Work Package 5
Database Glossary

For V2.0 Database

Contents

SafetyNet Glossary

Accident Level Data

Variable	Value	Notes
Centre Name	1 = Chalmers 2 = DITS 3 = MUH 4 = INRETS 5 = VALT 6 = TNO 7 = VSRC	
Case number		IT 1001 to IT 1999 = Italy FI 2001 to FI 2999 = Finland FR 3001 to FR 3999 = France DE 4001 to DE 4999 = Germany NL 5001 to NL 5999 = Netherlands SE 6001 to SE 6999 = Sweden UK 7001 to UK 7999 = United Kingdom
Accident date	dd/mm/yyyy	Please enter the date of the accident, starting with the day.
Accident day	1 = Monday 2 = Tuesday 3 = Wednesday 4 = Thursday 5 = Friday 6 = Saturday 7 = Sunday 999 = Unknown	Entered automatically after the date is entered.
Time of day	24-hour clock (00.00-24.00)	
Accident Type Classification (GDV number)	101-199 = Driving accident 201-299 = Turning off accident 301-399 = Turning in / crossing accident 401-499 = Pedestrian accident 501-599 = Accident with parking vehicles 601-699 = Accident in lateral traffic 701-799 = Other accident types	See separate power point presentation. 3 digit number required.
First event in accident	See TABLE 1 in appendix for options	The event which occurred first when looking at the accident as a whole. The first event will be anything that is unusual such as a kerb strike or crossing median line which causes or leads to the final impact or incident.

Related factors in the accident **5.1 cases only**	One or more to be selected from a list in a drop down box See TABLE 3 in appendix for options	Other factors that are *explicitly* mentioned by the investigating officer in the police report. If a witness says that an event occurred it should not be selected. If there are more than one mentioned code the most important factor and list the other(s) in the comment box.
Animal involvement	1 = Yes 2 = No 999 = Unknown	Was an animal involved in the accident that was not associated with the crash participants?
Hit and run	1 = Yes 2 = No 999 = Unknown	Did one of the vehicles in the accident fail to stop at the accident scene?
Accident summary	Free text box	Please record a brief description of the accident events. Include: Vehicle makes Directions of travel Situation of roadway How the vehicles collided Any other important facts
Crash participants	Box for numerical entry 1 – 17 See TABLE 2 in appendix for option	The total number of vehicles involved (including pedestrians and non motorised devices) is entered and then the number of each type of vehicle is listed.

Vehicle Level Data

Variable	Value	Notes
Number of occupants/riders in the vehicle	2 digit numeric	Please enter the number of known occupants or riders in the vehicle. For a pedestrian this is always 1. If in the case of a coach/bus the exact number of occupants is often unknown. Only code the number of occupants that the police have given details on and state in the comments box that the exact number of occupants is unknown. If it is known how many people were on the coach, only code the number that were injured otherwise you will have to enter details for every occupant.
Vehicle type	1 = Car 2 = Van 3 = Truck 4 = Bus/minibus 5 = Train/Tram 6 = Agricultural vehicle 7 = Two wheeled-vehicle 8 = Bicycle 9 = Shoe vehicle (pedestrian) 888 = Other 999 = Unknown	Vehicles should be entered in order of occupant severity. N.B. this could be a pedestrian. The Vehicle type should correspond to the Crash Participant coding in accident level details. See TABLE 2 in appendix
Vehicle make	Select an option from the drop down list. To see full options refer to TABLE 4 in the appendix.	See reference for vehicle make below which will be selected from a drop down list.
Model and variant	Free text box	Vehicle model written out along with variant. E.g. C200 CDi, instead of C-Class for a Mercedes. Use the exact layout as it appears on the vehicle including case.
Car body style	See TABLE 5 in the appendix for options 999 = Unknown 777 = Not applicable	The general shape of the vehicle
Driven wheels	1 = Front 2 = Rear 3 = 4-wheel drive/All-wheel drive	The output from the engine is fed through the front wheels only The output from the engine is fed through the rear wheels only Power is distributed to all four of the vehicle's wheels through permanent or selectable systems, this power may be distributed between the wheels by means of viscous/hydraulic or electrical means

		For trucks (HGV) where more than one rear axle is driven code as 'Rear' Trucks are mainly rear wheel driven, even if more than one rear axle is driven. Some specialist trucks, such as army vehicles may be all wheel drive.
	999 = Unknown 777 = not applicable	
Drive of vehicle	1 = Left hand drive 2 = Right hand drive 777 = Not applicable 888 = Other 999 = Unknown	The location of the steering wheel in the vehicle, from the drivers' perspective.
Vehicle Colour	Drop down list includes: Red Blue Yellow Green Orange Purple Pink Brown White Silver Black Gold Grey Unknown	In the case of a vehicle with advertising on it, code the colour that covers the most surface area. In the example below the vehicle would be blue. In the case of turquoise, select either blue or green, based on your perception.
Vehicle length (mm)	5 digit Numeric 0-99999 999 = Unknown 777 = Not applicable	If not on the accident documentation, this information can be obtained from reference sources. It is the vehicles overall length and does not take into account any crush. Enter 999 for unknown
Vehicle width (mm)	4 digit Numeric 0-9999 999 = Unknown 777 = Not applicable	If not on the accident documentation, this information can be obtained from reference sources. It is the vehicles overall width and does not take into account any crush. This measure should be without wing mirrors. Enter 999 for unknown

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Was the vehicle towing?	1 = Yes 2 = No 777 = Not applicable 999 = Unknown	If any type of trailer, e.g. was anything being towed by the vehicle?, please indicate here and make a note in the comments box to indicate the type of trailer, weight, size etc.
Engine power (in kW)	3 digit Numeric 0-999 999 = Unknown 777 = Not applicable	This information can be obtained from reference sources. Conversion rate: 1 bhp = 0.735kw Enter 999 for unknown
Year of manufacture	4 digit numeric i.e. 2003 999 = Unknown 777 = Not applicable	If not known, use "not known" and add the year of first registration in the comments box. This refers to the year that the car was manufactured. If you do not have this information then it would be possible to use the year of registration or any other information that gives the age of the car. Always enter a year, not an age. Remember, you may be able to use some information from the VIN to help with this information. Use 999 for Unknown
Kerb weight (kg)	5 digit numeric i.e. 11200 = 11,2t 999 = Unknown 777 = Not applicable	Refer to manufacturers data – kerb weight includes vehicle weight + driver (75kg) + 1 full tank of petrol Only since 1996 has the driver been included in the manufacturer's kerb weight data. If the car is older than 1996 please add 75kg to the weight to take account of the driver. If unknown please enter 999
Number of axles (trucks only)	1 = 1 2 = 2 3 = 3 4 = 4 5 = 5 777 = Not applicable 999 = Unknown	If trailer used, towing vehicle only. Tandem axle = 1 axle if axles are less than 1m apart In the case of any vehicle other than a truck enter Not applicable
Vehicle specific speed limit (kph)	3 digit numeric 0-999 999 = Unknown 777 = Not applicable	Please enter the speed limit for the vehicle if it is different from stated speed limit. Select unknown if the vehicle is known to be restricted but you don't know what to. If the vehicle is not subject to a restricted limit (e.g. cars) please select 'Not restricted' E.g. Lorries are restricted to 96kph on motorways in the UK.

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Are vehicle defects possibly causal in the accident 5.1 only	1 = Yes 2 = No 999 = Unknown 777 = Not applicable	Did the vehicle have a problem which caused the incident? If so, detail this in the comments box about the type of defect, including suspected defects.
Has the vehicle passed the mandatory technical inspection 5.1 Only	1 = Yes 2 = No 777 = Not applicable 999 = Unknown	Choose "No" if vehicle is overdue for an inspection. If the vehicle has not had an inspection, but does not need one (because it is less than 3 years old) code as Not applicable.
Driver manoeuvre prior to accident	For options please see TABLE 6 in the appendix	What type of manoeuvre did the driver perform in the vehicle directly before the first event occurred?
Transient factors 5.1 only	1 = Other distraction(s) outside vehicle 2 = Distraction(s) inside vehicle 3=No distraction 999 = Unknown 777 = Not applicable	NB. Please describe in the comments box what the distraction was, e.g. animal in roadway, advertising, children inside car etc. Only code if it is explicitly mentioned in the police report or there is compelling evidence.
Vehicle heading at accident	1 = North 2 = North east 3 = East 4 = South east 5 = South 6 = South west 7 = West 8 = North west 999 = Unknown	Referring to the vehicle's direction of travel before the accident. This is often indicated on a scene plan.
Hazardous cargo 5.1 only	1 = No 2 = Yes, placarded 3 = Yes, not placarded 4 = Yes, unknown if placarded 999 = Unknown 777 = not applicable	Relates to whether the vehicle (any type of vehicle, e.g. truck, car etc.) is carrying something dangerous on board and if a description of the contents is displayed. This includes petrol/diesel cans in cars.
Was hazardous cargo discharged 5.1 only	1 = Yes 2 = No 777 = Not applicable 999 = Unknown	Was the dangerous cargo released from the vehicle in the impact?

