
<td>640 Diablo Dr.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Santa Fe</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>STATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>NM</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ZIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>87505</td>
</tr>
</tbody>
</table>

42. **License Plate No.** – Enter the license plate number in the box provided.

43. **State (of Plate)** – Enter the two-character state code (e.g., NE for Nebraska) for the state that issued the vehicle license plate in the box provided.

<table>
<thead>
<tr>
<th>STATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>NE</td>
</tr>
</tbody>
</table>

44. **Registration Year** – Enter the four-digit year that the vehicle was licensed (registered) in the box provided.

<table>
<thead>
<tr>
<th>REG. YEAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
</tr>
</tbody>
</table>

45. **Vehicle Make** – Enter the make of the vehicle (Chevrolet, Ford, Honda, Dodge, etc.) in the box provided.

<table>
<thead>
<tr>
<th>MAKE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ford</td>
</tr>
</tbody>
</table>

15
46. **Vehicle Model** – Enter the complete model name of the vehicle (Accord, Taurus, Voyager, Blazer, etc.) in the box provided.

   **MODEL**  
   *Explorer*

47. **Vehicle Year** – Enter the model year of the vehicle in the box provided.

   **YEAR**  
   *2019*

48. **Vehicle Color** – Enter the color of the vehicle in the box provided.

   **COLOR**  
   *White*

49. **License Plate Type** – Enter the two-character code for the type of license plate. The two-character code for this box can be found on a vehicle’s registration. If the vehicle registration is unavailable, leave field blank.

   Ex: PA – Passenger  
   MC – Motorcycle  
   TE – Tax Exempt  

   **LICENSE PLATE TYPE**  
   *PA*

50. **Vehicle Identification Number (VIN)** – Enter the Vehicle Identification Number (VIN) in the box provided.

   **VIN**  
   *1FABP0525BW100065*

51. **Insurance Coverage** – Enter the appropriate code to indicate if the vehicle was covered by insurance at the time of the crash in the box provided.

   **INSURANCE COVERAGE**  
   *01 - Yes  02 - No  99 - Unk.*  
   *01*

52. **Insurance Company** – Enter the name of the insurance company for this vehicle in the box provided.

   **INSURANCE COMPANY**  
   *XYZ Insurance*

53. **Insurance Policy No.** – Enter the insurance policy number for this vehicle in the box provided.

   **INSURANCE POLICY NO.**  
   *197-0497-E02*

54. **Motor Vehicle Type Category** – The category indicates the general configuration or shape of the motor vehicle involved in the crash. Personal conveyances – such as skateboards, motorized toy cars, and wheelchairs are not considered motor vehicles.
**Body Type** - Enter the appropriate code in the box provided, that best describes the body type of the motor vehicle (passenger car, pickup, school bus, etc.) involved in the crash. A Heavy Truck/Bus Report (NDOT Form 174) must be completed for the body type codes designated with double asterisks (**).

**Did this motor vehicle display a hazardous materials (HM) placard?** - Enter the appropriate code in the box provided indicating whether this motor vehicle is displaying an HM placard. A Heavy Truck/Bus Report (NDOT Form 174) must be completed if “01” is entered.

**Number of trailing units** - Enter the number of trailing units behind this vehicle in the appropriate box. If there are no trailing units, enter “97” in the appropriate box.

**55. Initial Contact Point** – Enter the appropriate code in the box provided, that best describes the contact point on this vehicle associated with this vehicle’s initial harmful event.

Although the diagram on the report depicts a car, these codes apply to any body style of vehicle. If you are coding a motorcycle, only four points should be used.

**56. Damaged Area(s)** (Check all that apply) – Check all the appropriate boxes that identify the areas damaged on the vehicle as the result of this crash.
57. **Damage Estimate** – Enter a damage estimate that you believe is close to what it would cost to repair the vehicle. If the vehicle is damaged so severely that the vehicle is a total loss, you may check “Totaled.” These estimates may sometimes be difficult to make, but they are very important for purposes of determining whether a crash meets the state’s reportability criteria.

If a good estimate is not easy to identify, you may enter an estimate of “1001” to denote damages over $1,000. Enter “999” to denote damages less than or equal to $1,000.

58. **Extent of Damage** – Enter the appropriate code that best describes the amount of damage the motor vehicle received from the crash.

* **No Damage** - There was no damage to the motor vehicle during the crash.

* **Minor Damage** - Damage that does not affect the operation of or disable the motor vehicle in transport. Ex: Scratches, dents, cracked or broken plastic on lights or trim.

* **Functional Damage** - Damage that affects operation of the motor vehicle or its parts but is not disabling and is not extensive enough to require towing.

* **Disabling Damage** - Damage that is enough to require that the vehicle be towed from the scene.

* **Vehicle Not at Scene** - Vehicle was not at the crash scene to assess the extent of damage.

59. **Special Function of Motor Vehicle in Transport** – The type of special function being served by this vehicle regardless of whether the function is marked on the vehicle, at the time of the crash. Buses are any motor vehicle with seats to transport nine (9) or more people, including the driver seat, but not including vans owned and operated for personal use.
60. Hit and Run? – Enter the appropriate code to indicate whether this was a hit and run crash.

<table>
<thead>
<tr>
<th>HIT AND RUN?</th>
</tr>
</thead>
<tbody>
<tr>
<td>01 - Yes - Driver or Car/Driver Left Scene</td>
</tr>
<tr>
<td>02 - No - Did Not Leave Scene</td>
</tr>
<tr>
<td>99 - Unknown</td>
</tr>
</tbody>
</table>

61. Vehicle Maneuver/Action – Enter the appropriate code that best describes the movement of the vehicle prior to the crash.

<table>
<thead>
<tr>
<th>VEHICLE MANEUVER / ACTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>01 - Movement Essentially Straight Ahead</td>
</tr>
<tr>
<td>02 - Backing</td>
</tr>
<tr>
<td>03 - Changing Lanes</td>
</tr>
<tr>
<td>04 - Entering Traffic Lane</td>
</tr>
<tr>
<td>05 - Leaving Traffic Lane</td>
</tr>
<tr>
<td>06 - Making a U-Turn</td>
</tr>
<tr>
<td>07 - Negotiating a Curve</td>
</tr>
<tr>
<td>08 - Parked</td>
</tr>
<tr>
<td>09 - Passing/Overtaking a Vehicle</td>
</tr>
<tr>
<td>09 - Unknown</td>
</tr>
<tr>
<td>10 - Slowing</td>
</tr>
<tr>
<td>11 - Stopped in Traffic</td>
</tr>
<tr>
<td>12 - Turning Left</td>
</tr>
<tr>
<td>13 - Turning Right</td>
</tr>
<tr>
<td>98 - Other</td>
</tr>
<tr>
<td>99 - Unknown</td>
</tr>
</tbody>
</table>

62. Emergency Motor Vehicle Use – Enter the appropriate code that best describes the operation of any motor vehicle that is legally authorized by a government authority to respond to emergencies with or without the use of emergency warning equipment, such as a police vehicle, fire truck, or ambulance while actually engaged in such response.

<table>
<thead>
<tr>
<th>EMERGENCY MOTOR VEHICLE USE</th>
</tr>
</thead>
<tbody>
<tr>
<td>01 - Emergency Operation, Emergency Warning Equipment in Use</td>
</tr>
<tr>
<td>02 - Emergency Operation, Emergency Warning Equipment Not in Use</td>
</tr>
<tr>
<td>03 - Non-Emergency, Non-Transport</td>
</tr>
<tr>
<td>04 - Non-Emergency, Transport</td>
</tr>
<tr>
<td>07 - Not Applicable</td>
</tr>
<tr>
<td>97 - Not Applicable</td>
</tr>
<tr>
<td>99 - Unknown</td>
</tr>
</tbody>
</table>

63. Motor Vehicle Automated Driving System(s) – “The hardware and software that are collectively capable of performing part or all of the dynamic driving task on a sustained basis; this term is used generically to describe any system capable of level 1-5 driving automation.” (SAE 2016)

Automation System(s) in Vehicle? – Enter the appropriate code to indicate whether a vehicle has an automation system(s).

<table>
<thead>
<tr>
<th>MOTOR VEHICLE AUTOMATED DRIVING SYSTEM(S)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Automation System(s) in Vehicle?</td>
</tr>
<tr>
<td>01 - Yes</td>
</tr>
<tr>
<td>02 - No</td>
</tr>
<tr>
<td>99 - Unknown</td>
</tr>
</tbody>
</table>

Automation System Levels in Vehicle

<table>
<thead>
<tr>
<th>Automation System Levels in Vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>00 - No Automation</td>
</tr>
<tr>
<td>01 - Driver Assistance</td>
</tr>
<tr>
<td>02 - Partial Automation</td>
</tr>
<tr>
<td>03 - Conditional Automation</td>
</tr>
<tr>
<td>04 - High Automation</td>
</tr>
<tr>
<td>05 - Full Automation</td>
</tr>
<tr>
<td>06 - Automation Level Unknown</td>
</tr>
<tr>
<td>99 - Unknown</td>
</tr>
</tbody>
</table>

Automation System Levels Engaged at Time of Crash

<table>
<thead>
<tr>
<th>Automation System Levels Engaged at Time of Crash</th>
</tr>
</thead>
<tbody>
<tr>
<td>00 - No Automation</td>
</tr>
<tr>
<td>01 - Driver Assistance</td>
</tr>
<tr>
<td>02 - Partial Automation</td>
</tr>
<tr>
<td>03 - Conditional Automation</td>
</tr>
<tr>
<td>04 - High Automation</td>
</tr>
<tr>
<td>05 - Full Automation</td>
</tr>
<tr>
<td>06 - Automation Level Unknown</td>
</tr>
<tr>
<td>99 - Unknown</td>
</tr>
</tbody>
</table>

If you entered “01” for Automation System(s) in Vehicle, enter the appropriate codes in the boxes provided for Automation System Levels in Vehicle and Automation System Levels Engaged at the Time of Crash.