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Pre-impact speed (kph)	3 digit numeric 0-999 kph 999 = Unknown 777 = Not applicable	Please enter the pre impact speed of the vehicle, as stated in the police report.

Events	The events boxes are used to describe the sequence of events for each vehicle throughout the accident. There is space to list up to 6 events. The fields 'Event 1' to 'object struck' are duplicated 6 times for this purpose. Start coding 'events' with the first unusual occurrence that would not be seen with normal driving, eg kerb strike.	
Number of events	1 = 1 2 = 2 3 = 3 4 = 4 5 = 5 6 = 6	Select the number that represents the total number of distinct events for the vehicle in question. Examples of events are an impact with a kerb, rollover or impact with another vehicle.
Most harmful event	1 = Event 1 2 = Event 2 3 = Event 3 4 = Event 4 5 = Event 5 6 = Event 6 999 = Unknown	Which of the events for the vehicle in question caused the most harm and damage to the road user? For fatal vehicles the most harmful event will be the one which causes the fatality. For non fatal vehicles the event which causes most vehicle damage or injury is selected.
Area of most damage	1 = Front 2 = Back 3 = Left 4 = Right 5 = Roof 6 = Underside 7 = Multiple 777 = Not Applicable 999 = Unknown	What plane of the vehicle was most damaged in the collision. This should be taken as the area of maximum crush on the vehicle and is normally related to area selected in collision type. Enter multiple if the vehicle is extensively damaged all over, for example in a heavy roll or multiple collision accident. Not applicable should be entered for all pedestrians

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For each event the following variables should be filled in
Event 1

Event type	1 = Non collision 2 = Collision with vehicle 3 = Collision with object not fixed 4 = Collision with fixed object 999= Unknown	Select which event occurred for event 1
Event detail	For options please see TABLE 7 in the appendix	Based on your answer for event type, select an option of detail, describing the event from the list below.
Interacted with	Vehicle 1 Vehicle 2 Vehicle 3 ………. ………. Vehicle 17 Not applicable Unknown	If event type = collision with vehicle select from the list which vehicle number was hit.
Collision type	For options please see TABLE 8 in appendix 777 = Not applicable 999 = Unknown	Based on your selection for event type please select details of damage area/vehicle interaction. For example – Vehicle 1 stops in traffic, vehicle 2 (behind vehicle 1) fails to see this and runs into the back of vehicle 1. For vehicle 1 code rear to front For vehicle 2 code front to rear Always code pedestrian as 'front'

The above fields are repeated 6 times, to enable the sequence of events to be listed.

ABS	1 = Yes 2 = No 999 = Unknown 777 = Not applicable	Anti lock brakes, system that prevents wheels from locking while braking
BAS	1 = Yes 2 = No 999 = Unknown 777 = Not applicable	Brake assist, a system that aims to improve emergency braking performance by distributing brake pressure or activating the ABS system
ESP	1 = Yes 2 = No 999 = Unknown 777 = Not applicable	Electronic stability programme. A system that tries to maintain stability (under/over steering, Yaw) during emergency situations by braking individual wheels.
TCS	1 = Yes 2 = No 999 = Unknown 777 = Not applicable	Traction control system. A system that prevents the driven wheels from spinning while accelerating.
ACS	1 = Yes 2 = No 999 = Unknown 777 = Not applicable	Active cornering system. A system that facilitates cornering and makes it safer. I.e. reduces roll in curves, turns the headlamps towards the curve.
LDW	1 = Yes 2 = No 999 = Unknown 777 = Not applicable	Lane Departure Warning. A system that warns a driver (i.e. by noise or vibration) that he is leaving his lane.
CSS	1 = Yes 2 = No 999 = Unknown 777 = Not applicable	Collision sensing system. This system senses when a crash is inevitable and puts passengers and vehicle in a ready-for-crash-position/state (puts seats and steering wheel in an optimal position, closes electric windows, activates belt pretension.)

For a list of additional names for the above please refer to TABLE 9 in the appendix, If the vehicle has additional safety features, please describe these in the comments box.

Road Level Data

Variable	Value	Notes
Carriageway type	1 = Two way traffic divided by a painted line	The roadway is split with a painted line or hatchings only and traffic flows in both directions.
	2 = Two way traffic with no division markings	The road is 2 way but there are no markings dividing up the road surface. This is often found in rural areas where the road is too narrow to divide up.
	3 = Physically divided roadway without traffic barrier	There is a tactile division between the traffic flows which is not a specialist traffic barrier. An example is a roadway divided by a grass verge.
	4 = Physically divided roadway with traffic barrier	The division of 2 way traffic is made by some sort of metal traffic barrier, eg Armco.
	5 = One-way traffic	The traffic on the roadway flows in one direction only. This includes roundabouts.
	888 = Other 999 = Unknown	
Number of lanes	2 digit numeric	The number of lanes is the total number of driving lanes **on the stated vehicle's side of the road, not both sides.** Bus lanes are included, turning or filter lanes and cycle lanes are **not** included. If the collision occurred on a roundabout code how many lanes there are going around it.
Motorway	1 = Yes 2 = No	A road with divided carriageways AND grade separated junctions, often at least TWO lanes in each direction. A one-way roadway feature with a varying number of lanes.
Speed limit (kph)	3 digit numeric	This refers to the stated speed limit on signs or other speed limit indicators (such as equally spaced lampposts and no repeat speed limit signs is indicative of a 30 mph speed limit (UK)).

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	888 = Other 999 = Unknown	For reference: 30 mph = 48 kph 40 mph = 65 kph 50 mph = 85 kph 60 mph = 97 kph 70 mph = 113 kph
Type of speed limit	1 = Permanent	The speed limit shown on permanent roadway signs is always the same.
	2 = Temporary	The permanent speed limit is changed at, for example, road works, maintenance or construction sites.
	3 = Variable (dynamic)	The permanent speed limit is increased or decreased during certain hours of the day, for example rush hours.
	4 = Advisory	Advisory speed limit is often given for curves.
	888 = Other 999 = Unknown	
Junction	1 = No junction	What type of junction, if any was at, or in the vicinity of the accident scene?
	2 = T junction	
	3 = Y junction	

	4 = Crossroads (+ junction)	Two road crossing
	5 = Roundabout	
	6 = Staggered junction	
	7 = Slip road	Usually a ramp that aids transition from one roadway to another, found at all motorway junctions (UK)
	888 = Other	
Local area		What was the area like where the accident occurred?
	1 = Urban	Usually a city, town or large village.
	2 = Rural	Country area. For a motorway or major road with fields either side code as rural.
	3 = Mixed	Example: outskirts of a large town.
	888 = Unknown	
Vertical Alignment	1 = Uphill 2 = Downhill 3 = Flat 4 = Blind summit 888 = Other 999 = Unknown	The lay of the carriageway in the vertical plane at the scene of the accident. A point where it is not possible to see where the road is heading.

Horizontal Alignment	1 = Straight road 2 = Bend to left 3 = Bend to right 888 = Other 999 = Unknown	The way the road is laid out in the horizontal plane at the scene of the accident. For a pedestrian code the pathway alignment that they were on
Construction / maintenance zone	1=None	There were no construction or maintenance zones in the vicinity and directly associated with the accident.
	2 = Construction zone	Roadway construction includes construction within the road or roadside area. The work is considered long-term - more than one day of work marked with signs, barricades etc. day and night
	3 = Maintenance zone	Roadway maintenance includes pavement marking, painting guardrail, cleaning ditches, mowing grass, etc. The work is considered as short-term - one day during daylight
	4 = Utility zone	An area for utility work such as electrical work within the right-of-way. The utility company must perform the work
	5 = Work zone, type unknown	Use this code when there is insufficient information to distinguish between construction, maintenance and utility
	888 = Other 999 = Unknown	
Roadway surface type	1 = Concrete	A mixture of aggregate, sand, water and cement. Light grey in colour once set.
	2 = Asphalt	Includes Tarmacadam. Usually black but can also be red or green.
	3 = Brick or block	Road surface composed of fixed individual blocks or bricks.
	4 = Slag, gravel or stone	Non-fixed aggregate material.
	5 = Dirt	Mud tracks or other roadway with no solid surface.
	888 = Other	Includes special surface treatments.
	999 = Unknown	

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Pedestrian Facility		Code the type of pedestrian facility that was either being used at the accident scene or in close vicinity of the accident scene.
	1 = None Present	No pedestrian facility
	2 = Desire line only	No official pedestrian facility present but there is evidence (such as mud tracks) that the area is used by pedestrians.
	3 = Refuge	An area in the middle of the road that pedestrians can use to aid crossing
	4 = Drop kerb only	A section of the kerb is lowered to aid transition from pathway to road.
	5 = Pedestrian crossing without traffic control	Any roadway infrastructure that spans the width of the roadway, which is **not** accompanied by traffic lights eg Zebra crossing.
	6 = Pedestrian crossing with traffic control	Any roadway infrastructure that spans the width of the roadway, which is accompanied by traffic lights, eg. Pelican crossing
	7 = Footbridge	A walkway created to pass over the top of the roadway
	8 = Subway	A walkway created to pass under the roadway
	888 = Other 999 = Unknown	
Cycle facilities		Code the type of cycle facility that was either being used at the accident scene or in close vicinity of the accident scene.
	1 = None	No cycle facility
	2 = Advanced cycle lane separated by kerbing	The cycle lane is at the same level as the roadway but there is a physical divider.
	3 = Cycle lane on footway	The cycle lane is on a higher level compared to the carriageway.
	4 = Cycle lane separated by road markings	The cycle lane is on the same level as the carriageway and only separated by road markings.
	5 = Cycle (toucan) crossing	A crossing where pedestrians and cyclists share a wide and unsegregated crossing area.

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	6 = Cycle lane separated by grass strip	The cycle lane is on the same level as the carriageway and separated by a grass strip.
	777 = Not applicable	

Group of sign	Choices	Definitions
	1 = Danger warning signs	Group A: Danger warning signs: Type signs are triangular with a red border.
	2 = Priority signs	Group B: Priority signs regulate the right-of-way. International yield signs are downward triangles. Red octagons are for stop signs only. A sign for a priority road is a yellow diamond with a white border.
	3 = Prohibitory or restrictive signs	Group C: Prohibitory or restrictive signs are usually circular with red borders. Signs ending restrictions have a black border with rightward black bars
		Group D: Mandatory signs are usually circular with blue backgrounds
	4 = Mandatory signs	Group E: Special regulation signs are rectangular and show miscellaneous rules.
	5 = Special regulation signs	Group F: Information, facilities or service signs are rectangular show the services along the roads.
	6 = Information, facilities or service signs	Group G: Direction, position or indication signs guide users on the roads to where they are going. They are usually rectangular.
	7 = Direction, position or indication signs	Group H: Additional panels may be attached to main signs for more information.
		Signs which warn & inform about traffic works.
	8 = Additional panels	Standard red, amber and green traffic lights that illuminate, indicating, to the traffic, when to stop and go. This includes pedestrian crossings with traffic control.
	9 = Traffic works signs	
	10 = Traffic lights	**Additional Examples**
	888 = Other signs	
	999 = Unknown	

Problem with sign	1 = No visibility problems	There were no problem with the signs
	2 = Sign covered or obscured	The sign was either partially or fully covered or obscured from view of the driver, eg by a tree or snow.
	3 = Sign damaged or defaced	The sign was damaged or defaced, eg by graffiti.
	4 = Information missing from sign	Some information or part of the sign was missing.
	5 = Incorrect positioning of sign	The sign was either facing the wrong way or positioned too close/near to specific point.
	6 = Sign missing	The sign was missing from the sight where it previously stood.
	7 = Sign present but obscures drivers view ahead	The sign obscured the drivers' view of the roadway ahead.
	8 = Misleading sign	The sign or group of signs gave misleading information.
	888 = Other (please specify)	Any other problem – please specify in the comments box.
Working	1 = No dynamic sign	Sign is static and not dynamic, question is not applicable.
	2 = Device working properly	Nothing wrong with the dynamic signal.
	3 = Device not working	The dynamic signal is out of order.
	4= Device partially working	The dynamic signal is not functioning as it should (e.g. a traffic light where only the red and yellow lights are working and the green light is out.
	888= Other	
	999 = Unknown	Unknown if the sign was working or not

Road conditions	1 = Dry	No water or product of water present on the road surface. The road is completely dry.
	2 = Wet	Water contained on the roadway surface. Remember it can be wet even if it's not raining. Describe how wet the road was in the comments box.
	3 = Ice	Both thin and thick are coded 'ice'. 'Black ice' should also be noted here.
	4 = Snow	Both heavy and light snow. Describe how much snow there was in the comments box.
	888 = Other 999 = Unknown	
Light condition	1 = Daylight	The light during daytime.
	2 = Partial light	Either dusk or dawn, when it is not complete daylight or darkness.
	3 = Darkness	Time of day once the sun has officially set and there is no lighting infrastructure present.
	4 = Darkness with artificial light	Official night time but with lighting present such as street lamps **that are fully switched on**. If street lamps are present but not working or not turned on code as 'Darkness' if it is after dusk.
	5 = Dazzling sunlight	Sunlight that directly shines into the eyes of the road user, which could have impaired vision.
	888 = Other 999 = Unknown	
Traffic Flow		What was the traffic flow like at the time of the accident?
		Fairly subjective responses, based on opinion in the police reports, time of day and road type (5.1)/at the scene (5.2):
	1 = Heavy traffic flow	Heavier than normal traffic flow – may result in congestion, queues, slow moving traffic.
	2 = Normal traffic flow	Normal/average traffic flow, e.g. moving at speed limit.
	3 = Light traffic flow	Below average traffic flow.
	999 = Unknown	The traffic flow at the time of the crash is unknown.

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Weather conditions	1 = Rain	From light rain to heavy rain. (Useful to indicate the intensity of the rain in a comment box.)
	2 = Hail	Frozen raindrops in the form of solid ice.
	3 = Freezing rain	Often happens when the air temperature is around zero degrees and the road surface temperature is zero or below which makes the rain freeze when it impacts the road surface.
	4 = Snow	From light to heavy snowfall. (Useful to indicate the intensity of the snowfall in a comment box.)
	5 = Wet Snow/slush	Falling as snow or sleet then melting on road surface, may settle in localised areas on carriageway
	6 = Dry 888 = Other 999 = Unknown	The weather was fair.
Strong Winds	1 = No 2 = Yes 999 = Unknown	Winds that are above 39 kph (according to http://www.windows.ucar.edu/tour/link=/earth/Atmosphere/wind_speeds.html&edu=high)
Fog	1 = Fog	Was there fog present at the scene and time of the accident? Visibility was less than 1 km.
	2 = Dense fog	Visibility was less than 60m.
	3 = No fog reported	There was no fog present.
	999 = Unknown	It is unknown if there was fog present or not.
Surface contaminants	1 = None 2 = Mud 3 = Leaves 4 = Oil 5 = Diesel 6 = Gravel 7 = Discarded load 888 = Other 999 = Unknown	If another vehicle has dropped its load into the roadway or left contaminants on the road, for instance mud from tyres at the scene of the accident. NB. If contaminants have hidden the road markings, please indicate this in the comments box. Any load that has been detached from the vehicle carrying it

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Inadequate signing?	1 = Yes, Please specify 2 = No 3 = Unknown	Was there inadequate signing at the scene of the accident, this may be missing signs, poorly positioned signs, obscured signs etc.
Traffic calming measure	1 = Yes 2 = No 999 = Unknown	Was traffic calming present at the scene? E.g. Road humps, chicanes etc. Do not include mini roundabout – this can be coded within 'Junction'
Was traffic claming a contributory factor in the accident?	1 = Yes, please specify 2 = No 3 = Unknown	Did the traffic calming contribute to any of the events in the accident, as stated in the police report?