If you entered “00” in the boxes provided for Automation System Levels in Vehicle and Automation System Levels Engaged at the Time of Crash.

If you entered “02” for Automation System(s) in Vehicle, enter “00” in the boxes provided for Automation System Levels in Vehicle and Automation System Levels Engaged at the Time of Crash.

If you entered “99” for Automation System(s) in Vehicle, enter “99” in the first box provided for Automation System Levels in Vehicle and Automation System Levels Engaged at the Time of Crash.
Automation System Levels Engaged at the Time of Crash (up to 5 choices) – Enter the appropriate code(s) that indicate the Automation System Levels that were engaged at the time of the crash.

*No Automation: The full-time performance by the human driver of all aspects of the dynamic driving task, even when enhanced by warning or intervention systems.

*Driver Assistance: Driver assistance system of either steering or acceleration/deceleration using information about the driving environment and with the expectation that the human driver performs all remaining aspects of the dynamic driving task.

*Partial Automation: 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 performs all remaining aspects of the dynamic driving task.

*Conditional Automation: 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.

*High Automation: 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.

*Full Automation: 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.

64. **Vehicle Contributing Circumstance(s)**

   - Enter the appropriate code that best describes the pre-existing motor vehicle defects or maintenance conditions that may have contributed to the crash.

65. **Towed Due to Disabling Damage**

   - Enter the appropriate code that indicates what happened to the vehicle after the crash. If the vehicle is towed away after a crash, indicate whether the towing was due to disabling damage received in the collision, or for other reasons, such as the driver being arrested for drunk driving.
66. **Vehicle Number** (cont’d) – Enter a sequential number for each vehicle involved in the crash.

67. **Sequence of Events** (up to 4 choices) – For each vehicle determine the various events that took place in the crash and enter the appropriate codes in the boxes provided. Enter the appropriate event code(s) from the available list.

Space is available for only four events. If more than 4 events occurred, the least important event(s) can be excluded. If less than four events apply to a vehicle, leave the unneeded boxes blank.

**Example A:**
A vehicle traveling on a narrow two-lane highway with no paved shoulder drops a tire off the right edge of the road. In attempting to return to the roadway, the driver overcorrects, causing the vehicle to run off the left side of the road, overturn, and strike a tree.

**Sequence of Events:**
- Ran Off Road Left 07  **First Event**
- Ran Off Road Right 06  **Second Event**
- Overturn/Rollover 17  **Third Event**
- Tree (standing) 51  **Fourth Event**

**Example B:**
Vehicle 1 was northbound on a two-lane rural highway, crossed the centerline and struck southbound Vehicle 2 head-on. Vehicle 2 went off the east side of the roadway and struck a guardrail. Vehicle 1 left the roadway on the west side.

**Sequence of Events for Vehicle 1:**
- Cross Centerline 01  **First Event**
- MV in Transport 22  **Second Event**
- Ran Off Road Left 06  **Third Event**
- Leave Blank  **Fourth Event**

**Sequence of Events for Vehicle 2:**
- MV in Transport 22  **First Event**
- Ran Off Road Left 06  **Second Event**
- Giardrao; Face 43  **Third Event**
- Leave Blank  **Fourth Event**
68. Most Harmful Event for this Motor Vehicle – Enter the appropriate code from the events coded in Sequence of Events. Choose the event that was most harmful (caused the most damage or injury). The Non-Harmful Events are not available for the Most Harmful Event.

### MOST HARMFUL EVENT FOR THIS MOTOR VEHICLE

<table>
<thead>
<tr>
<th>Non-Collision Harmful Events</th>
<th>Collision With Fixed Object</th>
</tr>
</thead>
<tbody>
<tr>
<td>11 - Cargo / Equipment Loss or Shift</td>
<td>32 - Bridge Overhead Structure</td>
</tr>
<tr>
<td>12 - Fell / Jumped from Motor Vehicle</td>
<td>33 - Bridge Pier or Support</td>
</tr>
<tr>
<td>13 - Fire / Explosion</td>
<td>34 - Bridge Rail</td>
</tr>
<tr>
<td>14 - Immersion, Full or Partial</td>
<td>35 - Cable Barrier</td>
</tr>
<tr>
<td>15 - Jackknife</td>
<td>36 - Concrete Traffic Barrier</td>
</tr>
<tr>
<td>16 - Other Non-Collision Harmful Event</td>
<td>37 - Culvert</td>
</tr>
<tr>
<td>17 - Overtturn / Rollover</td>
<td>38 - Curb</td>
</tr>
<tr>
<td>18 - Thrown or Falling Object</td>
<td>39 - Ditch</td>
</tr>
<tr>
<td></td>
<td>40 - Embankment</td>
</tr>
<tr>
<td></td>
<td>41 - Fence</td>
</tr>
<tr>
<td></td>
<td>42 - Guardrail End Terminal</td>
</tr>
<tr>
<td></td>
<td>43 - Guardrail Face</td>
</tr>
<tr>
<td></td>
<td>44 - Impact Attenuator / Crash Cushion</td>
</tr>
<tr>
<td></td>
<td>45 - Mailbox</td>
</tr>
<tr>
<td></td>
<td>46 - Other Fixed Object</td>
</tr>
<tr>
<td></td>
<td>47 - Other Post, Pole or Support (wall, building, tunnel, etc.)</td>
</tr>
<tr>
<td></td>
<td>48 - Other Traffic Barrier</td>
</tr>
<tr>
<td></td>
<td>49 - Traffic Sign Support</td>
</tr>
<tr>
<td></td>
<td>50 - Traffic Signal Support</td>
</tr>
<tr>
<td></td>
<td>51 - Tree (standing)</td>
</tr>
<tr>
<td></td>
<td>52 - Utility Pole / Light Support</td>
</tr>
<tr>
<td></td>
<td>53 - Unknown Fixed Object</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Collision With Person, Motor Vehicle or Non-Fixed Object</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>19 - Animal (live)</td>
<td></td>
</tr>
<tr>
<td>20 - Construction Equipment (backhoe, bulldozer, etc.)</td>
<td></td>
</tr>
<tr>
<td>21 - Farm Equipment (tractor, combine harvester, etc.)</td>
<td></td>
</tr>
<tr>
<td>22 - Motor Vehicle in Transport</td>
<td></td>
</tr>
<tr>
<td>23 - Other Non-Fixed Object</td>
<td></td>
</tr>
<tr>
<td>24 - Other Non-Motorist</td>
<td></td>
</tr>
<tr>
<td>25 - Parked Motor Vehicle</td>
<td></td>
</tr>
<tr>
<td>26 - Pedalcycle</td>
<td></td>
</tr>
<tr>
<td>27 - Pedestrian</td>
<td></td>
</tr>
<tr>
<td>28 - Railway Vehicle (train, engine)</td>
<td></td>
</tr>
<tr>
<td>29 - Strikes Object at Rest from Motor Vehicle in Transport</td>
<td></td>
</tr>
<tr>
<td>30 - Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle</td>
<td></td>
</tr>
<tr>
<td>31 - Work Zone / Maintenance Equipment</td>
<td></td>
</tr>
</tbody>
</table>

### Explanation of Event Codes

**Non-Harmful Events**

*01 - Cross Centerline: A vehicle leaving the lane(s) where it is intended to travel and crossing into the lane(s) intended for travel in the opposite direction, by crossing the centerline (marked or assumed).

*02 - Cross Median: A vehicle leaving the lane(s) where it is intended to travel and crossing into the lane(s) intended for travel in the opposite direction, by crossing the median.

*03 - End Departure (T-intersection, dead-end, etc.): A vehicle leaving the roadway through a dead-end or a T-intersection.

*04 - Downhill Runaway: A vehicle, usually a heavy truck, going out of control and reaching very high speeds on a lengthy or steep downhill grade.

*05 - Equipment Failure (blown tire, brake failure, etc.): A breakdown or failing of some part of the vehicle’s equipment, leading to deterioration or loss of function.

*06 - Ran Off Road Left: A vehicle leaving the roadway to the left, in relation to the original direction of travel.

*07 - Ran Off Road Right: A vehicle leaving the roadway to the right, in relation to the original direction of travel.
*08 - Reentering Roadway: A vehicle enters the roadway after having run off the roadway.

*09 - Separation of Units: Parts of a multi-unit vehicle coming apart, such as a trailer being towed by another vehicle becoming unhitched.

*10 - Other Non-Harmful Event: Any non-collision event that results in damage or injury but does not fit into any of the other available categories.

**Non-Collision Harmful Events**

*11 - Cargo/Equipment Loss or Shift: Material, gear, or other load falling from a vehicle or shifting position on a vehicle and affecting its balance.

*12 - Fell/Jumped from Motor Vehicle: Motor vehicle occupant either involuntarily fell or intentionally leapt from the vehicle.

*13 - Fire/Explosion: A vehicle catches fire or explodes while in transport.

*14 - Immersion, Full or Partial: A vehicle plunges into water, such as a lake, river, or creek.

*15 - Jackknife: Contact between any two units of a multi-unit vehicle, such as the tractor and trailer of a truck combination.

*16 - Other Non-Collision Harmful Event: Any non-collision event that results in damage or injury but does not fit into any of the other available categories. Examples include vehicle damage caused by driving through potholes or standing water without overturning or collision, damage to lawns from vehicles driving on them, or injury to vehicle occupants without a collision.