Road User Level Data   **Back to top**

Variable	Value	Notes
Road user classification	1 = Driver 2 = Passenger 3 = Pedestrian	Was the person in question the driver, a passenger or a pedestrian? For a cyclist code as driver.
Age	0-999	If less than 1 year write '0' and put true age in comments box. Code in whole years
Gender	1 = Male 2 = Female 999 = Unknown	Gender of the road user that you are coding. If it is not mentioned in the police report code Unknown. Do not guess based on pictures.
Impairment **5.1 only**	1 = Alcohol 2 = Drugs 3 = Drugs and Alcohol 4 = Medication 5 = Fatigue 6 = Combination of the above 888 = Other 777 = None 999 = Unknown	Something that affected the Road User to drive at their full ability. Alcohol impairment should be coded even if the level of alcohol in the road users system is below the national drive limit
Resident in country?	1 = Yes 2 = No 999 = Unknown	Did the Road User live in the country where the incident took place?
Familiar with traffic system?	1 = Yes 2 = No 999 = Unknown	Was the road user familiar with the local traffic system? Eg. Home – work trip would indicate that the driver was familiar with the traffic system as it would be a frequently driven route.
Crash avoidance manoeuvre **5.1 only**	1 = No avoidance manoeuvre reported 2 = Braking (skid marks evident) 3 = Braking (no skid marks evident) 4 = Steering (evidence or stated) 5 = Steering and braking (evidence or stated) 6 = Other avoidance manoeuvre 888 = Other 999 = Unknown	Did the Road User take any action to avoid the incident happening? This avoidance manoeuvre can be coded whether it was successful of not. Under 'Other' include things such as use of handbrake, and note this is the comments box.

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Seat position	1 = 1.1 → 60 = 15.4 777 = Not applicable 999 = Unknown 1.1 Always = driver	LHD model RHD model
Seat direction	1 = Front facing 2 = Side facing 3 = Rear facing 999 = Unknown	The orientation of the seat within the vehicle.
Seatbelt	1 = Used 2 = Use claimed 3 = Not used 777 = Not applicable 999 = Unknown	If evidence stated through police report If not evident but claimed No evidence of use and not claimed. Provide evidence of non-use if available. For vehicles that do not have seatbelts fitted eg. older vehicles.
Airbag availability **5.1 only**	1 = Present 2 = Not present 777 = Not applicable 999 = Unknown	Was an airbag present for the seat concerned? If present, specify location, e.g. seat bolster, steering wheel hub etc.
Airbag deployment **5.1 only**	1 = Yes 2 = No 999 = Unknown 777 = Not applicable	Were any airbags deployed specifically for the occupant of the seat?
Police injury severity	1 = Fatal 2 = Serious 3 = Slight 4 = Not injured 999 = Unknown	Injuries or complications directly due to the accident within 30 days of the crash.

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SafetyNet medical outcome	1 = Fatal 2 = Serious 3 = Slight 4 = Not injured 999 = Unknown	The Final medical outcome of the incident. Police may classify a person as slightly injured in reports but they may have later died. Code this according to your countries definitions for injury severity.
Body region most heavily injured	1 = Head	Includes cranium and brain
	2 = Face	Includes ears and forehead
	3 = Neck	Includes larynx, jugular vein, (oesophagus, trachea)
	4 = Thorax	Includes chest, lungs, heart, aorta, ribs, sternum, diaphragm
	5 = Abdomen	Includes kidney, liver, pancreas, spleen, stomach, bowels, bladder. Cervical, thoracic and lumbar (broken neck would be coded 'Spine)
	6 = Spine	Shoulders (including clavicle), arms, elbows, wrists, hands, fingers
	7 = Upper Extremities	Pelvis, hips, legs, knees, ankles, feet, toes
	8 = Lower Extremities	Use for burns which cover over 50% of the body Use when the most severely injured body region is unknown and there are SERIOUS injuries on more than one body area. Specify the injured body regions in the comments section.
	9 = Whole surface area	
	10 = Multiple regions	Select Not applicable if the road user is not injured.
	777 = Not applicable 999 = Unknown	**If the road user is taken to hospital to be treated for shock, make a note of this in the comments box.**
Ejection **5.1 only**		Was the occupant thrown from the vehicle as a result of the collision?
	1 = None	Occupant remained fully in vehicle
	2 = Partial	The occupant was only partially thrown from vehicle, but not totally ejected.

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	3 = Full	The occupant was fully ejected from the vehicle.
	777 = Not applicable	Code Not applicable in the case of a pedestrian, cyclist or motorcyclist.
	999 = Unknown	It is unknown if the person was ejected from the vehicle.
Entrapment/extrication **5.1 only**	 1 = None	Was the casualty trapped within the vehicle due to deformation of the structure or non-functioning of vehicle components and therefore required rescue?
	2 = Partial	Trapped within vehicle due to deformed structure but able to move around.
	3 = Full	Trapped within the vehicle by body parts and not able to move.
	777 = Not applicable 999 = Unknown	
Taken to hospital **5.1 only**	1 = Yes 2 = No 999 = Unknown	Was the casualty taken to hospital as a result of the accident? Only code yes if the road user arrived at the hospital alive. Do not code yes for those who died on scene but were then taken to hospital.
Number of days in hospital **5.1 only**	3 digit numeric 999 = Unknown 777 = Not applicable	Number of days in hospital If patient was admitted at 10am and left at 11am, still code as 1 day.
Died at scene/en route **5.1 only**	1 = Yes 2 = No 999 = Unknown	Did the casualty die at the scene of the incident or on the way to hospital?
Number of days until death **5.1 only**	2 digit numeric 999 = Unknown 777 = Not applicable	How many days after the accident did the person die? If the casualty died at the scene of the incident or on the way to hospital, then the answer is 0. Also code 0 if death occurs less than 24 hours after the accident.
Police Suspicion of alcohol involvement	 1 = Yes 2 = No 999 = Unknown 777 = Not applicable	For 5.1: According to the accident report. For 5.2: According to the accident investigator(s) on the scene. The road user is above the legal drive limit The road user is below the legal drive limit

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Police reported other drug involvement	1 = Yes 2 = No 999 = Unknown 777 = Not applicable	Other drug involvement includes any drug that is illegal. This does not include any prescription medicine.
Child restraint fitted	1 = Yes 2 = No 3 = Incorrect Use 4 = Incorrect Fastening 5 = Incorrect Use + Fastening 999 = Unknown 777 = Not applicable	Was a child restraint fitted? This is a specially fitted seat or harness for a child. The child restraint was positioned incorrectly within the vehicle or CRS was unsuitable for the child The CRS was not correctly fastened within the vehicle or the child was not correctly fastened within the CRS A combination of Incorrect Use and Incorrect Fastening.
Child restraint used	1 = Yes 2 = No 999 = Unknown 777 = Not applicable	Was the child restraint being used at the time of the crash? Code Not applicable in the case of a child being carried on a two wheeled-vehicle.
CRS type	1 = Infant carrier 2 = Child seat 3 = Booster seat 4 = Booster cushion 5 = Impact shield 6 = Harness 3 point 7 = Harness 4 point 8 = Harness 5 point 888 = Other 999 = Unknown	Infant carrier Child seat Booster seat Booster cushion Impact shield

M/cycle helmet worn	1 = Yes 2 = No 999 = Unknown	Was the rider of the two wheeled-vehicle wearing a motorcycle helmet?
Helmet type **5.1 only**	1 = Full face 2 = Open face 3 = Full face with opening front 4 = None worn 999 = Unknown	Which helmet type was the motorcyclist wearing at the time of the crash? Full face Open face Full face with opening front
Partial leathers (jacket) **5.1 only**	1 = Yes 2 = No 999 = Unknown	Was the road user wearing a special leather motorcycle jacket?
Partial leathers (trousers) **5.1 only**	1 = Yes 2 = No 999 = Unknown	Was the road user wearing special leather motorcycle trousers? NB if both trousers and jacket are coded 'yes' it is indicative that full leathers were worn.
Motorcycle gloves **5.1 only**	1 = Yes 2 = No 999 = Unknown	Was the road user wearing special motorcycle gloves?

Motorcycle boots **5.1 only**	1 = Yes 2 = No 999 = Unknown	Was the road user wearing special motorcycle boots?
Reflective/High visibility items worn	1 = Yes 2 = No 999 = Unknown	 Was the motorcyclist wearing high visibility or reflective clothing at the time of the crash.
Bicycle helmet worn	1 = Yes 2 = No 999 = Unknown	Was the rider of the bicycle wearing a bicycle helmet?
Helmet type **5.1 only**		Description if known
Reflective/High visibility clothing **5.1 only**	1 = Yes 2 = No 999 = Unknown	 Was the cyclist wearing high visibility or reflective clothing at the time of the crash?
Thick clothing **5.1 only**	1 = Yes 2 = No 999 = Unknown	Wearing jacket, coat and trousers = thick Only wearing T-shirt and shorts = thin
Pedestrian-vehicle-interaction **5.1 only**	1 = None 2 = Glancing Impact 3 = Scooped up and came off bonnet 4 = Thrown to nearside 5 = Thrown to offside	If the pedestrian was hit by the vehicle, how were they hit? Code option which best represents the accident as a whole or the most significant impact. Quick and light impact at an angle. Pedestrian is thrown up onto the bonnet of the vehicle. The road user was thrown towards the kerb. The road user was thrown away from the kerb.

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	6 = Moved sideways across bonnet offside to nearside	The road user moved towards the pavement, across the bonnet.
	7 = Moved sideways across bonnet nearside to offside	The road user moved from the pavement side of the vehicle across the bonnet.
	8 = Thrown over vehicle	The road user travelled over the vehicle towards the rear.
	9 = Thrown straight forward	The road user was thrown forwards, away from the vehicle.
	10 = Thrown to side pavement	The road user was thrown onto the pavement by the vehicle.
	11 = Thrown into traffic lane	The road user was thrown into traffic by the vehicle.
	12 = Hit a second time by the same vehicle	The road user was hit twice by the same vehicle.
	13 = Hit by another vehicle	The road user was hit twice by two different vehicles.
	14 = Dragged by vehicle	The road user became attached to the vehicle and was pulled along by it.
	15 = Went under vehicle	The road user was struck by the vehicle and then fell underneath.
	888 = Other 999 = Unknown	
Pedestrian company **5.1 only**	1 = On own 2 = In small group 3 = In large group 888 = Other 999 = Unknown	Was the pedestrian alone at the time of the incident, or with other people? 1 – 4 = Small group 5+ = Large group
Pedestrian disabilities	1 = Deaf 2 = Blind/partially sighted 3 = Requires use of support to walk 888 = Other 999 = Not known	Did the pedestrian have any disabilities? Select all that apply.

Reflective/High visibility items worn	1 = Yes 2 = No 999 = Unknown	 Was the pedestrian wearing high visibility or reflective clothing at the time of the crash?
Information source	1 = Interview at accident scene 2 = Interview at hospital 3 = Interview at home 4 = Telephone interview 5 = Police records 6 = Eyewitness report 777 = Not applicable 888 = Other 999 = Not known	Which source did the information come from to fill in this database?

For 5.2 only:

Method of investigation **5.2 only**	On scene Retrospective	How was the data collected?
Confidence level **5.2 only**	1 = High level of confidence 2 = Reasonable confidence 3 = Low level of confidence	What degree of confidence do you have in this data?

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Appendix

Tables of variable options and explanations

TABLE 1
Non-collision events

Choice of response	Definition	Source
1 = Overturn/rollover	When a vehicle rotates 90° or more, side-to-side or end-to-end. For two-wheeled vehicles, laying the vehicle down on its side is sufficient to code overturn if damage or injury is produced.	FARS
2 = Fire/explosion	Unlikely to be first harmful event – but we leave it here anyway, as is a possibility	
3 = Immersion	Vehicle completely under the water's surface.	
4 = Gas inhalation	Includes injury or death from carbon monoxide fumes leaking from a vehicle in transport.	FARS
5 = Fell/jumped from vehicle	When falling or jumping (not suicide) from the vehicle causes damage or injury. For example, a passenger of a vehicle in transport leans against the car door, it opens and the passenger falls out and is injured by the fall. This also includes road users being separated from their vehicle.	FARS
6 = Injured in vehicle	Use where an occupant is injured during an unstabilised situation without a collision. Examples: a pick-up truck breaks sharply and its load crashes through passenger compartment injuring or killing driver; or a part of the engine comes loose and bounces back into its own vehicle.	FARS
7 = Thrown or falling object	An object that is thrown or falls onto a vehicle in motion, example tree falling onto moving vehicle.	
8 = Pavement/road surface irregularity (pothole, grooved, grates)	Road surface irregularity that causes damage to the vehicle or the users, e.g. cyclists falls from bike after riding over a pothole.	

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9 = Vehicle occupant struck or run over by own vehicle	Use when occupant falls or comes out of vehicle and is struck or run over by that vehicle. Does not apply to occupants ejected during overturns.	FARS
10 = Jack-knife	Applies to a condition that occurs to an articulated vehicle, (any vehicle with a trailing unit(s) connected by a hitch; e.g., truck tractor or single-unit truck with one or more trailers, car pulling a caravan or boat on a trailer etc.) while in motion. The condition reflects a loss of control of the vehicle by the driver in which the trailer(s) swerves from its normal straight-line path behind the power unit.	FARS
12 = Equipment failure (blown tyre, brake failure, etc.)	Failure of some part of the vehicle	
13 = Separation of units	Separation of main vehicle from trailer or caravan	
14 = Ran off road – off side	Vehicle left the road on the off side. Off side- the side of the vehicle away from the curb. In UK right-hand side, other Europeans left	
15 = Ran off road – near side	Vehicle left the road on the near side. Near side- the side of the vehicle nearest the curb; UK left-hand side, other Europeans right.	
16 = Cross median/centreline	Vehicle leaves its carriageway and crosses over in to the oncoming carriageway. Only code if vehicle remains on carriageway.	
17 = Downhill runaway	When a vehicle's breaks fail on a downhill section of road cause the vehicle to runaway down the slope. Mainly applies to lorries and caravans.	
18 = Vehicle went airborne	When a vehicle leaves the ground.	
19 = Other non-collision	As an example, driving off a cliff, where damage is not the result of an overturn or collision with an object.	FARS

Collision with vehicle

Choice of response	Definition	Source
20 = Vehicle travelling on same roadway	When one vehicle collides with another vehicle on the same roadway. Does not include parked vehicles. For parked vehicles, select option number 22.	FARS
21 = Vehicle travelling on other roadway	Differs from above in that it applies to events where a vehicle leaves one roadway and enters a different roadway, having a collision with a vehicle in transport on a different roadway. For example an accident on a cross roads, where vehicles have approached on different roads.	FARS
22 = Parked vehicle (not travelling)	Collision between moving vehicle and parked vehicle. Parked vehicles include vehicles parked outside the roadway and those parked on the roadway in lanes not designated for travel at the time of accident.	FARS
23 =Construction, maintenance or utility vehicle	Use this code when a vehicle strikes a construction, maintenance or utility vehicle either working, travelling or stopped.	FARS

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Collision with object not fixed

Choice of response	Definition	Source
25 = Vehicle struck by falling/shifting cargo or anything set in motion by another vehicle in transport		
26 = Pedestrian	Collision between moving vehicle and pedestrian	CARE
27 = Non-Motorist on Personal Conveyance	Personal conveyance is a human-powered, non-motorized device not propelled by pedalling; such devices are included even when motorized. Includes rideable toys (roller & inline skates, skateboards, push chairs, scooters), motorized rideable toys (motorized skateboards, scooters, and toy cars), devices for personal mobility assistance (Zimmer frames, motorized and non-motorized wheelchairs, handicapped scooters).	FARS
28 = Bicycle	Collision between moving vehicle and cyclist	
29 = Railway Train /Tram	Collision between moving vehicle and train or tram.	
30 = Animal	A collision with animals (domesticated or wild) that are not themselves being used as transportation or to draw a wagon, cart or other transport device.	FARS
31 = Ridden Animal or Animal-Drawn Conveyance	Used for collisions with animals being used as transportation. This includes ridden animals and animals (or teams of animals) drawing a transport device (sleighs, carts, etc)	FARS
32 = Other Object (not fixed)	e.g., fallen tree, already laying in roadway; construction cones or barrels on road (temporary).	FARS

Collision with Fixed Object

Choice of response	Definition	Source
33 = Boulder	A rock of sufficient mass that when struck by a vehicle moves very little and remains basically intact.	FARS
34 = Building		
35 = Impact Attenuator/Crash Cushion	A device for controlling the absorption of energy released during vehicle collision ("crash cushions"). It's most common application involves the protection of fixed roadside objects such as bridge piers, at motorway exit ramps, entry to toll booths etc. Examples include barrels filled with water or sand, and plastic collapsible structures.	FARS
36 = Bridge Pier or Abutment	Support structures; most likely to be struck by vehicles passing under bridges. Bridge Abutment - wall supporting the ends of a bridge and composed of stone, concrete, brick or wood.	FARS