*17 - Overturn/Rollover: A vehicle upsets onto its top or side.

*18 - Thrown or Falling Object: An object is thrown or falls on or near a motor vehicle in transport at the time of the crash.

**Collision with Person, Motor Vehicle or Non-Fixed Object**

*19 - Animal (live): Any animal which is herded or unattended, such as deer, cows, etc. Animals that are being ridden or are pulling vehicles, such as carts and buggies, are considered transport vehicles and should be coded as “23 - Other Non-Fixed Object.”

*20 – Construction Equipment (backhoe, bulldozer, etc.): A piece of machinery used for construction.

*21 - Farm Equipment (tractor, combine harvester, etc.): A piece of machinery used for farming.

*22 - Motor Vehicle in Transport: Should be used for all events when one motor vehicle collides with another motor vehicle.

*23 - Other Non-Fixed Object: A collision event involving an object that is movable or moving (but not set in motion by a motor vehicle, in which case it is considered a part of the motor vehicle). Examples include vehicles drawn by animals, animals (such as a horse) being ridden by a person, objects dropped from motor vehicles, but not in motion (such as a chair that has fallen from a pickup truck and is lying in the roadway), and fallen trees or rocks which are no longer moving.
*24 - Other Non-Motorist: Included are persons on foot or using pedestrian conveyances, such as roller skates, wheelchairs, baby carriages, scooters, etc.

*25 - Parked Motor Vehicle: A collision event with a motor vehicle not in transport. This includes vehicles parked in places designated for parking, vehicles parked or stopped along the roadway where parking is permitted by normal usage (such as on the shoulder), vehicles stopped or parked illegally, but not in the roadway traffic lanes, and vehicles stopped, disabled, or abandoned off the roadway. Vehicles stopped or parked in traffic lanes where parking is prohibited are not considered parked vehicle but are motor vehicles in transport.

*26 - Pedalcycle: Any non-motorized road vehicle propelled by pedaling, including bicycles, tricycles, unicycles, or pedal cars.

*27 - Pedestrian: Any person involved in a collision event who is not an occupant of a motor vehicle or a pedalcyclist.

*28 - Railway Vehicle (train, engine, etc.): Any vehicle which is designed to move on rails, including engines or any other track-mounted railroad vehicles.

*29 - Strikes Object at Rest from Motor Vehicle in Transport: Used when a motor vehicle in-transport impacts a non-fixed object at rest that is known to have been the cargo or part of another motor vehicle in-transport. Do not use this attribute for debris from a prior crash. This attribute does not include vehicle occupants that are ejected or fall from a motor vehicle in-transport.

*30 - Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle: Motor vehicle or non-motorist is struck by cargo or other object that was set in motion by a motor vehicle. Examples include logs falling off or coming loose from a truck and striking a vehicle behind the truck, or a motor vehicle striking a parked car and pushes it into a passing pedestrian.

*31 - Work Zone Maintenance Equipment: A collision event with any construction machinery or road maintenance equipment that is actively engaged in work. Examples include a snowplow while plowing snow or a road grader while grading a road. These same pieces of equipment, if moving from place to place on a road and not in the process of working, would be considered motor vehicles in transport.

**Collision with Fixed Objects**

*32 - Bridge Overhead Structure: The main bridge structure that carries a roadway or railroad track over another roadway. Collisions with the bridge piers are not included. The most common use of this code would be when a truck with an unusually high load attempts to go under a bridge and strikes the overhead structure.

*33 - Bridge Pier or Support: The walls or columns that support a bridge structure. Collisions with these objects will normally involve vehicles traveling under bridges.
*34 - Bridge Rail: A barrier that extends along the length of a bridge structure which is intended to prevent straying vehicles from going over the side of the structure. The most common types of bridge rail are metal rails or concrete parapets.

*35 - Cable Barrier: Refers to a flexible barrier system which uses several cables typically supported by steel posts. These can be used on the roadside or as a median barrier.

*36 - Concrete Traffic Barrier: The concrete traffic barrier located along the road surface, in a median, or in gore areas. This includes all temporary concrete barriers regardless of location (i.e., temporary barrier on a bridge being used to control traffic during bridge repair/construction).

*37 - Culvert: Drainage structures designed to carry water under a roadway. The culvert opening, headwalls, wing walls, and inlets should all be considered part of a culvert.

*38 - Curb: A structure built along the edge of a roadway to provide drainage control, pavement edge support, and pavement edge delineation. It is normally twelve inches or less in height and may be vertical or sloped.

*39 - Ditch: A narrow channel built along the side of a roadway to collect and carry the surface water that has run off the roadway.

*40 - Embankment: A raised structure often, but not always, made of earth. It may be built intentionally to hold back water or to carry a roadway, or may be the result of excavation or washout. The backslope of a cut section of highway, as well as creek beds should be coded as embankments.

*41 - Fence: A barrier intended for containment, such as to prevent animals from escaping, or to mark a boundary.

*42 - Guardrail End Terminal: The end of a guardrail installation, if struck by a vehicle, is particularly hazardous. Because of this, special end treatments are used on most guardrail installations.

*43 - Guardrail Face: The face is the front portion of the guardrail that is intended to be struck by vehicles that stray from the roadway. It represents by far the greatest part of a guardrail system.

*44 - Impact Attenuator/Crash Cushion: A protective device designed to prevent errant vehicles from impacting fixed object hazards. It is intended to lessen the effect of a crash by absorbing energy at a controlled rate. Most often used on high volume roadways, several different types of devices are common, including sand barrels and collapsible systems employing water or plastic foam.

*45 - Mailbox: A receptacle intended for the deposit of mail, including its post or other supports.

*46 - Other Fixed Object (wall, building, tunnel, etc.): Any fixed object not included in another category.
*47 - Other Post, Pole or Support: Any posts, poles, or supports that don’t fit into another category.

*48 - Other Traffic Barrier: Barriers other than guardrails, concrete traffic barriers, or cable barriers. They may be composed of material such as wood or rock.

*49 - Traffic Sign Support: A post used to support all traffic regulatory, warning, and guide signs along a roadway. Private advertising signs or billboards are not included in this category.

*50 - Traffic Signal Support: A pole, post or other type of support for a traffic signal.

*51 - Tree (standing): Any tree or other woody plants and bushes.

*52 - Utility Pole/Light Support: Poles or other structures that light the roadway or support wires or cables belonging to a public utility (electrical power, telephone, television, etc.).

*53 - Unknown Fixed Object: A fixed object of undetermined nature.

69. **Traffic Control Device Type** (up to 4 choices) – Enter the appropriate code(s) that indicates all traffic control devices (signs, signals, pavement markings) that were controlling the vehicle’s movement at the time of the crash.

Example: A right angle collision occurs at the intersection of 4th & Green Streets. There are stop signs on Green Street, but 4th Street traffic is not required to stop. Vehicle 1, which was traveling on Green Street, should be coded 5, “Stop Sign”. Vehicle 2, which was traveling on 4th Street, should be coded 1, “No Controls.”

**Traffic Control Device Working** – Enter the appropriate code to indicate whether the traffic control device was functioning for this vehicle at the time of the crash.
70. **Trafficway Description** – Indication of whether the trafficway for this vehicle is divided and whether it serves one-way or two-way traffic and the type of lane this vehicle was using.

**Travel Directions** - Enter the appropriate code to indicate whether the crash occurred on a one-way street. One-way streets almost always occur in urban settings. Divided roadways, such as the Interstate, are not considered one-way streets.

**Divided** - Enter the appropriate code to indicate if a crash occurs on a divided trafficway.

**Barrier Type** - Enter the appropriate code that best describes the type of median that separates opposing lanes of traffic.

*Median Barrier*: A structure, usually 32 inches high or higher made of concrete or steel, which is designed to prevent out-of-control vehicles from entering the opposing lanes of traffic. It is most often found in high traffic volume areas or areas where the amount of available right-of-way is restricted.

*Raised Median*: A raised island with concrete curbing along its outside edge that is built to divide a roadway. The body of a raised median may be composed of concrete or earth. This type of median is commonly found in urban or suburban areas.

*Grass Median*: A strip of turf, usually depressed with no curbing, used to separate opposing lanes of traffic. This type of median is commonly found in rural areas, including the Interstate.

*Painted Median*: Where nothing is provided to physically divide a roadway, a median may be painted to guide and warn drivers not to cross over into oncoming traffic.

71. **Direction of Travel** – Enter the appropriate code that shows the direction the front end of the vehicle faced prior to the crash.

**Name of street traveling on** - Enter the name of the road on which the vehicle was moving or parked before the crash.

72. **Posted Speed Limit** – Enter the posted speed limit for the road on which the vehicle was traveling (in miles per hour).
73. **Pavement Markings** – The markings (paint, plastic, or other) used on the roadway surface to guide or control the path followed by drivers. Enter the appropriate codes for Edgeline Presence/Type, Centerline Presence/Type, and Lane Line Markings.

74. **Grade/Roadway Alignment** – The geometric or layout and inclination characteristics of the roadway in the direction of travel for this vehicle.

**Horizontal Alignment** - Enter the appropriate code that best describes the horizontal alignment of the road where the crash occurred.

**Grade** - Enter the appropriate code that best describes the grade of the road where the crash occurred.

75. **Total Lanes in Roadway** – Total number of lanes in the roadway on which this MV was traveling. Total lanes are collected in two parts as total through lanes and total auxiliary lanes. Enter “97” if this does not apply to the crash.

**Through Lanes** - Lanes that allow traffic to flow straight ahead, including lanes allowing vehicles to either turn or travel straight ahead.

**Auxiliary Lanes** - Includes collector-distributor lanes, weaving lanes, frontage road lanes, parking lanes, acceleration/deceleration lanes, and truck climbing lanes.