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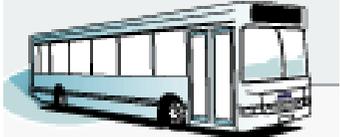|	Bridge Pier - column of stone, concrete, brick, steel or wood for supporting a bridge between abutments.	
37 = Bridge Parapet End	Components of the upper portion of bridges. The end of a low wall which runs along the outer most edge of the roadway or pavement on the bridge.	FARS
38 = Bridge Parapet	Components of the upper portion of bridges. A wooden, brick, stone, concrete or metal fence-like wall which runs along the outermost edge of the roadway or pavement on the bridge or a rail constructed along the top of a parapet.	FARS
39 = Bridge Overhead Structure	Used when striking the bottom of a bridge while travelling on a roadway underneath it. Mainly applies to tall vehicles passing under low bridges.	FARS
40 = Guardrail Face	A low barrier running along the edge of a road shoulder either on the right or the left and which is primary composed of metal (plates, cable, mesh, box beam, etc.). A guardrail is not the same as a concrete traffic barrier; it is differentiated from it by the material making up the greatest part of the longitudinal portion of the structure.	FARS
41 = Guardrail End	When a vehicle strikes the end of a guardrail. Guardrails can have a separate flat or rounded piece of metal attached to the end.	FARS
42 = Concrete Traffic Barrier	Refers to the longitudinal traffic barriers constructed of concrete and located on the outside of the road surface, in a median, or at entry/exit ramps. This includes all temporary concrete barriers regardless of location (i.e. temporary barriers during road works). This also includes concrete barriers used to protect the bridge pier or abutment. Concrete walls (vertical side surfaces) do not apply here.	FARS
43 = Other Traffic Barrier	Used for all other longitudinal barriers such as wood or rock and unknown barrier composition types.	FARS
44 = Highway/Traffic Sign Post/Sign	When the post supporting a traffic sign, or the sign itself, is hit by a vehicle in transport. Includes mile/kilometre markers.	FARS
45 = Traffic Signal Support/Signal	When the post supporting a traffic signal, or the traffic signal itself is hit by a vehicle.	
46 = Overhead Sign Support/Sign	When the sign supported is above the motorway. The difference between traffic sign and overhead sign is the location of the sign (overhead or the side of the road).	FARS
47 = Luminary/Light Support	Supports for roadway lighting systems, not including other private lighting systems (e.g., car park lights). Support does not include other fixed objects to which lighting is affixed (e.g., telephone poles).	FARS
48 = Utility Pole	Electrical, Telephone, Cable and other utility pole-type supports.	FARS
49 = Other Post, other pole, or other supports	Posts other than highway signs. (E.g., reflectors on poles along side of roadway, parking meters, flag poles, etc.).	FARS
50 = Culvert	Any structure under the roadway generally made of concrete or metal which allow water to flow below the road.	
51 = Kerb	A concrete or asphalt structure up to 30 cm in height which borders the roadway. It provides drainage control and pavement edge delineation. The face of the curb may be sloped or vertical.	FARS

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52 = Ditch	A small trench or depression, with or without water, that runs alongside roadways or fields.	
53 = Embankment – Earth	Raised structures to hold back water, to carry a roadway, or the result of excavation or washout (including erosion) that is faced with earth. An embankment can usually be differentiated from a wall by its incline, whereas a wall is usually vertical.	FARS
54 = Embankment – Rock, Stone, or Concrete	Raised structures to hold back water, to carry a roadway, or the result of excavation or washout (including erosion) that is faced with rock, stone or concrete.	FARS
55 = Embankment – Material Type Unknown	Raised structures to hold back water, to carry a roadway, or the result of excavation or washout (including erosion) that is faced with an unknown material.	FARS
56 = Fence	Includes the fence posts. A fence can be made of wood, chain link, stone, etc. (not hedges serving as containment for property).	FARS
57 = Wall	A primarily vertical (+ 15° from vertical) structure composed of concrete, metal, timber, or stone which is not part of a building or a fence but typically is used for retaining earth, abating noise, and separating areas but not for containment (as is the primary function of a fence).	FARS
58 = Tree (Standing Tree Only)	Used when a vehicle strikes a standing tree. If a vehicle strikes a tree lying in the roadway, use code "Other Object (Not Fixed)." If a tree falls on a vehicle as it is passing by, use code "Thrown or Falling Object."	FARS
59 = Snow Bank	Used when snow fall and/or road ploughing creates essentially fixed barriers of snow/ice which are not snow-covered earth or rock embankments.	FARS
60 = Other Fixed Object	This is used when the object is fixed (considered a permanent structure) and is not described by any of the other fixed object codes. Includes utility wires and "guy" wires attached to utility poles.	FARS
999 = Unknown	This is used when it is not known what the first or most harmful event is. For example, if a series of harmful events occurred, and it's unclear which event was first.	FARS

TABLE 2

Definition of crash participants

Crash Participant	Definition	Examples	Source
1 = Car	Includes Sedan/saloon, hatchback, station wagon/estate, sports, convertible, car derived van, off road cars and **all** MPVs.	Saloon Car MPV 	
2 =Van	Vans are goods/cargo carrying vehicles and pickups that are not car derived. This includes, micro vans, light vans and panel vans, up to 3.5 tonnes.		
3 = Truck	Vehicle with at least four wheels, with a permissible gross vehicle weight of over 3.5 tonnes, used only for the transport of goods. With or without a trailer. Also known as HGV.		
4 = Bus/Minibus	Vehicle with at least four wheels, used for transporting people. Public or private use. Seating for more than 8 passengers.		CARE

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5 = Train/Tram	A vehicle which runs on rails.	Tram	
6 = Agricultural vehicle	Vehicle for agricultural use, with wheels or caterpillar tracks, with at least two axles.		CARE
7 = Two wheeled-vehicle	Vehicle with two wheels including motorbikes, mopeds and scooters.		CARE
8 = Bicycle	Vehicle with at least two wheels, without engine, moved by pedals or hand cranks.		CARE
9 = Shoe vehicle (pedestrian)	A person on foot includes a person on roller skates or a skateboard, pushing a bike or a pushchair.		
888 = Other	If the vehicle does not fit into any of the above categories, code other and describe in the comments box.		CARE
999 = Unknown vehicle	Only use if there are no available details about the vehicle e.g. in a hit and run.		

TABLE 3

Related Factors definitions – 5.1 cases only

Choice of response	Definition	Source
1 = Inadequate warning of exits, lanes narrowing, traffic controls etc.	Includes "inadequate warning" of any type. Inadequate warning due to obscured signs. Inadequate warning due to signs temporarily down, lack of necessary sign for merge, diverge. Not a construction site situation.	FARS
2 = Shoulder design or condition	A (hard) shoulder is a reserved area alongside a road or a motorway. Includes only situations pertaining to actual design or condition of the shoulder. Soft shoulder or shoulder collapsing. Inadequate shoulder width. Shoulder at different level from the roadway (drop-off, lifted, not flat).	FARS
3 = Other construction-created condition	Includes inadequate maintenance conditions, (i.e., Potholes, ruts in roadway) moving/changing signs. Addition of barricades. Change in traffic patterns, merging of lane.	FARS
4 = No or obscured pavement/road marking	Includes any road surface marking situations. New asphalt has covered old road markings. Roadway marking or surface has worn off. Ice/snow/mud obscuring road surface markings.	FARS
5 = Surface under water	Includes any surface under water. Permanently under water, i.e. fords. Temporarily under water, i.e. flooded areas. State in comments box whether permanent or temporary.	FARS
6 = Inadequate construction or poor design of roadway, bridge etc.	Pertains to original design of the different aspects of a trafficway (i.e., roadways, bridges, medians, guardrails, traffic barriers etc). Blind intersections due to highway design, not due to visual obstructions e.g. trees. Improper banking, lack of a lane for merging. Inadequate road surface (dirt, gravel surfaces, etc.); however, this must not be inferred; must be explicitly stated in police report as a "factor."	FARS
7 = Surface washed out (caved in, road slippage)	Only environmentally caused situations. Destruction of a section of roadway by water (flooding, heavy rains) or other cataclysms (earthquakes, etc.).	FARS
8 = Obstructed view	The view of the roadway directly ahead or at a junction, from the drivers perspective, is obscured . This may be caused by construction zones, foliage, parked vehicles etc.	
8 = None	No related factors explicitly mentioned in the police report.	
888 = Other	Any other related factor explicitly mentioned in the police report that can not be classified above. Describe the factor in the comments box.	
999 = Unknown	This should only be used when a full police report is not available.	