The number of through lanes is counted differently whether the roadway is divided or undivided. If the trafficway is undivided, count the through lanes in both directions. If the trafficway is divided, only count the through lanes in the vehicle’s direction.

76. **Presence/Type of Bicycle Facility** – Any road, path, or way which is specifically designated as being open to bicycle travel regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

**Facility** – Enter the appropriate code that indicates the type of bicycle facility.

**Signed Bicycle Route?** – Enter the appropriate code that indicates if this was a signed bicycle route.
Drivers

Enter the information for each driver involved in the crash on separate sheets. Information about the driver is listed first and then the information about the vehicle is listed second.

<table>
<thead>
<tr>
<th>VEHICLE NO.</th>
<th>CONTACT PHONE</th>
<th>SEX</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>02 - Female</td>
</tr>
</tbody>
</table>

77. **Vehicle Number (cont’d)** – Enter the number of the vehicle in which the driver was driving.

78. **Driver Name / Mailing Address** – Enter the driver’s full name, contact phone number, and current mailing address in the boxes exactly as it appears on the driver license. Any aliases may be noted in parentheses.

<table>
<thead>
<tr>
<th>DRIVER NAME (Last, First, Middle)</th>
<th>CONTACT PHONE</th>
</tr>
</thead>
<tbody>
<tr>
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</tbody>
</table>

79. **Sex** – Enter the appropriate code to indicate the gender of the driver.

<table>
<thead>
<tr>
<th>SEX</th>
</tr>
</thead>
<tbody>
<tr>
<td>01 - Male</td>
</tr>
</tbody>
</table>

80. **Date of Birth** - Enter the driver’s date of birth in the spaces provided, using the format month /day /year (mm/dd/yyyy). Use two digits for the month, two digits for the day, and four digits for the year (MM/DD/YYYY). If the driver’s date of birth is unknown, select D.O.B. **Unknown**.

<table>
<thead>
<tr>
<th>DATE OF BIRTH (MMDDYYYY)</th>
<th>D.O.B. Unk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 2 1 4 1 9 7 5</td>
<td></td>
</tr>
</tbody>
</table>

81. **Driver License Number / State** – Enter the driver license number and the two-letter state abbreviation (i.e., NE for Nebraska) for the state that issued the individual’s driver license in the appropriate boxes.

<table>
<thead>
<tr>
<th>DRIVER’S LICENSE NO.</th>
<th>STATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>H12345678</td>
<td>NE</td>
</tr>
</tbody>
</table>

82. **Citation** (up to 2) – If a driver was issued a citation(s) as a result of the crash, enter the citation number(s). If no citations were issued, select “No Violation”. If it is unknown if the driver was issued a citation, select “Unknown”.

<table>
<thead>
<tr>
<th>CITATION</th>
<th>NO VIOLATION</th>
<th>UNKNOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td></td>
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<tr>
<td>2</td>
<td></td>
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</tr>
</tbody>
</table>
83. **Driver License Jurisdiction** – Enter the appropriate code for the driver license jurisdiction.

*Name of Jurisdiction* - Provide the specific State, Province, or Nation indicated on the driver license for driver license jurisdictions designated with an asterisk (*).

```
DRIVER LICENSE JURISDICTION
00 - Not Licensed
01 - Canadian*
02 - Indian Nation*
03 - International License* (other than Mexico, Canada)
04 - Mexican*
05 - U.S. State
06 - U.S. Government
97 - Not Applicable
99 - Unknown

*Name of Jurisdiction
Include the specific State, Province or Nation indicated on the Driver's License

_____________________________
```

84. **Driver License Status** – Enter the appropriate code for the driver license type applicable and status for this driver at the time of the crash.

```
DRIVER LICENSE STATUS
Type Applicable for this Person
01 - Commercial Driver License (CDL)
02 - Non-CDL Driver License
03 - Non-CDL Restricted Driver License (learner's permit, temporary/limited, graduated driver license, etc.)
99 - Unknown
Status
00 - Not Licensed
01 - Canceled or Denied
02 - Disqualified (CDL)
03 - Expired
04 - Revoked
05 - Suspended
06 - Valid License
99 - Unknown
```

85. **Driver License Restrictions** (up to 3 choices) – Enter the appropriate code for the restrictions assigned to an individual’s driver license by the license issuer. This information is available on the individual’s driver license.

```
DRIVER LICENSE RESTRICTIONS
(up to 3 choices)
00 - None
01 - Alcohol Interlock Device
02 - Automatic Transmission
03 - CDL Intrastate Only
04 - Corrective Lenses
05 - Except Class A & Class B Bus
06 - Except Class A Bus
07 - Except Tractor-Trailer
08 - Farm Waiver
09 - Intermediate License Restrictions
10 - Learner's Permit Restrictions
11 - Limited to Daylight Only
12 - Limited to Employment
13 - Limited-Other
14 - Mechanical Devices (special brakes, hand controls, or other adaptive devices)
15 - Military Vehicles Only
16 - Motor Vehicles Without Air Brakes
17 - Outside Mirror
18 - Prosthetic Aid
98 - Other
99 - Unknown
```

86. **Driver License Type** – Enter the appropriate code for the driver license type. This information is available on the individual’s driver license.

```
DRIVER LICENSE TYPE
00 - Not Licensed
01 - Full Driver License
02 - Intermediate Driver License
03 - Learner’s Permit
04 - School Permit
05 - Temporary License
99 - Unknown License Type
```

87. **Commercial Driver License (CDL)** – Enter the appropriate code that indicates whether the individual’s driver license is a commercial driver license (CDL).

```
COMMERCIAL DRIVER LICENSE (CDL)
01 - Yes
02 - No
99 - Unknown
```
88. **Class** - Class indicates the type of driver license issued by the State and the type of motor vehicle the driver is qualified to drive. Enter the appropriate code for driver license class. This information is available on the individual’s driver license.

*Class A:* 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.

*Class B:* Any single vehicle with a GVWR of 26,001 or more pounds, or any such vehicle towing a vehicle not in excess of 10,000 pounds GVWR.

*Class C:* Any single vehicle, or combination of vehicles, that does not meet the definition of Class A or Class B, but is either 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.

*Class M:* Motorcycles, mopeds, motor-driven cycles.

*Regular Driver License Class:* Any regular or standard driver license issued for the operation of automobiles and light trucks by States that separate these vehicles from Class C. Other class designation codes such as “D”, “R”, and others may be used by States to indicate a regular driver license class.

89. **Endorsements** (up to 4 choices) – This indicates any endorsements to the driver license, both commercial and non-commercial. Enter the appropriate code(s) for the driver license endorsements. This information is available on the individual’s driver license.

90. **Alcohol Interlock Present?** – Enter the appropriate code for whether the vehicle has an alcohol interlock device present in the vehicle.

91. **Speeding Related** – Enter the appropriate code to indicate whether you suspect that the driver involved in the crash was speeding based on verbal or physical evidence and not on speculation alone.
92. **Driver Actions at Time of Crash** (up to 4 choices) – Enter the appropriate code(s) that best describes any actions of the driver that may have contributed to the crash.

93. **Driver Distracted By** – Enter the appropriate code(s) that best describes the distraction that may have influenced the driver’s performance, involving both an action taken by the driver and the source of the distraction.

94. **Driver Condition at Time of Crash** (up to 2 choices) – Enter the appropriate code(s) that indicate any relevant condition of the driver that is directly related to the crash.

95. **Alcohol Suspected** – Enter the appropriate code to indicate whether you suspect alcohol use. This entry should be based on your personal assessment of whether alcohol was used. Positive test results are not required for this field.

96. **Alcohol Test Status** – Enter the appropriate code to indicate whether an alcohol test was given or refused.
97. **Alcohol Test Type** – Enter the appropriate code that indicates the type of alcohol test given to the driver.

98. **Alcohol Test Result** – Enter the appropriate code that indicates the result of any test made to determine level of alcohol intoxication, including field sobriety tests, preliminary breath tests, or chemical tests. If the Blood Alcohol Concentration (BAC) results are known, enter them in the box provided.

99. **Drugs Suspected** – Enter the appropriate code to indicate whether you suspect drug use. This entry should be based on your personal assessment of whether drugs were used. Positive test results are not required for this field.

100. **Drug Test Status** – Enter the appropriate code to indicate whether a drug test was given or refused.

101. **Drug Test Type** – Enter the appropriate code that indicates the type of drug test given to the driver.

102. **Drug Test Result** – Enter the appropriate code that indicates the results of any test made to determine level of drug influence applies, including field tests or lab tests.

103. **Drug Type** (up to 4 choices) – Enter the appropriate code(s) for the type of drug(s) related to a positive drug test. This excludes drugs administered post-crash.
All Drivers & Occupants

Information for every driver and occupant in a crash is collected.

<table>
<thead>
<tr>
<th>Vehicle No.</th>
<th>Occupant No.</th>
<th>NAME OF PERSON INVOLVED (Last, First, Middle)</th>
<th>SEX</th>
<th>DATE OF BIRTH (MM/DD/YYYY)</th>
<th>D.O.B. Unknown</th>
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<tr>
<th>Person Type</th>
<th>Seating Position</th>
<th>Restraint System / Helmet Use</th>
<th>Injury</th>
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<tbody>
<tr>
<td>P1</td>
<td>P2</td>
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MEDICAL FACILITY NAME | EMS SERVICE NAME | EMS RUN NO.

104. Vehicle Number – Enter the number of the vehicle in which the driver or occupant was riding. If the person was a pedestrian, bicyclist, or other non-motorist, leave this box blank and complete an NDOT Non-Motorist Crash Report (NDOT Form 178).

105. Name of Person Involved – Enter the driver/occupant’s full name. Any aliases may be noted in parentheses.

NAME OF PERSON INVOLVED (Last, First, Middle)

Smith, John, Z.

106. Address – Enter the driver’s or occupant’s current mailing address in the box. Enter this information exactly as it appears on the driver license or state ID, if available.

ADDRESS (Injured persons only) | CITY, STATE, ZIP

999 Main St     Lincoln, NE, 68505

107. Sex – Enter the appropriate code to indicate the gender of the driver/occupant.

SEX

01 - Male   02 - Female   99 - Unk.

DATE OF BIRTH (MM/DD/YYYY) | D.O.B. Unknown

1 2 1 4 1 9 7 5

108. Date of Birth – Enter the driver/occupant’s date of birth in the spaces provided, using the format month / day /year (mm/dd/yyyy). Use two digits for the month, two digits for the day, and four digits for the year (MM/DD/YYYY). If the driver/occupant’s date of birth is unknown, select D.O.B. Unknown.
P1 through P14 – Enter the appropriate codes for Person Type, Seating Position, Restraint System/Helmet Use, and Injury. If a driver/occupant is not injured, leave P12, P13, and P14 blank.

<table>
<thead>
<tr>
<th>Person Type</th>
<th>Seating Position</th>
<th>Restraint System / Helmet Use</th>
<th>Injury</th>
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**PERSON TYPE**
P1. Incident Responder? - Select "01-Yes" or "02-No" to indicate if the driver or occupant was an incident responder.

**Incident Responder** - Law enforcement, fire response, emergency medical services (EMS), towing operators, or other people assisting with trafficway incident management at the crash scene.

P2. If yes, type of Incident Responder – Enter the appropriate code that indicates the type of incident responder.

**Does the crash involve a Non-Motorist?** - A non-motorist is any person who is not an occupant of a motor vehicle. This includes pedestrians, bicyclists, and other cyclists. Select "01-Yes" or "02-No" to indicate whether the person involved in the crash was a non-motorist.

If "01-Yes" was selected, stop here and complete a Non-Motorist Crash Report (NODT Form 178). If "02-No" was selected, continue completing the information for each driver and occupant.

**P3. Occupant of Motor Vehicle** – Enter the appropriate code for the type...
Seating Position
The seating position for every driver and occupant in or on a motor vehicle prior to the first event in the sequence of events.

P4. Row – Enter the appropriate code for the row in which the driver or occupant was seated in the vehicle. All motorcycle drivers should be entered as “01-Front”. All motorcycle passengers should be entered as “02-Second”.

P5. Seat – Enter the appropriate code for the seat in which the driver or occupant was seated in the vehicle. All motorcyclists should be entered as “01-Left”.

P6. Other Location – Additional seating position choices are available for drivers and occupants not in a typical vehicle seat.
   *01. Enclosed cargo area
   Rear cargo area commonly found in utility vehicles, mini-vans, etc.
   *02. Riding on motor vehicle exterior
   Hood, running boards, fenders and bumpers
   *03. Sleeper section of cab (truck)
   Back section of semi-tractor used for sleeping
   *04. Trailing unit
   Towed car or trailer
   *05. Unenclosed cargo area
   Bed of a pickup truck

P7. Ejection – Enter the appropriate code that indicates if a driver or occupant is totally or partially thrown from the interior of the motor vehicle, excluding motorcycles, as a result of a crash.

Restraint System/Helmet Use
Restraint use information should be provided for every driver and occupant of vehicles involved in a crash.

P8. Restraint System – Enter the appropriate code that best describes the restraint equipment in use by the driver/occupant, or the helmet use by a motorcyclist, at the time of the crash.


P10. Air Bag Deployed (up to 4 choices) – Enter the appropriate code(s) that best describes the airbag deployment for each driver and occupant.

P11. School Bus Restraint Availability (excludes driver) – Enter the appropriate code that indicates the availability of restraints in a school bus.
This section should only be completed if a driver or occupant is injured.

**P12. Injury Status** – The injury severity level for a person involved in a crash. The determination of which attribute to assign should be based on the latest information available at the time the report is completed, except as described below for fatal injuries.

*Fatal Injury (K):* A fatal injury is any injury that results in death within 30 days after the motor vehicle crash in which the injury occurred. If the person did not die at the scene but died within 30 days of the motor vehicle crash in which the injury occurred, the injury classification should be changed from the attribute previously assigned to the attribute “Fatal Injury.” A Fatal Crash Report (NDOT Form 179) must be completed for all drivers involved in a fatality.

*Suspected Serious Injury (A):* A suspected serious injury is any injury other than fatal which results in one or more of the following:

- Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood
- Broken or distorted extremity (arm or leg)
- Crush injuries
- Suspected skull, chest, or abdominal injury other than bruises or minor lacerations
- Significant burns (second and third degree burns over 10% or more of the body)
- Unconsciousness when taken from the crash scene
- Paralysis

*Suspected Minor Injury (B):* A minor injury is any injury that is evident at the scene of the crash, other than fatal or serious injuries. Examples include lump on the head, abrasions, bruises, minor lacerations (cuts on the skin surface with minimal bleeding and no exposure of deeper tissue/muscle).

*Possible Injury (C):* A possible injury is any injury reported or claimed which is not a fatal, suspected serious, or suspected minor injury. Examples include momentary loss of consciousness, claim of injury, limping, or complaint of pain or nausea. Possible injuries are those that are reported by the person or are indicated by his/her behavior, but no wounds or injuries are readily evident.

*No Apparent Injury (O):* No apparent injury is a situation where there is no reason to believe that the person received any bodily harm from the motor vehicle crash. There is no physical evidence of injury and the person does not report any change in normal function.

**P13. Injury Area** – The primary or most obvious area of the person’s body injured during the crash. Enter the appropriate code that from your observation best describes where the person was most severely injured.

**P14. Source of Transport to First Medical Facility** – Enter the appropriate code to indicate whether and how the injured person was moved from the crash site to a medical facility for treatment.
109. **Medical Facility Name** – Enter the name of the hospital or other medical facility to which the injured person was transported.

**MEDICAL FACILITY NAME**

110. **EMS Service Name** – Enter the name of the Emergency Medical Service that transported the injured person by ambulance.

**EMS SERVICE NAME**

111. **EMS Run Number** – Enter the run report number from the Nebraska Ambulance and Rescue System Information System (NARSIS) report. These are the forms EMS Services are required to fill out when they respond to an emergency call and send to the Nebraska Health and Human Services System. The run report number is pre-printed in red in the upper right corner of the NARSIS form.

**EMS RUN NO.**
This report can only be used when submitted with a completed Investigator’s Motor Vehicle Crash Report (NDOT Form 40). The continuation report has space for additional crash description, items of damaged property, or witnesses. Before submitting the report, remember to sign it.
Investigator’s Motor Vehicle Crash Continuation Report (NDOT Form 40VC)

This report can only be used when submitted with a completed Investigator’s Motor Vehicle Crash Report (NDOT Form 40). The vehicle continuation (VC) report is used for crashes that have more than one vehicle. Enter information for all additional vehicles on a NDOT Form 40VC. The 40VC continuation report has 4 sheets which consist of 2 Vehicle sheets, 1 Driver sheet, and 1 All Driver and Occupants sheet.
Investigator's Supplemental Heavy Truck/Bus Crash Report (NDOT Form 174)

This supplemental report must be completed in addition to the Investigator's Motor Vehicle Crash Report NDOT Form 40, for any:

- Truck with a Gross Vehicle Weight Rating (GVWR) or Gross Combination Vehicle Weight Rating (GCVWR) of 10,001 pounds or more
- Vehicle displaying a hazardous materials placard
- Bus designed to transport nine or more passengers, including the driver

<table>
<thead>
<tr>
<th>LOCAL NO./DISTRICT</th>
<th>AGENCY CASE NO.</th>
<th>STATE USE ONLY</th>
</tr>
</thead>
<tbody>
<tr>
<td>DATE OF CRASH</td>
<td>1 2 3 4 5 6 7</td>
<td></td>
</tr>
<tr>
<td>ROAD ON WHICH CRASH OCCURRED</td>
<td>STREET/HIGHWAY NO.</td>
<td></td>
</tr>
<tr>
<td>PLACE OF CRASH</td>
<td>COUNTY</td>
<td>CITY</td>
</tr>
</tbody>
</table>

112. **Vehicle Number** – Enter the number of the vehicle in which the driver was driving, as entered on the NDOT Form 40.

113. **Driver Name** – Enter the driver’s full name exactly as it appears on the driver license. Any aliases may be noted in parentheses.

114. **Carrier Name** – Enter the motor carrier name in the box provided.

115. **Carrier Address** – Enter the motor carrier address in the box provided.

116. **Company Unit Number** – Enter the number assigned by the company(owner) to identify this piece of equipment.

117. **Sleep Log Hours** – From the driver’s sleep log, enter the number of hours of sleep the driver had in the previous 24 hours and the number of hours since waking up.

118. **CMV License Status** – CDL Status indicates the status of a driver’s Commercial Driver’s License (CDL) if applicable.

**Compliance with CDL Endorsement(s)** - Enter the appropriate code that indicates whether the vehicle driven at the time of the crash requires endorsement(s) on a CDL and whether this driver is complying with the CDL endorsements.
119. Vehicle Configuration – Enter the appropriate code that best describes the general configuration of the truck or bus involved in the crash.

Special Sizing (up to 4 choices) - Enter the appropriate code(s) that indicate the special sizing of the vehicle.

Permitted? - Enter the appropriate code that indicate whether or not the vehicle had a permitted load.