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TABLE 4

Reference for vehicle make

Acura	Caterham	Ferrari	Iveco	Mahindra	Noble	Scania	Westfield
Aixam	Caterpillar	Fiat	Jaguar	Malaguti	Oldsmobile	Seat	Wiesmann
Alfa Romeo	Chrysler	Foden	JCB	Man	Opel	Setra	Yamaha
Alpina	Chevrolet	Ford	Jeep	Maserati	Optare	Skoda	Yugo
Aprilia	Citroen	Gilera	John Deere	Massey Ferguson	Pagani	Smart	
Ascari	Claas	GMC	Kawasaki	Maybach	Perodua	SsangYong	Other
Aston Martin	Cobra	Hamann	Kia	Mazda	Peugeot	Subaru	Unknown
Audi	Dacia	Hanomag	KTM	MBK	Piaggio	Suzuki	
Austin Morris	Daewoo	Harley Davidson	Kymco	McCormick	Plymouth	Talbot	
Austin Rover	DAF	Hercules	Lada	Mercedes-Benz	Pontiac	Tata	
Bedford	Daihatsu	Hino	Lamborghini	MG	Porsche	Toyota	
Benelli	Daimler	Holden	Lancia	MicroCar	Proton	Trabant	
Bentley	Datsun	Honda	Land Rover	MINI	Raider	Triumph	
Bimota	David Brown	Hummer	LDV	Mitsubishi	Raleigh	TVR	
BMW	DeTomaso	Husaberg	Lamborghini	Morgan	Renault	Unimog	
Bova	Dennis	Husqvarna	Lambretta	Morris	Reliant	Van Hool	
Buell	Derbi	Hyosung	Laverda	Moto Guzzi	Riley	Vauxhall	
Bugatti	Deutz Fahr	Hyundai	Lexus	Motor Hispania	Rolls Royce	Vespa	
Buick	Dodge	Infiniti	Leyland	MV Agusta	Rover	Victory	
Cadillac	Ducati	Innocenti	Ligier	MZ	Royal Enfield	Volkswagen	
Cagiva	ERF	Isuzu	Lincoln	New Holland	Saab	Volvo	
Case	Fendt	Italjet	Lotus	Nissan	Sachs	Wartburg	

TABLE 5

Car body style

Body Style	Definition	Example	
1 = Sedan/saloon	Has a hinged, horizontal boot		
2 = Hatchback	The load area has a sloping door hinged at roof level		
3 = Wagon/Estate	Has a near-vertical door that extends down to the load area floor.		
4 = Sports/Coupe	Sports: Low seated car with near-horizontal steering column. Coupe: sloping roof car with 2+2 seating		
5 = Derivative	A van or pick-up based on a car platform		
6 = Off-Road/SUV	Designed to be driven off-road or a Sports Utility Vehicle		

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7 = Convertible	A car without B or C pillars above waist height, nor any cant rails or fixed roof		
8 = MPV	Small Multi Purpose Vehicle. A vehicle with a raised seating position and removable or multi positional seats.		
777 = Not applicable	Not a car or car derivative		
999 = Unknown	E.g. for hit and run accidents		

TABLE 6
Driver manoeuvre prior to accident – STAIRS list

Driving into a parking place	01
Stopping in the carriageway (not in a parking bay or before a turn)	02
Waiting to go ahead but held up	03
Starting off	04
Stopped waiting to turn right	05
Stopped waiting to turn left	06
Going into a junction to turn left	07
Going into a junction to turn right	08
Going round a roundabout	09
Going round a mini roundabout	10
Turning from side road onto main road	11
Turning from main road into side road	12
Pulling out of lay-by onto main road	13
Pulling into lay-by from main road	14
Driving along a straight road	15
Driving round a right hand bend	16
Driving round a left hand bend	17
Driving round a series of bends	18

Changing lanes from right to left	19
Changing lanes from left to right	20
Swerved to avoid animal in the road	21
Swerved to avoid other vehicle	22
Swerved to avoid person in the road	23
Pulling out to overtake	24
Overtaking moving vehicle	25
Overtaking parked vehicle	26
Undertaking moving vehicle	27
Reversing along carriageway	28
Reversing out of driveway	29
Reversing into driveway	30
Reversing out of car park space	31
Reversing into car park space	32
Turning in carriageway	33
Making 'u' turn in carriageway	34
Turning right at crossroads	35
Turning left at crossroads	36
Going straight over at crossroads	37
Merging from slip road onto main carriageway	38
Exiting from main carriageway onto slip road	39
Parking manoeuvre	40
Illegal manoeuvre	41
Driving in slow moving traffic	42
Lost control of vehicle	43
Other (describe)	888
Unknown	999

TABLE 7
Event detail

Choice of response	Definition	Source
1 = Overturn/rollover	When a vehicle rotates 90° or more, side-to-side or end-to-end. For two-wheeled vehicles, laying the vehicle down on its side is sufficient to code overturn if damage or injury is produced.	FARS
2 = Fire/explosion	Unlikely to be first harmful event – but we leave it here anyway, as is a possibility	
3 = Immersion	Vehicle completely under the water's surface.	
4 = Gas inhalation	Includes injury or death from carbon monoxide fumes leaking from a vehicle in transport.	FARS
5 = Fell/jumped from vehicle	When falling or jumping (not suicide) from the vehicle causes damage or injury. For example, a passenger of a vehicle in transport leans against the car door, it opens and the passenger falls out and is injured by the fall. This also includes road users being separated from their vehicle.	FARS
6 = Injured in vehicle	Use where an occupant is injured during an unstabilised situation without a collision. Examples: a pick-up truck breaks sharply and its load crashes through passenger compartment injuring or killing driver; or a part of the engine comes loose and bounces back into its own vehicle.	FARS
7 = Thrown or falling object	An object that is thrown or falls onto a vehicle in motion, example tree falling onto moving vehicle.	
8 = Pavement/road surface irregularity (pothole, grooved, grates)	Road surface irregularity that causes damage to the vehicle or the users, e.g. cyclists falls from bike after riding over a pothole.	
9 = Vehicle occupant struck or run over by own vehicle	Use when occupant falls or comes out of vehicle and is struck or run over by that vehicle. Does not apply to occupants ejected during overturns.	FARS
10 = Jack-knife	Applies to a condition that occurs to an articulated vehicle, (any vehicle with a trailing unit(s) connected by a hitch; e.g., truck tractor or single-unit truck with one or more trailers, car pulling a caravan or boat on a trailer etc.) while in motion. The condition reflects a loss of control of the vehicle by the driver in which the trailer(s) swerves from its normal straight-line path behind the power unit.	FARS
12 = Equipment failure (blown tyre, brake failure, etc.)	Failure of some part of the vehicle	
13 = Separation of units	Separation of main vehicle from trailer or caravan	
14 = Ran off road – off side	Vehicle left the road on the off side. Off side- the side of the vehicle away from the curb. In UK right-hand side, other Europeans left	
15 = Ran off road – near side	Vehicle left the road on the near side. Near side- the side of the vehicle nearest the curb;	

	UK left-hand side, other Europeans right.	
16 = Cross median/centreline	Vehicle leaves its carriageway and crosses over in to the oncoming carriageway. Only code if vehicle remains on carriageway.	
17 = Downhill runaway	When a vehicle's breaks fail on a downhill section of road cause the vehicle to runaway down the slope. Mainly applies to lorries and caravans.	
18 = Vehicle went airborne	When a vehicle leaves the ground.	
19 = Other non-collision	As an example, driving off a cliff, where damage is not the result of an overturn or collision with an object.	FARS

TABLE 8
Collision type

Front to front	Collision with vehicle
Front to rear	Collision with vehicle
Rear to front	Collision with vehicle
Side to front (90 degrees)	Collision with vehicle
Front to side (90 degrees)	Collision with vehicle
Side to front (angle not specified)	Collision with vehicle
Front to side (angle not specified)	Collision with vehicle
Sideswipe (same direction)	Collision with vehicle
Sideswipe (opposite direction)	Collision with vehicle
Rear to side	Collision with vehicle
Side to rear	Collision with vehicle
Rear to rear	Collision with vehicle
Front to top	Collision with vehicle
Top to front	Collision with vehicle
Side to top	Collision with vehicle
Top to side	Collision with vehicle
Rear to top	Collision with vehicle
Top to rear	Collision with vehicle
Front to Underside	Collision with vehicle
Underside to front	Collision with vehicle
Side to Underside	Collision with vehicle

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Underside to side	Collision with vehicle
Rear to Underside	Collision with vehicle
Underside to rear	Collision with vehicle
Front	Collision with object not fixed / Collision with fixed object
Rear	Collision with object not fixed / Collision with fixed object
Left	Collision with object not fixed / Collision with fixed object
Right	Collision with object not fixed / Collision with fixed object
Top	Collision with object not fixed / Collision with fixed object
Underside	Collision with object not fixed / Collision with fixed object
Other	all
Unknown	all

TABLE 9   **Return to 'eSafety'**

List of alternative terms that you might encounter, used to describe vehicle safety equipment:

4ETS	**E**lectronic **T**raction **S**ystem (4x4)	Traction Control	Merc
ABC	**A**ctive **B**ody **C**ontrol	Low level stability control (Yaw, roll etc)	Merc
ABS	**A**nti-lock **B**raking **S**ystem	Does exactly what is says on the tin	Pretty much everything
ACC	**A**daptive **C**ruise **C**ontrol	Brake assist, Cruise control	Jaguar, Lexus, Merc
ACE	**A**ctive **C**ornering **E**nhancement	Low level stability control (See ABC)	Land Rover
ADB – X	**A**utomatic **D**ifferential **B**rake (4x4)	Traction Control (Technically individual wheel)	BMW
ARM	**A**ctive **R**oll **M**itigation	Low level stability control (Gen' 2 ACE)	Land Rover
ASC	**A**cceleration **S**kid **C**ontrol	Traction Control	Smart
ASC + T	**A**utomatic **S**tability **C**ontrol + **T**raction	Traction Control, Stability Control	BMW, Mini
ASC – X	**A**utomatic **S**tability **C**ontrol + **T**raction (4x4)	Traction Control, Stability Control, ADB – X (above)	BMW
ASR	**A**nti-**S**lip/**S**pin **R**egulation	Traction Control	Alfa Romeo, Audi, Bentley, Ferrari, Fiat, Merc, Peugeot, Renault, Skoda, VW
B/A	**B**rake **A**ssist	Brake Assist	Toyota
BAS	**Br**A**ke** **A**ssist	Emergency Brake Assist	Merc

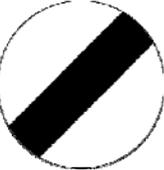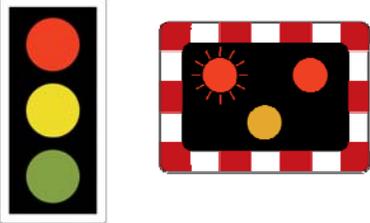|			
CBC	**C**ornering **B**rake **C**ontrol	Effectively advanced Brake Force Distribution	BMW, Mini, SAAB, Smart, Vauxhall
CST	**C**ontrol for **S**tability & **T**raction	Stability Control, Traction Control	Ferrari
CSV	Understeer Control	Traction and Stability control in certain circumstances (Yaw)	Citroen
DSA	**D**ynamic **S**tability **A**ssistance	Stability Control, Traction Control	Volvo
DSC	**D**ynamic **S**tability **C**ontrol	Stability Control, Traction Control	Aston Martin, BMW, Jaguar, Land Rover, Mazda
DSC III	**D**ynamic **S**tability **C**ontrol Gen' **III**	Stability Control, Traction Control	BMW [01>]
DSTC	**D**ynamic **S**tability + **T**raction **C**ontrol	Stability Control, Traction Control, Brake Assist	Volvo
DTC	**D**ynamic **T**raction **C**ontrol	Stability Control, Traction Control, Brake force Distribution,	BMW [5 + 7 01>]
EBA	**E**mergency **B**rake **A**ssist	Emergency Brake Assist	Chrysler, Citroen, Ferrari, Ford, Honda, Jaguar, Land Rover, Mazda, Nissan, Peugeot, Seat, Smart, Vauxhall, Volvo
EBD	**E**lectronic **B**rakeforce **D**istribution	Electronic Brakeforce Distribution	Alfa Romeo, Audi, Bentley, Citroen, Daihatsu, Fiat, Ford, Honda, Hyundai, Jeep, Land Rover, Lexus, MG, Mini, Mitsubishi, Nissan, Peugeot, Renault, Saab, SSangyong, Subaru, Suzuki, Toyota, Vauxhall, Volvo
EBFD	**E**lectronic **B**rake **F**orce **D**istribution	Electronic Brakeforce Distribution	Alfa Romeo, Audi, Bentley, Citroen, Daihatsu, Fiat, Ford, Honda, Hyundai, Jeep, Land Rover, Lexus, MG, Mini, Mitsubishi, Nissan, Peugeot, Renault, Saab, SSangyong, Subaru, Suzuki, Toyota, Vauxhall, Volvo
E-DIFF	**E**lectronic **DIFF**erential	Traction Control	Ferrari
EDL	**E**lectronic **D**ifferential **L**ock	Traction Control	Audi, Skoda, VW
EDS	**E**lectronic **D**ifferential **S**ystem	Traction Control	SEAT
ESP	**E**lectronic **S**tability **P**rogramme	Stability Control, Traction Control	Audi, Bentley, Chrysler, Citroen, Fiat, Ford, Hyundai, Jeep, Merc, Nissan, Peugeot, Renault,

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			SAAB, SEAT, Smart, VW
ESP+	**E**lectronic **S**tability **P**rogramme **+**	Stability Control, Traction Control	Nissan
ETAS	**E**lectronic **T**raction **A**ssistance **S**ystem	Traction Control	Bentley, Rolls Royce
ETC	**E**lectronic **T**raction **C**ontrol	Traction Control	Land Rover
HBA	**H**ydraulic **B**rake **A**ssist	Emergency Brake Assist	Bentley, Smart, VW
HDC	**H**ill **D**escent **C**ontrol	Traction Control, Brake force Distribution, ABS, Diff locks	BMW, Land Rover
MASC	**M**itsubishi **S**tability **C**ontrol	Stability Control	Mitsubishi
MATC	**M**itsubishi **T**raction **C**ontrol	Traction Control	Mitsubishi
MSR	**M**otor **S**lip **R**egulation	Traction Control	Alfa Romeo, Bentley, Fiat, Skoda
NBA	**N**issan **B**rake **A**ssist	Brake Assist	Nissan
PSM	**P**orsche **S**tability **M**anagement	Stability Control, Traction Control, Brake force Distribution	Porsche
SAYC	**S**uper **A**ctive **Y**aw **C**ontrol	Basic Stability control (Yaw)	Mitsubishi
SBC	**S**ensotronic **B**rake **C**ontrol System	Brakeforce Distribution, Emergency Brake Assist + bits of ESP	Merc
STC	**S**tability **+** **T**raction **C**ontrol	Stability Control, Traction Control	Volvo
SVDC	**S**ubaru **V**ehicle **D**ynamic **C**ontrol	Stability Control, Traction Control	Subaru
TCS	**T**raction **C**ontrol **S**ystem	Traction Control	Fiat, Honda, Mazda, Nissan, SAAB, SEAT
TRC	**TR**action **C**ontrol System	Traction Control	Lexus, Toyota
VDC	**V**ehicle **D**ynamic **C**ontrol	Traction Control, Stability Control	Alfa Romeo, Subaru
VDIM	**V**ehicle **D**ynamics **I**ntegrated **M**anagement	Combines ABS, EBD, TRC, VSC + EPS [**E**lectric **P**ower **S**teering]	Lexus
VSA	**V**ehicle **S**tability **A**ssist	Stability Control, Traction Control	Honda
VSC	**V**ehicle **S**tability **C**ontrol	Stability Control, Traction Control	Lexus, Toyota
VTD	**V**ariable **T**orque **D**istribution	4 wheel individual Traction Control	Subaru

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Examples of signs

Group of sign	Choices	Examples
1	Danger warning sign	
2	Priority sign	
3	Prohibitary or restrictive sign	
4	Mandatory sign	
5	Special regulation sign	

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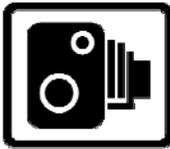
6	Information, facilities or service sign	
7	Direction, position or indication sign	
8	Additional panels	
9	Traffic works sign	

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10	Traffic lights	
11	Other sign	
999	Unknown	