Escort/Pilot Vehicle Present? - Enter the appropriate code that indicates whether there was an escort or pilot vehicle present.

120. Gross Vehicle Weight/Weight Rating – The value specified by the manufacturer as the recommended maximum loaded weight of a single motor vehicle. This rating includes the maximum rated capacity of a vehicle, including the base vehicle, mounted equipment, and any cargo and passengers. Most of the time, the GVWR is the sum of the maximum rated capacity of the axles of the vehicle. Enter the appropriate code that indicates the Gross Vehicle Weight/Weight Rating.

121. Cargo Body Type – Enter the code that best describes the Cargo Body Type of the vehicle.

122. Identification Type – Interstate vehicles have unique numbers that are assigned to them by the U.S. Department of Transportation (U.S. DOT). Although federal regulations require most interstate trucks to have ID numbers, not all do. In addition, many trucks and buses that operate strictly within one state (intrasate) may not have a number. Enter the appropriate code for the identification type.

Country/State Code - Enter the appropriate code for Non-U.S. Country Code or U.S. State Code.
Carrier Identification

U.S. DOT Number – U.S. DOT numbers have six digits and are found only on vehicles of interstate private carriers. The number is always preceded by the letters "US DOT," so it can be spotted easily. Enter the 6-digit U.S. DOT number.

If not entering a U.S. DOT number, include State issued I.D. number and State.

State - Enter the U.S. state that issued the identification number.

I.D. Number - If there is no U.S. DOT number, enter a State issued carrier identification number.

123. Type of Carrier – Enter the appropriate code that indicates the vehicle’s commerce status.

124. Hazardous Materials (Cargo Only) – In most cases, vehicles carrying hazardous materials (HazMat) are required by law to clearly display a placard indicating the class, type, or the specific name of the hazardous material cargo. Hazardous materials placards are diamond shaped with a 1-digit Hazard Class Number located at the bottom point of the diamond. Some placards may also have a 4-digit number printed in the middle of the placard or displayed on a rectangular orange panel below the diamond.

4-Digit HazMat ID Number - Enter the 4-digit HazMat ID number displayed on the vehicle’s HazMat placard.

1-Digit HazMat ID Number - Enter the 1-digit HazMat ID number displayed on the vehicle’s HazMat placard.

Hazardous Materials released from a cargo compartment? - Enter the appropriate code to indicate whether any of the hazardous cargo was released. Although fuel is regarded as a hazardous material, do not include fuel spilled from the vehicle’s own fuel tank. The intent of this question is to determine whether any of the placarded material was released.

125. Total Number of Axles – Enter the number of axles in use at the time of the crash on each unit of a large truck or combination-unit vehicle. “Lift” or “tag” axles that are down should be included in this total.
126. **Trailer – Trailer License Plate** – Truck license plate information should be entered on the Investigator’s Motor Vehicle Crash Report NDOT Form 40. If a truck has an attached trailer with a separate license plate, enter the trailer information in the boxes provided.

<table>
<thead>
<tr>
<th>Equipment ID</th>
<th>1861565</th>
</tr>
</thead>
<tbody>
<tr>
<td>VIN NO.</td>
<td>289423</td>
</tr>
<tr>
<td>REG. YR.</td>
<td>2020</td>
</tr>
<tr>
<td>LICENSE PLATE NO.</td>
<td>161708</td>
</tr>
<tr>
<td>MAKE</td>
<td>Great Dane</td>
</tr>
<tr>
<td>MODEL</td>
<td>2015</td>
</tr>
</tbody>
</table>

**Equipment ID** - Enter the equipment number for the trailer.

**Trailer Vehicle Identification Number (VIN)** - Enter the Vehicle Identification Number (VIN).

**Trailer Registration Year** - Enter the four-digit year that the vehicle was licensed (registered).

**Trailer License Plate Type** - Enter the two-character code for the type of license plate. The two-character code for this box can be found on a vehicle’s registration. If the vehicle registration is unavailable, leave field blank.

Ex: AT – Apportioned Trailer
XT – Trailer
TE – Tax Exempt

**Trailer License Plate No.** - Enter the license plate number.

**Trailer Make** - Enter the make of the trailer.

**Trailer Model** - Enter the complete model name of the trailer.

**Trailer Year** - Enter the model year of the trailer.

127. **Investigator Information** – Complete the supplemental report by filling in the information identifying the investigating officer. Be sure to remember to sign the report.

128. Non-Motorist Number – Enter the number of the non-motorist.

Vehicle Number Striking Non-Motorist - Enter the number of the vehicle that struck the non-motorist.

129. Non-Motorist Name/Address – Enter the Non-Motorist’s full name and address.

130. Sex – Enter the appropriate code to indicate the gender of the driver.

131. Date of Birth – Enter the driver’s date of birth in the spaces provided, using the format month /day /year (mm/dd/yyyy). Example: December 14, 2002 would be 12/14/1975. Use two digits for the month, two digits for the day, and four digits for the year (MM/DD/YYYY). If the driver’s date of birth is unknown, select D.O.B. Unknown.

132. Medical Facility Name – Enter the name of the hospital or other medical facility to which the injured person was transported.

133. EMS Service Name – Enter the name of the Emergency Medical Service that transported the injured person by ambulance.

134. EMS Run Number – Enter the run report number from the Nebraska Ambulance and Rescue System Information System (NARSIS) report. These are the forms EMS Services are required to fill out when they respond to an emergency call and send to the Nebraska Health and Human Services System. The run report number is pre-printed in red in the upper right corner of the NARSIS form.

135. Non-Motorist Type – Enter the appropriate code the non-motorist type.
136. Non-Motorist Contributing Action(s)/Circumstance(s) (up to 2 choices) – Enter the appropriate code(s) that indicates the actions or circumstances the non-motorist that may have contributed to the crash.

<table>
<thead>
<tr>
<th>Action / Circumstance</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>00 - None</td>
<td></td>
</tr>
<tr>
<td>01 - Adjacent to Roadway (e.g., shoulder, median)</td>
<td></td>
</tr>
<tr>
<td>02 - Crossing Roadway</td>
<td></td>
</tr>
<tr>
<td>03 - In Roadway - Other</td>
<td></td>
</tr>
<tr>
<td>04 - Waiting to Cross Roadway</td>
<td></td>
</tr>
<tr>
<td>05 - Walking/Cycling Along Roadway Against Traffic (in or adjacent to travel lane)</td>
<td></td>
</tr>
<tr>
<td>06 - Walking/Cycling along Roadway with Traffic (in or adjacent to travel lane)</td>
<td></td>
</tr>
<tr>
<td>07 - Walking/Cycling on Sidewalk</td>
<td></td>
</tr>
<tr>
<td>08 - Working in Trafficway (incident response)</td>
<td></td>
</tr>
<tr>
<td>09 - Other</td>
<td></td>
</tr>
<tr>
<td>99 - Unknown</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Roadway Facility</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>01 - Intersection - Marked Crosswalk</td>
<td></td>
</tr>
<tr>
<td>02 - Intersection - Unmarked Crosswalk</td>
<td></td>
</tr>
<tr>
<td>03 - Intersection - Other</td>
<td></td>
</tr>
<tr>
<td>04 - Median/Crossing Island</td>
<td></td>
</tr>
<tr>
<td>05 - Midblock - Marked Crosswalk</td>
<td></td>
</tr>
<tr>
<td>06 - Shoulder/Roadside</td>
<td></td>
</tr>
<tr>
<td>07 - Travel Lane - Other Location</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Bicycle Facility</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>08 - Signed Route (no pavement marking)</td>
<td></td>
</tr>
<tr>
<td>09 - Shared Lane Markings</td>
<td></td>
</tr>
<tr>
<td>10 - On-Street Bicycle Lanes</td>
<td></td>
</tr>
<tr>
<td>11 - On-Street Buffered Bicycle Lanes</td>
<td></td>
</tr>
<tr>
<td>12 - Separated Bicycle Lane</td>
<td></td>
</tr>
<tr>
<td>13 - Off-Street Trails/Sidewalks</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other Facility</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>14 - Driveway Access</td>
<td></td>
</tr>
<tr>
<td>15 - Non-Trafficway Area</td>
<td></td>
</tr>
<tr>
<td>16 - Shared-Use Path or Trail</td>
<td></td>
</tr>
<tr>
<td>17 - Sidewalk</td>
<td></td>
</tr>
<tr>
<td>98 - Other</td>
<td></td>
</tr>
<tr>
<td>99 - Unknown</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Action / Circumstance</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>00 - None</td>
<td></td>
</tr>
<tr>
<td>01 - Adjacent to Roadway (e.g., shoulder, median)</td>
<td></td>
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<tr>
<td>02 - Crossing Roadway</td>
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<tr>
<td>03 - In Roadway - Other</td>
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<td>04 - Waiting to Cross Roadway</td>
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</tr>
<tr>
<td>05 - Walking/Cycling Along Roadway Against Traffic (in or adjacent to travel lane)</td>
<td></td>
</tr>
<tr>
<td>06 - Walking/Cycling along Roadway with Traffic (in or adjacent to travel lane)</td>
<td></td>
</tr>
<tr>
<td>07 - Walking/Cycling on Sidewalk</td>
<td></td>
</tr>
<tr>
<td>08 - Working in Trafficway (incident response)</td>
<td></td>
</tr>
<tr>
<td>09 - Other</td>
<td></td>
</tr>
<tr>
<td>99 - Unknown</td>
<td></td>
</tr>
</tbody>
</table>

137. Non-Motorist Action/Circumstance Prior to Crash – Enter the appropriate code that indicates the action of the non-motorist immediately prior to the crash.

Origin/Destination - Enter the appropriate code that indicates whether the non-motorist was walking/cycling to/from school.

Non-Motorist Location at Time of Crash - Enter the appropriate code that best describes the location of the non-motorist with respect to the roadway at the time of the crash.

138. Non-Motorist Distracted By – Enter the appropriate code(s) that best describes the distraction that may have influenced the non-motorist’s performance, involving both an action taken by the non-motorist and the source of the distraction.

<table>
<thead>
<tr>
<th>Source</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>01 - Hands-free Mobile Phone</td>
<td></td>
</tr>
<tr>
<td>02 - Hand-held Mobile Phone</td>
<td></td>
</tr>
<tr>
<td>03 - Other Electronic Device</td>
<td></td>
</tr>
<tr>
<td>04 - Vehicle-Integrated Device</td>
<td></td>
</tr>
<tr>
<td>05 - Passenger/Other Non-Motorist</td>
<td></td>
</tr>
<tr>
<td>06 - External (to vehicle/non-motorist area)</td>
<td></td>
</tr>
<tr>
<td>07 - Other Distraction (animal, food, grooming, etc.)</td>
<td></td>
</tr>
<tr>
<td>97 - Not Applicable (not distracted)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Action</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>00 - Not Distracted</td>
<td></td>
</tr>
<tr>
<td>01 - Talking/Listening</td>
<td></td>
</tr>
<tr>
<td>02 - Manually Operating (texting, dialing, playing game, etc.)</td>
<td></td>
</tr>
<tr>
<td>03 - Other Action (looking away from task, etc.)</td>
<td></td>
</tr>
<tr>
<td>99 - Unknown</td>
<td></td>
</tr>
</tbody>
</table>

139. Non-Motorist Condition at Time of Crash (up to 2 choices) – Enter the appropriate code(s) that indicate any relevant condition of the non-motorist that is directly related to the crash.

<table>
<thead>
<tr>
<th>Condition</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>01 - Apparently Normal</td>
<td></td>
</tr>
<tr>
<td>02 - Asleep or Fatigued</td>
<td></td>
</tr>
<tr>
<td>03 - Emotional (depressed, angry, disturbed, etc.)</td>
<td></td>
</tr>
<tr>
<td>04 - Ill (sick, fainted)</td>
<td></td>
</tr>
<tr>
<td>05 - Physically Impaired</td>
<td></td>
</tr>
<tr>
<td>06 - Under Influence of Alcohol, Drugs or Medication</td>
<td></td>
</tr>
<tr>
<td>97 - Not Applicable</td>
<td></td>
</tr>
<tr>
<td>98 - Other</td>
<td></td>
</tr>
<tr>
<td>99 - Unknown</td>
<td></td>
</tr>
</tbody>
</table>
140. **Non-Motorist Safety Equipment**

(up to 5 choices) – Enter the appropriate code(s) that describes the safety equipment(s) used by the non-motorist.

<table>
<thead>
<tr>
<th>NON-MOTORIST SAFETY EQUIPMENT (up to 5 choices)</th>
</tr>
</thead>
<tbody>
<tr>
<td>00 - None</td>
</tr>
<tr>
<td>01 - Helmet</td>
</tr>
<tr>
<td>02 - Lighting</td>
</tr>
<tr>
<td>03 - Protective Pads Used (elbows, knees, shins, etc.)</td>
</tr>
<tr>
<td>04 - Reflective Wear (backpack, triangles, etc.)</td>
</tr>
<tr>
<td>05 - Reflectors</td>
</tr>
<tr>
<td>98 - Other</td>
</tr>
<tr>
<td>99 - Unknown</td>
</tr>
</tbody>
</table>

### Injury

141. **Injury Status** – The injury severity level for a person involved in a crash. The determination of which attribute to assign should be based on the latest information available at the time the report is completed, except as described below for fatal injuries.

* **Fatal Injury (K):** A fatal injury is any injury that results in death within 30 days after the motor vehicle crash in which the injury occurred. If the person did not die at the scene but died within 30 days of the motor vehicle crash in which the injury occurred, the injury classification should be changed from the attribute previously assigned to the attribute “Fatal Injury.” A Fatal Crash Report (NDOT Form 179) must be completed for all drivers involved in a fatality.

* **Suspected Serious Injury (A):** A suspected serious injury is any injury other than fatal which results in one or more of the following:
  - Severe laceration resulting in exposure of underlying tissues/muscle/organisms or resulting in significant loss of blood
  - Broken or distorted extremity (arm or leg)
  - Crush injuries
  - Suspected skull, chest, or abdominal injury other than bruises or minor lacerations
  - Significant burns (second and third degree burns over 10% or more of the body)
  - Unconsciousness when taken from the crash scene
  - Paralysis

* **Suspected Minor Injury (B):** A minor injury is any injury that is evident at the scene of the crash, other than fatal or serious injuries. Examples include lump on the head, abrasions, bruises, minor lacerations (cuts on the skin surface with minimal bleeding and no exposure of deeper tissue/muscle).
*Possible Injury (C): A possible injury is any injury reported or claimed which is not a fatal, suspected serious, or suspected minor injury. Examples include momentary loss of consciousness, claim of injury, limping, or complaint of pain or nausea. Possible injuries are those that are reported by the person or are indicated by his/her behavior, but no wounds or injuries are readily evident.

*No Apparent Injury (O): No apparent injury is a situation where there is no reason to believe that the person received any bodily harm from the motor vehicle crash. There is no physical evidence of injury and the person does not report any change in normal function.

**Injury Area** - The primary or most obvious area of the person’s body injured during the crash. Enter the appropriate code that from your observation best describes where the person was most severely injured.

**Source of Transport to First Medical Facility** - Enter the appropriate code to indicate whether and how the injured person was moved from the crash site to a medical facility for treatment.

142. **Initial Point of Contact on Non-Motorist** – Enter the appropriate code for the initial point of contact on the non-motorist by the motor vehicle.

143. **Alcohol Suspected** – Enter the appropriate code to indicate whether you suspect alcohol use. This entry should be based on your personal assessment of whether alcohol was used. Positive test results are not required for this field.

144. **Alcohol Test Status** – Enter the appropriate code to indicate whether an alcohol test was given or refused.

145. **Alcohol Test Type** – Enter the appropriate code that indicates the type of alcohol test given to the non-motorist.

146. **Alcohol Test Result** – Enter the appropriate code that indicates the result of any test made to determine level of alcohol intoxication, including field sobriety tests, preliminary breath tests, or chemical tests. If the Blood Alcohol Concentration (BAC) results are known, enter them in the box provided.
147. **Drugs Suspected** – Enter the appropriate code to indicate whether you suspect drug use. This entry should be based on your personal assessment of whether drugs were used. Positive test results are not required for this field.

148. **Drug Test Status** – Enter the appropriate code to indicate whether a drug test was given or refused.

149. **Drug Test Type** – Enter the appropriate code that indicates the type of drug test given to the non-motorist.

150. **Drug Test Result** – Enter the appropriate code that indicates the results of any test made to determine level of drug influence applies, including field tests or lab tests.

151. **Drug Type** (up to 4 choices) – Enter the appropriate code(s) for the type of drug(s) related to a positive drug test. This excludes drugs administered post-crash.
This supplemental report must be completed in addition to the NDOT Form 40 for all drivers involved in a fatal crash.

152. **Driver of Vehicle Number** – Enter the number of the vehicle for the driver information being recorded below.

153. **Attempted Avoidance Maneuver** – Enter the appropriate code for the movement or action taken by the driver after the driver realizes there is an impending danger.

154. **Pre-Impact Stability** – Enter the appropriate code for the stability of the vehicle after the driver’s attempted avoidance maneuvers and before the first impact.

*00 - No Driver Present/Unknown if Driver Present: When the element DRIVER PRESENCE is coded as 0 (No Driver Present/Not Applicable).

*01 - Skidding Laterally Clockwise Rotation: When the vehicle rotates clockwise, relative to the driver’s seating position. The vehicle must rotate 30 degrees or more. This attribute also applies when the driver attempts a steering input (e.g., steers right), but the vehicle rotates clockwise.

*02 - Skidding Laterally Counter-Clockwise Rotation: When the vehicle rotation is relative to the driver’s seating position. The vehicle must rotate 30 degrees or more. This attribute also applies when the driver attempts a steering input (e.g., swerves left), but the vehicle rotates counterclockwise.

*03 - Skidding Laterally, Rotation Direction Unknown: When the vehicle rotates 30 degrees or more, but it cannot be determined from the crash investigation whether it was clockwise or counterclockwise rotation.

*04 - Skidding Longitudinally Rotation Less Than 30 Degrees: When there is brake lockup or whenever tire marks are apparent without brake lockup (braking or non-braking) and rotation is less than 30 degrees clockwise or counterclockwise. If there is no information to support rotation greater than or equal to 30 degrees, then use this attribute.

*05 - Tracking: When there is no brake lockup and the vehicle continued along its intended path without rotation. Stopped, slowing, turning, or accelerating to avoid a rear-end collision are examples.

*98 - Other Vehicle Loss-of-Control: When a driver loses control of a vehicle prior to the critical event.

*99 - Precrash Stability Unknown: When the stability of the vehicle cannot be determined.
Definitions

Nebraska follows the ANSI D-16, Manual on Classification of Motor Vehicle Traffic Crashes, as a guideline for defining and classifying crashes. The purpose of this document is to promote uniformity and comparability of motor vehicle traffic crash statistics developed in states and local jurisdictions. The manual is approved by the American National Standards Institute and is published by the Association of Transportation Safety Information Professionals.

The following definitions are based on information included in ANSI D 16:

What Incidents are Countable?
Not all traffic collisions are crashes. To be counted in the traffic crash data maintained by the State of Nebraska, a crash must meet three criteria:

1. Was it a crash?
2. Did the crash involve a motor vehicle?
3. Was the motor vehicle in transport on a trafficway?

If an incident meets these three criteria, and the statutory reportability threshold is met, a Motor Vehicle Crash Report (NDOT Form 40) should be completed and sent to the NDOT. If these criteria are not met, no report is required by the state. When in doubt as to whether the criteria are met, a report should be submitted.

The reportability threshold used in Nebraska (Nebraska Revised Statutes, 60-695) is: any crash resulting in injury or death to any person or in which estimated damage exceeds $1,000 to the property of any one person.

Was an Incident a Crash?
A crash is defined as an unstabilized situation which includes at least one harmful event (occurrence of injury or damage).

An unstabilized situation is a set of events not under human control. It originates when control is lost and terminates when control is regained or, in the absence of persons who are able to regain control, when all persons and property are at rest.

The phrase “under human control” is a key to determining whether a crash was a crash. Most traffic crashes are unintentional, and therefore not under human control.

Examples of Motor Vehicle Crashes

Collision Crashes
- A motor vehicle strikes another motor vehicle, parked or in transport, causing damage or injury
- Damage or injury resulting from a motor vehicle colliding with a railway train
- A pedestrian is injured after being hit by a motor vehicle
- A motor vehicle hits a utility pole. As a result, the occupants are injured, and the vehicle is damaged
- A motor vehicle hits a deer, causing damage to the vehicle

Non-Collision Crashes
- A motor vehicle is damaged after it strikes a pothole or bump in the road surface
- A bridge gives way under the weight of a motor vehicle, causing damage to the motor vehicle and injury to the occupants
- As a result of carbon monoxide generated from the motor vehicle, an occupant is accidentally poisoned
- A person jumps from a motor vehicle in transport and sustains injuries that were not intended
- A fire which started in a moving motor vehicle causes property damage
- A chair, while being hauled in the bed of a pickup truck, falls out and damages another motor vehicle
- While driving down the road a truck hits a stone, setting the stone in motion. The stone then damages an oncoming motor vehicle.

If a crash is deliberately caused, however, it is under human control, and is not a crash. Crashes under human control generally fall under the following two categories:

1. Deliberate Intent
2. Legal Intervention
Deliberate Intent occurs when:
• A person acts deliberately to cause an event
• A person deliberately refrains from prudent acts that would prevent occurrence of an event

Inclusions: Suicide, Self-inflicted injury, Homicide, Injury purposely inflicted, Damage purposely inflicted.

To exclude a crash for deliberate intent, injury or damage must be intentionally inflicted. If an innocent victim is injured, this injury is beyond that which was intended, and the event should be classified as a crash.

Legal Intervention is a category of deliberate intent where the person who acts or refrains from acting is a law enforcement officer. For a crash to be excluded because of legal intervention, the law enforcement officer must intentionally act to force or stop a lawbreaker’s vehicle. Legal intervention does not apply when there is injury to an innocent victim.

Examples of Legal Intervention:
• If a lawbreaker crashes either intentionally or unintentionally into a road block set up by police to stop the lawbreaker
• If a police car is intentionally driven into another vehicle

The following would not be considered legal intervention:
• If a driver other than a lawbreaker crashes into a road block
• If a lawbreaker being pursued by police loses control of their vehicle and crashes (unless the police intended for the lawbreaker to crash)
• If, during a pursuit, a police vehicle strikes a vehicle that is not the subject of the pursuit, a pedestrian or other non-motorist, or another object

Other Exclusions from Crash Status
There are two other situations that would exclude an event from being considered a crash.
1. If the first harmful event is produced by the discharge of a firearm or explosive device.
2. If the first harmful event directly resulted from a cataclysm where the timing is such that the cataclysm is occurring at the time of the crash.

Cataclysm
A cataclysm is defined as a natural occurrence.

Examples of cataclysms: Avalanche, landslide, hurricane, cyclone, downburst, flood, torrential rain, cloudburst, lightning, tornado, tidal wave, earthquake, or volcanic eruption

Timing of a Cataclysm
The timing of a cataclysm is critical in determining if a crash has occurred. If the first harmful event is a direct result of a cataclysm, then there is no crash. If, on the other hand, a cataclysm has stopped when the first harmful event occurs, the incident is considered a crash.

Example:
• If a motor vehicle in transport is washed away with a bridge during a hurricane or flood, a crash has not occurred.
• If a motor vehicle is driven into the water after a bridge was washed out by a hurricane or flood, a crash has occurred.

Did the Crash Involve a Motor Vehicle?
A motor vehicle is any motorized transport vehicle (mechanically or electrically powered) that is designed primarily for moving persons or property, along with the vehicle itself, from one place to another, with the following exceptions:
• Aircraft
• Watercraft
• Vehicles operated on rails (railroad trains, cable cars, street cars)

Whether a device is considered to be a motor vehicle does not depend on registration requirements.
The following are not considered motor vehicles:

- Devices not designed primarily for moving persons or property, such as construction machinery, farm or industrial machinery, snowplows, army tanks, etc.
- Devices used primarily within buildings and their premises, such as forklifts
- Skis, scooters, roller skates, baby carriages
- Any truck that is doing work upon the roadway, while it is in the act of working

Examples:
1. A maintenance truck in the act of striping the road is working.
2. The same truck transporting persons or supplies from one job site to another is not working.

Included as motor vehicles are:

- Automobiles, buses, motorized cycles (any type), trucks, vans, utility vehicles, and trolleys not operating on rails
- Construction machinery, farm and industrial machinery, road rollers, tractors, army tanks, motor graders, or similar devices equipped with wheels or treads while in transport under their own power
- Special motorized devices such as go-carts, midget racers, snowmobiles, dune buggies, or similar devices while in transport under their own power

**Vehicle Load**

The load of a vehicle, including any object being towed, such as a trailer, is considered to be a part of that vehicle, making the vehicle and its load a single unit. If the load of one vehicle includes another vehicle, the entire unit is considered to be a single vehicle. The following are considered part of the load:

- Persons or property upon, or set in motion by, a vehicle
- Persons boarding or alighting from a vehicle
- Persons or property attached to and in position to move with a vehicle

**Was the Motor Vehicle in Transport on a Trafficway?**

**In Transport**

A motor vehicle is In Transport if it meets either of the following two conditions:

1. In motion
2. On a roadway

A motor vehicle on a roadway is considered to be In Transport, even when it is stopped, disabled, or abandoned.

The roadway is the traveled portion of a trafficway. The shoulder and median are not part of the roadway. A vehicle legally parked or stopped totally on the shoulder is not In Transport.

**Trafficway**

A trafficway is defined as any land way open to the public as a matter of right or custom for moving persons or property from one place to another. The limits of a trafficway include its entire width between property lines, or other boundary lines.

Trafficways include approaches to public buildings, docks, and stations, but exclude private driveways, parking stalls and parking aisles of public parking lots, and roads on airfields, farms, industrial premises, mines, quarries, and private land not open to the public.

Land ways within areas with guarded entrances, such as military posts or private residential developments, are trafficways if the guards customarily admit public traffic.
Construction Areas/Closed Roads

Land ways under construction are not trafficways if traffic is prohibited from entering by signing or barriers that are in conformance with applicable standards. This is true even when used by authorized vehicles, such as maintenance vehicles, or when intentionally or inadvertently used by unauthorized vehicles.

However, if any part of a land way is open to traffic while the remainder is closed, that portion which is open is a trafficway. Any temporary bypass of a construction site is a trafficway. A land way open only to local traffic is not considered closed and is a trafficway.

Location of Crash in Relation to Trafficway

A crash is considered a traffic crash if the unstabilized situation originates on a trafficway or a harmful event occurs on a trafficway. If the unstabilized situation originates and terminates off a trafficway, but during the course of events the motor vehicle crosses the trafficway without a harmful event occurring on the trafficway, the crash is a non-traffic crash.

One Crash or Multiple Crashes? – Sometimes complex situations arise, resulting in a question of whether an incident is a single crash or multiple crashes. In these instances, remember the definition of an unstabilized situation. An unstabilized situation is a set of events not under human control that originates when control is lost and terminates when control is regained, or when all persons and property are at rest. A crash has a definite beginning and a definite end, and everything that happens during this time period (from when control is lost until control is regained or all persons and property are at rest) is considered part of the crash.

Chain Reaction Crashes – A chain reaction crash occurs when several motor vehicles are involved in crashes in the same vicinity within a short period of time. They often occur when driving conditions are adversely affected, such as reduced visibility due to fog. In a chain reaction crash, it is often difficult to determine whether or not the situation stabilized between harmful events. Unless you can clearly establish that the chain reaction was a series of separate crashes, consider a chain reaction crash to be a single motor vehicle crash.

Persons in a Crash – Persons involved in a crash are categorized by their roles. Use the following definitions to determine a person’s role.

Occupant – Any person who is a part of a vehicle. This includes drivers and passengers.

Driver – An occupant who is in actual physical control of a vehicle or, for an out-of-control vehicle, an occupant who was in control until control was lost.

Passenger – Any occupant of a vehicle other than its driver. This includes:
• Persons upon a vehicle, or set in motion by a vehicle
• Persons boarding or alighting a vehicle
• Persons attached to or in position to move with a vehicle

Pedestrian – Any person who is not an occupant.

When does a vehicle occupant become a pedestrian?
• If a person is entering or exiting a vehicle, make sure the person has successfully changed from pedestrian/occupant
• If a person is on their feet outside the vehicle, the person should be considered a pedestrian

Changing Roles – A person does not change roles during a crash.

Once the unstabilized situation begins, a driver remains a driver, a pedestrian a pedestrian, etc.